



Biking

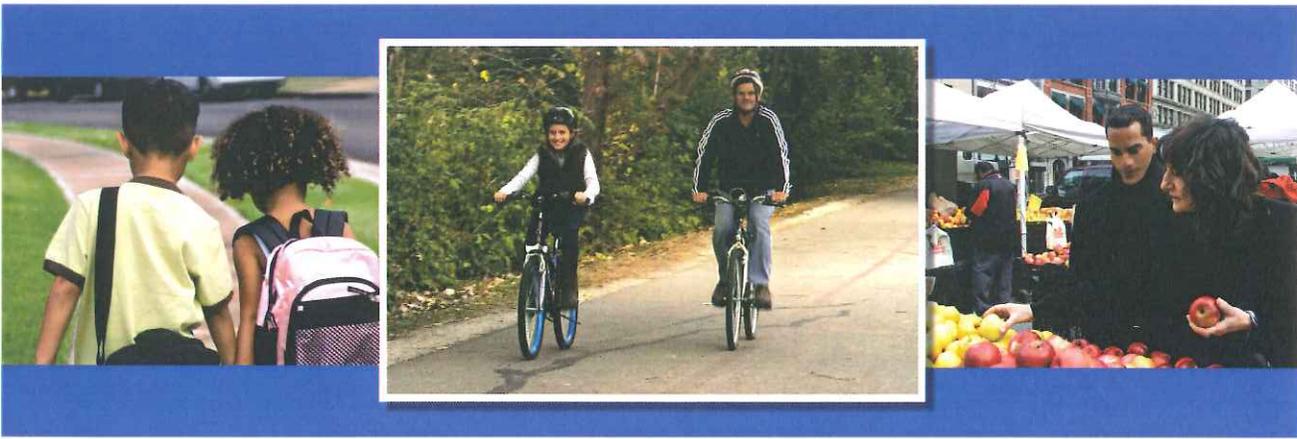
Bicycling is the second most popular outdoor activity in the United States and a means for people of all ages and abilities to get out and move, whether for recreation or transportation. Bicycling can help individuals meet recommended amounts of daily physical activity through everyday trips like biking to work, the coffee shop, or the grocery store. By offering bicycling education and encouragement and routinely including bicycle facilities in transportation projects, a community can provide residents with a fun, healthy and practical transportation choice.

- **Adolescents who bicycle are 48% less likely to be overweight as adults. (Menschik, D., 2008)**
- **The average annual cost of operating a bicycle is \$308, while the average annual cost of operating a car is \$8,220. (Forbes, 2012)**
- **Research shows that increasing the number of bicyclists on the street dramatically improves bicycle safety. (Jacobsen, P., 2003)**

Best practices that support biking and increase ridership include:

1. Adopting a community-wide Bicycle Master Plan
2. Promoting bicycle events like Bike to Work Day and community bike rides
3. Becoming a Bicycle Friendly Community
4. Encouraging or requiring businesses to provide bicycle parking
5. Installing bicycle infrastructure and wayfinding signs





Parks and Greenspace

Parks and greenspace are an important part of an active community. They provide destinations within the active transportation network, spaces for physical activity, and opportunities for recreation and fun. Parks and greenspace also improve mental and social health through exposure to nature; reduce pollution; improve nearby property values; and contribute to healthy, vibrant communities.

- **A study in Nebraska found that for every \$1 spent on trails, almost \$3 were saved in direct medical costs. (Active Living Research, all)**
- **Homes near parks can sell for up to \$2,262 more than homes without parks nearby.**
- **People who live near trails are 50% more likely to meet physical activity guidelines.**

Best practices to encourage active living through local parks and greenspace include:

1. Adopting a Parks Master Plan
2. Adopting a Trails and Greenways Master Plan
3. Promoting parks and the benefits of supporting and using them
4. Assessing infrastructure near parks for safety and accessibility
5. Developing shared use agreements between local schools, parks and municipalities





Transit

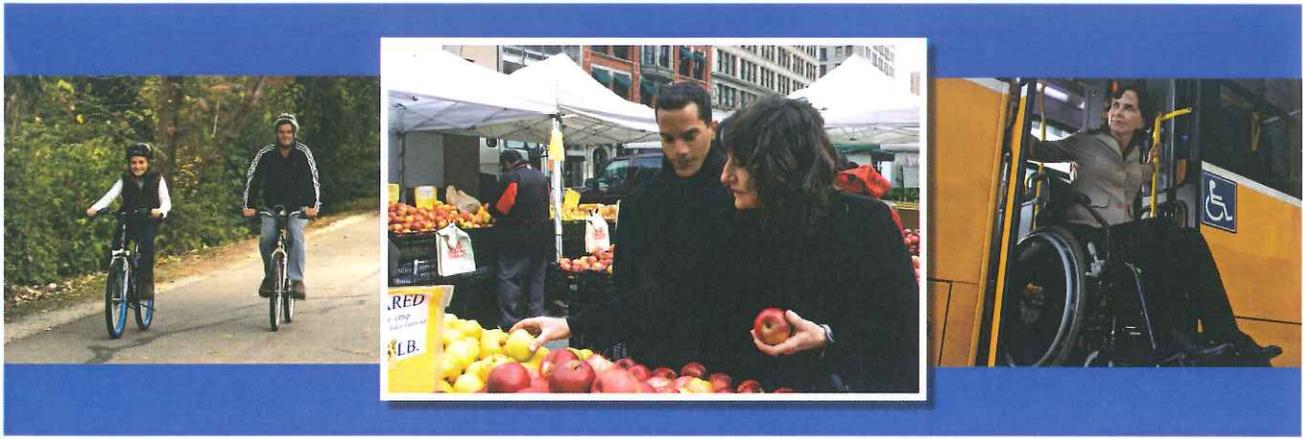
Public transit is an important element of physically active, car-light and car-free lifestyles. Every transit trip begins and ends with some form of active transportation such as walking or biking, meaning that most transit riders meet daily physical activity requirements on basic trips. Mixed-use transit oriented development, designed to maximize access to public transportation and support economic development, allows residents to easily access jobs, entertainment, and essential services without needing an automobile.

