



## MEMORANDUM

**DATE:** June 22, 2023  
**TO:** Maggie Bergeron, Victoria MPO  
**CC:** Julie Fulgham, City of Victoria  
**FROM:** Ellen Soll, Alliance Transportation Group  
**RE:** Survey Results

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RE:

## Victoria ATMP Public Survey Results

This memo summarizes the results from the survey conducted in Victoria, TX, on residents' attitudes and preferences towards walking and biking in their town. The survey included eleven questions on walking and biking, with four questions concerning demographic information.

This survey took place between March 20, 2023 to June 6, 2023. In total there were 528 responses. This survey was advertised in various forms including social media, signs at bus stops and major intersections, on-board transit, and tabling at public events.



The City of Victoria is undertaking a **bicycle and pedestrian plan**, to make it safer and more comfortable to walk and bike in Victoria. We want to hear from you! Please fill out our short online survey and map your ride or your walk on our interactive map.

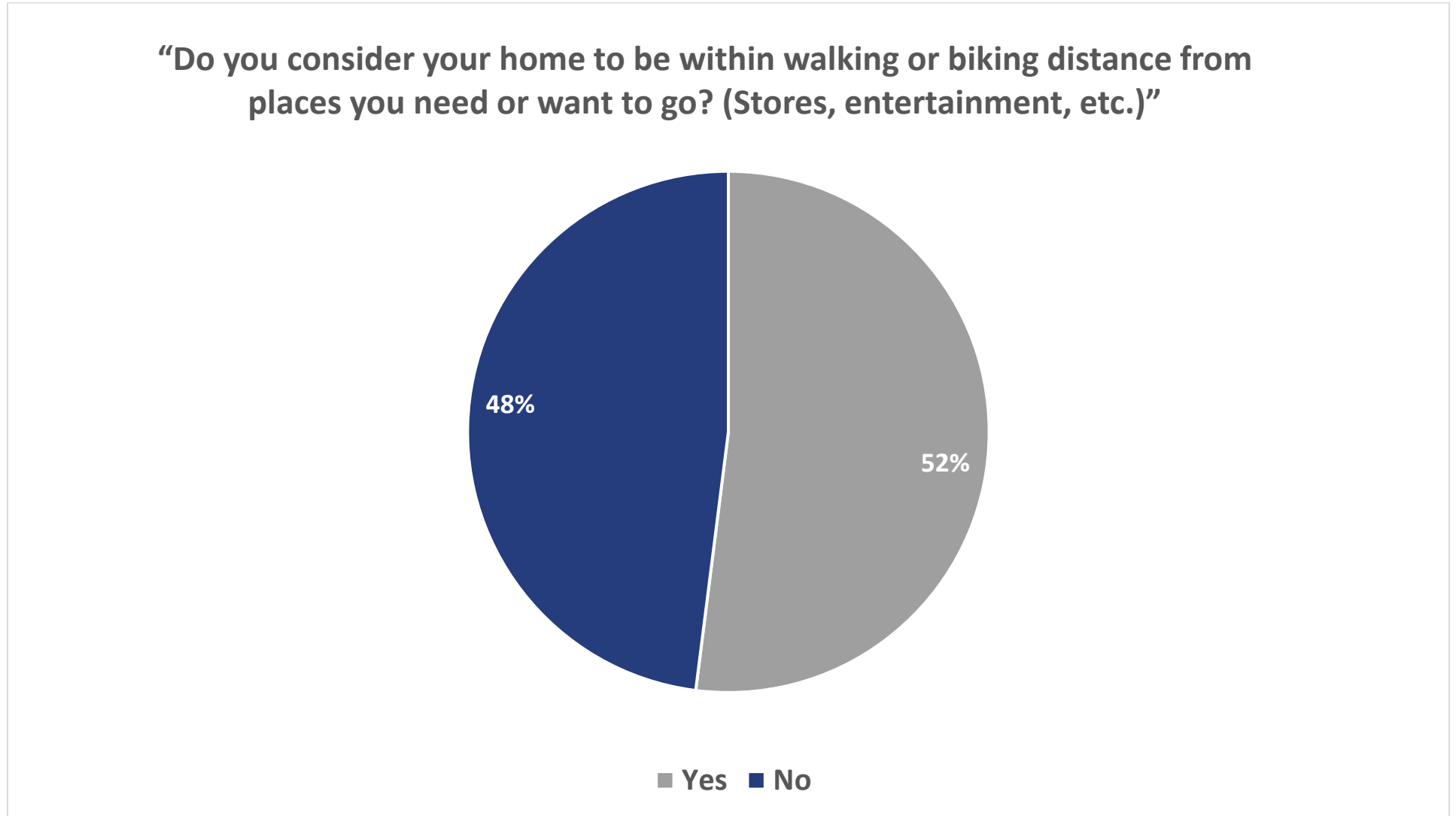
**VICTORIA, TX**   
Active Transportation Master Plan



### Question 1

Respondents were almost evenly split on whether they consider their homes to be within walking or biking distance from destinations they want or need to go to.

