

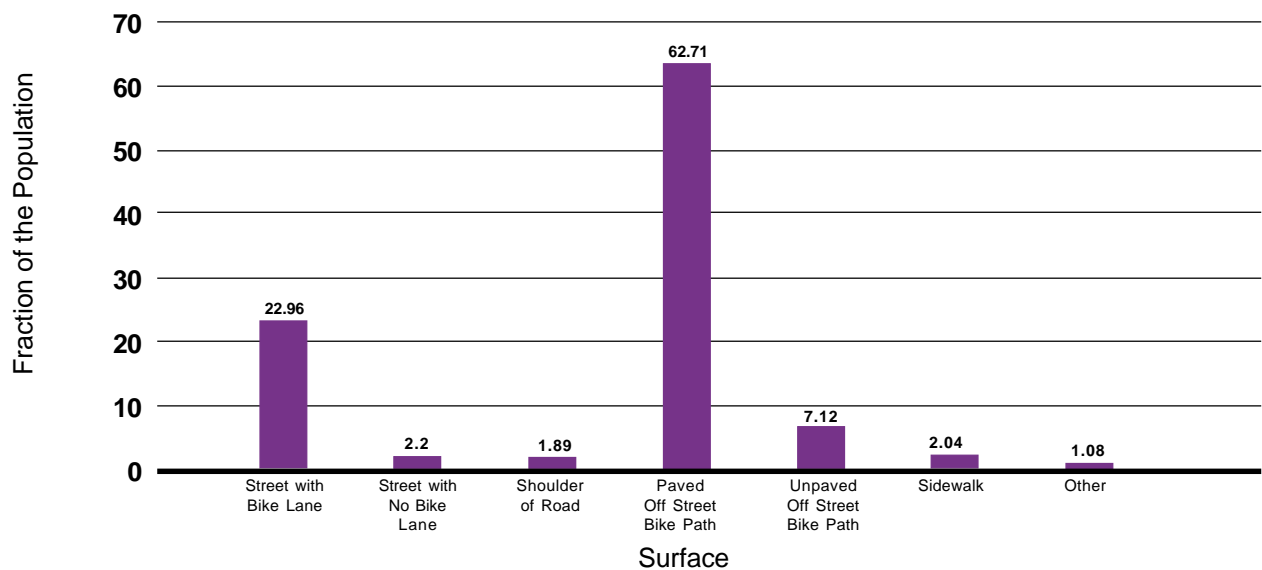
## V. OPINIONS AND PREFERENCES REGARDING BICYCLING

Survey respondents who ride bicycles in Colorado were asked to answer a series of questions regarding their satisfaction with various aspects of their bicycling experiences. They also report the surfaces that they would prefer to ride on for transportation and recreation purposes. Finally, household respondents were asked how they would allocate public funds if they were earmarked for improvement of bicycle facilities. The responses to these three sets of questions are detailed in the following sections.

### A. Preferred Surfaces for Bicycling

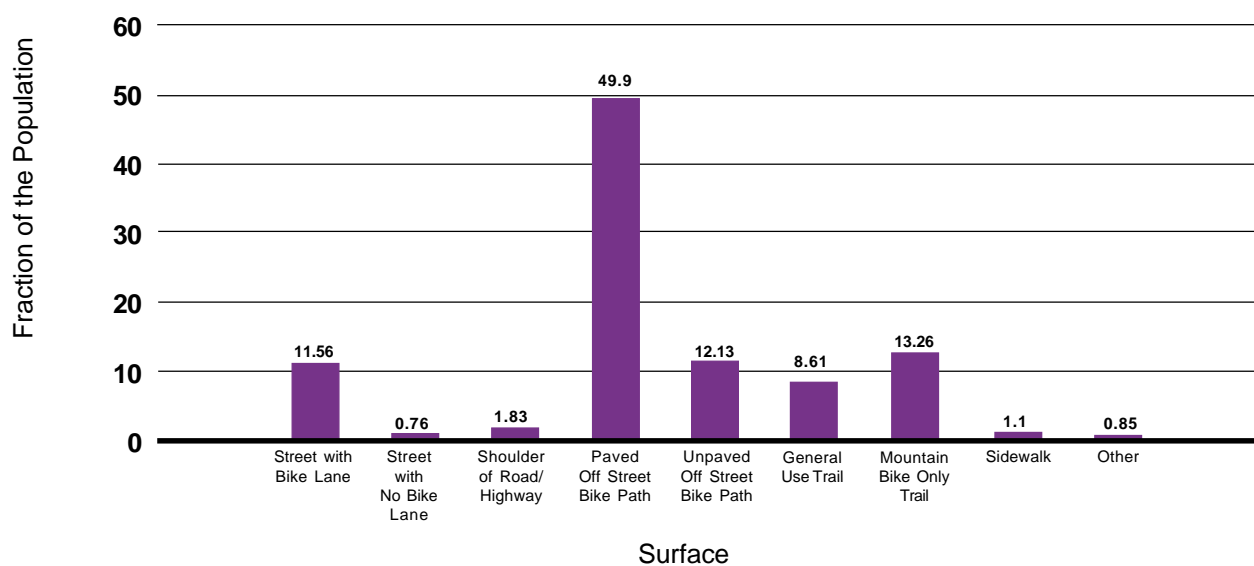
When asked about the riding surfaces they most preferred, bicyclists in Colorado left no doubt: paved off-street bicycle paths. Especially for transportation purposes, survey respondents overwhelmingly preferred this surface. As illustrated in Figure VA.1, nearly two-thirds (63 percent) of Colorado bicyclists prefer to ride on an off-street bike path when they are riding to work, school or for a utility trip. Twenty-three percent prefer riding on the street with a bike lane. An unpaved off-street bike path was the choice of 7 percent of bike riders, and only a few indicated that they preferred to ride on a street with no bike lane, the shoulder of a road or a sidewalk.

