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Survey details

The PSRAI March 2012 Omnibus Week 4 obtained telephone interviews with a nationally representative sample of 1,003 adults living in the continental United States. Telephone interviews were conducted by landline (602) and cell phone (401, including 181 without a landline phone). The survey was conducted by Princeton Survey Research Associates International (PSRAI). Interviews were done in English by Princeton Data Source from March 22-25, 2012. Statistical results are weighted to correct known demographic discrepancies. The margin of sampling error for the complete set of weighted data is ± 3.6 percentage points.

For more information, visit americabikes.org/2012survey.

For press inquiries, please contact Mary Lauran Hall at mlhall@americabikes.org or (202) 223-3726.

- African American, Caucasian, and Hispanic Americans all support sustained or increased funding for biking and walking.
- Urban, rural, and suburban residents all support federal funding for biking and walking.
- Both men and women support funds for biking and walking.
- Americans of all income and education levels say that federal transportation funds should benefit biking and walking.
- Nearly half of respondents — 47% — said that they would like funding for sidewalks and bikeways to increase a little or increase a lot.
- About a third of respondents — 36% — said they would like funding for sidewalks, bike lanes, and bike paths to remain at current levels.
- Only 11% of respondents supported decreasing funding for sidewalks and bikeways.

Biking continues to become more popular as more Americans replace short car trips with trips on foot or by bicycle. Funding for the street improvements that make biking and walking more accessible and safe are popular with voters, putting policymakers who hope to eliminate biking and walking programs at odds with a majority of the electorate.

Rather than proposing to eliminate the tiny percentage of federal transportation funding that makes walking and biking more accessible and safe, Congress should focus on maintaining and strengthening our investments in sidewalks, bike lanes, and bike paths.

“It is important that communities continue to have access to federal resources to implement transportation improvements such as biking and pedestrian infrastructure that are meaningful to public safety, economic development, and quality of life at the local level.”

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As bicycling grows in popularity, gas prices soar, and Congress contemplates new transportation laws, a new survey finds that the overwhelming majority of Americans want to maintain or increase federal funding for biking and walking.

Princeton Survey Research Associates International asked 1,003 adults in the United States about their opinions on federal funding for sidewalks, bike lanes, and bike paths. The results were astounding: 83 percent of respondents support maintaining or increasing funding for sidewalks, bike lanes, and bike paths.

Congress has successfully passed three new transportation bills since 1991, and each time has dedicated a small amount of funding for state and local governments to build sidewalks, bike lanes, and bike paths. Such spending grew as more Americans took some trips without a car.

Yet now, as Congress struggles to agree on a new transportation law, many lawmakers have zeroed in on eliminating funding for biking and walking as a wishful solution to our country’s fiscal woes, though cutting these critical but small programs has virtually no impact on the federal deficit. Currently, only 1.5% of federal transportation spending funds sidewalks and bikeways. In contrast, biking and walking make up 11% of all trips and bikers and pedestrians represent 14% of all traffic fatalities. Eliminating the tiny percentage of funding for bicycling and walking projects will worsen the existing discrepancy between funding, safety, and number of trips made by foot and bike.

At a time when gas prices are skyrocketing and biking is rising in popularity, Americans want Congress to maintain or increase—not cut—the programs that fund sidewalks and bikeways.

According to the poll, the vast majorities of Americans said that they support maintaining or increasing funding for sidewalks and bikeways.

In particular:

- There is strong bipartisan support for sidewalks, bike lanes, and bike paths. 83 percent of Republican respondents and 88 percent of Democrat respondents think Congress should maintain or increase federal funding for biking and walking.
- Young voters — 18- to 29-year-olds — overwhelmingly support funding for biking and walking. 91 percent of respondents in this age group support continuing or increasing biking and walking funds.
- Most Americans over the age of 55 also support maintained or increased funding, although at a lower rate than their younger counterparts. About 78% of respondents over 55 said they support continued or increased funding for sidewalks and bikeways.

Across demographics, Americans support maintaining or increasing funding for sidewalks and bikeways.
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More and more Americans are turning to biking for transportation on a daily basis. In 2009, Americans took 4 billion bike trips, and the number of bicycle commuters has grown by 43% since 2000. Rising gas prices are causing many more Americans to consider bicycling a cost-saving, healthy alternative to driving.

As bicycling grows, our streets must fairly and safely accommodate people traveling on foot and by bicycle. Federal biking and walking funds pay for street improvements that make our roads safer and more accessible to everyone. Congress has successfully passed three new transportation bills since 1991, and each time has dedicated a small amount of funding for state and local governments to build sidewalks, bike lanes, and bike paths. Such spending grew as more Americans took some trips without a car.

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Across demographics, Americans overwhelmingly believe funding for sidewalks and bike lanes should be maintained or increased:

- **Political Identification**
  - 87% of Democrats favor maintaining or increased funding.
  - 85% of Republicans favor maintaining or increased funding.
  - 80% of Independents favor maintaining or increased funding.

- **Region**
  - 80% of Northeast residents favor maintaining or increased funding.
  - 80% of South residents favor maintaining or increased funding.

- **Community Type**
  - 89% of urban residents favor maintaining or increased funding.
  - 88% of suburban residents favor maintaining or increased funding.

- **Age Group**
  - 91% of 18-29 year-olds favor maintaining or increased funding.
  - 81% of 30-49 year-olds favor maintaining or increased funding.
  - 79% of 50-64 year-olds favor maintaining or increased funding.

- **Gender**
  - 88% of women favor maintaining or increased funding.
  - 86% of men favor maintaining or increased funding.

- **Income Level**
  - 86% of households under $30,000 income favor maintaining or increased funding.
  - 81% of households $30,000 - $49,999 income favor maintaining or increased funding.
  - 79% of households $50,000 - $74,999 income favor maintaining or increased funding.
  - 76% of households $75,000+ income favor maintaining or increased funding.

- **Race**
  - 87% of white residents favor maintaining or increased funding.
  - 85% of black residents favor maintaining or increased funding.
  - 83% of Hispanic residents favor maintaining or increased funding.

- **Education**
  - 91% of college graduates favor maintaining or increased funding.
  - 89% of some college graduates favor maintaining or increased funding.

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Bike lanes, bike paths, and sidewalks are resoundingly popular as bicycling continues to grow. So why is Congress trying to single out and eliminate biking and walking programs?

**National Poll:**
**Americans Support Funding for Sidewalks and Bikeways**

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**Survey Report v2.indd   1-2**

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**Survey Report v2.indd   3**

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