Oklahoma Active Transportation Plan

Appendix B: Engagement Survey

Background

The Oklahoma Department of Transportation is dedicated to supporting a safe and effective transportation system that provides multimodal opportunities for active transportation users of all ages, abilities, and backgrounds. Oklahoma's first Active Transportation Plan will include statewide policies and resources to support and guide local communities' active transportation efforts.

This survey was created to gain input from residents, workers, and visitors of Oklahoma on their perceptions about active transportation. This survey was opened December 2022 and closed in March 2023. The survey link was made available through the project website, Oklahoma DOT social media platforms, and email correspondence between ODOT districts and local governments. The survey gained 893 responses and was made available online and via physical copies by request. The survey also collected the email addresses of hundreds of Oklahomans interested in project updates and future engagement opportunities.

Key Takeaways

Each question asked in the survey is summarized within this report. The following are a few key takeaways from the survey responses:

- The majority of respondents have at least one car available in their household.
- While nearly 93 percent of respondents report getting around their community by driving, 42 percent walk and 36 percent bike. (Respondents could choose more than one mode.)
- Many respondents use active transportation for health benefits and enjoyment.
- Lack of infrastructure was the most commonly identified barrier to active transportation, followed by motor vehicle speeds and volumes.
- Nearly half of the respondents reported being involved in a near miss/close call while walking, bicycling, or using other active modes of transportation in Oklahoma.
- Parks and trails were identified as the most important destination to reach by active transportation, followed by shopping, employment, and schools.
- Sidewalk gaps are the top priority for improvements needed in respondents' neighborhoods.
- Respondents indicated they were most comfortable biking on a multi-use trail and other facilities with separation from motor vehicle traffic, and the least comfortable biking in the street.

Questions about Active Transportation

The following section summarizes the responses for each question asked about active transportation in the survey. These questions were asked with the intention to gain an understanding of respondents feelings, experiences, and priorities for walking, biking and rolling in Oklahoma.

How many motorized vehicles are available for use in your household? (Including cars, trucks, and motorcycles)

The majority of survey respondents, nearly 75 percent, responded that they have 2 or more vehicles available in their household. Nearly 25 percent responded they have 1 vehicle, and 3 percent responded that they have no vehicle available. Although the majority of respondents have access to more than one vehicle in their household, 26 percent have only one vehicle, or no vehicle available in their household.

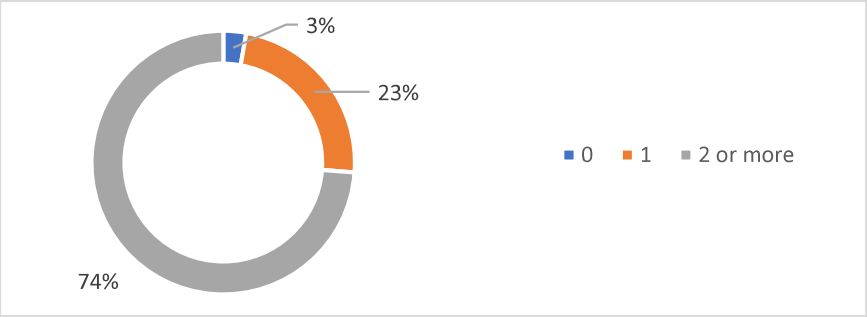

Figure 1. Number of vehicles per household

How do you typically get around your community? Select all that apply.

the most common way to get around is to drive (93 percent) followed by walking (42 percent) and bicycling (36 percent).Those who selected "Other: were able to write in modes, some of those included using a manual wheelchair, mobility scooter, and by golf cart.

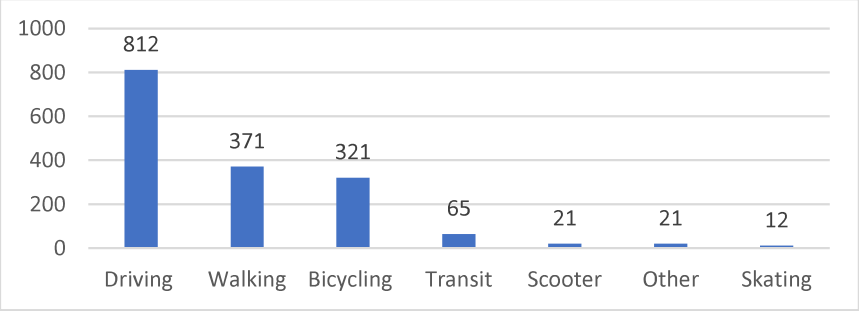

Figure 2. Typical mode choice for respondents

Do you typically use a mobility aid, such as a wheelchair, scooter, or cane?

Nearly 5 percent of respondents indicated they typically use a mobility aid.

