

Appendix B – Sample Evaluation Reports





REPORT CARD ON BICYCLING

SAN FRANCISCO 2008

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FOREWORD

Two years ago the SFBC published the 2006 Report Card on Bicycling in San Francisco, a first-ever gazette of SF bicycling facts and figures based on a citywide bicyclist survey, an in-depth examination of our cycling city. In the 2006 Report Card, the city received the somewhat mediocre grade of B-overall, in spite of having just been awarded the League of American Bicyclists' Gold-level Bicycle Friendly Community designation. The SFBC took heart in the good news and achievements accounted in the Report Card, but saw the need to call for recommitted attention and energy from the City to address the gaps and shortfalls of our cycling environment.

A month after the 2006 Report Card was published, the SF Superior Court handed down an injunction that has frozen the city's physical improvements for bicycle traffic ever since. The court ruled that the City had adopted the update to its Bicycle Plan without adequate environmental review, and ordered the City to set aside the Bike Plan and cease any implementation of it until it readopts it with adequate environmental review. In short, the City is frozen to make any physical improvements for bicycle circulation until a full EIR (environmental impact report) for the Bike Plan is prepared and certified, a very slow and expensive process.

With this 2008 Report Card on Bicycling in San Francisco we return to survey the city and its cyclists. We're cheered that the injunction has not stolen the city's spirit for bicycling – more people than ever are getting around San Francisco by bike. The SF Municipal Transportation Agency (SF-

MTA) counted a 15% increase in bike traffic in the city between August 2006 and August 2007, a gratifying growth particularly in light of the absence of any new bike lanes or U-racks (indeed, the Bike Network of 2006 has been crumbling, potholed and paint faded, receding rather than growing). Other data also point to an increasingly routine use of the bicycle for everyday transportation in SF; our own research in November 2007 showed 16% of those surveyed ride a bicycle in SF at least a few times a week.

As you read this Report Card you'll note that many of the same sentiments of 2006 persist, even as bicyclists' collective numbers and objective safety increase and improve. This is explained partially by the effects of the injunction, but mostly not. Bike lanes aren't everything for urban bicycling, though they are one of the most visible commitments the City makes to biking as a legitimate transportation choice. But roadway maintenance, traffic enforcement, and other aspects of a healthy bicycling environment are not enjoined, and the city has no lawsuit to blame for delays in delivering smoother pavement or more effective enforcement.

At the SFBC, we pledge to continue to encourage, push, and measure the City in its effort to make San Francisco an A+ bicycling city. We know we can achieve it, and we know we deserve it.



LAB Bike-Friendly Communities

- Platinum:** Davis, CA, Portland OR
Gold: Boulder, CO, Corvallis, OR
Palo Alto, CA, Madison, WI
San Francisco, CA
Tucson/East Pima County, AZ

see bikeleague.org for more information

BICYCLING IN SAN FRANCISCO

Our April 2008 survey of 1803 San Francisco bicyclists developed a fresh sampling of cyclist opinion and experience, and the following pages lay out that account along with data and statistics from other sources, to provide a portrait by the numbers of this bicycling city.

Overall, our survey respondents still regard San Francisco as a B- city for bicycling, no change from 2006.

And their opinions of important and irritating things held steady from two years ago. We learned that the most important areas to improve the bicycling environment are by adding more bike lanes, improving the street pavement quality, reducing cars overall in the city, and encouraging better behavior among motorists.

San Francisco's Bike Route Network cruised along on a flat grade C rating from respondents, 87% of whom said they prefer cycling on streets with bike lanes to riding on those without. (See p. 8)

Pavement quality satisfaction among cyclists, already poor, has slipped a bit. A potholed, broken street can be annoying to a transit rider and a nuisance to a motorist, but to a cyclist a nasty pothole can be deadly. It's no surprise that pavement quality satisfaction is still the lowest grade in the report card, falling from D+ to D. (See p. 10)

Respondents feel moderately safe biking on San Francisco streets and moderately well respected by motorists, earning a C grade for both sense of safety and sense of respect. (See p. 12)

There's some good news on bike theft experience: 19% of respondents reported having a bicycle stolen in the past two years, down from 25% in 2006. But traffic crash experience is unchanged from 2006: 27% of respondents reported having been in a collision with a motor vehicle in the past two years, and almost half of them (12%) told us they'd been injured in the crash. Once again, police response to both issues rated a D+. (See p. 13)

Transit-bicycle connectivity questions show Caltrain service holding its respectable B, and Muni and BART service both renewing their middling C grades. (See p. 14)

Based on these results, the San Francisco Bicycle Coalition urges the city's leaders, planners, and the bicycle community to amplify our efforts to upgrade San Francisco to a world-class A+ biking city. (See p. 15)

Attaining this goal will result in a cleaner environment, a healthier populace, a more affordable transportation system, safer streets, and more livable neighborhoods. The San Francisco Bicycle Coalition is committed to these end results and eager for this Report Card to serve as an important tool toward progress.

