Appendix D

Introduction

This working paper presents a summary of the surveys conducted at the Listening Stations and taken online. The date and location of each Listening Station are identified in Table 1 below.

Table 1. Listening Station Dates & Locations

Date(s) (2014)	Location	Description
9/18 – 9/21	Nez Perce County Fair (Lewiston)	County Fair
9/27	Riverfest @ Granite Lake Park (Clarkston)	Festival and bicycle ride
10/12	Mountain Dew Park (Lewiston)	Skate park
10/17	Postal & Copy (Clarkston)	Local business
10/24	Clarkston High School (Clarkston)	Local high school government classes
10/25	Pumpkin Palooza (Lewiston)	Halloween festival in Lewiston
10/31	Lewiston High School (Lewiston)	Local high school government classes
11/11	LCSC (Lewiston)	Local college class on transportation

Survey Summary

When accessed on November 26, 2014, there were 433 responses to the survey, the majority of those responses collected at the Listening Stations identified in Table 1 above, with a minimal number of responses collected from the online survey. Overall, survey responses are illuminating and reflect the community demographics. With an almost even split among male and female respondents, respondents ages ranging across six decades, and a broad distribution in ride frequency, the survey responses in all likelihood reflect the community as a whole fairly well.

A review of the public involvement included in bicycle plans from seven other jurisdictions found considerable variation, but also a number of common components and findings. All of the plans besides the Madison and Olympia master plans documented public outreach conducted specifically for the plan. The most common strategies for public involvement were regular meetings with an advisory committee, presentations/workshops, and online surveys. In all of the reviewed plans that asked about bicycle related priorities, the public's top priority was additional bike facilities. This correlates with what was heard in the LCVMPO Bike Plan survey, where "lack of connected paths and bicycle facilities" was the top-rated factor for improving bicycling in the Valley. Safety was also a key concern for survey respondents in all of the cities. IN all of the communities with the exception of Seattle, the primary purpose of bicycling trips was either recreation or exercise, just like the the respondents to the LCVMPO Bike Plan survey.

The United States has seen an increase in cycling over the past four decades. Between 1977 and 1995, the number of trips taken by bicycle doubled in the U.S[i]. According to recent national data, cyclists make up 0.6% of all commuters[ii]. Nationwide, 1.0% of all trips are made by bike[iii]. The national commuter data is consistent with what is found in the Lewis Clark Valley, with 0.5% of US Census Bureau respondents identifying as bicycle commuters in 2012. This data is also consistent with the responses to the LCVMPO Bicycle Master Plan survey, where both exercise and recreation were identified as the top 2 primary reasons for biking, well ahead of transportation.

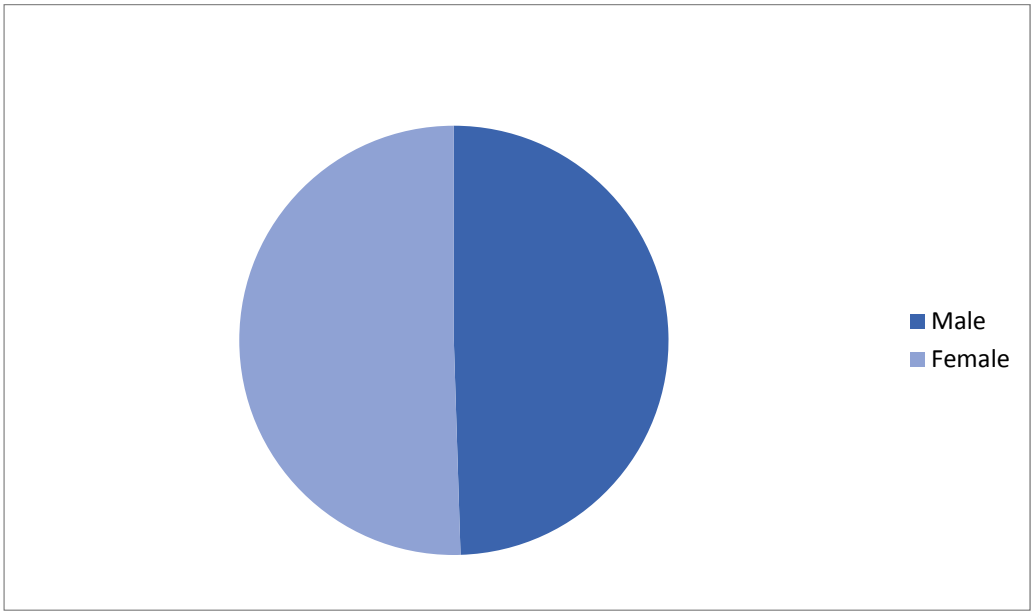
In the United States, the highest rates of cycling are seen in western states, while southern states have extremely low rates of cycling[iv]. The percentage of bicycling commuters who are women has increased in recent years, up from 23.3% in 2007 to 26.9% in 2012[v]. Based on survey responses, the Lewis Clark Valley is behind in the percentage of female commuters, as that was only selected by 18% of female survey respondents.

