



AMERICA BIKES TALKING POINTS

Bicycling and walking are critical components of our national transportation system.

- In 2009, 12% of all trips in the United States were made by bicycling or walking – up 25% from 2001.¹
- Bicycle commuting increased by more than 40% nationwide between 2000 and 2008.²

Communities across America have seen bicycling and walking projects improve their transportation systems.

- In Minneapolis, MN, the Midtown Greenway is used by an average of 3,500 bicyclists a day. This is more traffic than 77% of Minneapolis city roads.³
- In Portland, OR, 7,100 daily trips or 21% of all transportation trips on the Hawthorne Bridge across the Willamette River are made by bike. If those 7,100 trips were made by car, Portland would have to build a new bridge.⁴
- In Washington, DC, the Capital Crescent Trail is used by almost 400 bicyclists during the 7-9 a.m. weekday period. This relieves rush hour traffic in one of the most congested metropolitan regions in the United States.⁵
- In Licking County, OH, the nearly 30 miles of paved paths in the area has seen significant use, with one path seeing a peak evening rush hour of 80 users. This demonstrates bicycle commuting can work in a rural area.⁶

Bicycle industry and tourism create jobs and contributes to the national economy.

- The U.S. bicycle industry supports an estimated 1.1 million jobs and generates nearly \$18 billion in federal, state and local taxes.⁷
- Between 16 million and 20 million bicycles are sold in the United States every year – more than all of the cars and light trucks sold in the U.S. combined.⁸
- In Wisconsin, bicycling generates nearly \$1.5 billion a year in total economic impact, many times greater than the \$9 million in federal funding spent annually on bicycle and pedestrian projects in the state.⁹

Bicycling and walking infrastructure are good for local economies.

- In southwest Virginia, visitors along the Virginia Creeper Trail spend \$1.59 million annually providing an estimated 27 new full time jobs.¹⁰
- In Indianapolis, IN, a study of home values near the Monon Trail concluded that homes closer to the trail sell for an average of 11 percent more.¹¹
- In San Francisco, CA, two-thirds of merchants along Valencia Street said new bicycle lanes had a positive overall impact on their business; two-thirds also supported building more traffic calming measures on the street.¹²
- On North Carolina's Outer Banks, bicycle tourism generates \$60 million annually in economic activity, an annual return nine times the cost of the region's \$6.7 million investment in bicycle infrastructure.¹³

Increasing bicycling and walking helps meet our national goals for:

Lowering Obesity

- An adult who bicycles regularly typically has a level of fitness equivalent to someone 10 years younger and a life expectancy two years longer than the national average.¹⁴
- Children who walk to school have higher levels of physical activity throughout the day and higher levels of cardiovascular fitness.¹⁵
- Access to paths can lead to greater physical activity. After a bicycle and pedestrian path was built on the new Ravenel Bridge in Charleston, South Carolina – one of the most obese states in the nation – two-thirds of all users reported a significant increase in their physical activity.¹⁶

Easing Congestion

- A small reduction in driving causes a large drop in traffic. In 2008, the number of U.S. vehicle miles travelled dropped 3%, translating to a near 30% reduction in peak hour congestion.¹⁷
- Communities that invest in bicycling and walking see an increase in the percentage of trips taken by bicycle.¹⁸

Halting Climate Change and Reducing Our Dependence on Oil

- Increasing the mode share of all trips made by bicycling and walking a few percentage points could lead to fuel savings of around 3.8 billion gallons a year and reduce greenhouse gas emissions by 33 million tons per year. This is equivalent to replacing 19 million conventional cars with highly efficient hybrids.¹⁹
- 89 percent of Americans believe that transportation investments should support the goals of reducing energy use.²⁰

There is a high demand for more bicycling and pedestrian infrastructure

- Seven in ten Americans say that they would like to bike more than they do now; but less than half of those surveyed were satisfied by how their communities were designed for bicycling.²¹
- The Transportation Enhancements (TE) program, which funds the majority of bicycle and pedestrian projects, is oversubscribed in a majority of states. The most recent call for TE proposals in Oklahoma yielded requests for roughly 3 times the available funds.²²
- In the last 6 years, over 300 communities have applied for bicycle-friendly community status to improve their transportation, livability and tourism.²³

¹ National Household Travel Survey 2009, FHWA Office of Policy.

² 2008 American Community Survey, US Census Bureau.

³ Midtown Greenway Coalition, www.midtowntogreenway.org.

⁴ Portland Bicycle Count Report 2009, Portland Bureau of Transportation.

⁵ Coalition for the Capital Crescent Trail, www.cctrail.org.

⁶ LCATS Long Range Multi-Modal Transportation Plan, Licking County Area Transportation Study, 2008.

⁷ Outdoor Industry Foundation, "The Active Outdoor Recreation Economy," 2006.

⁸ National Bicycle Dealers Association, 2008; U.S. Bureau of Transportation Statistics, May 2008.

⁹ Maggie Grabow, et al., "Valuing Bicycling's Economic and Health Impacts in Wisconsin," 2010.

¹⁰ Rails-to-Trails Conservancy, "From Trail Towns to TrOD: Trail and Economic Development," August 2007.

¹¹ Lindsey et al., "Property Values, Recreation Values, and Urban Greenways," *Journal of Parks and Recreation Administration*, V22(3) pp. 69-90.

¹² Emily Drennen, "Economic Effects of Traffic Calming on Urban Small Businesses," Department of Public Administration, SF State University, Dec 2003.

¹³ Lawrie, et al., "Pathways to Prosperity: The Economic Impact of Investing in Bicycling Facilities," N.C. Department of Transportation Division of Bicycle and Pedestrian Transportation, Technical Report, July 2004.

¹⁴ R. Paffenbarger, et al., "Safety in numbers in England," CTC, 2007

¹⁵ Safe Routes to School National Partnership, "Quick Facts," <http://www.saferoutespartnership.org/mediacenter/333081#1>

¹⁶ Deborah McCarthy, "Wonder's Way Bike Pedestrian Pathway on the Arthur Ravenel, Jr. Bridge: A Successful Model for Facilitating Active Living in Lowcountry South Carolina," Berkeley-Charleston-Dorchester Council of Governments, 2009.

¹⁷ INRIX National Traffic Scorecard, [<http://scorecard.inrix.com/scorecard/summary.asp>], (Last accessed 6/2/09)

¹⁸ Darren Flusche, "American Community Survey: Bicycle Commuting Trends, 2000 to 2008," The League of American Bicyclists, 2009.

¹⁹ Thomas Gotschi and Kevin Mills. "Active Transportation for America," Rails to Trails Conservancy, 2008.

²⁰ National Association of Realtors and Transportation for America, "2009 Growth and Transportation Survey," 2009

²¹ D. Royal and D. Miller-Steiger, National Survey of Bicyclist and Pedestrian Attitudes and Behavior, NHTSA, 2008.

²² National Transportation Enhancement Clearinghouse, www.enhancements.org.

²³ The League of American Bicyclists, www.bikeleague.org