
ACTIVE TRANSPORTATION SURVEY RESULTS

INDIANA DEPARTMENT OF TRANSPORTATION



SURVEY OBJECTIVES

USER BEHAVIOR

User Characteristics
Mode Choice
Frequency of Use
Trip Purpose

ATTITUDES & PERCEPTIONS

Safety
Convenience
Affordability
Environment
Health

PRIORITIES

Facilities
Information
Amenities
Policies
Programs

RESPONDENTS

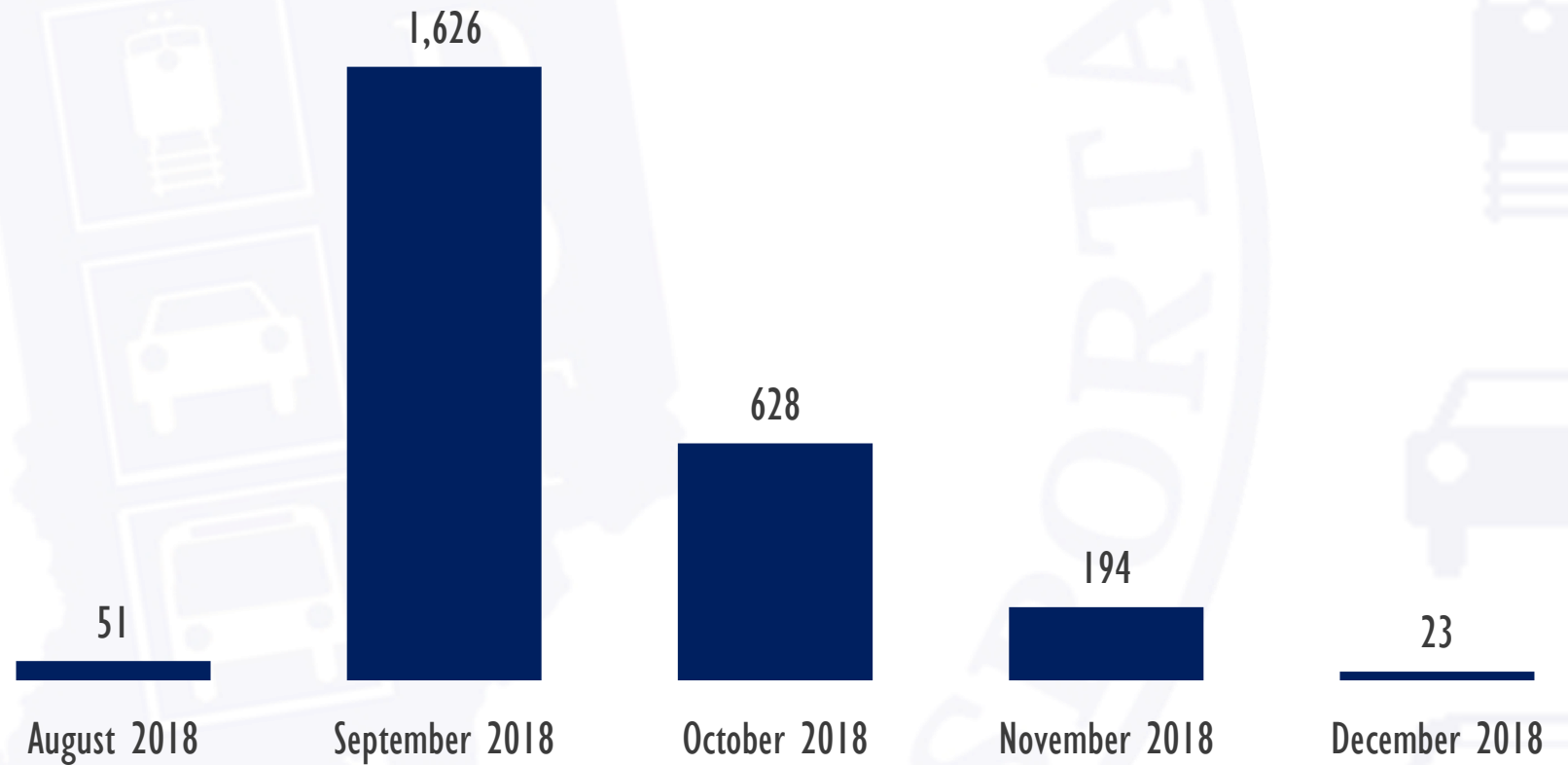


RESPONDENTS: MAJOR FINDINGS

- 2,500+ total responses
- Relatively even distribution by
 - Geography
 - Gender
- Respondents are mostly
 - Upper income
 - White (94%)

TOTAL RESPONSES

In total, the survey received **2,522** responses.



Q01 & Q02: INTEREST & PROFESSIONAL OCCUPATION

About 10% of respondents were **professionals**.




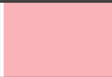

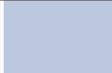

Of the remainder, about half identified as Bicycle or Pedestrian **advocates**.

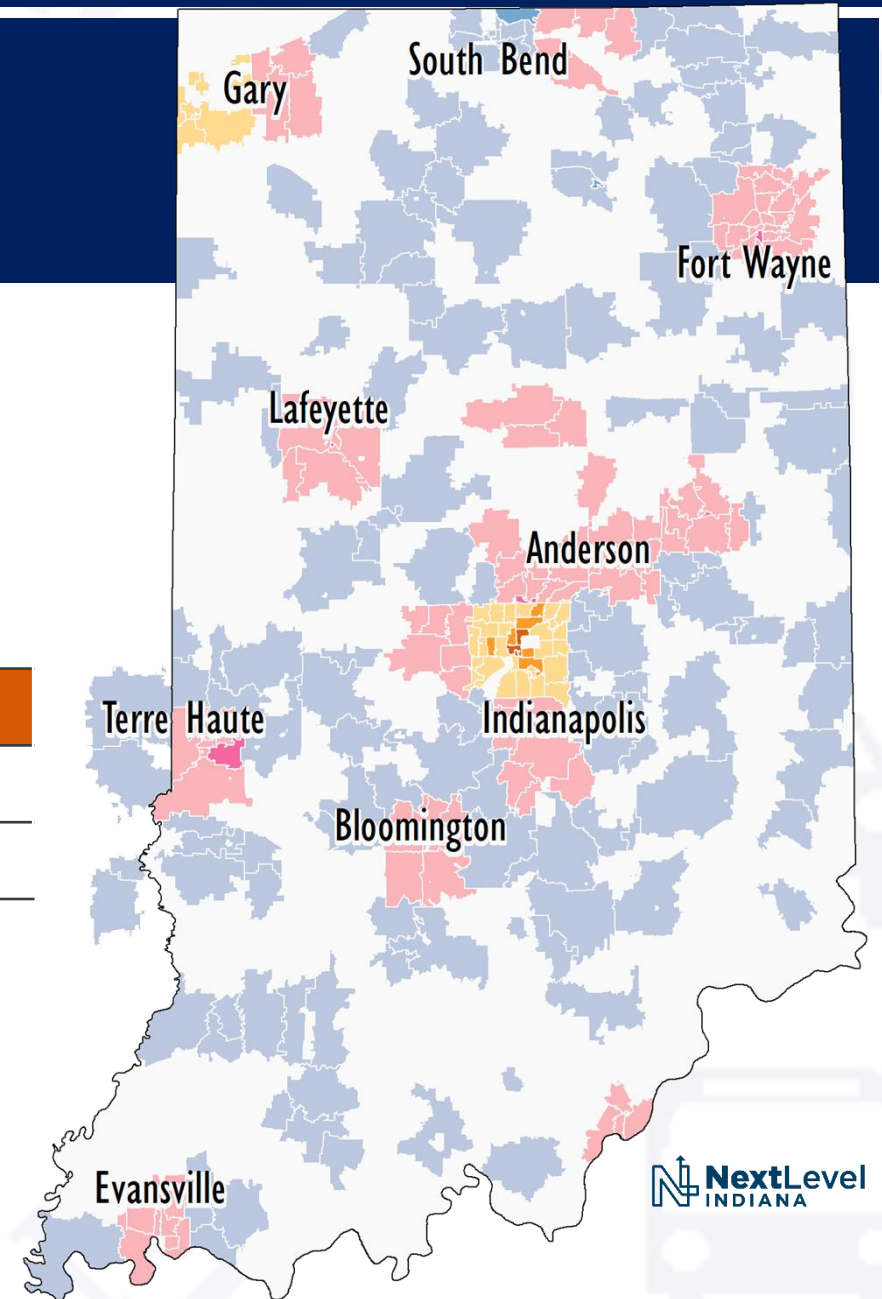
	Total	City or County	Private Sector	INDOT/ State Agency	MPO
Citizen	1,113 (44%)				
Bicycle/pedestrian advocate	1,095 (44%)	1	1		
Transportation engineer, planner, or professional	119 (5%)	37	35	13	21
Public health professional	61 (2%)	15	15	2	
Business owner	52 (2%)				
Parks and recreation professional	37 (1%)	16	1	8	
Bicycle or active transportation retailer	19 (1%)				
Elected official	16 (1%)				

RESPONDENTS BY GEOGRAPHY

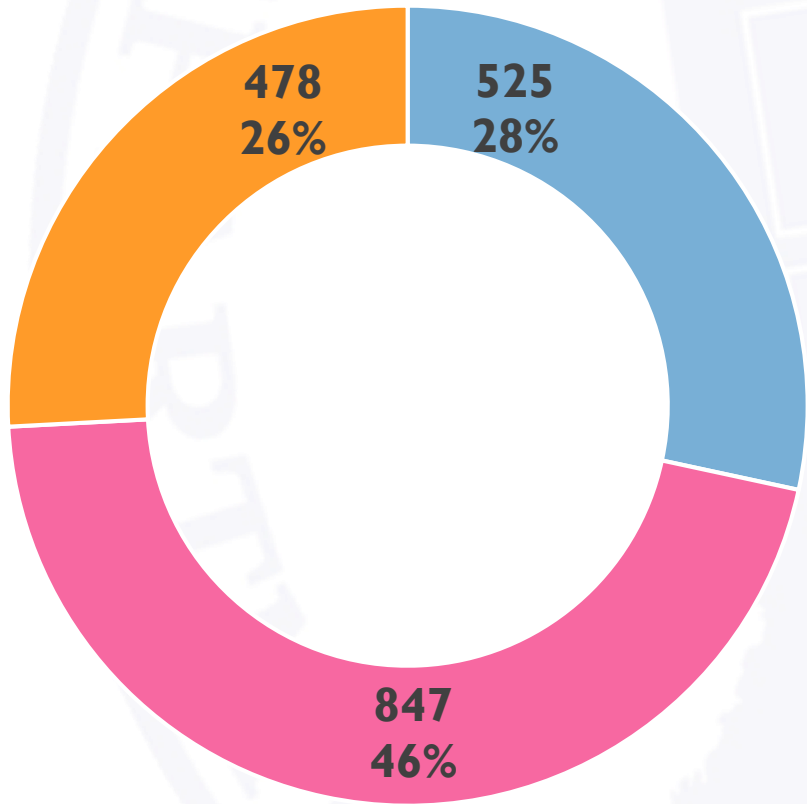
Responses were balanced from around the state.

About half were from **Suburban** counties, with the remainder split between **Urban** and **Rural** counties.

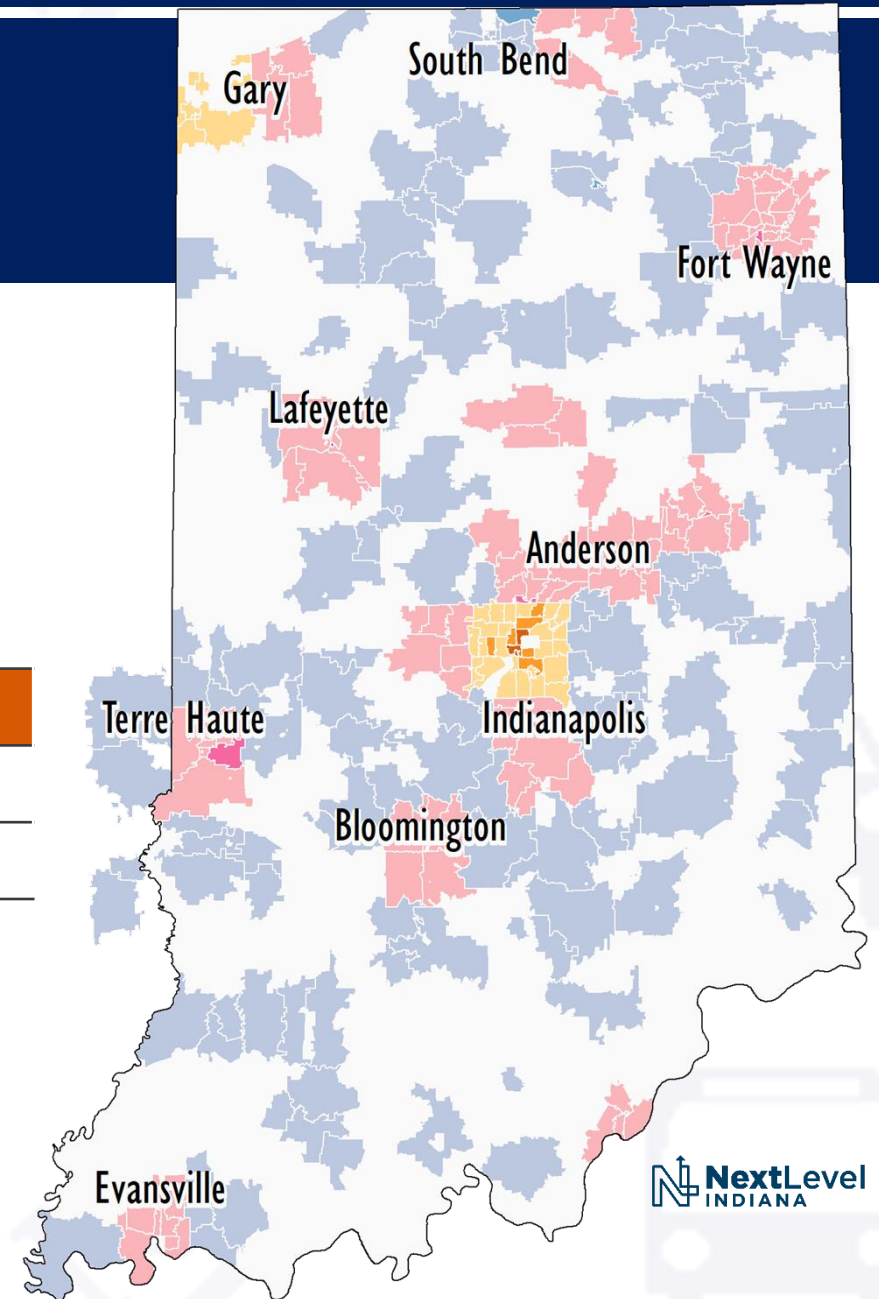
Type*	Responses/SqMi		
	<2	2-5	>5
Urban			
Suburban			
Rural			