When examining attitudes about cycling, people who cycle are more likely to have a positive perception of cycling. In a survey of Dutch cyclists, only 5% of frequent cyclists had a negative opinion of cycling, compared to 29% of infrequent cyclists[vi]. These attitudes are similar to those expressed by survey respondents. Just over 30% of male cyclists and just over 10% of female cyclists identified as riding two or more times per week. All other respondents identified as either infrequent or non-cyclists. With regards to attitudes of bicyclists, the response to the question "How do you feel bicyclists in your area typically behave?" was enlightening. Nearly 50% of the respondents thought bicyclists were "courteous, obeying traffic laws". However, there were several behaviors identified – inexperienced, riding without lights, riding in the wrong direction, behaving rudely – that were identified by between 8 and 25% of the time.

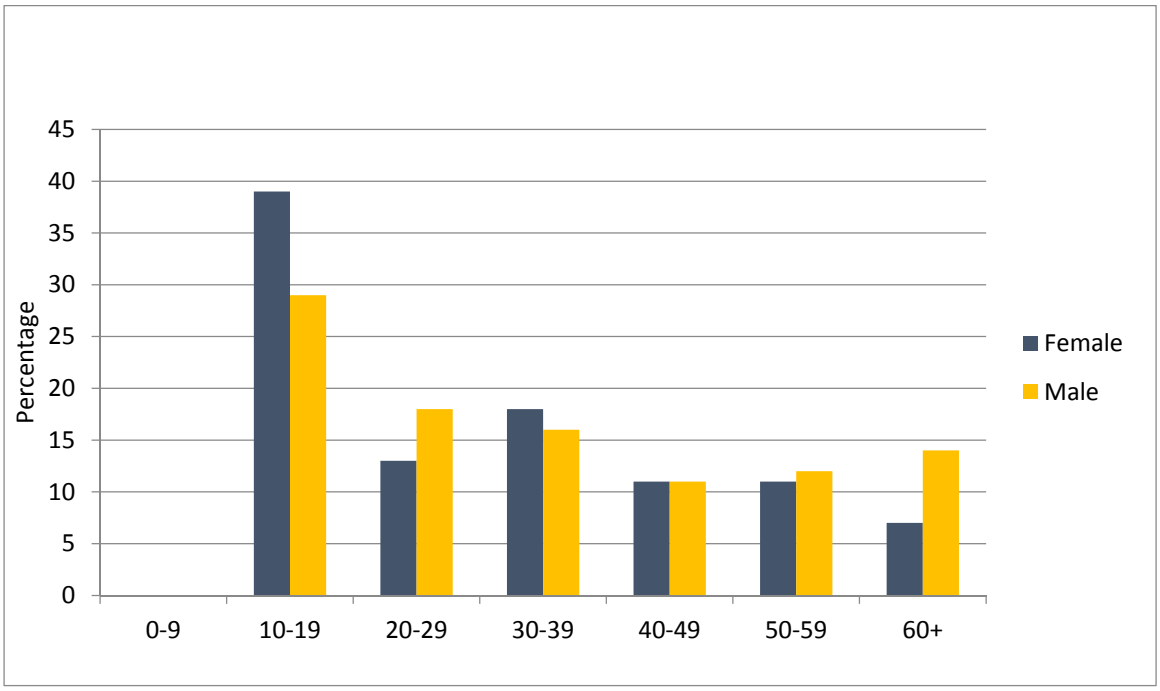
A summary of the survey responses are collected below.

