



REPORT CARD *on bicycling*

CINCINNATI 2011



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*Unless otherwise noted,
all photos by Michael Providenti.*



Bicycling in Cincinnati

This is the third year in a row that we have conducted the Report Card on Bicycling survey. Throughout this document you will see comparisons between the 2011 survey results, and those received in previous years. We will continue to conduct the survey annually, and publish the results in the Report Card on Bicycling so that we can publicly measure our progress toward making Cincinnati a more bicycle friendly city.

When we set about conducting the first survey in 2009, one of our main motives was to address the giant gap in knowledge about the significance of bicycling as a transportation choice in Cincinnati.

- How many people are cycling in Cincinnati?
- Who are they?
- How often do they ride, and how far?
- Why do they ride?
- And why are those who aren't cycling, not?



How Many?

One of the goals of the 2010 Bicycle Transportation Plan is to double the number of cyclists in Cincinnati by 2015. Apart from census data, which is only published once a decade, little to no good “mode share” data exists (the percentage of Cincinnatians who travel by bicycle). In order to create a baseline from which to move forward, we began conducting our own counts with the help of local bicycle advocacy groups. This year, three hundred and twenty six bicyclists were counted within a 2-hour timeframe. We will continue to conduct these counts annually, so that we can track the increase in bicyclists over time.

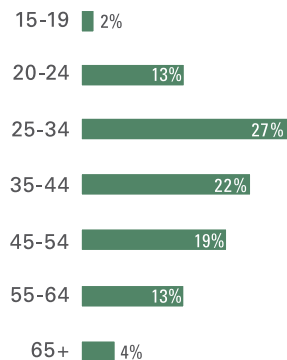
LOCATION	2010 CYCLISTS	2011 CYCLISTS
Riverside Drive	34	44
Clifton Ave <i>north of Straight</i>	27	34
Purple People Bridge	49	29
Vine St <i>north of Central Pkwy</i>	29	24
Central Parkway <i>between 12th and Plum</i>	18	24
Spring Grove <i>south of Winton</i>	9	21
Warsaw <i>east of McPherson</i>	<i>nc</i>	20
Spring Grove <i>south of Arlington</i>	13	19
Madison <i>at Elmhurst</i>	5	18
Boudinot <i>south of Westbrook</i>	<i>nc</i>	17
Hamilton Ave <i>south of Knowlton</i>	38	16
Ludlow Ave <i>east of Clifton</i>	27	15
Gilbert Ave <i>south of Eden Park</i>	15	12
Delta <i>north of Columbia Parkway</i>	<i>nc</i>	11
Straight St <i>west of Clifton</i>	8	7
8th Street <i>west of McClean</i>	2	6
Clay Wade Bailey Bridge	14	5
Erie Ave <i>west of Stettinius</i>	3	4
TOTAL	291	326



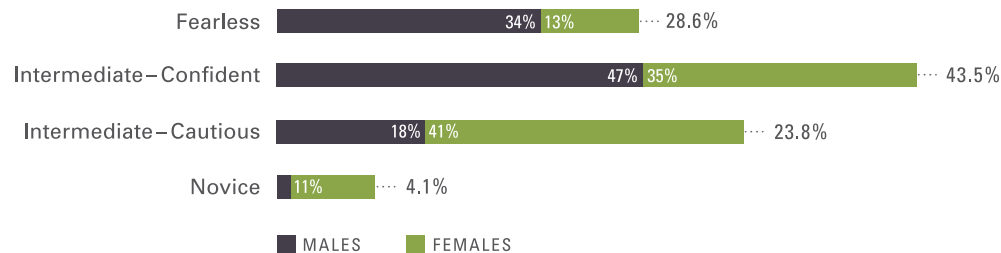
Who?

Over 590 people responded to the 2011 survey; 74% were men, and 26% were women. The age of respondents varied, with the highest percentage falling within the 25 - 34 age range, followed closely by the 35 - 44 age range, and then the 45 - 54 age range.

