



Active Transportation Plan Overview

Active transportation is hard to define because it didn't used to need a definition. Active transportation was how we got places: We walked. Or maybe rode our bikes to school. Or took a bus or train downtown. It didn't have a particular name.

As automobile use increased and flourished, it became the norm. It was how we got places, and it shaped the decisions about what our places looked like. It became almost synonymous with local transportation, and often relegated walking, bicycling, and transit use to the background.

But as those "lesser modes" become more popular, we need to define them in order to promote them. "Active transportation" is a very apt term because pedestrians and bicyclists are physically active as they travel from Point A to Point B; they also are more actively engaged with their surroundings – whether they be walking down the sidewalk of a busy shopping street, bicycling across campus to class, jogging along a riverfront trail, or stepping off a bus to walk the final block of their commute to work.

The growing interest in these active modes of transportation has generated new ideas about how to accommodate them in an infrastructure that became more oriented toward the automobile. That's what this interactive map is about. It identifies important corridors for interactive transportation, recognizes the different character among segments of those corridors, and offers guidance on what features are appropriate in different segments.