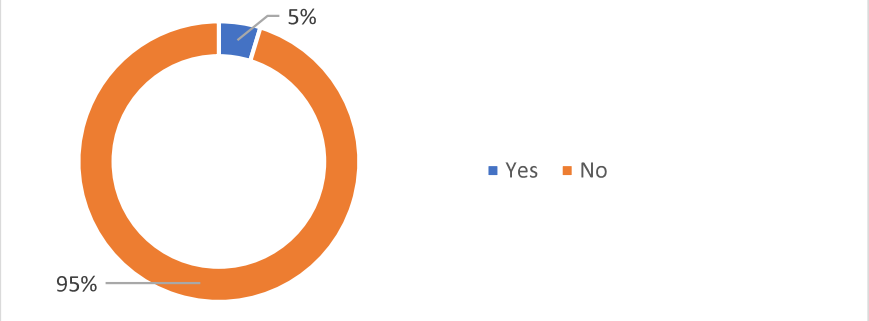

Figure 3. Use of mobility aid for respondents

If you currently use active transportation (walk/wheelchair, bicycle, scoot, or skate), what are your reasons for doing so? Select all that apply.

The top reasons why respondents use active transportation are health benefits (86 percent), followed by enjoyment (79 percent) and environmental benefits (43 percent). Some of the "Other" reasons included that their disability does not allow them to drive, and not having to worry about parking at their destination.

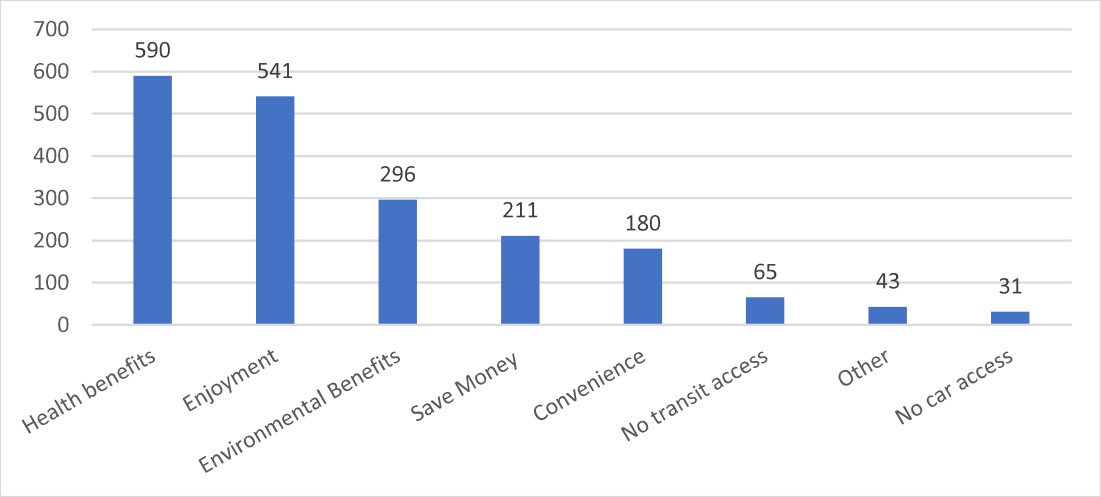

Figure 4. Respondents' reasons for using active transportation

Do your children use active transportation?

For those respondents with children, 29 percent indicated their children use active transportation.

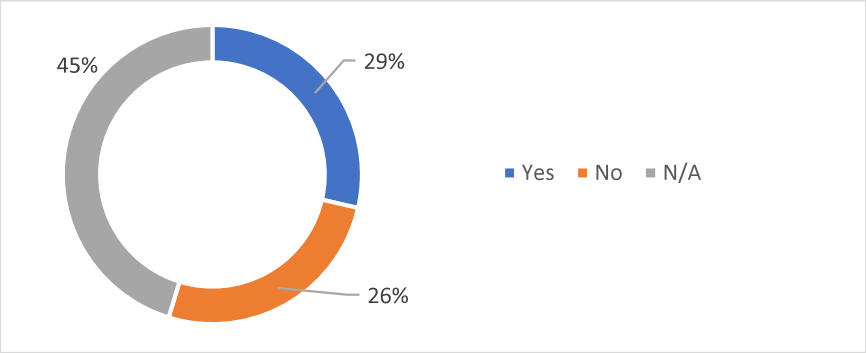

Figure 5. Children's use of active transportation

What barriers prevent YOU from using active transportation or using it more often? Select all that apply.

The most common barriers to using active transportation were a lack of infrastructure (77 percent), high motor vehicle speeds/volumes (52 percent), distance between destinations (45 percent), and poor infrastructure conditions (43 percent). "Other" barriers included: bad/unsafe driver behavior and feeling as though the community they live in is not structured to be able to use active transportation.