AGE OF SURVEY RESPONDENTS



COMFORT LEVEL RIDING IN TRAFFIC



In order to determine the “type” of people riding, we asked a survey question related to comfort level riding in traffic. Respondents were given 4 choices:

- **Fearless**
 I am comfortable riding anywhere.
- **Intermediate-Confident**
 I will ride in traffic by myself on some higher-speed streets or main thoroughfares.
- **Intermediate-Cautious**
 I will ride on low-speed residential streets in my neighborhood by myself, or on higher-speed streets if I am with a group.
- **Novice**
 I will not ride in traffic.

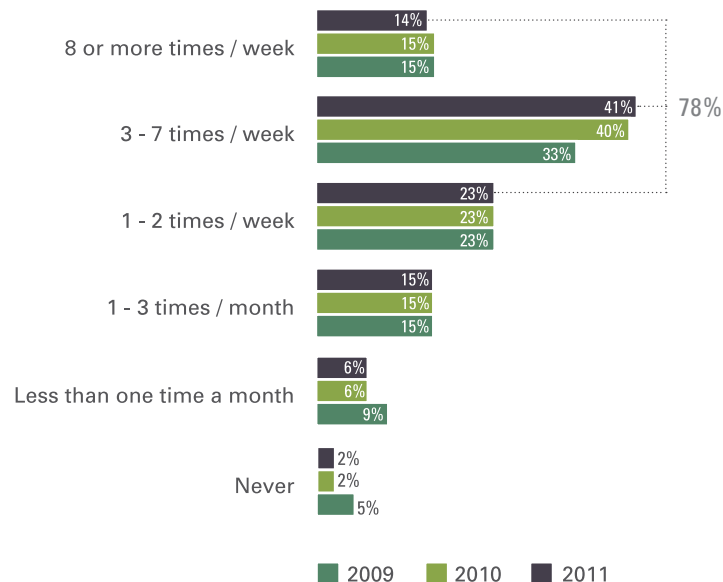
Forty-three percent of all respondents classified themselves as Intermediate – Confident. It is interesting to note however, that female respondents most often identified themselves as Intermediate – Cautious.



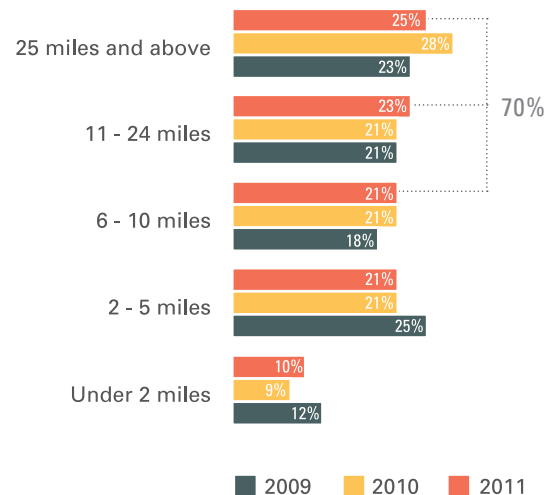
How Often and How Far?

Over 78% of respondents indicated that they ride (for any reason) at least once per week. Seventy percent of respondents ride an average of 6 miles or more per trip, with the highest percentage of respondents riding 25 miles or more per trip.

HOW OFTEN DO YOU RIDE A BICYCLE?



WHAT IS THE AVERAGE DISTANCE OF YOUR RIDES?

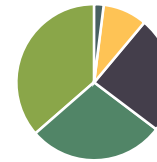




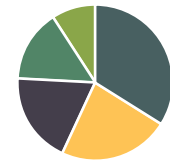
Why?

Cincinnatians ride for a number of reasons. Eighty-nine percent of respondents indicated that they bicycle for recreation/exercise at least once a month, 46% indicated that they commute by bike at least once a month, and 51% of respondents indicated that they use their bicycle for errands or shopping at least once a month.

