

# Biking and Walking Benchmarks

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Website Demonstration

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# Website

- Completely interactive
- Mobile / Tablet / Desktop
- 31 interactive charts
- 83 Data Sets
- Compare State or City statistics
- Print charts
- Download data
- Social media sharing

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# Interactive and engaging user experience

- Open source solution
- Headless Drupal approach
- Drupal 7 back end
- Director.js front end
- Single page experience where the web page manages what data and assets to load



SEARCH...



Bicycling & Walking in the U.S.

# BENCHMARKING PROJECT



# 2016

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## EXPLORE THE DATA

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- Overview of Data Sources
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# MAKE YOUR CASE

Studies and analysis on critical trends, important considerations and multifaceted benefits of bicycling and walking.

## TABLE OF CONTENTS



- |                       |                             |
|-----------------------|-----------------------------|
| 1 Healthy Communities | 5 Multimodal Infrastructure |
| 2 Safe Transportation | 6 Effective Governance      |
| 3 Strong Economies    | 7 Dedicated Resources       |
| 4 Connected Routes    | 8 Engaged Public            |



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## Active transportation for healthy lifestyles

Numerous studies show a positive association between physical activity and public health, including improved physical health, mental health, and social stability (Cohen, Boniface, and Watkins, 2014; Mindell et al., 2014).

The National Institutes of Health (NIH) found that not only are higher levels of moderate to vigorous physical activity associated with lower rates of obesity, but among women higher proportions of people walking to work were associated with lower body mass index (BMI), and among men higher proportions of people biking to work were associated with lower BMI. The NIH study concluded that if these associations are causal, increasing walk-to-work proportions from 2% to 4% could reduce the average weight for women by about 1.5 pounds. Increasing bike-to-work proportions from 0.4% to 0.8% could reduce the average weight for men by about 2.3 pounds (Brown et al., 2013).<sup>1</sup>

Positive health outcomes from increased active transportation may have

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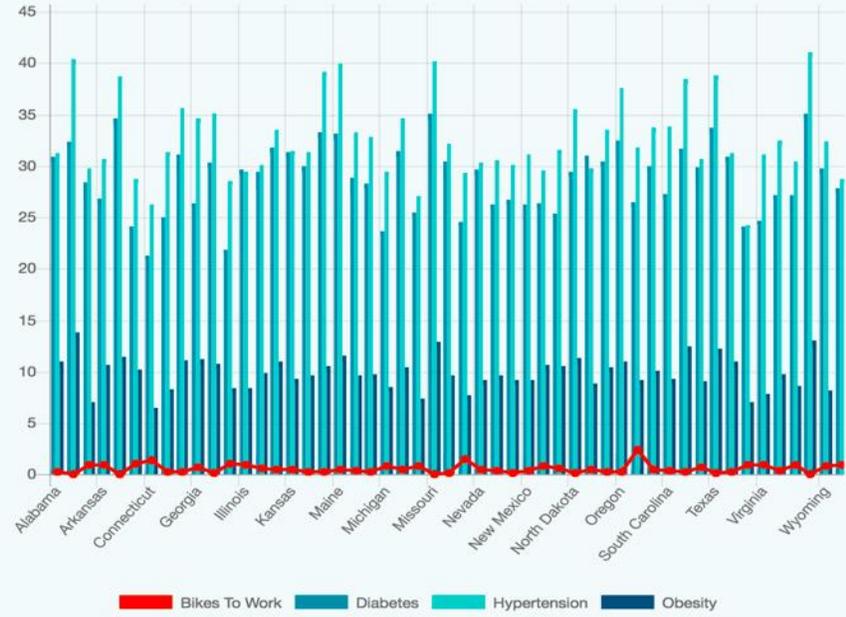


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### Percent of Commuters who Bicycle Compared to Health Indicators



Source: ACS 3-year est., BRFSS



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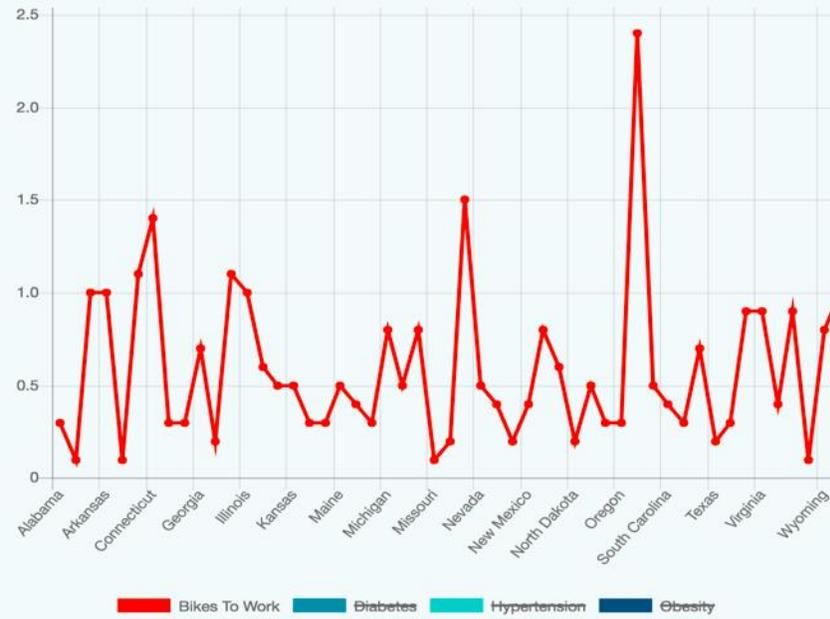
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### Percent of Commuters who Bicycle Compared to Health Indicators



Source: ACS 3-year est., BRFSS



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■ Bikes To Work ■ Diabetes ■ Hypertension ■ Obesity