Survey Responses

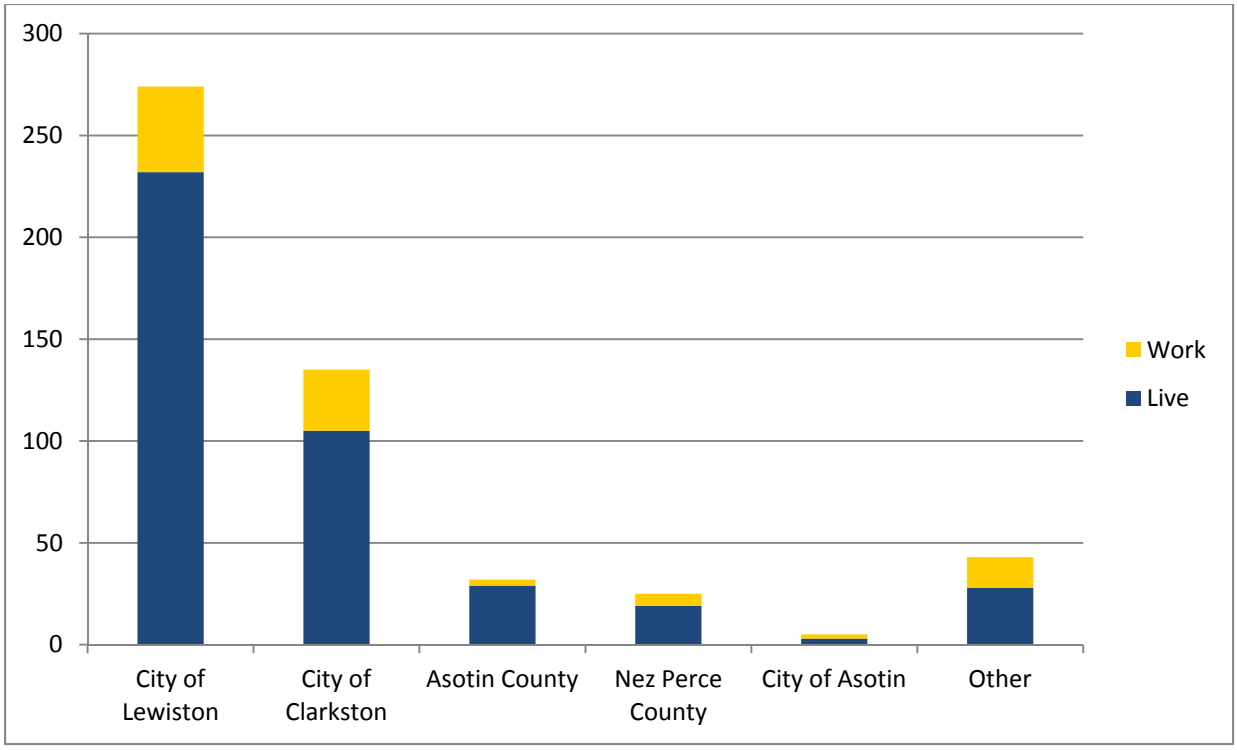
Question 1. What is your gender?



