

# Benefits of Bicycling and Walking

Dedicated to improving conditions and providing a voice for people who bicycle for transportation and recreation in Columbus, Georgia.

## WHY DO WE NEED TO DO THIS?

Most cities have built bits and pieces of good places to ride bikes: The trick, though, is to move from individual projects to connecting a complete network. The street network allows drivers to travel anywhere the community without needing to think much about wayfinding. Complete bike networks offer the same flexibility to people who bike and connect residents to popular destinations like schools, parks, places of employment, public transportation hubs, grocery stores, etc.. While every street won't be bike-friendly in the short term, linking a functional bike network is within reach in many places. But planning and leadership are essential.

## SAFE

The number one reason more people don't ride bikes is that they don't feel safe on the streets. Better places for bikes give more people the confidence to get out and ride.

## CONVENIENT

Great places to bike need to be connected. People ride more when they can access networks of biking facilities that get them comfortably wherever they want to go, whether to work or school, running errands, or just riding for fun.

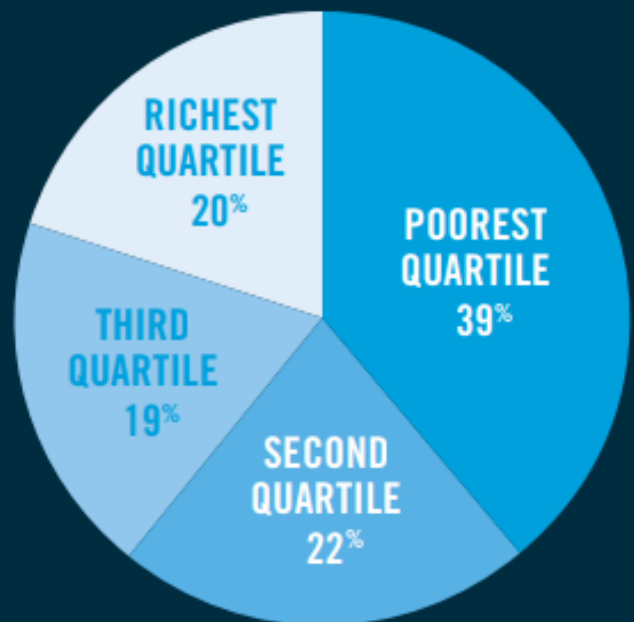
## ATTRACTIVE

Those networks have to appeal to all kinds of people — kids, parents, older people, athletes. They also have to be suitable for all kinds of riding — on streets, paths and trails, whether for recreation or fitness, or just around town.

## Great Arguments for Bikes

1. More than half of Americans say they would like to bike more. Of those, 64 percent say they would if bikes and cars were separated by barriers.
2. Bike lanes fight congestion: A person biking on a dedicated bike lane takes up 97 percent less road space than a person driving.
3. Biking is **one of the most income-diverse activities in the United States**, but it's most important to the lowest-income commuters who often have few other options. →
4. Biking is big business. For example, in Colorado more than 1 million residents ride, and bicycling contributes \$335 million a year to the economy through recreation and tourism.
5. Removing on-street parking to make room for protected bike lanes and safer street crossings can boost retail sales. Protected bike lanes also contribute to positive economic and retail development of adjacent communities.

## % OF REGULAR BIKE COMMUTERS WHO FALL INTO THE NATION'S...



Source: 2006-2010 U.S. Census Transportation Planning Products (most recent available) via AASHTO

# 6.2B

Estimated size of the U.S. Bicycle Market

# 60%

Increase in the number of people who biked to work

# 182

Number of fatalities on Georgia Roadways involving a pedestrian or cyclists in 2014

# 90%

Protected bike lanes can reduce the risk of injury by 90%

# 49,000

Number of Georgia residents who were seriously injured in bicycle accidents in 2012.

# 47.54M

Number of participants in bicycling in the United States in 2017

# Benefits of Bicycling



**ECONOMIC BENEFITS** Good bicycling infrastructure can provide economic benefits to residents. Providing transportation options can give households the option of owning fewer cars, freeing up money that can be spent in the local economy. The construction of shared use-paths and trails have been shown to increase property values benefiting both the property owners and the municipalities that recognize the increase in property taxes.



**HEALTH BENEFITS** The CDC recommends that adults get 2.5 hours of moderate-intensity aerobic physical activity or 75 minutes of vigorous-intensity physical activity each week. The health benefits of active transportation have also been shown to lower the chances of developing chronic diseases, and also include increased labor productivity amongst adults and improved academic performance for youth.



**TRAFFIC BENEFITS** Convenient and safe bicycle and walking infrastructure benefits people who rarely or never take advantage of them: for each person who bicycle to the grocery store or other destination, there is one less car on the road and one more parking space available for those who drive. Using the bicycle to expand transportation choices also applies to people who may have temporary or limited access to an auto.



**QUALITY OF LIFE** Economic development and tourism, health benefits, recreation benefits and the other factors noted above contribute to an improved quality of life for residents. Bicycle and pedestrian infrastructure will provide opportunities for residents leading to improved health for the community as a whole and provide economic benefits.



**ENVIRONMENTAL BENEFITS** Bicycling and walking can make meaningful contributions to solving environmental issues by reducing fossil fuel consumption, air pollution, and carbon emissions. 28.5% of all greenhouse gas emissions in the United States come from cars, trucks, buses, and other fuel-powered vehicles. Choosing to bicycle or walk can reduce transportation emissions while also reducing traffic congestions and the need for petroleum and other fossil fuels.



**COMMUNITY BENEFITS** Building a strong sense of community is dependent on knowing your neighbors and meeting the people who live on the next block or in the next town. A community with residents who bicycle and walk frequently will increase the social interactions that create these bonds. More bicycling and walking also means more eyes on the road and paths. The best deterrent to crime is the active presence of people in the public realm who are engaged in constructive activities.

## SOURCES/MORE INFORMATION

<https://www.peopleforbikes.org>

<http://www.dot.ga.gov/DS/SafetyOperation/DAAA>

<https://smartgrowthamerica.org/app/uploads/2019/01/Dangerous-by-Design-2019-FINAL.pdf>