- **73% of Americans feel they have no choice but to drive as much as they do. (National Household Transportation Survey, 2010)**
- **Transit-oriented development has only one-quarter of the per capita traffic fatality rates of automobile-dependent and sprawling communities. (American Public Transportation Association, 2010)**
- **66% of Americans say that they would like more transportation options. (National Household Transportation Survey, 2010)**

Key public transit strategies that support active living include:

1. Developing a local and stable funding source for transit service
2. Conducting transit stop assessments to gauge accessibility and maintenance needs
3. Regularly riding existing transit services and encouraging others to do the same
4. Adopting a zoning code that encourages mixed-use and infill development





Land Use and Public Places

The way a community plans and zones its land determines how connected, walkable and bikeable that community will be. Sprawling land use patterns and roads designed only for cars force people to drive to meet even the most basic daily needs. Compact, connected development and “complete streets,” on the other hand, provide options for everyone and allow residents to choose active transportation on a daily basis. Mixing land uses and connecting a variety of walkable destinations is vital to building an active living community.

- **People who live in walkable neighborhoods weigh 6-10 pounds less and are twice as likely to get enough physical activity as those who don't. (Active Living Research, 2013)**
- **Homes with higher Walk Scores sell for \$4,000-\$34,000 more. (CEOs for Cities, 2009)**
- **Approximately one-third of Americans live in communities without sidewalks or bike lanes. (National Household Transportation Survey, 2009)**

Best practices for supporting active living through land use include:

1. Adopting land use plans that mix uses and encourage community-wide connectivity
2. Developing a thoroughfare plan that prioritizes Complete Streets
3. Amending the zoning code to allow and encourage mixed-use and infill development
4. Adopting a subdivision control ordinance that sets maximum lot sizes and requires sidewalks on all new development





Walking

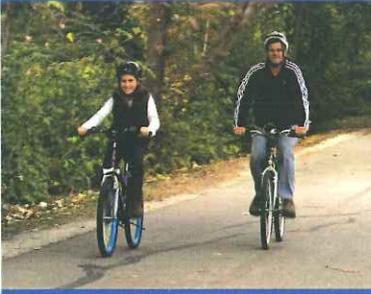
Walking is the oldest and simplest form of human transportation. It is also the most popular form of physical activity in the U.S. and an easy way to meet daily physical activity recommendations. Walkable communities support independence for people of all ages and abilities, and contribute to a greater quality of life for all residents. Studies show that walking is good for physical and mental health because it reduces stress, improves concentration and lowers blood pressure. Walking is also a fun and easy way to connect with the community!

- **One-third of Americans do not drive, including the young and elderly, people with disabilities, people who cannot afford to drive, and people who choose not to drive. (American Community Survey)**
- **Although 27% of trips made in the U.S. are shorter than one mile, 62% of those trips are currently made by car. (NHTS, 2009)**
- **Walking 6 miles per week can halve the risk of Alzheimer's disease over 5 years. (www.everybodywalk.org)**

Best practices for creating a walkable community include:

1. Adopting a Pedestrian Master Plan and a Pedestrian Safety Action Plan
2. Adopting a sidewalk ordinance that requires sidewalks in all new private development
3. Convening a pedestrian advisory council and becoming a Walk Friendly Community
4. Installing pedestrian countdown signals and wayfinding signs
5. Encouraging Crime Prevention Through Environmental Design (CPTED)





Schools

In recent decades, it has become virtually impossible for children to travel to school by foot or bike. Nearby streets often lack sidewalks and are designed only for fast moving cars. Schools have been built far from where people live. Some schools have banned walking and biking because of liability concerns, even in cases where children live directly across the street. Safe opportunities for walking and biking to school increase children's physical activity, reduce pollution, boost learning and attention, and help kids develop independence and valuable social skills.

- **Within the span of one generation, the percentage of children walking or bicycling to school has dropped dramatically, from approximately 50% in 1969 to just 13% in 2009. (Safe Routes to School National Partnership, all)**
- **Walking and biking to school reduces transportation costs for school districts and households. Eliminating one bus route could save a school district ~\$45,000 per year.**
- **10-14% of morning traffic in communities is associated with families dropping children off at school.**

Best practices to encourage active living through schools include:

1. Developing a Safe Routes to School plan and program
2. Participating in National Walk to School Day each October and National Bike to School Day each May
3. Conducting safety audits and securing funding for infrastructure projects near schools
4. Developing shared use agreements between local schools, parks and municipalities

