

#CyclingCities25

Making the Economic Case for Cycling

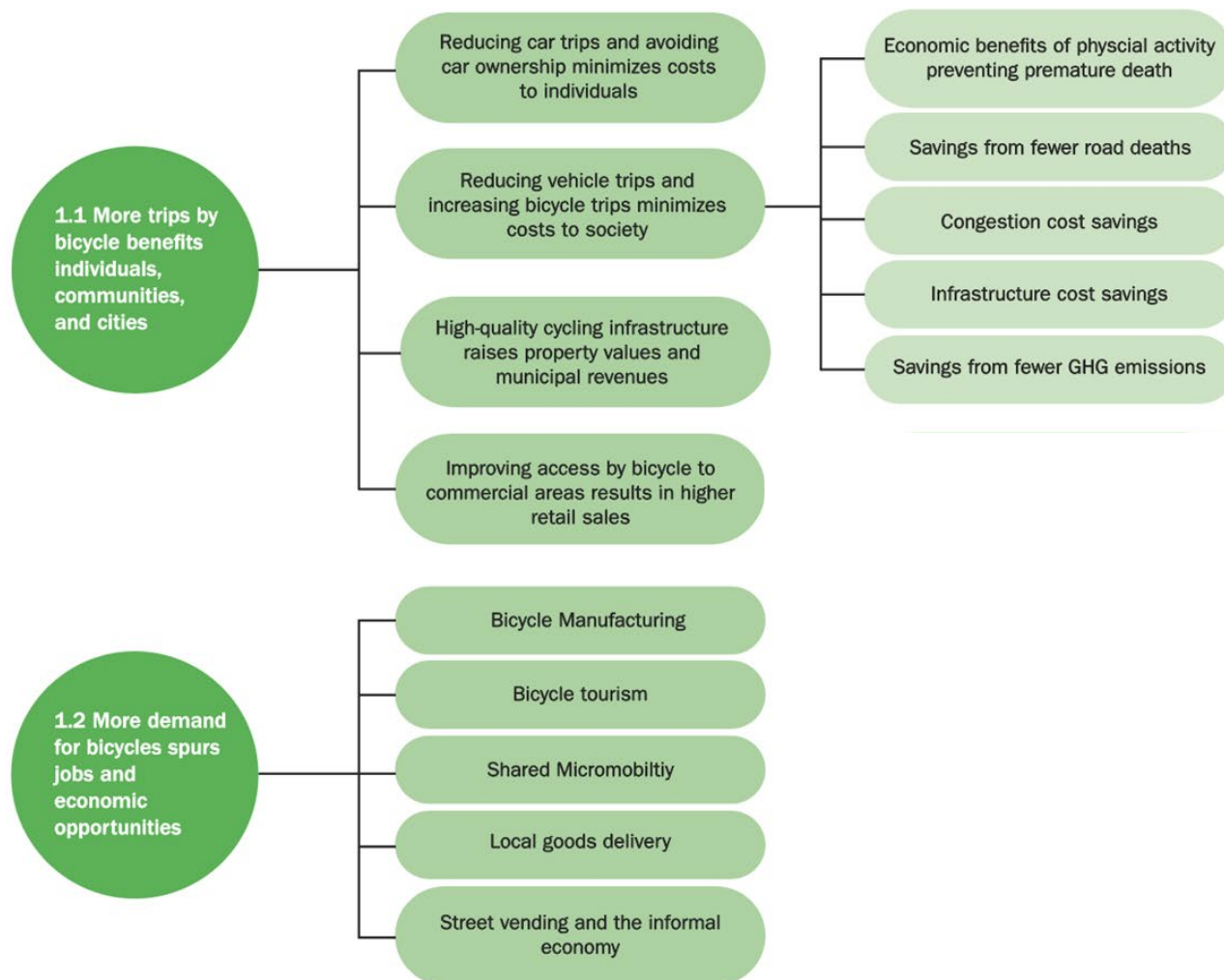
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Cycling is a low-cost, scalable solution to climate and equity issues that benefits individuals, cities, and society by:

