

Benefits Summary in Constant 2020 Dollars			
Type of Impact	Benefit	Undiscounted Benefit	Value @ 7% Discount
Livability	Increased Property Value	\$ 4,821,700	\$ 2,806,273
	Health Benefits from Walking/Cycling	\$ 67,470,073	\$ 21,775,256
Economic Competitiveness	Vehicle Operating Costs (VMT Reduction)	\$ 12,694,659	\$ 4,097,068
	Crash Reduction	\$ 1,040,247	\$ 420,370
Safety	Sidewalk and Trail Improvements	\$ 34,149,349	\$ 11,021,343
	Reduced Emissions	\$ 2,210,776	\$ 1,114,435
Environmental	Reduced Noise & Congestion	\$ 3,666,463	\$ 1,183,312
	Total Benefits	\$ 126,053,267	\$ 42,418,058

57.4%

10.1%

27.9%

4.7%

Livability	\$ 72,291,773
Economic Competitiveness	\$ 12,694,659
Safety	\$ 35,189,596
Environmental	\$ 5,877,240

Project Benefit Cost Ratio

2.36

Benefit-Cost Summary in 2020 Dollars	
	7% Discount
Total Benefits	\$ 42,418,058
Total Costs	\$ 17,992,219
Benefit-Cost Ratio	2.36

Project Impact and Benefits Matrix				
Type of Impact	Population Affected by Impact	Economic Benefit	Value @ 7% Discount	Page Reference in BCA
Improved roadway/pedestrian/cycling infrastructure.	Commercial/residential property owners within the Downtown and The Bend.	Increased Property Value from Complete Streets	\$ 2,806,273	p. 6
	All pedestrians, and cyclists in study region	Health Benefits from Walking & Cycling	\$ 21,775,256	p. 10
Improved multi-modes of transportation infrastructure	Drivers, community	Vehicle Operating Costs (Reduced ADT)	\$ 4,097,068	p. 7
	The community as a whole, society	Reduced Emissions (Reduced ADT) - Environmental/Public health benefits	\$ 1,114,435	p. 7-8
	Drivers, community	Reduced Noise and Congestion	\$ 1,183,312	p. 10
Safer roadway and pedestrian-based infrastructure	All drivers, pedestrians, and cyclists in study region	Reduction in Accidents	\$ 420,370	p. 9
	All drivers, pedestrians, and cyclists in study region	Sidewalk and Trail Additional Improvements	\$ 11,021,343	p.10