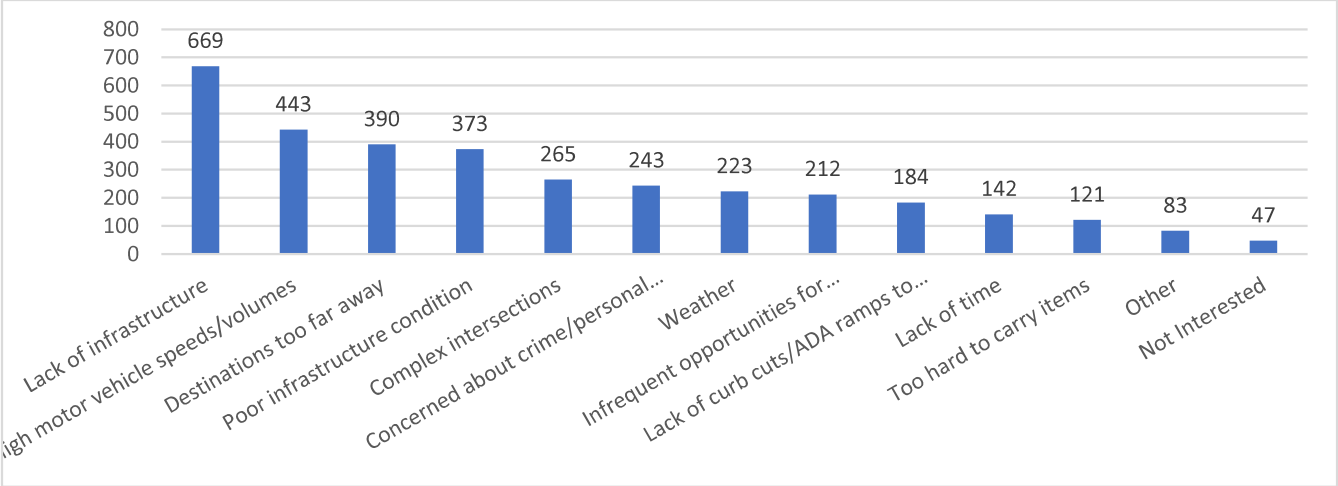

Figure 6. Active transportation barriers

What barriers keep YOUR CHILDREN from using active transportation at all or from using it more often? Select all that apply.

The most common barriers for children using active transportation were a lack of infrastructure (61 percent), high motor vehicle speed/volumes (48 percent), distance between destinations (43 percent), and concern about crime/personal safety (32 percent). The most common reason someone selected "other" was because their child is too young to walk or bike.

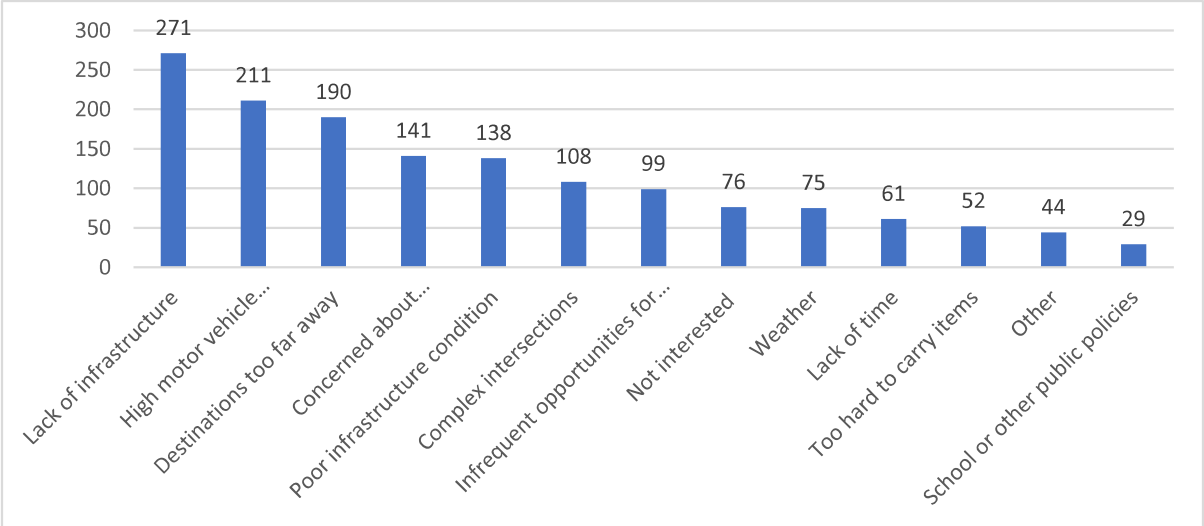

Figure 7. Active transportation barriers for children

Please check any of the following descriptions that would accurately fill in the blank to describe your personal experience. I have been involved in a _____ while walking, bicycling, or using other active transportation in an Oklahoma community. (Check all that apply.)

Nearly half of respondents, 45 percent, reported being involved in a near miss while bicycling, walking, or using other active transportation in Oklahoma. Nearly of the respondents selected other, severe, and less-severe crash while using active transportation. Some of the "other" responses included: encounters with rude drivers, loose dog attacks, and self-injury from falling while walking or biking due to poor or lack of infrastructure.

