



# BIKES+ INDIANA

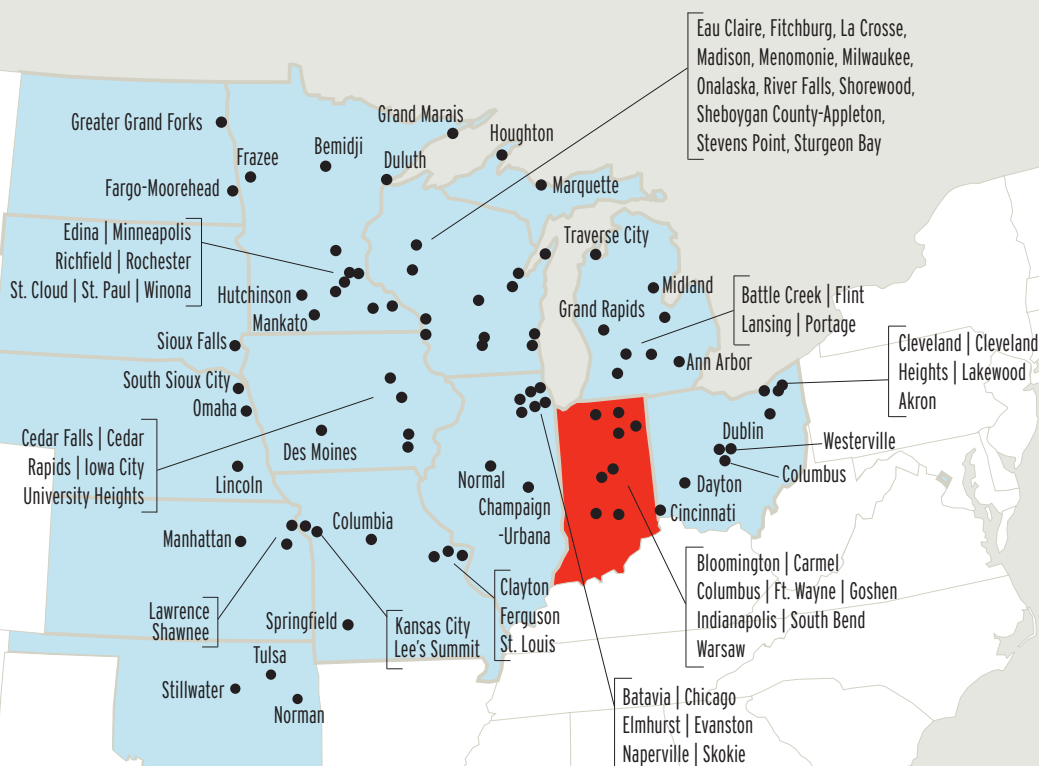
## BICYCLE FRIENDLY COMMUNITIES IN THE MIDWEST

BICYCLE FRIENDLY STATE RANKING

»37

REGIONAL RANKING (OUT OF 13)

»8



## BIKES+ THE MIDWEST = ECONOMIC DEVELOPMENT

**IOWA:** Commuter and recreational bicycling generates more than **\$400 million in economic activity** and health savings of \$87 million per year.

University of Northern Iowa, 2011

**MICHIGAN:** A Community and Economic Impacts of Bicycling study found the economic impact of bicycling in Michigan totals **\$668 million per year**.

Michigan Department of Transportation, 2011

**MINNESOTA:** By encouraging employees to bike commute, Minnesota company QBP saved **\$170,000** in health care costs over three years and **\$301,136** in employee productivity every year. Quality Bicycle Products, 2011

**WISCONSIN:** The overall health and economic benefits for bicycling is valued at \$1.9 billion annually with **\$924 million** (and \$533 million in direct impact) attributed to tourism and recreation, and \$410 million for health. The employment impact is 13,193 full-time jobs. University of Wisconsin-Madison, 2010

**OHIO:** The Mill Creek Greenway could provide approximately **\$10 million** in economic benefits and property value increases for Mill Creek and surrounding communities. Ohio State University, 2008



# BIKES+ TRANSPORTATION FUNDING IN INDIANA

Every four years each state must publish a **Statewide Transportation Improvement Plan** that outlines how it will spend federal transportation funding. Only projects included in this document can receive federal dollars.

To understand the future of federal funding for bicycling and walking, the League of American Bicyclists and the Alliance for Biking & Walking analyzed each state's planned transportation spending. The following table shows the results of that analysis for INDIANA, which quantifies planned investments in six types of bicycling and walking infrastructure based on the best available data.

In *Lifting the Veil on Bicycle & Pedestrian Spending*, Advocacy Advance benchmarked planned bicycling and walking project spending in the Statewide Transportation Improvement Program and broke down how state Departments of Transportation can become more transparent and responsive to community needs.

READ THE FULL REPORT AT  
[advocacyadvance.org/MAP21/LiftingTheVeil](https://advocacyadvance.org/MAP21/LiftingTheVeil)

## » REPORTED PLANNED TRANSPORTATION SPENDING IN INDIANA

REPORTED PROJECT TYPE	# OF PROJECTS	% OF PROJECTS	TOTAL PROJECT COST	AVERAGE PROJECT COST
PROJECTS <b>WITH</b> BICYCLE & PEDESTRIAN FACILITIES	355	10.3%	\$330 MILLION	\$930,000
Bicycle and/or pedestrian-only projects	275	7.9%	\$181 million	\$660,000
» Bicycle-only projects	9	0.3%	\$2 million	\$217,000
» Pedestrian-only projects	78	2.3%	\$44 million	\$564,000
» Shared-use projects	188	5.4%	\$135 million	\$717,000
Road projects with bicycle & pedestrian facilities	80	2.3%	\$149 million	\$1.9 million
» Road projects with bicycle facility	2	0.1%	\$12.4 million	\$6.2 million
» Road projects with pedestrian facility	19	0.5%	\$36.6 million	\$1.9 million
» Road projects with shared-use facilities	59	1.7%	\$100 million	\$1.7 million
PROJECTS <b>WITHOUT</b> BICYCLE & PEDESTRIAN FACILITIES*	3,108	89.7%	\$5.6 BILLION	\$1.8 MILLION
<b>TOTAL REPORTED IN STIP</b>	<b>3,463</b>	<b>100%</b>	<b>\$5.9 BILLION</b>	<b>\$1.7 MILLION</b>

\*According to the project descriptions listed in the STIP document

Learn more at [BIKELEAGUE.ORG](https://BIKELEAGUE.ORG)