SAN FRANCISCO AS A CITY FOR BICYCLING:

B-



BICYCLING IN SAN FRANCISCO

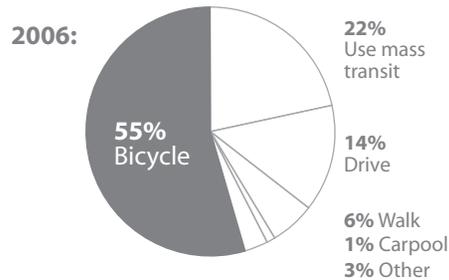
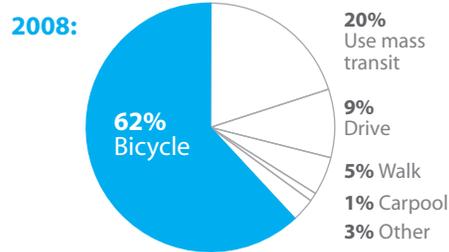
WHO AND WHY

When we set about publishing the first Bike Report Card in 2006, one of our main motives was to address the giant gap in knowledge about the significance of bicycling as a transportation choice in San Francisco. How many daily bike trips, how far, how often, for what purposes? Why were cyclists riding, and why were those who weren't cycling, not? Though the chief goal of the San Francisco 2005 Bicycle Plan was to make bicycling an integral part of daily life in San Francisco, aiming to multiply daily bicycle trips in San Francisco to "10 percent by 2010", nobody knew quite how we were doing.

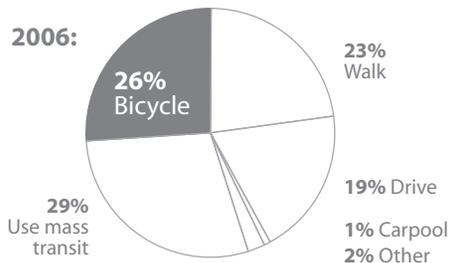
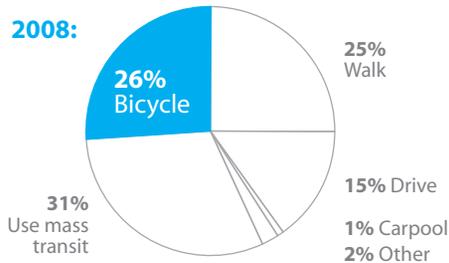
Two years later we still don't have very good mode share estimates for bicycle trips, but intersection counts and other measurements have started to give a better understanding of bicycle traffic numbers and patterns. The SFMTA has conducted two bicycle intersection traffic surveys, in August 2006 and 2007, and is moving forward on pilot projects for automated bike counts at key routes in the network, as well as preparing their own report on the state of bicycling in SF.

Still, much work remains to be done to build a solid statistical picture of bike traffic in San Francisco. We repeat our call for the SFMTA and SF County Transportation Authority (SFCTA) to make serious evaluation of bicycling and bicycle facilities a part of their routine.

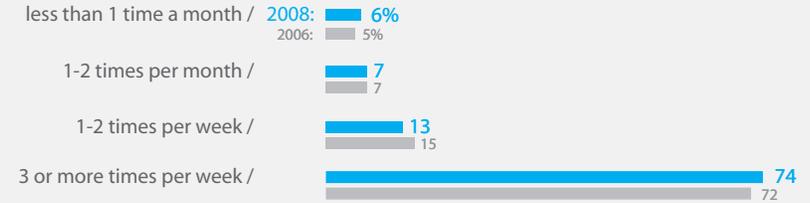
How Do You Make Most Of Your Daily Trips?



After That, How Do You Make The Rest Of Your Daily Trips?



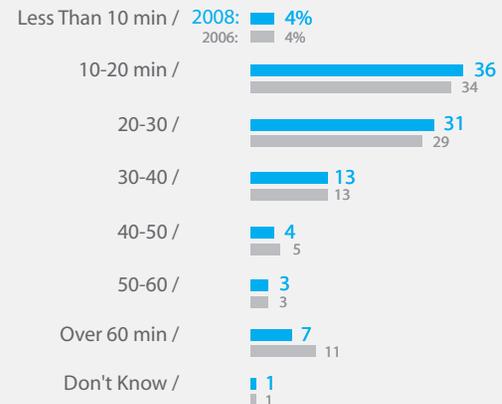
How Often Do You Ride A Bicycle In San Francisco?



What are the Primary Types of Trips You Make By Bicycle in San Francisco?



What Is The Travel Time For Your Most Typical Bicycle Trip In San Francisco?