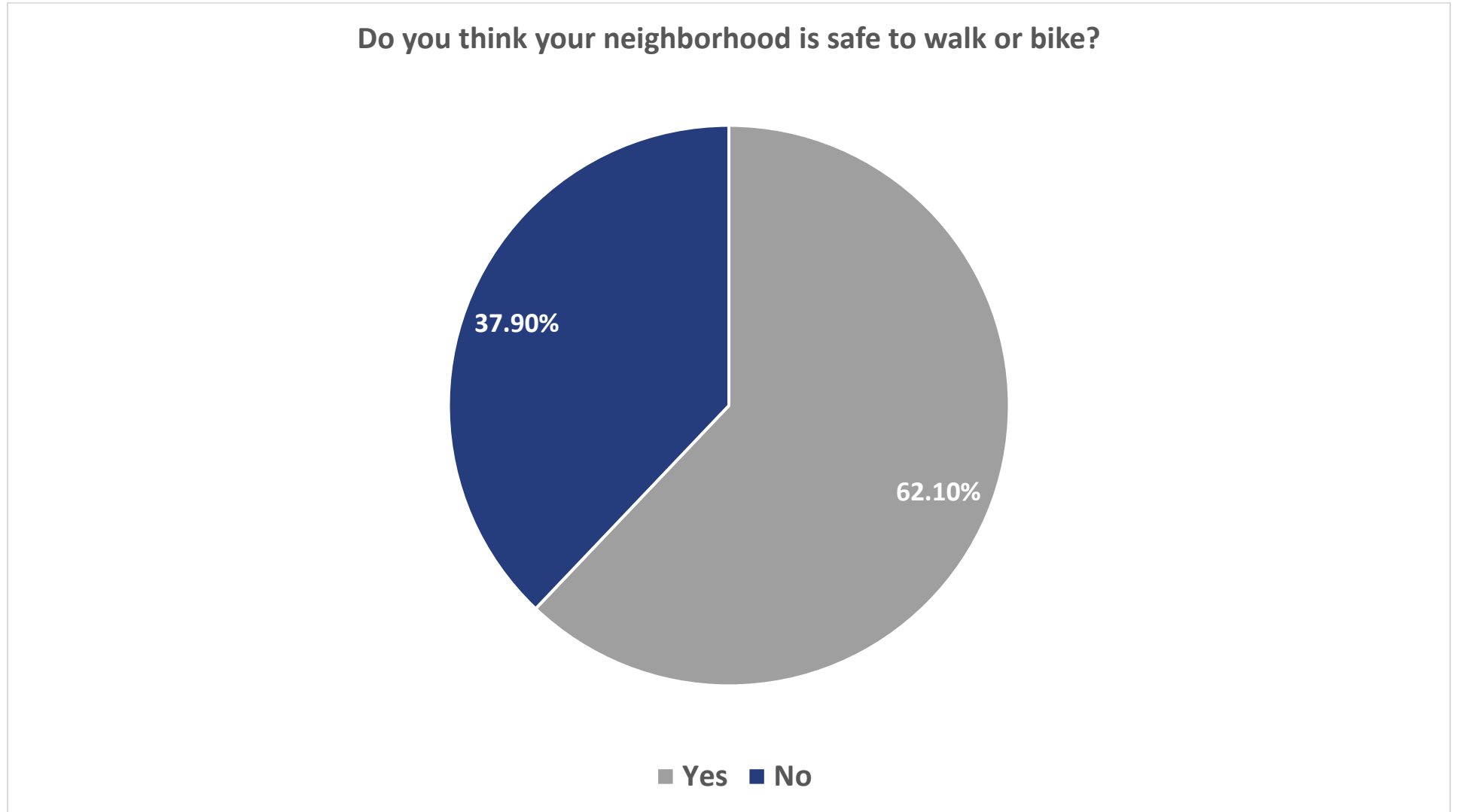
Figure 1: Question 1 Results



**Question 2:**

A majority of respondents perceive their neighborhood to be safe for walking or biking. However, a significant portion, around 38%, did not feel their neighborhood was safe.

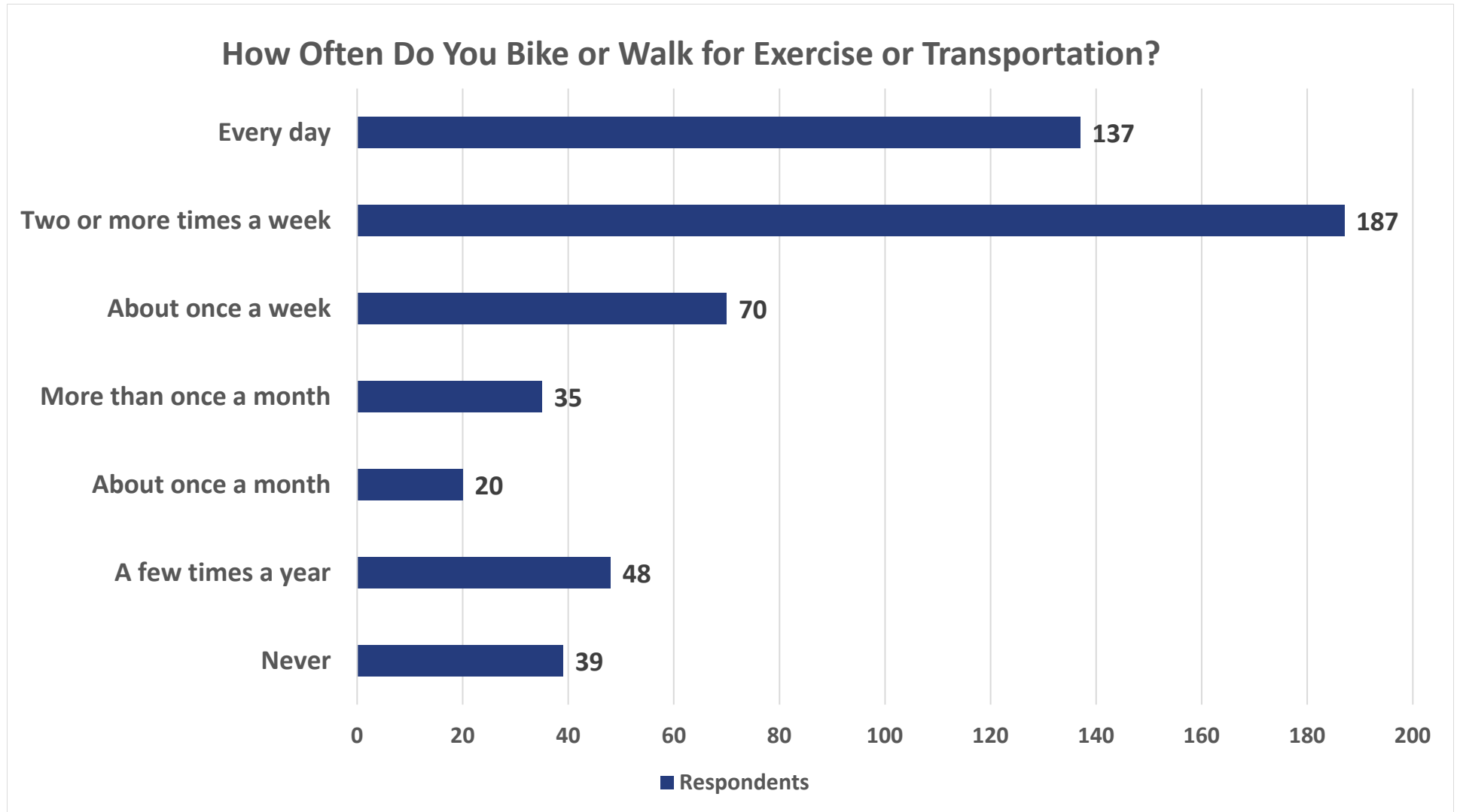
**Figure 2: Question 2 Results**



**Question 3:**

Most respondents walk or bike for exercise or transportation two or more times a week. A few respondents never walk or bike or just a few times a year. Overall, 73.5% of people walk one or more times a week.

**Figure 3: Question 3 Results**



**Question 4:**

Respondents typically walked or biked for exercise or recreation with no specific destination. When respondents did have a destination in mind, they went to the park. Respondents who chose 'other' typically said trails, gyms, or around their neighborhood.

