



Economic Benefits

Activity-Friendly Routes to Everyday Destinations

What are activity-friendly routes to everyday destinations?

Activity-friendly routes to everyday destinations are connections that let people safely and easily walk, bike, or move actively using an assistive device to reach key locations, such as homes, workplaces, parks, grocery stores, schools, and other community amenities. Activity-friendly routes look different in every community, but can include sidewalks, bike lanes, crosswalks, or access to transit stops.

Learn more about activity-friendly routes to everyday destinations at:

<https://www.cdc.gov/physicalactivity/activepeoplehealthynation/index.html>

Not only do projects that support walking, biking, and moving actively using assistive devices cost over 75 percent less to build per mile compared to typical, car-focused transportation projects, they also can bring a broad range of economic benefits for local economies, local governments, and communities.

Economic benefits to local governments

- Increased **property and sales tax revenue** by up to 10 times.¹⁻³
- Reduced cost of **utility infrastructure** including sewer and water lines by approximately 38 percent.³
- Reduced cost of **delivering services**, such as 20-40 percent savings on school busing and ten percent savings on emergency response.³⁻⁴

Economic benefits to communities

- Increased new **job opportunities**.^{1,4}
- Averted **healthcare costs** resulting from safer streets, cleaner air, and more opportunities for physical activity.^{1-2,4}
- More **affordable** transportation choices.²

Every **\$1** invested in activity-friendly routes saves **\$24** in averted medical costs.²

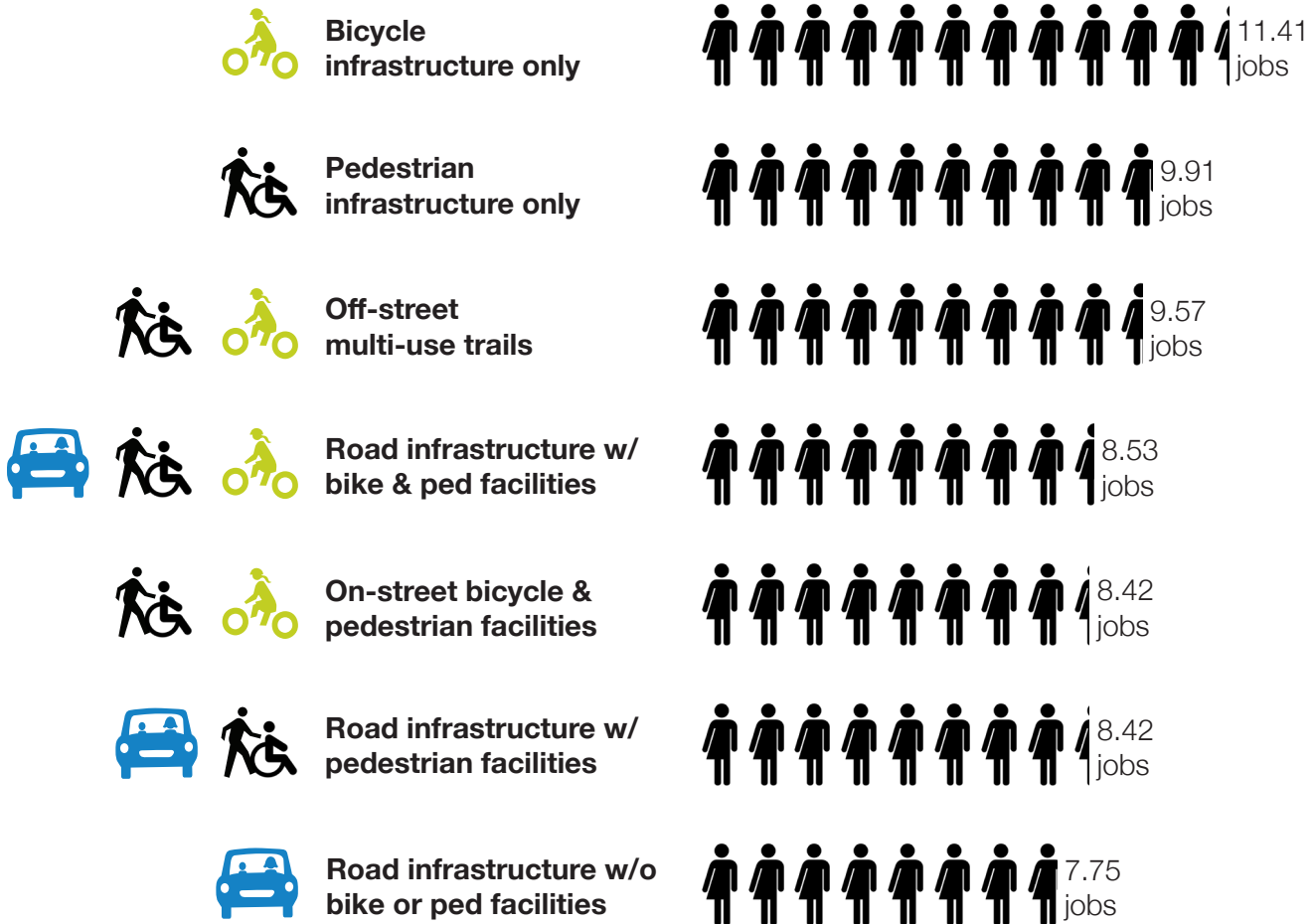


Economic benefits to local economies

- Increased **retail and food sales** due to increased foot traffic, even with motor vehicle lane or parking reductions.^{1,4-5}
- Increased new **jobs**.^{1-2, 5}
- Increased new **businesses**.¹
- Increased **private investment**.¹
- Averted costs from **property damage** as a result of safer streets.¹
- Increased **tourism revenue** by eight to nine times the amount invested in activity-friendly routes to everyday destinations.²

Activity-friendly routes projects create more jobs per dollar spent⁴

Every \$1 million spent on transportation projects create the following number of jobs, on average, including jobs in construction, engineering, manufacturing, transportation, and food/retail services. Note that investments in activity-friendly routes to everyday destinations create more jobs per dollar spent compared to exclusively car-focused transportation projects.



CALL TO ACTION

Prioritize funding projects that create activity-friendly destinations in government budgets, capital improvements plans, and transportation master plans. Also look for opportunities in all transportation projects to incorporate active transportation infrastructure incrementally into your community, such as by adding a bike lane during a repaving or striping project.

1. Smart Growth America (2015) Safer Streets, Stronger Economies: Complete Streets Project Outcomes from Across the Country. Available from: <https://smartgrowthamerica.org/resources/evaluating-complete-streets-projects-a-guide-for-practitioners/>.
 2. Safe Routes to School National Partnership (2017) Investing in Walking, Biking, and Safe Routes to School: A Win for the Bottom Line. Available from: https://www.saferoutespartnership.org/sites/default/files/resource_files/121117-sr2s-investing_report-final.pdf.
 3. Smart Growth America (2013) Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development. Available from: <https://smartgrowthamerica.org/resources/building-better-budgets-a-national-examination-of-the-fiscal-benefits-of-smart-growth-development/>.
 4. Garrett-Peltier H (2011) Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts. Amherst, MA: Political Economic Research Institute.
 5. Liu JH (2020) Understanding Economic and Business Impacts of Street Improvements for Bicycle and Pedestrian Mobility. Available from: <https://nitc.trec.pdx.edu/research/project/1031/>.
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