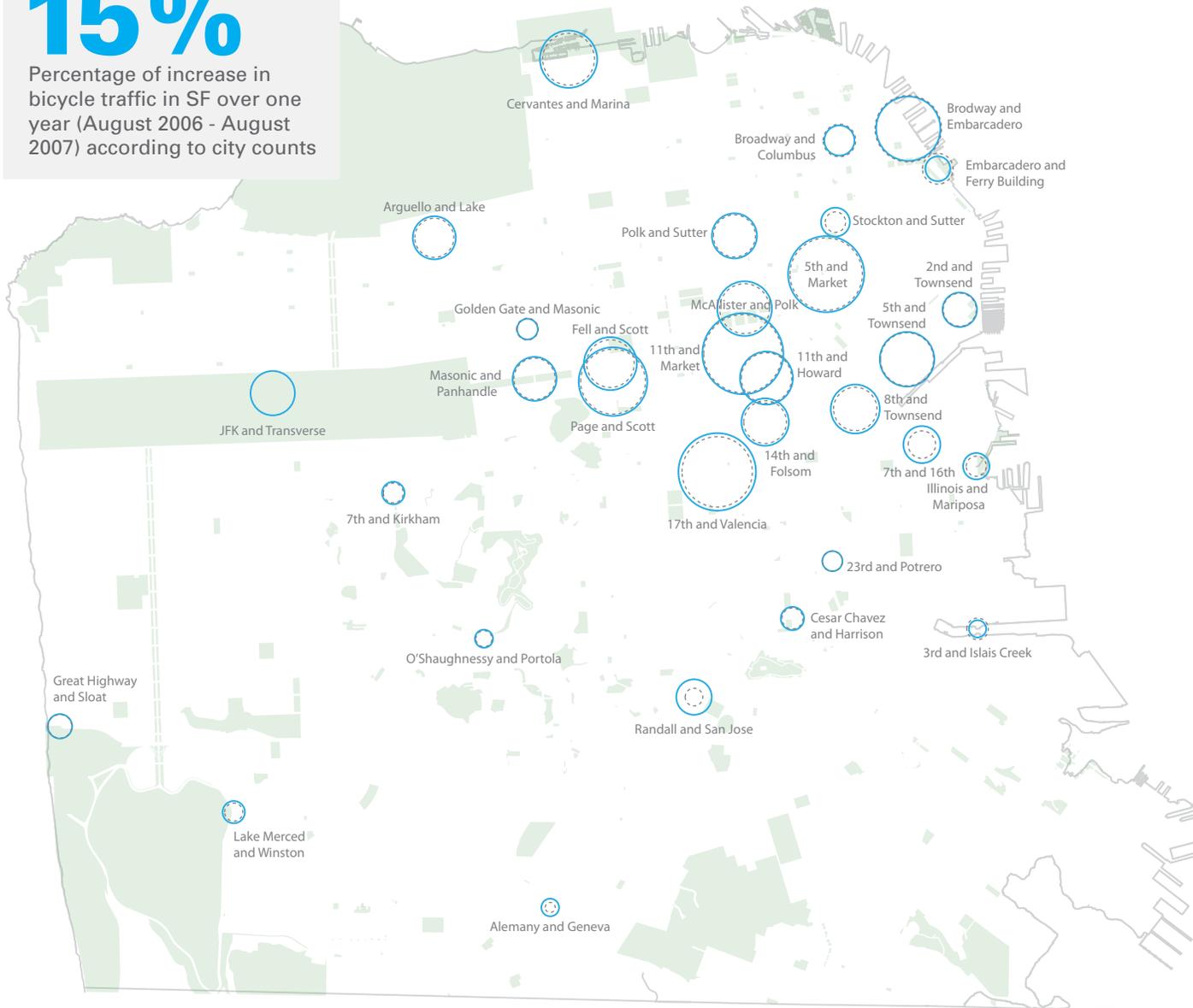
BICYCLING IN SAN FRANCISCO

WHO AND WHY

Bicycle Counts By Intersection:
From the MTA Citywide Bicycle Count

15%

Percentage of increase in bicycle traffic in SF over one year (August 2006 - August 2007) according to city counts



2007 Count
2006 Count



BICYCLE ENVIRONMENT

BIKE NETWORK

The Citywide Bike Network is a real thing, enshrined in the SF City Charter and General Plan, But in too many places on the streets themselves the Bike Network is an imaginary thing, discontinuous, hostile, broken.

One silver lining to the lengthy, costly EIR the City is preparing is that many important Bike Network improvement projects will be ready to implement when the lawsuit is settled, as they'll already be planned and cleared environmentally (CEQA-certified). Nearly 60 new bike route improvements are being queued up for implementation once the injunction is lifted, adding 34 miles of new bike lanes and sharrows to another 80 miles on Bike Network streets. (see [Conclusions & Next Steps](#))



BICYCLE ENVIRONMENT

BIKE NETWORK

BIKE SPACE - THE CITYWIDE BICYCLE NETWORK

Distance - mileage of lanes and sharrows as of January 2008

bike lanes:	40 miles
bike paths:	23 miles
bike routes (signed):	82 miles
wide curb lanes	56 miles
Total designated bike network:	201 miles

Bike route completeness

Satisfaction with San Francisco

bicycle routes: **C**

Bike lanes

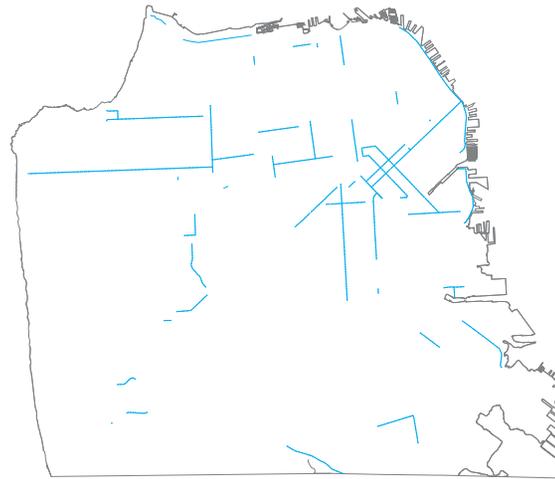
87% of survey respondents prefer to ride on streets with bike lanes, rather than those without. 8% have no opinion

5/08/2008

**Market Street at Van Ness,
eastbound, 8 am - 9 am**

MTA staff counted:

406 bicycles **338 cars**
16 taxis **28 transit**



Bike Lane – A portion of a street reserved for use by bikes, usually separated from general purpose lanes by a stripe of paint and signage.



