

Greater Lafayette Active Living Workshop

July 31, 2014
Summary Report



Prepared on September 10, 2014 by:

Zia Brucaya, MS and Kim Irwin, MPH
Health by Design

Pete Fritz, AICP, RLA and Lindsey Bouza, MPH, CHES
Indiana State Department of Health – Division of Nutrition and Physical Activity



>> WORKSHOP SUMMARY

On July 31, 2014, the Indiana State Department of Health and Health by Design partnered with the Tippecanoe County Area Plan Commission (TCAPC) to present a daylong Active Living Workshop attended by forty-three community leaders, staff and residents. The workshop was held at the West Lafayette Public Library. A public open house held from 6-8PM to share outcomes from the workshop and facilitate additional discussion was attended by nineteen community members.

The Active Living Workshop raised awareness of the ways in which partners in the Greater Lafayette area can support active living by implementing strategic plans, policies, programs and projects. Content focused on the value of active living to the overall health and well-being of residents, as well as how the cities of Lafayette and West Lafayette can enhance livability, economic development and the environment by developing and supporting a comprehensive network of opportunities for active transportation.

Specific objectives of the workshop included:

1. Helping participants understand how community planning and design influence everyday physical activity levels;
2. Providing participants with practical tools and ideas for building healthier neighborhoods and multimodal transportation networks;
3. Demonstrating how transportation and land use patterns can work together to form safer, healthier and more accessible communities;
4. Introducing Complete Street principles and how they can be applied locally;
5. Generating a list of participant-identified priorities based on best practices for supporting active transportation locally through changes to policy and the built environment.

Included in this report are the top priorities identified by participant focus groups and resources to support their implementation. This feedback will provide a useful foundation as partners in Greater Lafayette build momentum and take action to improve the built environment for active living. There are many additional initiatives not mentioned here that would benefit efforts in the region, so we encourage partners to continue exploring new ways to increase everyday active living opportunities, multimodal connectivity, safety and accessibility.

To stay updated on active living technical resources, funding opportunities, events, programs and relevant policies and projects being implemented throughout the state, sign-up to receive Health by Design emails at www.healthbydesignonline.org/getInvolved.php.

For additional information and questions, contact Kim Irwin at Health by Design, (kirwin@acsm.org / (317) 352-3844) or Pete Fritz at the Indiana State Department of Health, (pefritz@isdh.in.gov (317) 234-6808).

>> NEXT STEPS

Follow-up Support

As a result of hosting the Active Living Workshop, the TCAPC and its partners are eligible to receive up to **ten hours of post-workshop technical assistance and consultation** from Health by Design and the Indiana State Department of Health, Division of Nutrition and Physical Activity. This assistance may include, but is not limited to, policy development and review, print resources, planning and design consultation, and presentations and facilitation at local follow-up meetings.

Health by Design will also administer a **progress review** after nine months to assess progress toward implementing recommendations. This review will consist of a short survey to be filled out by the TCAPC and a follow-up meeting or conference call between the workshop team and local partners to discuss accomplishments, challenges, opportunities and next steps.

Awardee Responsibilities

The TCAPC is required to work with partners to submit three documents throughout the year following the Active Living Workshop:

1. A **active living action plan** (template attached), due by **October 31, 2014** which must include specific action steps, responsible parties, relevant stakeholders and a timeline for completion for the top six priorities identified during the workshop. The plan may include additional priorities as desired. If one of the top six priorities from the workshop is not included, you must explain why. If submitted by a nonprofit, the plan must be developed in consultation with the local planning department and/or other government partners.
2. A **nine-month progress review** which will be administered by Health by Design as a survey on **April 30, 2015**.
3. A **one-year success story** to be used in informational materials and media produced by Health by Design and the Indiana State Department of Health.

The Health by Design workshop team will meet with the TCAPC in person or by phone to review the action plan, progress report and success story as they are submitted and to offer additional guidance as needed. Please submit all materials and direct any questions to Kim Irwin at kirwin@acsm.org. The TCAPC will also be asked to participate in periodic **follow-up surveys** administered by the Indiana State Department of Health to collect performance measures for agency grant reporting purposes.