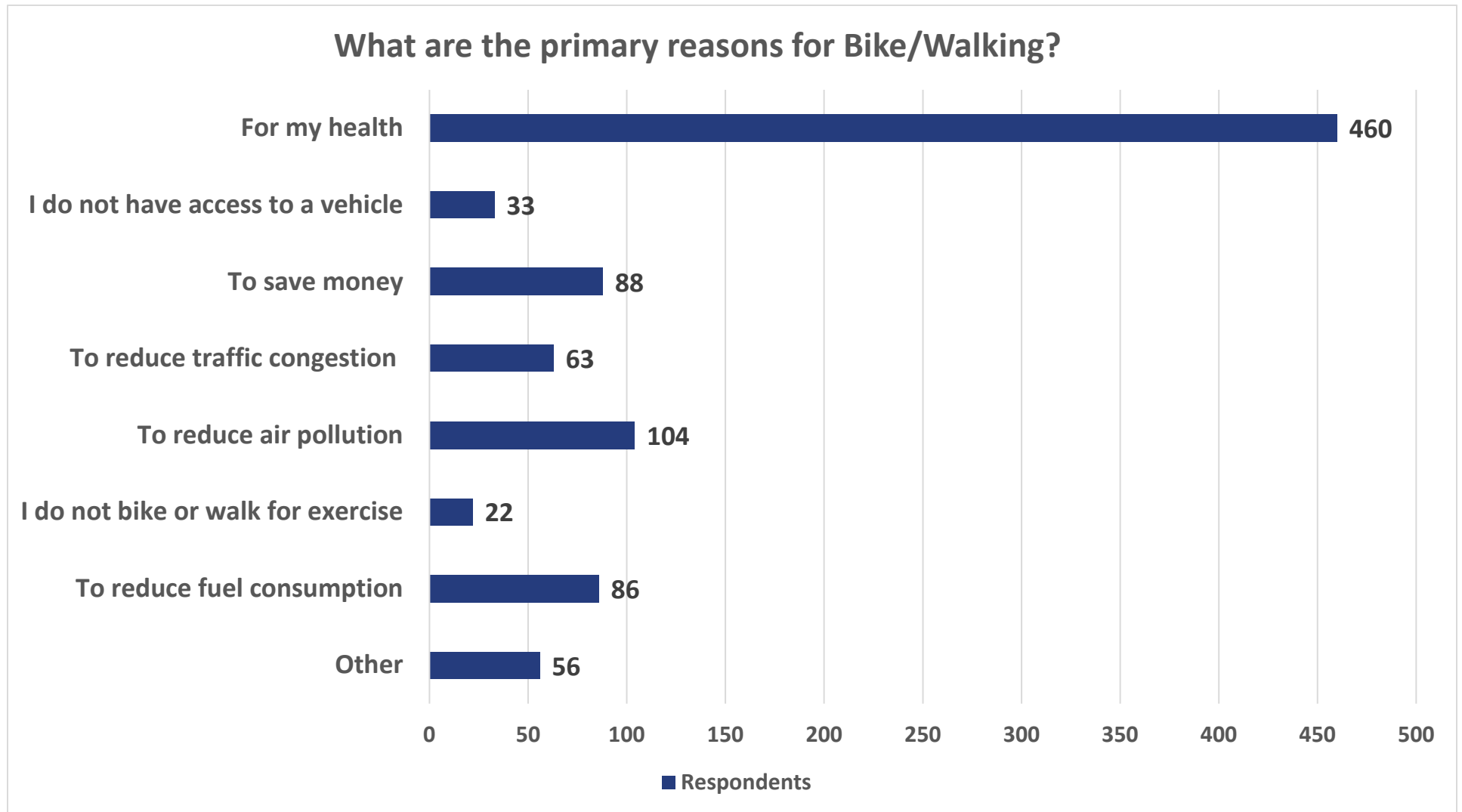
**Figure 4: Question 4 Results**



### Question 5:

Respondents overwhelmingly cited health as the number one reason for biking or walking. Other top reasons included to reduce air pollution, save money, or reduce fuel consumption. Respondents who selected 'other' generally said they bike or walk for recreation.