RESPONDENTS BY GEOGRAPHY

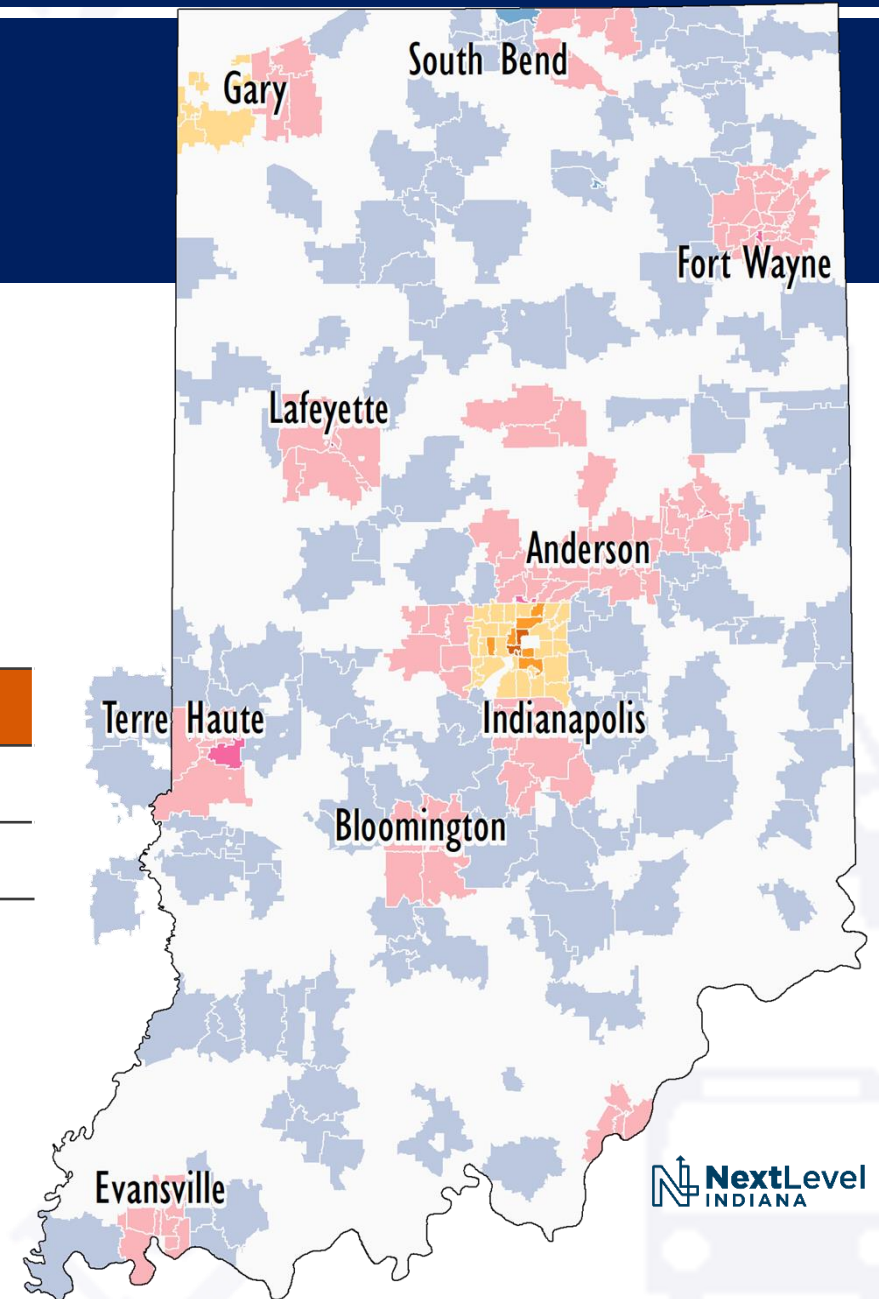
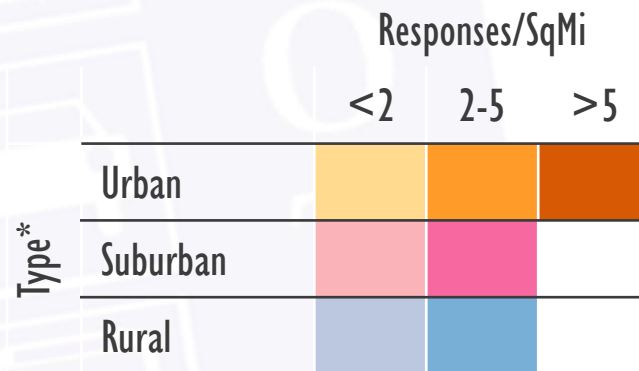
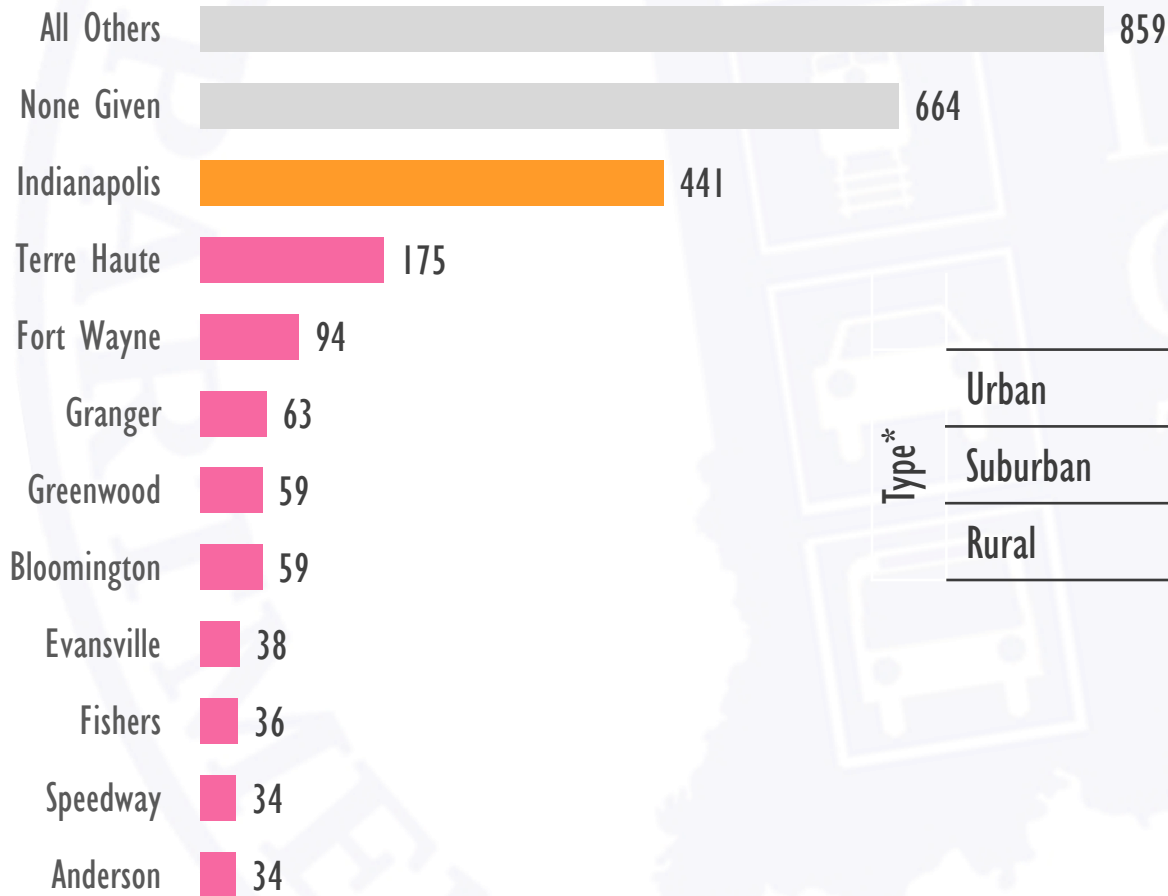


Type*	Responses/SqMi		
	<2	2-5	>5
Urban	Light Orange	Orange	Dark Orange
Suburban	Light Pink	Pink	
Rural	Light Blue	Blue	



*Assigned at county level using 2010 US Census Classification

RESPONDENTS BY GEOGRAPHY



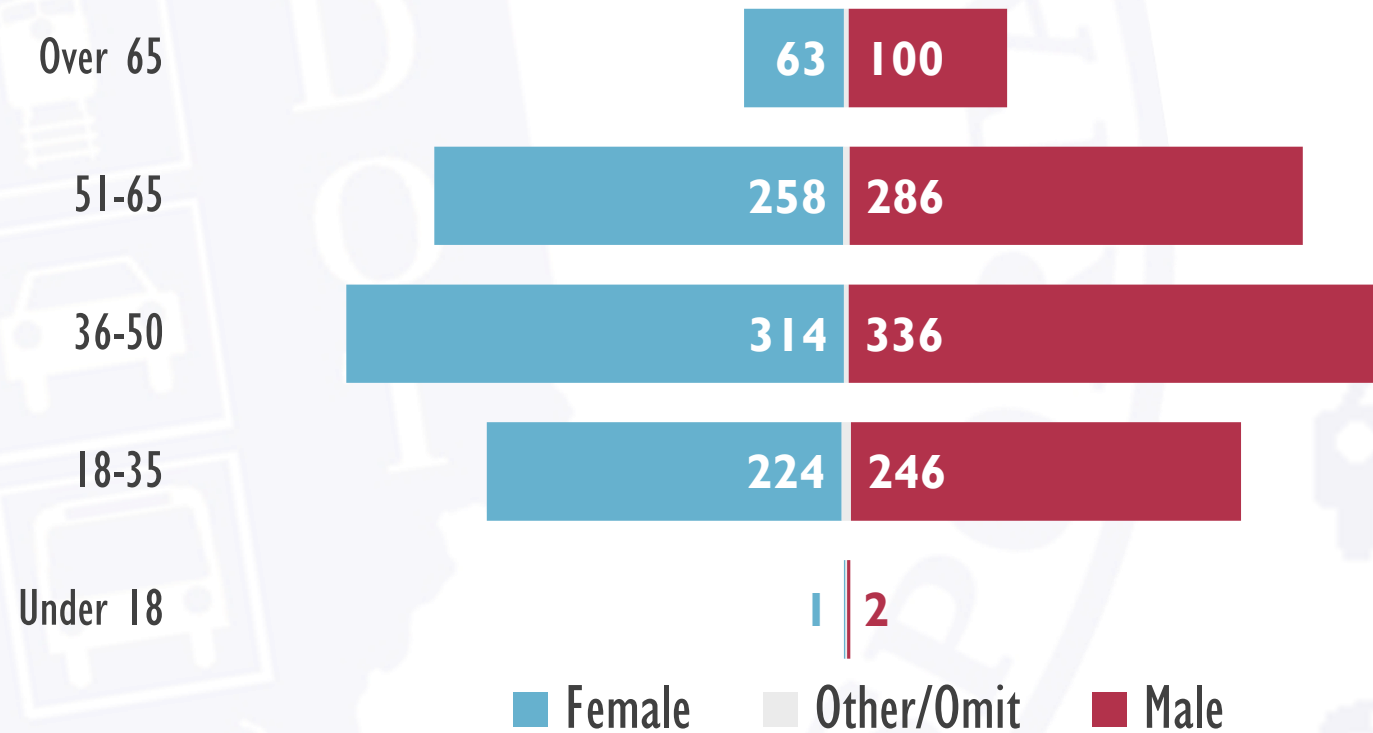
*Assigned at county level using 2010 US Census Classification

AGE BY GENDER

Responses aged 18-65 were typically gender balanced, with slightly more **Men** responding than **Women**.

Responses over 65 were substantially more likely to be **Male**.

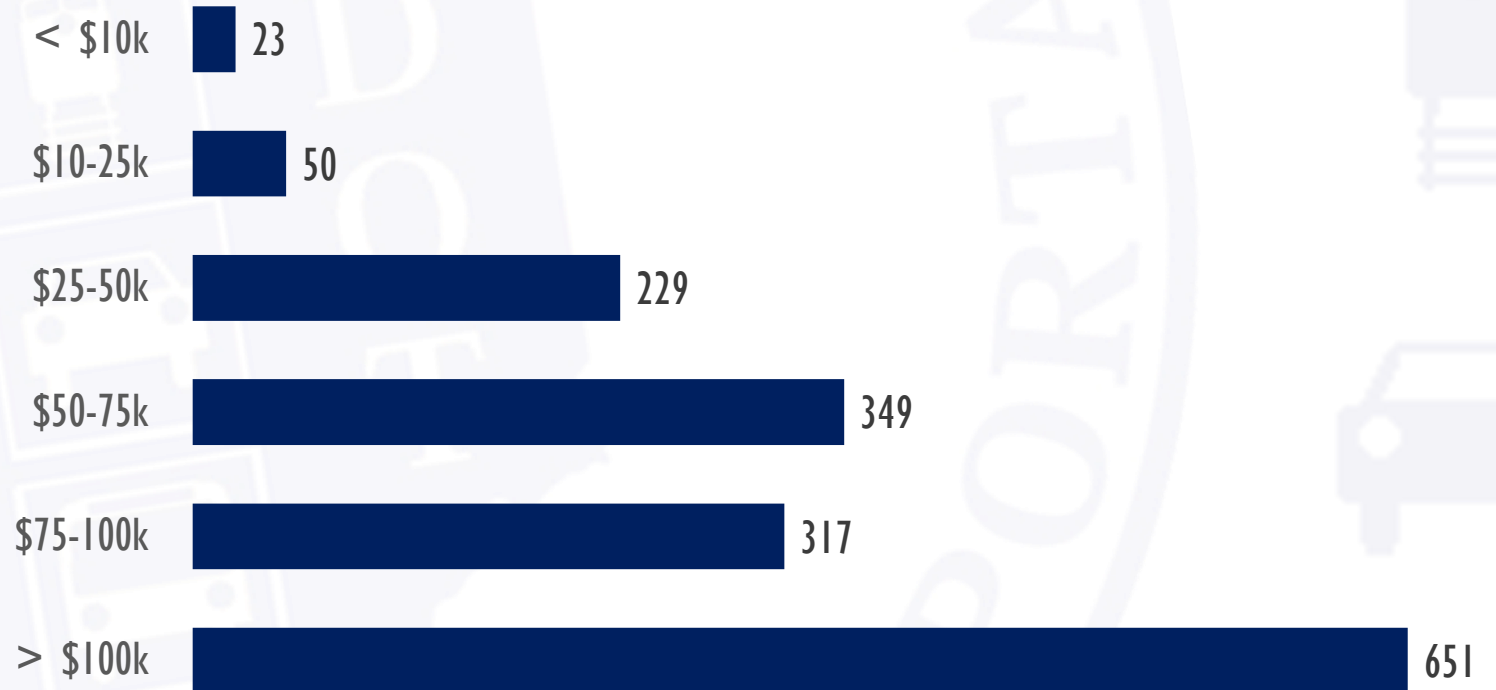
Very few respondents were **Under 18**.



INCOME

Respondents typically had **high household incomes**.

Indiana's median household income in 2017 was **\$52,182**.*

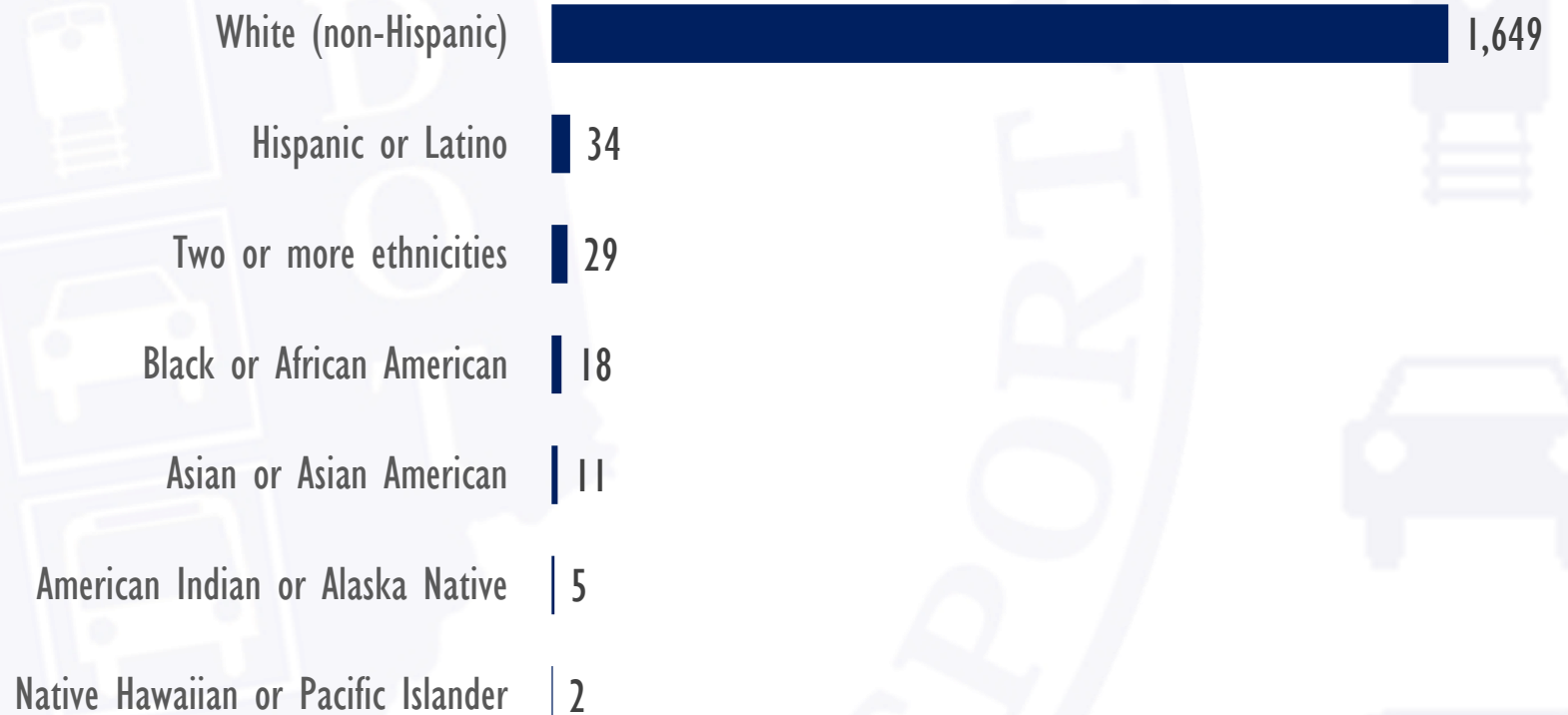


*2012 - 2017 American Community Survey

RACE AND ETHNICITY

The vast majority of respondents were **non-Hispanic White** (94%).

