

## FOR IMMEDIATE RELEASE

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### **New Report Finds that Investments in Cycling Infrastructure Boosts Economies, Creates Jobs**

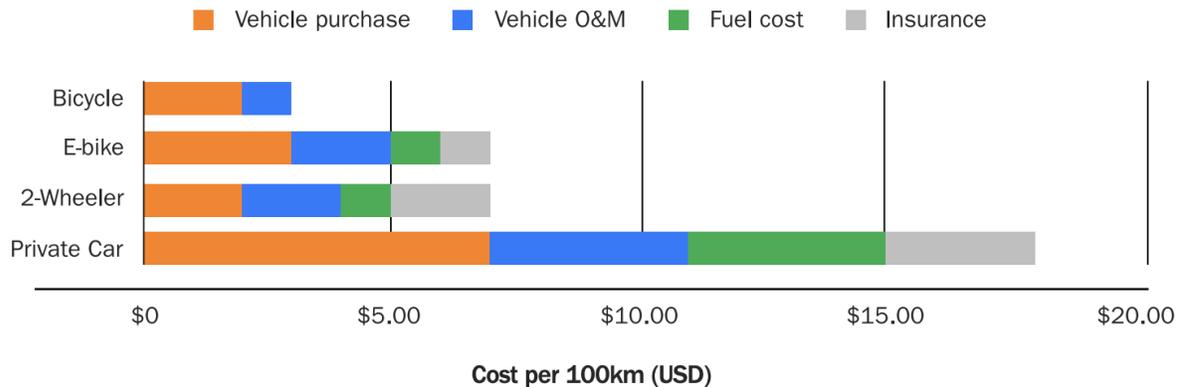
*Cycling has been shown to provide significant economic benefits—for individuals, cities, and society—and functions as a low-cost, high-yield, scalable solution to urgent climate and equity issues. Continued investment in cycling infrastructure is key to growing sustainable jobs and opens opportunities to expand existing industries and develop entirely new ones.*

A new report from the Institute for Transportation and Development Policy (ITDP), with support from the [Transforming Urban Mobility Initiative](#) (TUMI), highlights the expansive benefits of making investments into cycling infrastructure in urban environments. **The report, [Making The Economic Case for Cycling](#), explores how a larger share of trips made by bicycles reduces costs for individuals and society and can generate significant revenue for cities.** It also finds that increased demand for bicycles and cycling trips can create jobs and boost economic opportunities.

Many cities have witnessed firsthand the benefits of investing in infrastructure and other street design improvements that support safer, more direct, and more connected cycling trips. Unfortunately, there are still many cities that may not be convinced that such investments are “worth” the upfront costs. The report describes how, unlike electric cars or massive public transportation projects, bicycles are widely available in most parts of the world, and the benefits of widespread usage can be measured accordingly.

As shown in the graphic below, the individual cost of owning and maintaining a bicycle is approximately USD \$3.00 per every 100 km traveled, while the same distance traveled in a private car costs six times as much, at approximately USD \$18.00 per 100km. In dense urban areas, valuable commuting time can also be saved as protected bicycle lanes offer virtually traffic-free transportation during peak rush hours.

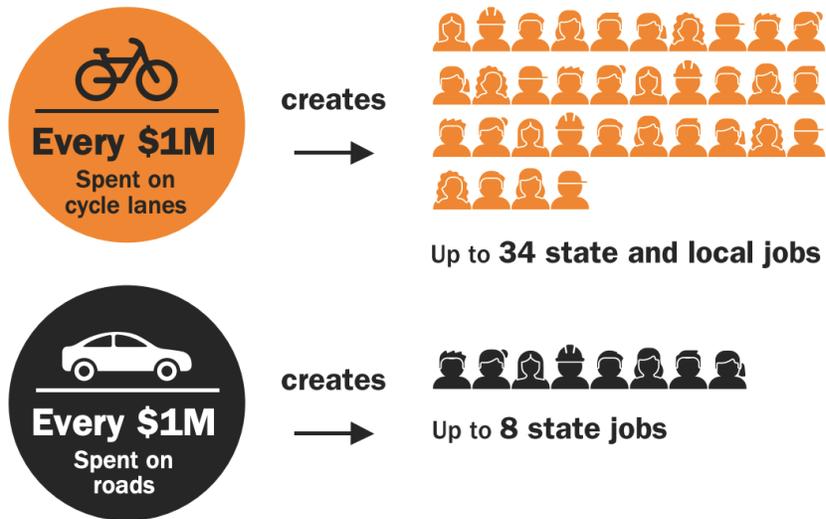
### Total Cost per 100km Traveled



In addition, considering that nearly 20% of global greenhouse gas emissions come from the transportation sector, increasing the share of urban cycling trips to 18% in the next 30 years (from its current level of 5%) has the potential to reduce CO<sub>2</sub> emissions by two gigatonnes annually. **This would save economies an estimated USD \$836 billion annually, capital that can be directed to investments in other public services.**

Improved bicycle access in densely populated communities directly correlates to higher retail sales, increased property values, and municipal revenues. It has also been found that pedestrians, cyclists, and other micromobility customers spend more, on average, than drivers do, despite the perception that reducing vehicle parking will translate to financial losses.

**Overall, compared to roads or other infrastructure projects, building cycling infrastructure creates 4.25 times more jobs per USD \$1 million spent.** Industries affiliated with bicycles, including manufacturing, infrastructure, and tourism, are expected to grow rapidly, spurring more jobs and economic growth. For these benefits to be truly unlocked, cities must find funding to build and maintain an interconnected network of cycling lanes and infrastructure. The return on investment for a quality system is high and oftentimes the initial expenditure is low, as long as cities take a strategic approach.



“Investing in cycling infrastructure is an investment in the resiliency of all of our public transportation systems. With another fuel crisis upon us, cycling is not only an essential transport option for so many, it is also an affordable, environment-friendly way to deliver goods and services to communities,” said ITDP CEO Heather Thompson. “Our cities and leaders need to recognize the immense economic, social, and environmental benefits of prioritizing cycling and walking over cars. The research and data is there — now is the time to act on it.”

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*The Institute for Transportation and Development Policy is a global nonprofit that works with cities around the world to design and implement high-quality transport systems and policy solutions that make cities more livable, equitable and sustainable.*

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