As the TCAPC and its partners continue to pursue active living goals and priorities in Greater Lafayette, participation in one or more of Health by Design's workgroups is a great way to connect with and learn from a statewide network of active living promotion. Workgroups include the Indiana Complete Streets Coalition, Indiana Citizens' Alliance for Transit, Indiana Safe Routes to School Partnership and others. Please visit www.healthbydesignonline.org/committees.html to access a description of each workgroup and a schedule of monthly meetings.

>> WORKSHOP OUTCOMES

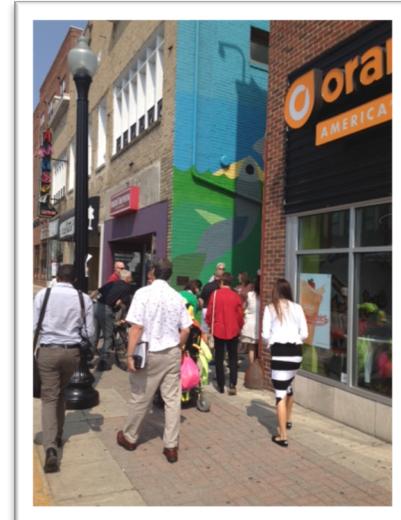
Walk Audit

Workshop attendees participated in a one-hour informal walk audit to assess nearby infrastructure conditions. The group followed a route that extended west on Columbia to Northwestern; south to State Street; west one block to view an alleyway; back east along State Street to Chauncey; north on Chauncey to North Street; and west and south to the library along Northwestern. Participants discussed challenges and opportunities related to walkability and bikeability along the route, including:



Pros:

- Along Columbia: frequent street trees, wide sidewalks, landscaped pedestrian zone, separate zone for street furniture so that the pedway is not encroached upon, public art, directory map, garbage cans, painted bumpouts (would be better if they were physical bumpouts), bike racks, good lighting
- Alleyway: lighting, murals, no awful smells or garbage, much quieter and cooler than the street; alley is a refuge
- There are sidewalks along Chauncey, North and Northwestern around the library are clean, wide, and clear of obstructions
- At Chauncey and State: the landscaped bumpout and outdoor seating at Chipotle enliven the intersection; lots of street trees
- Along Chauncey and North: shaved sidewalks make it easier for wheelchairs
- Along Northwestern going back to the library: clean, wide sidewalks clear of debris, pedestrian scaled lights attached to buildings, tree planters have big root zones, buildings are at sidewalk and scaled to define the street



Cons:

- Along Columbia: uneven crossing is bad for wheelchairs, font on map is too small for all ages and abilities, construction project that is underway is not maintaining pedestrian access—would be especially hard for the visually impaired to anticipate and navigate

- At Chauncey and State: Jimmy John's building is encroaching on the sidewalk; no buffer between sidewalk and street; no ramp between the sidewalk and private drive to the east of Chauncey
- Walk signals not long enough at many intersections
- Debris along the street is hard for wheelchairs to navigate; lots of shade; beautiful historic building (Morton Community Center)



- The bike lane along W State is not signed and is very narrow—not up to current standards
- At North and Northwestern: curb ramps funnel people into the center of the intersection; limited lighting
- Along Northwestern going back to the library: tooled joints on sidewalk are bumpy for wheelchairs (sawed are better), street is too wide, sawtooth-style curbs near parking create tripping hazards when the street is pedestrian-only

Opportunities:

- Create additional crosswalks to the riverfront trail.
- Look at an opportunity to make Main Street more pedestrian friendly by adding more painted crosswalks and using curb bumpouts to protect pedestrians at crossings.
- Identify and replace sidewalk sections that pose the greatest barriers to people with disabilities and families with strollers.
- Install pedestrian-scale lighting along busy portions of Clifty Drive and key connector streets.



Questions:

- Could we get street vacuum to regularly clear the alleyway off of State Street?
- Pedestrian cross from alley to the bookstore across the street all the time, which is very dangerous because of the traffic speeds and street configuration (curved)—what could be done to calm the traffic? Consider a marked mid-block crossing?