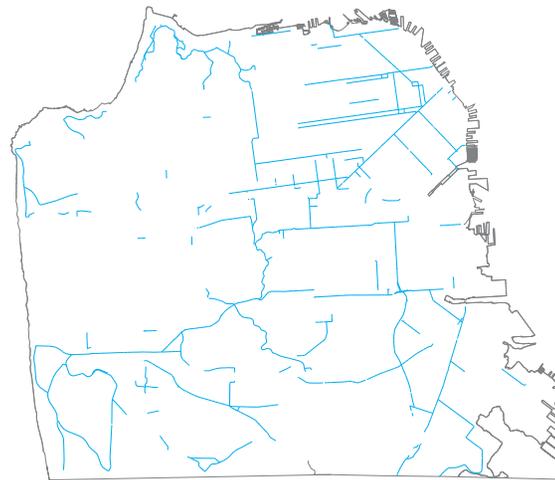
of the 201 total miles in the bicycle network



Bike Path – A path segregated from motorized traffic for the use of bikes, sometimes shared with pedestrians. The panhandle is a good example.



of the 201 total miles in the bicycle network



Bike Route – A street signed for bicycle use by sharing the roadway with motor vehicle traffic.



of the 201 total miles in the bicycle network



Wide Curb Lane – An outside lane of a roadway that is wide enough to be safely shared side by side by a bicycle and another vehicle at the same time.



of the 201 total miles in the bicycle network

BICYCLE ENVIRONMENT

BIKE NETWORK

Main problems with San Francisco bicycle routes



BICYCLE ENVIRONMENT PAVEMENT

People are often surprised to learn that well-paved roads are the heritage of organized bicyclists over a hundred years ago, one of the first instances of effective political action by an interest group. But to a regular bicyclist, smooth, clean pavement is a fundamental good, not just as a matter of comfort but as an issue of personal safety. As the city's pavement quality decays, especially on bike routes and in bike lanes, the entire bike network becomes less complete and less welcoming to cyclists, both existing and prospective.

PAVEMENT CONDITION INDEX (100=PERFECT)

SAN FRANCISCO STREETS

1998 = 74

2007 = 64

Pavement quality

Satisfaction with pavement quality on San Francisco streets you ride a bicycle on:

D

D+ in 2006



BICYCLE ENVIRONMENT

GENERAL

Reasons that keep cyclists from riding a bicycle more than they already do

- 13% worried about bike theft
- 12% worried about safety
- 11% can't carry enough on a bicycle
- 11% weather 11% of responses
- 10% I ride as much as I want
- 9% street conditions (potholes / tracks / etc.)
- 7% too far to travel where I need to go
- 6% too hilly
- 6% not enough bike lanes
- 5% bike lanes don't go where I need to go

What would make San Francisco a better city for bicycling?

- 21% more bike lanes
- 18% better-behaved motorists
- 18% better street pavement
- 13% fewer cars
- 8% better bicycle parking

Respect shown to you by motorists when bicycling in San Francisco:



C+ in 2006

According to a survey of SF residents

conducted by David Binder Research, November 2007:

75% say City government should do more to encourage bicycling as a routine form of transportation in San Francisco.

68% say City government should invest in forms of transportation that are more environmentally friendly than the private car, such as biking, walking and public transportation.

Also:

- 5% say the bicycle is their primary method of traveling in San Francisco
- 4% say they ride a bike in San Francisco daily
- 12% say they ride a bike in San Francisco more than once a week
- 16%** say they ride a bike in San Francisco at least a couple of times a week
- 8% say they ride a bike in San Francisco a few times a month
- 24%** say they ride a bike in San Francisco at least a few times a month

SAFETY

Perhaps the most common objection raised to riding a bicycle in San Francisco is the sense of danger, the widespread perception that bicycling in the city is unsafe. The good news is that objective measurement of the safety of cycling in SF shows an ever-declining collision and injury rate – more people are riding, while fewer (or about the same number) of bicycle injury collisions occur – your odds of having a healthy, incident-free bike ride in SF are very good and getting better every day (and your chances of dying on a bicycle ride are almost nil).

Nevertheless, the perception of danger continues to dampen the willingness of new prospects to try urban bicycling (whose additional numbers on SF streets would bring even better safety to all cyclists). Along with increased education of motorists and cyclists and outreach to all street users, the City must bring a stronger hand to the business of traffic enforcement, keeping bike lanes clear of cars and cracking down on dangerous and threatening motorist behavior.

COLLISIONS

27% of respondents say they have been in a collision with a car, truck, or bus while riding a bicycle in the past two years in San Francisco

12% of respondents say they were injured in a collision with a car, truck, or bus while riding a bicycle in the past two years in San Francisco

22% of collision victims say they filed/attempted to file a police report about their bicycle collision

Satisfaction with the response by the police (collision with a car, truck, or bus): **D+**

Hazardous roadway surfaces

Respondents who say they had a serious fall while riding a bicycle in the past two years because of:

10% broken/irregular pavement/potholes

10% train tracks

15% of all respondents say they were injured because of a fall caused by surface conditions

How safe do cyclists feel bicycling in San Francisco? **C fairly safe**

Bicycle Injury Collisions

1998 /	425
1999 /	429
2000 /	364
2001 /	360
2002 /	307
2003 /	311
2004 /	316
2005 /	343
2006 /	343

Source: 2005-2006 San Francisco Bicycle Injury Collision Report City and County of San Francisco Municipal Transportation Agency Planning Division — February 8, 2008



THEFT/ PARKING

Bicycle theft, the bane of cyclists for over a century, continues to plague San Francisco's bike culture, with 19% of our survey respondents saying they had a bike stolen in the past two years (though we're encouraged to see that this is down from 25% as reported two years ago, a noticeable improvement). The prospect of losing one's bike to a thief discourages more frequent bike trips and depresses the overall benefit of enhancements to the city's bicycle environment. As in any large city, bike theft in SF is an all-too common property crime, one that is rarely solved or resolved.

