




Building a Balanced Transportation System

Active transportation key to
optimizing mobility & social benefit

A large, solid green decorative bar at the bottom of the slide, which tapers from left to right.

Rails-to-Trails Conservancy

- Create healthy places for healthy people
 - Trail systems ubiquitous by 2020
 - 100,000 members/supporters
 - Build national “AT” movement
 - Champion transport infrastructure
 - Rail-trails: 14,000 miles x 2
 - Active transportation systems
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Cost/Benefit of Trail/AT Systems

- AT =1-2% of budget, provides 8.5% of work trips
 - Plus walk/bike to transit; non-work trips
- Multiple benefits for society and individuals
 - Burn calories not carbon; economic
- Trail costs in low hundreds of thousands/mile
 - Heavily used for commuting+, esp. in dense areas



Reauthorization goals...



SAFETEA-LU Reauthorization

- RTC Goal: Double federal funding for AT
 - Enhancements marginal growth from \$3.5B
 - Safe Routes to School and Non-motorized pilot projects poised to multiply
- 2010 Campaign for Active Transportation




AT is Serious Mobility Solution

- Would Jesus double park in the bike lane?
- Lifestyle choices = huge shift
 - Location + transit + AT = one less car, and <1/4 VMT
- Ideal for short trips, which dominate
 - Nearly half of trips 3 miles or less
 - Minneapolis: 28% trips by bike/walk
 - Local Congestion
 - 20-25% of morning traffic is driving kids to school
 - 42% walk/bike (1969) to 16.2% walk/bike (2001) now

Discuss: optimal transport system



How achieve balanced system?

- Cooperation
 - Holistic planning
 - Play to relative strengths of modes
 - Automobile: speed, comfort, & control for longer trips & hauling
 - Transit: serves those who cannot or choose not to drive, esp. in denser urban settings
 - Bike/walk: healthy, clean, cheap choice, esp. for shorter trips
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Matching solutions to needs

- “Negawatts” analogy
 - Capacity crisis in electricity met by finding least cost way to meet demand: conservation often > expand or build new power plants
 - Forced upon utilities, but later saw advantage
- AT can provide flexible, low cost way to reduce congestion/meet mobility demand



The Bigger Picture

- Planning and priorities also should recognize superior public health, environmental, and quality of life benefits
- Communities will lead way because value practical actions that address multiple social objectives



“Walk a mile in my shoes”

During the time that Rome was the power in the known world, a Roman soldier could legally require any one to carry his pack for a mile. Jesus suggested you carry it a second mile as a sacrifice, gift or to have a greater understanding if the others lot. First migratory Americans have been credited with the origin of the phrase suggesting you can't really understand someone else unless you live their life, walk in their shoes so to speak.