**Figure VA.1 Preferred Surface for Work, School or Utility Trip**



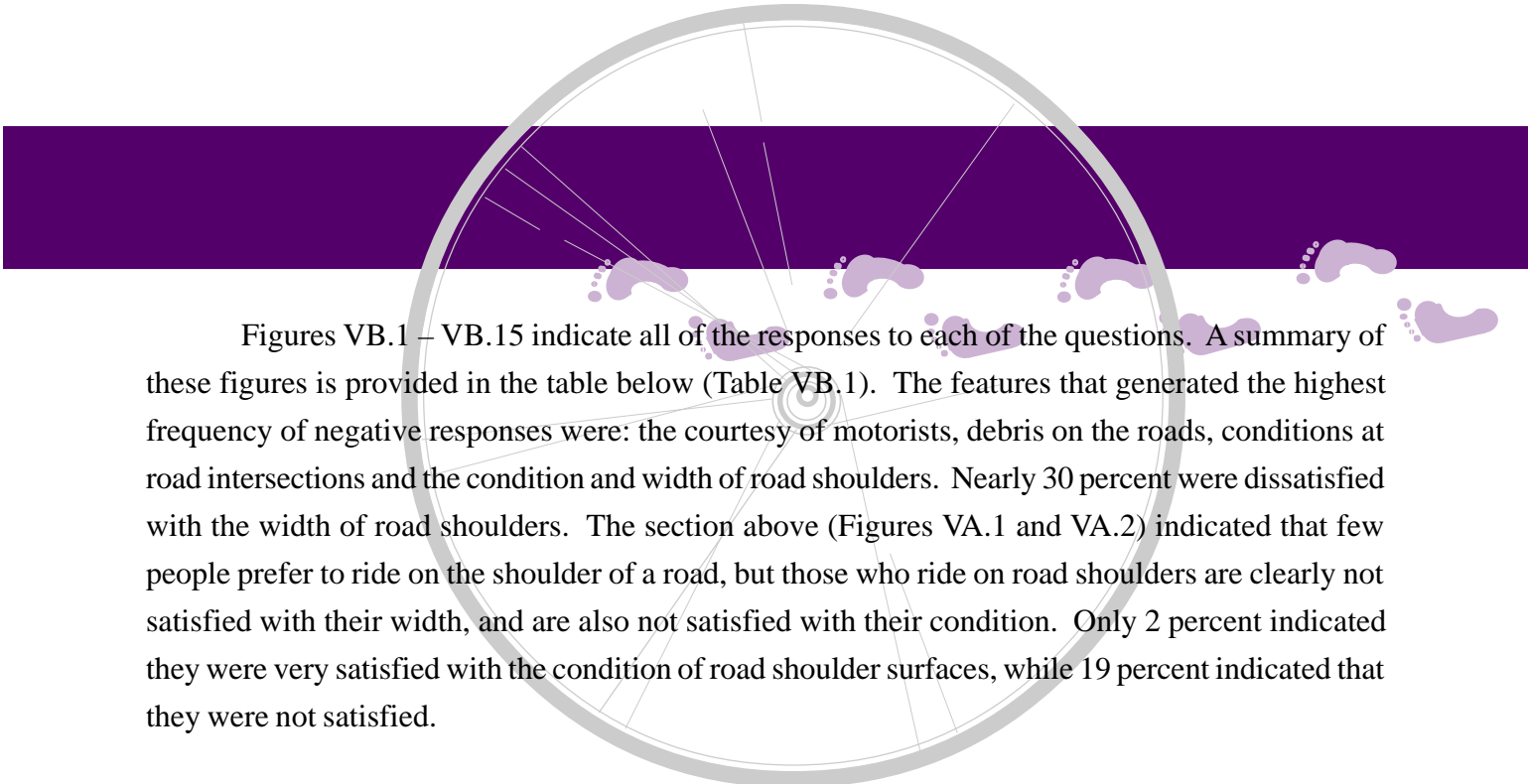
Respondents were also asked about the surface they preferred when riding for recreation and exercise, and the results are slightly different (Figure VA.2). Although the most popular surface was again paved off-street bike paths, other surfaces were viewed more favorably when riding for recreation. Half of the bicyclists indicated that they preferred paved bike paths. Thirteen percent preferred riding on a mountain bike trail, 12 percent preferred an unpaved off-street bike path and 12 percent most enjoyed riding on a street with a bike lane. A general use trail was preferred by 9 percent of the respondents. Less than 2 percent each indicated that they preferred to ride for recreational purposes on a street, road shoulder or sidewalk.

**Figure VA.2 Preferred Surface for Recreation or Exercise Trip**



## B. Satisfaction with Bicycling in Colorado

Respondents were asked to rate the degree of satisfaction with 15 different aspects of their bicycling experiences within Colorado. These aspects include the courtesy of others, bicycle parking, and the physical condition of the surfaces on which they ride. They were to indicate their satisfaction on a scale from one to five, with five representing “very satisfied” and one representing “not satisfied.”



Figures VB.1 – VB.15 indicate all of the responses to each of the questions. A summary of these figures is provided in the table below (Table VB.1). The features that generated the highest frequency of negative responses were: the courtesy of motorists, debris on the roads, conditions at road intersections and the condition and width of road shoulders. Nearly 30 percent were dissatisfied with the width of road shoulders. The section above (Figures VA.1 and VA.2) indicated that few people prefer to ride on the shoulder of a road, but those who ride on road shoulders are clearly not satisfied with their width, and are also not satisfied with their condition. Only 2 percent indicated they were very satisfied with the condition of road shoulder surfaces, while 19 percent indicated that they were not satisfied.

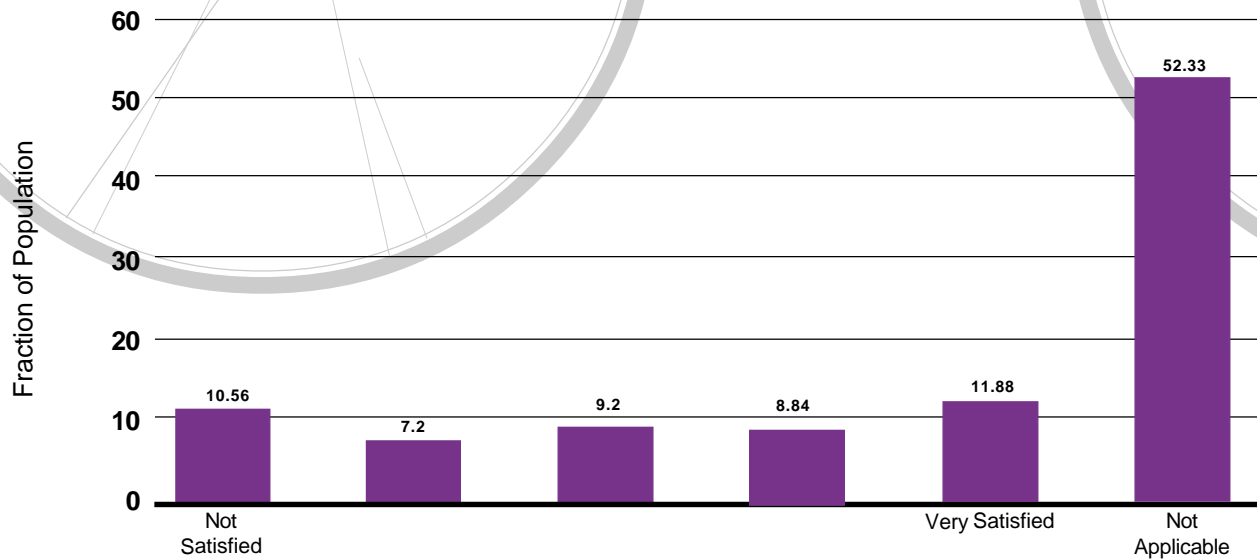
**Table VB.1 Degree of Satisfaction with Various Aspects of Bicycling in Colorado**

	Percent Very Satisfied	Percent Not Satisfied	Percent Not Applicable
Bicycle Parking at Work	12%	11%	52%
Bicycle Parking at School	8%	4%	67%
Bicycle Parking at Other Locations	3%	13%	26%
Courtesy of Motorists	1%	28%	9%
Courtesy of Other Cyclists	12%	5%	8%
Courtesy of Walkers, Runners and Skaters	7%	6%	7%
Crossings at Road Intersections	2%	13%	8%
Railroad Crossings	5%	7%	31%
Debris on Roads/Paths	4%	13%	9%
Speed Bumps and Drainage Grates on Roads	3%	10%	16%
Road Surface Conditions	3%	10%	7%
Bike Path Surface Conditions	12%	3%	9%
Road Shoulder Surface Conditions	2%	19%	13%
Road Shoulder Widths	1%	29%	12%
Signs/Travel Markers	4%	11%	12%