The most promising approach to preventing bike theft continues to be secure bike parking, watching your bike yourself or having someone else watch it in a safe, guarded space. We were happy to see (and proud to help) a new secure bike parking facility open last year at the Caltrain station at 4th and King, complementing the facility in operation at the Embarcadero BART station. Of course, much more secure bike parking must be provided, in more locations around the city, to provide a reliable system for cyclists to utilize.

As we noted in 2006, an enormous opportunity exists to enhance and extend bicycle access to commercial buildings. Numerous building managers already permit tenants and visitors to bring their bikes into their buildings to be parked inside, either in a corner of the office or a designated bike room. Expanding bicycle access to commercial buildings, for employees and visitors, should be a top priority for the city.

Warm Planet Bikes opened at Caltrain SF terminal in fall 2007, providing secure indoor parking for 200 bikes, at no charge



19%

of survey respondents say they had a bicycle stolen in San Francisco in the past two years

45%

of bike theft victims reported their bicycle theft to the police

6%

of bike theft victims say they got their bicycle back

D+

Satisfaction with the response by the police

C

Satisfaction with bicycle parking in San Francisco

TRANSIT CONNECTIONS

A bicycle ride can reach all the way across the Bay Area, or beyond, when it incorporates transit systems to multiply the mileage. Most regional transit systems now permit bicycles to be brought along, either on board or on an external rack, though capacity limitations on all systems hamper the utility of the service to different degrees. Caltrain's success in serving passengers with bikes has brought a boom in bikes on board, with "bumping" (left behind by a full train) becoming more common (Caltrain is actively planning for more bike storage at its stations, among other improvements). BART's system is widely accessible except at peak commute time between certain stations (unfortunately, those are some of the most useful connections for cycle commuters). San Francisco's Muni system provides 2-spot bicycle racks on the front of almost all of its buses, but does not yet permit bicycles on its light rail vehicle (LRV) lines (a trial is promised and long overdue), nor does it allow folding bikes on any of its vehicles (a nuisance which should be corrected promptly).



Grade of Satisfaction With Bicycle Service On:

MUNI
C

BART
C

CALTRAIN
B

CONCLUSIONS & NEXT STEPS

For the second time in a row, bicyclists rank San Francisco as a B- cycling city. In fact, many of the categories in this year's Report Card received the same grade as they did in the 2006 Report Card, which was our first effort toward measuring how this City is serving bicyclists.

This consistency in ratings is not surprising, given the freeze on physical bike improvements because of the Bike Plan Injunction. What is heartening, though, is the noteworthy increase in the number of people bicycling. As noted in this report, bicycling for transportation is undoubtedly on the rise in San Francisco.

This boost in bicycling – despite any new physical improvements, such as bike lanes, which are proven to encourage more biking -- should encourage local leaders to redouble their efforts, to set their goals high, and to invest significantly in making bicycling improvements.

The City's record on this during the last two years is mixed at best. The ratings for two important areas of bicycling environment fell since our last report, despite the fact that both are areas that could have been acted upon by the City while under the injunction. These are street pavement quality, which dropped from a D+ to a D (the lowest grade received), and the degree of motorist respect, which dropped from a C+ to a C. Both of these continue to be major impediments to more and better bicycling in San Francisco and should be prioritized now, as there is no need to defer until the injunction is lifted to act on improving our street pavement for public safety or better educating motorists to the respect bicyclists' rights on the roads. (We do recognize an encouraging degree of heightened and responsiveness from the SF Department of Public Works toward the quality of pavement on bike routes. We hope this trend continues and grows to meet the enormous needs.)

One of the most important things the City can and should do now is to prepare well for the lifting of the Injunction, expected in early-to-mid 2009. If all goes as it should, the day after that happens, crews will be striping bike lanes and painting sharrows (shared lane markings) and installing sidewalk bike racks and "Bikes Allowed Use of Full Lane" signage throughout the city. We urge our City leaders to prepare and pass an comprehensive package of legislation clearing the way for the addition of 50 significant improvements to fill many – though not all – of the gaps in the City's Bike Network. When that happens, we believe we expect to see a significant jump in the number of people choosing to ride, an increase like no other American city has seen.

But there will be a lot to do before we issue our next Report Card. Two years will pass again quicker than we expect. The injunction will end, and ever more cyclists will join the large numbers already riding.

The City's thriving bicycle culture deserves a better bicycling environment now and into the future. If we want to read a significantly better Bike Report Card in 2010, we need serious engagement and execution from our City's leaders. We stand ready to help make that happen.

Happy Biking!

SOURCES & DISCLAIMERS

We recognize that the 2008 Report Card of Bicycling in San Francisco is an imperfect analysis of the state of cycling in San Francisco, due to missing and/or unreliable information from official sources and our own limitations in gathering cyclist opinions, but nonetheless feel it provides an authentic and useful account of bicyclist sentiment and opinion. We continue to look forward to a fuller and more reliable process of evaluation and analysis by official agencies in the City as we go forward towards 2010.

