



THE UNIVERSITY OF  
**TENNESSEE**  
KNOXVILLE

SOCIAL WORK OFFICE OF  
RESEARCH & PUBLIC SERVICE

## SURVEY OF TENNESSEE'S REGISTERED VOTERS EXECUTIVE SUMMARY

### Methodology

Bike Walk Tennessee/Rails-to-Trails Conservancy contracted with the Center for Applied Research and Evaluation, a unit of the University of Tennessee's College of Social Work Office of Research and Public Service, to survey 762 registered Tennessee voters in October 2016. Surveys were completed using landline sample, cell phone sample, and a web panel resulting in a margin of error +/- 3.6 percent at a 95 percent confidence level.

**A majority (57%) of Tennesseans—in towns, suburbs, and cities—support more funding for biking, walking and transit, along with roads and bridges, if the gas tax is increased. See Figure 1.**

- Support for this multimodal approach is highest in small cities (64.1%), followed by towns and large cities (58.7% each), rural non-farm areas (53.6%), and small towns (50.4%).
- 63.8% of registered voters—and more than two-thirds of likely voters—believe that more funding is needed for the transportation system, overall. Support is highest in rural areas. See Figure 2.

**The majority of registered voters believe that investments in biking and walking infrastructure are investments in safety. See Figure 3.**

- A majority of respondents in small towns and rural non-farm areas believe that there are “too few” on-street bike lanes, walking and biking paths, and off-street trails in their communities.
- Nearly two-thirds (66.2%) of registered voters indicate that adding a separated bicycle lane would improve safety for both vehicles and bicycles.

**Tennesseans are more likely to support a gas tax increase if key issues are addressed; they want investments in walking and biking as well as local control of funds.**

- Tennesseans are more likely to support a gas tax increase if new funding is used to support safe spaces for people to walk and bike. See Figure 4.
- Respondents would be significantly more likely to support a gas tax increase if decisions were made at the local level—including Republicans and those from communities of all sizes (from rural areas and towns to small and large cities). See Figure 5.



Figure 1

### Use of Gas Tax Increase if Passed

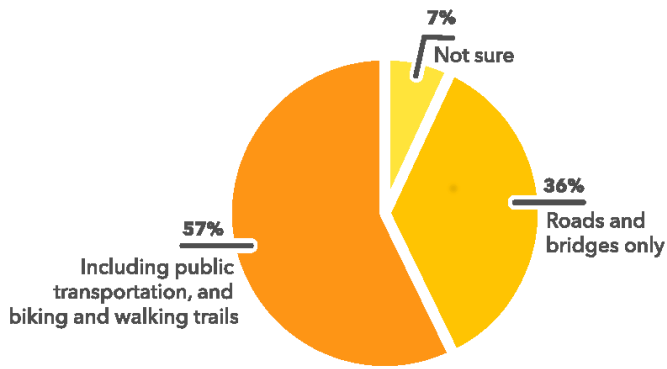


Figure 2

### Funding Levels for Government Services

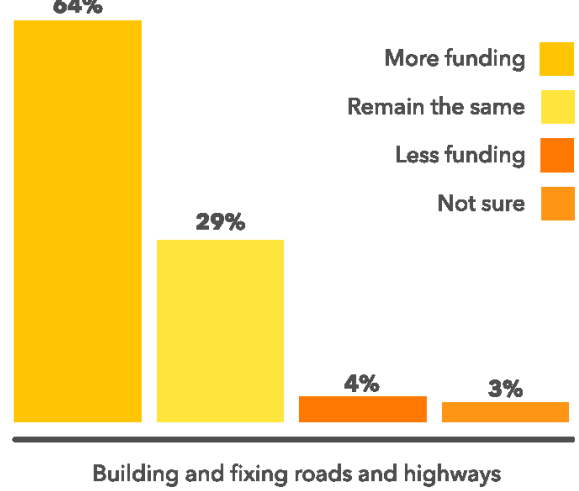


Figure 3

### Impact of Separated Bike Lanes

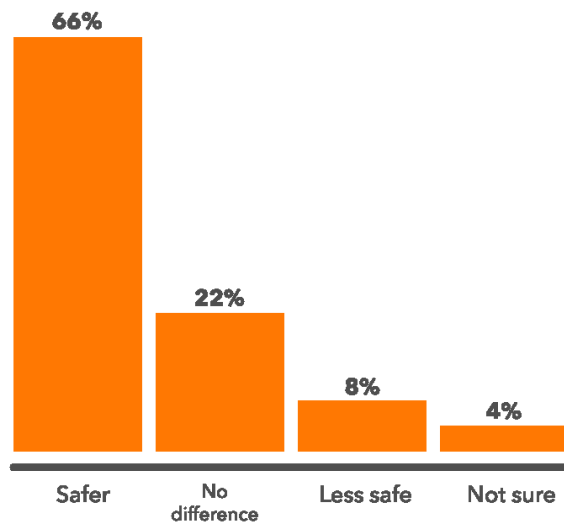


Figure 5

### If Decisions About How to Use Money Were Made at Local Level

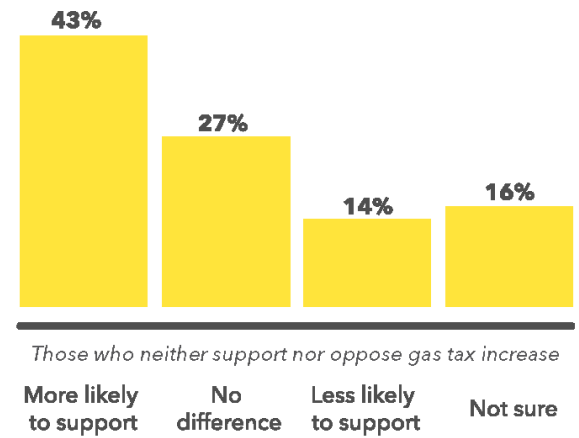


Figure 4

### Less Than 5 Percent of New Funds Used to Make or Maintain Sidewalks.

