

# What are the Economic Impacts on Local Businesses After Constructing Pedestrian and Bicycle Projects?

## Case Studies

Studies show **increased sales at restaurants and positive effects on sales and employment for businesses** along new pedestrian and bicycle projects in 6 U.S. cities<sup>1</sup>



**Pedestrians and bicyclists tend to spend more money compared to drivers in commercial areas.**

*Based on surveys conducted in San Francisco, Portland, New York City, and Dublin (Ireland), bicyclists and pedestrians tend to visit local businesses more often compared to drivers<sup>2</sup>*



**Creating or improving active transportation facilities has a positive economic impact on nearby retail and food service businesses.**

*The results are similar regardless of whether vehicular parking or travel lanes are removed or reduced to make room for bicycle or pedestrian facilities. Studies indicate positive or neutral impacts<sup>3</sup>*

### REFERENCES

<sup>1</sup> Liu, Jenny H. and Shi, Wei. Understanding Economic and Business Impacts of Street Improvements for Bicycle and Pedestrian Mobility – A Multicity Multiapproach Exploration. NITC-RR-1031/1161. Portland, OR: Transportation Research and Education Center (TREC), 2020.

<sup>2</sup> Bent, Elizabeth, and Krute Singa. 2009. "Modal Choices and Spending Patterns of Travelers to Downtown San Francisco, California: Impacts of Congestion Pricing on Retail Trade." Transportation Research Record: Journal of the Transportation Research Board 2115 (December): 66–74. <https://doi.org/10.3141/2115-09>.

<sup>3</sup> Volker, Jamey MB, and Susan Handy. "Economic impacts on local businesses of investments in bicycle and pedestrian infrastructure: a review of the evidence." Transport reviews 41.4 (2021): 401-431.

<sup>4</sup> <https://www.sfmta.com/reports/polk-streetscape-project-evaluation-fact-sheet>

<sup>5</sup> <https://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>

## Post Project Results

**90%** people walking continued to visit more frequently or at the same rate<sup>4</sup>

*2019 San Francisco Municipal Transportation Agency (SFMTA) Intercept Survey on Polk St. Project included new protected bike lanes, pedestrian safety improvements, and streetscape amenities*

**49%** fewer commercial vacancies<sup>5</sup>

*2009 New York City Department of Transportation (NYC DOT) Union Square project evaluation  
Project included a new pedestrian plaza and new street furniture*

**49%** increase in retail sales for locally-based businesses<sup>5</sup>

*2007 NYC DOT 8<sup>th</sup> Avenue and 9<sup>th</sup> Avenue project evaluation  
Projects included new protected bike lanes and pedestrian safety islands*



**Embarcadero West Rail Safety and Access**

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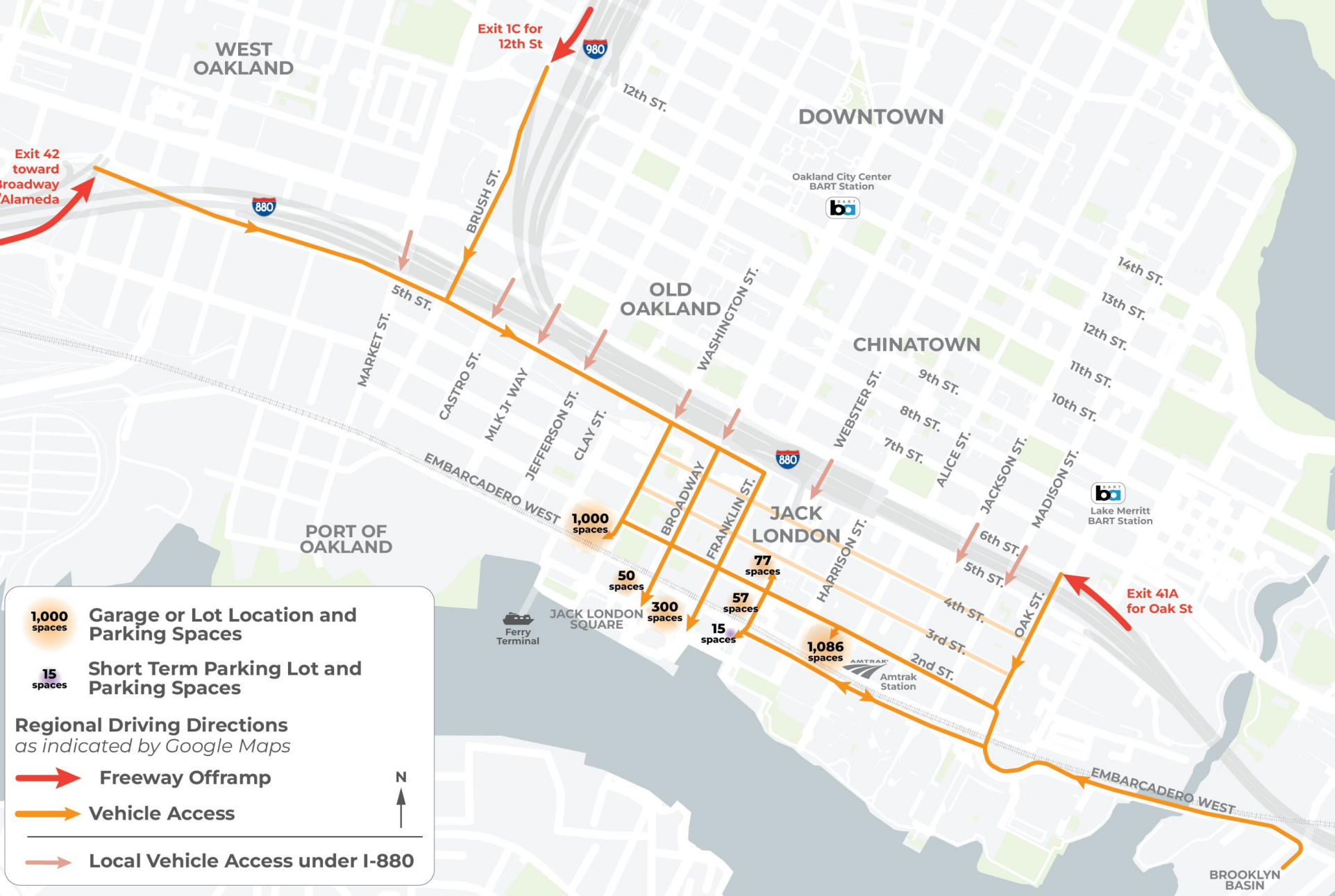
CITY OF  
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# Driving and Parking Directions

## To the Jack London District and Waterfront



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# Reported On-Track Incidents on Embarcadero West

Market St – Oak St 2016 - 2024



### Reported Incident By Type

- # **Injury**
- # **Non-Injury** *Hazard or incident not involving or causing injury*
- # **Near Miss** *Hazard or incident in which no property was damaged and no personal injury was sustained*

**Embarcadero West Rail Safety and Access Improvements Proposed Project Extents**



Incident data provided by:  
 Union Pacific Response Management Communication Center (RMCC) 2017-2024  
 AMTRAK Safety Incident Report 2016-2024  
 FRA Accident Reports 2016-2024



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