Suitability Mapping Exercise

Participants used maps of Lafayette and West Lafayette to identify and rank existing conditions for walking and bicycling based on a good/poor/fair rating scale. Participants also identified common destinations where safe bicycle and pedestrian connections would especially benefit the community, as well as problem intersections with major safety concerns.

Specific comments and observations during this exercise included:

West Lafayette

Maps presented by John Thomas, Jan Myers and Roseann Lyle

- Northwestern is ok for peds, not for bikes
- Pedestrians have it better than bikes
- The group had some differing opinions re: walk vs bike
- INDOT ripped out sidewalks on River Road; ended new trail along 231 short of intersection; funded improvements on east side of River Road – moved a ramp up so that it's a deathtrap
- Trails are very good
- There is lack of connectivity
- School destinations – more kids could be walking/biking
- Lindburgh & Northwestern – problematic
- Sagamore – near fire station
- Mackey – new apts – will be very difficult when busy with games



Lafayette

Maps presented by Lynn Nelson and Jason Griffin

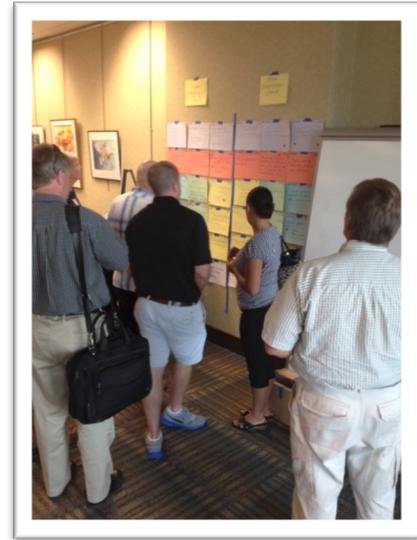
- Teal Rd, Sagamore, Main, South – all thoroughfares that aren't safe
- McCarty is fairly wide, but not good
- Schools are not walkable or bikeable
- Missing sidewalks, inconsistent
- Not safe biking by fairgrounds, high school, middle school – sidewalks not great
- Sagamore is bad – cuts community in half
- Intersections need improvements for connections
- Good trails, but need to connect to shopping and other destinations
- Union – bike lane, but still for expert riders
- Places where some is good, but missing pieces
- Bridges are dangerous
 - o Sharrows on Main St. bridge are dangerous
 - o Signs on sidewalks are awful—don't block the one safe passage!
- 231/River Road – cars not looking for cyclists
- Trail goes only part of the way along River Road?
- 23 has wide shoulders – is bikeable if necessary
- Destinations are hard to access

Focus Group Exercises

At the end of the day, participants divided into six focus groups to discuss challenges, opportunities and priorities related to supporting active living in Greater Lafayette:

- Walking
- Biking
- Transit
- Schools
- Parks and greenspace
- Land use and public space

Following facilitated discussion, each group decided upon three “low-hanging fruit” priorities thought to be quickly and easily achievable related to their focus area, and three “most important overall” priorities thought to be critical to achieve regardless of time or money.



>> Active Living Priorities

Top Priorities – Low-Hanging Fruit

1. **Develop a community-wide Safe Routes to School plan.**

Creating a Safe Routes to School plan is a key step toward developing a comprehensive Safe Routes to School program. It is helpful to begin by conducting an audit and inventory of the existing infrastructure around schools and along common biking and walking routes. The plan should be developed collaboratively by school leaders, staff, parents, community members and students, and include strategies for education, enforcement, encouragement and engineering. The plan should also include a map of the area encompassing where students live to help the community identify key routes and prioritize projects for funding.