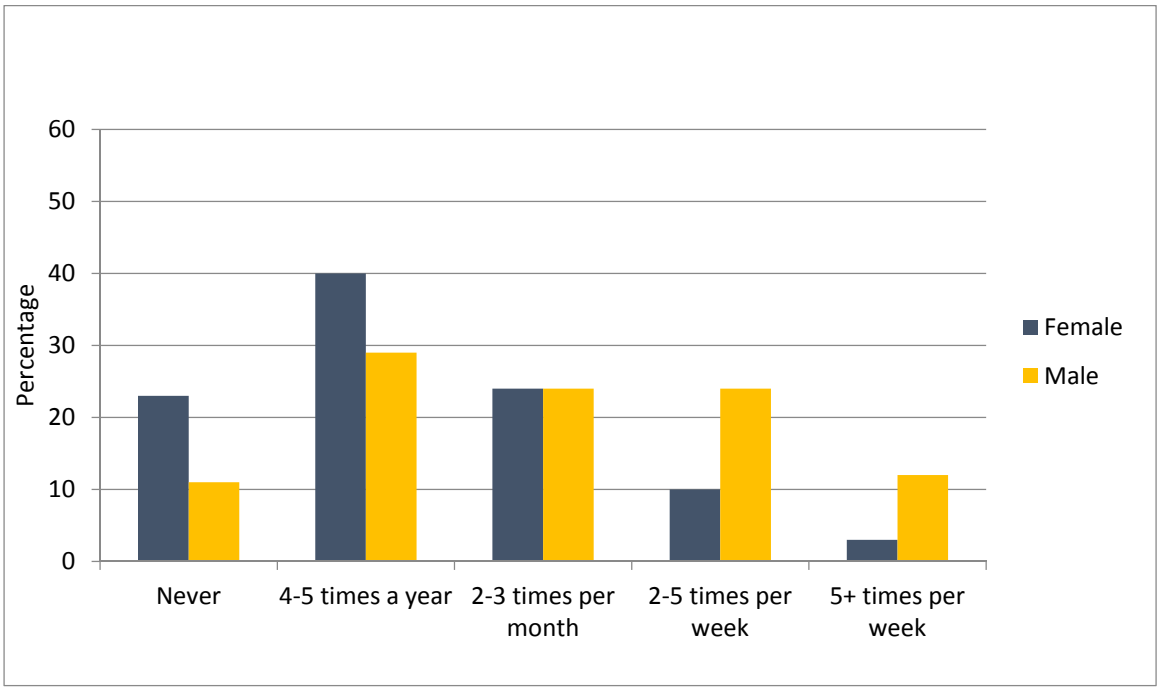
Question 2. What is your age?



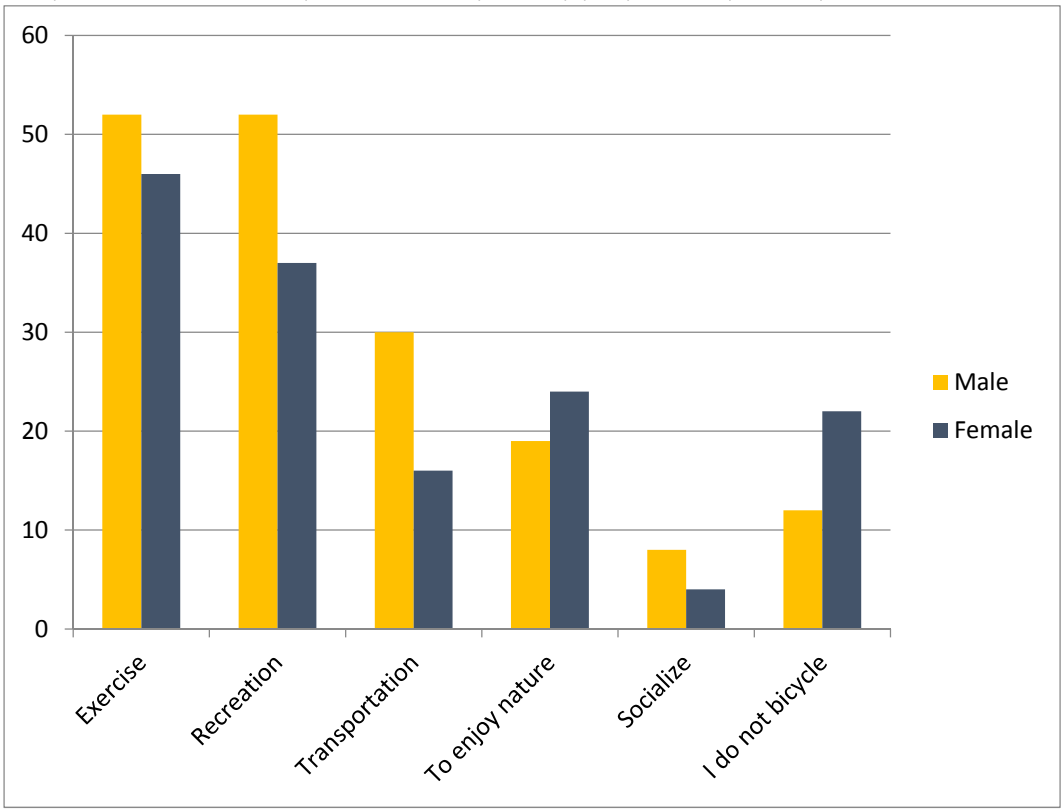
Question 3. Where do you live and work?



