

## Introductions:

Give your name,  
job, & an early  
fond recollection of  
being physically  
activity as a young  
child (i.e. not H.S.  
sports).



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# When you were young, did you . . .



OR



- Play, explore outdoors without adult supervision?
- Walk or bike to school, a park, a friend's, downtown?
- Play games with no formal uniform, umpire, or referee?
- Spend time with kids of different ages, both boys and girls?
- Play in water: ocean, lake, river, pond, creek, pool, fire hydrant?
- Have a wheeled vehicle: bike, scooter, big wheel, skateboard, skates?
- Do stuff you could not have gotten away with if adults *were* present?

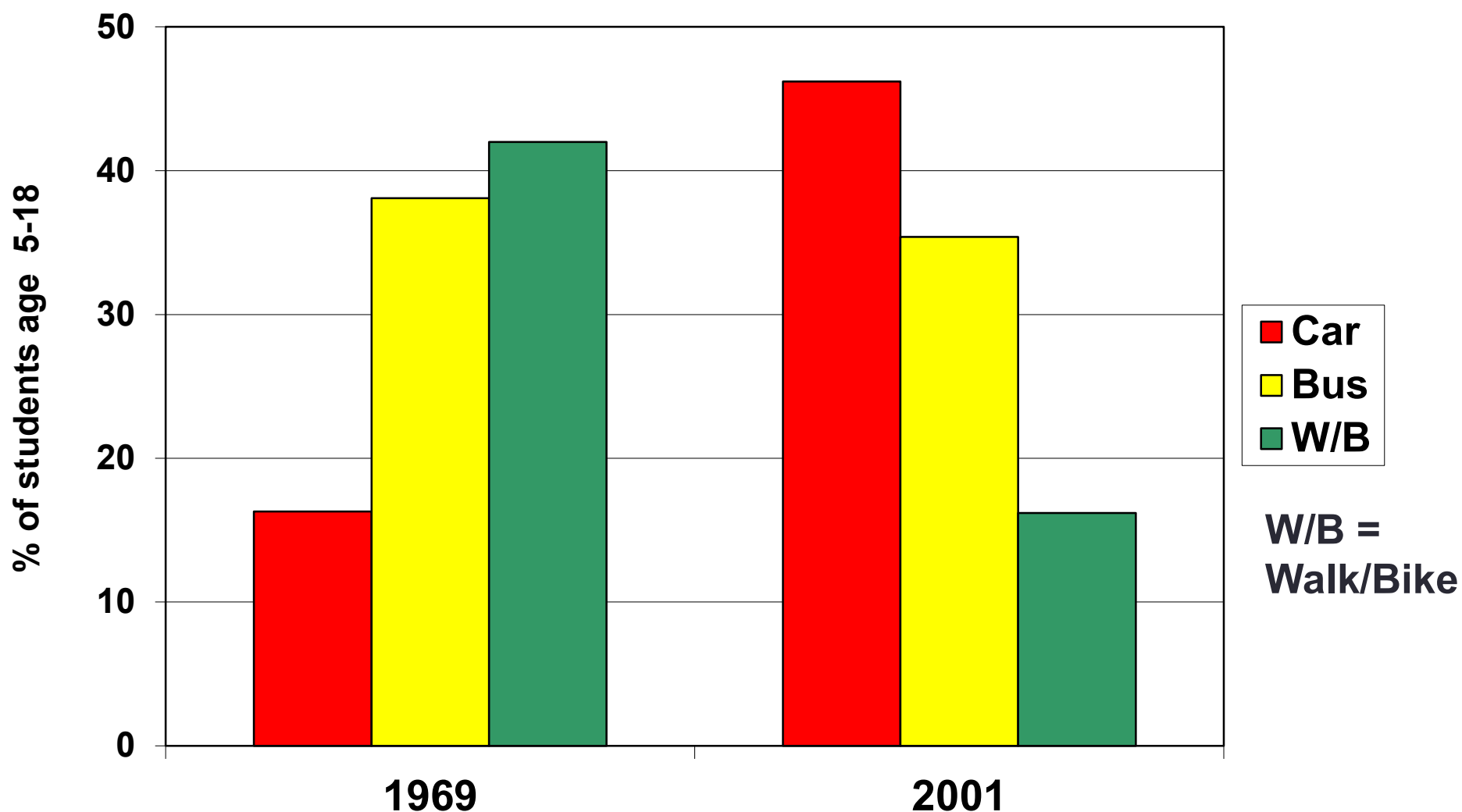


1. Were you a “free range kid?”
2. Do you think most children today are?
3. Do you think it’s good for them?

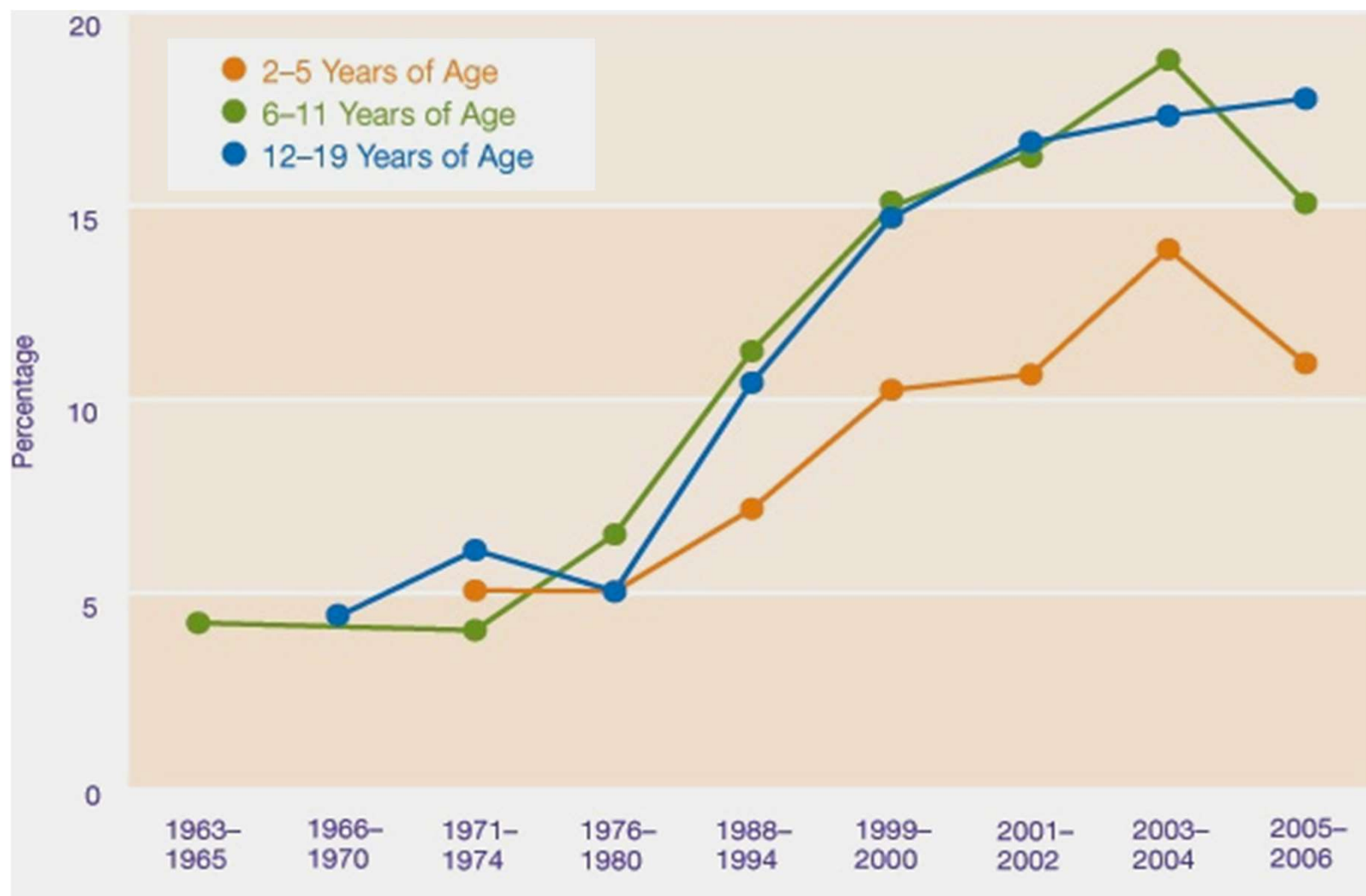
Scituate MA

