

STREETS BUILT TO SHARE™

Do we have streets built to share™ in [STATE]?

What makes a thriving community? The connections we have with one another, the safety of our neighborhoods, and our ability to make healthy choices. We are all working hard for a [COMMUNITY/CITY/STATE] built upon these things, but right now, there are several obstacles standing in our way. Mainly, the lack of sidewalks, bike lanes, crosswalks, and other provisions necessary for active transportation.

And what's the result? A sedentary, unconnected community where children aren't safe biking to school and families choose TV over walks in the neighborhood.

Many of our current streets desperately need improving. We need “complete streets” where all travelers—whether by car, foot, or bike—can get safely from one place to another. **It's time to tell our leaders to build complete streets policies into their community development plans.**

Here's why we are so passionate about bringing complete streets policies to our community, and why you should be too!

- Less than half of U.S. children and adolescents meet the recommended guidelines of at least 60 minutes of moderate-to-vigorous physical activity each day, and less than 10 percent of adults meet the recommended guidelines of at least 30 minutes of moderate-to-vigorous physical activity every day.^{i,ii}
- Many schools have eliminated or reduced physical education, and in the last 30 years, the number of children walking or biking to school has dropped from 42 percent to a mere 16 percent.ⁱⁱⁱ
- Each year, more than 4,000 pedestrians die in traffic crashes, and 7 percent of those fatalities are children age 15 and younger.^{iv} Providing areas to walk separate from automobile lanes could help prevent up to 9 out of 10 of these traffic tragedies.^v
- Complete streets can improve the safety of those who bike. Research shows up to a 50 percent reduction in bicyclist injuries and collisions with automobiles when on-road bike lanes are marked.^{vi}
- A study of Atlanta residents found that people who lived in the most walkable neighborhoods were 35 percent less likely to be obese than those living in the least walkable areas.^{vii}
- The mere existence of sidewalks and bike paths can have positive effects on health and physical activity levels. Studies have shown that more and better quality sidewalks are associated with higher rates of walking and more adults meeting the daily physical activity recommendations. Sidewalks are also associated with a lower likelihood of being overweight.^{viii,ix}
- It has been found that people in walkable neighborhoods generally did about 35 to 45 more minutes of moderate intensity physical activity a week and were less likely to be overweight or obese than those in low-walkability neighborhoods.^x

So, what can you do to help make this happen? Tell our decision makers to implement complete streets policies right away, and make sure your community leaders, neighbors, and friends know about this issue too. Just visit [URL PLACEHOLDER] to spread the word.

It is not enough for streets to be safe for drivers—whether walking, running, riding a bike, or driving a car, we all deserve access to routes that keep us safe until we arrive at our destination.

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- ⁱ Centers for Disease Control and Prevention.—Trends in Leisure-Time Physical Inactivity by Age, Sex, and Race/Ethnicity—United States, 1994–2004. || *Morbidity and Mortality Weekly Report*, 54(39): 991–994, October.
- ⁱⁱ Haskell W, Lee I, Pate R, et al.—Physical Activity and Public Health: Updated Recommendation for Adults from the American College of Sports Medicine and the American Heart Association. || *Medicine & Science in Sports & Exercise*, 39(8): 1423–1434, August 2007.
- ⁱⁱⁱ Kerr J. Designing for Active Living Among Children. *Active Living Research*. 2007.
- ^{iv} U.S. Department of Transportation National Highway Traffic Safety Administration. *Traffic Safety Facts: 2010 Data*. NHTSA's National Center for Statistics and Analysis, August 2012. Available at: <http://www-nrd.nhtsa.dot.gov/Pubs/811625.pdf>.
- ^v Federal Highway Administration. *An Analysis of Factors Contributing to "Walking Along Roadway" Crashes: Research Study and Guidelines for Sidewalks and Walkways*. Report No. FHWA-RD-01-101. February 2002. http://katana.hsrc.unc.edu/cms/downloads/WalkingAlongRoadways_Study_Guidelines.pdf.
- ^{vi} Reynolds CCO, Harris MA, Teschke K, Cripton PA, and Winters M. The Impact of Transportation Infrastructure on Bicycling Injuries and Crashes: A Review of the Literature. *Environmental Health* 8.47 (2009).
- ^{vii} Frank LD, Andresen MA, Schmid TL. Obesity relationships with Community design, physical activity, and time spent in cars. *American Journal of Preventative Medicine*, 27:87-96, 2004.
- ^{viii} Addy C, Wilson D, Kirtland K, et al.—Associations of Perceived Social and Physical Environmental Supports with Physical Activity and Walking Behavior. || *American Journal of Public Health*, 94(3): 440–443, March 2004.
- ^{ix} Boehmer T, Hoehner C, Deshpande A, et al.—Perceived and Observed Neighborhood Indicators of Obesity among Urban Adults. || *International Journal of Obesity*, 31(6): 968–977, June 2007.
- ^x Sallis, James F, et al. Neighborhood built environment and income: Examining multiple health outcomes. *Social Science and Medicine* 68(2009): 1285-1293.