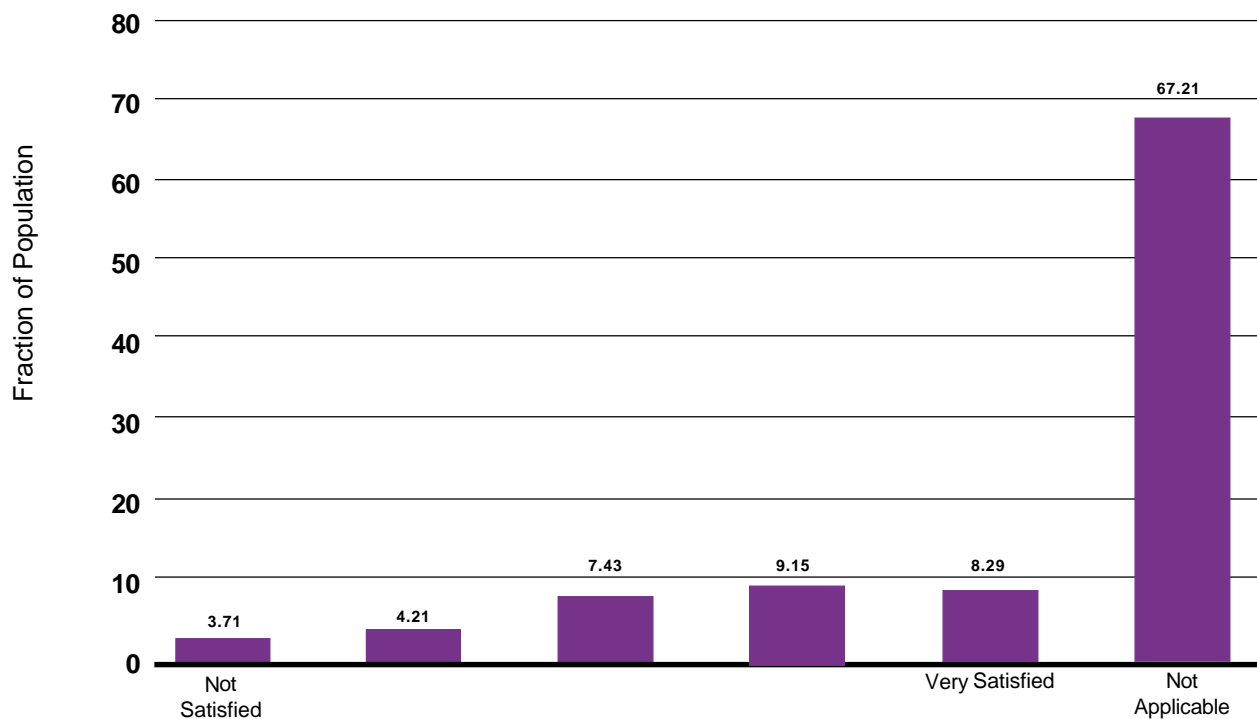
For the most part, bicyclists are satisfied with the parking availability at work and school (Figures VB.1 and VB.2). Twelve percent indicated that they were very satisfied with parking at

work and 8 were very satisfied with the parking at school. Only 11 and 4 percent indicated they were not satisfied with parking at work and school, respectively.

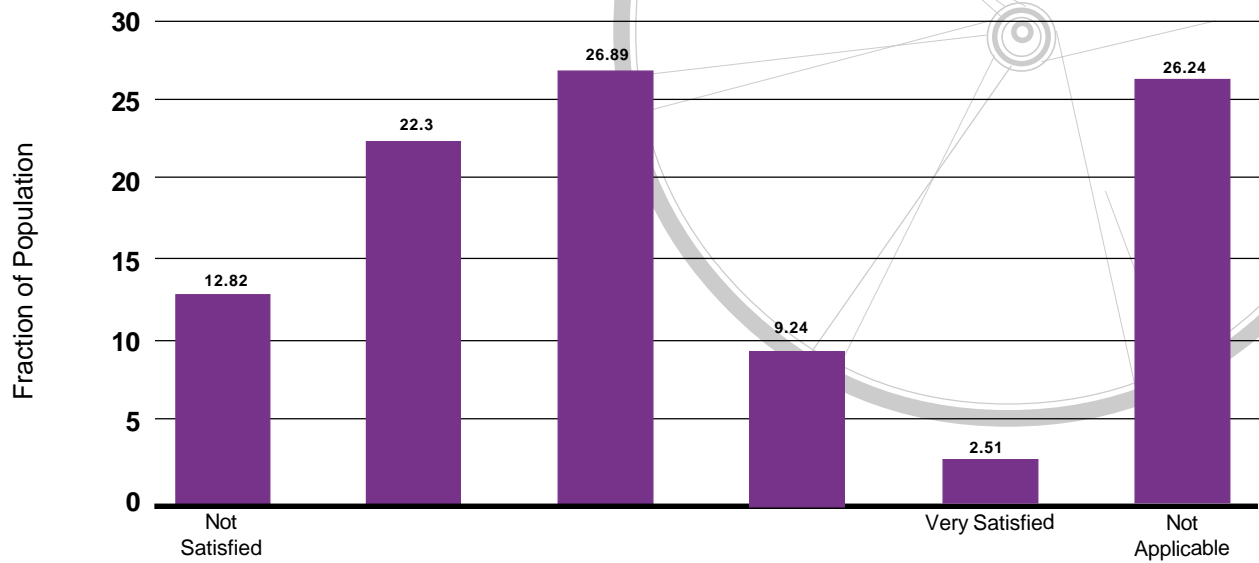
**Figure VB.1 Degree of Satisfaction With Bicycle Parking at Work**