# Changes in Walking & Cycling to School, 1969 to 2001

Ham et.al., *Jour. of Physical Activity & Health*, 2008, 5, 205-215



# Trends in Childhood Obesity & Overweight



CDC, National Center for Health Statistics. *National Health Examination Surveys (NHANES) 1963–2006.*

[www.rwjf.org/files/publications/annual/2008/year-in-review/](http://www.rwjf.org/files/publications/annual/2008/year-in-review/)

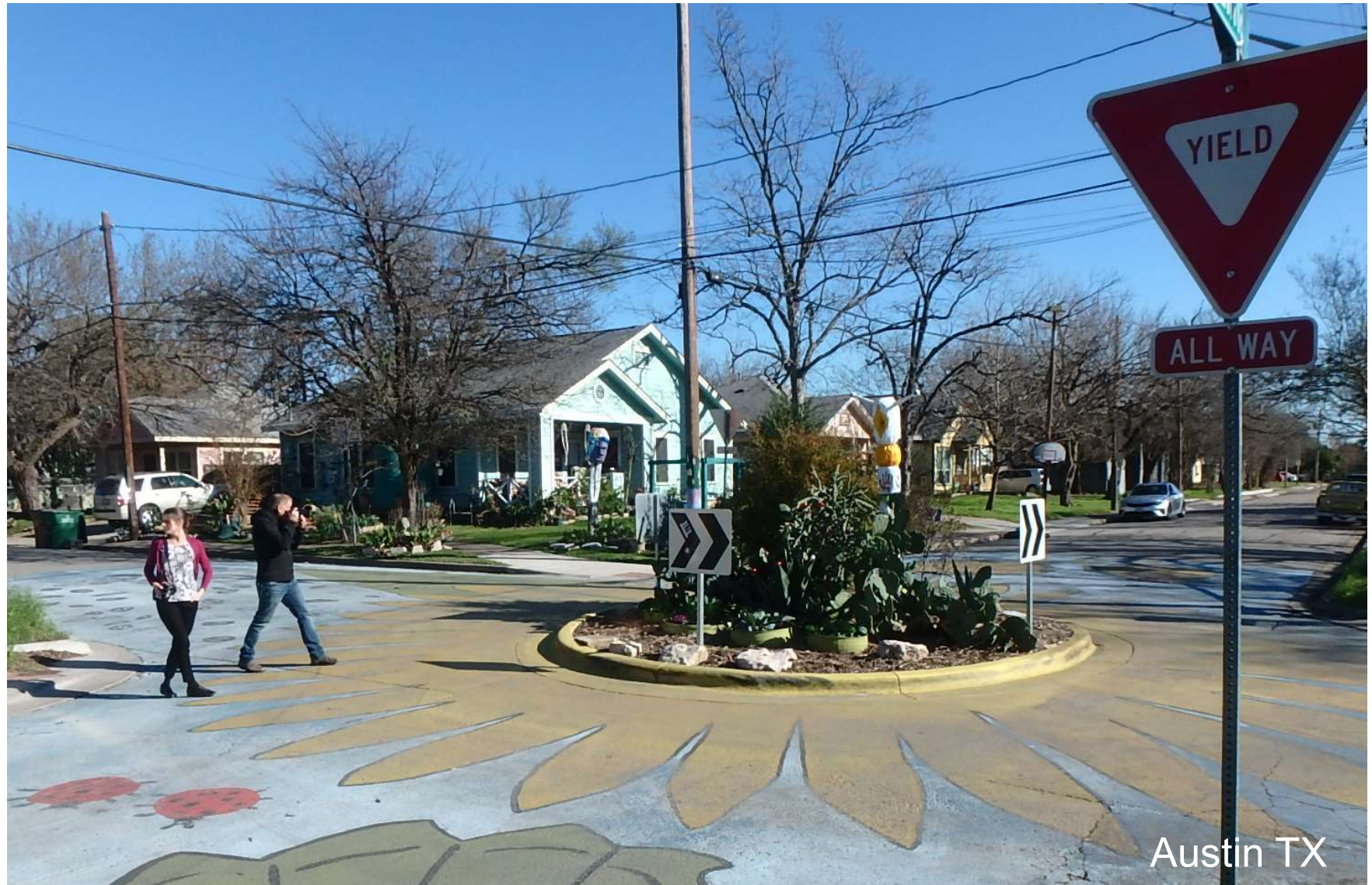
# The real risk . . .



