BICYCLING MEANS BUSINESS
NEW YORK - 20

FEDERAL INVESTMENT IN NEW YORK

$26,388,524
AVERAGE ANNUAL FUNDS FROM TRANSPORTATION ENHANCEMENTS, SAFE ROUTES TO SCHOOL, AND RECREATIONAL TRAILS

AVERAGE BIKING AND WALKING PROJECTS PER YEAR » 108

RETURN ON INVESTMENT FOR NEW YORK

$398,860,000
ANNUAL GROSS INCOME FROM BICYCLE RETAIL STORES

JOBS » 3,929

“As we are faced with challenges, both from the impact of global warming and ever increasing gas prices, we have to look at all reasonable alternatives that will strengthen our residents’ quality of life.”

- Buffalo Mayor Byron W. Brown

RETURN ON INVESTMENT FOR NEW YORK - 20

$9,060,000
ANNUAL GROSS INCOME FROM BICYCLE RETAIL STORES

JOBS » 219

EXAMPLES OF BICYCLE FRIENDLY NEW YORK

New York City
Rochester
R Community Bikes
Random House, Inc.

Cornell University
Rochester Institute of Technology
State University of New York at Buffalo

WILL YOU VISIT A LOCAL PROJECT THAT’S MAKING OUR COMMUNITY BIKE FRIENDLY?

Learn more at WWW.BIKELEAGUE.ORG
The number of people killed on our nation’s roads has fallen dramatically in recent years –37,423 in 2008 to 32,367 in 2011. But this movement Toward Zero Deaths has a significant blindspot: The number of bicyclist and pedestrian deaths is on the rise.

Pedestrian and bicyclist fatalities have increased from 12% of all roadway deaths in 2008 to almost 16% in 2011.

Even as the number of fatalities has increased, the attention to bicycle and pedestrian safety has not. Less than 0.5% of federal Highway Safety Funds are spent improving bicyclist and pedestrian safety. Currently, there is no incentive or guidance given to states to reduce the annual toll of 5,000 pedestrian and cyclist deaths.

MAP-21, the new transportation law, provides a solution. The U.S. Department of Transportation must set safety performance measures for reducing fatalities and serious injuries. We believe the U.S. Department of Transportation should set a national performance goal to reduce bicyclist and pedestrian fatalities. These performance measures will allow maximum flexibility to state and local governments to achieve those goals.

“There is now growing evidence to suggest that cities with higher bicycling rates also have better road safety records.”

— Wesley E. Marshall, Department of Civil Engineering at University of Colorado-Denver, and Norman W. Garrick, Department of Civil & Environmental Engineering at the University of Connecticut.