**Figure VB.2 Degree of Satisfaction With Bicycle Parking at School**

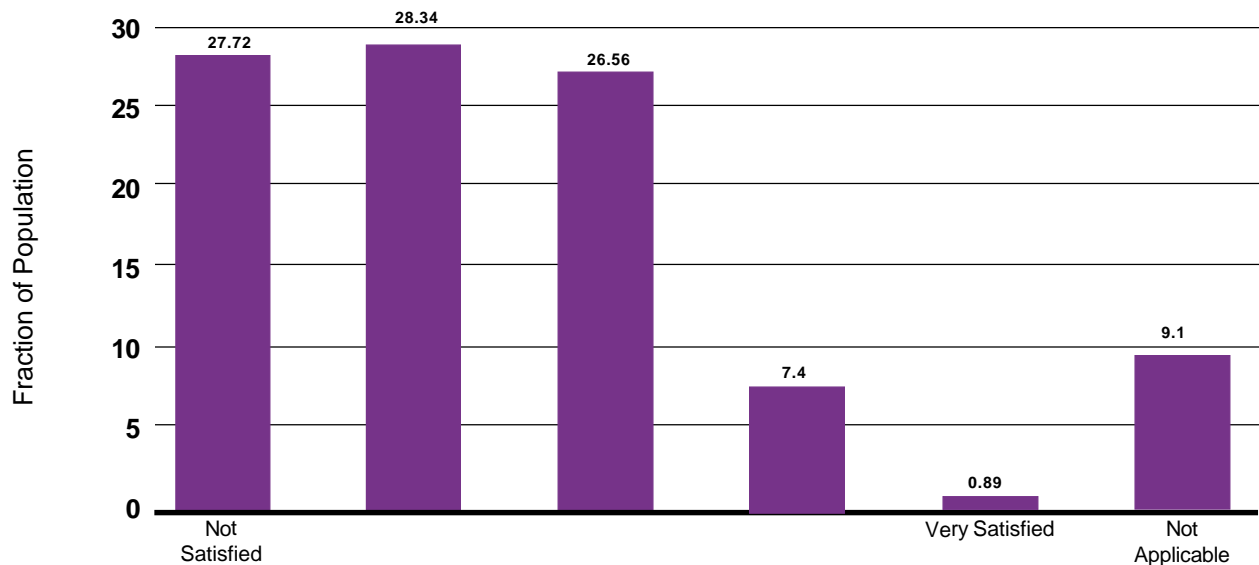


**Figure VB.3 Degree of Satisfaction With Bicycle Parking at Other Places (Not School/Work)**

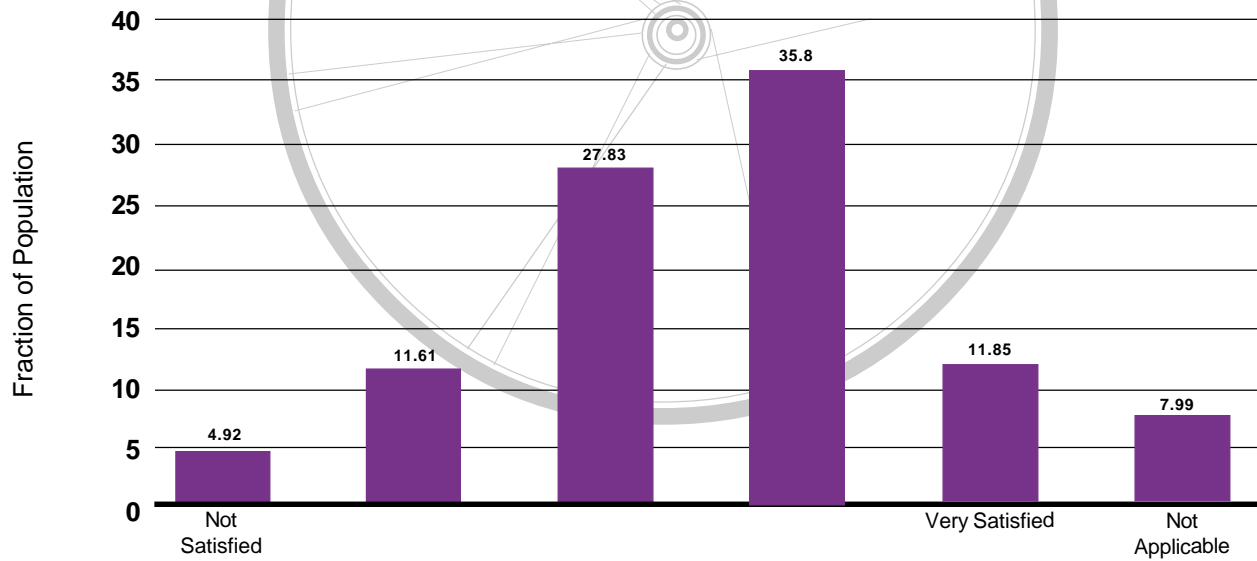


Bicyclists in Colorado are very dissatisfied with the courtesy of motorists (Figure VB.4). While only 8 percent of riders rate their satisfaction with the courtesy of motorists in the two highest categories, more than half (56.1 percent) select the two lowest categories. Bicyclists rate favorably the courtesy of walkers, runners and skaters (Figure VB.6), and especially the courtesy of other bicycle riders (Figure VB.5).

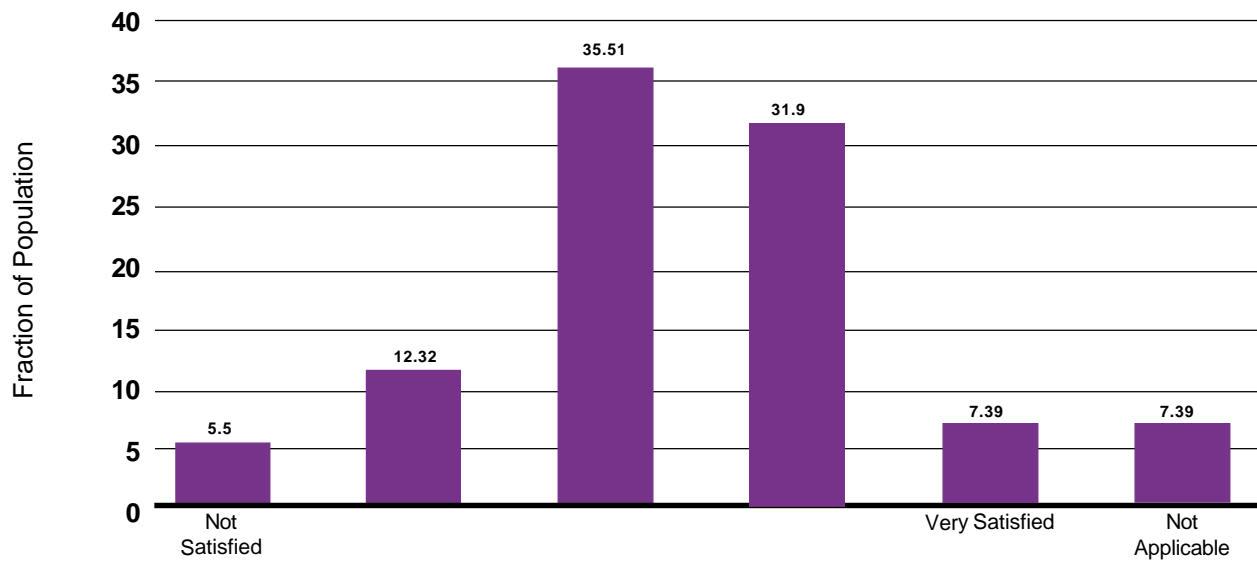
**Figure VB.4 Degree of Satisfaction With Courtesy of Motorists**