RECREATION / EXERCISE



SOCIAL



ERRANDS / SHOPPING



PART OF MY JOB



COMMUTING TO WORK OR SCHOOL



- Never
- Less than once a month
- One to three times a month
- One to two times a week
- Three or more times a week

		Never	Less Than Once a Month	One to Three Times a Month	One to Two Times a Week	Three or More Times a Week	
COMMUNTING TO WORK OR SCHOOL	2011	38.6%	15.6%	8.8%	16.0%	21.1%	46%
	2009	43.5%	9.7%	8.5%	12.3%	26.0%	47%
RECREATION / EXERCISE	2011	1.9%	9.0%	24.4%	28.4%	36.3%	89%
	2009	3.3%	11.6%	24.3%	31.1%	29.7%	85%
ERRANDS / SHOPPING	2011	25.6%	23.4%	21.9%	18.0%	11.1%	51%
	2009	29.8%	17.3%	20.1%	19.7%	13.0%	53%
SOCIAL	2011	33.7%	22.8%	19.2%	15.2%	9.1%	
	2009	40.2%	20.2%	17.9%	11.3%	10.5%	
AS PART OF MY JOB	2011	83.2%	5.3%	3.9%	3.1%	4.6%	
	2009	82.8%	6.7%	3.3%	2.9%	4.2%	



Why Not?

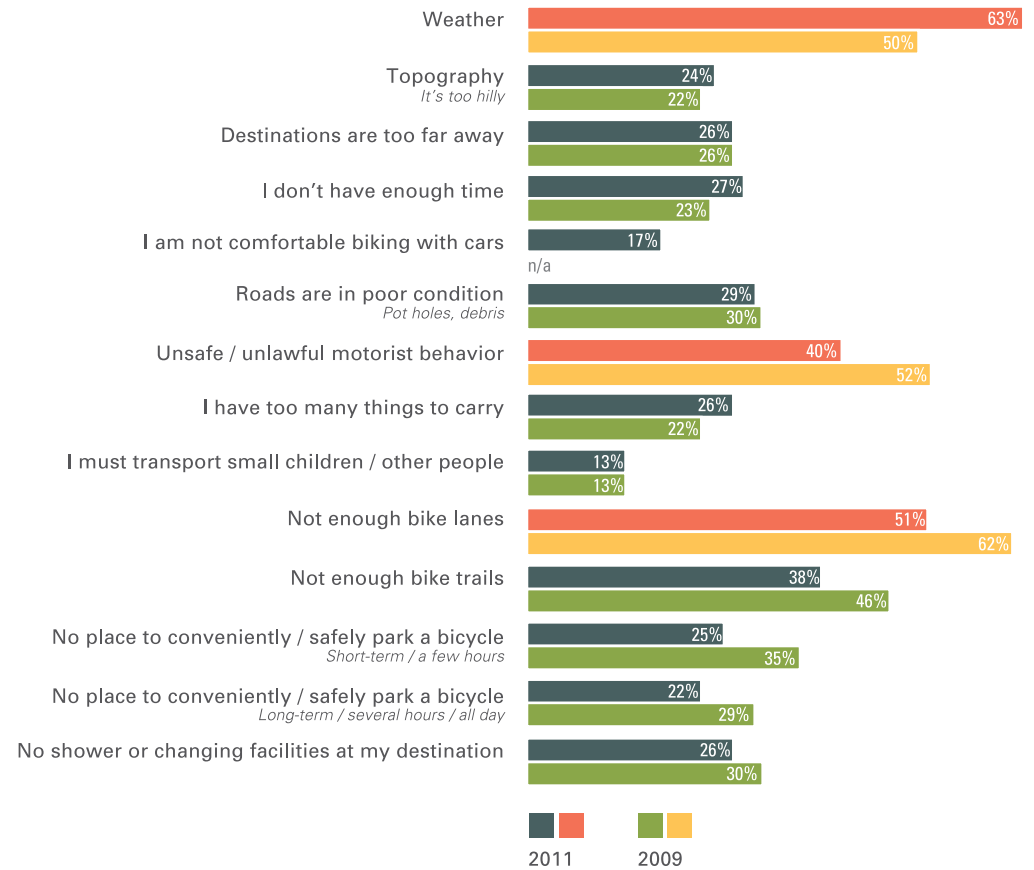
The reason most often selected for why respondents do not ride more was “Weather” (63% of all respondents selected this reason). “Not Enough Bike Lanes” was the second most selected reason for not bicycling more (51% of all respondents selected this reason).