The 2008 SFBC Survey of Bicycling in San Francisco was conducted March 25 - May 1, 2008

We received 1803 complete responses (149 paper responses, 1654 web responses)

San Francisco Bicycle Coalition members:

yes	65%
no	31%

Age: respondents ranged from 15yrs old to 75yrs old.

Male	62%
Female	37%
Transgender	1%

Other sources

SF Municipal Transportation Agency (SFMTA), 2007 Citywide Bicycle Counts Report, Nov. 2007

SFMTA, San Francisco Transportation Fact Sheet, Aug. 2007

SFMTA, 2005-2006 San Francisco Bicycle Injury Collision Report, Feb. 2008

David Binder Research, telephone survey (400 SF households), Nov 2007

Commute Profile 2000, RIDES for Bay Area Commuters, random telephone survey of 3,600 Bay Area adults, March-April 2000



ACKNOWLEDGEMENTS & CREDITS

Thanks to Justin Fraser of Digipop and all the surveyors and surveyed bicyclists of San Francisco!

Design by Fabian, George

Photos by Adam Aufdencamp





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REPORT CARD *on bicycling*

CINCINNATI 2011



CONTENTS

Bicycling in Cincinnati

How Many?

Who?

How Often and How Far?

Why?

Why not?

Safety

Progress in 2011

Bicycle Transportation Plan Network Goals

Report Card Results

*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 bicycle usage over time.

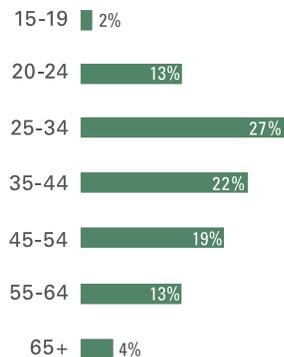
LOCATION	2010 CYCLISTS	2011 CYCLISTS
Riverside Drive	34	44
Clifton Ave <i>north of Straight</i>	27	34
Purple People Bridge	49	29
Vine St <i>north of Central Pkwy</i>	29	24
Central Parkway <i>between 12th and Plum</i>	18	24
Spring Grove <i>south of Winton</i>	9	21
Warsaw <i>east of McPherson</i>	<i>nc</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



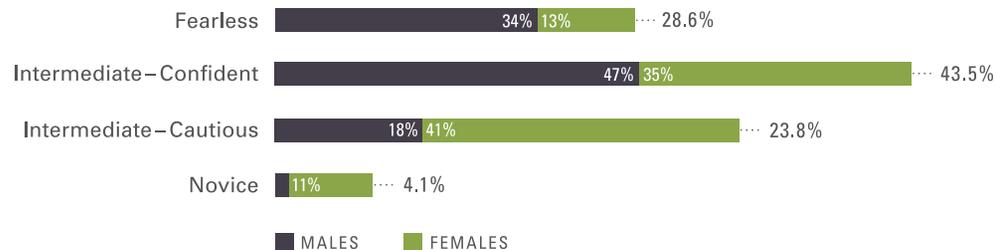
Who?

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.

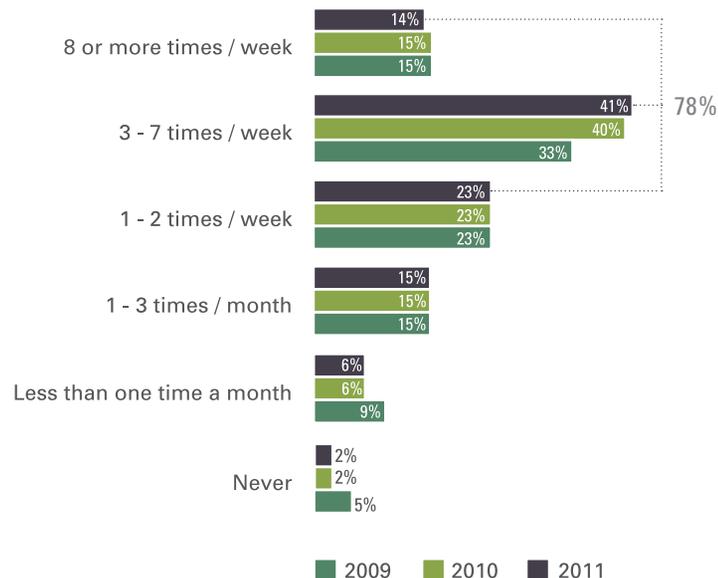
Forty-three percent of all respondents classified themselves as Intermediate – Confident. It is interesting to note however, that female respondents most often identified themselves as Intermediate – Cautious.



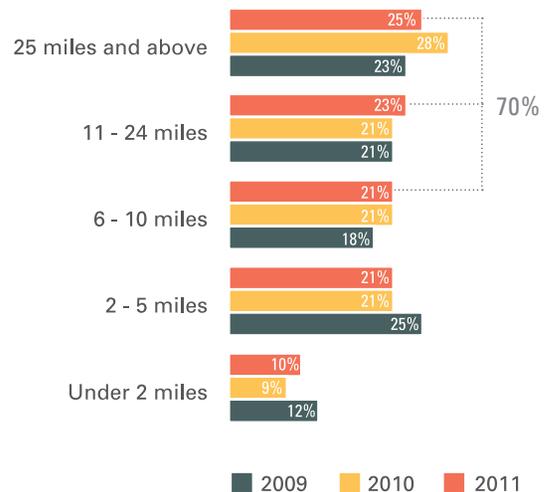
How Often and How Far?