**Figure VB.5 Degree of Satisfaction With Courtesy of Other Cyclists**

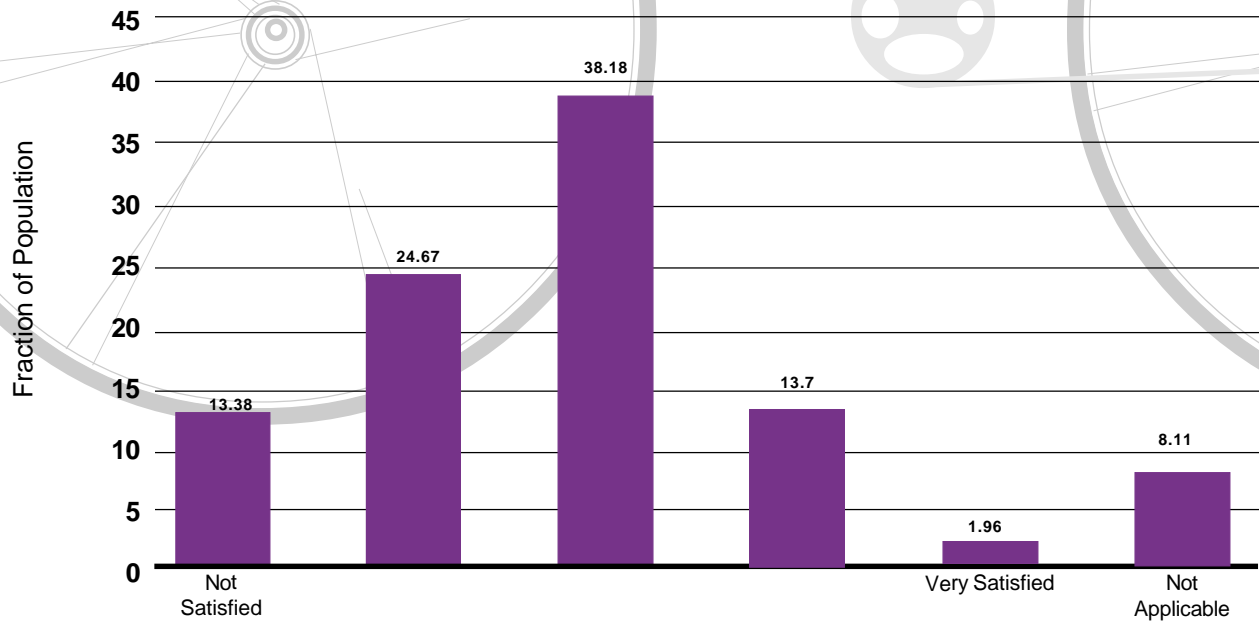


**Figure VB.6 Degree of Satisfaction With Courtesy of Runners, Walkers and Skaters**

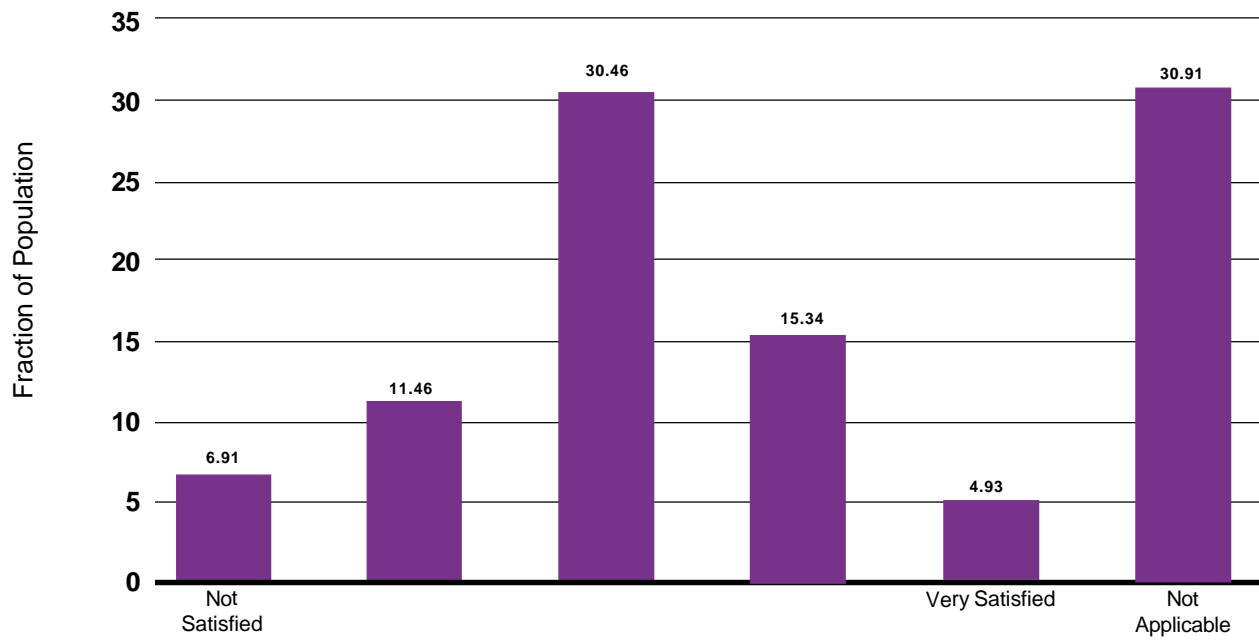


Bicyclists are also more dissatisfied than satisfied with crossings at road intersections (Figure VB.7). Thirteen percent indicate that they are not satisfied and only 2 percent indicate that they are very satisfied. Similar dissatisfaction is reported with regard to debris littering roads and paths used by bicyclists (Figure VB.9) and the conditions of road surfaces in general (Figure VB.11).

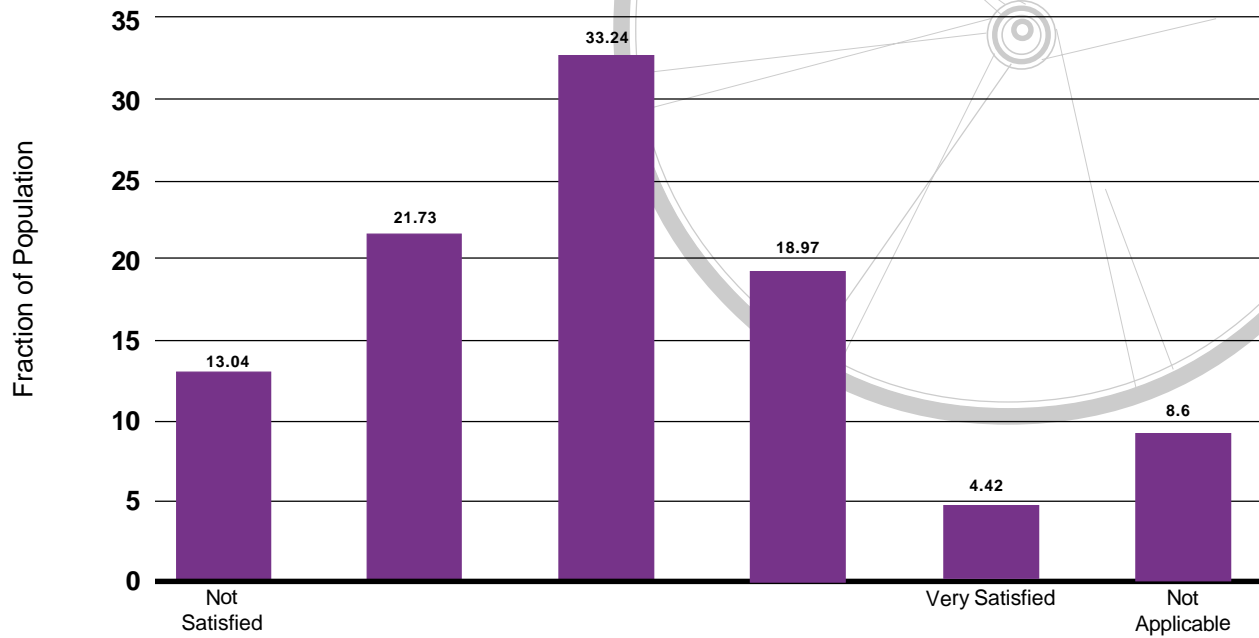
**Figure VB.7 Degree of Satisfaction With Crossings at Road Intersections**