In 2017, Indiana had a non-Hispanic White population of **57%***.



**2012 - 2017 American Community Survey*

USER BEHAVIOR



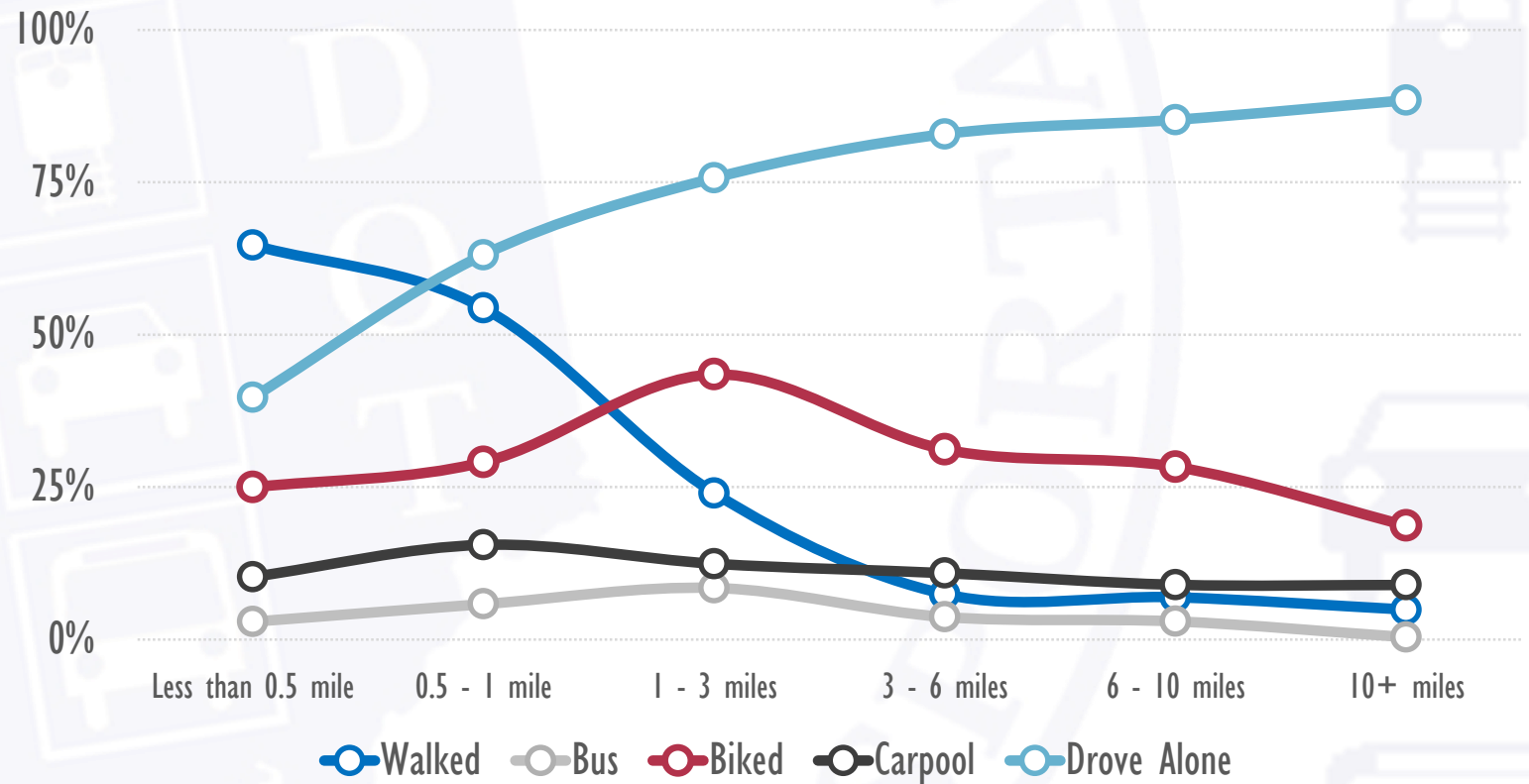
USER BEHAVIOR: MAJOR FINDINGS

- **Walking** is the most popular form of transportation for trips **shorter than a half-mile**.
- **Driving alone** is most popular for all trips **longer than a half-mile**.
- Cycling peaks in the **1-3 mile** range.
- **Safety** is the number one reason respondents don't walk or bike more often.
- **Convenience** (driving is quicker) is No. 2.
- Rural respondents were significantly more likely to be impeded by a **lack of transit** or a **school/childcare** needs.
- About half of bike/walk trips are taken via **shared roadway**.

Q03: WHAT IS THE DISTANCE OF YOUR COMMUTE TO WORK OR SCHOOL?

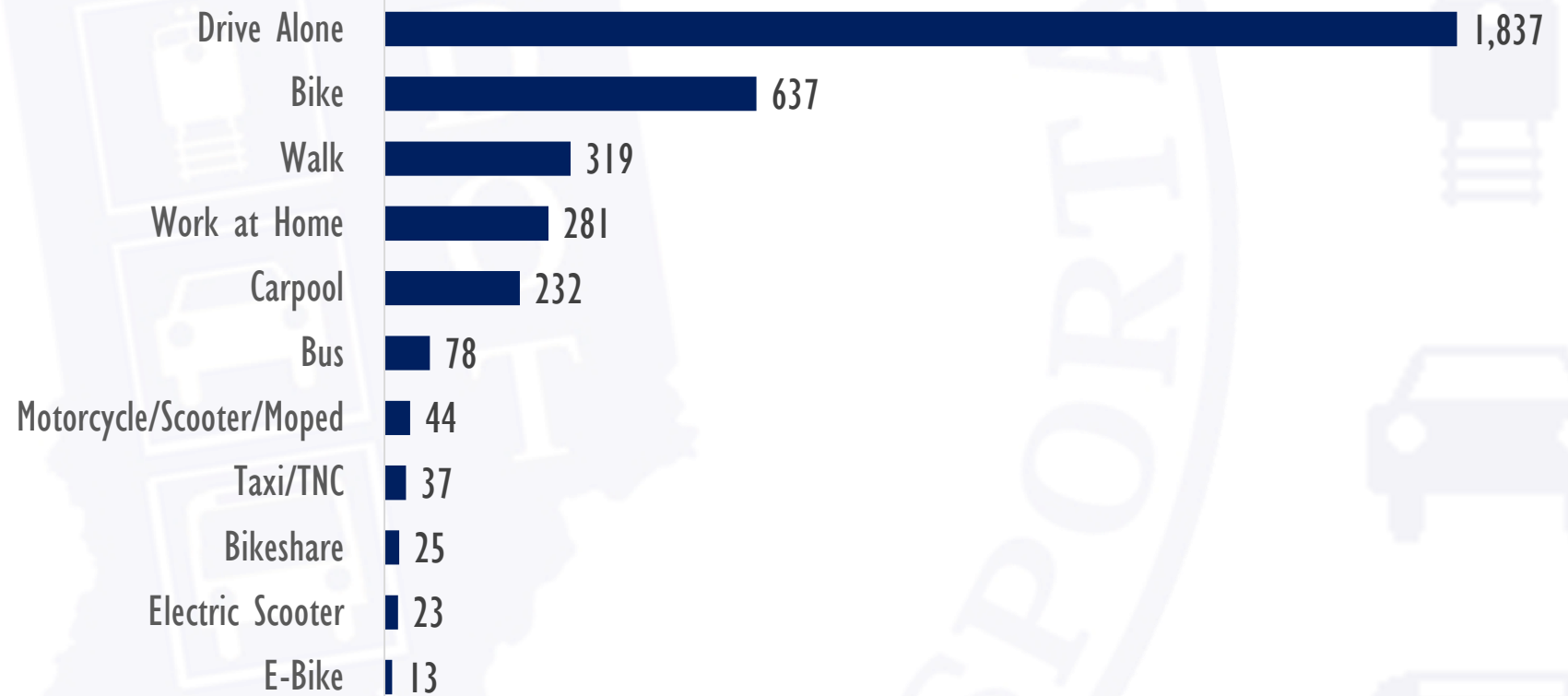
Most respondents would walk to work or school for distances **less than a mile**.

Biking and buses peak in popularity at **1-3 miles** relative to other distances.



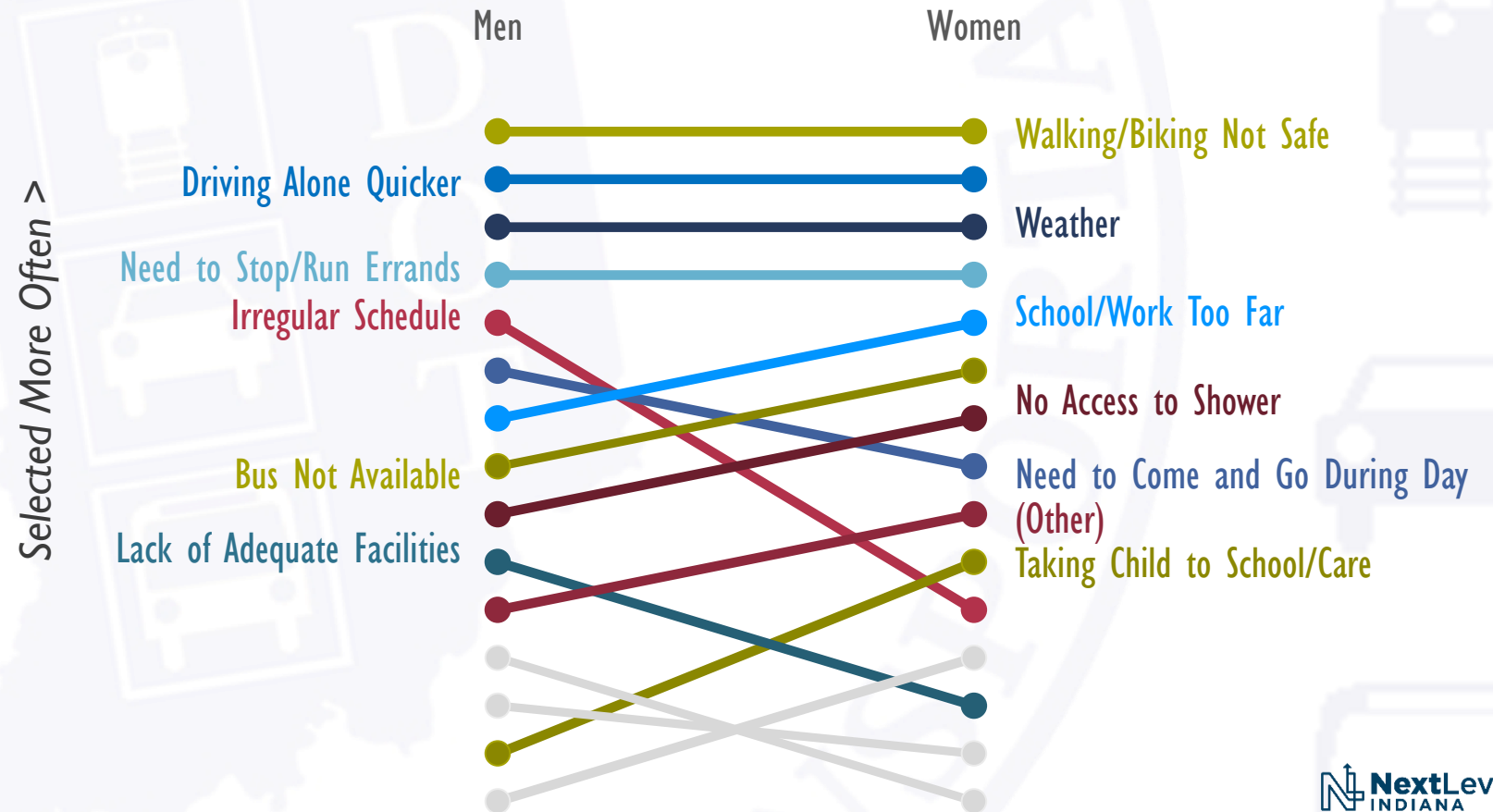
Q04: WHICH OF THE FOLLOWING MODES DID YOU USE TO COMMUTE IN THE LAST WEEK?

Driving Alone was by far the most commonly-used commute mode.



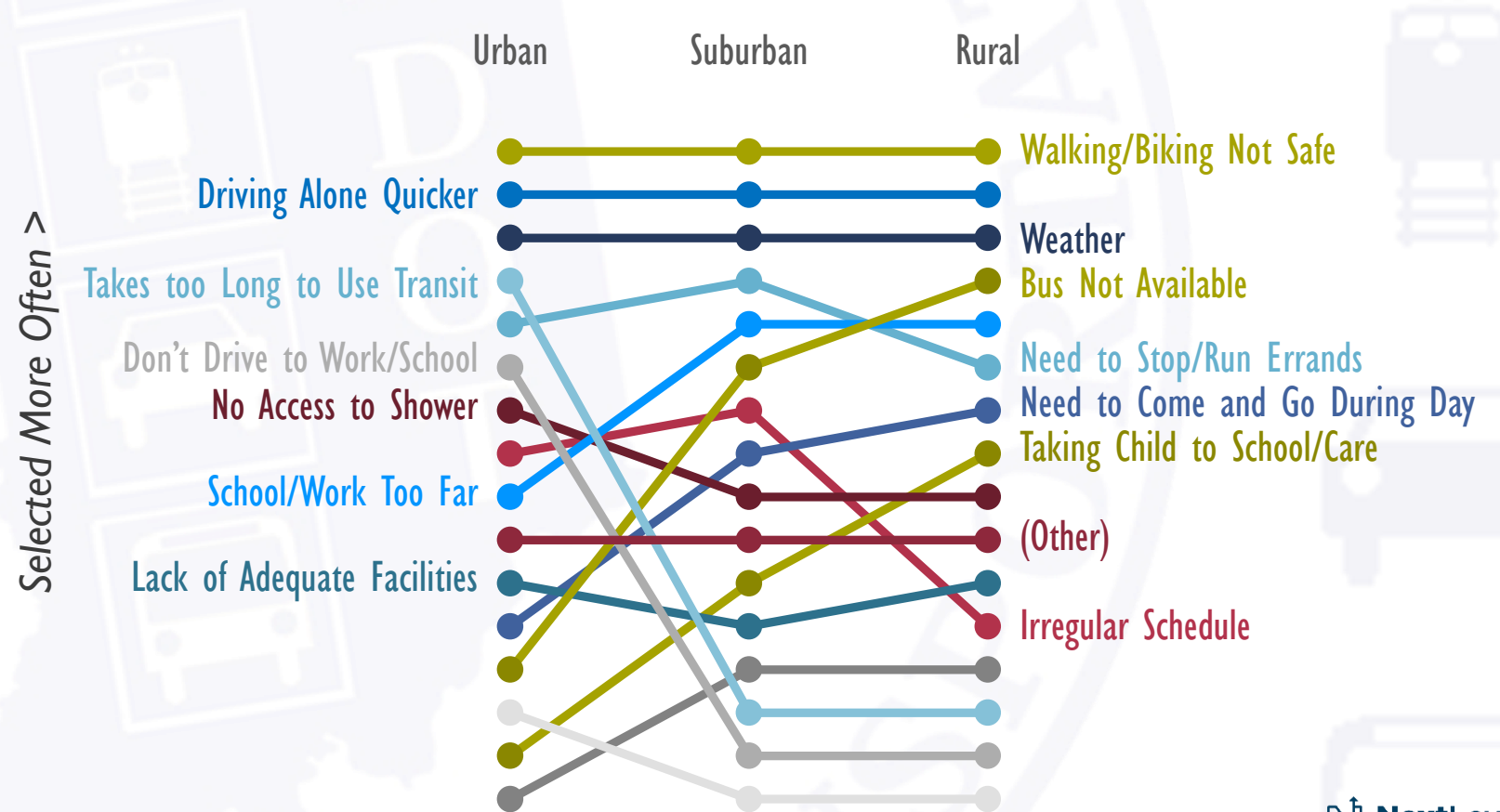
Q05: IF YOU MOST OFTEN DRIVE ALONE TO WORK OR SCHOOL, WHAT KEEPS YOU FROM WALKING AND CYCLING MORE OFTEN?

Women significantly more likely to be impeded by **Distance**, a **Lack of Shower**, or the need to **Take a Child to School/Childcare**.

