



Increasing Access to Safe Physical Activity Opportunities **Recommendations for improving physical activity access** **through policy, systems, and environmental changes**

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Note: The below recommendations are not an exhaustive list of strategies.

General Recommendations

- Consider policy changes to the environment that promote increased access to and opportunities for a person to safely and accessibly be more active, whether by recreational physical activity or physical activity in the form of active living and active travel such as walking, cycling, or wheeling.
- Think in terms of accessible policies and systems improvements, when possible. Accessibility components are a required and unfunded mandate by the ADA. For example, truncated domes should be at every single curb cut and often are not. Unless the truncated domes are etched into the cement when the cement is laid, most of them come in the form of a *temporary*, durable material that is bolted or affixed using adhesive to the ground.
- Think about ways you might be able to support a larger project – consider funding the *non-permanent* feature (e.g., paint, signage, art projects) of a more permanent infrastructure systems or environmental change that is funded by another party (e.g., sidewalk, speed hump, speed table, greenway, or trail).
- Tactical urbanism projects and demonstration projects (e.g., pop-up bike lane, reverse angle parking, and greenway demonstration) are great for experiential and people-centered learning, and support a policy or systems approach
- Funds to support any type of plan/policy development through a firm are often very costly, but usually well spent and ensure sustainable changes in the future. Once that plan is developed, it can then be added as supporting policy in other plans, such as master plans and complete streets, and has the power to help make built environment changes on the ground.
- For temporary or removable environment installations, such as portable speed bumps, consider capturing data using ped counters, speed limit data, and/or crash data to justify a permanent version in same location. These can often be added to county-/city-level comprehensive plans through policy changes.

Examples of Items that BRIC Funds Can Support

- Wayfinding
- Signage
- Paint, chalk, and stencils for crosswalks and temporary road markings; paint rollers/brushes
- Art Projects such as art at crosswalks and painting of street intersections and speed tables
- Bike lane striping
- Reflective tape
- "Yield to Pedestrian" crosswalk signs, portable sign stands, supportive light flashers
- Portable speed bumps
- Rubber curbs
- Traffic cones
- Delineator posts and traffic-calming items
- Streetscape items (e.g., planters, beautification, painting on buildings, awnings added to a streetscape, pocket parks)
- Bike rack, bike fix-it station
- Multi-use path materials (e.g., maps, benches, kiosks, mulch, sand, shared road signs, removable solar lighting, pet waste disposal stations)
- Contracting with planning/engineering to help with official policy/plan development and guidance or Public Works department (staff time, strategic planning)