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



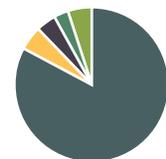
SOCIAL



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).

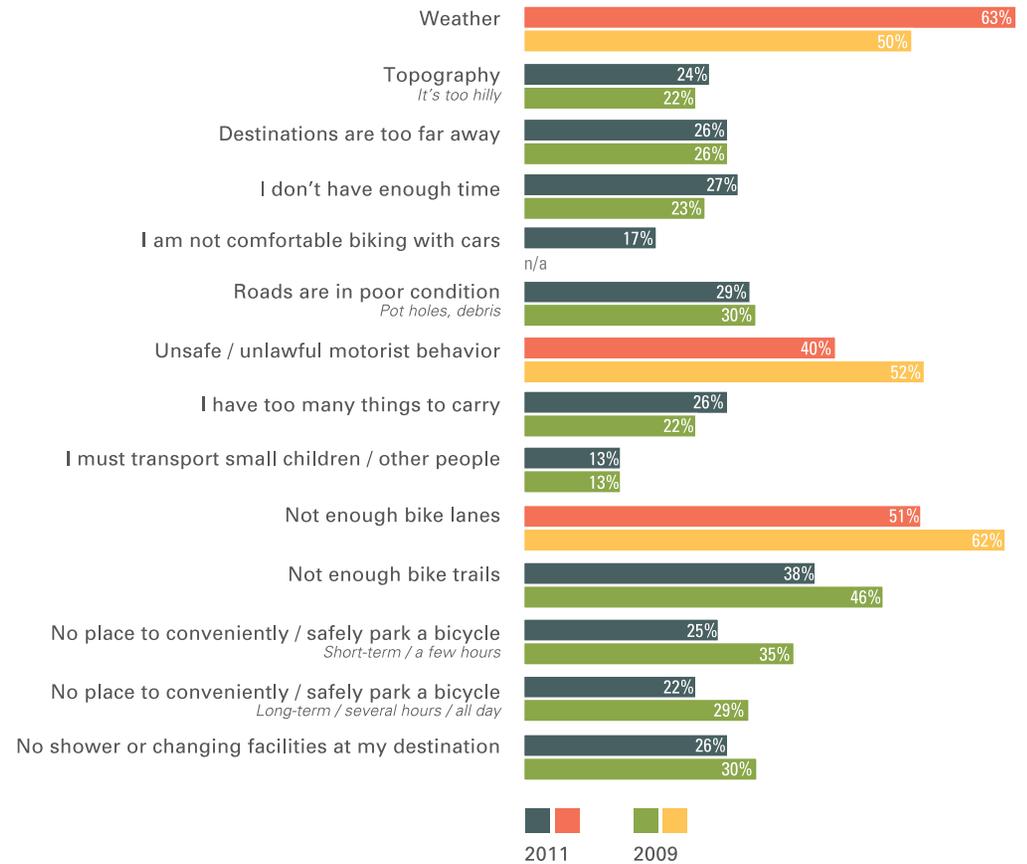
Women indicated that they find unsafe motorist behavior to be a significant deterrence to bicycling more often (50% of

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).