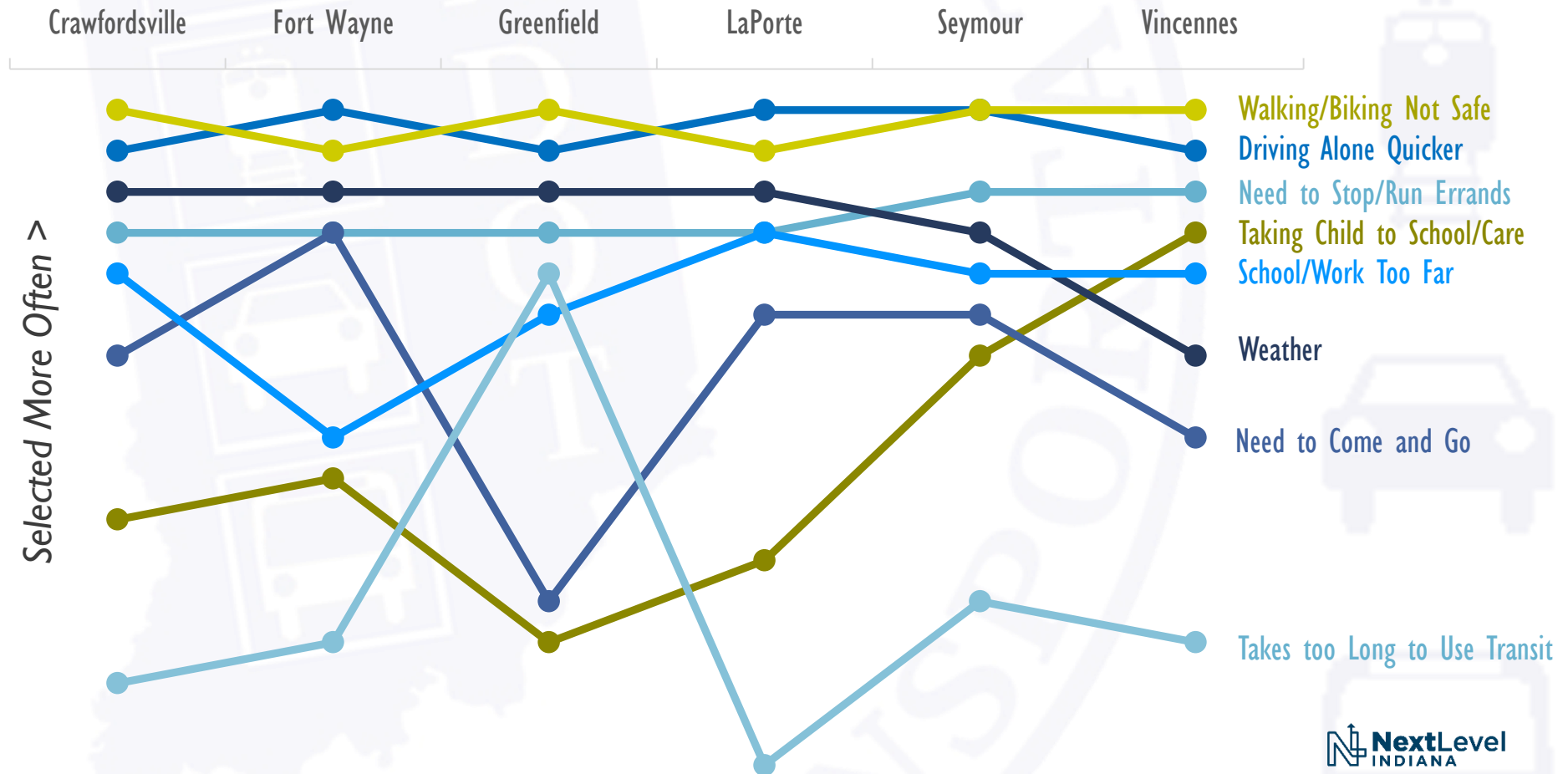


Q05: IF YOU MOST OFTEN DRIVE ALONE TO WORK OR SCHOOL, WHAT KEEPS YOU FROM WALKING AND CYCLING MORE OFTEN?

Rural respondents were significantly more likely to be impeded by a **Lack of Transit** or a need to **Take a Child to School/Childcare**.



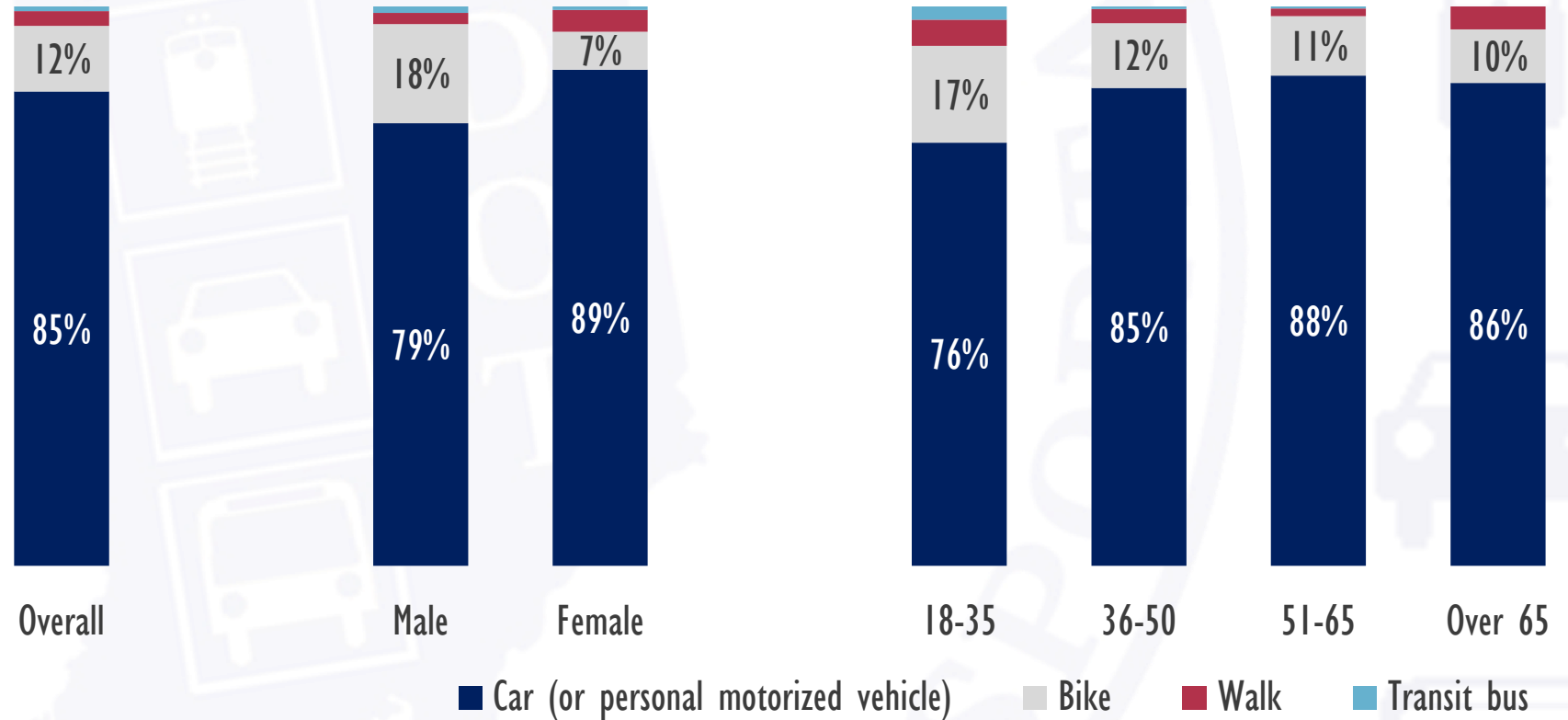
Q05: IF YOU MOST OFTEN DRIVE ALONE TO WORK OR SCHOOL, WHAT KEEPS YOU FROM WALKING AND CYCLING MORE OFTEN?



Few differences exist across INDOT regions. Top 4-5 largely the same. Transit travel time is a larger issue for **Greenfield** residents. **Vincennes** residents cite child transportation needs more often.

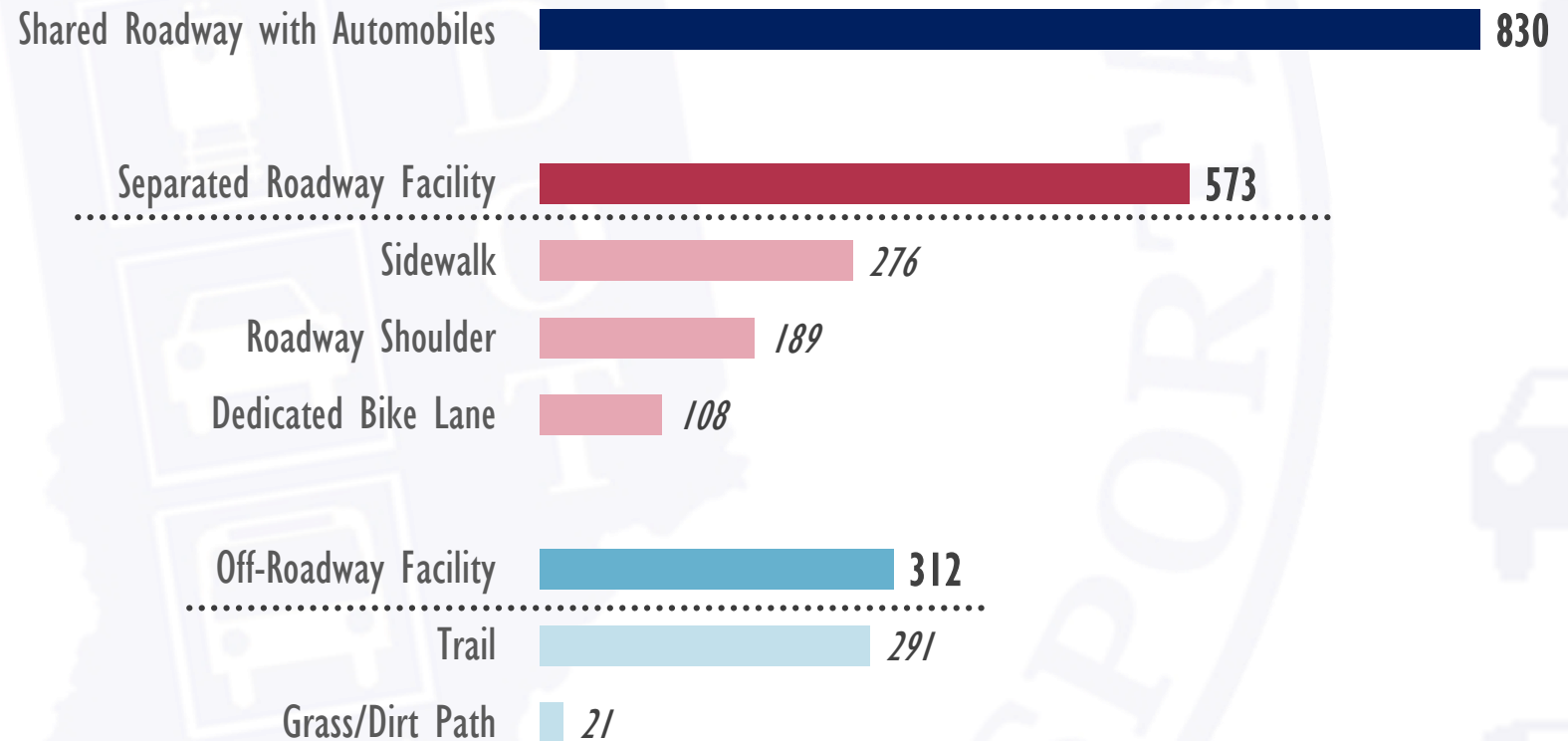
Q06: WHAT MODE DO YOU USE FOR THE LONGEST PART OF YOUR TRIP TO SCHOOL OR WORK?

Men and People aged 18-35 were more likely to use a **Bike** to commute to school or work.



Q07: WHAT SURFACE DO YOU WALK OR BIKE ON FOR THE MAJORITY OF YOUR COMMUTE?

Shared roadway with automobiles was the most common road surface.

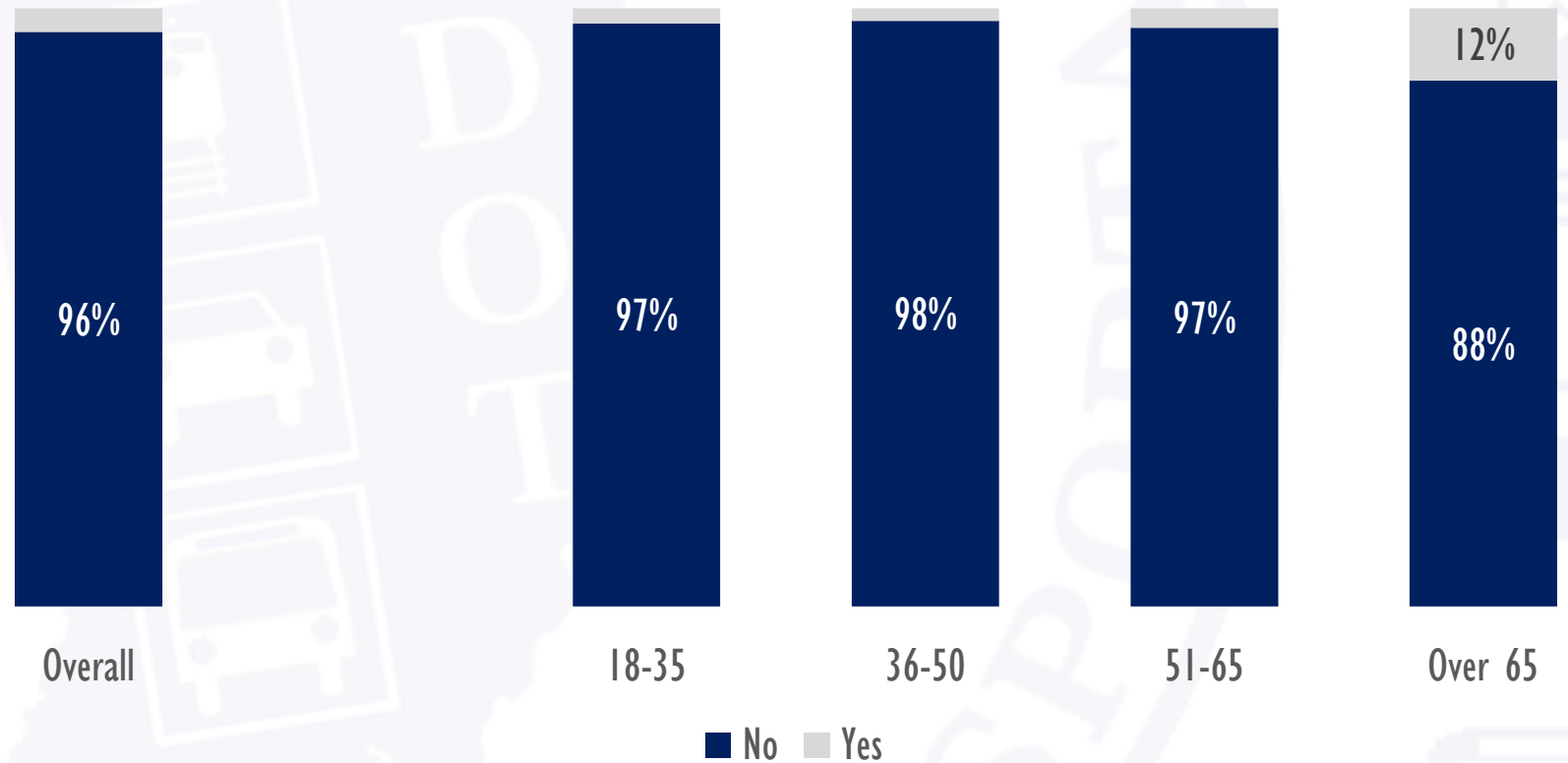


WHAT IS THE RELATIONSHIP BETWEEN SAFETY AND ROADWAY SURFACE?

- Among pedestrians who were viewed dangerous intersections and other traffic safety issues as a barrier to walking:
 - 21% used a shared roadway with automobiles for most of their commute.
 - 7% walked on trails.
 - 6% walked on sidewalks.
- Among pedestrians did not were not concerned by dangerous intersections and other traffic safety issues:
 - 15% used a shared roadway with automobiles for most of their commute.
 - 5% walked on trails.
 - 5% walked on sidewalks.

Q08: DO YOU HAVE A HEALTH ISSUE OR PHYSICAL LIMITATION THAT PREVENTS YOU FROM BEING ABLE TO WALK OR BIKE?

About 3% of respondents under the age of 65 have a **health issue** preventing them from walking or biking.





