

Quick Facts Supporting Improvements to Bicycle and Pedestrian Infrastructure Improvements



The following graphic and information is from VTrans' *The Economic Impacts of Bicycling & Walking in Vermont* brochure:

Measured Economic Impact

This study found that the overall economic impact of bicycling and walking is positive, even using a conservative methodology.



In 2009, transportation system investments were measured at more than 230 jobs and \$10 million in wages.



For every state dollar expended on bicycling and walking-related activities, another \$2.87 is added in state revenues.



Bicycle and pedestrian-related businesses brought in more than \$56 million in revenue in 2009, generating more than 1,000 jobs and \$26 million in associated wages.

In addition, there are public and individual benefits to walking and bicycling, including but not limited to the following:

- The public costs avoided due to bicycling and walking was \$42 million in Vermont in 2009.
- People value living in a walkable community. Property values often reflect access to walking and bicycling opportunities, whether it is a walkable downtown or near a recreation trail in a rural area.

http://www.pedbikeinfo.org/data/factsheet_economic.cfm

The following information is from the **Pedestrian and Bicycle Information Center**, which is funded by the FHWA and maintained within the University of North Carolina Highway Safety Research Center.

- The cost of operating a sedan in 2013 ~ \$10K.
- The cost for 1 year to operate bicycle ~\$300, less than the average monthly car payment.
- An either-year study of Atlanta communities suggests that a two person household in a walkable community saves over 260 gallons of gas annually. This equates to over \$850 in savings annually if gas is \$3.25/gallon.
- An increasing number of studies show that bicycle and pedestrian facilities increase home values, drive spending at local businesses, and spur economic development in communities.
- A 2012 Study reported that if just one out of every ten adults started a regular walking program, the US could save \$5.6 billion in health care costs.

An additional resource is VTrans' **Economic Impact of Bicycling and Walking in Vermont** (see http://vtransengineering.vermont.gov/sections/ltf/bike_ped for a link to this document) which includes the following:

"Communities that have better pedestrian environments often have an economic stimulus. They are places where people want to live and places with retail establishments where people want to shop. We hear from so many Vermont communities that are really excited about expanding their bicycle and pedestrian networks."

Sue Minter, VT Deputy Secretary of Transportation