

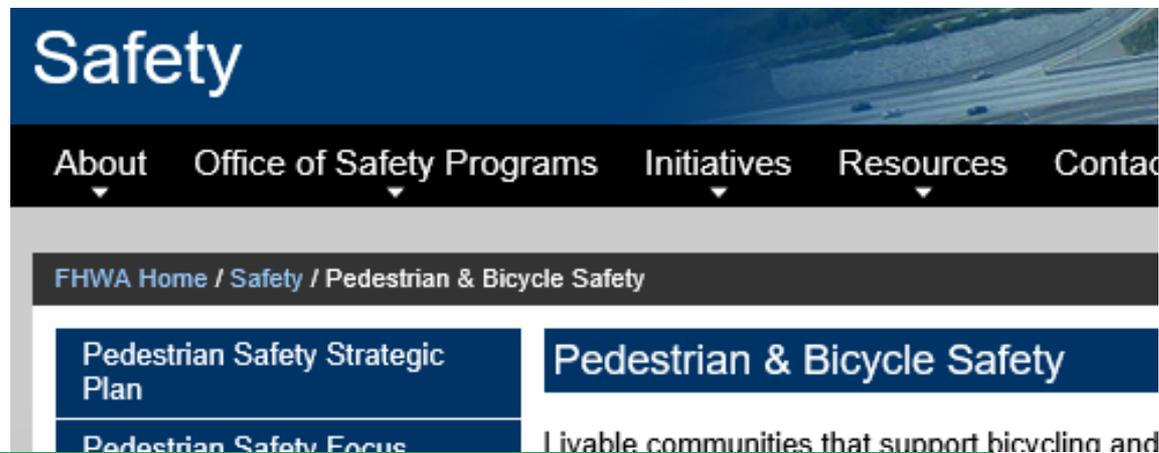
Bicycle and Pedestrian Transportation Advisory  
Committee  
(BPTAC)

Complete Streets Advisory Committee  
(CSAC)

Pedestrian, Transit and Bicycle Transportation  
Advisory Committee  
(PTBTAC)

Pedestrian, Transit and Bicycle Advisory Committee  
(PTBAC)

USDOT/FHWA deliberately prefers the word “pedestrian” first and “bicycle” second in their sequence of the words “pedestrian” and bicycle” in their related documents.



## Pedestrian and Bicycle Information Center

Data & Resources

Community Support

Planning & Design

Training & Events

Behavior Change

[FHWA](#) → [Environment](#) → [Bicycle and Pedestrian Program](#) → [Resources](#)

### Pursuing Equity in Pedestrian and Bicycle Planning

**April 2016**

[PDF Version](#)  Document (700 K)

PDF files can be viewed with the [Acrobat® Reader®](#)

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**For:**  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Few people actually bicycle for transportation. [85 percent of Americans did not make even a single bicycle trip for transportation in the last year.](#)



Portsmouth  
Woodbury Avenue at Market Street

Bicycling has an image problem from a significant segment of the motoring public

- and an image problem even from some pedestrians.



# The controversy of bicyclists “not paying their fair share” is a distraction to the extension of safe access to the public way for all non-motorized users.

## UPDATED: Drivers Cover Just 51 Percent of U.S. Road Spending

By Angie Schmitt | Jan 23, 2013 | 85



There’s a persistent misconception in American culture that transit is a big drain on public coffers while roads conveniently and totally pay for themselves through the magic of gas taxes. And that used to be true — at least for interstate highways, a fraction of the total road network.

But that was many, many failed attempts to raise the gas tax ago. A new report from the [Tax Foundation](#) shows 50.7 percent of America’s road spending comes from gas taxes, tolls, and other fees levied on drivers. The other 49.3 percent? Well, that comes from general tax dollars, just like education and health care. The way we spend on roads has nothing to do with the free market, or even how much people use roads.



Drivers directly pay for just 50.7 percent of the cost of the American road system. Image: [http://en.wikipedia.org/wiki/File:Hampton\\_Roads\\_Bridge\\_Tunnel](http://en.wikipedia.org/wiki/File:Hampton_Roads_Bridge_Tunnel)

# WHO PAYS FOR OUR ROADS?

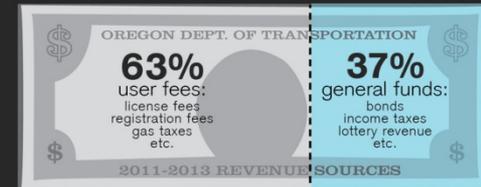
People who regularly ride bicycles actually pay more than their share of road construction and repair costs. This is how:

Most bicycle riders pay road user fees.

...but user fees alone don't cover road costs.



