



What is NY4AT?

New Yorkers for Active Transportation (NY4AT) is a coalition coordinated by the New York Bicycling Coalition (NYBC), Parks & Trails New York (PTNY), and Tri-State Transportation Campaign (TSTC). NY4AT wants more New Yorkers to be able to safely walk or bike to work, school, or any other destination. The coalition works to achieve equitable funding for active transportation infrastructure, including bike lanes, multi-use trails, and sidewalks.

Our goal: “A Fair Share for Safety” – Dedicated Funding for Bike/Ped Infrastructure

NY4AT and other advocates are calling for \$20 million in annual, dedicated funding in the state budget for pedestrian and bicycling infrastructure – in addition to federal funding that is currently awarded. Dedicated funding will ensure that New York State’s transportation system prioritizes the safety of all users, and will provide communities with additional resources to pursue projects that they consider essential to local quality of life and economic development.

Why Support Funding for Pedestrian and Bicycling Infrastructure?

New Yorkers want to walk and bike, but they won’t do so in significant numbers until bicycling and walking infrastructure is recognized as an essential element of community infrastructure, and adequately funded.

- **Addresses documented safety issues**

Pedestrians and bicyclists fatalities are trending in the wrong direction in New York State, with the rate among all traffic deaths increasing from 26.9% to 29%¹— the highest rate in the nation. Yet we’re only spending around 2% of our transportation dollars on the safety of these vulnerable users of our roads.

- **Creates more jobs per federal dollar than road-only highway construction**

“Road-only” projects created 7.8 jobs per \$1 million spent, while “bicycling only” and “pedestrian-only” projects provided 11.4 and 10 jobs, respectively, per \$1 million spent.²



¹ Source: 2012 & 2014 Benchmarking report by the Alliance for Biking & Walking. This is the most recent data available, 3-year average numbers of fatalities from 2007-2009 and from 2009-2011. Available at: <http://www.bikewalkalliance.org/resources/benchmarking>

² Garrett-Peltier, Heidi, *Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts*, Political Economy Research Institute, University of Massachusetts Amherst, June 2011,

https://d3n8a8pro7vnm.cloudfront.net/americanbikes/pages/199/attachments/original/1343930066/PERI_Natl_Study_June2011.pdf?1343930066

- ***Ranks as one of the top priorities when deciding where to live***

The 2013 Community Preference Survey, conducted on behalf of the National Association of Realtors, found 80% of those polled considered having sidewalks and places to take a walk one of their top priorities when deciding where they would like to live. This was an increase from the previous 2011 report. Moreover, “walkability” ranked higher than other important considerations, such as “high quality public schools,” which was selected by 74% of survey respondents.³

- ***Contributes to healthy communities and lower healthcare costs for individuals and local governments***

Annual obesity-related costs in New York State are estimated at more than \$11.8 billion per year, \$4.3 billion of which is funded by Medicaid. New Yorkers’ state and local taxes pay half of that Medicaid cost, money that could be better spent elsewhere.



- ***Helps attract tax-paying businesses and a high-quality workforce***

Trails and walkable, bikeable communities are what companies and young professionals are looking for when relocating. Two-thirds of Millennials seek walkable places and town centers, even if their preference is to live in a suburb; 26% do not have a driver’s license; 45% report making a conscious effort to replace driving with alternative forms of transportation.⁴

- ***Supports New York’s 1.35 million daily commuters who currently walk or bike to work***

According to the US Census Bureau, New York is ranked second in the number of people who travel to work by bicycle and by foot, but our 1.35 million daily active transportation commuters face the worst pedestrian and bicycle fatality rate in the US.

- ***Enhances local economies with tourism dollars***

Tourism is the state’s fourth largest employment sector, and its total economic impact exceeded \$100 billion in 2014. Trails and complete transportation networks make our communities more attractive to all sorts of tourists, and in the case of the Erie Canalway Trail (ECT), they can also be the main attraction. The 360-mile ECT generates \$253 in annual economic impact and supports over 3,400 jobs for more than 200 communities along its route.⁵

- ***Decreases greenhouse gas emissions, and advances New York’s Climate Action Plan***

Transportation accounts for approximately 35% of New York’s greenhouse gas emissions, and a large proportion of automobile emissions are the result of short trips of two miles or less. If New Yorkers choose to walk and bike for some of these short trips, we can remove a significant source of pollution.

More information available at <http://ptny.org/ny4at>

³ National Association of Realtors, *2013 Community Preference Survey*, designed and administered by American Strategies and Myers Research | Strategic Services, LLC in September 2013.

⁴ Benfield, Kaid, “Why smarter land use can help cities attract and retain young adults,” NRDC Switchboard, February 1, 2013, http://switchboard.nrdc.org/blogs/kbenfield/why_smarter_land_use_can_help.html

⁵ Parks & Trails New York, *The Economic Impact of the Erie Canalway Trail: An Assessment and User Profile of New York’s Longest Multi-use Trail*, 2014