Lenore Skenazy  
[www.freerangekids.com](http://www.freerangekids.com)



# It's Not Necessarily About **Me**, **My** Perspective & **My** Lived Experience







Your task during PAPH: Frame an action plan that reflects an effort to create equitable and inclusive *physically active routes to everyday destinations*.

1. Identify a real-world challenge/opportunity.
2. Convene interdisciplinary partner(s).
3. Develop inclusive, equitable approach(es) to community engagement and input.
4. Explore policy, systems, environmental solutions.
5. Use demonstrations & quick-builds: low cost, reversible; proof of concept; further input.
6. Evaluate: Demo effectiveness; community input; further refine systems approach.
7. Develop, implement systems-level solutions.

# STEP IT UP!

Surgeon General's Call to Action to  
Promote Walking and Walkable Communities

[surgeongeneral.gov/StepItUp](http://surgeongeneral.gov/StepItUp)



- Walkable, Livable Communities.
- Safe Routes to School (Parks, etc.).
- Age-Friendly Comm. (AARP, WHO)
- Sustainability, Smart Growth.
- Transportation Demand Management.
- Transit Oriented Development.
- Vision Zero; "Slow Streets"
- New Urbanism (CNU)



## 2. Convening partners: Don't ask how they can help you. Ask how you can help them meet *common goals*.



### AARP COMMUNITY CHALLENGE

Grants to make communities livable for people of all ages

[aarp.org/CommunityChallenge](http://aarp.org/CommunityChallenge)



# PROTECTED BIKE LANES MEAN BUSINESS

## Make the economic case

- Home-buyers desire “walkability.”
- Better employee & business recruitment & retention.
- More retail sales & employment.

### A SHIFT TO CAR-LITE LIFE

The average young person is driving less and biking and taking transit more. <sup>4</sup>

