Economic benefits of Active Transportation

- Building bike lanes also creates jobs and other economic spin-offs, according to a study from the Political Economy Research Institute in Amherst, Massachusetts, titled "Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts" . Researchers found that "bicycling infrastructure creates the most jobs for a given level of spending." For every $1 million spent, cycling projects created an average of 11.4 jobs in the state where the project was located, pedestrian-only projects created about 10 jobs, and multi-use trails created about 9.6 jobs. Infrastructure combining road construction with pedestrian and bicycle facilities created slightly fewer jobs for the same amount of spending, and road-only projects created the least, with a total of 7.8 jobs per $1 million.
source: **Bicycling infrastructure pays dividends** *By David Suzuki with contributions from Ian Hanington, Communications and Editorial Specialist*

- Bicycle touring has long had an honored place in the tourism economy and culture. This doesn't go unrecognized: In Wisconsin, bike tourism is estimated to contribute $1.5 billion to the state's economy every year.
source: http://www.grist.org/biking/2011-06-06-the-grand-tour-how-bike-tourism-helps-local-economies

- The benefits of bike tourism aren't just for rural communities. In Portland, with its well-established bikeway network, a survey found that 78 percent of visitors said that the city's bicycle-friendly reputation played a role in their decision to travel here. Bikeshare systems can change a visitor's experience of a city.
source: http://www.grist.org/biking/2011-06-06-the-grand-tour-how-bike-tourism-helps-local-economies

- *"In Portland, the entire cycling network cost $60 million to build: the same amount as one mile of greenfield roadway."*
– Barbara McCann, Executive Director, Complete Streets Coalition (US)

- A shift to cycling and walking leads to lower roadway costs. An urban roadway can carry 7 to 12 times as many people per metre of lane per hour by bicycle than by automobile. Trails and pathways are even more efficient, handling 20 times the volume of users per hour than roads for automobiles... Shifts from driving to walking or cycling are estimated to provide roadway facility and traffic service cost savings of 5 cents per mile and 3 cents per mile for rural driving. (B.E.A.T.: Built Environment & Active Transportation – The Path to Health, A joint initiative of BC Recreation and Parks Association and the Union of BC Municipalities, http://physicalactivitystrategy.ca/pdfs/BEAT/BEAT_Publication.pdf)

- Active Transportation provides local economic benefits. Money spent on automobiles and fuel generally leaves the local economy, therefore the more people walk and cycle, the more money they have available to spend at local businesses. (B.E.A.T.: Built Environment & Active Transportation – The Path to Health, A joint initiative of BC Recreation and Parks Association and the Union of BC Municipalities,
http://physicalactivitystrategy.ca/pdfs/BEAT/BEAT_Publication.pdf)

"Quebec's Route Verte Attracts Significant Economic Benefits
"Route Verte is Quebec's provincial cycling network. It extends more than 4,000 kilometres and includes sections of the Trans Canada Trail. Vélo Quebec announced the project around the time the province adopted the 1995 Bicycle Policy, which provided for the development of cycling routes on approximately 40
per cent of the roads under the responsibility of the ministry of transportation. Work on this network involved a number of regional municipalities and organizations. It is featured prominently in the marketing of Quebec as a cycling destination."
– Quebec ministry of transportation, Bicycle Policy (May 2008)
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"The economic benefi ts associated with the Route Verte are significant:
• In 2000, Route Verte cyclists spent $95.4 million. This corresponds to approximately 2,000 jobs (per person, per year) and revenues of $15.1 million for the government of Quebec and $11.9 million for the Government of Canada.
• People who live near the Route Verte spend over $24.5 million on route-related activities." "
– Retombées économiques de la Route verte - March 200316

- *"Cultural and ecotourism are among the fastest-growing segments of the global tourism market. Manitoba is uniquely positioned to capitalize on this trend toward sustainable tourism and this new development will provide visitors from all over the world a place to learn about the people and environment that make Manitoba special."* – Minister Flor Marcelino, Manitoba Culture, Heritage and Tourism

- Manitoba budgeted expenditures for 2009-2010 show that, on average, $440 per enrolled student is spent on school bussing – yet many students do not benefit at all from this expenditure. Conversely, individual schools that wish to encourage active school travel are faced with raising funds for secure bicycle racks and storage facilities for inline skates and skate boards – which is enough of a barrier to lead to the outright discouragement of active school travel. (Saving Money and Time with Active School Travel, Green Action Centre (formerly Resource Conservation Manitoba), www.greenactioncentre.ca)

"The average Canadian makes over 2,000 journeys of less than three kilometres by car every year, whether it's leaving work for a business lunch, dropping the kids off at school, going to a class at university or travelling to the local grocery store.

What if just half of those trips were human powered trips as they may have been only a generation or two ago? How would our communities look? Would we have fewer cars on our roads? Would we have less need to fund road and bridge repairs? Would our cities have lower infrastructure deficits? Would our healthcare system have less pressure from chronic diseases related to diet and poor exercise such as hypertension or Type 2 diabetes? Would we know more of our neighbours and know more about our own communities?

source: Greater Strides: Taking Action on Active Transportation http://www.gov.mb.ca/conservation/pdf/atag_report6.pdf

- Active Transportation Will Save Billions in Healthcare Costs

In 2010, a joint report from the Heart and Stroke Foundation, Cancer Care Manitoba, Alliance for the Prevention of Chronic Disease and Health in Common found that preventable factors including physical inactivity and obesity would cost Manitobans $4.7 billion in increased health care expenditures and lost productivity over the next 15 years.*

source: Mark McDonald, Chair for the Alliance for the Prevention of Chronic Disease Making the Case for Primary Prevention: An Economic Analysis of Risk Factors in Manitoba

"This report is a wake-up call to all Manitobans that there is an urgent need for more money to be invested in primary prevention programs aimed at reducing risk factors for chronic diseases. If we do nothing, in 15 years, our health care system may not be sustainable."

source: Cancer Care press release, The Cost of Apathy: Report Reveals Manitoba Taxpayers To Pay Billions for Unhealthy Living, September 14, 2010