

# COMPLETE STREETS

## *make economic sense*

Complete Streets contribute to economic growth and stability. People want to live and work in healthier, walkable, bikeable communities. Complete Streets can shift household spending from vehicle costs to cover other household expenses. As a result, they benefit the local economy and support efforts at economic development.



## BENEFITS TO FAMILY BUDGETS

Complete Streets give individuals and families the freedom to choose between multiple types of transportation. When people choose more cost-effective travel modes, they have more money to spend on other essentials, as well as in the local economy.

- Wisconsin public transit users save nearly \$7 per trip when compared to drivers. These savings have resulted in enough additional investments in the local economy to create 11,671 new jobs, \$163.3 million in tax revenue, and \$1.1 billion in total output.<sup>1</sup>
- In the Chicago region, people living within a 1/2 mile of a rail station save \$2,272 on transportation expenses compared to households further from a rail station.<sup>2</sup>
- A two-person adult household that uses public transportation saves an average of \$6,251 annually compared to a household with two cars that uses no public transportation.<sup>3</sup>

Photo credit (Apples): United States Department of Agriculture



## RAISE PROPERTY VALUES

Communities with Complete Streets have stronger real estate markets. Homes located near bicycle, pedestrian, and transit facilities are worth more and maintain their value:

- Chicago-area homes located within one-half mile of a Metra station sell for \$36,000 more on average than homes that are not within walking distance of a Metra station.<sup>4</sup>
- In Indianapolis, a house located within one-half mile of the Monon Trail sold for 11 percent more than an identical house one mile from the trail.<sup>5</sup>
- Homes in neighborhoods with high Walk Scores sell for \$4,000 to \$34,000 more than the average home.<sup>6</sup>



## BOOST LOCAL BUSINESSES

Complete Streets stimulate the local economy. They help communities attract large employers and employees:

- In Washington, D.C., the addition of new patterned sidewalks, streamlined public parking, and new traffic signals helped a business district to attract 44 new businesses and 200 new jobs. Sales, employees, and pedestrians have more than tripled since the project was completed.<sup>7</sup>
- In Pittsburgh, 30 percent of employers responded that transportation was the number one barrier to hiring and retaining qualified workers.<sup>8</sup>
- In Portland, people visiting restaurants and convenience stores by bicycle, foot, or transit visit more frequently, and spend more on average than those who drove.<sup>9</sup>

## Get involved

Led by the Cook County Department of Public Health in collaboration with many partners, Healthy HotSpot aims to multiply the number of places that make healthier living easier. Visit [cookcountypublichealth.org/healthy-hotspot](http://cookcountypublichealth.org/healthy-hotspot) for more information about the Initiative.

<sup>1</sup> Bekka, Khalid. (2003). Socio-Economic Benefits of Public Transit. Wisconsin Department of Transportation. Retrieved from <http://wisdotresearch.wi.gov/wp-content/uploads/03-07transitsector-fl.pdf>

<sup>2</sup> Center for Neighborhood Technology. (2013). Transit-Oriented Development in the Chicago Region: Efficient and Resilient Communities for the 21st Century. Retrieved from <http://www.cnt.org/publications/transit-oriented-development-in-the-chicago-region-efficient-and-resilient-communities>

<sup>3</sup> Lipman, Barbara. (2006). A Heavy Load: The Combined Housing and Transportation Burdens of Working Families. Center for Housing Policy.

<sup>4</sup> American Public Transportation Association. (2001). Public Transportation Means Business. Retrieved from [http://www.apta.com/resources/reportsandpublications/Documents/brochure\\_transit\\_means\\_business.pdf](http://www.apta.com/resources/reportsandpublications/Documents/brochure_transit_means_business.pdf)

<sup>5</sup> Lindsey, G., et al. (2004). "Property Values, Recreation Values, and Urban Greenways." *Journal of Park and Recreation Administration*, 22(3): 69-90.

<sup>6</sup> Cortright, Joe. (2009). How Walkability Raises Home Values in U.S. Cities. Chicago: CEOs for Cities. Retrieved from <http://documents.scribd.com/s3.amazonaws.com/docs/bnp4mimm81hufdk.pdf?t=1333050594>

<sup>7</sup> National Complete Streets Coalition. (n.d.). Complete Streets Spark Economic Revitalization. Retrieved from <http://www.completestreets.org/webdocs/factsheets/cs-revitalize.pdf>

<sup>8</sup> Airport Corridor Transportation Association. (2006). Study of Improved Shared Ride Transportation Services to the Robinson/North Fayette Employment Center. Retrieved from [http://www.acta-pgh.org/nu\\_upload/Final\\_Report\\_102606.pdf](http://www.acta-pgh.org/nu_upload/Final_Report_102606.pdf)

<sup>9</sup> Oregon Transportation Research and Education Consortium. (2013). Examining Consumer Behavior and Travel Choices. Retrieved from <http://trec.pdx.edu/research/project/411>