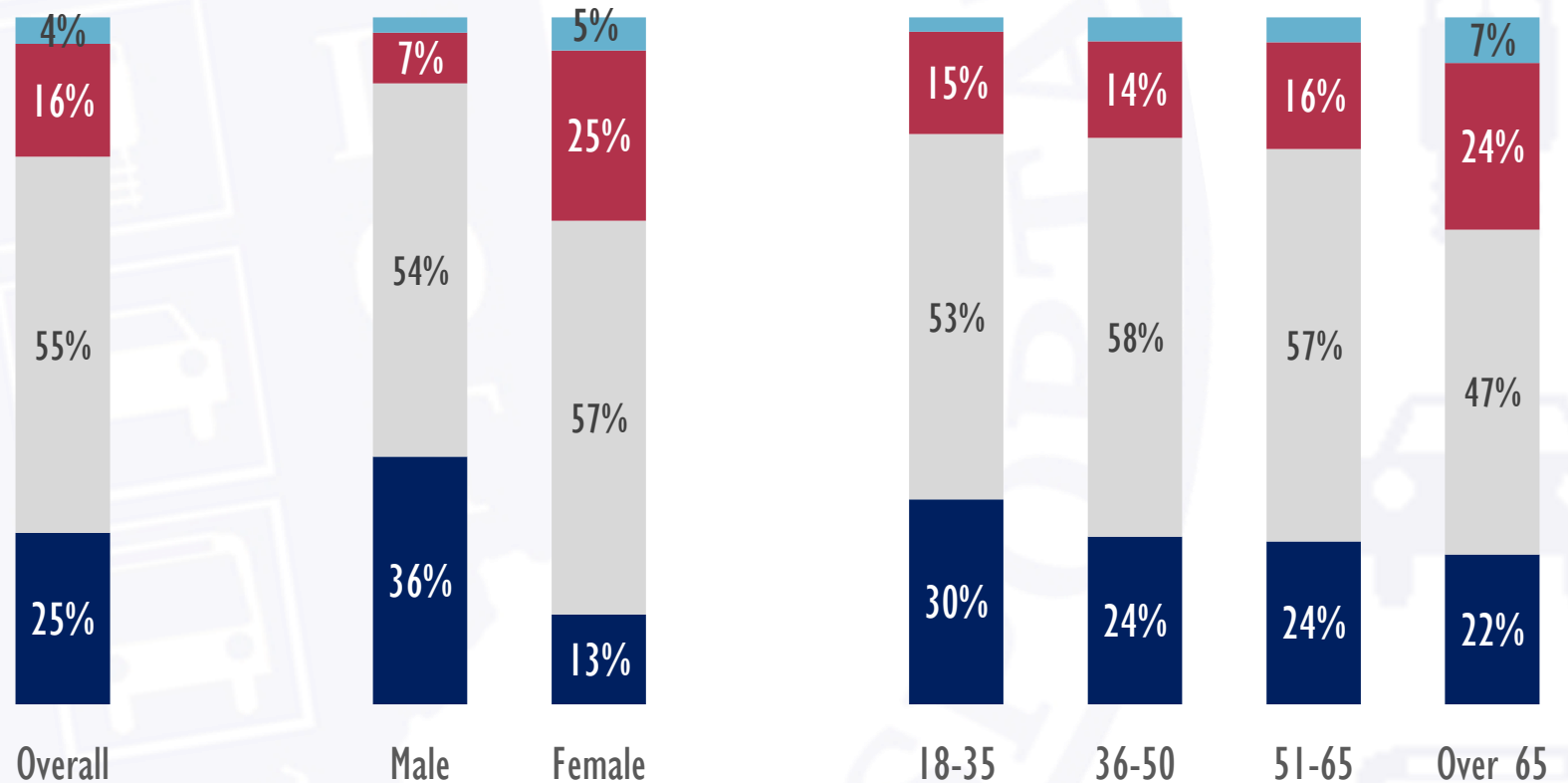
ATTITUDES AND PERCEPTIONS

ATTITUDES AND PERCEPTIONS: MAJOR FINDINGS

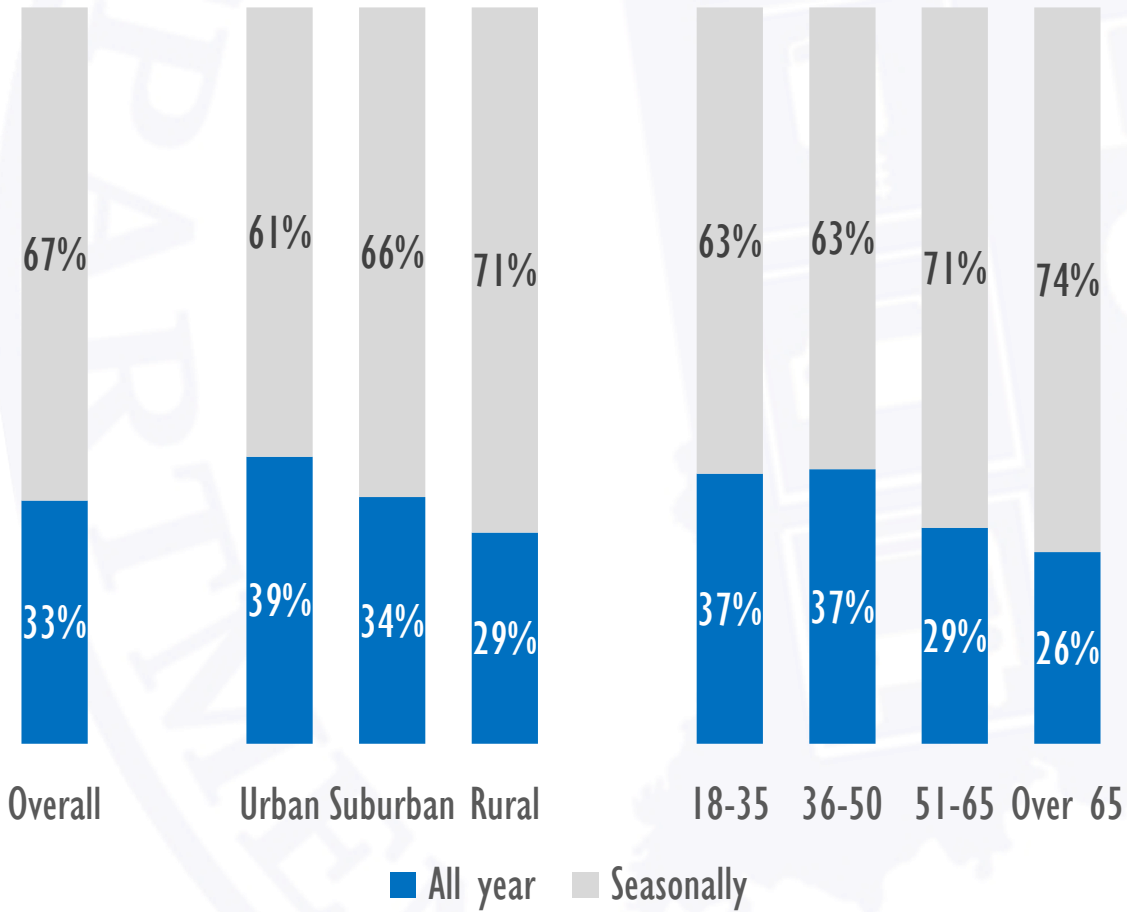
- About one-fourth of respondents rate themselves **highly confident** cyclists.
- More than half are **somewhat confident**.
- The top reasons for not cycling more often are **lack of facilities** and **traffic danger**.
- **Wide outside lanes** are most likely to make respondents bike more often.
- **Health** and **recreation** are the most popular reasons for walking and cycling.

Q09: HOW WOULD YOU DESCRIBE YOUR BICYCLING COMFORT LEVEL?

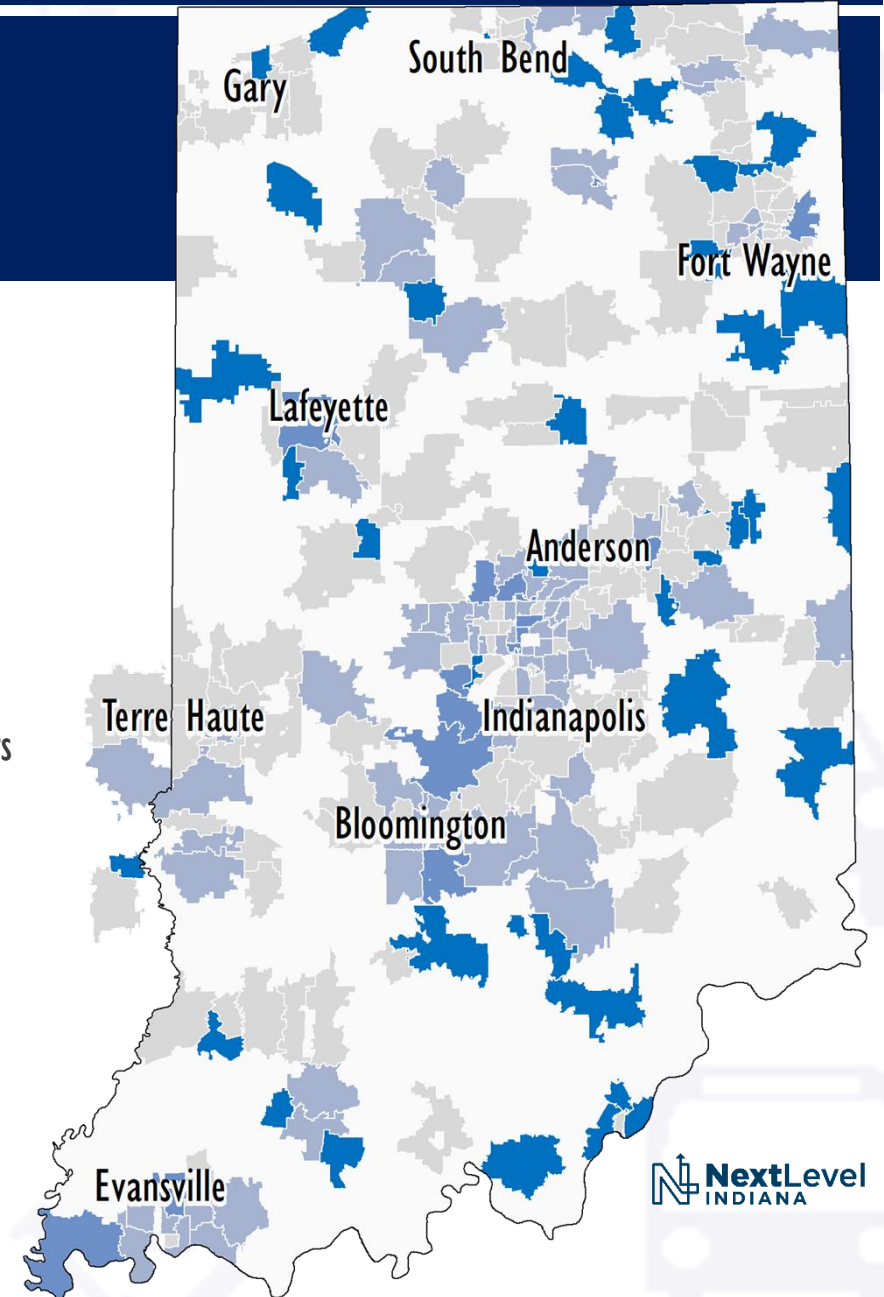
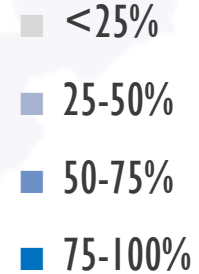
- No way, no how: Not interested in bicycling at all.
- Interested but concerned: Would like to ride a bicycle, but am afraid.
- Somewhat confident: Comfortable sharing the roadway with automotive traffic, but prefer to do so on separate facilities.
- Highly confident: Will ride anywhere regardless of roadway conditions.



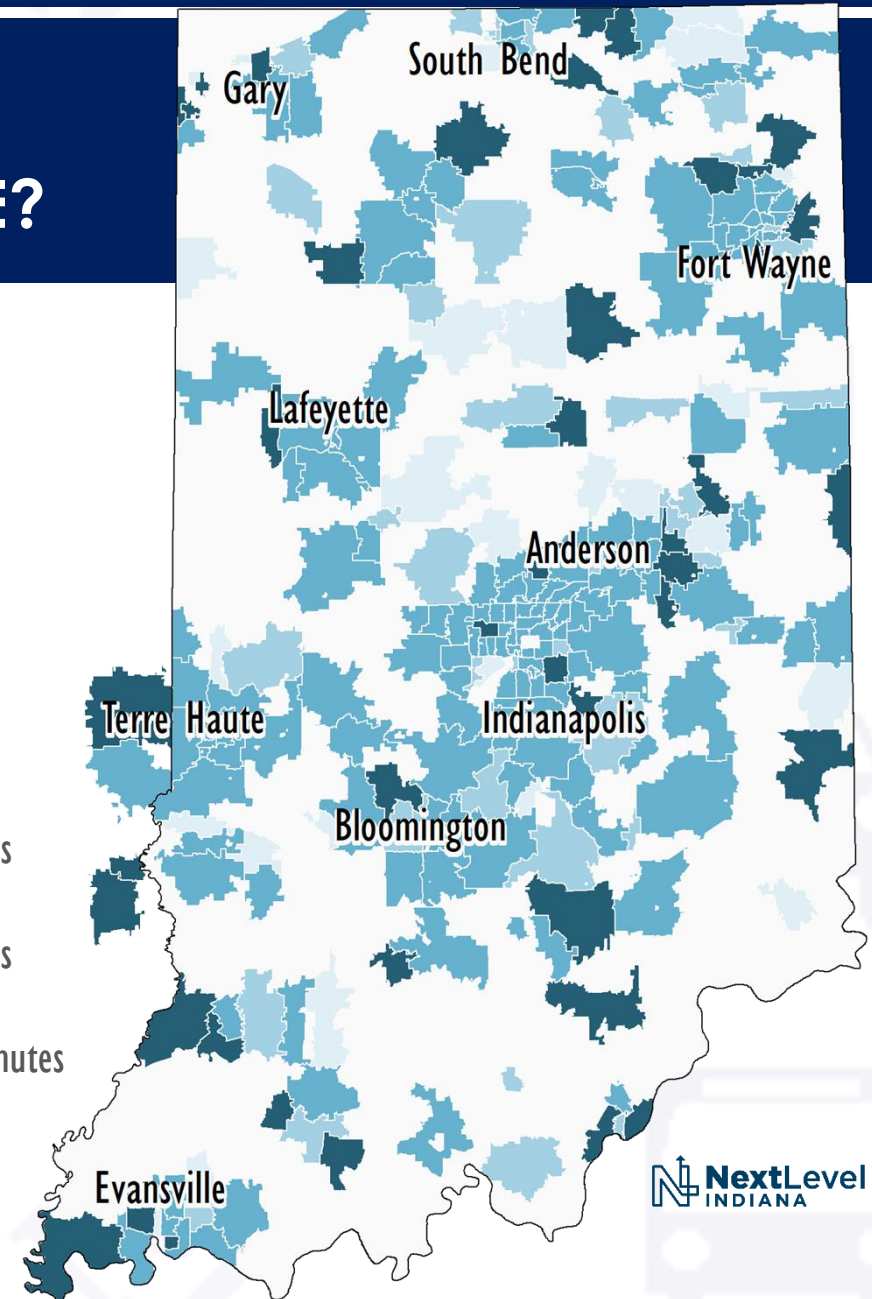
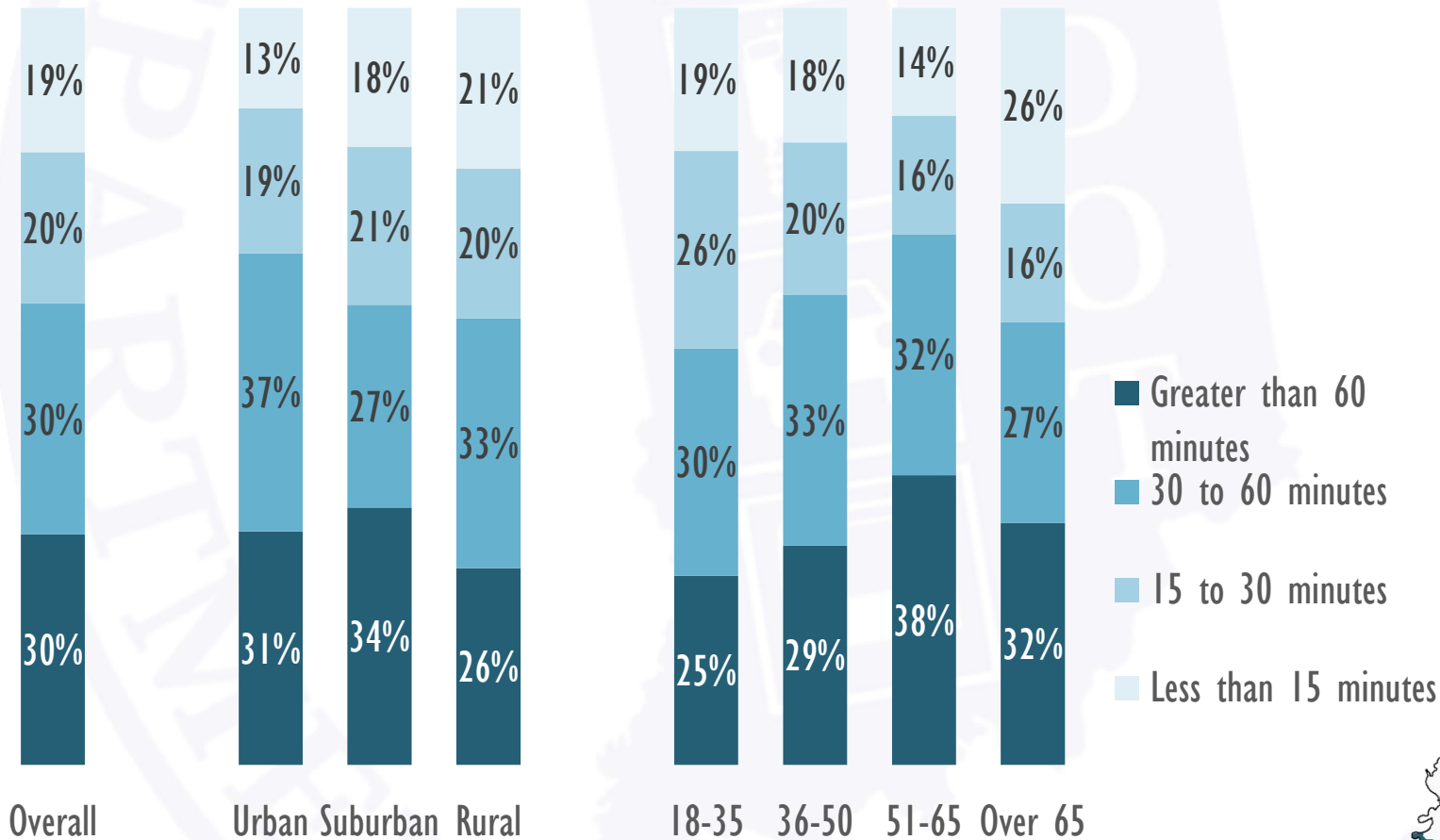
Q10: DO YOU RIDE ALL YEAR ROUND, OR SEASONALLY?