- Saving people and society money
- Encouraging spending at local businesses
- Creating jobs
- Sparking new industries and economic opportunities

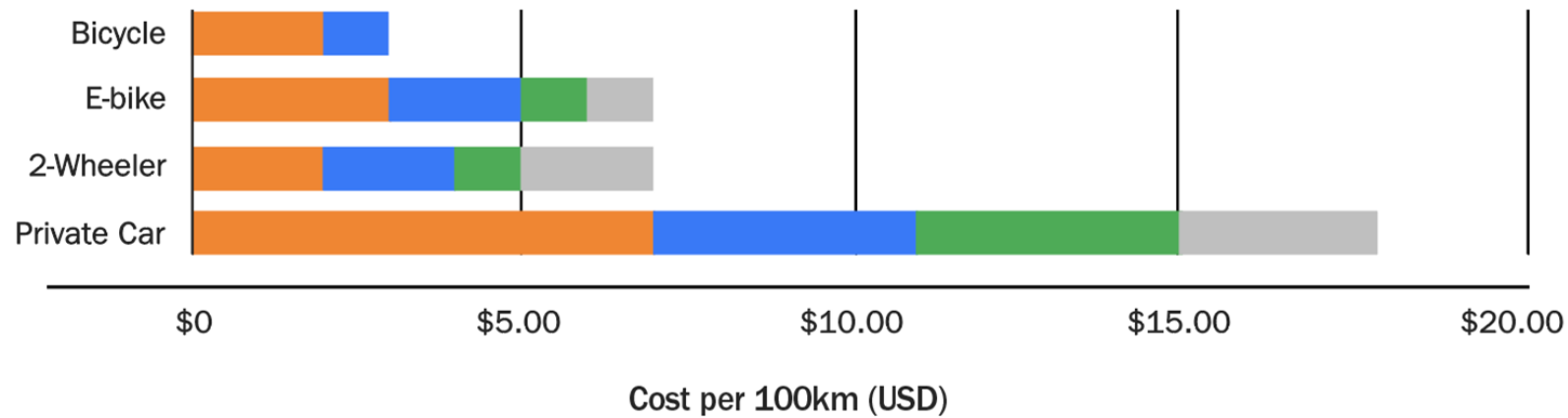
Economic Opportunities from Expanded Investment and Access to Cycling





Total Cost per 100km Traveled

Vehicle purchase Vehicle O&M Fuel cost Insurance



**Cycling is 6
times cheaper
than driving per
100km traveled**



High-quality cycling infrastructure is an amenity for homeowners, which can mean higher property tax revenues for cities



**Commercial areas
accessible by
walking and
cycling see higher
retail sales**

A dramatic
increase in cycling
worldwide could
save society
\$24 trillion
through 2050



- Fewer premature deaths as a result of inactivity
- Fewer road deaths
- Less unproductive time lost due to congestion
- Fewer greenhouse gas emissions
- Less vehicle infrastructure to build and maintain

More people using bicycles creates jobs and economic opportunities

- Manufacturing
- Tourism
- Private investment in shared micromobility
- Improved logistics for local goods delivery
- Street vending





creates



Up to **34 state and local jobs**



creates



Up to **8 state jobs**



Unlocking the Economic Benefits of Cycling

Cities must invest in building and maintaining a connected network of cycle infrastructure