+24%

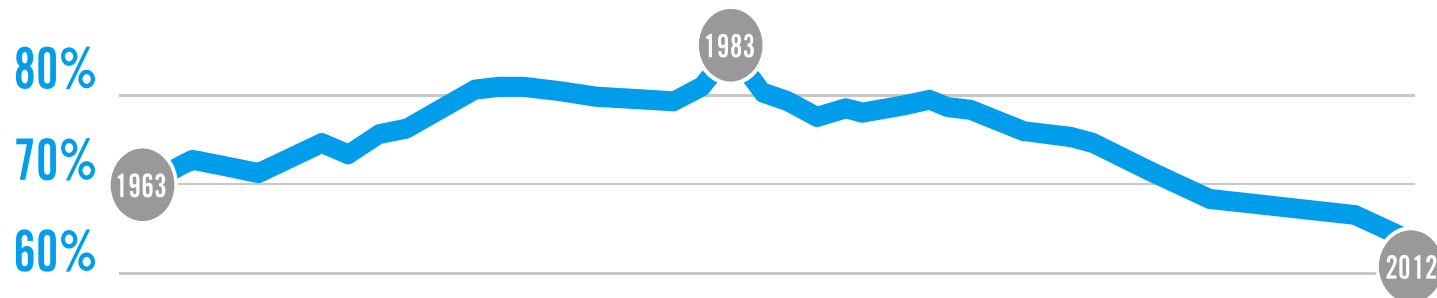
+40%



-23%

### LICENSE TO DRIVE: A LOWER PRIORITY

The percent of people 16-24 with a driver's license peaked in 1983 and is now at its lowest rate since 1963. <sup>5</sup>



### 3. Don't just talk about it, *experience* it.

#### Inclusive Interdisciplinary Walk/Move Audits: **I2Audits**.

- Go to real destinations (walk, bike, transit).
- Move with people who live & work there daily.
- Inclusive across age, race, income, ability & disability . . .
- **Shared discovery & solutions;** *not* “expert answers.”

Rural Inst. for Inclusive Communities  
<https://www.umt.edu/rural-institute/>



## 4. Examples of policies that support “physically active routes to everyday destinations”

### Circulation

#### **AHA POLICY STATEMENT**

### **Creating Built Environments That Expand Active Transportation and Active Living Across the United States**

A Policy Statement From the American Heart Association

**ABSTRACT:** Physical activity is vital for the health and well-being of youth and adults, although the prevalence of physical activity continues to be low. Promoting active transportation or human-powered transportation through policy, systems, and environmental change is one of the leading evidence-based strategies to increase physical activity regardless of age, income, racial/ethnic background, ability, or disability. Initiatives often require coordination across federal, state, and local agencies. To maximize the effectiveness of all types of interventions, it is imperative to establish strong and broad partnerships across professional disciplines, community members, and advocacy groups. Health organizations can play important roles in facilitating these partnerships. This policy statement provides recommendations and resources that can improve transportation systems, enhance land use design, and provide education to support policies and environments to promote active travel. The American Heart Association supports safe, equitable active transportation policies in communities across the country that incorporate consistent implementation evaluation. Ultimately, to promote large increases in active transportation, policies

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American Heart  
Association Advocacy  
Coordinating Committee

Downloaded from http://

- **Macro:** Land use.
- **Meso:** Connecting networks.
- **Micro:** Functional design details.

- i. Complete Streets.
- ii. Healthy planning & zoning.
- iii. Transportation trail networks & requirements.
- iv. Transportation Demand Management (TDM).
- v. Accessible, affordable, & diverse housing policies.
- vi. Health & equity data in project prioritization.



## 5. Pilots to Policies.

E.g. Speed tables, traffic calming (Complete Streets)