Figure 5: Question 5 Results



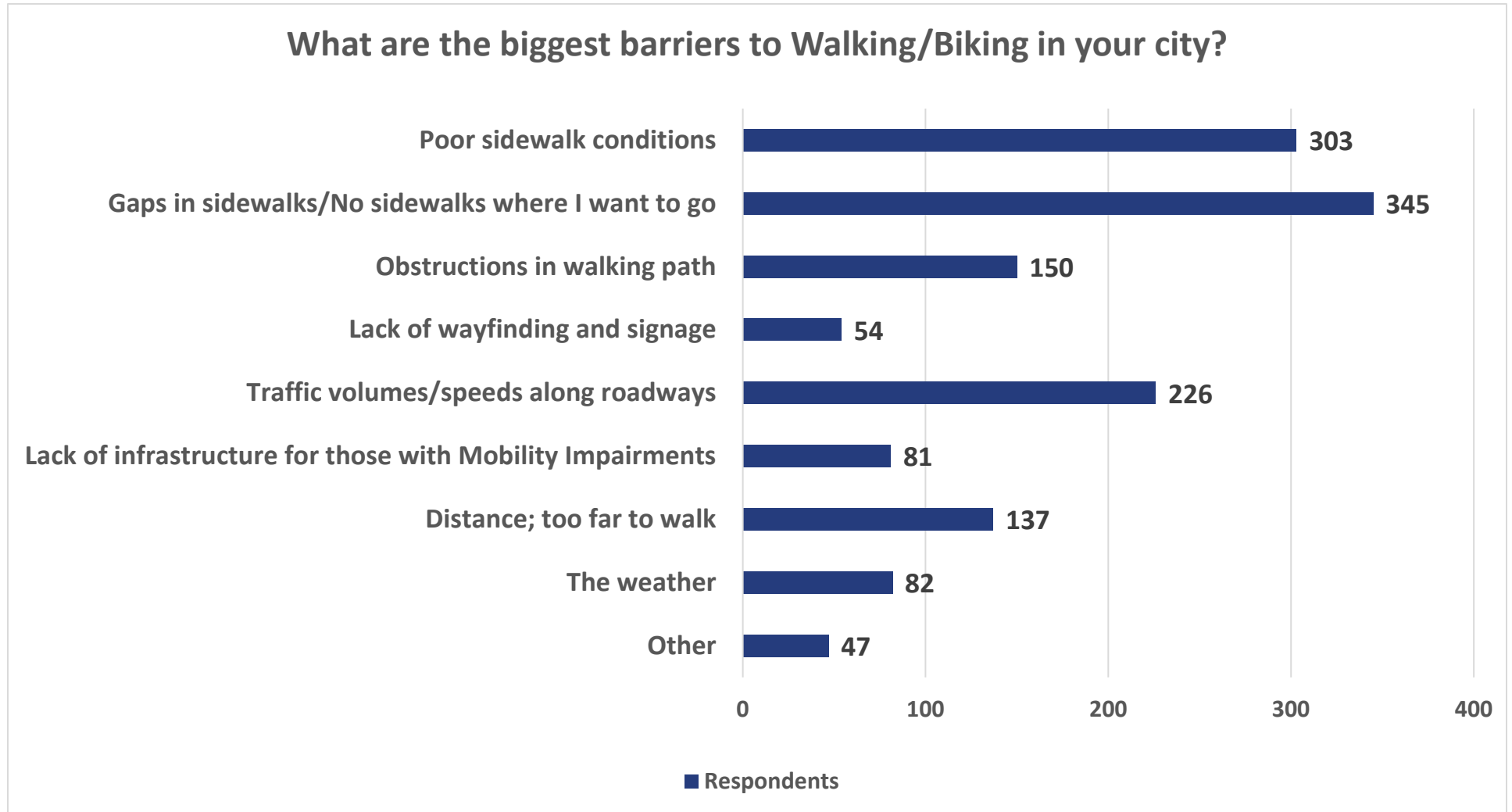




### Question 7:

Respondents broadly said that gaps, missing, or poor sidewalk conditions were the biggest barriers for people to walk in the city. Traffic volumes were also cited as a prominent reason. Respondents who selected 'other' cited safety issues from crime, stray animals, and motor vehicles as barriers.

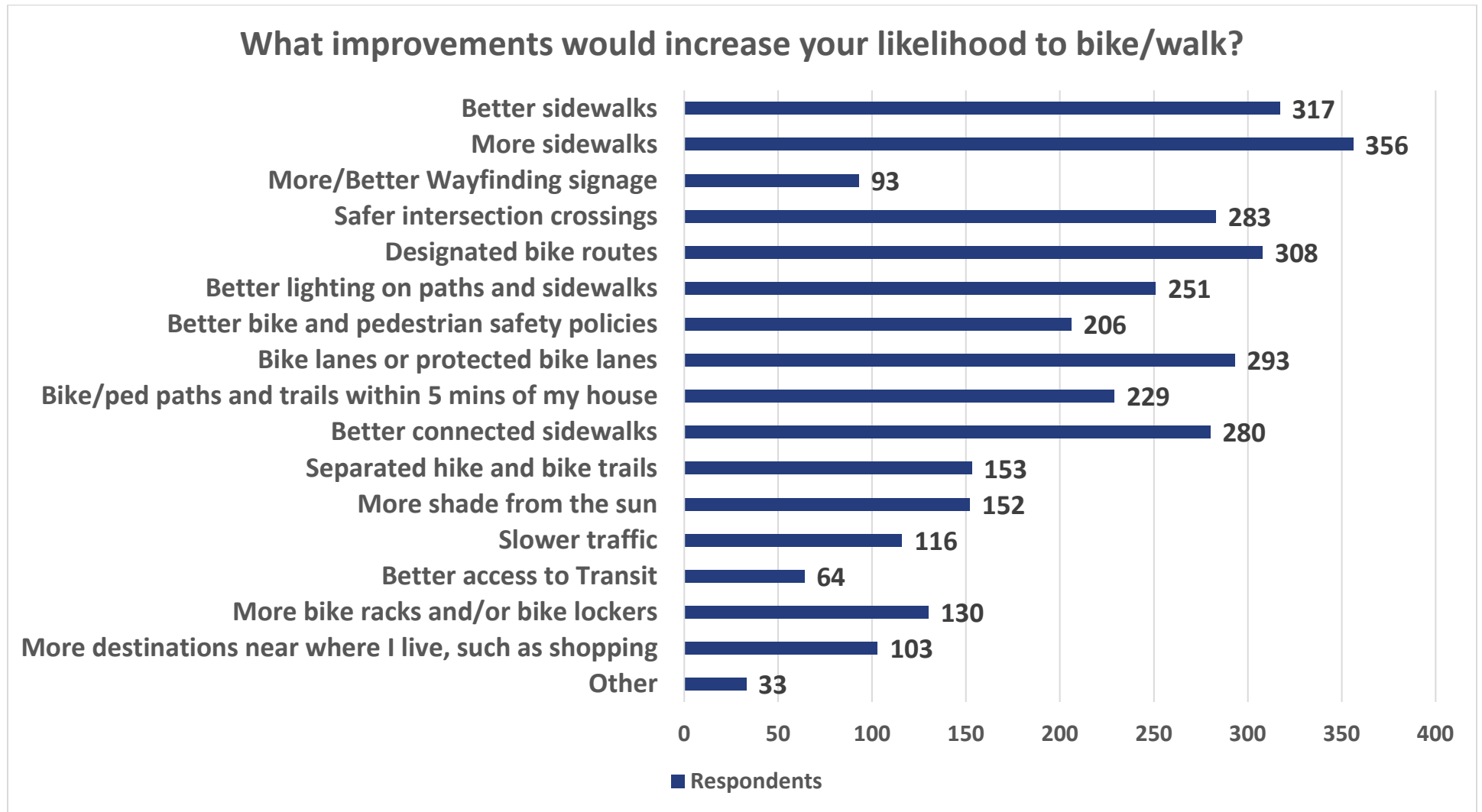
Figure 7: Question 7 Results



**Question 8:**

Respondents wanted more sidewalks, better sidewalks, and better sidewalk connectivity. Respondents were also in favor of bike lanes with designated bike routes. Respondents who chose 'other' cited safety issues due to crime or motor vehicles.