Resources

National Center for Safe Routes to School:

www.saferoutesinfo.org

Getting Started Locally – Safe Routes to School National Partnership:

www.saferoutespartnership.org/local/getting-started-locally

Walking and Bicycling Audits:

guide.saferoutesinfo.org/engineering/walking_and_bicycling_audits.cfm

Funding Portal – National Center for Safe Routes to School:

www.saferoutesinfo.org/funding-portal

Education Tip Sheets - National Center for Safe Routes to School:

www.saferoutesinfo.org/program-tools/education-tip-sheets

2. **Create a comprehensive map for active living (bike, pedestrian).**

Identifying and educating others about good walking and biking routes in and around your community can go a long way toward supporting active living. Mapping and publicizing paths, whether they are dedicated bike-and ped-ways or simply safer and more attractive routes, makes walking and biking trips predictable and convenient. Installing wayfinding signage is also a great way to highlight local destinations for visitors, encourage exploration of the community, and facilitate economic development and social activity.

Resources

Pathways to Better Community Wayfinding CDC Healthy Aging Research Network
www.prc-han.org/docs/pathways.pdf

Walking and Bicycling Audits
guide.saferoutesinfo.org/engineering/walking_and_bicycling_audits.cfm

3. **Educate and promote re: combining bike and transit use.**

Educating the public about the value of transit options is essential to acquiring more riders and enhancing services. Creating a unified message from diverse interest groups is a valuable tool for achieving public transportation goals and objectives. Be sure to organize, prioritize and align transit needs and messaging in the community from all stakeholder groups.

Resources

“Community Organizing” – National Alliance of Public Transportation Advocates:
<http://www.publictransportation.org/community/Pages/default.aspx>

Top Priorities – Most Important Overall

1. **Secure dedicated funding for parks and greenspace AND develop policy-based funding mechanisms, e.g. impact fees dedicated to parks and/or restaurant tax dedicated to the river.**

2. **Create a master plan for trails and sidewalks.**

Developing a citywide pedestrian master plan that includes trails is a critical first step in identifying the needs and desires of citizens; planning for an interconnected network of pedestrian infrastructure; and prioritizing projects. The primary intent of the planning process should be to (see also, priority #4 under “Biking”):

- Create an understanding of the true prevalence of walking in the community today;
- Increase the amount of people walking for everyday transportation purposes such as commuting to work, getting to school and running errands; and
- Provide guidance and priorities for implementing programs, policies and projects to support walking with a broad range of funding and support.

Resources

Best Practices for Bicycle and Pedestrian Advisory Committees League of American Bicyclists:
www.advocacyadvance.org/site_images/content/BPAC_Best_Practices_Report_FINAL.pdf

Bicycling and Walking in the United States: 2014 Benchmarking Report:
www.bikewalkalliance.org/resources/benchmarking

Best Practices for Pedestrian Master Planning and Design – Sacramento Transportation and Air Quality Collaborative:

http://nacto.org/docs/usdg/best_practices_ped_master_planning_design_sacramento.pdf

Utah Bicycle and Pedestrian Master Plan Design Guide:

www.choosehealth.utah.gov/documents/pdfs/Utah_Bike_Ped_Guide.pdf

Walking and Bicycling Audits:

guide.saferoutesinfo.org/engineering/walking_and_bicycling_audits.cfm

Accommodating Bicycle and Pedestrian Travel: Recommended Approach – Federal Highway Administration:

www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

Designing Sidewalks and Trails for Access Chapter 8: Pedestrian Crossings – Federal Highway Administration:

www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/pdf/09chapter8.pdf

3. **Get bikes and helmets for low-income kids (e.g., bike refurbishing project).**

Encouraging kids to bicycle safely and more often is one cornerstone of an active living community, but bicycles and safety gear can be prohibitively expensive for many families. To overcome this barrier, programs in cities around the nation are finding ways for kids to earn bikes and gear while developing practical life skills and pride in a job well done. These programs can be organized through a stand-alone nonprofit; as part of an existing organization; or through the school system as an after-school program or shop class.

Resources

Freewheelin' Community Bikes – Indianapolis, IN

www.freewheelinbikes.org

Cycles for Change – Saint Paul, MN

www.cyclesforchange.org/programs/earn-bike

BikeWorks – Seattle, WA

<http://bikeworks.org/youth-programs/>

>> Additional Focus Group Priorities

Walking

1. **Post signs that show calories, steps or minutes required to reach a destination.**

Signs and other tools that facilitate community wayfinding encourage active living by making walking and biking trips predictable. Installing wayfinding signage is also a great way to highlight local destinations for visitors while promoting economic activity and sense of place.

