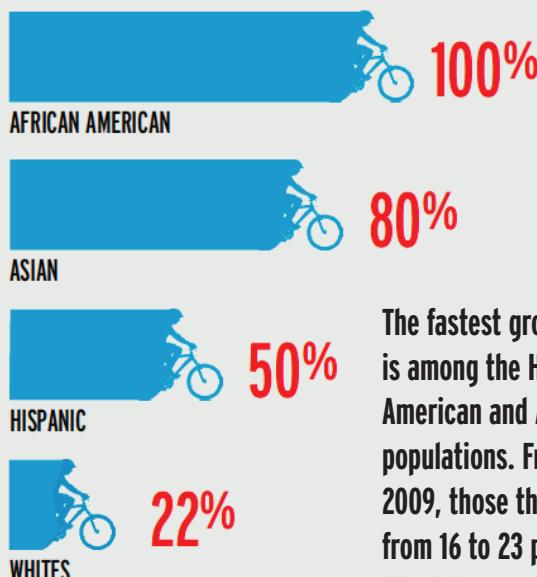




PEDALING TOWARD EQUITY

People who use bicycles know how much opportunity they offer: Sometimes a rusty bicycle is the difference between getting to a job site and not working that day. Our constituents are on the cutting edge of adapting to a changing world — and we know that we must address inequality in our built environments in order to make these opportunities available to more Americans. The Equity Initiative at the League is leading the charge to show that bicycling can be a ladder to opportunity for more Americans. Bicycles give families access to quality public spaces, access to better health, and access to the new economy.

GROWTH IN THE PERCENT OF ALL TRIPS THAT ARE BY BIKE (2001-2009) [1]



The fastest growth in bicycling is among the Hispanic, African American and Asian American populations. From 2001 to 2009, those three groups grew from 16 to 23 percent of all bike trips.

The average family with income less than \$50,000 spends 30% on transportation.

Residents earning less than \$30,000 per year account for 28% of bike trips in 2009; more than 1.1 billion bike trips.



Bike mechanic careers are on the rise with 25% projected growth in the number of repair jobs between 2012 and 2022, according to the Bureau of Labor Statistics.



71% of people of color agree that safer bicycling would make their community better.

Biking & walking make up 12% of all trips, but 16% of all fatalities.

Compared to white riders, the fatality rate for Hispanic bicyclists is 23% higher and 30% higher for African American bicyclists.



From 2000 to 2012, bicycle commuting rose 61% nationwide, but 80% in Bicycle Friendly Communities. Where infrastructure is safe and accessible, people bike more.



Read the full report at bikeleague.org/equity



New Opportunities for Bicycle and Pedestrian Infrastructure

What is it?

The New Opportunities for Bicycle and Pedestrian Infrastructure Financing Act of 2014 would take steps to advance equity for bicyclists and pedestrians, and offer mayors and communities a new tool for funding bike/ped projects in low-income communities.

New Opportunities authorizes an \$11 million pilot program, funded through a set-aside using existing TIFIA funds, and requires a report to Congress on implementation after two years. It requires at least 25% of funding be spent in low-income communities.

Why should I support it?

It provides common sense transportation solutions.

- » The bill offers a new tool for mayors and local governments to finance needed transportation infrastructure.
- » The bill doesn't add any new costs to the transportation bill, or the federal budget.

It builds better integrated bicycling & multi-modal networks that reduce transportation costs and close gaps in job access for low-income families & individuals.

- » Nationally the average family with an income less than \$50,000 spends 30% of its income on transportation.
- » Residents earning less than \$30,000 per year accounted for 28% of bike trips in 2009 — more than 1.1 billion bike trips overall.

It helps commuters.

- » Americans are driving less, and want to bike and walk more. Creating safe infrastructure gives commuters cheap and safe options.
- » From 2000-2012, bike commuting rose 61% nationwide — 80% in Bicycle Friendly Communities. The demand for safe biking is on the rise.

It meets the need for safety and infrastructure.

- » There are still disparities in access to safe infrastructure for low-income communities and people of color across the country.
- » Bicycling and walking make up 12% of all trips, but more than 16% of all fatalities.
- » Compared to white bicyclists, the fatality rate is 23% higher for Hispanic bicyclists and 30% higher for African-American bicyclists.
- » 71% of people of color agree: Safer bicycling would make their community better.

Bill number

HR 3978