

# Active Transportation to Prevent Obesity and Improve Health

Walking and bicycling for daily transportation are important ways to get regular physical activity, but such active travel has decreased dramatically over the past few decades. Investing transportation funds in sidewalks, bike facilities, traffic-calming devices, greenways, trails and public transit make it easier for people to walk and bike within their own neighborhoods and to other places they need to go. Designing communities that support active travel also creates recreational opportunities, promotes health and can even lower health care costs.

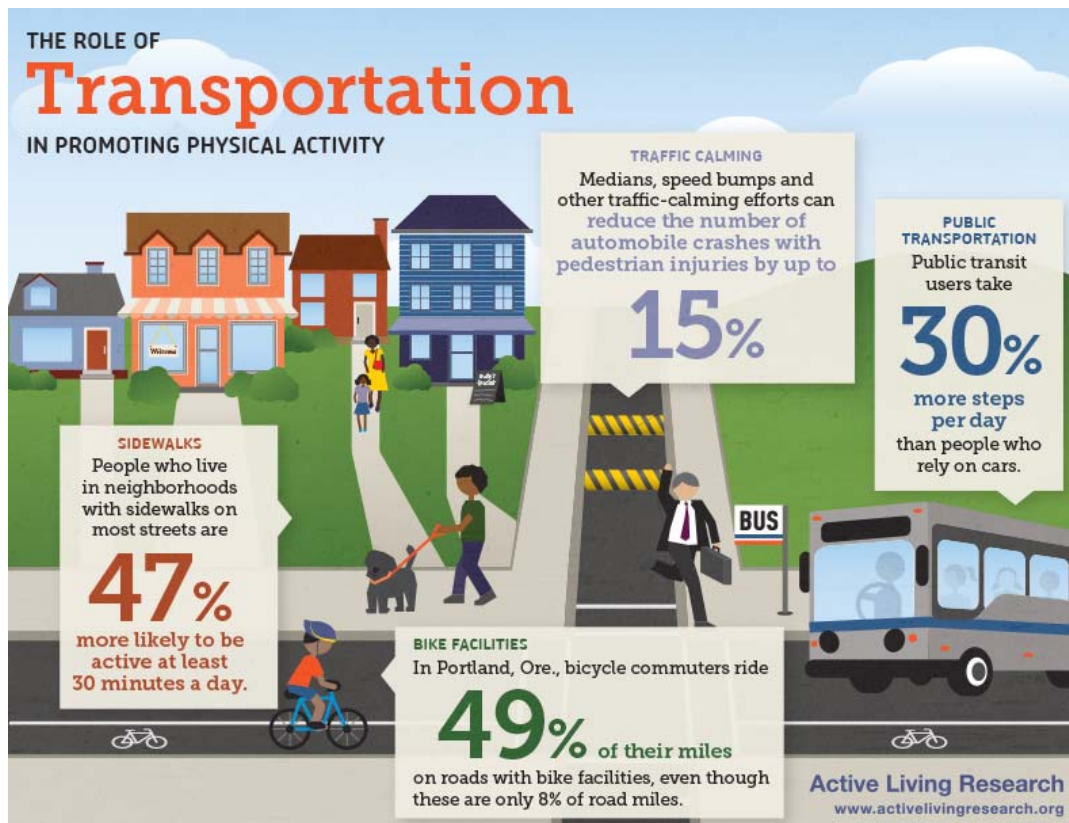
The following resources represent the best evidence available about a variety of policy, infrastructure, and other environmental factors that promote active travel. They can help policy-makers, planners, advocates, and others create healthier communities for residents of all ages.



## Active Transportation: Making the Link from Transportation to Physical Activity and Obesity

Regular physical activity promotes important health benefits and reduces risk for obesity, but many Americans live in communities that lack sidewalks, trails, bicycle paths and other infrastructure that support walking and bicycling. This brief shows how infrastructure investments and other transportation programs can help children and adults get more regular physical activity.

<http://www.activelivingresearch.org/node/12296>



Active Living Research can help you create active communities.

Get connected:

Twitter:  
@AL\_Research

Facebook:  
ActiveLivingResearch

Read our Move! blog:  
[activelivingresearch.org/blog](http://activelivingresearch.org/blog)

Contact us: [alr@ucsd.edu](mailto:alr@ucsd.edu)

Sign up for our newsletter via our website

**Infographic** illustrating the role of transportation in promoting physical activity.

<http://bit.ly/QjcSPC>



### How to Increase Bicycling for Daily Travel

Only 1% of all daily trips in the United States are made by bicycle, including less than 1% of trips to school by children younger than age 16. However many more trips could be made by bicycle, as 40% of trips made in the United States are shorter than two miles. This brief summarizes evidence on strategies for increasing bicycling levels, including on-street bike lanes, off-street bike paths, and other bicycling infrastructure and educational programs, and offers related policy implications.

<http://www.activelivingresearch.org/dailybiketavel>



### Counting Bicyclists and Pedestrians to Inform Transportation Planning

This brief describes a number of technologies for counting bicycles and pedestrians and the benefits and challenges associated with different approaches. It also explains how counting data can be used to inform transportation planning, presents trends in levels of bicycle and pedestrian activity, and illustrates one goal of non-motorized traffic monitoring, namely, estimating bicycle and pedestrian traffic on streets in cities and towns.

<http://www.activelivingresearch.org/bikepedcounts>



### Clearing a Path for Bicycling Investments

This brief discusses findings from research in Portland, OR on cyclists related to route choices - determining the attractiveness of paths, bike boulevards and the effect of intersection design, turns and slope. The brief also explains how the research has been incorporated into the regional travel demand model that helps inform regional and local transportation investments.

<http://www.activelivingresearch.org/node/12801>



### Power of Trails for Promoting Physical Activity in Communities

Community trails can provide children and adults with a low-cost way to be physically active and potentially reduce medical expenses. This brief highlights trail characteristics that encourage regular trail use and examines how trails influence physical activity among different populations.

<http://www.activelivingresearch.org/node/12476>



### Regional Response to Federal Funding for Bicycle and Pedestrian Projects

Investing in bicycle and pedestrian projects is an important strategy for increasing physical activity and promoting health among all Americans. This report examines how and to what extent regions across the country have used federal transportation funding to improve pedestrian and bicycle infrastructure. It includes case studies showing how various investments impact bicycling and walking.

<http://www.activelivingresearch.org/node/12463>

Visit the Active Living Research website for these resources and more information about active transportation: <http://www.activelivingresearch.org/taxonomy/transportation>.

Active Living Research, a national program of the Robert Wood Johnson Foundation, contributes to the prevention of childhood obesity, especially in communities where resources are few and rates of obesity are high. We support and share research on environmental and policy strategies that can promote daily activity for children and families across the United States.



Robert Wood Johnson Foundation