Source: ACS 3-year est., BRFSS



## GIRLTREK: WALKING BACK HEALTH DISPARITIES

By Darren Flusche for the League of American Bicyclists



The percentages of black men and men of Mexican origin living with obesity have only recently become higher than the percentages among

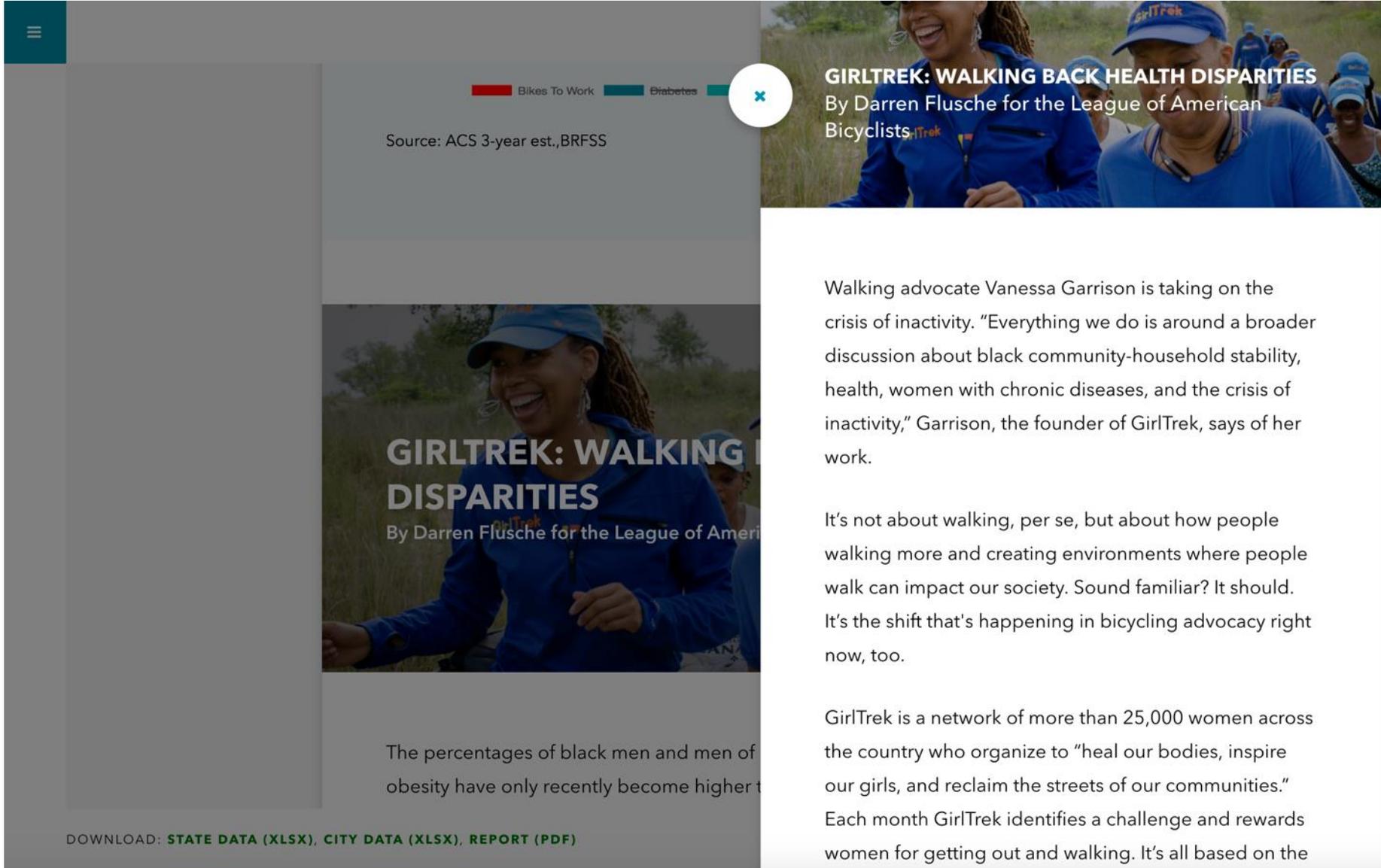


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The image shows a screenshot of a webpage with a dark grey background. At the top left, there is a teal menu icon. In the top right, there is a teal 'x' icon. The main content area features a large image of a woman in a blue jacket and cap, smiling. Overlaid on this image is the title 'GIRLTREK: WALKING BACK HEALTH DISPARITIES' and the byline 'By Darren Flusche for the League of American Bicyclists'. Above the image, there is a legend with a red bar for 'Bikes To Work' and a teal bar for 'Diabetes'. Below the legend, the source is cited as 'Source: ACS 3-year est., BRFSS'. At the bottom of the page, there are links for 'DOWNLOAD: STATE DATA (XLSX), CITY DATA (XLSX), REPORT (PDF)'. On the right side of the screenshot, there is a white text box containing the article's introduction and a paragraph of text.

**GIRLTREK: WALKING BACK HEALTH DISPARITIES**  
By Darren Flusche for the League of American Bicyclists

Source: ACS 3-year est., BRFSS

**GIRLTREK: WALKING BACK HEALTH DISPARITIES**  
By Darren Flusche for the League of American Bicyclists

The percentages of black men and men of obesity have only recently become higher t

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**GIRLTREK: WALKING BACK HEALTH DISPARITIES**  
By Darren Flusche for the League of American Bicyclists

Walking advocate Vanessa Garrison is taking on the crisis of inactivity. "Everything we do is around a broader discussion about black community-household stability, health, women with chronic diseases, and the crisis of inactivity," Garrison, the founder of GirlTrek, says of her work.