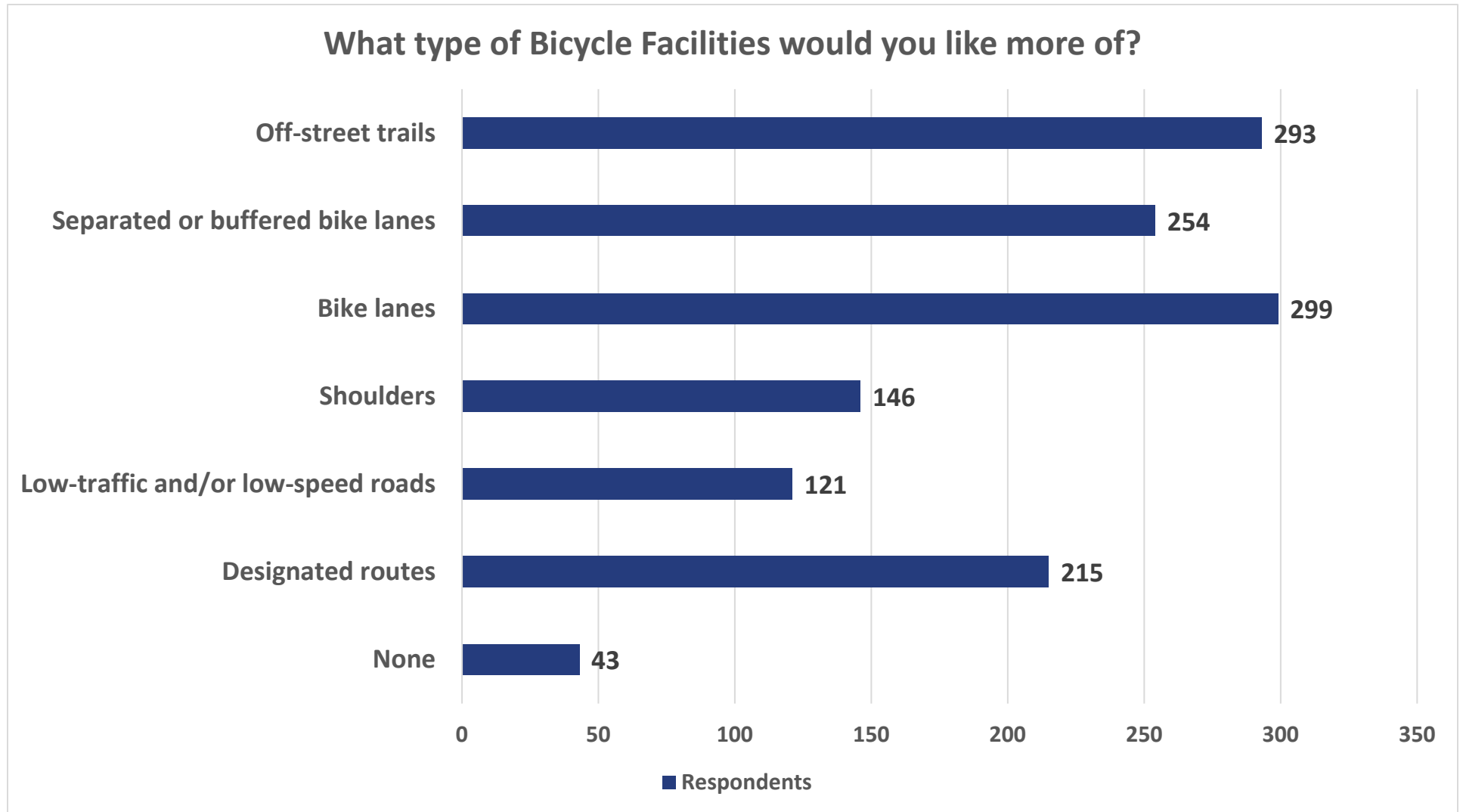
**Figure 8: Question 8 Results**



**Question 9:**

The most requested bicycle facility by respondents was bike lanes. Separated or buffered bike lanes received more support from respondents than shoulders. Designated routes and off-street trails were also heavily requested.

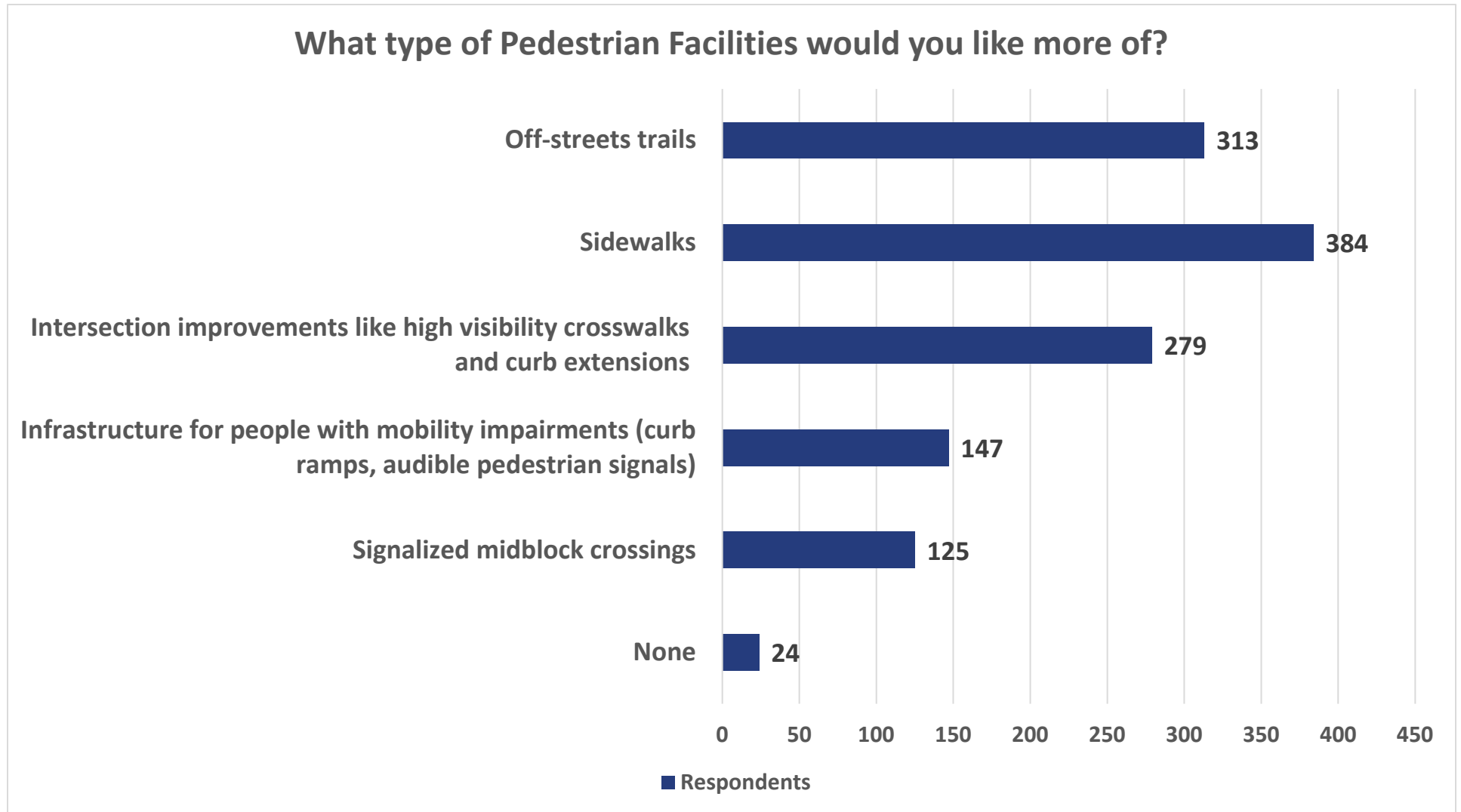
**Figure 9: Question 9 Results**



**Question 10:**

The most requested pedestrian facility by respondents were sidewalks, followed by off-street trails. Safety features like intersection improvements and signalized midblock crossings also received a number of responses.

