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**WRITTEN STATEMENT OF ANDY CLARKE
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SUBMITTED TO THE SELECT COMMITTEE ON ENERGY INDEPENDENCE
AND GLOBAL WARMING
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Mr. Chairman and members of the committee, on behalf of the League of American Bicyclists' 300,000 affiliates and members, and the 57 million adults who will get on a bike this year, I thank you for allowing me to speak with you regarding the considerable role cycling and walking can play in combating climate change and promoting energy independence.

How Popular is Bicycle Travel?

Every year in May, we celebrate national Bike to Work Day. Tens of thousands of people in communities across the country will bicycle to work, this year on May 15, and in the Washington, D.C., area alone, more than 7,000 riders will converge on Freedom Plaza and other locations. If those 7,000 riders chose to drive to work instead of bicycling, they would generate 64,000 lbs (32 tons) of carbon dioxide, 3,200 lbs (1.5 tons) of carbon monoxide and they would burn half a tanker truck full of gasoline, and they would do the same on the way home.

That's just one day, here in Washington D.C. Imagine that every day of the week, in every one of our 450 metropolitan areas across the country – that would amount to a reduction of 14,400 tons of carbon dioxide for that one day. According to the 2000 Census, there were 500,000 bicycle commuters in the United States – less than half of one percent of journeys to work and woefully short of the percentages in Canada (1.2%), the United Kingdom (2%), Germany (11%), Denmark (20%) and the Netherlands (27%). Last year, the Census Bureau's annual American Community Survey reported that this number had grown to 650,000.

The Department of Transportation's National Household Travel Survey (NHTS), last completed in 2001, puts the percentage of all trips made by bike at just less than one percent. However, when combined with walking, the two non-motorized modes of travel account for almost one in ten (9.5%) of all trips.

Bicycling is also popular for non-work related travel, which the NHTS reports is now more than 80 percent of all trips by all modes. There were 3.3 billion bicycle trips in 2001, mostly for social, recreational and family trips, and for trips related to education. A study by the Bureau of Transportation Statistics the following year reported that 57 million adults rode a bicycle during the year. The Outdoor Industry Foundation reports that bicycling is the second most popular outdoor activity (after hiking) and that the activity has an annual economic impact in the United States of \$131 billion.

Potential for Bicycle Travel to Grow

The NHTS also documents some important numbers that are often overlooked.

In our metropolitan areas, more than 40% of all trips are two miles or less – a very manageable bike ride – and more than one-quarter are just one mile or less.

Furthermore, the data shows that within that 28.3% of the trips that are one mile or less in urbanized areas, 65.7% are made by auto. This means that 18.6% of all trips in metropolitan areas are auto trips that are one mile or less. These short trips are the most polluting and the most feasible to switch to bicycling or walking. The city of Chicago recently adopted a 2015 goal of having 5% of all trips five miles or less made by bicycle.

Survey after survey shows that people want to ride and walk more but are dissuaded by concern over traffic danger and other barriers. In fact, a recent study conducted by the Shimano Corporation confirms the enormous latent demand for bicycling among the 160 million non-bicycling adults in America. When barriers to bicycling are removed, people start riding.

As a case in point, Portland, Oregon, has seen bicycle use increase by 490% since 1991 as their bikeway network has grown by 250% from 60 miles to 275 miles. They have also invested in cyclist and motorist education, encouragement programs, simple measures such as providing bike parking, and fully integrating transit, walking and bicycling.

Last year alone, bicycle traffic in Portland grew by 28%. Cities across the country have seen rapid growth in levels of cycling since the 2000 Census – and not just because of higher gas prices.

- New York City reported a 35% increase in bicycle trips from 2007 to 2008.
- Minneapolis saw a 49% increase in ridership between 2006 and 2007 and the city now has 3.8 percent of trips being made by bike (Minneapolis is one of four pilot communities created by SAFETEA-LU to study the impact of concentrated investments in non-motorized travel.)
- Cambridge, Mass has seen their bicycle mode share increase from 3.9% in 2000 to 5.38% in 2006
- San Francisco bicycle use was 1% of trips in 1990; this doubled to 2% in 2000 continued to grow to 2.7% in 2007 according to the US Census bureau. Last year saw another 25% increase in bicycle use.
- Washington D.C. bicycle mode share grew from 1.1% in 2000 to 2.0% in 2006

Many of the short car trips in our metropolitan areas are school-related; parents driving their children to and from school over very short distances. The Federal Safe Routes to School program created by SAFETEA-LU in 2005, is a welcome opportunity to change the habits of a generation of school children by enabling them to walk and

bicycle to school – and we know from the initial Federal pilot project in Marin County that real mode shift is possible. The James L. Oberstar award for Safe Routes to School (SRTS) was presented just last week at the League’s National Bike Summit to Bear Creek Elementary School in Boulder, Colorado where 70% of children now get to school by walking or biking. In just the first year of their SRTS program the school reduced car trips by 36%.