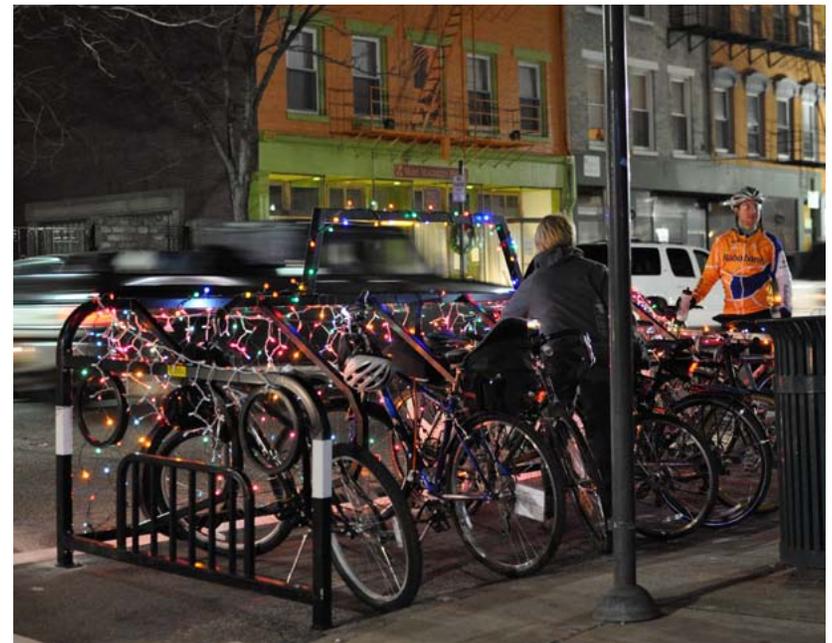
Safety

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

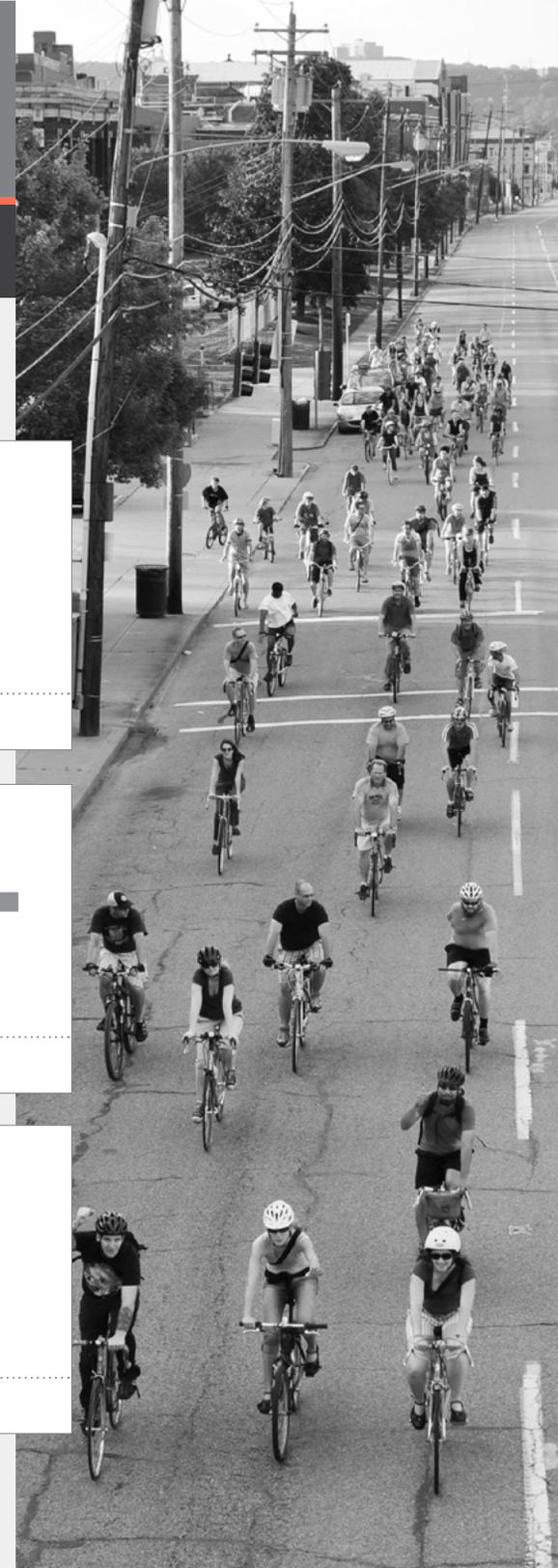
COMPLETENESS OF THE BICYCLE NETWORK

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

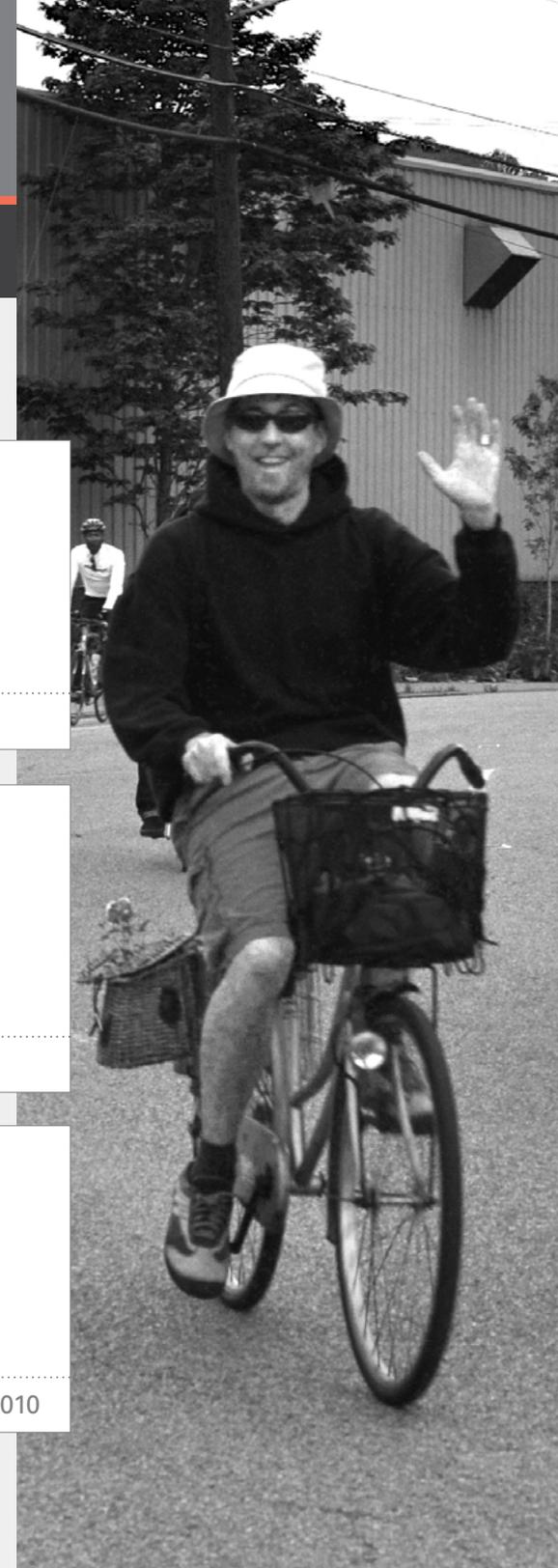
C in 2010

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

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