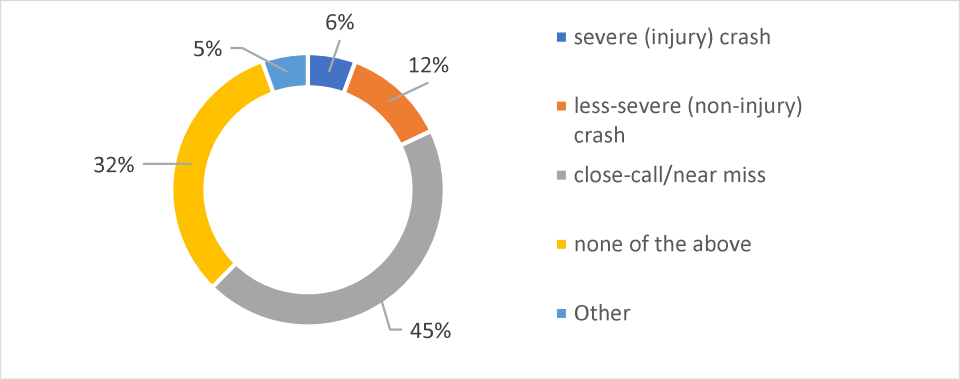

Figure 8. Respondents' involvement in an traffic collision or crash

Do you live within a ¼ mile of any of the following? (Check all that apply)

One-quarter of a mile is considered a typical walking distance for most able-bodied individuals. The most common responses were recreation (45 percent), friends/family (43 percent), shopping (42 percent), and bus stops (34 percent). There were only 6 percent of respondents that live within a quarter of a mile from work.

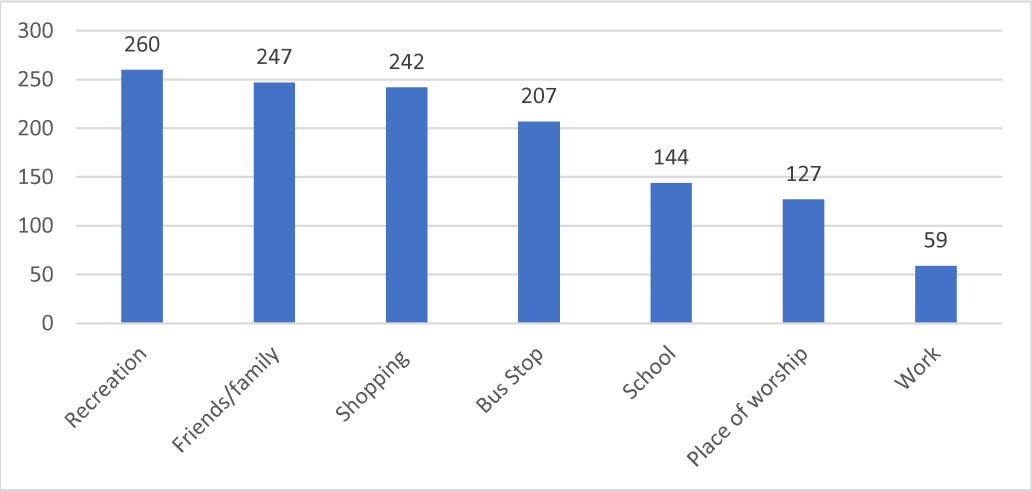

Figure 9. Respondents live within a quarter mile of these destinations

Do you live within 2 miles of any of the following? (Check all that apply)

For bicycling trips, around 2 miles is considered a typical distance to travel. Nearly 24 percent respondents selected that they live within 2 miles from work, and 76 percent indicated that they live within 2 miles of shopping. Over 58 percent indicated they live within 2 miles of recreation, and friends/family.

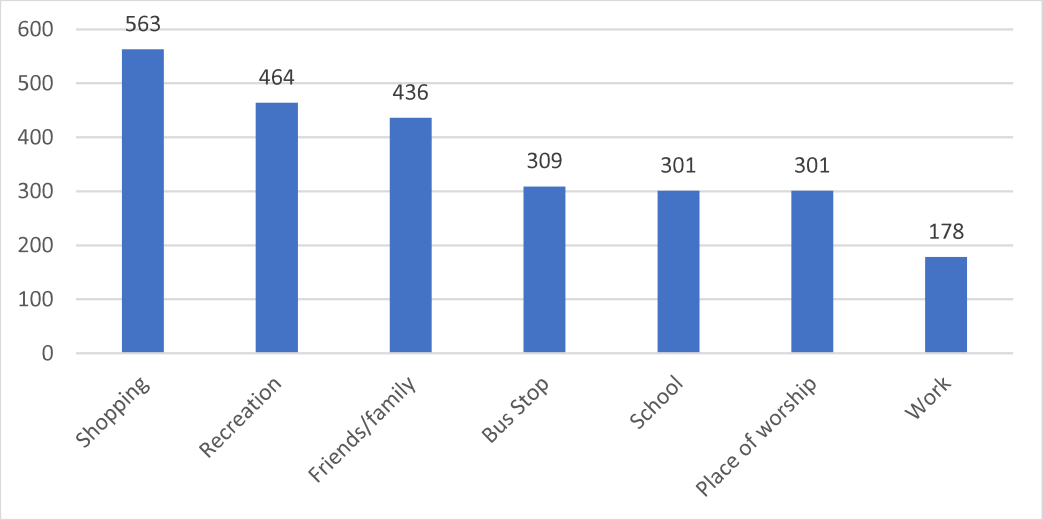

Figure 10. Respondents live within a 2 miles of these destinations

What places are most important to be able to reach using active transportation? Select up to 3.