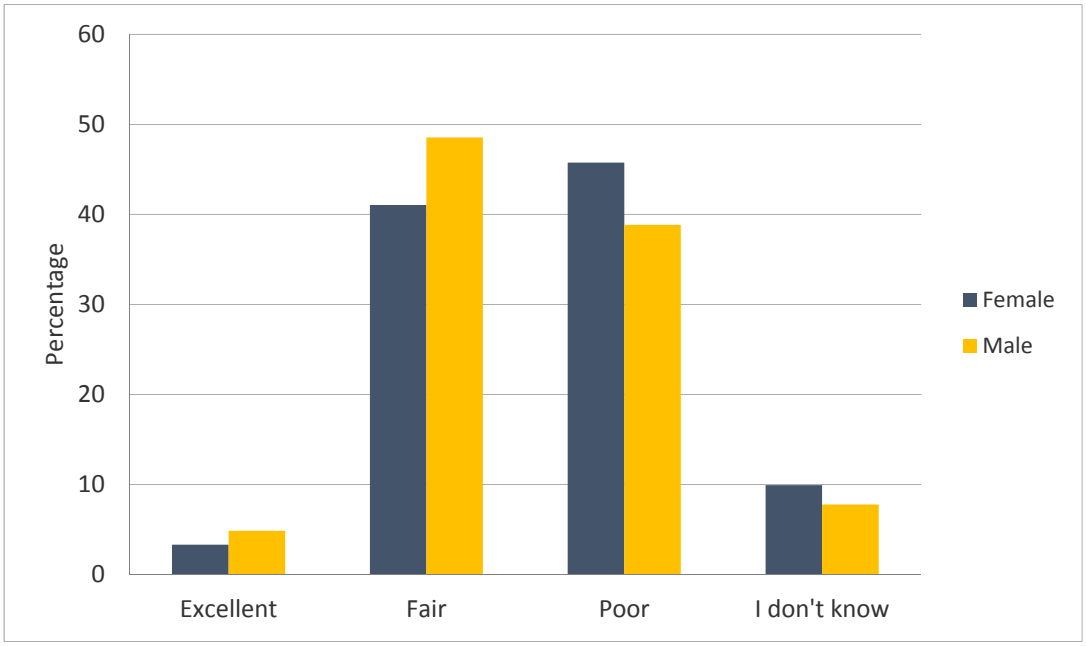
Question 4. How often do you ride a bicycle?