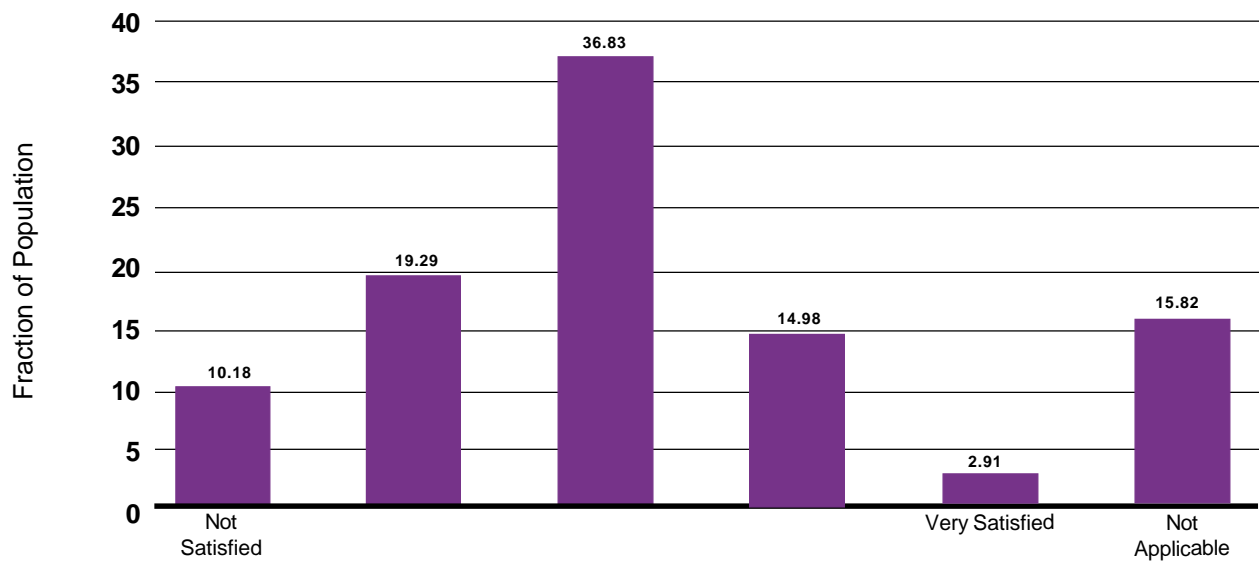
**Figure VB.8 Degree of Satisfaction With Railroad Crossings**