Nearly half of responses indicated that parks/trails was the most important destination to be able to reach using active transportation followed by shopping, employment areas, schools and restaurants.

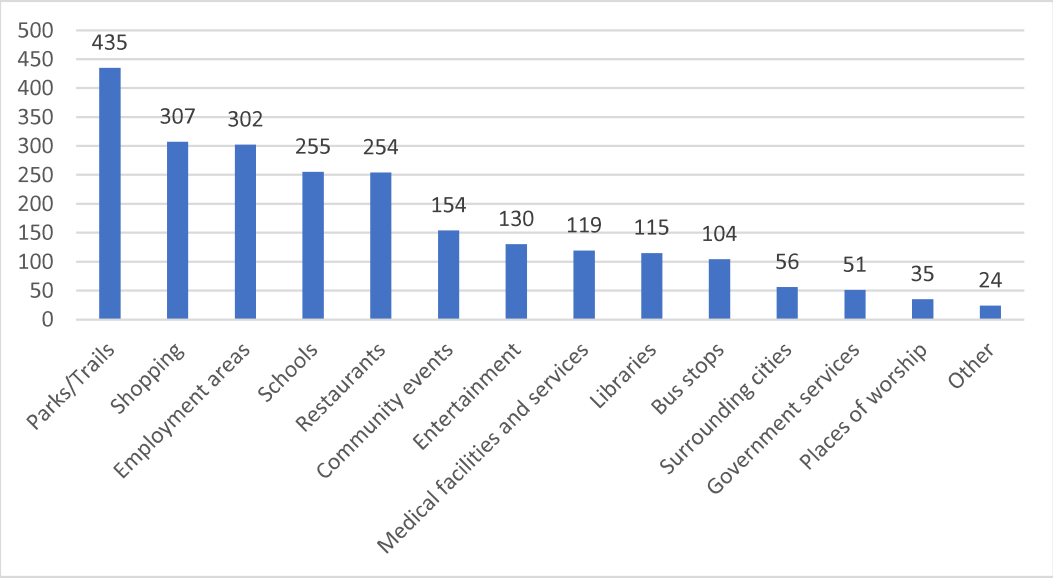

Figure 11. Important destinations to reach by active transportation

Which of the following pedestrian improvements are needed in your neighborhood? (Check all that apply)

The top desired improvement selected was installing new or infilling gaps in the sidewalk network. This was followed by repair sidewalks and installing marked crosswalks.

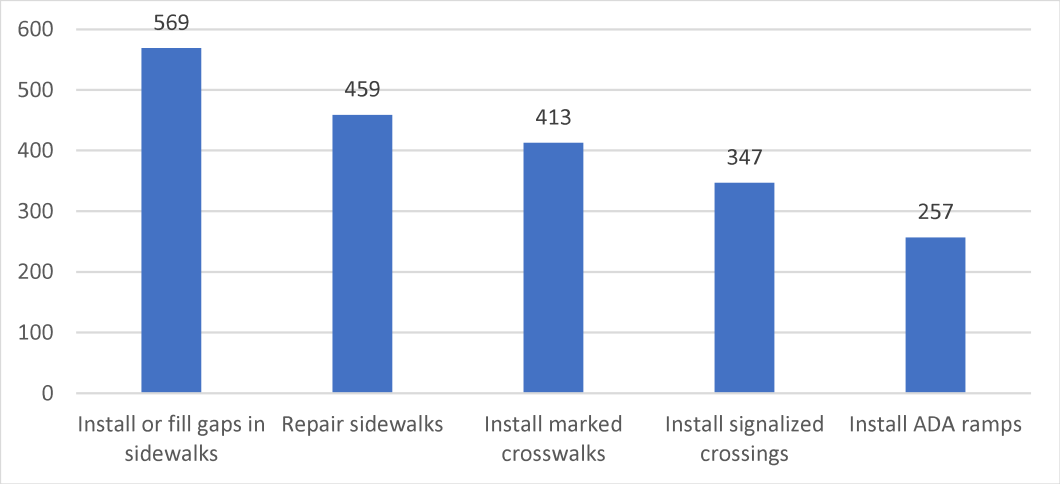

Figure 12. Pedestrian improvement priorities

How comfortable do you feel biking on the following facilities.

This question was accompanied by photos of each type of bike facility listed. The darker the box, the more responses. Most respondents felt the least comfortable with the idea of biking in mixed traffic and most felt most comfortable with the idea of biking separated from motor vehicle traffic. This is aligned with national statistics which indicate that the majority of the population feel more comfortable the higher degree of separation between bicycles and motor vehicle traffic.