It's not about walking, per se, but about how people walking more and creating environments where people walk can impact our society. Sound familiar? It should. It's the shift that's happening in bicycling advocacy right now, too.

GirlTrek is a network of more than 25,000 women across the country who organize to "heal our bodies, inspire our girls, and reclaim the streets of our communities." Each month GirlTrek identifies a challenge and rewards women for getting out and walking. It's all based on the



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Other income categories decreased to as low as 16% of children among the highest-income families (NCHS, 2015).

#### FOOTNOTES

3) Note that "white only" includes people of Mexican and other Hispanic origins.

4) In 2015, 400% of the federal poverty level was \$47,080 for a single person and \$97,000 for a family of four. (See <http://familiesusa.org/product/federal-poverty-guidelines>).

NEXT SECTION

## SAFE TRANSPORTATION



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# SAFE TRANSPORTATION

## TABLE OF CONTENTS



- 1 Healthy Communities
- 2 Safe Transportation
- 3 Strong Economies
- 4 Connected Routes
- 5 Multimodal Infrastructure
- 6 Effective Governance
- 7 Dedicated Resources
- 8 Engaged Public

## Inequities in traffic safety

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- Table of Figures
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Choose a target location by...

**U.S. STATES →**

**U.S. CITIES →**



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**U.S. CITIES →**

- Alabama
- Alaska
- Arizona
- Arkansas
- California
- Colorado
- Connecticut**
- Delaware
- Florida
- Georgia
- Hawaii
- Idaho
- Illinois
- Indiana
- Iowa
- Kansas

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SEARCH...

TARGET LOCATION:  
**CONNECTICUT**

Based on your selection, we've chosen two comparable locations based on population size. You may select one additional location.

		
Iowa Pop. 3,076,519	Oklahoma Pop. 3,817,296	+ ADD LOCATION

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TARGET LOCATION:  
**CONNECTICUT**

Based on your selection, we've chosen two comparable locations based on population size. You may select one additional location.

State	Population
Iowa	Pop. 3,076,519
Oklahoma	Pop. 3,817,296

New Jersey  
New Mexico  
New York  
North Carolina  
North Dakota  
Ohio  
Oklahoma  
Oregon  
Pennsylvania  
Rhode Island  
South Carolina  
South Dakota  
Tennessee  
Texas  
Utah  
Vermont  
Virginia

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TARGET LOCATION:

# CONNECTICUT

Based on your selection, we've chosen two comparable locations based on population size. You may select one additional location.



Iowa

Pop. 3,076,519



Oklahoma

Pop. 3,817,296



Oregon

Pop. 3,899,266



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SEARCH...

Change Location

Change Location

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Change Target Location

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Change Comparable Locations

# CONNECTICUT DATA

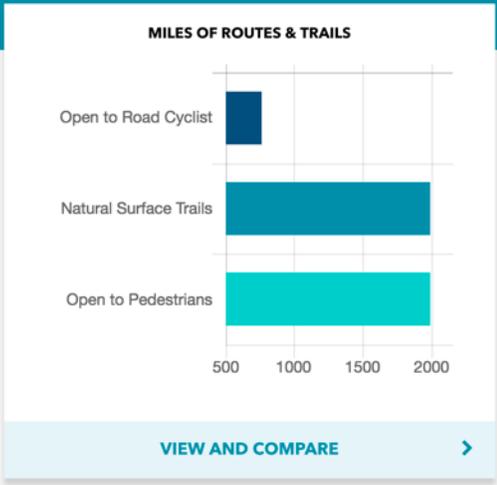
Comparable Locations: Iowa • Oklahoma • Oregon

**DEDICATED FUNDS**

\$ **\$35,315,503.00**

**STAFFING**

**10%**



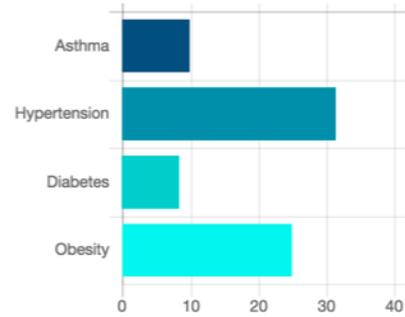
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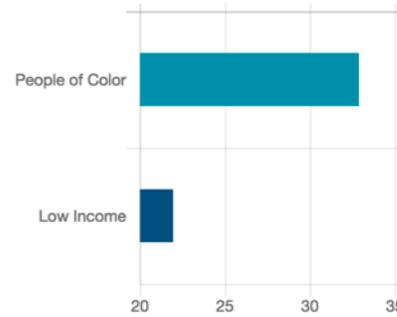
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### HEALTH INDICATORS



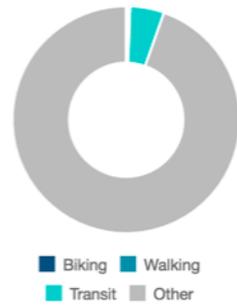
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### WALKING COMMUTERS BY INCOME AND RACE



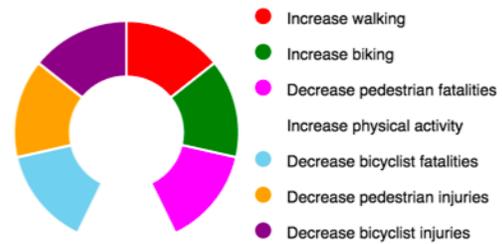
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### COMMUTERS