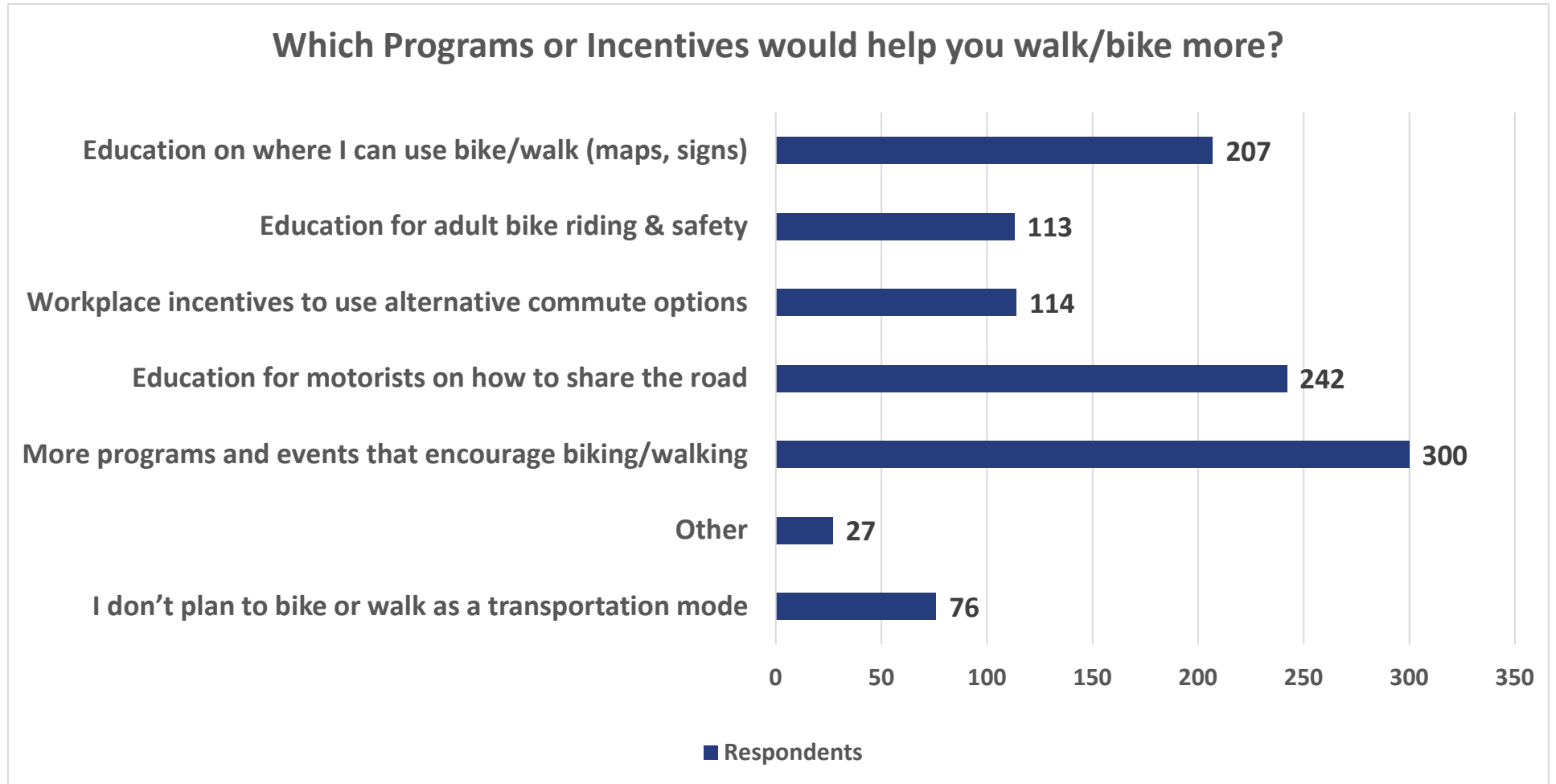
**Figure 10: Question 10 Results**



**Question 11:**

The most requested program to encourage active transportation was events that specifically encourage walking and biking. Additionally, education for motorists on sharing the road and where people can walk or bike received high response rates. Respondents who chose 'other' largely said they just want a safe place to do it.