Women indicated that they find unsafe motorist behavior to be a significant deterrence to bicycling more often (50% of

women selected this option, versus only 36% of men). Women also indicated that they are significantly less comfortable biking with cars than men are (29% of women selected this option versus only 14% of men).

Contrary to what many may think, topography did not factor highly in explaining why cyclists do not ride more.

REASONS PREVENTING CYCLISTS FROM RIDING MORE THAN THEY ALREADY DO



When asked to identify which improvements would influence them to bike more, 85% of respondents stated that they were likely or very likely to bike more if the city constructed more bike lanes. Increased maintenance

(street sweeping and repair to roads) and more education for motorists also rated highly (76% of respondents stated that they were likely or very likely to bike more if these improvements occurred).



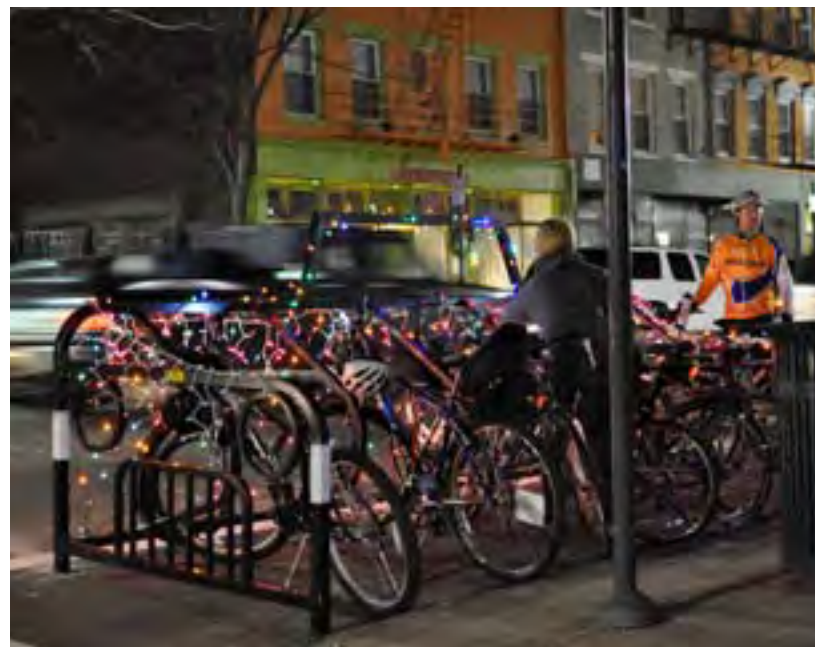
Safety

Eight percent of respondents indicated that they had been in a collision with a motor vehicle within the last year, and 47% of those said they had been injured. However, only 25% of those involved in a collision filed or attempted to file a police report.

Progress in 2011

In March we installed our second bike corral. The corral was installed on Main Street in Over-the-Rhine, and provides parking for 14 bicycles.

Completed just in time for Bike Month in May, the Pocket Guide to Cincinnati Bike Laws was one of the recommendations from the Education, Encouragement, and Enforcement Workshop that was held during the Bike Plan planning process. The guide is a collaboration between DOTE, the Cincinnati Police Department, and Queen City Bike.





The summer months saw sharrows installed on Madison Road between Observatory Avenue and Markbreit Avenue. These sharrows connect to the Madison Road bike lanes that end at Observatory Avenue.

Sharrows were also installed southbound on Central Parkway, between Hopple Street and the Western Hills Viaduct.

Bike lanes were installed on Martin Luther King Drive (between Victory Parkway and Reading Road), and an uphill buffered “climbing lane” was installed on Beechmont Avenue between Elstun Road and Crestview Place.

Approximately 100 bicycle racks were installed in 2011 as part of neighborhood business district streetscape projects, Bicycle

Friendly Destination requests, and citizen requests.