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### POLICY GOALS



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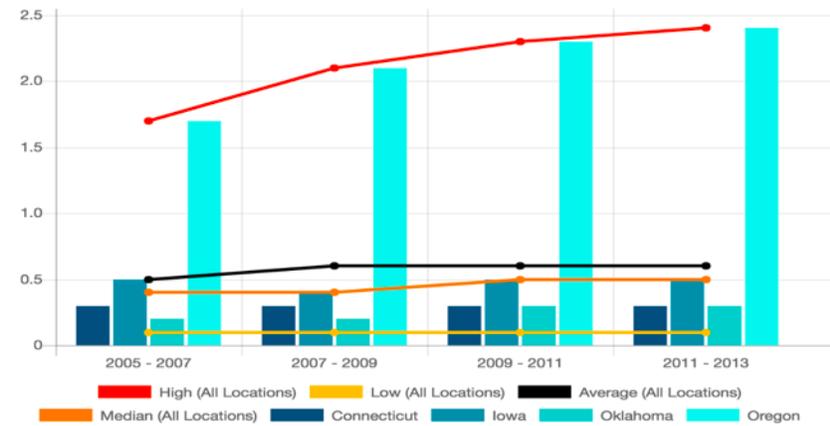


Change Location

# COMMUTERS

Connecticut • Iowa • Oklahoma • Oregon

### Percent of Commuters Who Bicycle to Work



Source: ACS 3 year est

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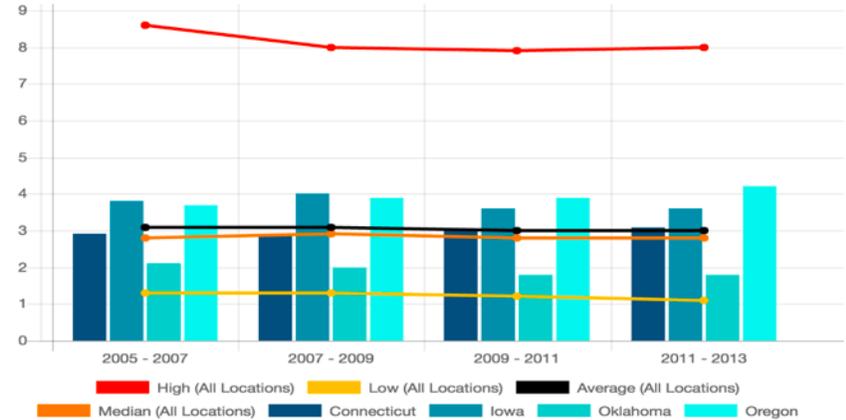
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### Percent of Commuters Who Walk to Work



Source: ACS 2007, 2013 (3-yr est)

### Percent of Commuters Who Take Transit to Work



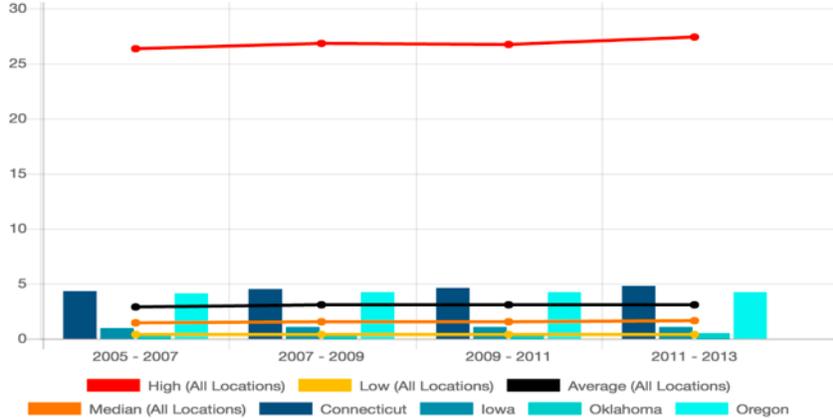
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### Percent of Commuters Who Take Transit to Work



Source: ACS 2007, 2013 (3-yr est)

Notes: State averages are weighted by population and do not include the District of Columbia or U.S. territories.

Commuters Walking to Work: Due to rounding, calculations show that the change in walking to work between 2007 (2.8%) and 2013 (2.8%) decreased by 0.1.



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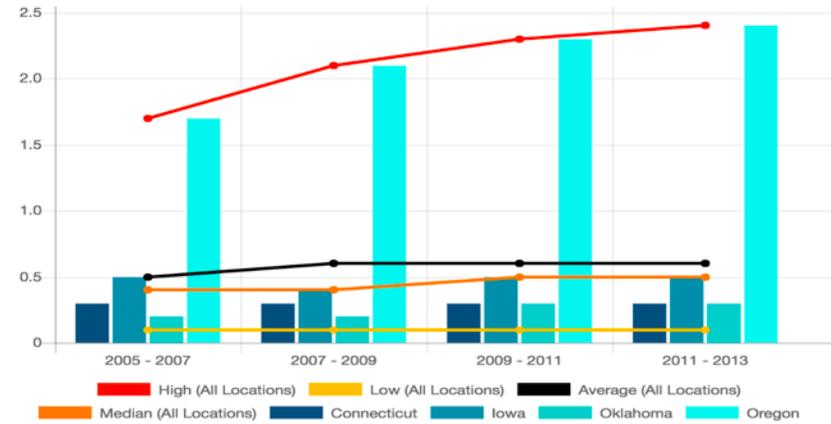
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### Percent of Commuters Who Bicycle to Work



Source: ACS 3-year est.