Year-Round Riders



Q11: HOW MANY MINUTES DO YOU TYPICALLY BICYCLE EACH DAY THAT YOU RIDE?



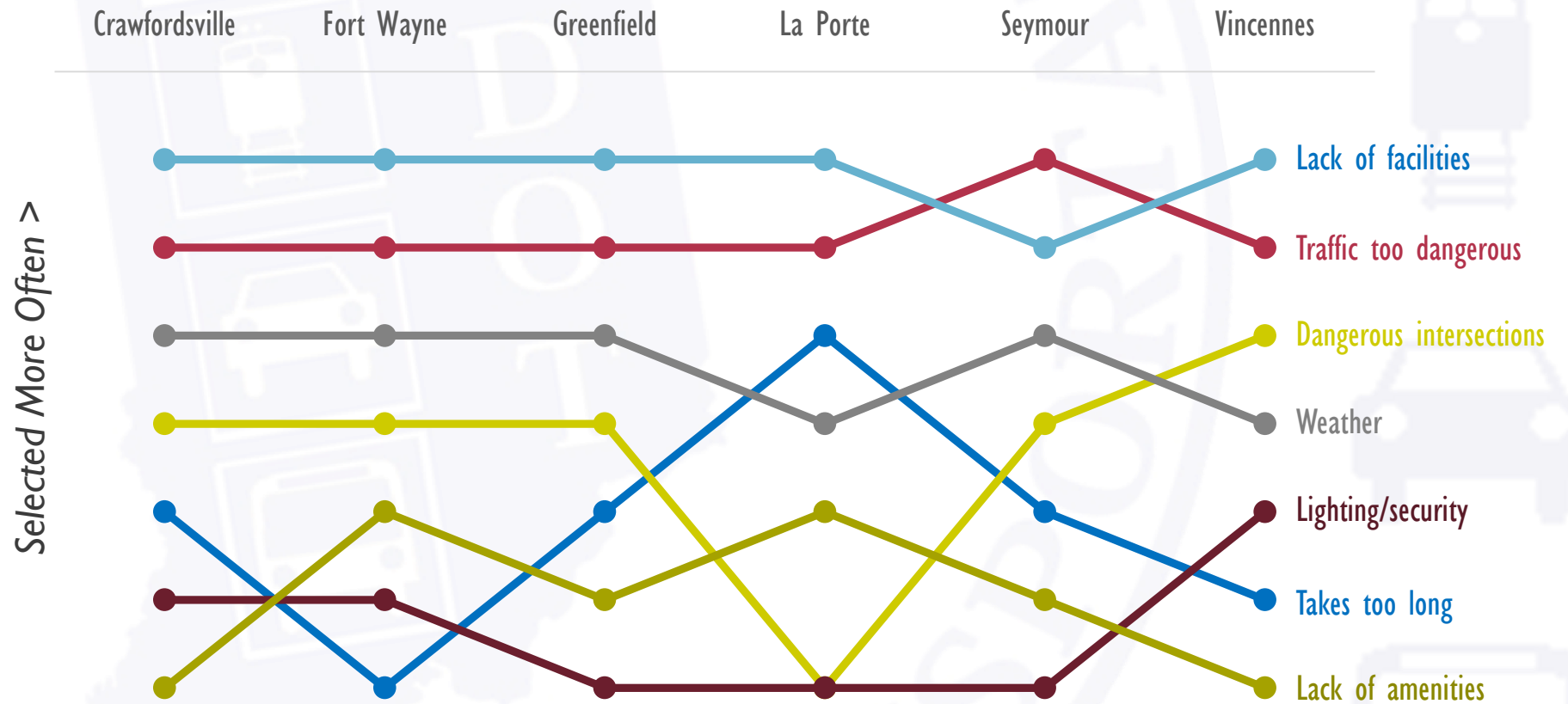
Q12: WHAT KEEPS YOU FROM BIKING MORE OFTEN?

Regardless of **Gender** or **Density**, the top five obstacles for biking were the same:

1. Lack of bike **facilities**
2. **Traffic** is too dangerous
3. **Weather**-related concerns
4. Dangerous **intersections**
5. Destinations **too far/takes too long** to bike

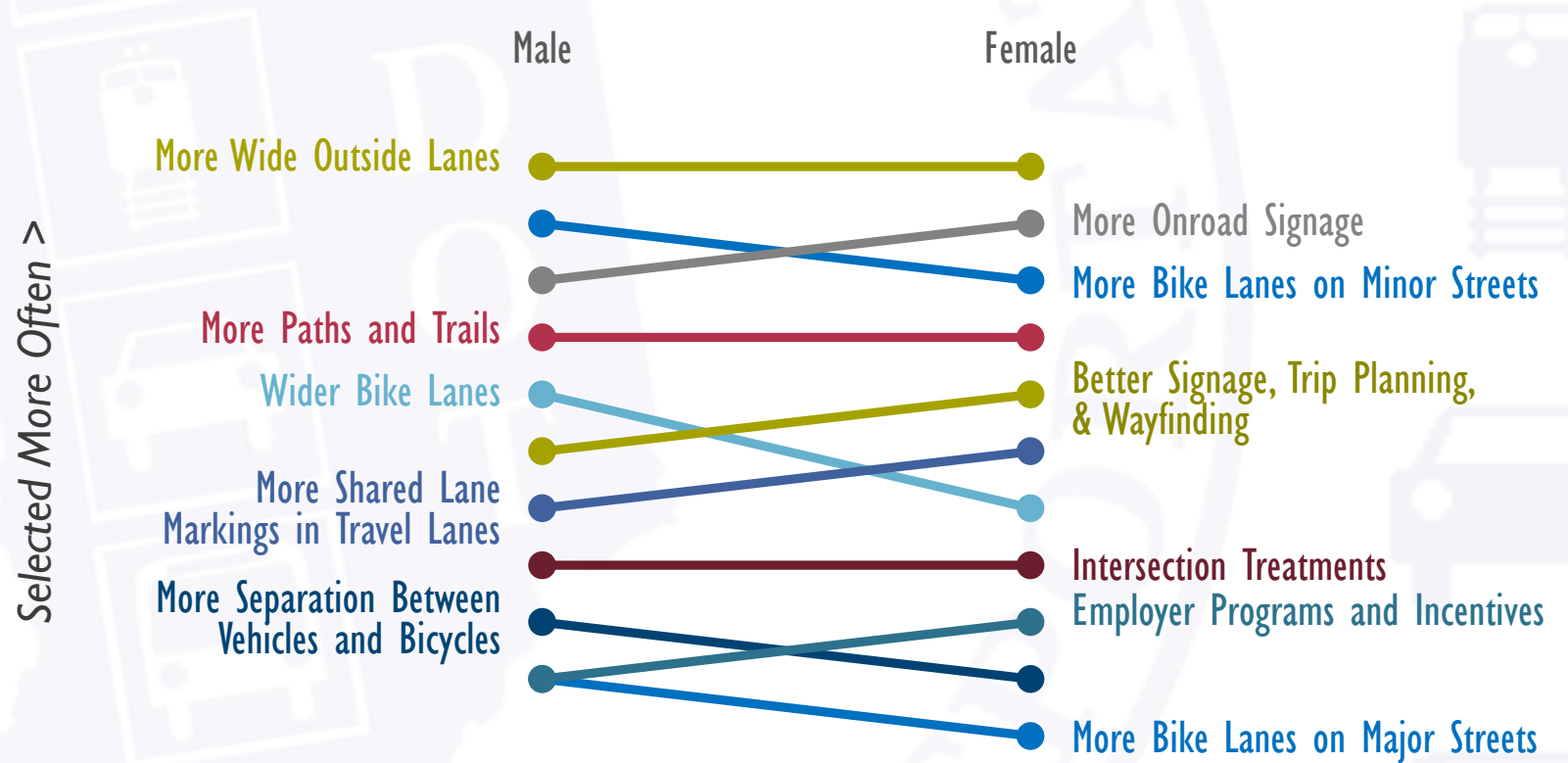
Q12: WHAT KEEPS YOU FROM BIKING MORE OFTEN?

Results are generally the same at the INDOT District level. Residents in the La Porte district are more likely to cite **distance**.



Q13: WHAT IMPROVEMENTS WOULD ENCOURAGE YOU TO BIKE MORE OFTEN?

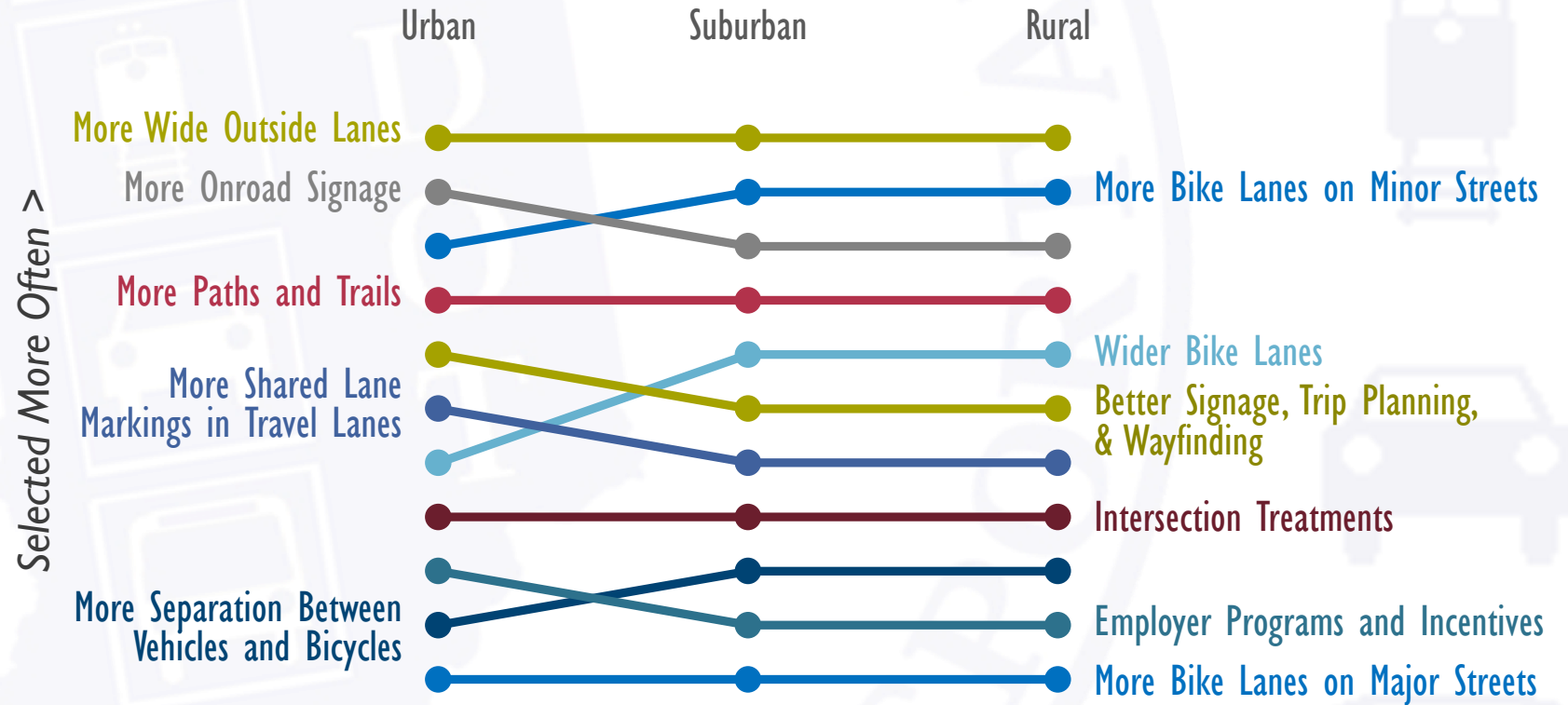
Women were more likely to respond positively to **Signage** and **Wayfinding** than men.



Q13: WHAT IMPROVEMENTS WOULD ENCOURAGE YOU TO BIKE MORE OFTEN?

Suburban and Rural respondents prioritized biking improvements similarly.

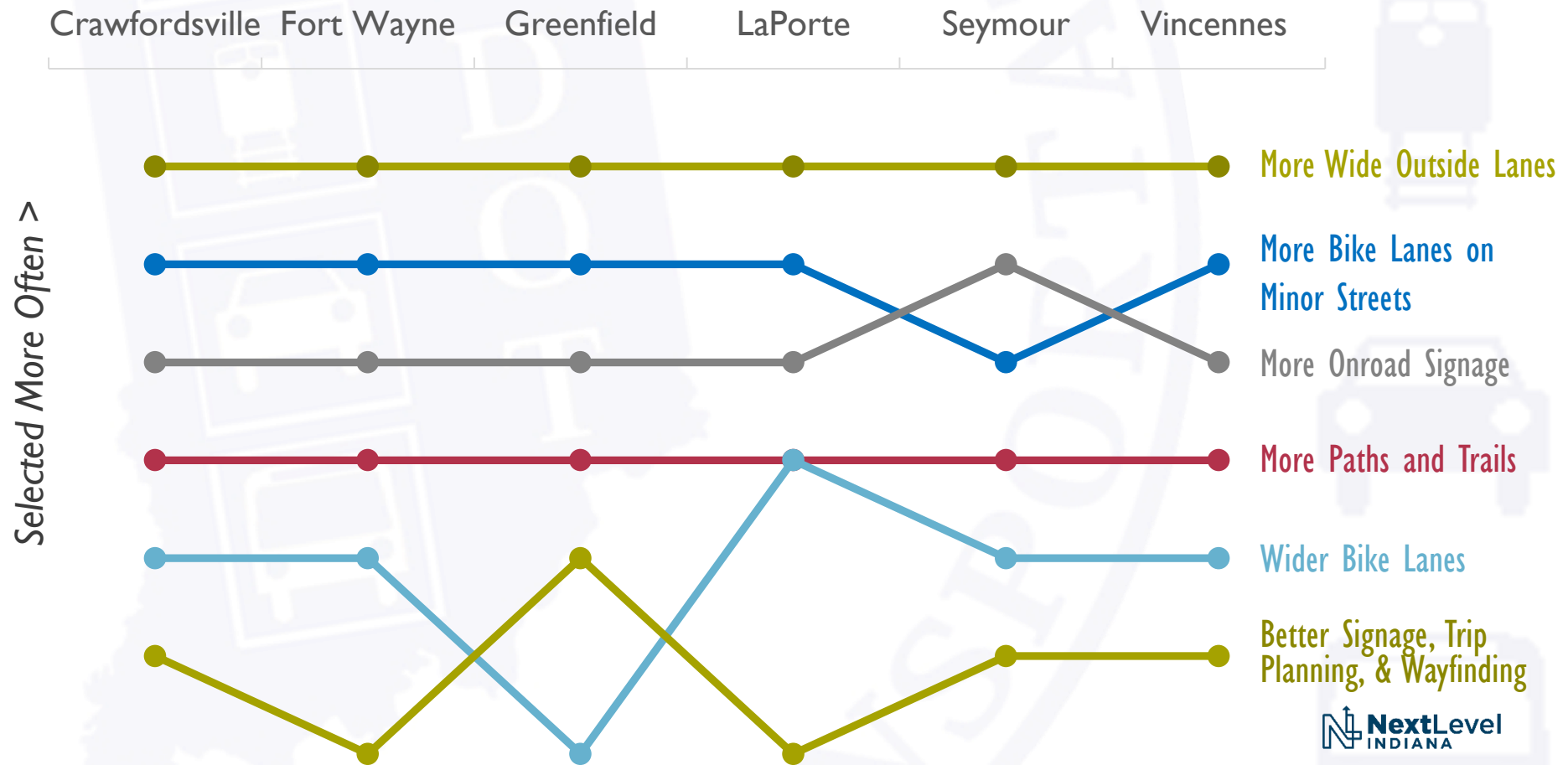
Bikes Lanes on Major Streets were not popular for anyone.