- *Pathways to Better Community Wayfinding* CDC Healthy Aging Research Network:
www.prc-han.org/docs/pathways.pdf
- *Walk [Your City]* tool: <http://walkyourcity.org>

2. **Convert the Wabash Washout (old city golf course), to walking and biking trails.**

3. **Grind uneven sidewalk joints.**

Grinding uneven sidewalk joints improves walkability for everyone, especially children, people with disabilities and older adults. The cost can be built into the existing city budget and maintenance program, and may also be shared with homeowners.

- "How Do We Pay for Sidewalks (and Other Infrastructure)?," Mark Fenton:
www.markfenton.com/resources/SidewalkFundingSummryFenton.pdf
- City of Madison, WI, Sidewalk Repair and Rehabilitation Program brochure:
<http://www.cityofmadison.com/engineering/documents/sidewalkBrochure031208.pdf>
- City of Dallas, TX, Fast Fix and Cost Share mailer:
http://www.dallascityhall.com/public_works/pdf/Cost_Fast_Brochure.pdf

4. **Provide tax discounts to businesses that provide walking paths, sidewalks, trails or programs that promote healthy living.**

5. **Install more pedestrian-scaled lighting.**

Pedestrian-scaled lighting is a critical component of a walkable environment. Lights that are lower to the ground and attractively designed make pedestrians feel safe, comfortable and welcome.

- PEDSAFE: Lighting and Illumination – Federal Highway Administration:
www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=8
- Completing the Street: Complete Streets Toolkit (see "Lighting," pg. 39) – Evansville Metropolitan Planning Organization:
www.evansvillempo.com/Complete%20Streets/Completing%20the%20Street%20-%20Toolkit.pdf

Biking

1. **Set up a bicycle advisory council to be involved in area-wide planning.**

Advisory councils provide guidance on developing and implementing policies, plans, programs and infrastructure projects. Advisory councils can be especially useful for developing priorities, reviewing projects, identifying funding opportunities and guiding the collection of performance measures. Ideally, bicycle advisory councils and pedestrian advisory councils are created separately so that each mode may receive equal attention.

- *Best Practices for Bicycle and Pedestrian Advisory Committees* League of American Bicyclists:
www.advocacyadvance.org/site_images/content/BPAC_Best_Practices_Report_FINAL.pdf

2. **Educate cyclists, motorists and kids re: rules of the road, courteous driving and safety.**

Bicycle education and safety campaigns are a great way to create better behavior among drivers and cyclists, and to encourage kids and adults to ride more often because they feel comfortable doing so. Bike safety education can be done in conjunction with other activities and celebrations such as National Bike to School Day in May (also National Bike Month), or annual or monthly community bike rides.

- Civil Streets Bloomington: <http://bloomington.in.gov/civilstreets>
- League of American Bicyclists: <http://bikeleague.org/ridesmart>
- *Promoting Walking and Bicycling* – Pedestrian and Bicycle Information Center:
www.pedbikeinfo.org/programs/promote_strategies.cfm
- “Ideas to Promote Bicycle Safety”:
www.nhtsa.gov/DOT/NHTSA/NTI/SRTS/7505-01-PromoteBikeSafety.pdf
- Bicycle Facts & Information – National Highway Traffic Safety Administration:
www.nhtsa.gov/bicycles
- *National Walk and Bike to School Day tools and registration* – National Center for Safe Routes to School: www.walkbiketoschool.org
- *Bicycle Safer Journey* videos and quizzes for kids – Federal Highway Administration:
www.pedbikeinfo.org/bicyclesaferjourney/

3. **Require bike racks in all new development, and/or recruit sponsors.**

Installing bike racks is one of the cheapest ways a community can encourage biking by making it easier and more convenient to bike for both residents and visitors. Bike racks should be required in most new development, while retrofitted bike racks may be sponsored by businesses and other local organizations. Styles range from simple inverted u-racks to custom designs that express unique local culture and character.