Table 1. Respondents comfort level with different bike facilities and contexts

	Very Uncomfortable	Uncomfortable	Neutral	Somewhat Comfortable	Very Comfortable	N/A
Bike lane protected by bollards 	7.2%	3.9%	6.1%	24.0%	48.8%	9.9%
Bike lane buffered by striping 	10.7%	17.0%	11.3%	37.1%	14.1%	9.8%
Bikeable road shoulders	24.6%	27.1%	14.1%	19.3%	5.7%	9.2%

 Multi-use, paved trail						
 Neighborhood greenway	4.7%	2.1%	4.5%	9.9%	66.1%	12.6%
 Rural road	10.8%	18.6%	17.8%	27.9%	15.5%	9.5%
 Urban/Suburban Street, high traffic volumes	43.6%	25.8%	8.5%	9.6%	3.3%	9.3%
	72.7%	11.8%	2.8%	1.7%	1.2%	9.8%

Demographics

The following questions were asked to respondents to gain an understanding of who is being represented, and who is not being represented in the responses summarized above. The demographics will be compared to statewide census data when applicable to gauge how representative the survey is of the statewide population. In instances of a lack of representation, other engagement efforts will target those underrepresented populations.

Which category best describes you? Select all that apply.

The great majority of respondents were residents of Oklahoma. About half also indicated that they were property owners or workers in Oklahoma. Those who responded “Other” identified themselves as students, cyclists, and journalists.

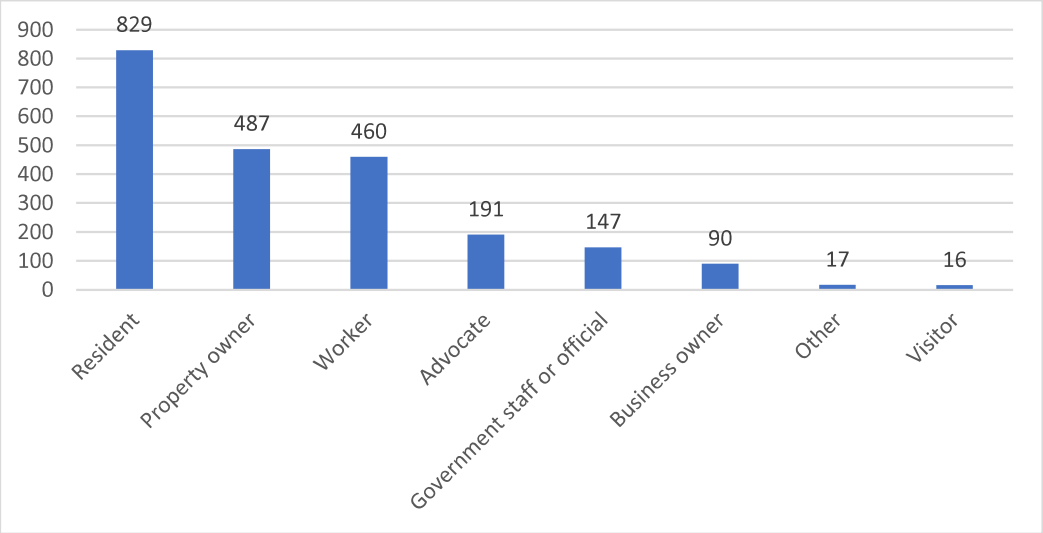

Figure 13. Respondents relationship to Oklahoma

What is your zip code?

Comparing the zip code responses to the statewide zip codes, we received responses from 204 zip codes out of the 646 zip codes that make up Oklahoma. That is 32% of zip codes in Oklahoma represented in the survey responses.