Q13: WHAT IMPROVEMENTS WOULD ENCOURAGE YOU TO BIKE MORE OFTEN?

Little variation existed in types of improvements needed – most seek safer streets regardless of where they live!

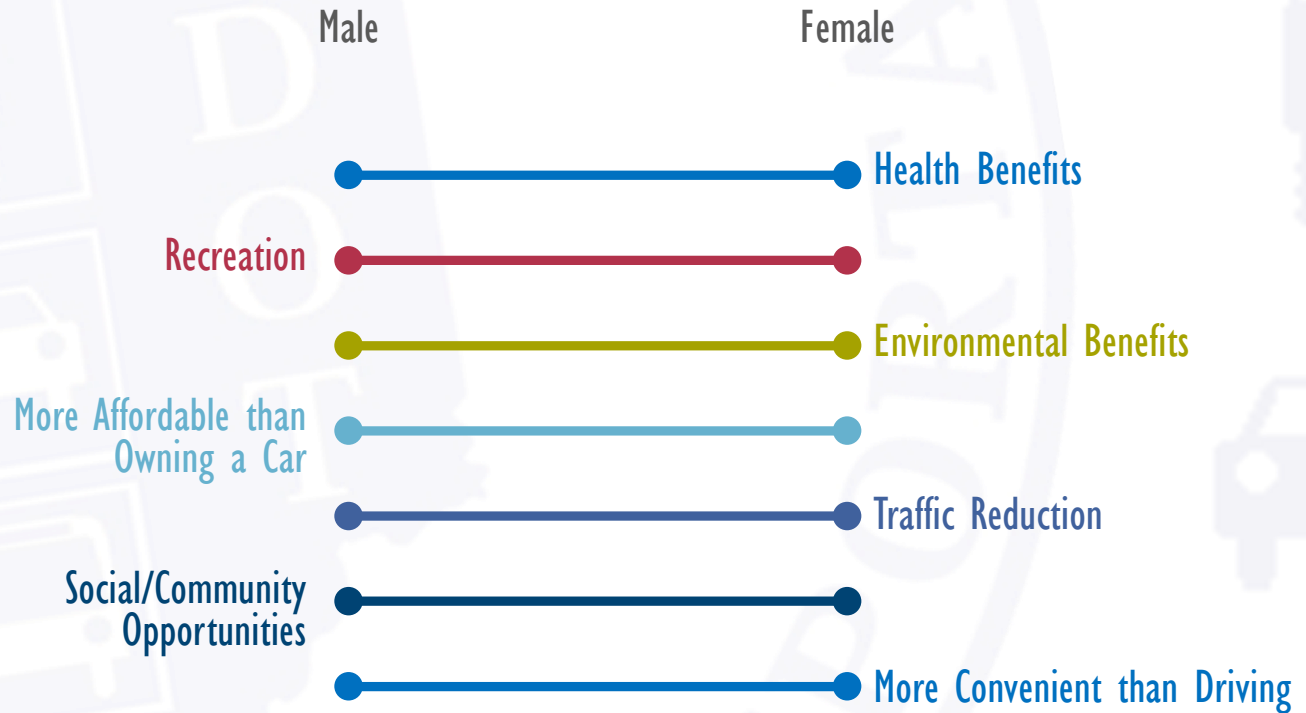
This includes more **bike facilities** and **safer intersections**.



Q14: IF YOU CURRENTLY WALK OR BIKE, OR WOULD LIKE TO WALK OR BIKE MORE OFTEN, WHAT ARE THE MAIN REASONS?

Health Benefits and **Recreation** were important to both Men and Women.

Selected More Often >

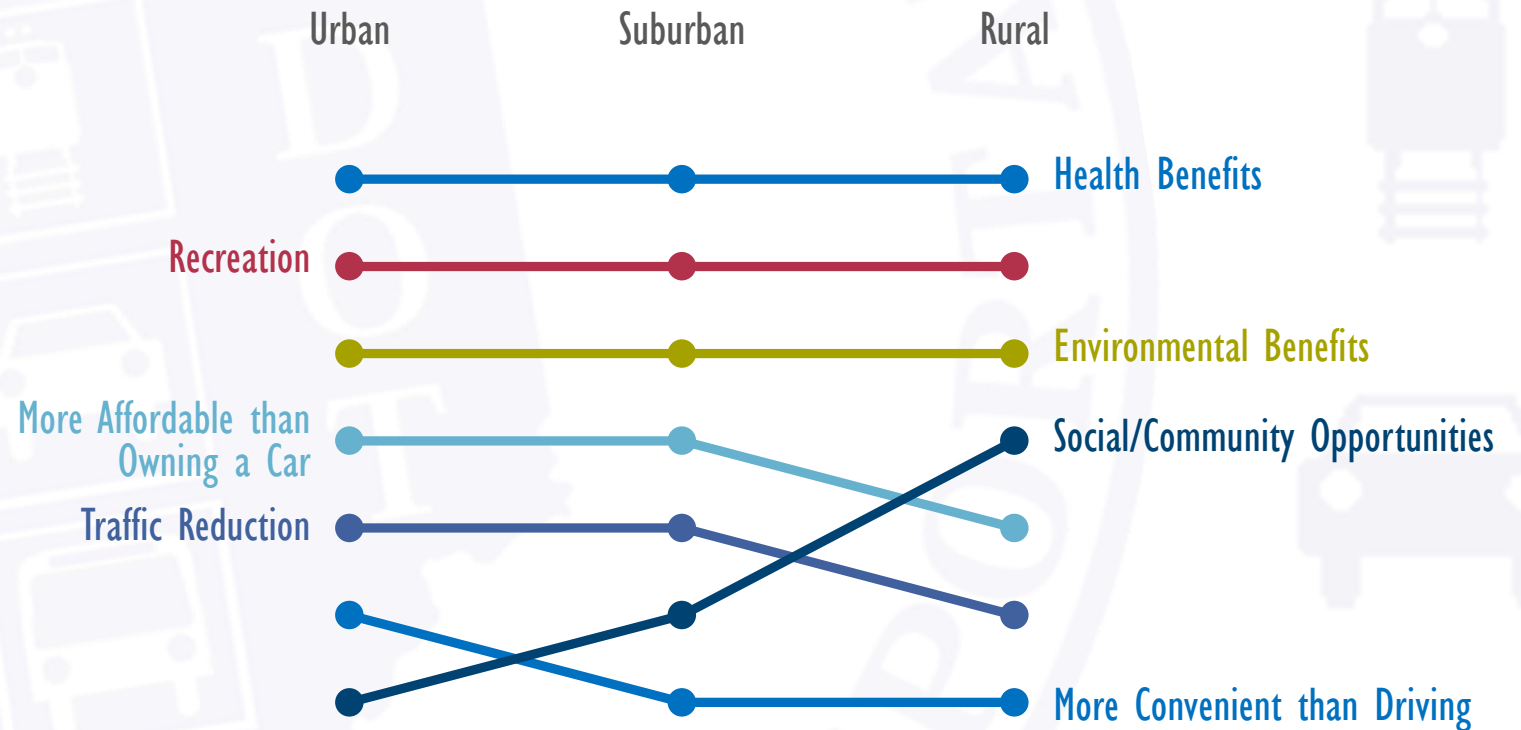


Q14: IF YOU CURRENTLY WALK OR BIKE, OR WOULD LIKE TO WALK OR BIKE MORE OFTEN, WHAT ARE THE MAIN REASONS?

Social/Community Opportunities

were more important for rural respondents than those from urban or suburban areas.

Selected More Often >



PRIORITIES



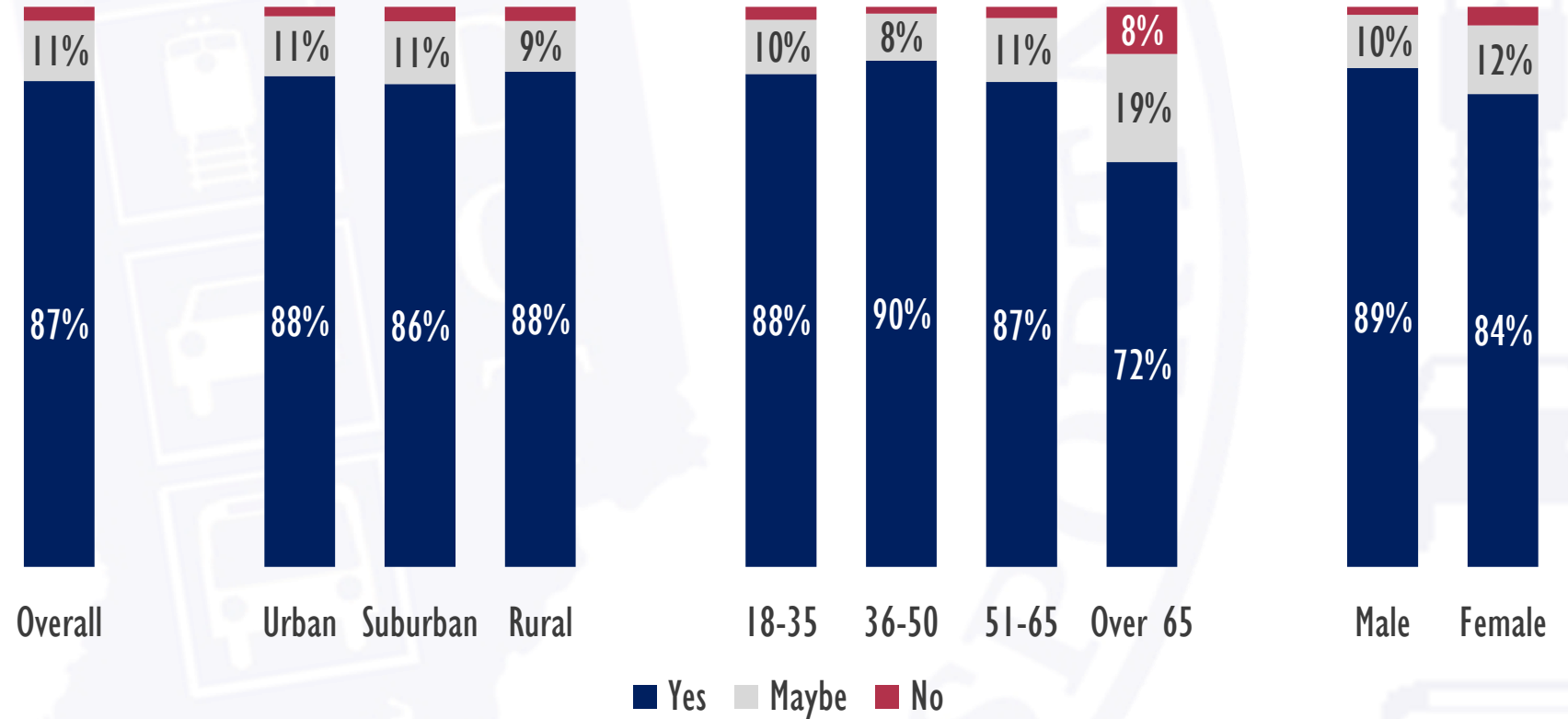
PRIORITIES: MAJOR FINDINGS

- The vast majority (87%) of respondents would use a paved recreational trail network for **bicycle tourism** in Indiana.
- **Lack of sidewalks** and **distance** are the most oft-cited reasons for not walking more often.
- **Lack of lighting or security** is more likely to keep women from walking.
- **More trails and paths** and **improved sidewalks** are most likely to get respondents walking more often.

Q15: WOULD YOU USE A PAVED RECREATIONAL TRAIL NETWORK FOR BICYCLE TOURISM WITHIN INDIANA?

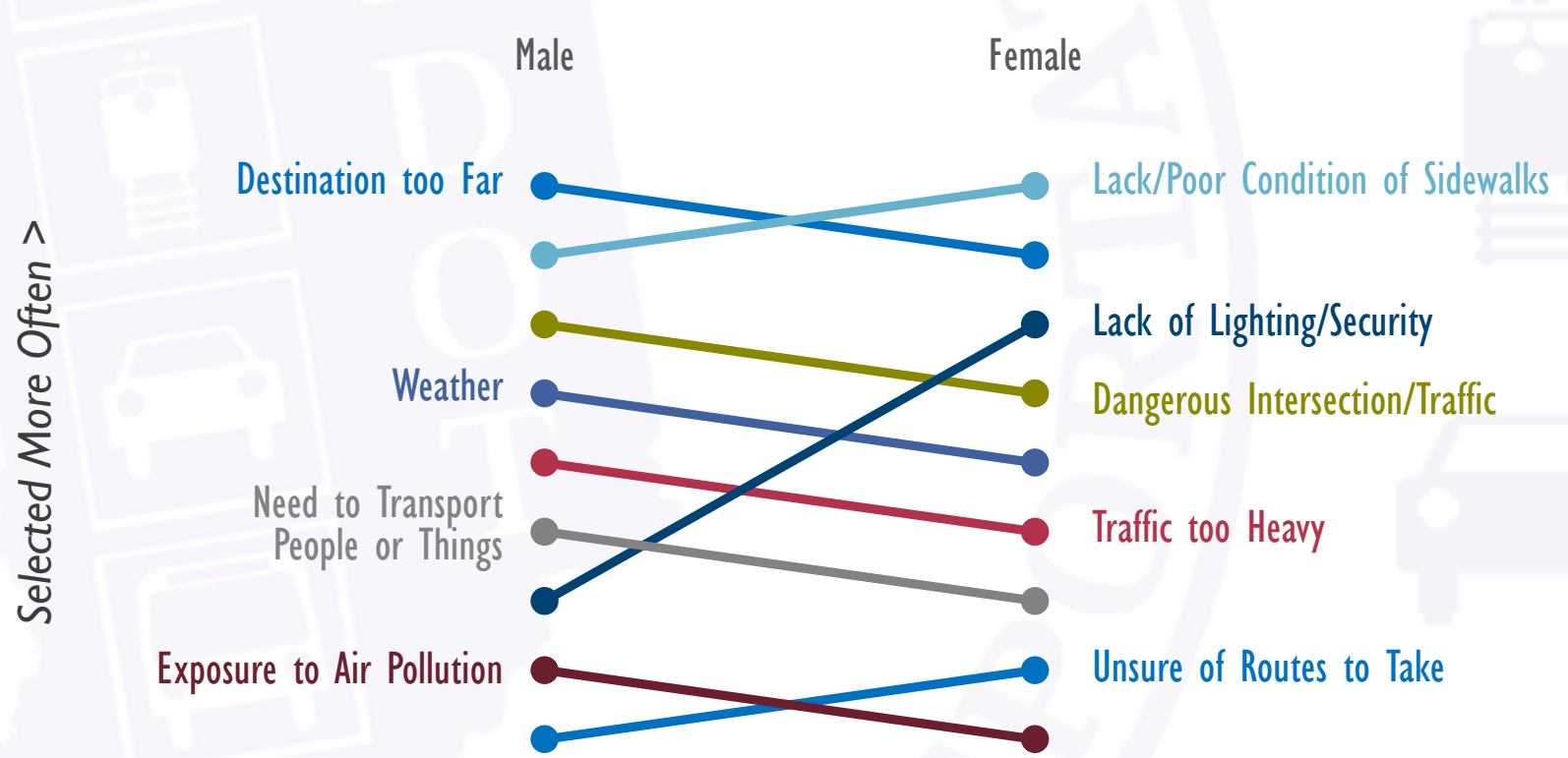
The vast majority of respondents **would use** a paved recreational trail network for bicycle tourism in Indiana.