- *Bicycle Parking Guidelines* Association of Bicycle and Pedestrian Professionals:
c.ymcdn.com/sites/www.apbp.org/resource/resmgr/publications/bicycle_parking_guidelines.pdf

4. **Create a Bicycle Master Plan with all governments involved.**

Developing a citywide bicycle master plan is a critical first step in identifying citizens' needs and desires, planning for an interconnected network of bicycle infrastructure, and prioritizing projects. The primary intent of the planning process should be to:

- Create an understanding of the true prevalence of bicycling in the community today;
 - Increase the amount of people bicycling for everyday transportation purposes such as commuting, getting to school and running errands; and
 - Provide guidance and priorities for implementing programs, policies and projects to support bicycling with a broad range of funding and support.
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- *Bicycling and Walking in the United States: 2014 Benchmarking Report:*
www.bikewalkalliance.org/resources/benchmarking
 - *Utah Bicycle and Pedestrian Master Plan Design Guide:*
www.choosehealth.utah.gov/documents/pdfs/Utah_Bike_Ped_Guide.pdf
 - Walking and Bicycling Audits:
guide.saferoutesinfo.org/engineering/walking_and_bicycling_audits.cfm
 - *Pedestrian and Bicycle Planning: A Guide to Best Practices:*
www.vtpi.org/nmtguide.doc
 - *Accommodating Bicycle and Pedestrian Travel: A Recommended Approach* – Federal Highway Administration:
www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

5. **Ask Purdue to create incentives for staff walking and biking to work.**

There are many reasons for employers to encourage walking, biking and transit use among employees. These range from reducing strain on the environment, to reducing the cost of providing car parking and improving employees' health and fitness. In addition to incentives that employers can provide on their own, such as bicycle mileage reimbursements, prizes, and amenities like comfortable showers and changing facilities, the Federal government provides tax incentives for bicycling and riding public transit to work.

- IRS Employer's Tax Guide to Fringe Benefits:
www.irs.gov/publications/p15b/ar02.html#en_US_2014_publink1000193740
- Harvard CommuterChoice Program:
www.transportation.harvard.edu/commuterchoice
- GoDCGo Biking/Walking:
www.godcgo.com/home/commuter-benefits/biking-and-walking.aspx

Schools

1. **Expand school participation in Walk and Bike to School days within Greater Lafayette.**

Participating in National Walk to School and National Bike to School days is a great way to educate students and parents, and encourage walking and biking as daily activity. Many schools find these events to be so successful that they transition to holding walk and bike to school days monthly or even weekly.

- *National Walk and Bike to School Day tools and registration* – National Center for Safe Routes to School: www.walkbiketoschool.org
- *Bicycle Safer Journey* videos and quizzes for kids – Federal Highway Administration: www.pedbikeinfo.org/bicyclesaferjourney/

2. **Conduct safety audits and survey parents about barriers and facilitators.**

Safety audits of the infrastructure surrounding schools are necessary to identify the barriers faced by children and their parents, and to develop a strategic approach to their removal. Walking and bicycling audits are also a critical step in the safe routes to school planning process.

- Walking and Bicycling Audits: guide.saferoutesinfo.org/engineering/walking_and_bicycling_audits.cfm
- AARP Sidewalks and Streets Survey: www.createthegood.org/sites/default/files/toolkit-pdf/sidewalks-and-streets-survey-1.pdf?1neM98PVEW
- Health by Design Walkability Survey: www.healthbydesignonline.org/documents/WalkabilitySurvey_HbD.pdf

3. **Secure funding to support short and long-term incentives for global wellness efforts.**

School wellness policies help parents and school districts promote healthy eating and physical activity through changes in school environments.