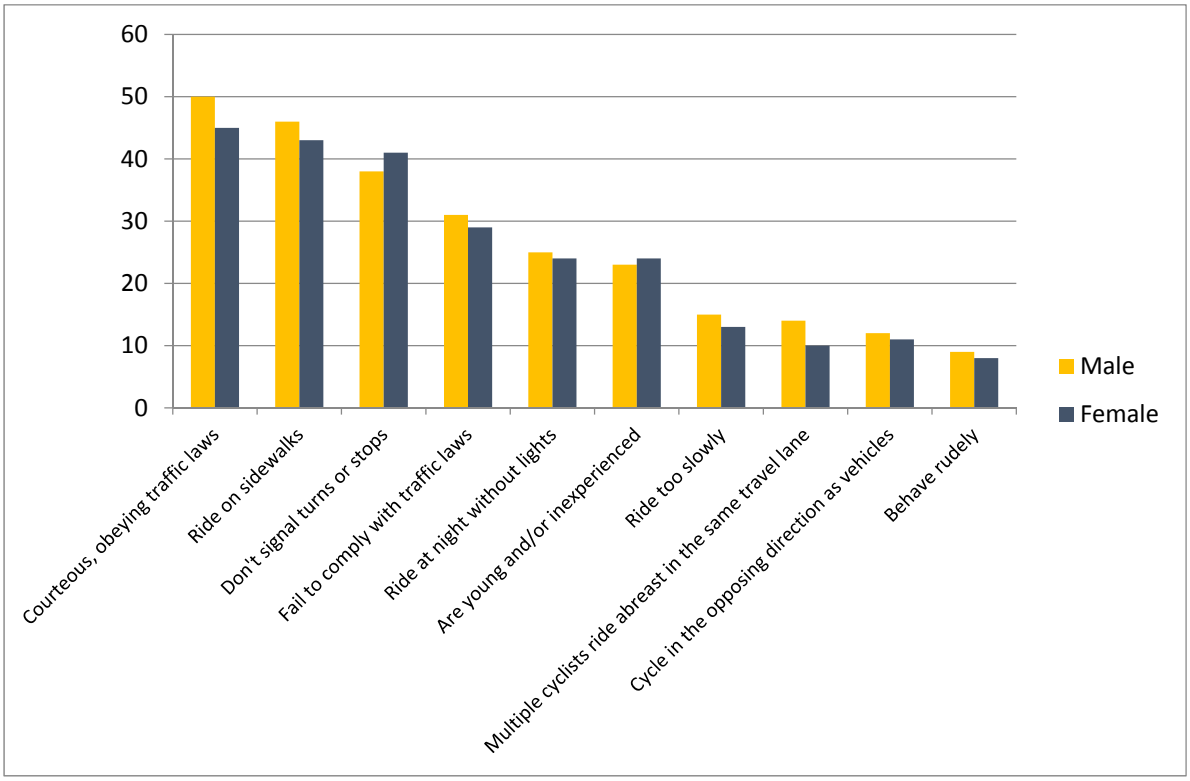
Question 5. When you ride in the Valley, what is the primary purpose of your trip?



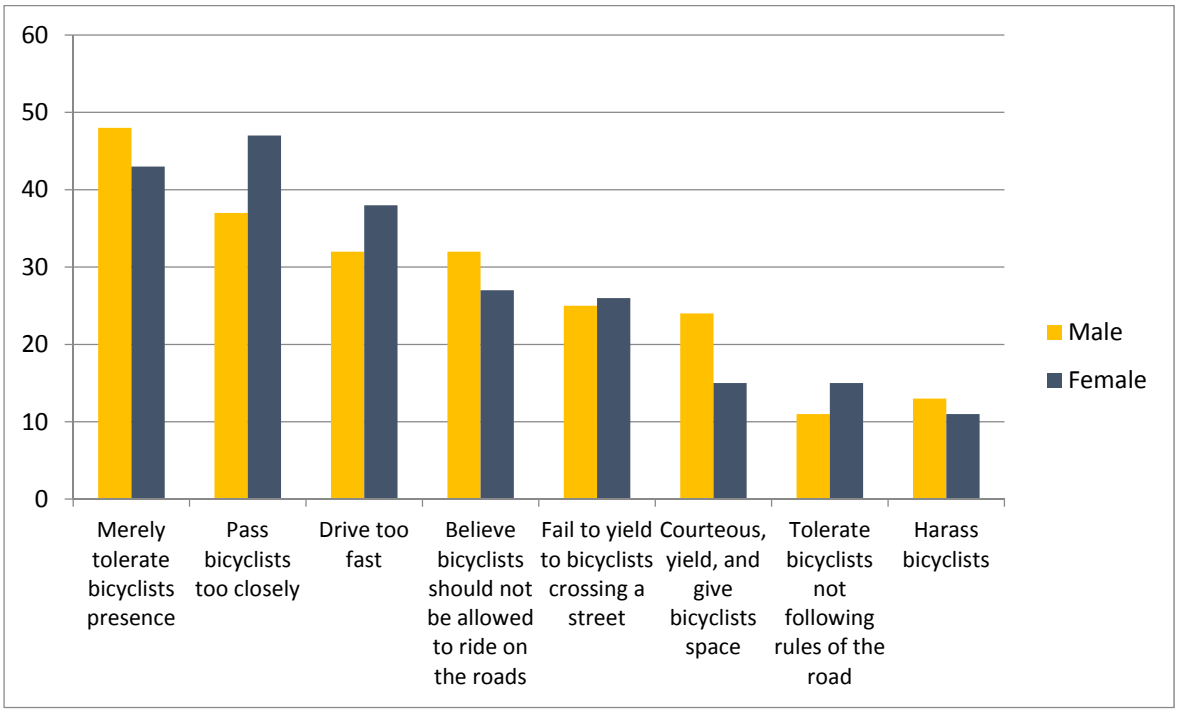
Question 6. How do you rate present bicycling conditions in the Valley?