DOTe partnered with the MidPoint Music Festival to provide additional temporary bicycle parking for several venues during the festival. Several on-street metered parking spaces were converted into bicycle-parking-only spaces by installing lockable bicycle corrals.

In October DOTE installed bicycle-specific pavement markings at priority intersections to show cyclists where to position themselves in order to trigger the green light.

DOTe also developed signage for corridors where sharrows have been installed. The sign informs motorists that they should change lanes in order to safely pass cyclists.

Bicycle Transportation Plan Network Goals

In 2010 the Bicycle Transportation Plan set a target of 91 new miles of on-street facilities by the end of Phase I (2015). In 2011 we added 4.5 miles of bike lanes and sharrows to Beechmont Avenue, Central Parkway, Madison Road, and Martin Luther King Drive.

FACILITY	PRE-2010 MILES		MILES INSTALLED 2010	MILES INSTALLED 2011	TOTAL SINCE PLAN ADOPTION	PHASE I GOAL (2010 - 2015)		
Bike Lanes	5.4		1.9	+	0.9	=	2.9	42.3
Sharrows	1.8		0.4	+	2.7	=	3.1	23.1
Climbing Lane	0.0		0.0	+	0.8	=	0.8	9.9
Paved Shoulder	0.0		0.0	+	0.0	=	0.0	1.8
Cycle Track	0.0		0.0	+	0.0	=	0.0	1.4
Bike Boulevard	0.0		0.0	+	0.0	=	0.0	0.0
Wide Outside Lane	6.1		0.0	+	0.0	=	0.0	0.0
Connecting Street	0.0		0.0	+	0.0	=	0.0	5.4
Under Study	0.0		0.0	+	0.0	=	0.0	4.0
Further Study	0.0		0.0	+	0.0	=	0.0	3.2
TOTAL	13.3		2.3	+	4.5	=	6.8	91

Report Card Results

CINCINNATI AS A CITY FOR BICYCLING

For the third year in a row, bicyclists gave Cincinnati a C grade in the overall “Cincinnati as a City for Bicycling” category. This consistency is not surprising. While much progress was made this year, the impact of 2011 improvements on the overall bicycle network was still small. It will take several years of steady progress before substantive change will be felt by cyclists citywide.

C

C in 2010

CITY'S EFFORT/PROGRESS OVER THE LAST 12 MONTHS

Added last year, this category measures cyclists' perception of the city's efforts and progress over the last 12 months. We are honored to receive a B+ in this category for two years in a row.

B+

B+ in 2010

COMPLETENESS OF THE BICYCLE NETWORK

It will be some time before true connectivity is achieved, but every segment of bike lanes and sharrows installed brings the network that much closer to completeness. This year, cyclists gave “Completeness of the Bicycle Network” a C, a small improvement over 2010.

C

C- in 2010



Report Card Results

RESPECT — Shown to you by motorists when bicycling in Cincinnati

Respondents feel moderately well respected by motorists, giving Cincinnati a C grade in the “Respect Shown to You by Motorists when Bicycling in Cincinnati” category.

C

C in 2010

PAVEMENT QUALITY — On streets on which you ride a bicycle

Pavement quality satisfaction among bicyclists held steady at a “C” for the third year in a row. A potholed, broken street can be annoying to a motorist, but to a cyclist it can be outright dangerous. To a cyclist, smooth, clean pavement is a fundamental good, not just as a matter of comfort but as an issue of personal safety.

C

C in 2010

BICYCLE PARKING — Quality and Quantity

When asked to grade the quality and quantity of bicycle parking in Cincinnati, a majority of respondents gave us a “B.” This is a significant change from 2010 when the majority of respondents selected “Don’t Know.”

B

“Don’t Know” in 2010



Thank you to everyone who participated in the survey. Your feedback is critical to holding us accountable, guiding our efforts, and pushing us even closer to becoming an A+ city for bicycling.

City of Cincinnati Bicycle Transportation Program

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all photos by Michael Providenti.*