**Figure VB.9 Degree of Satisfaction With Debris on Roads/Paths**

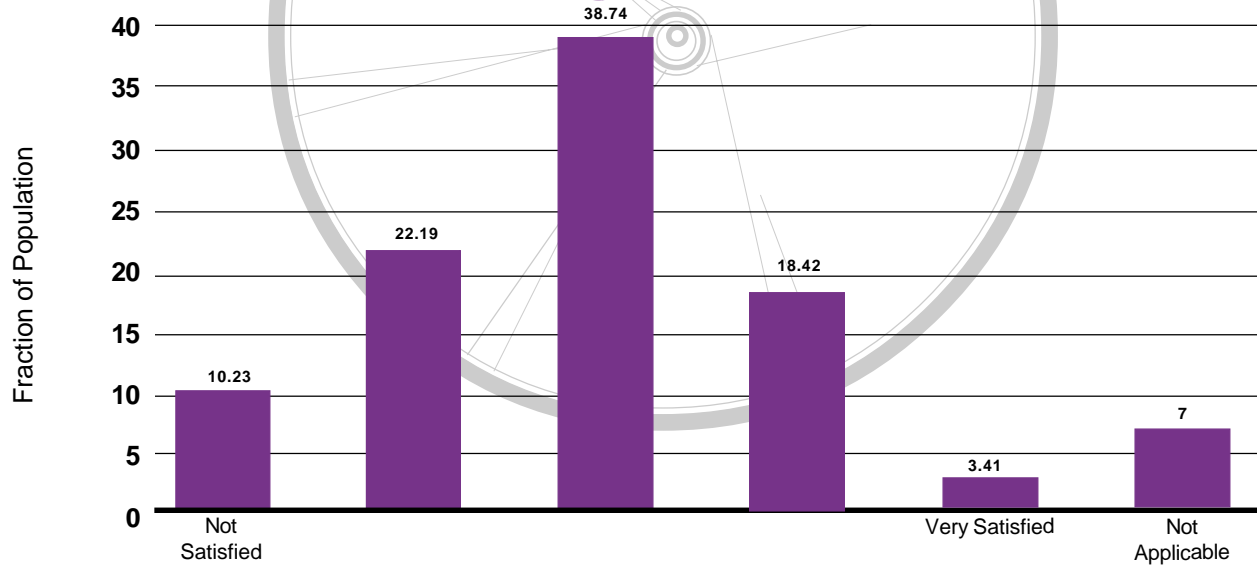


**Figure VB.10 Degree of Satisfaction With Speed Bumps and Drainage Grates on Roads**



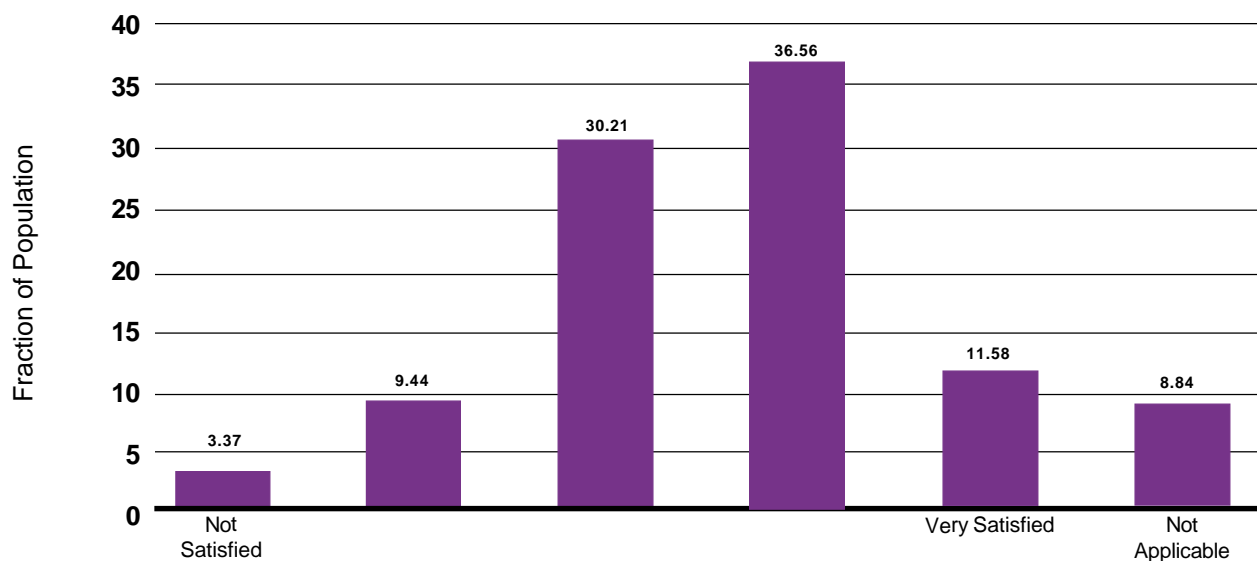


**Figure VB.11 Degree of Satisfaction With Road Surface Conditions**

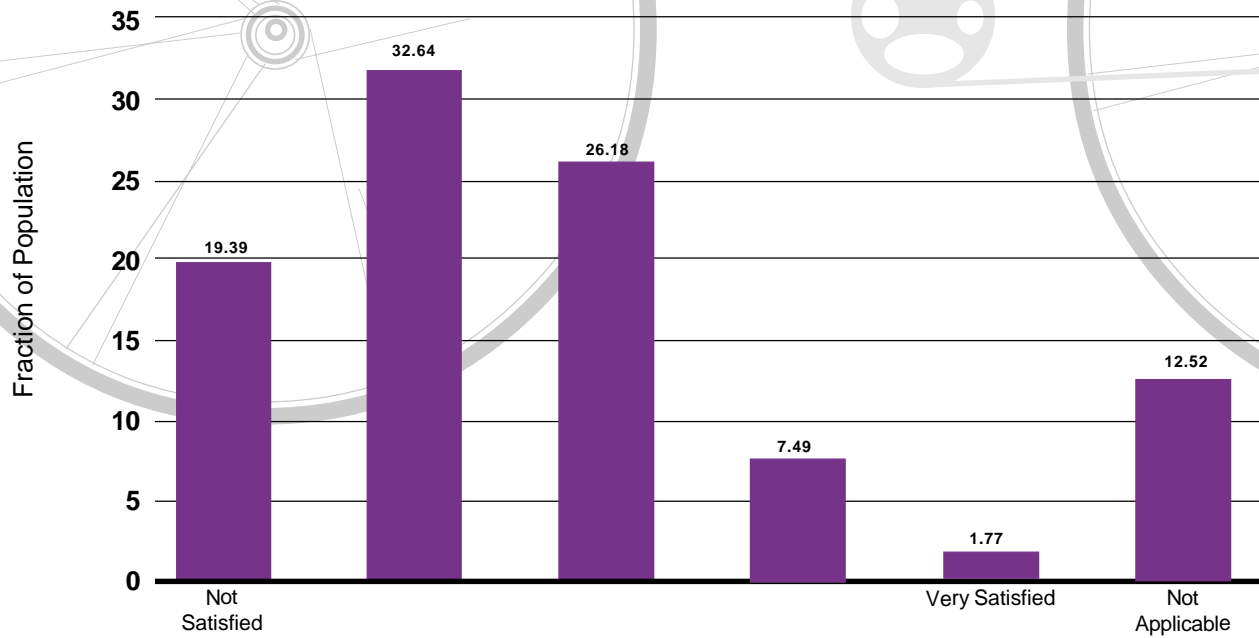


There are a few items that bicyclists are satisfied with. In addition to the courtesy of bicyclists, walkers, runners and skaters mentioned earlier, respondents indicated that they are very satisfied with the conditions of existing bike paths. Forty-eight percent of bicyclists placed their satisfaction with the condition of bike path surfaces in the highest two categories (Figure VB.12). Just under thirteen percent chose either of the two lowest categories.

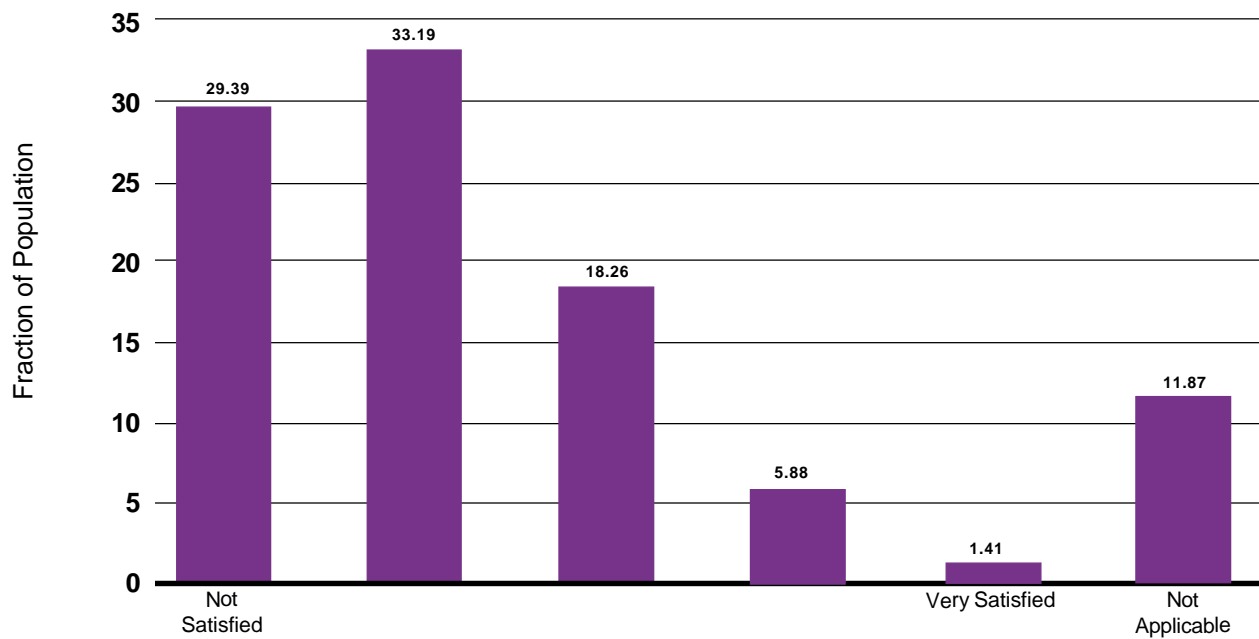
**Figure VB.12 Degree of Satisfaction With Bike Path Surface Conditions**



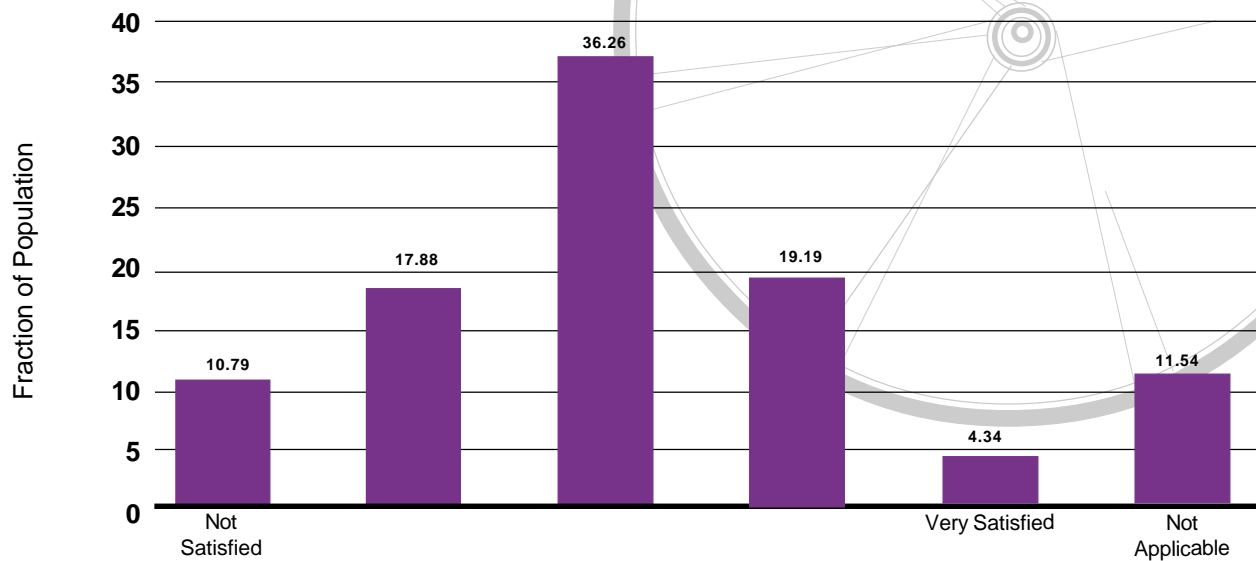
**Figure VB.13 Degree of Satisfaction With Road Shoulder Surface Conditions**