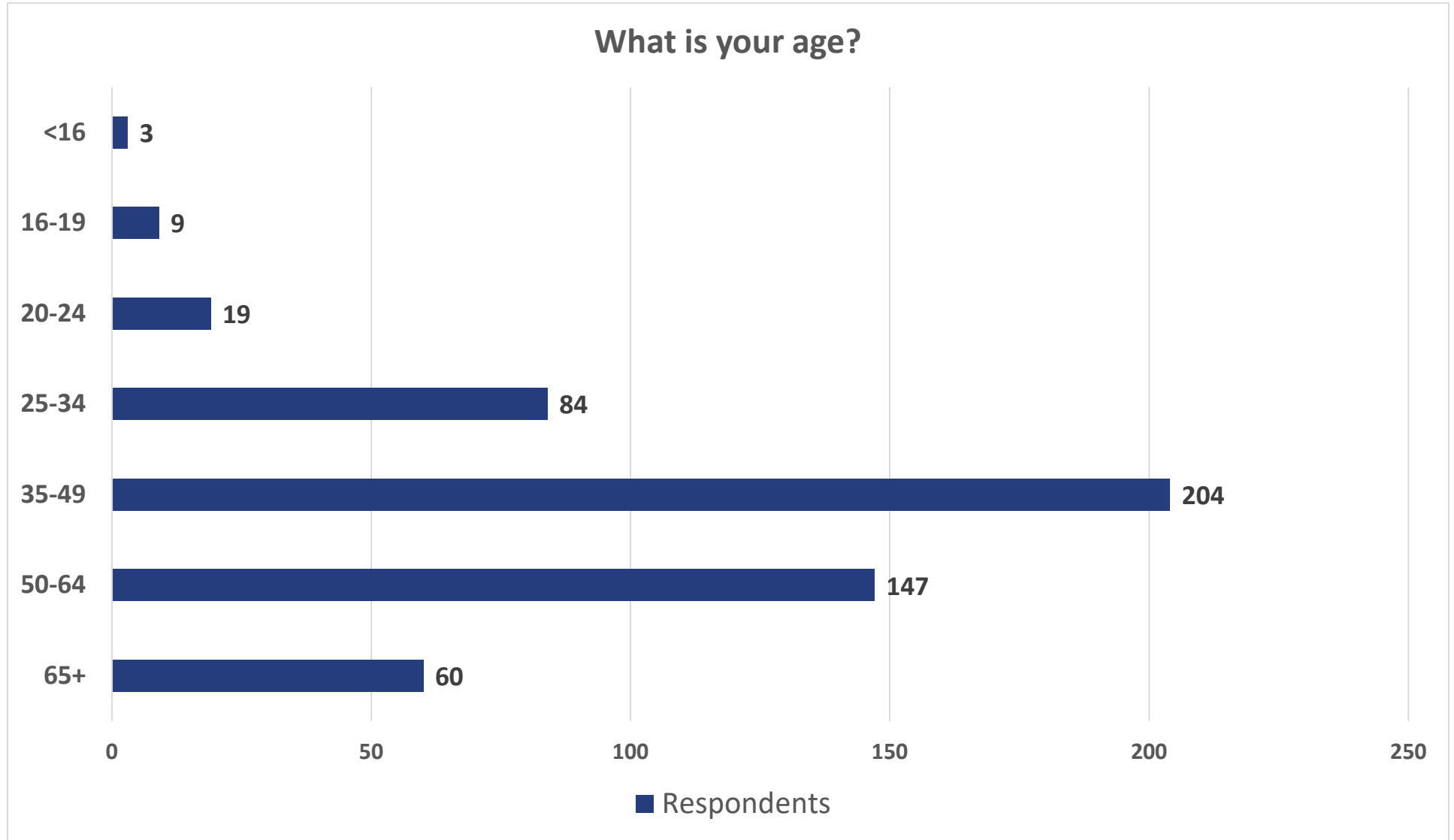
**Figure 11: Question 11 Results**



**Question 12:**

Most respondents (66.7%) were between 35-64 years old. Only 5.8% were 24 or under.

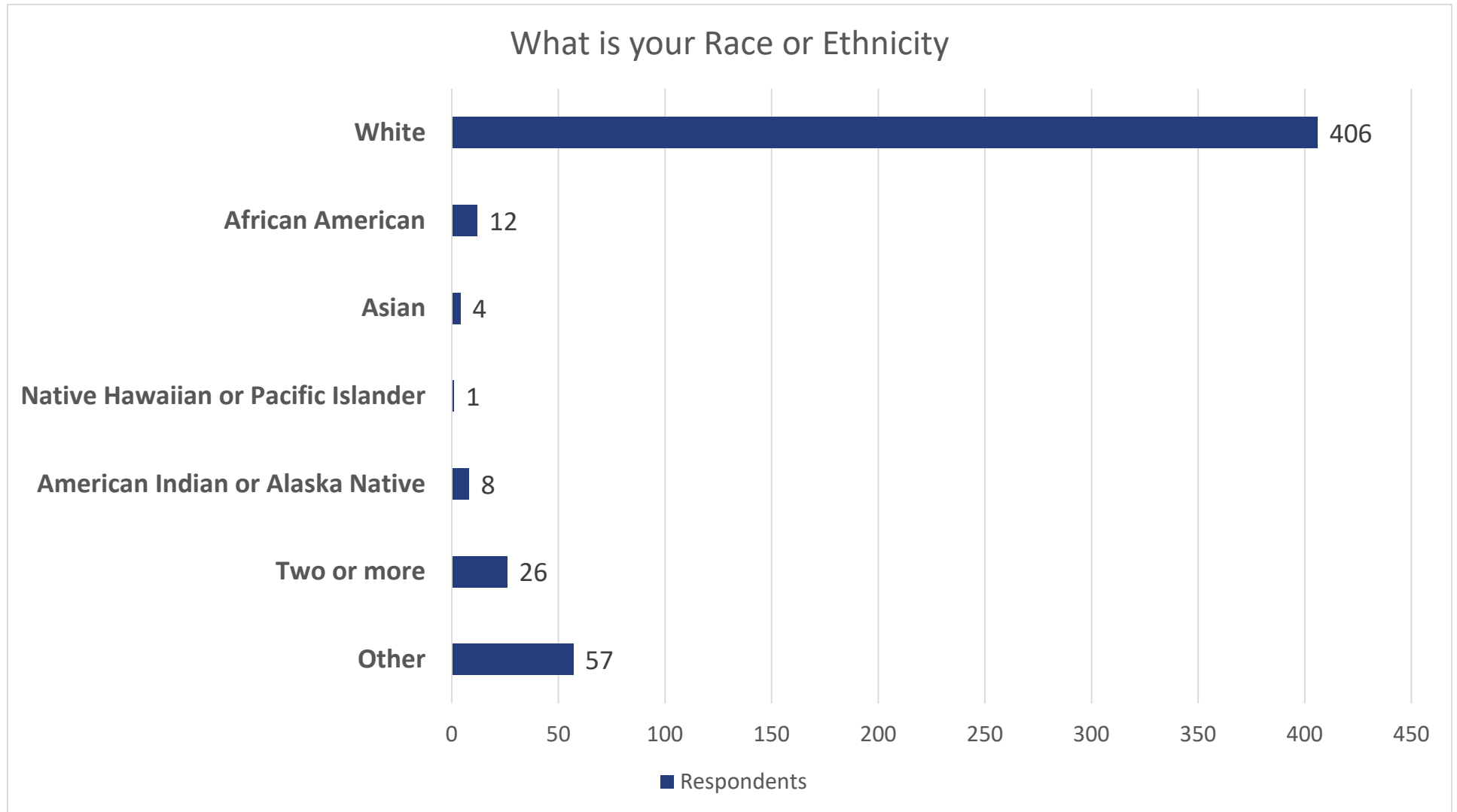
**Figure 12: Question 12 Results**



**Question 13:**

The results show that an overwhelming majority of respondents are white. Respondents who selected 'other' typically wrote that they were Hispanic.