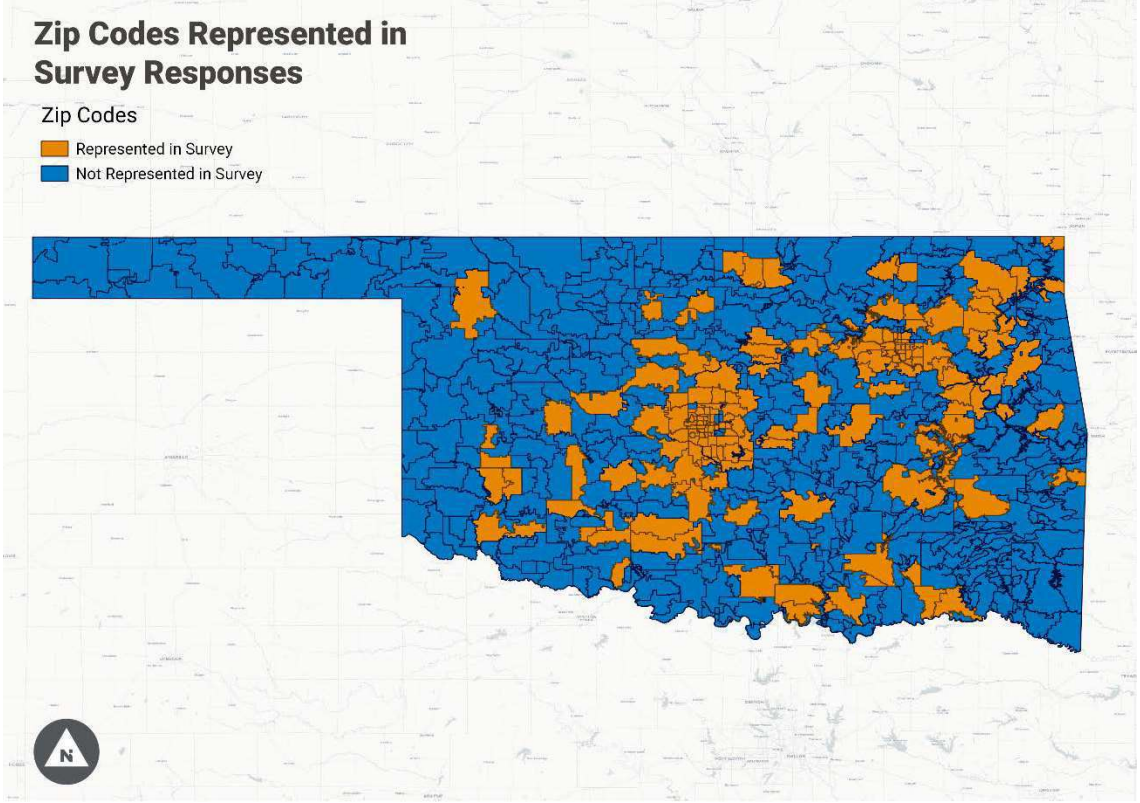

Figure 14. Map of zip codes represented in survey responses

What is your age?

The majority of responses are from those between 25 and 65 years of age. The most common age selected was 35-44. The greatest underrepresented group would be those younger than 18, there was only one respondent that indicated they were younger than 18, while over a quarter (27 percent) of Oklahoma's population is younger than 18 according to the 2021 American Community Survey (ACS) 1-year estimates. Understanding the travel behavior of those younger than 18 is critical as a majority of those who make up this cohort are unable to drive.

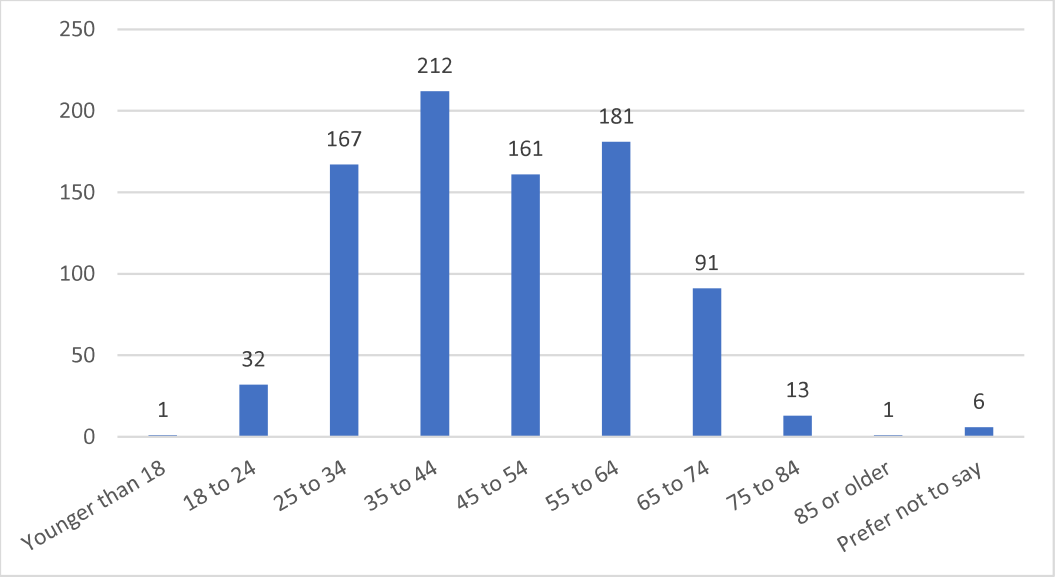

Figure 15. Age of respondents

What is your gender?

The gender split for the survey is nearly even, with 48 percent identifying as male and 49 percent identifying as female. There were 3 percent of respondents that did not identify with either male or female. According to the 2021 ACS 1 year estimates report that the Oklahoma population is split evenly, with 50 percent being male and 50 percent being female.

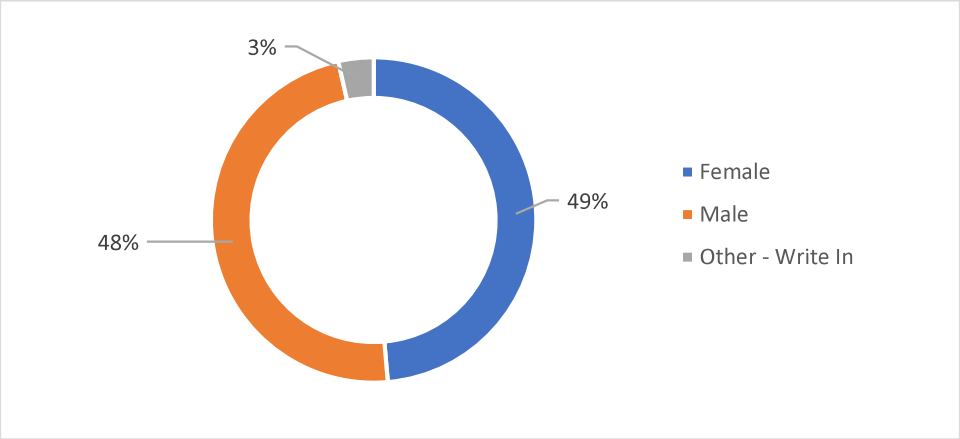

Figure 16. Gender on respondents

What races or ethnicities do you most strongly identify with? Select all that apply.

