

Bike Survey Results

Summary:

More than half of all respondents bike more than once a week and for over ten miles each trip. The overwhelming majority bike primarily for recreation and exercise. Top priorities for the respondents include bike trails long enough for athletic training; bike lanes or paths along heavily-traveled streets; signage to designate routes; and bicycle trails linking neighborhoods with parks.

One of the most interesting conclusions I see is that people seem to be most interested in making connections between destinations and in cycling on city streets as opposed to trails. I believe that as we move forward with our research for the plan, we need to concentrate on the streets where we can incorporate bicycle lanes and on parcels of city-owned land on which we can add pedestrian and bike trails.

Number of completed surveys: 91

Frequency of Bicycle Riding:

More than once a week	58
Weekly	20
Once a month or less	8
Twice a month	5

Reasons for Riding:

Exercise	85
Recreation	74
Low-cost transportation	26
Reduce vehicle emissions	25

Destinations: Many respondents listed 'other' or did not check any destination.

Visiting friends	34
Parks	31
Commute to work or school	26
Attending worship services or social activities	16
Grocery store or other errands	16
Taking children to school	4

Length of Bike Ride:

Over ten miles	59
One to three miles	16
Three to ten miles	15
Less than one mile	1

Most important thing the City can do for bicyclists*:

Create more bike lanes on existing streets	118
Create a safer environment on streets with medium or heavy car traffic	139
Create more bike trails	159

*lower number indicates higher priority

Factors that would make bicyclists more likely to ride more often

I have compiled two different charts for these results. Residents listed their priorities from 1 to 13. I believe it is important to look not only at the aggregate points but also at which factors were one of the top three priorities for respondents. They are somewhat different.

Factors that were indicated as one of the top three priorities:

City signs labeling certain streets as bicycle routes	29
Bicycle trails linking neighborhoods with parks	26
Bicycle trails long enough for athletic training and strenuous exercise	20
A trail or street linking to the Natchez Trace	20
Bicycle trails linking neighborhoods with shopping, schools, and offices	13
A separate bicycle lane on the right of way of a street with medium or heavy traffic	12
Bicycle lanes painted onto streets with medium or heavy traffic	11
More bicycle racks at schools, local businesses, parks, and places of worship	7
More efforts to discourage motorists from speeding	6
More public outreach to make motorists aware of bicyclists on the street	4
A map of Tupelo showing good, fair, and poor streets for biking	2
New bicycle trails or streets linking neighborhoods and slow-traffic roads together	2
Bicycle trail in an undeveloped park or large open space	0

Factors most likely to encourage more frequent cycling*:

A separate bicycle lane on the right of way of a street with medium or heavy traffic	230
Bicycle lanes painted onto streets with medium or heavy traffic	232
Bicycle trails long enough for athletic training and strenuous exercise	280
New bicycle trails or streets linking neighborhoods and slow-traffic roads together	292
More public outreach to make motorists aware of bicyclists on the street	305
Bicycle trails linking neighborhoods with shopping, schools, and offices	331
Bicycle trails linking neighborhoods with parks	347
City signs labeling certain streets as bicycle routes	380
More efforts to discourage motorists from speeding	436
Bicycle trail in an undeveloped park or large open space	461
A map of Tupelo showing good, fair, and poor streets for biking	472
A trail or street linking to the Natchez Trace	484
More bicycle racks at schools, local businesses, parks, and places of worship	558

*lower number indicates higher priority