### Percent of Commuters Who Walk to Work



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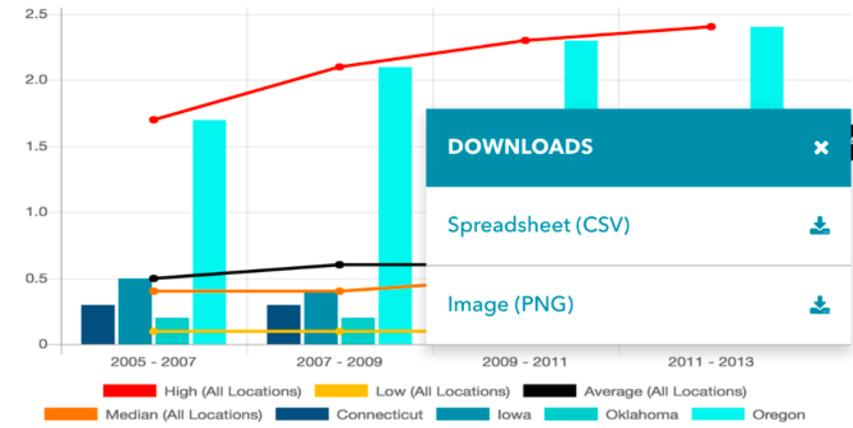
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### Percent of Commuters Who Bicycle to Work



Source: ACS 3-year est.

### Percent of Commuters Who Walk to Work

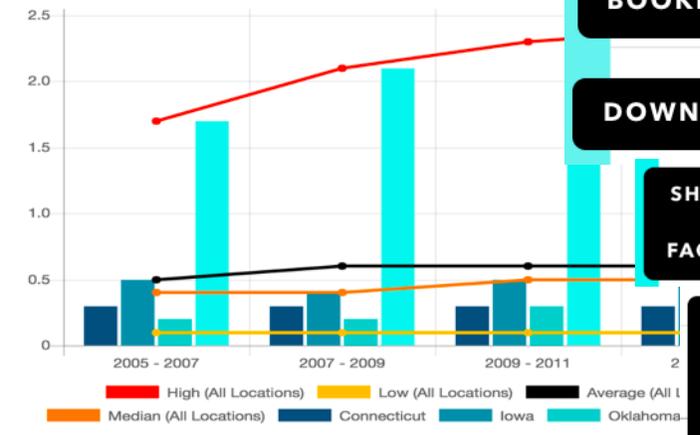
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### Percent of Commuters Who Bicycle to Work



Source: ACS 3-year est.

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- SHARE ON TWITTER
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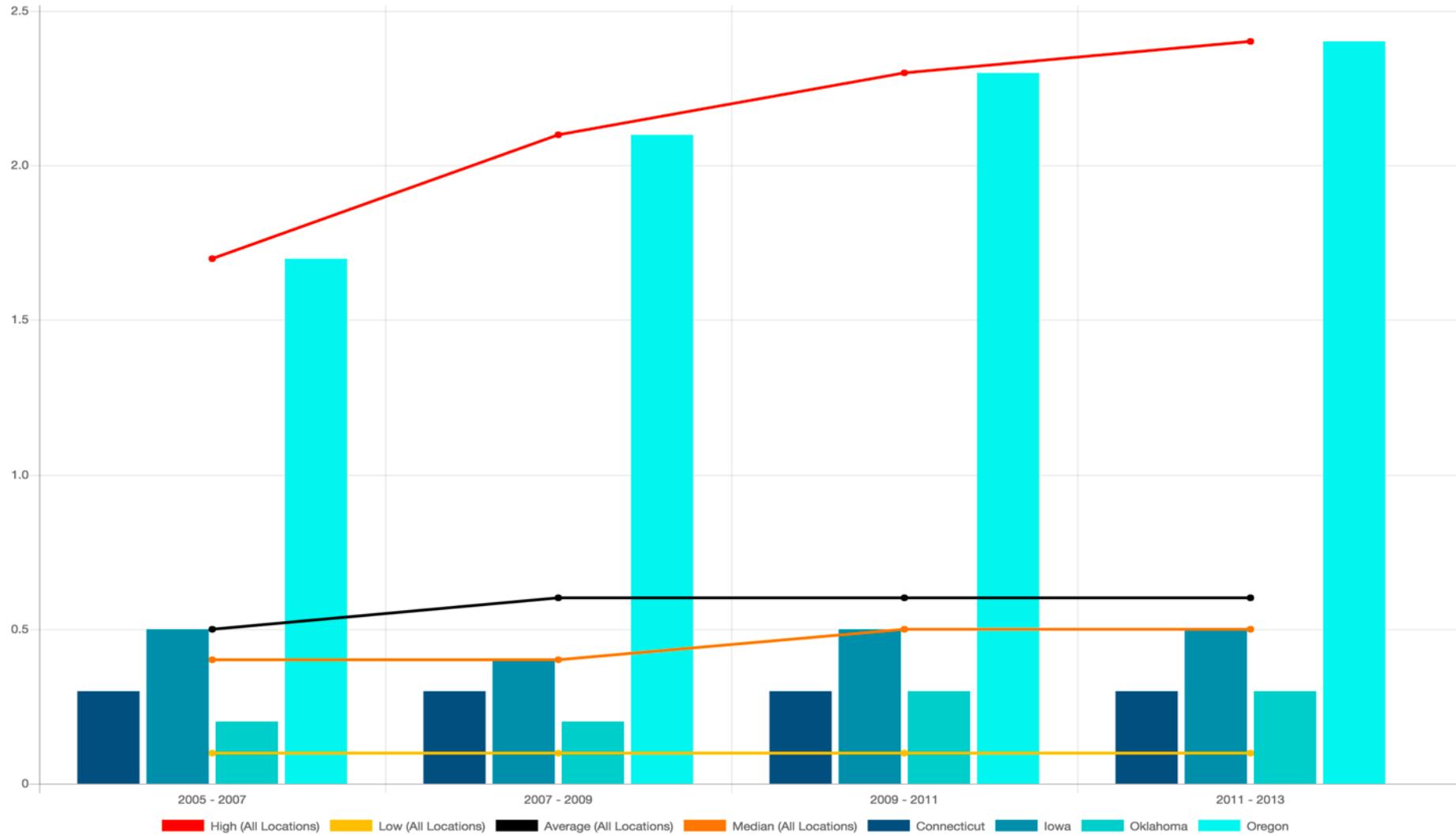
### Percent of Commuters Who Walk to Work