The rest comes from general funds that everyone contributes to regardless of car or bike use.<sup>2</sup>

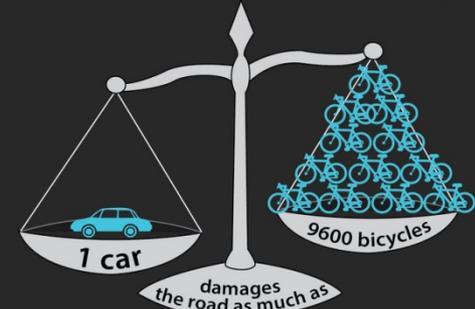


Still not convinced that bicycle riders pay their share?  
Remember:

At the national level, user fees from motor vehicles account for less than half of road spending.<sup>3</sup>

Bicycles cause almost no road damage.

If bicycle riders paid a fee proportional to the damage they cause on roads, it would amount to a few cents a year.<sup>4</sup>



So when people ride bikes, they save everyone money.



Bicycle riders are closing the gap.

People who ride pay about as much as those who always drive, yet they damage roads much less.

Considering the other benefits bicycling brings...

- less congestion
- less pollution
- more parking spaces and much more...<sup>5</sup>

It pays to create safe space for bicycle traffic.

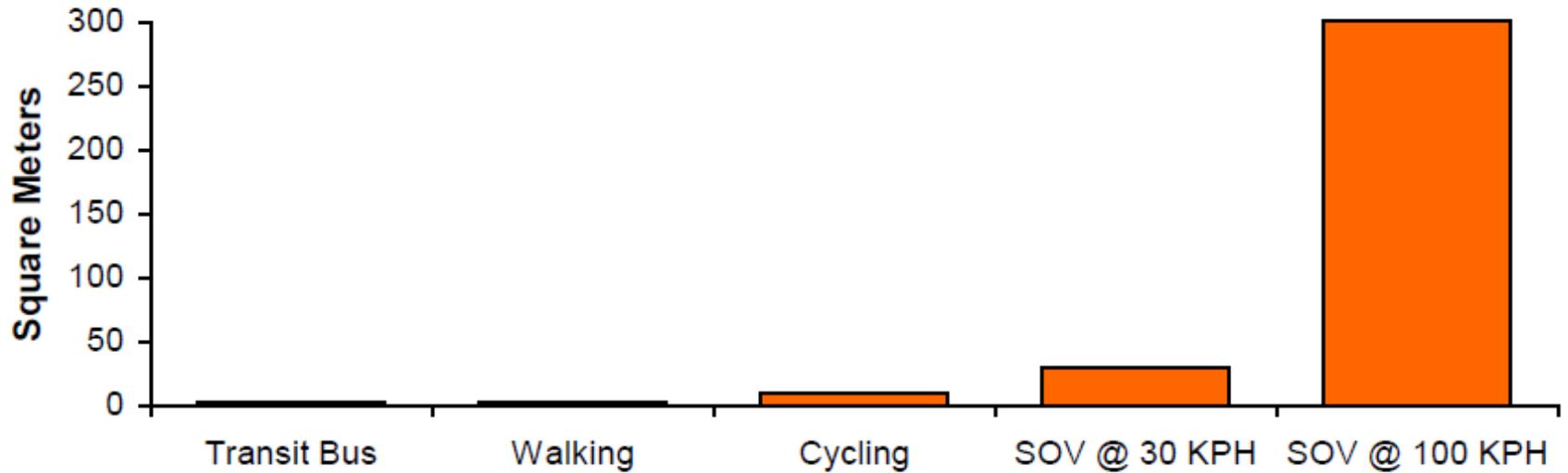
Designed by  
Aaren  
Stranstrom



1. Inavero Institute. *Bicycling Perceptions and Experiences in Oregon and Southwest Washington*. The Inavero Institute, September 2009. 2. Oregon Department of Transportation. *Budget 2011-2013*. (oregon.gov/odot/comm/docs/budgetbooklet\_11-13.pdf). ODOT, August 2011; FHWA. *Highway Statistics 2011, table HF-10*, Federal Highway Administration (www.fhwa.dot.gov), 2013. 3. FHWA. *Highway Statistics 2011, table HF-10*, Federal Highway Administration (www.fhwa.dot.gov), 2013. 4. Agrill Castro, USA Today. *Overweight trucks damage infrastructure: USA Today*, September 10 2007; *Pavement Interactive*. *Equivalent single axle load*. *Pavement Interactive*, August 15 2007; Richa Johansson. *The cost of relying on the wrong power: road wear and the importance of the fourth power rule*. *Transport Policy* 11 p. 345-353, 2004; Sameer Madanat and Shadi Anas. *UC Berkeley*. *Repricing Highway Pavement Deterioration*. UCTC Policy Brief 2010-01. 2010. 5. Todd Litman. *Whose Roads? Defining Bicyclists' and Pedestrians' Right to Use Public Roadways*. Victoria Transport Policy Institute, March 2011.