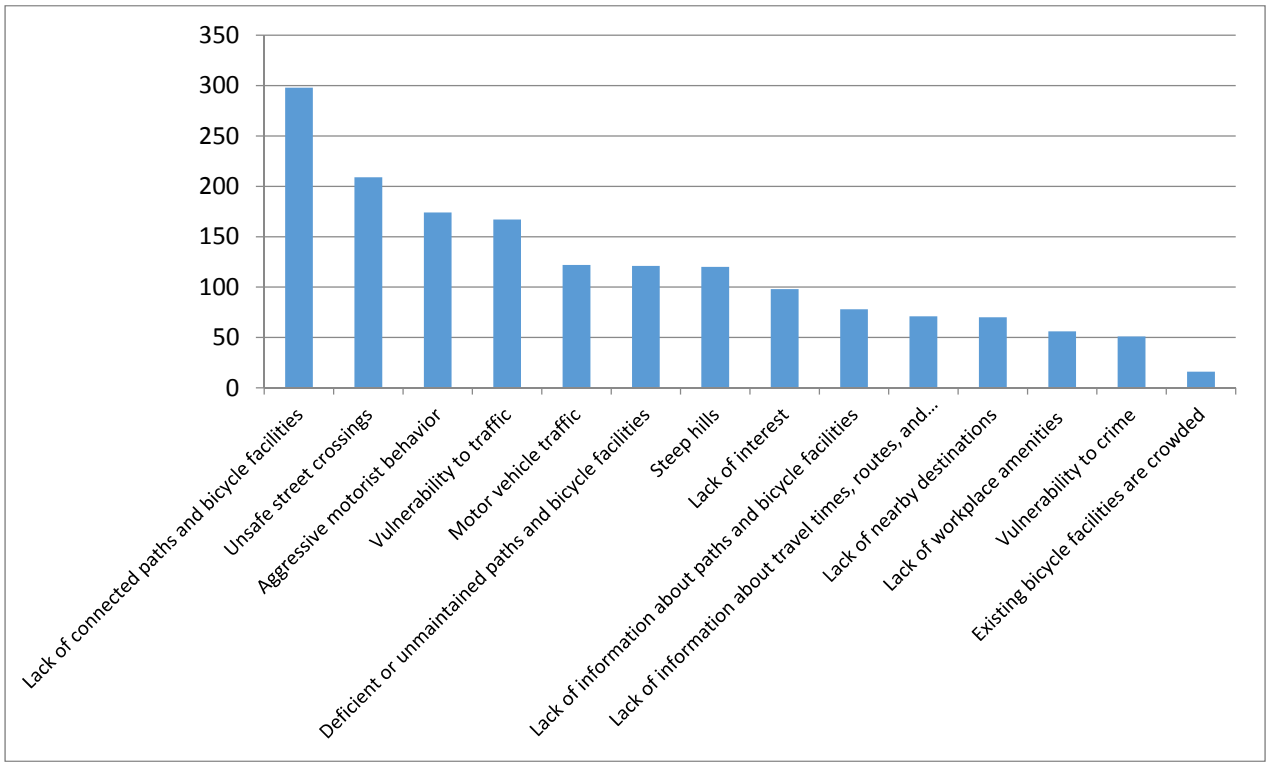
Question 7. How do you feel bicyclists in your area typically behave?