Potential for Bicycle Travel to Reduce Climate Emissions

The Rails to Trails Conservancy recently calculated that a “modest increase” in bicycling and walking could lead to an annual reduction of 70 billion miles of driving. A more aggressive increase in bicycle use and walking could avoid 200 billion miles. These shifts – which would see non-motorized mode share rises to 13% or 25% respectively – would cut oil dependence and climate pollution from passenger vehicles by 3 percent to 8 percent.

Such a change is possible. Portland’s transportation improvements over recent years mean that the average Portlander commutes by car four miles per day less than the national average. This translates into 8 million miles of travel per day for the region, and 1.4 million tons of greenhouse gas emissions per year.

Research that is soon to be published in the World Transport Policy and Practice journal comparing sustainable transport policies in Germany and the United States notes that car-loving Germans walk, bike and take transit for 41% of their daily trips, almost four times the equivalent figure in the U.S. Authors John Pucher (Rutgers University) and Ralph Buehler (Virginia Tech) describe how German cities have managed to balance high levels of car ownership with safe, convenient transit, walking and cycling. That is what we must do in the United States.

How Can the Federal Government Support Bicycle Travel?

1. Establish measurable Vehicle Miles Traveled (VMT) reduction targets that states and localities can meet by shifting short, polluting trips from automobiles to walking, bicycling and transit.
2. Congress should pass the Complete Streets Act of 2009 (H.R. 1443) and include such language in the successor legislation to SAFETEA-LU.
3. Congress should pass the Clean, Low-Emission Affordable, New Transportation Efficiency Act (H.R. 1329).
4. In the upcoming transportation authorization, ensure significantly increased funding for infrastructure, education, and encouragement programs that will increase levels of bicycling and walking to 20% of all trips by 2020. A new urban investment program should target the large number of short car trips – both commuting and non-commuting – that are the most polluting and also the easiest to shift to bicycling, walking and transit.

5. Climate change legislation proposed by this Select Committee should provide significant funding incentives for communities to implement comprehensive alternative transportation programs that include a major emphasis on increasing levels of bicycling, walking and transit.
6. Ensure that funding for bicycling, walking and transit reaches local government agencies directly, and that State Departments of Transportation are held accountable to invest funds for these modes in the way Congress intended. Even 18 years after the passage of the landmark ISTEA legislation, states actively look for ways to re-allocate Transportation Enhancement and other funding programs that are the primary source of funds for bicycling and walking improvements.

Mr. Chairman, members of the committee, there has been much deliberation over the past few months in regards to addressing global climate change issues. Many new technologies and solutions have been brought forward as potential strategies for reducing greenhouse gas emissions and oil consumption. We support a full range of strategies from congestion pricing to carbon taxes; from increased intercity and freight travel by train to road pricing. All of these have the potential to help shift travel to bicycling and walking – provided they are considered from the outset.

I urge you all, as you deliberate and work to provide leadership in this area, not to overlook simple, tried and tested, existing technologies – bicycling and walking – that unlike any of the other options presented to you as we move forward will simultaneously address critical issues such as obesity, physical inactivity, traffic congestion, and air quality.

Thank you again for allowing me to comment on this very important issue, and I look forward to your questions.



Andy Clarke

Biographical information

Andy Clarke is President of the League of American Bicyclists, the nation's oldest national bicycling organization founded in 1880. Andy has been the chief staff officer of the League since his appointment as Executive Director in 2004, prior to that he served as the State and Local Advocacy Director – he was also the League's Government Relations Director from 1988 to 1990. Under Andy's leadership, the League's education program has grown to include 1,100 certified League Cycling Instructors; the Bicycle Friendly Community program has reviewed more than 250 applications and made 96 awards; and the League's membership stands at 25,000 individuals and more than 300,000 affiliated members in 600 local clubs and 150 advocacy organizations.

Prior to joining the League in 2003, Andy served as Executive Director of the Association of Pedestrian and Bicycle Professionals, and has worked for the Rails to Trails Conservancy and Bicycle Federation of America (now the National Center for Bicycling and Walking). While at APBP, Clarke worked on-site at the Federal Highway Administration as part of the Pedestrian and Bicycle Information Center team. He has served variously as Chair of the Transportation Research Board's Bicycle Transportation Committee, Chair of the America Bikes Coalition, and a founding steering committee member of the Safe Routes to School National Partnership and Complete Streets Coalition.

Andy grew up in the United Kingdom where he earned an undergraduate law degree from the University of Birmingham. He started his career in bicycle advocacy as the part-time bicycle campaigner for the environmental group Friends of the Earth, where he also served for three years as the Secretary General of the European Cyclists' Federation. Andy is a regular bicycle commuter and recreational rider.

