Bicycling and Walking Levels

- 12% of all trips are by bicycle (1.0%) or foot (10.5%).
- From 2000 to 2009, the number of commuters who bicycle to work increased by 57%.
- In 2009, 40% of trips in the United States were shorter than 2 miles, yet Americans use their cars for 87% of trips 1 to 2 miles. Twenty-seven percent of trips are shorter than 1 mile, yet 62% of trips up to 1 mile long are by car. Residents of the largest U.S. cities are 1.7 times more likely to walk or bicycle to work than the national average.

Bicycle and Pedestrian Safety

- 14% of all traffic fatalities in the U.S. are bicyclists (1.8%) or pedestrians (11.7%).
- In the 51 largest U.S. cities, 12.7% of trips are by foot and 1.1% are by bicycle, yet 26.9% of traffic fatalities are pedestrians and 3.1% are bicyclists.
- Seniors are the most vulnerable bicyclists and pedestrians. Adults over 65 make up 10% of walking trips, yet comprise 19% of pedestrian fatalities and make up 6% of bicycling trips, yet account for and 10% of bicyclist fatalities.

Funding for Bicycling and Walking

- States spend just 1.6% of their federal transportation dollars on bicycling and walking. This amounts to just $2.17 per capita.

Public Health Benefits

- Bicycling and walking levels fell 66% between 1960 and 2009, while obesity levels increased by 156%.
- Between 1966 and 2009, the number of children who bicycled or walked to school fell 75%, while the percentage of obese children rose 276%.
- In general, states with the highest levels of bicycling and walking have the lowest levels of obesity, hypertension (high blood pressure), and diabetes and have the greatest percentage of adults who meet the recommended 30-plus minutes per day of physical activity.

Economic Benefits

- Bicycling and walking projects create 11-14 jobs per $1 million spent, compared to just 7 jobs created per $1 million spent on highway projects.
- Cost benefit analyses show that up to $11.80 in benefits can be gained for every $1 invested in bicycling and walking.

Download the complete report at: www.PeoplePoweredMovement.org/Benchmarking
### High to Low Ranking of Bicycling and Walking Levels

|----------|----------------|--------------|----------------|---------------|---------------|---------------|-----------------|-----------------|----------------|----------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|

**Source:** 2007-2009 ACS

**Notes:** This ranking is based on the combined bike and walk to work share from the 2007-2009 ACS. The number one position indicates the state and city with the highest share of commuters who commute by bicycle or foot. View graphs illustrating this data on pages 34 and 35 of this report.

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### Low to High Ranking of Bike/Ped Fatality Rates

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**Sources:** FARS 2007-2009 ACS 2007-2009

**Notes:** This ranking is based on the fatality rate which is calculated by dividing the number of annual pedestrian and bicycle fatalities (averaged between 2007-2009) by population (weighted, or multiplied, by share of the population walking and bicycling to work). The number one position indicates the safest state or city according to the fatality rate. View these data on pages 56-62 of this report.

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Download the complete report for additional rankings at: www.PeoplePoweredMovement.org/Benchmarking