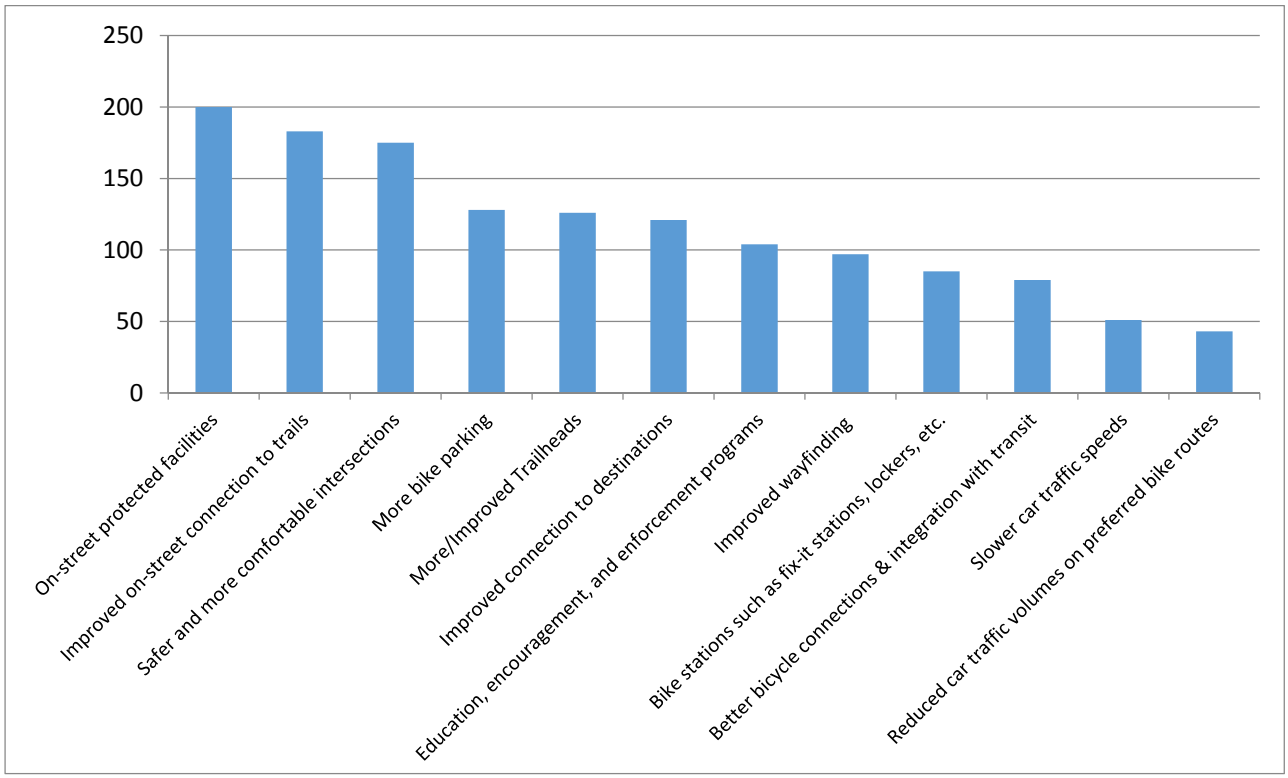
Question 8. How do you feel drivers in your area typically behave around bicyclists?



Question 9. What are the 5 most important factors that need to be addressed to improve bicycling?



Question 10. What are 5 improvements that would make you more likely to bicycle?



[i] *Pucher, J., et al., 1999 - Bicycling renaissance in North America?: Recent trends and alternative policies to promote bicycling, Transportation Research Part A, 33, 625-54*

[ii] American Community Survey 2011
[iii] National Household Travel Survey 2009
[iv] *Pucher, J., et al., 2011 - Bicycling renaissance in North America? An update and re-appraisal of cycling trends and policies, Transportation Research A, 45, in press*
[v] "Bicycling and Walking in the United States Benchmarking Report 2014". Alliance for Biking and Walking
[vi] *Fietsberaad, 2009 - "Car and bicycle are very highly appreciated"*