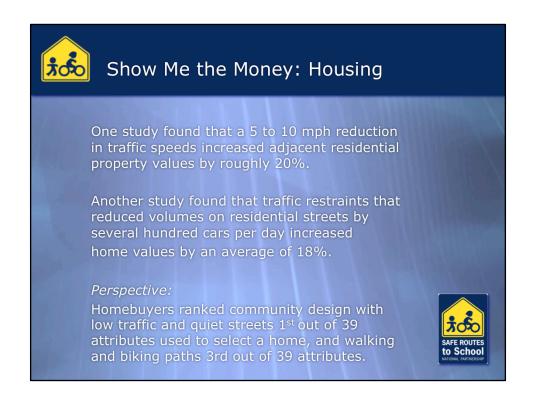


1-3 Trails and Economic Development, Rails to Trails Conservancy

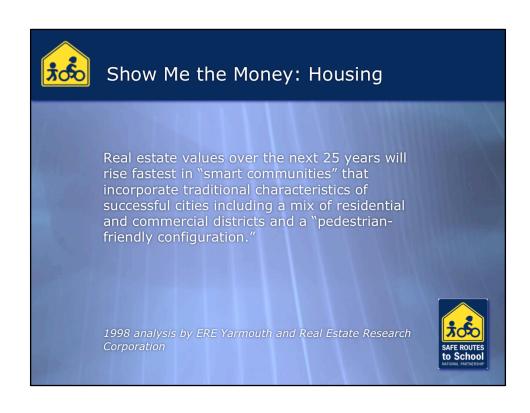
Consumer's Survey on Smart Choices for Home Buyers, National Association of Realtors and the National Association of Home Builders, April 2002.



The Economic Benefits of Walkable Communities, Physical Activity and Health Initiative, California Department of Health Services

The Economic Benefits of Walkable Communities, Physical Activity and Health Initiative, California Department of Health Services

The Economic and Social Benefits of Off-Road Bicycle and Pedestrian Facilities, National Bicycle and Pedestrian Clearinghouse, No. 2, Sept. 1995





WISQARS (Web-based Injury Statistics Query and Reporting System). 2005 Cost of Injury Reports. Centers for Disease Control and Prevention, National Center for Injury Prevention and Control, Office of Statistics and Programming. Database queried for injuries and fatalities to child pedestrians and bicyclists ages 5 to 14, accessed June 2, 2011, wisqars.cdc.gov:8080/costT/.



Digest of Education Statistics, 2010. Tables 184, 186 and 187. Washington, DC: U.S. Department of Education, National Center for Education Statistics, 2011.

Calculated based on the current miles drive to school as cited in McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine 41 (August 2011): 2, 146-151, and with gasoline at \$4 per gallon.



Safe Routes to School: Helping Communities Save Lives and Dollars

2011 Policy Report





Closing Notes

- You will receive an email survey following this webinar; your feedback about today's session will help us to improve. Thank you!
- You can obtain a recording and slides online in one week at:
 - saferoutespartnership.org/resourcecenter/National-Partnership-Webinars



Safe Routes to School: For Health + Money

James F. Sallis, PhD
Active Living Research, UCSD
Economic Benefits of Safe Routes to School
Webinar
August 9, 2012



Endangered: Children Walking to School

PREVENTING CHRONIC DISEASE

PUBLIC HEALTH RESEARCH, PRACTICE, AND POLICY

REVIEW

VOLUME 5: NO. 3

JULY 2008

Children's Active Commuting to School: Current Knowledge and Future Directions

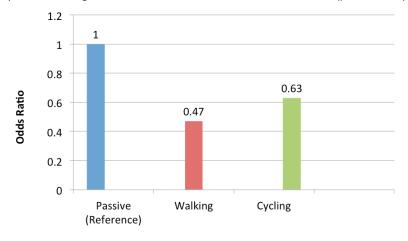
Kirsten K. Davison, PhD, Jessica L. Werder, MPH, Catherine T. Lawson, PhD

also known as accelerometers). Data from these studies indicate that children who use active forms of transport to school accumulate approximately 20 additional minutes of moderate to vigorous physical activity (MVPA) per day on weekdays (8,11,13,15) and expend 33.2 to 44.2 kcal more per day than do youth who are driven to school (14). Links

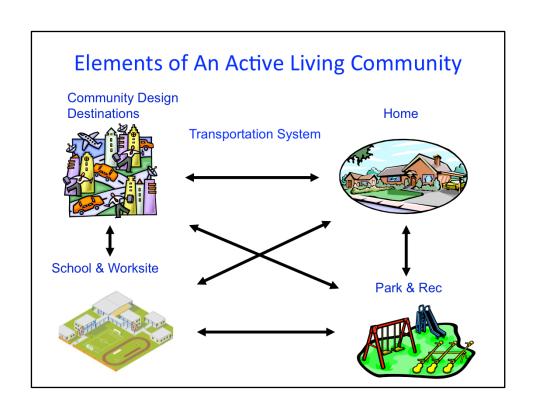
That's over 6300 kcal per school year for daily walkers

Walking and Biking to School Reduces Odds of Being Overweight

A Danish study found that adolescents (N=3847) who walked or cycled to school were less likely to be overweight than those who rode to school in motor vehicles (passive transport).