The great majority of respondents identified themselves as white, this aligns with the Oklahoma population, which is majority white, at 59 percent according to the 2021 ACS. The American Indian or Alaska Native population is the only minority group that had the same percent of population in the survey as statewide census data at 10 percent. All other minority groups were underrepresented.

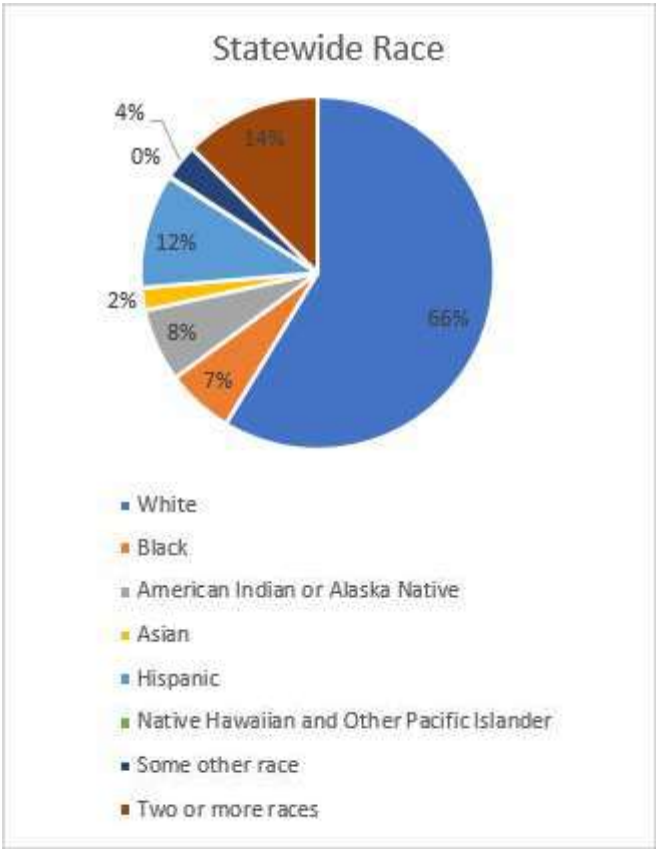

Figure 17. Race of Oklahomans according to the 2020 Census

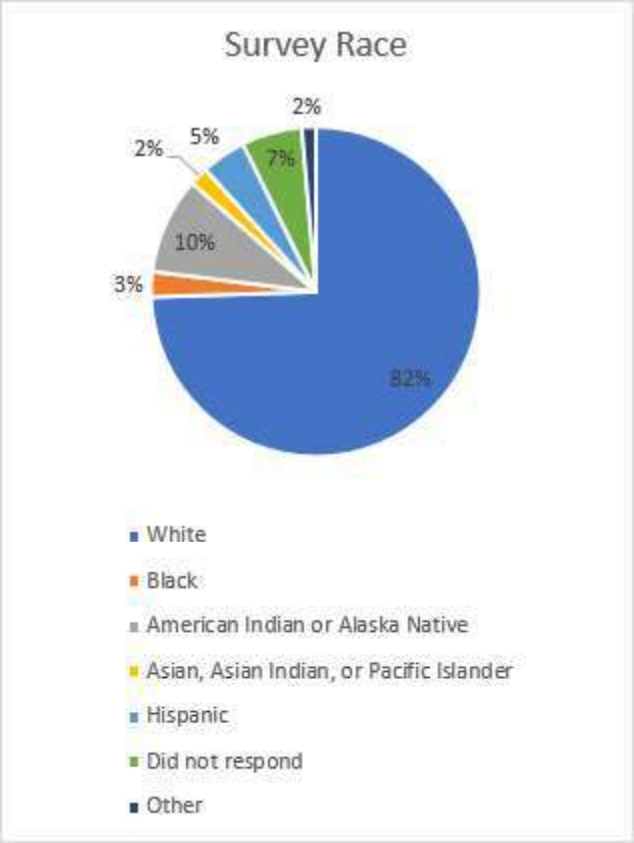

Figure 18. Races represented in the survey

Income

The most common response for income was $50,000 to $74,000, this aligns well with statewide data, with the median household income being $55,826. Incomes lower than $34,000 are underrepresented in the survey, with over 6 percent of the population reporting having less than $10,000 household income, 2 percent of the survey respondents reported being at that level of income. It is important to understand the needs of those at the lowest end of the income scale as this population is the most transportation cost burdened.

Figure 19. Income levels of respondents