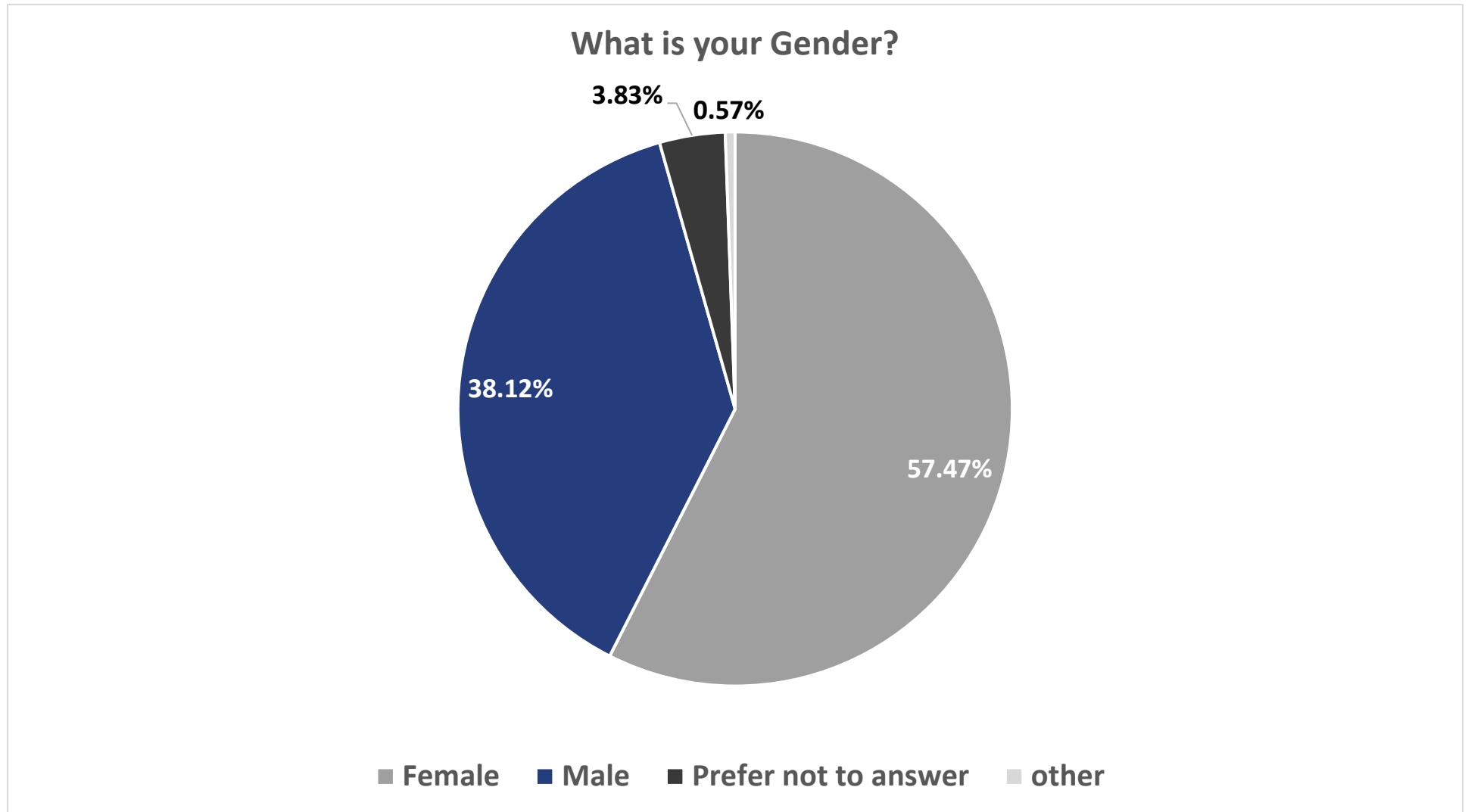
**Figure 13: Question 13 Results**



**Question 14:**

A higher share of respondents is female, nearly 58%. A small proportion of respondents preferred not to answer or identified as a gender other than male or female.

**Figure 14: Question 14 Results**

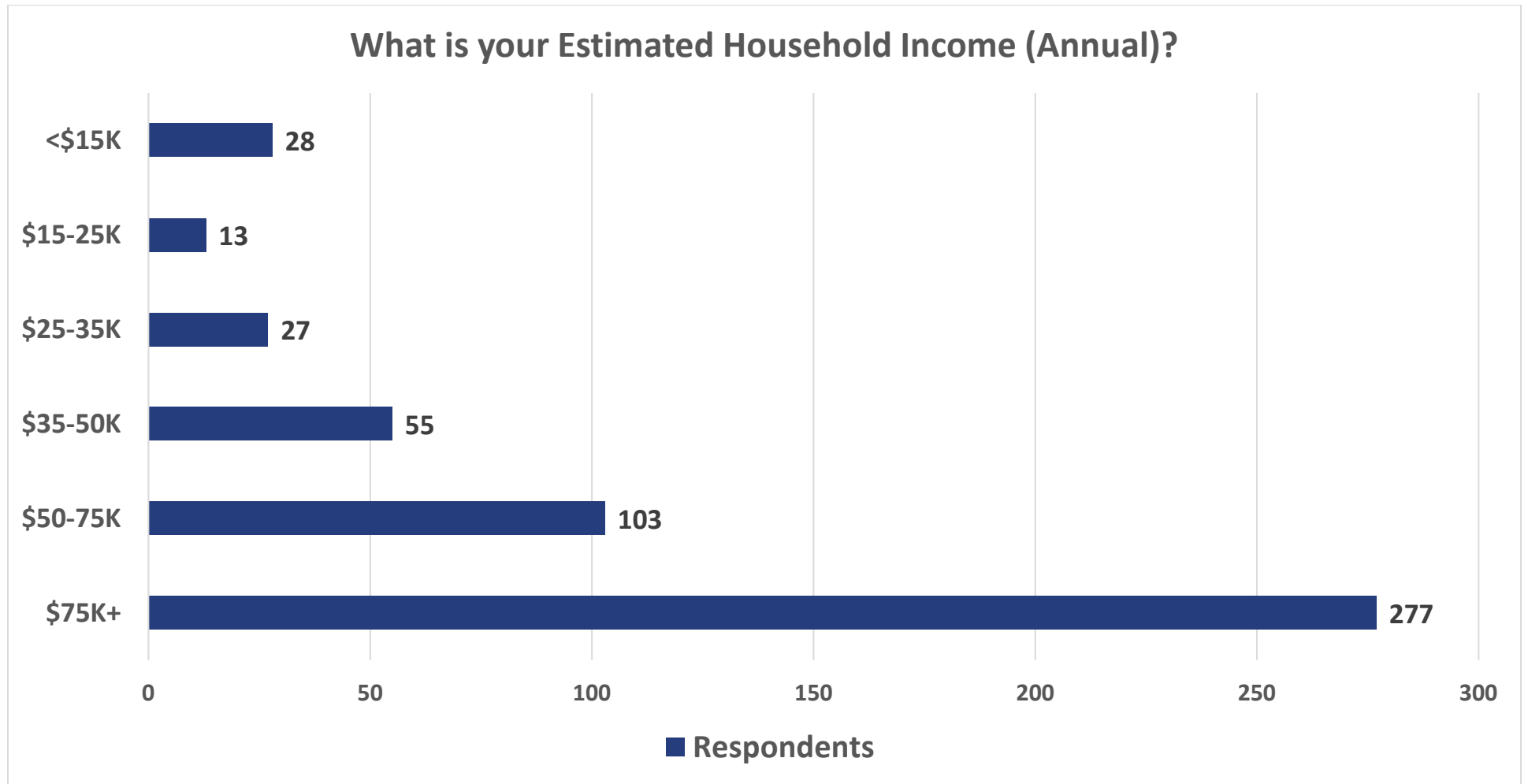




**Question 15:**

Most respondents (55%) have a household income of \$75k or more. Combined with the next largest group earning between \$50-75k, over 75% of households earn \$50k or more. Interestingly, most respondents primarily engage in walking and biking for recreation rather than for commuting or running errands. This makes the relative absence of youth and low-income populations notable as they typically engage in walking and biking for commuting and errand purposes.

**Figure 15: Question 15 Results**



**Question 16:**

Of the people surveyed, 94% reported no mobility impairment.

**Figure 16: Question 16 Results**

