Trails for Transportation

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Trails and Active Transportation

- Connections Between Public Health and Active Transportation
- Health Benefits
- Economic Benefits
- Social Benefits
- Programs to Promote Trails and Active Transportation
Healthy People provides science-based, 10-year national objectives for improving the health of all Americans. For 3 decades, Healthy People has established benchmarks and monitored progress over time in order to:

- Encourage collaborations across communities and sectors.
- Empower individuals toward making informed health decisions.
- Measure the impact of prevention activities.

Healthy People 2020 continues in this tradition with the launch on December 2, 2010 of its ambitious, yet achievable, 10-year agenda for improving the Nation’s health. Healthy People 2020 is the result of a multiyear process that reflects input from a diverse group of individuals and organizations.
“Healthy People 2020 reflects a multidisciplinary approach to promoting physical activity. This approach brings about traditional partnerships, such as that of education and health care, with nontraditional partnerships representing, for example, transportation, urban planning, recreation, and environmental health.”

CDC, Healthy People 2020
Indiana’s Comprehensive Nutrition and Physical Activity Plan, 2010-2020

- The IHWI and ISDH released the State Obesity Plan in January 2011.
- The Plan outlines a plan of action for different settings to address obesity in Indiana, including communities.
Indiana’s statewide initiative to prevent obesity and other chronic diseases

www.inhealthyweight.org
These are tools available to public officials and advocates to include public health elements in the plans.
1 min.-Pete Introduce the relationship between active transportation and obesity.
THE ROLE OF Parks and Recreation IN PROMOTING PHYSICAL ACTIVITY

RACIAL DISPARITIES
70% of African-American neighborhoods lack recreation facilities, compared to 38% of white neighborhoods.

$2,262
more than homes without parks nearby.

OPEN SPACE
Youths in neighborhoods with 7 recreational facilities were 26% more likely to be active 5 times per week than those in areas without facilities.

TRAILS
A study in Nebraska found that for every $1 spent on trails, there was almost $3 in savings in direct medical costs.

THE ROLE OF Transportation IN PROMOTING PHYSICAL ACTIVITY

TRAFFIC CALMING
Median, speed bumps and other traffic-calming efforts can reduce the number of automobile crashes with pedestrian injuries by up to 15%.

PUBLIC TRANSPORTATION
Public transit users take 30% more steps per day than people who rely on cars.

SIDEWALKS
People who live in neighborhoods with sidewalks on most streets are 47% more likely to be active at least 30 minutes a day.

BIKE FACILITIES
In Portland, Ore., bicycle commuters ride 49% of their miles on roads with bike facilities, even though these are only 8% of road miles.

Active Living Research
www.activelivingresearch.org


THE ROLE OF Communities
IN PROMOTING PHYSICAL ACTIVITY

WALKABLE COMMUNITIES
People who live in walkable neighborhoods are 2 times as likely to get enough physical activity as those who don’t.

RECREATIONAL FACILITIES
Teens who live in poor or mostly minority neighborhoods are less likely to have a recreational facility near home.

TRAILS
People who live near trails are 50% more likely to meet physical activity guidelines.

JOINT USE
The number of children who are physically active outside is higher when schoolyards are kept open for public play.

Active Living Research
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Health Benefits of Trails and Active Living

- Enables adults to meet the need for physical activity.
- Allows children to safely access schools and open space for physical activity.
- Links parks and open spaces creating networks of green space.
- Provides opportunities for treating a variety of chronic diseases.
- People who live near parks are healthier.
Economic Benefits of Trails and Active Living

- Increases property values near trails and larger parks.
- Generates tourism dollars to the community.
- Parks and trails are an attraction to new employees and residents.
- Potential employers locating businesses in a community now look for parks, trails and recreation opportunities for their employees.
- Creates new businesses that support trail and park users.
Social Benefits of Trails and Active Living

- Trails and parks build a sense of community and create a unique sense of place.
- Trails become meeting places for neighbors and an opportunity to interact.
- Trails and parks are a venue for community wide events.
- Trails can become a neutral ground for diverse populations to meet.
- Trails can provide access to destinations for underserved neighborhoods and address disparities.
2 min. Explain opportunities to collaborate and introduce your SRTS work, etc.
Safe Routes to School (SRTS)

- Program created through the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- Program administered by the Indiana Department of Transportation.
- The three primary purposes of the national SRTS program include:
  - To enable and encourage children, including those with disabilities, to walk and bicycle to school.
  - To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
  - To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.
Safe Routes to School

- Plans and Infrastructure
- Plans address
  - Engineering
  - Education
  - Encouragement
  - Enforcement
  - Evaluation
- Ongoing implementation
Sate Routes to School
Non-Infrastructure Program

A two year agreement with the Indiana Department of Transportation
Planning for Bicycle Friendly Communities

- ISDH partnered with Bicycle Indiana to conduct 11 seminars across Indiana.
- Over 350 public officials, planners, engineers, and other design professionals attended.
- Followed up by funding Bicycle and Pedestrian Plans for a number of communities in the state.
Bicycle Friendly Community Seminars in Indiana

ISDH and Bicycle Indiana are planning six additional seminars in 2013.
Bicycle Safety and Education

- ISDH has partnered with Bicycle Indiana to fund bicycle safety and education activities throughout the state for the last eight years.
Complete Streets Policies in Indiana?

- Northwest Indiana MPO
- Bloomington MPO
- Madison County MPO
- Evansville MPO
- Tippecanoe County MPO
- Columbus
- Frankfort
- Indianapolis
- Westfield
- Richmond

Complete Streets policies now cover 36% of Indiana’s Population (over 2 million people)
Mention top down and bottom up strategy with grass roots strategy being very important. Many public officials are disconnected or unaware of these issues.
Indiana Resources