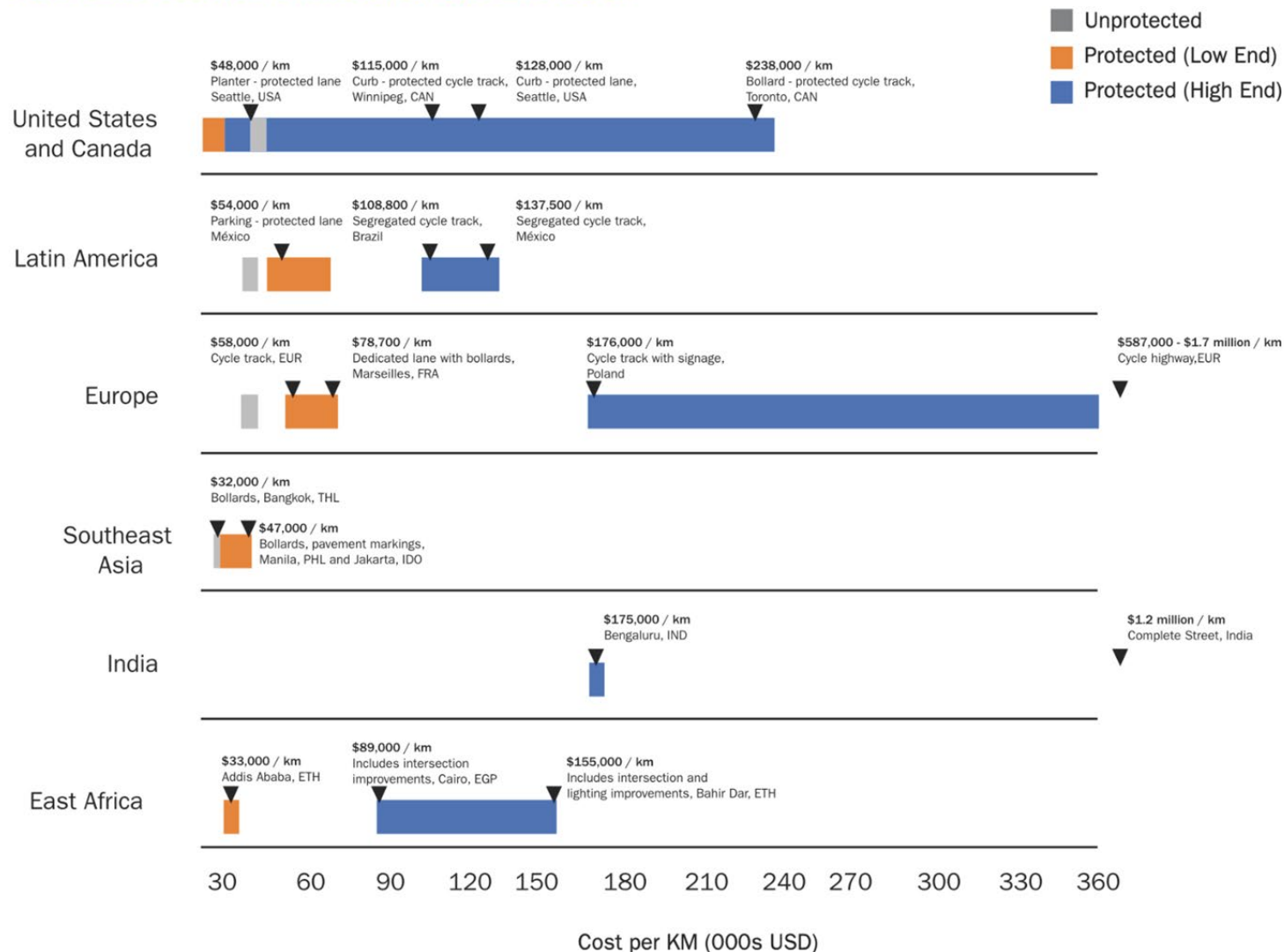


Cycle lane costs vary by type and by region

Cycle lane projects are inexpensive compared to other sustainable transport infrastructure like metro (\$50M/km) or BRT (\$700,000/lane km) and roads (\$1M/lane km)

When packaged together, **cycle lane networks** can be substantial enough to attract external investment

Cycle Lane Costs per Kilometer, by Type and Region



Streets designed to be accessible by mode in Mexico City



Cars, two-wheelers, cabs



Bicycles

Cycle lane networks provide access for many people to many destinations.

Disconnected lanes cannot serve as many people or support as many trips



Download the full report:

www.itdp.org/publication/economics-of-cycling/



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