**Figure VB.14 Degree of Satisfaction With Road Shoulder Widths**



**Figure VB.15 Degree of Satisfaction With Signs/Travel Markers**




**C. Preferences Regarding Bicycle-Related Public Expenditures**

Respondents in Colorado households were asked if they would like to see improvements in conditions to encourage bicycling as a means of transportation. An overwhelming majority (79 percent) indicated that they would like to see such expenditures. Respondents then indicated their preferred funding method(s). Respondents could select from among the options presented in Table VC.1, and could select as many sources as they liked. Twelve percent did not indicate any preference. Clearly, the use of new taxes is not an attractive funding source. Only 6 percent indicated that they would like to use this funding option. The majority of survey respondents preferred to reallocate funds from other transportation projects. There was some support for using fees for trails and path use and bicycle registration and licensing revenue.

**Table VC.1 Preferred Funding Sources for Improvement of Bicycling Conditions**

Funding Source	Percent of Households
New Tax	6.2%
User Fees for Trails and Paths	20.9%
Bicycle Registration and Licensing Fees	35.5%
Reallocating Funds from Other Transportation Projects	51.3%

Note: Percentages sum to more than 100% since respondents can select more than one funding source.

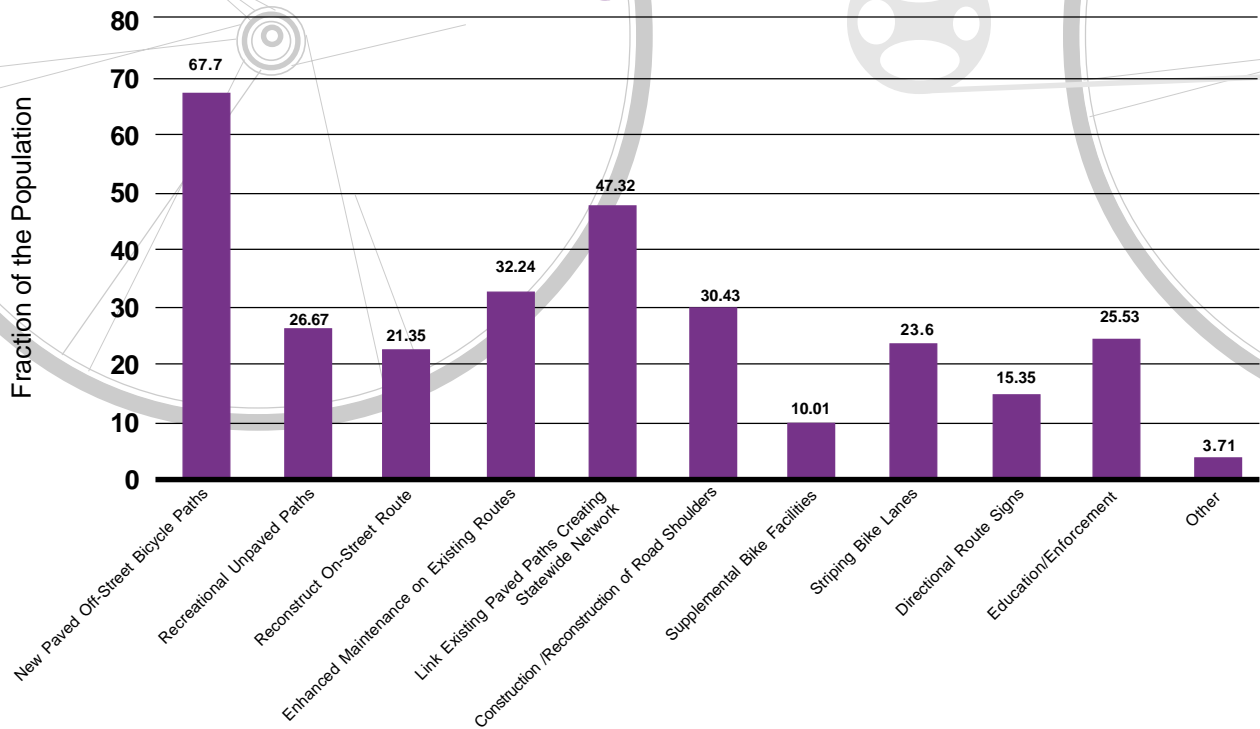


Respondents who bicycle in Colorado were also asked about how they would allocate \$100 among various uses to improve their bicycling experiences if they were traveling to work or for a utility trip. The questions listed ten possible uses for the money, and if the \$100 were simply split equally between the ten possible uses, each would receive \$10. Figure VC.1 illustrates which projects were most frequently mentioned by survey respondents and Figure VC.2 illustrates the amount of money they would chose to allocate to each project. (It should be noted that the question did not ask if they would like to see any money spent on improving bicycling, but rather, if \$100 were to be spent, where they would like to see the improvements.) Not surprisingly, giving the fact that most bicycle riders indicated that they preferred riding on paved off-street bike paths, the most popular expenditure was to create new paved off-street bicycle paths. Figure VC.1 indicates that just over two-thirds of the bike riders (68 percent) would choose to allocate some money for this use, and from Figure VC.2 we can tell that they would choose to spend \$36 out of the \$100 for the creation of new paved paths. Then second most frequently mentioned project was to link existing paved paths. Forty-seven percent of respondents also chose this project. The average desired expenditure was \$18 of the \$100. Other projects receiving support include spending to create recreational unpaved paths, better maintain existing routes and construct and improve road shoulders. Out of a budget of \$100 Bicyclists supported smaller expenditures on education and enforcement (\$6.13), reconstructing on-street routes (\$5.24) and striping bike lanes (\$4.70). Supplemental bike facilities and improving signs were mentioned less often.

#### **D. Summary**

The opinions of bicycles riders presented in this section paint a very clear picture. Bicyclists in Colorado overwhelmingly prefer to ride on bicycle paths compared to roads. Their preferences are related to their satisfaction with the condition of bike paths and their dissatisfaction with the condition of roads and the courtesy of drivers. Reinforcing these preferences, bicyclists prefer to see additional spending be focused on the construction of new off-street paths and projects linking existing paved paths.

**Figure VC.1 Public Bicycling Expenditure Preference**



**Figure VC.2 Desired Spending of Public Bicycling Expenditure**