Respondents over the age of 65 were **slightly less likely** to respond positively.



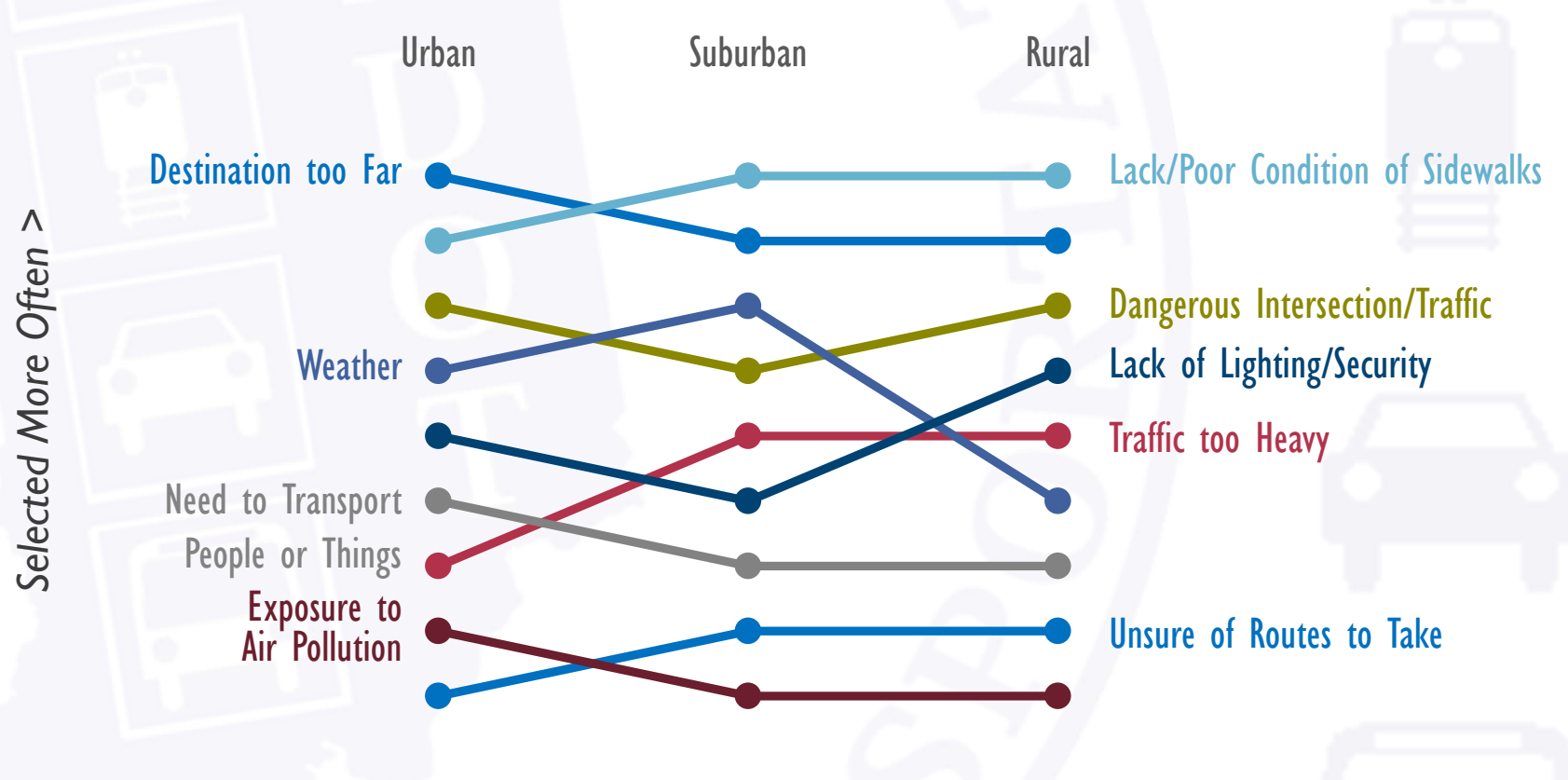
Q17: WHAT KEEPS YOU FROM WALKING MORE OFTEN?

Women were more likely to state that a **Lack of Lighting or Security** kept them from walking than were men.



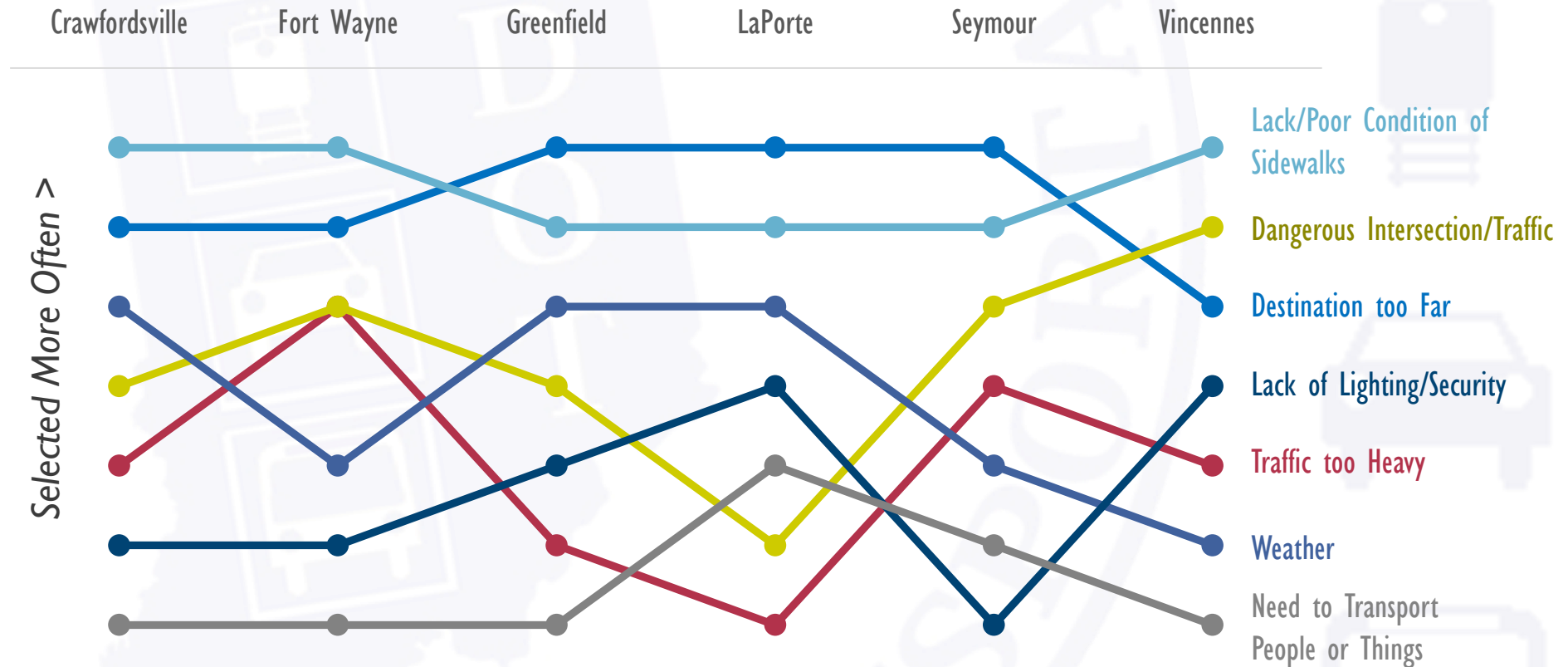
Q17: WHAT KEEPS YOU FROM WALKING MORE OFTEN?

Weather was a more common issue for suburban respondents than either urban or rural respondents.



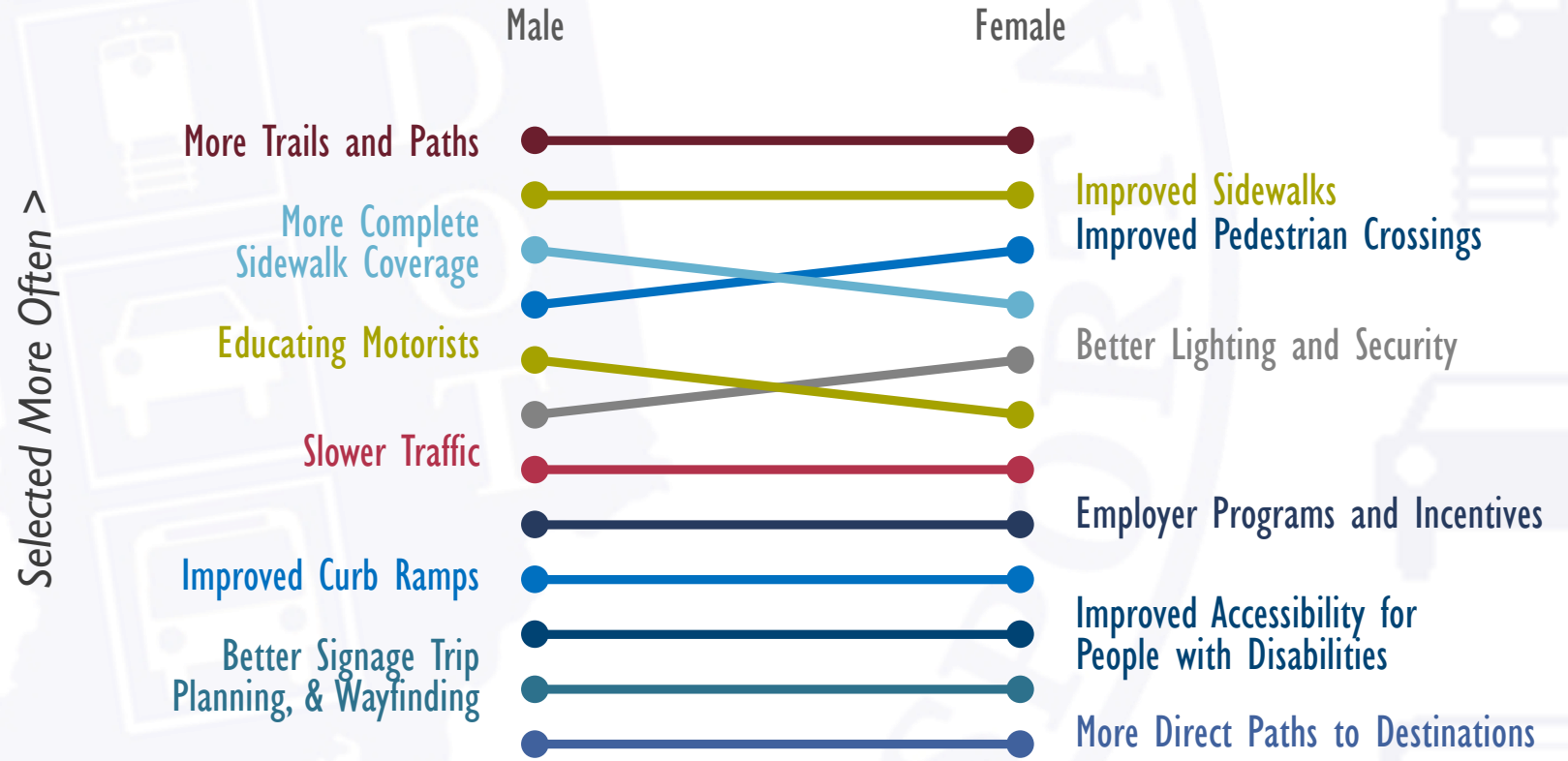
Q17: WHAT KEEPS YOU FROM WALKING MORE OFTEN?

Respondents rank barriers to walking similarly across all INDOT Districts – most respondents were concerned about **lack of sidewalks** and **distance**. Residents in the La Porte distance are not as often deterred by dangerous intersections or traffic.



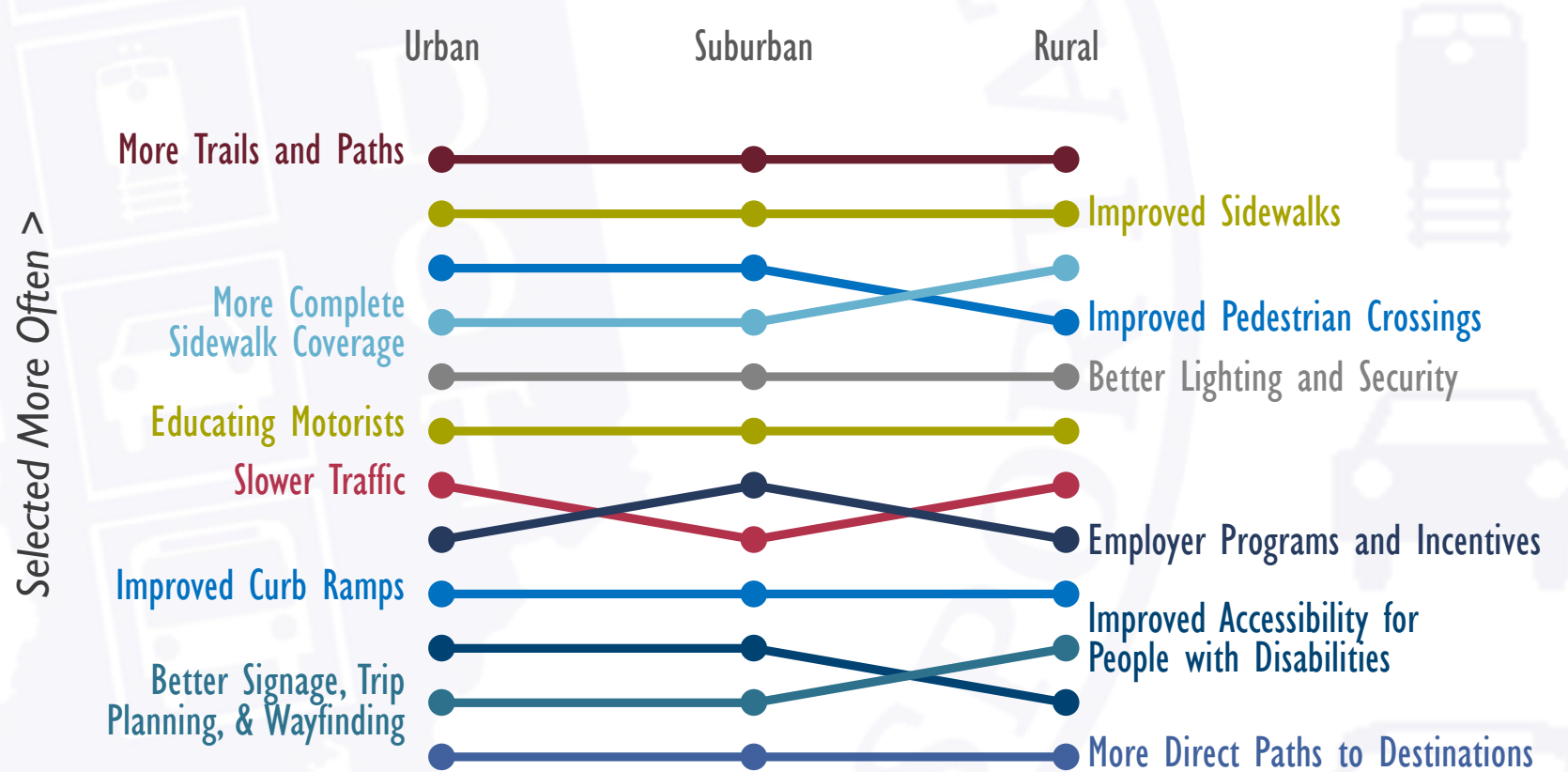
Q18: WHAT IMPROVEMENTS WOULD ENCOURAGE YOU TO WALK MORE OFTEN?

Improved Pedestrian Crossings and **Better Lighting and Security** were more important to Female respondents.



Q18: WHAT IMPROVEMENTS WOULD ENCOURAGE YOU TO WALK MORE OFTEN?

More Trails and Paths and **Improved Sidewalks** were more important to respondents from all densities.



Q18: WHAT IMPROVEMENTS WOULD ENCOURAGE YOU TO WALK MORE OFTEN?

Residents in all Districts share similar preferences for more walking paths, trails, and direct paths to destinations.