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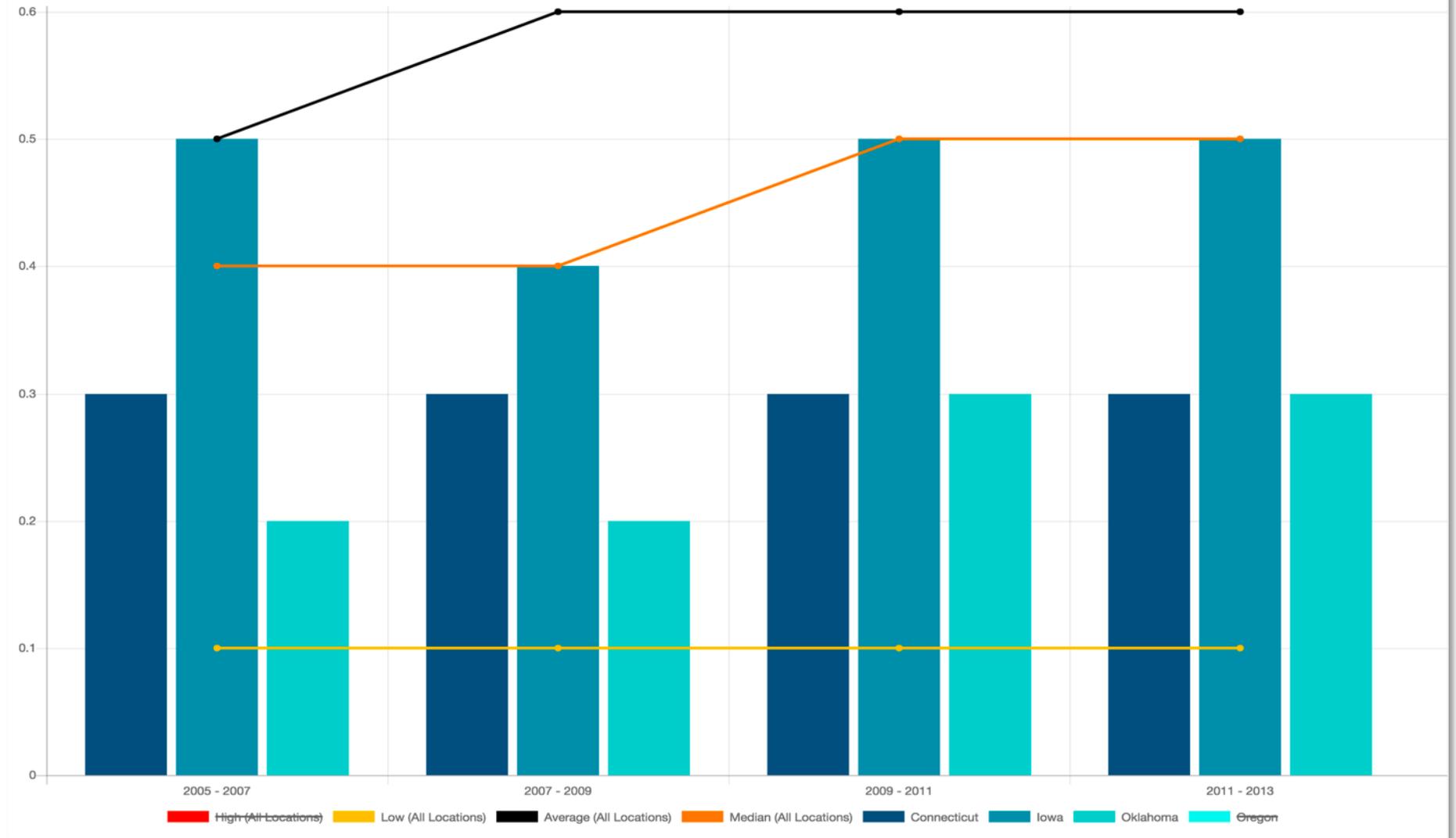
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### Percent of Commuters Who Bicycle to Work



Source: ACS 3-year est.

Percent of Commuters Who Bicycle to Work

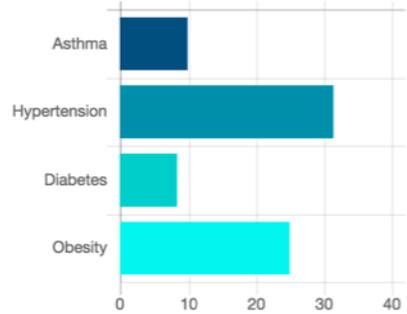


Source: ACS 3-year est.



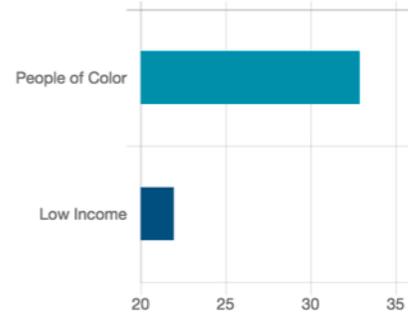
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### HEALTH INDICATORS



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### WALKING COMMUTERS BY INCOME AND RACE



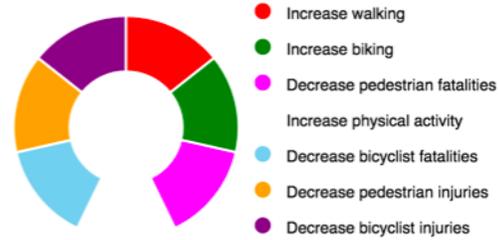
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### POLICY GOALS