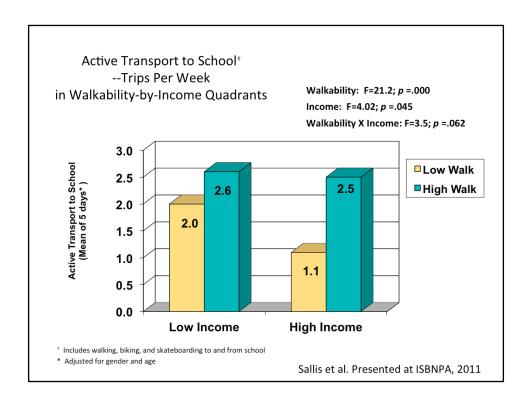


Østergaard L. et al. Cycling to School Is Associated With Lower BMI and Lower Odds of Being Overweight or Obese in a Large Population-Based Study of Danish Adolescents. *Journal of Physical Activity and Health* 2012, 9: 617-625.



Neighborhood Walkability and Active Commuting to School

- 201 parents of children aged 4 to 17
- Active commuting to school:
 - 25% in hi-walkable neighborhoods
 - 11% in lo-walkable neighborhoods
- Parent concerns, mostly about traffic, were higher in lo-walkable neighborhoods
- Kerr, et al. MSSE, 2006



Trend for a Walk X Income Interaction effect – might describe as... For High Income neighborhoods, Hi/Lo Walk Diffs of 1.46 days For Low Income neighborhoods, Hi/Lo Walk Diffs of 0.62 days



<u>This research synthesis</u> reviews the sizable body of peer-reviewed and independent reports on the economic value of outdoor recreation facilities, open spaces and walkable community design. It focuses on "private" benefits that accrue to nearby homeowners and to other users of open space. While parks may also generate "public" benefits to the whole community, these types of benefits is not reviewed.

Compact developments provide fiscal benefits to municipal governments

- Large-lot suburban development patterns require more roads, water supply and sewer services
- A half acre lot in a centrally located, compact development costs \$198 less in annual water and sewer service and \$72,000 less in additional costs over 30 years than a comparable lot in the suburbs.



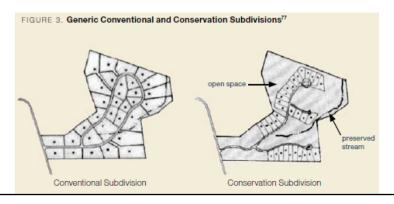
Compact, walkable development, which preserves open space and concentrates development on smaller lots, also provides financial benefits to municipalities related to lower infrastructure costs. Large-lot suburban development patterns require roads, water supply and sewer services

that become more costly when extended over greater distances. One study found that a half acre lot in a centrally located, compact development costs \$198 less in annual water and sewer service and \$72,000 less in additional costs over 30 years than a comparable lot in the suburbs.

Fiscal impact studies estimate the public costs and revenues associated with residential or nonresidential growth to determine the net fiscal impact of development. A review of fiscal impact analyses found that: Residential development typically resulted in a fiscal deficit; nonresidential development generated a fiscal surplus but attracted residential development; and open space was fiscally preferable to residential development and equal to or better than commercial and other nonresidential development.

Real Estate Developers

 Compact, walkable developments have higher home sale prices, enhanced marketability and faster sales or leases than conventional development.



Finally, real estate developers also benefits from neighborhoods that feature open spaces, parks and greenbelts. Developers who protect natural areas <u>may spend less on marketing</u> because such projects can have a high profile within the community, have community involvement in their development and design, and generate significant media interest. Compact developments featuring open space, trails and greenways have <u>sold more quickly</u> than similar properties elsewhere and often have a high rate of presold units. And finally, consumers are also willing to pay a premium to locate in walkable developments featuring open space - between 5 percent and 8 percent. A national survey of developers found that they have noted considerable consumer interest in alternatives to conventional, low-density, automobile-oriented suburban development — including support for higher density, mixed use, pedestrian-oriented places.

How Walkability Raises Home Prices in US Cities. CEOs for Cities. 2009

Table 8: Contribution of Walk Score to Housing Values

	Walk Score Median	75% Percentile	Estimated Housing Gain from Moving to 75% Percentile
Arlington	71	82	19,028
Austin	62	74	24,871
Bakersfield	31	51	(2,242)*
Charlotte	54	71	33,763
Chicago	86	92	31,562
Dallas	46	51	4,278

Adjusting for many other variables

Walk this Way: The Economic Promise of Walkable

The Economic Promise of Walkable Places in Metropolitan Washington, D.C.

Christopher B. Leinberger and Mariela Alfonzo¹ Brookings Institution, 2012

Table 3. The Relationship between Walkability and Economic Performance³⁸

M=\$32.47 SD=\$10.21 M=\$33.24; SD=11.94
M=\$33.24;
*
SD=11.94
See footnote
л=\$1,550.64
SD=\$538.41
M=\$295.93
SD=\$140.57