**Figure 7**

**Road Space Requirements By Mode (based on Bruun and Vuchic 1995)**



*The space required per passenger varies depending on vehicle type, speed and travel conditions.*

50 transit bus passengers traveling at 30 KPH each require about 2 square meters

Pedestrian requires about 3 square meters

Cyclist requires about 10 square meters

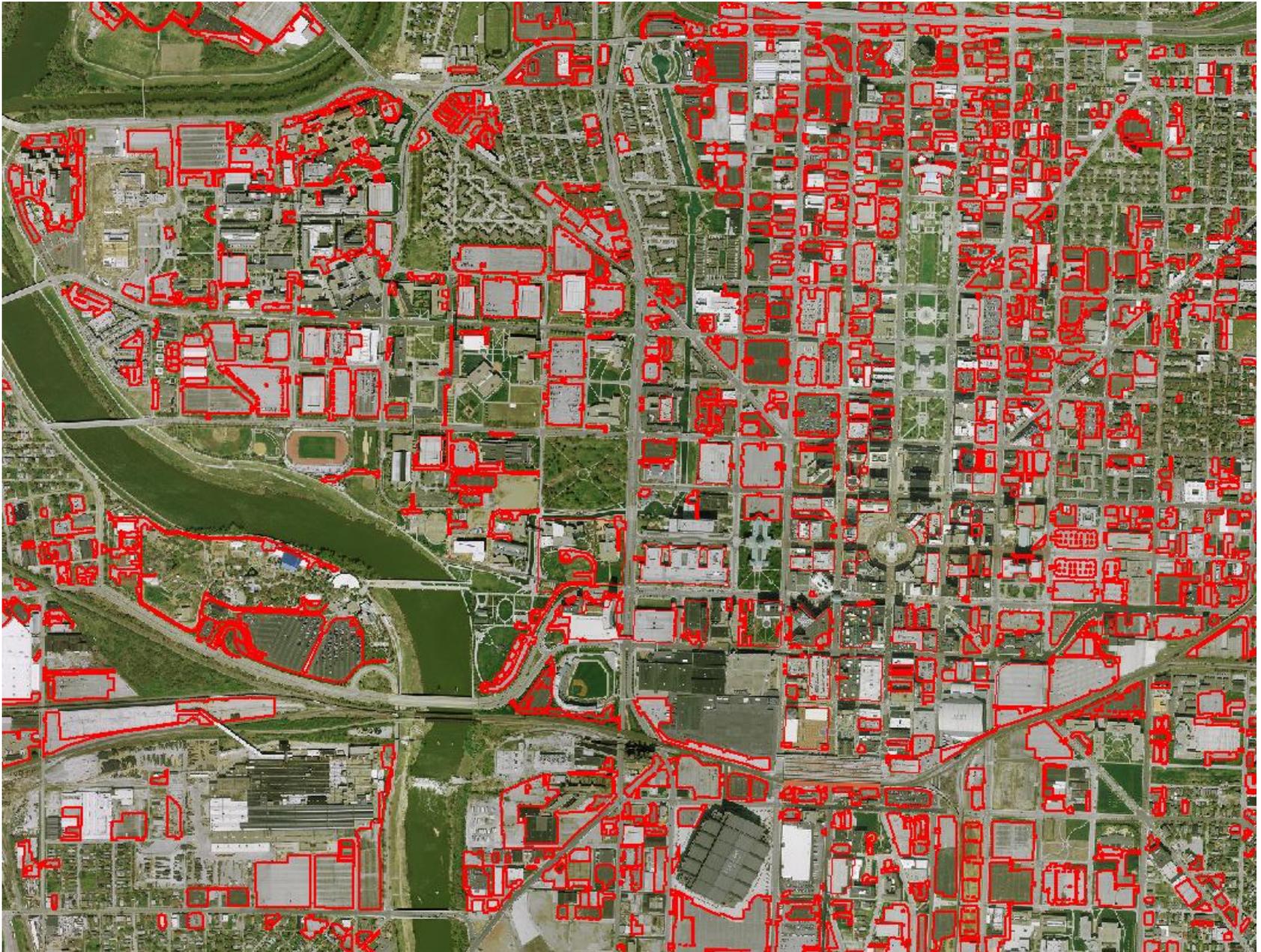
Automobile at 30 KPH about 30 square meters

Automobile at 100 KPH about 300 square meters



In addition to their road space requirements, bicycles require space to park

(Of course, automobiles require much more space to park and this is not accounted for either)



Indianapolis areas devoted to the parking of automobiles, much of which is “free,” subsidized or bundled



## Durham Main Street

(Note limited practical capacity of bikes on bus. The train station can not practically handle bicycles at all.)

Wheelchair users are, by definition, pedestrians, and they make unambiguously effective allies for advocates of all non-motorized access to the public way.



Concord  
I-393/US 202

Walking is the most basic means of human transport.

Virtually everyone walks and needs access to the public way as a pedestrian regardless of the primary mode that they use.



Multi-Modal Success Story



Demonstrates the public's willingness to appropriate bicycle shoulder space in order to increase motorized travel space (added center turn lane). The public is generally less inclined to appropriate the existing sidewalk space.

Laconia  
Court Street