

STREETS BUILT TO SHARE™

We need streets built to share™ in [STATE].

Streets are meant to be the great connectors of our community. They take us from one place to the other, fusing together neighborhoods, towns, cities, and states. They bring people together, especially when those streets are built to be shared and used for activities like running, biking, and walking, just as much as they are for driving.

But in our state, [INSERT LEADER'S NAME], that is not always the case. Many of our streets are not built to be shared, making it unsafe for all users including kids, families, older adults, or people with disabilities—whether they are walking, pushing a stroller, using a wheelchair, bicycling, driving, or taking public transportation. Those same streets that are meant to connect us become barriers as they prevent neighborhoods from coming together.

And what's the result? A sedentary, unconnected community.

For many of your constituents, that is the reality:

- 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

Yet, we want to change. **We want to be more active.** We want to lead healthy lives. But each time we step outside, we're faced with scarier, unsafe streets:

- Each year, more than 4,000 pedestrians die in traffic crashes, and seven percent of those fatalities are children age 15 and younger.^{iv}

As our leader, we need to you to do something about this health and safety crisis. We need you to make active travel possible in our state by adding complete streets policies to your development plans:

- Providing areas to walk separate from automobile lanes could help prevent up to 9 out of 10 of pedestrian 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

[INSERT LEADER'S NAME], what are you waiting for? Don't delay bringing more sidewalks and bike lanes to our state. Take a stand for the health of your constituents and build complete streets polices into your city development plans.

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

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.