

BICYCLE INFRASTRUCTURE

Cycling is a zero-emissions mobility strategy that has many co-benefits. It is highly affordable, good for physical and mental health, reduces vehicle accidents, and puts less strain on road infrastructure than cars. It also has inherent limits, namely that it is only viable for people with the physical ability to ride a bicycle, that it is restricted to short distances, and that it is unsafe under certain weather conditions. A number of other limitations are imposed by inadequate investment in infrastructure – but these can be easily fixed through public planning and funding. In Europe, investments in bicycle infrastructure have proven that it is possible to shift mobility with investments in infrastructure: 18% of local trips in Denmark and 27% of local trips in the Netherlands are completed by bicycle.¹

Bicycle infrastructure includes interconnected networks of well-lit bike lanes or bike paths, well-designed intersections, roundabouts, and points of access, as well as bike parking lots and racks, city bike-share programs for those who don't own their own bike, and workplace showers. With expanded bike routes and inexpensive - or free - city bike rental systems, it is expected that fewer people will choose to rely solely on cars for transportation. By reducing travel costs and improving health, equitable bicycle infrastructure could greatly benefit low-income communities. Often, however, these areas are neglected, furthering inequality.²

Bicycle infrastructure is, for the most part, controlled by city and state governments, but federal infrastructure funding can help foot the bill. A 2015 study predicted that a dramatic increase in cycling for transportation worldwide could cut emissions from passenger transport by almost 11% compared to a scenario without a strong cycling emphasis, but this would require a substantial change to policies and investment in priorities.³

- Fishery friendliness: Bicycling is a fishery friendly technology with negligible potential impacts to fishery ecosystems and resources.
- Co-benefits: Expansion and improvement of bicycle infrastructure has many co-benefits, including cost savings (individual and public), health benefits associated with exercise and fresh air, improvement to urban air quality, and public safety.
- Environmental externalities: Bicycling can improve air quality by taking cars off the road.
- Policy catalysts: Bicycle infrastructure can be promoted through grants to municipalities and workplaces, tax incentives to riders and employers, and reduction of incentives to drive.

¹ Drawdown: Bicycle infrastructure. <https://drawdown.org/solutions/bicycle-infrastructure>

² Lusk, Anne (February 22, 2019). "When cities invest in bike infrastructure, minority areas usually end up neglected. Here's how to improve that." *Chicago Tribune*. <https://www.chicagotribune.com/opinion/commentary/ct-perspec-bike-infrastructure-equity-city-planning-022419-story.html>

³ Institute for Transportation and Development Policy (2015). *A global high shift cycle scenario*. https://itdpdotorg.wpengine.com/wp-content/uploads/2015/11/A-Global-High-Shift-Cycling-Scenario_Nov-2015.pdf

- More information:
 - [Drawdown: Bicycle infrastructure](#)
 - [The League of American Bicyclists: Bicycle Friendly America](#)
 - [Environmental and Energy Study Institute: Public transit, walking, and biking](#)
 - [Institute for Transportation and Development Policy: *A global high shift cycle scenario.*](#)
 - [Penney, Veronica \(April 1, 2021\). "If you built it, they will bike: Pop-up lanes increased cycling during the pandemic." *New York Times.*](#)

Continue reading at <https://fisheryfriendlyclimateaction.org/solutions>