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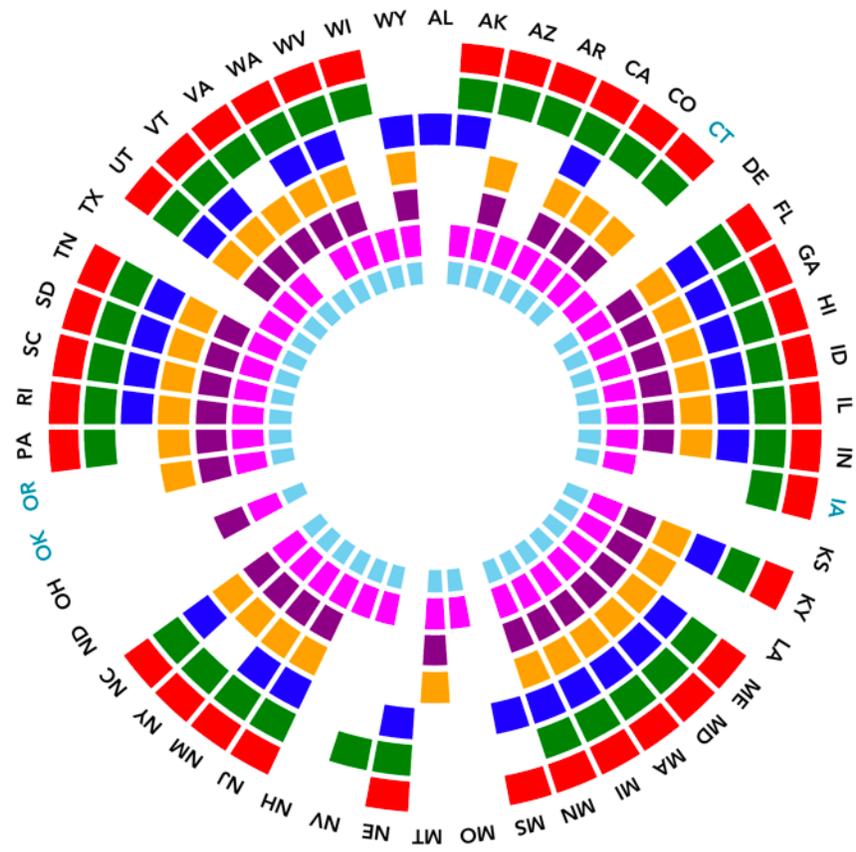


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- Increase Walking
- Increase Biking
- Increase Physical Activity
- Decrease Pedestrian Injuries
- Decrease Bicyclist Injuries
- Decrease Pedestrian Fatalities
- Decrease Bicyclist Fatalities



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SEARCH...

Choose a target location by...

**U.S. STATES →**

**U.S. CITIES →**

- Portland, OR
- Raleigh, NC
- Sacramento, CA
- Salt Lake City, UT
- San Antonio, TX
- San Diego, CA
- San Francisco, CA
- San Jose, CA
- Seattle, WA
- Spokane, WA
- St Louis, MO
- Tucson, AZ
- Tulsa, OK
- Virginia Beach, VA
- Washington, DC
- Wichita, KS

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TARGET LOCATION:

# WASHINGTON DC

Based on your selection, we've chosen two comparable locations based on population size. You may select one additional location.



Nashville, TN (Metro)

Pop. 623,895



Denver, CO

Pop. 634,685



Los Angeles, CA

Pop. 3,852,816



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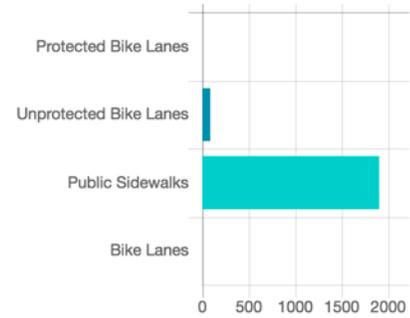
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# WASHINGTON DC DATA

Comparable Locations: Nashville Metro Gov • Denver • Los Angeles

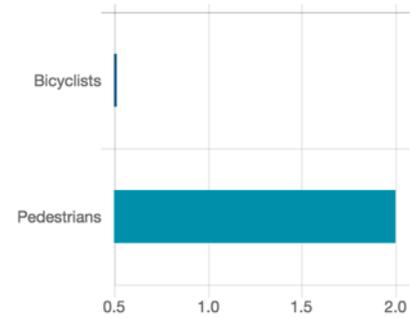
SEARCH... 

## BICYCLE AND PEDESTRIAN INFRASTRUCTURE



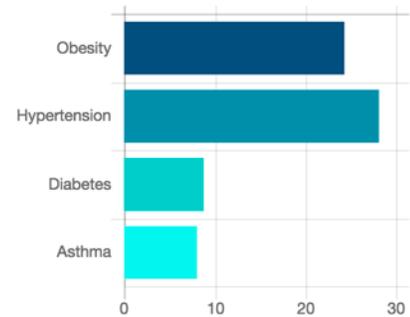
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## FATALITY RATES PER 10K



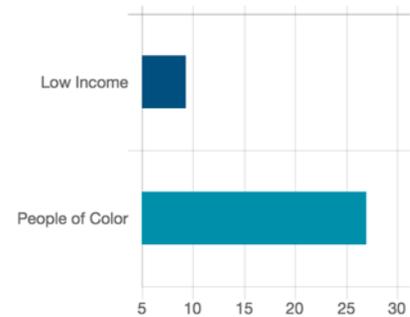
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## HEALTH INDICATORS



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## WALKING COMMUTERS BY INCOME AND RACE