# Demonstration speed table, curb extensions, & painted intersection. Rochester NY





# 6. OBJECTIVE Evaluations of Pop-ups & Quick-Build Demonstrations



Main St. Pop-up  
Peoria IL

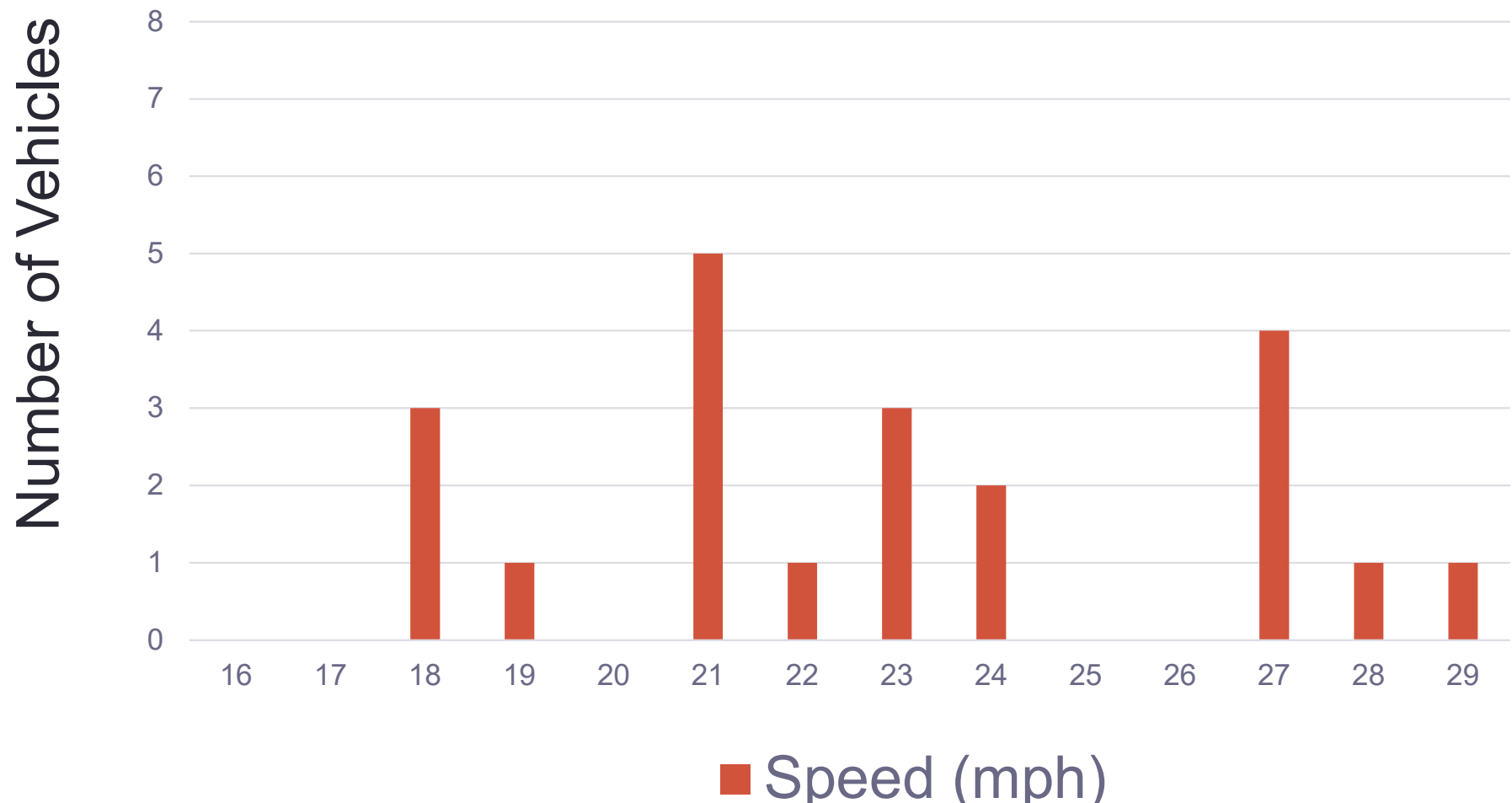


# Peoria YMCA student street-level researchers.



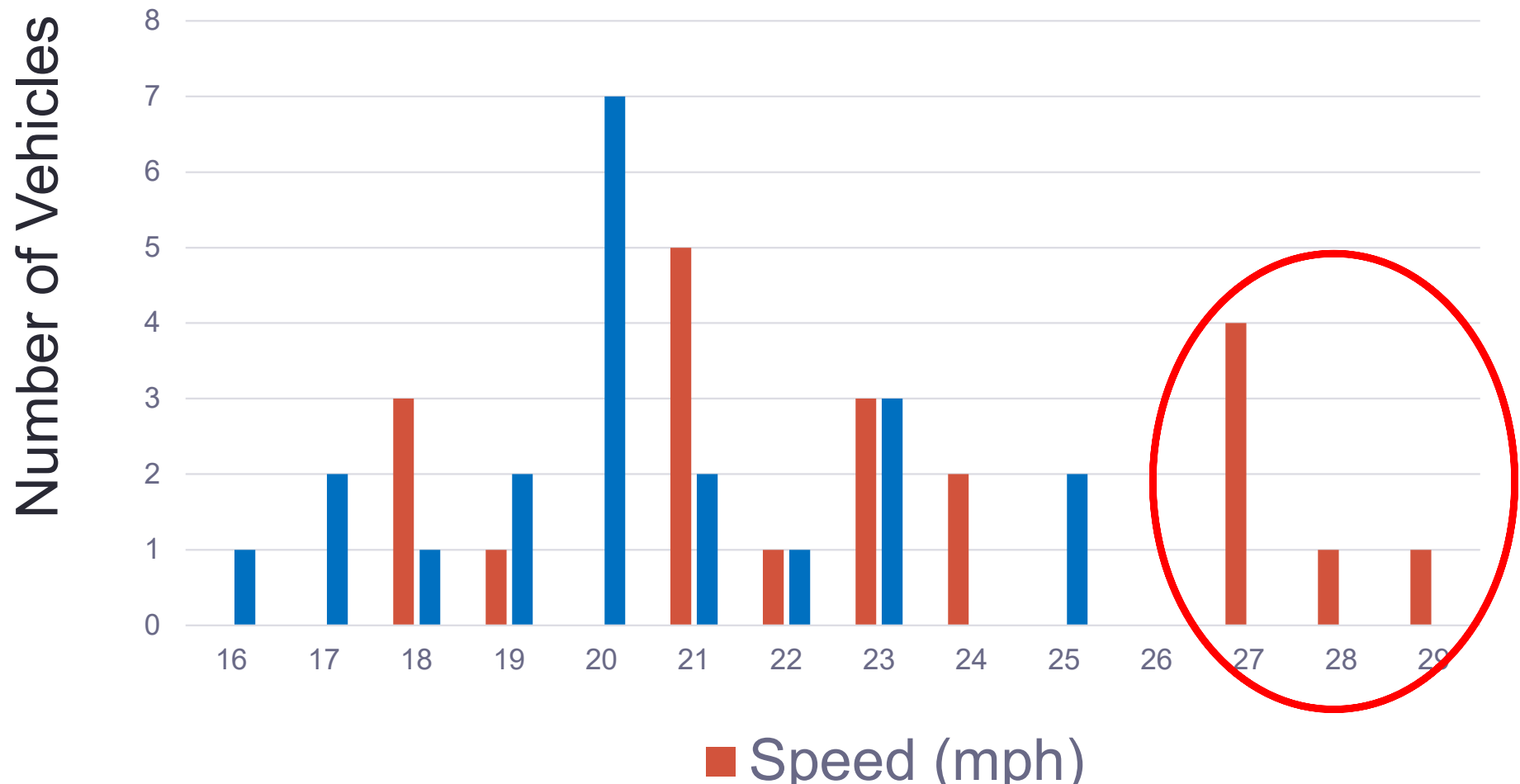
# Histogram of vehicles at each speed . . .

Average speed before = 22.8 mph



# Histogram of vehicles at each speed . . .

Average speed before = 22.8 mph  
Average speed during demo = 20 mph



## 7. Share results, advocate for change!

Pedestrian	Bicycle	Vehicle
Counts	Counts	Counts
Crossing locations	Locations (street, sidewalk, bike lane)	Speeds
Crossing times	Travel time	Transit time
Wait time at crossings	< Collisions, safety >	Yielding

- Business activity: customers (by mode), retail sales
- Vacancies/occupancy, tax revenue
- Real estate value, sales, time on the market

## Your simple “action ideas” PowerPoint:

1. Introduce the challenge/opportunity.
2. Proposed policy/systems/environmental approach.
3. Identify at least one key interdisciplinary partner(s).
4. Propose inclusive, equitable approach(es) to community engagement & input.
5. A possible pop-up or demonstration project for proof of concept, to gain input, build support.
6. Evaluation: How will you know if it worked? What objective evaluation is appropriate?
7. Questions, concerns for your peers & faculty?