



HATTIESBURG, MS

TOTAL POPULATION
47,556

POPULATION DENSITY
957

TOTAL AREA (sq. miles)
53.4

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Hattiesburg
Arterial and Major Collector Streets with Bike Lanes	45%	1%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	2%
Public Education Outreach	GOOD	LITTLE
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	FEW
Active Bicycle Advocacy Group	ACTIVE	YES
Active Bicycle Advisory Committee	ACTIVE	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	SOME	FEW
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 70K	1 PER 475.6K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	1 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2 / 10

KEY OUTCOMES

	Average Silver	Hattiesburg
RIDERSHIP <i>Percentage of Commuters who bike</i>	3.5%	1.3%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	180	421
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	1.4	0



- » Adopt bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume.
- » Offer regular bicycling skills training opportunities for adults or encourage your local bicycle advocacy group or bike shop to help.
- » Provide a variety of targeted bicycle events to engage women, seniors, and other demographic groups that may benefit from non-traditional or group-specific bicycle events. Targeted events may help to encourage groups that have specific concerns about bicycling or which have not previously been engaged in supporting bicycling improvements.

- » Ensure that there is dedicated funding for the implementation of the bicycle master plan. Ensure to specifically allocate bicycle-related funding to low-income/minority communities.
- » Expanding the staff time focused on bicycle projects would help in scaling up your BFC efforts.
- » Riding on a sidewalk is often a sign that a bicyclist does not feel comfortable riding in the street. This is best addressed through street design and education. Prohibiting bicyclists from riding on sidewalks in all areas of a community can be counterproductive because it discourages new riders and other riders who are not comfortable riding with traffic.