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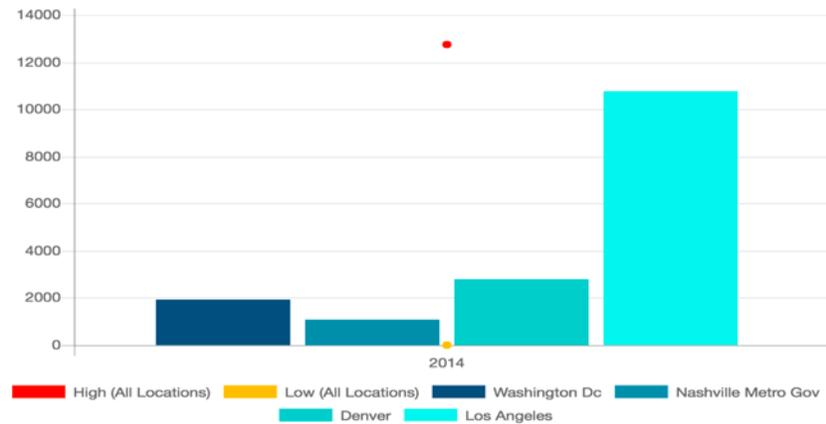


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Source: Benchmarking Survey 2014

### Miles of Public Sidewalks



Source: Benchmarking Survey 2014

Notes: No data available for Detroit or Long Beach



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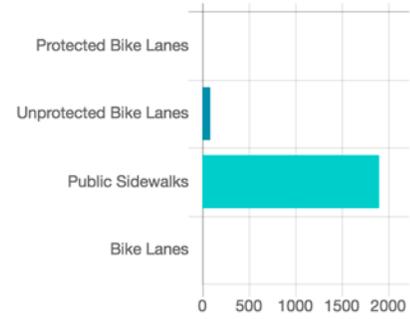
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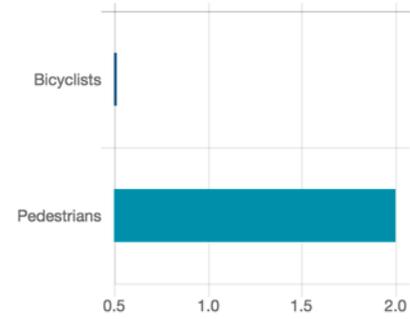
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### BICYCLE AND PEDESTRIAN INFRASTRUCTURE



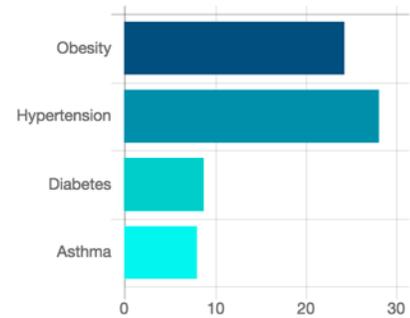
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### FATALITY RATES PER 10K



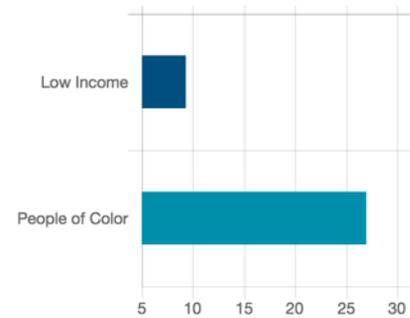
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# WASHINGTON DC

Comparable Locations: Nashville Metro  
Los Angeles

### BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Category	Washington Dc	Nashville Metro Gov	Denver	Los Angeles
Protected Bike Lanes	~100	~100	~100	~100
Unprotected Bike Lanes	~100	~100	~100	~100
Public Sidewalks	~1800	~1800	~1800	~1800
Bike Lanes	~100	~100	~100	~100

[VIEW AND COMPARE](#) ➤

### HEALTH INDICATORS

Indicator	Washington Dc	Nashville Metro Gov	Denver	Los Angeles
Obesity	~1500	~1500	~1500	~1500

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## BOOKMARKS

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1. Include in report

**Title Here**

### Percent of Commuters Who Bicycle to Work

Year Range	High (All Locations)	Average (All Locations)	Median (All Locations)	Low (All Locations)
2005 - 2007	~1.7	~0.5	~0.4	~0.1
2007 - 2009	~2.1	~0.6	~0.4	~0.1
2009 - 2011	~2.3	~0.6	~0.5	~0.1
2011 - 2013	~2.4	~0.6	~0.5	~0.1

Source: ACS 3-year est.

[Hide Chart](#)

2. Include in report

**Title Here**

# WASHINGTON

Comparable Locations: Nashville Metro  
Los Angeles

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Protected Bike Lanes	
Unprotected Bike Lanes	
Public Sidewalks	
Bike Lanes	

HEALTH INDICATORS

Obesity	
---------	--

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2014

High (All Locations)
Low (All Locations)
Washington Dc

Nashville Metro Gov
Denver
Los Angeles

Source: Benchmarking Survey 2014

Hide Chart

6. Title Include in report

Miles of Protected Bicycle Lanes

Washington Dc	Los Angeles
~10	~18

Hide Chart

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# BIKING AND WALKING BENCHMARKS

prepared by Peter Barclay at Taoti

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# BIKING AND WALKING BENCHMARKS

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Period	Red Line	Black Line	Orange Line	Yellow Line
2005-2007	1.7	0.5	0.4	0.1
2007-2009	2.0	0.6	0.4	0.1
2009-2011	2.0	0.6	0.5	0.1
2011-2012	2.0	0.6	0.5	0.1



SEARCH...



Bicycling & Walking in the U.S.

# BENCHMARKING PROJECT



# 2016

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# Thank You