- Indiana Healthy Weight Initiative resources: www.inhealthyweight.org/529.htm
- *Indiana Healthy Schools Toolkit* www.inhealthyweight.org/163.htm
- Fuel Up to Play 60 – *Physical Activity Resources*: <https://school.fueluptoplay60.com/tools/physical-activity/at-school.php>
- Dairy Council of California – Presentations for Parents: www.healthyeating.org/schools/parent-nutrition-education.aspx
- School Home Partnerships: Handouts for Parents: www.nourishinteractive.com/nutrition-education/teachers-teaching-resources-tips-tools/teacher-parent-partnership/healthy-nutrition-teacher-handouts

4. **Eliminate policies that limit or create barriers to walking and biking to school.**

In addition to identifying and eliminating school policies that create barriers to walking and biking, adopting a model school siting policy at the city level helps to ensure that new schools are built in walkable and bikeable locations.

- Model school siting, construction and design policies: <http://saferoutespartnership.org/state/bestpractices/schoolsiting> and <http://changelabsolutions.org/publications/smart-school-siting>

Parks and Greenspace

1. Install signage.

- See priority #1 under “Walking”

2. Do more education and advocacy.

Ways to increase local awareness and use of the parks system include using parks as start and finish points for biking and walking events; partnering with schools to do classroom projects in parks; organizing volunteer work parties; and highlighting specific amenities and activities that will attract interest from people of all ages and abilities. July is National Parks and Recreation Month, which is a great time to focus on education and celebrating everything that your local parks have to offer.

- *Park Advocate Handbook* – National Recreation and Park Association:
www.nrpa.org/uploadedFiles/Americas_Backyard/park-advocate-handbook-100711.pdf

3. Create safe routes to access parks, trails, work, etc.

- See safe routes to school resources under “Top Priorities – Low-Hanging Fruit”

Land Use and Public Space

1. Create more free, public, inexpensive, urban facilities (e.g., basketball court, sand volleyball, tennis playing wall).

2. Develop shared use agreements between Tippecanoe County and the Tippecanoe School Corporation, and the City of Lafayette and the Lafayette School Corporation.

Shared use agreements (also known as joint use agreements), are formal agreements between two separate government entities, often a school district and a city or county, that set forth the terms and conditions for the shared use of public property. This property could include school playgrounds, sports fields, tracks, swimming pools, gyms and more. Shared use agreements ensure that outside of regular school hours, schools are supporting healthy lifestyles by providing access to recreational facilities for everyone in the community at little to no additional cost to the district.

- *Unlocking the Gates: Implementing Shared Use Agreements* – Top 10, YMCA of Greater Indianapolis: <http://top10by2025.org/resources/>
- *Shared Use of School and Community Facilities* – National Safe Routes to School Partnership: <http://saferoutespartnership.org/state/bestpractices/shareduse>
- *Model Joint Use Agreement Resources* – ChangeLab Solutions: <http://changelabsolutions.org/publications/model-JUAs-national>

3. Educate drivers, pedestrians and bicyclists more effectively.

- See priority #2 under “Biking”

4. Change subdivision ordinance to require better sidewalks and trails.

- Indiana Citizen Planner's Guide Chapter – Subdivision Control Ordinance: http://indianaplanning.org/wp-content/uploads/2012/Files/5.3k_Subdivision_Control_Ordinance.pdf

5. Save needed land for parks, bike lanes, trails and sidewalks.

6. Improve Wabash River water quality.

Water quality may be either highly degraded or greatly improved through our land use and development decisions. The model SmartCode below encourages compact, mixed-use development patterns that support walkability and integrate methods of environmental protection, open space conservation and water quality control.

- SmartCode Version 9.2: <http://transect.org/codes.html>
- SmartCode Module – Regional Watersheds: <http://transect.org/docs/RegionalWatersheds.pdf>
- SmartCode Module – Riparian and Wetland Buffers: <http://transect.org/docs/Riparian.pdf>

Transit

1. Change Purdue parking policy to better promote use of transit.

Traditional parking regulations encourage the use of single-occupancy vehicles by providing cheap, unlimited parking that belies the fiscal, environmental and social expenses associated with its development and maintenance. Better-managed parking can support livelier communities, encourage walking and transit use, and reduce the costs of redevelopment and infill projects.

- Reforming Parking Policies to Support Smart Growth Toolbox/Handbook: www.mtc.ca.gov/planning/smart_growth/parking/parking_seminar/Toolbox-Handbook.pdf
- Parking Spaces / Community Places, U.S. EPA: www.epa.gov/smartgrowth/parking.htm
- "Parking Management," Transportation Demand Management Encyclopedia, Victoria Transportation Policy Institute: www.vtpi.org/tdm/tdm28.htm

2. Enhance and increase the use of travel training.

3. Continue sustainable investments for air quality (CNG buses).

4. Improve ADA access at bus stops.

Communities must guarantee connectivity to and between all bus stops in order to provide adequate pedestrian infrastructure that is accessible for all ages and abilities. Infrastructure in the public-right-of-way and private property where stops are located should be accessible and safe for everyone boarding and leaving the bus. An effective way to assure stops meet accessibility standards and best practices is to conduct assessments of the total number of bus stops and prioritize improvements based on need and ridership.

- United States Access Board Proposed Guidelines:
www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines/section-by-section-analysis
- “Assessment of Bus Stop Accessibility and Safety?” – Easter Seals Project Action:
www.projectaction.org/ResourcesPublications/BrowseOurResourceLibrary/ResourceSearchResults.aspx?org=a2GSpnDbrul=&query=Checklist%20for%20Assessing%20the%20Accessibility%20of%20Transportation%20and%20Mobility
- “Checklist for Assessing the Accessibility of Transportation and Mobility” – Easter Seals Project Action:
www.projectaction.org/ResourcesPublications/BrowseOurResourceLibrary/ResourceSearchResults.aspx?org=a2GSpnDbrul=&query=Checklist%20for%20Assessing%20the%20Accessibility%20of%20Transportation%20and%20Mobility

5. Expand service areas, hours and frequency.

>> Additional Tools & Resources

Active Living Research (infographs, reports, presentations and more): www.activelivingresearch.org

America WALKS (news, webinars, partners, research): <http://americawalks.org>

Project for Public Spaces – *The Power of Ten* www.pps.org/reference/the-power-of-10/

CDC Communities Putting Prevention to Work Resource Center – Physical Activity:

http://www.cdc.gov/nccdphp/dch/programs/CommunitiesPuttingPreventiontoWork/resources/physical_activity.htm

Crime Prevention through Environmental Design

National Institute for Crime Prevention CPTED Training Center

www.cptedtraining.net/index.php

“Benefits of CPTED” – National Crime Prevention Council

www.ncpc.org/training/training-topics/crime-prevention-through-environmental-design-cpted-

Healthy Vending

Healthy Vending Guide – Nemours Health & Prevention Services:

www.nemours.org/content/dam/nemours/www/filebox/service/preventive/nhps/resource/healthy_vending.pdf

Living Streets and Model Design Manual for Living Streets

www.livingstreetsla.org and www.modelstreetdesignmanual.com

Parklets

City of San Francisco Parklets Program Overview and Manual:

<http://sfpavementtoparks.sfplanning.org/parklets.html#parkletmanual>

City of Sacramento Parklet Program Manual: <http://portal.cityofsacramento.org/Public-Works/Parking-Services/Pilot-Parklet-Program/Parklet-Manual>

Performance Measures

Guide to Sustainable Transportation Performance Measures, U.S. Environmental Protection Agency:

www.epa.gov/dced/pdf/Sustainable_Transpo_Performance.pdf

School Gardens

Starting and Maintaining School Garden – National Farm to School Network:

www.farmtoschool.org/resources-main/starting-and-maintaining-a-school-garden-1

School Gardens – National Gardening Association: www.kidsgardening.org/node/120

Snow Removal

Model Snow Removal Policies for City Sidewalks:

www.pedbikeinfo.org/data/faq_details.cfm?id=4125

>> Attachments

1. Greater Lafayette Active Living Workshop agenda
2. Registration and attendance records for the workshop and evening meeting
3. Focus group discussion notes and priorities
4. Participant evaluations
5. CDC Healthy Community Design checklist
6. Health by Design Walkability Assessment form
7. Active Living Action Plan template
8. Best Practices for Creating an Active Living Environment matrix
9. Healthy Development Checklist from the University of Wyoming
10. Dan Burden's Ten Keys to Walkable and Livable Communities

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