



Active Living Workshop Greater Lafayette

Planning for a Healthy Community

July 31, 2014

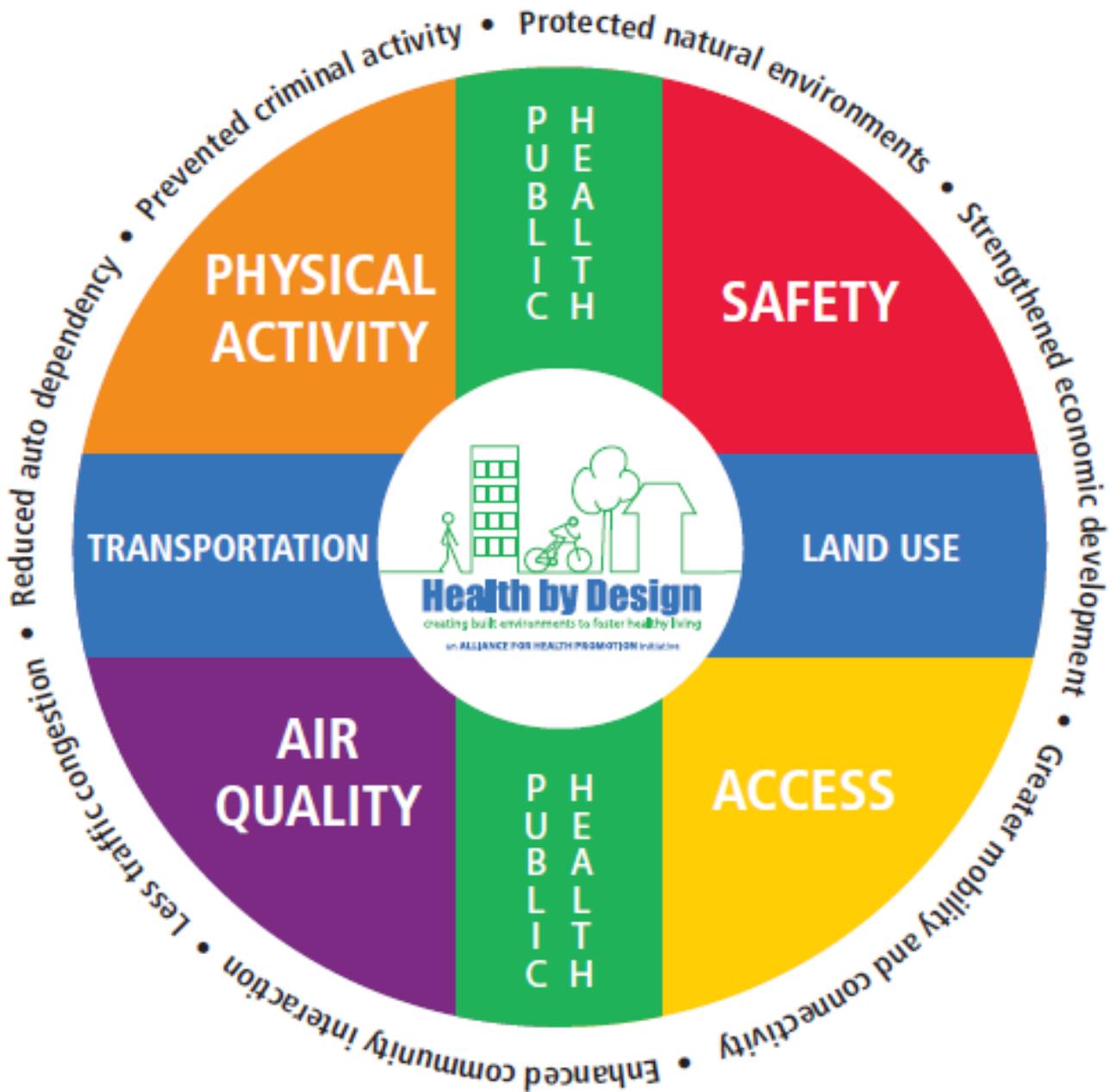
Proudly brought to you by:



WORKSHOP OVERVIEW

1. Building the Foundation
2. Walk Audit
3. Suitability Mapping Exercise
4. Best Practices
5. Brainstorming and Action Planning

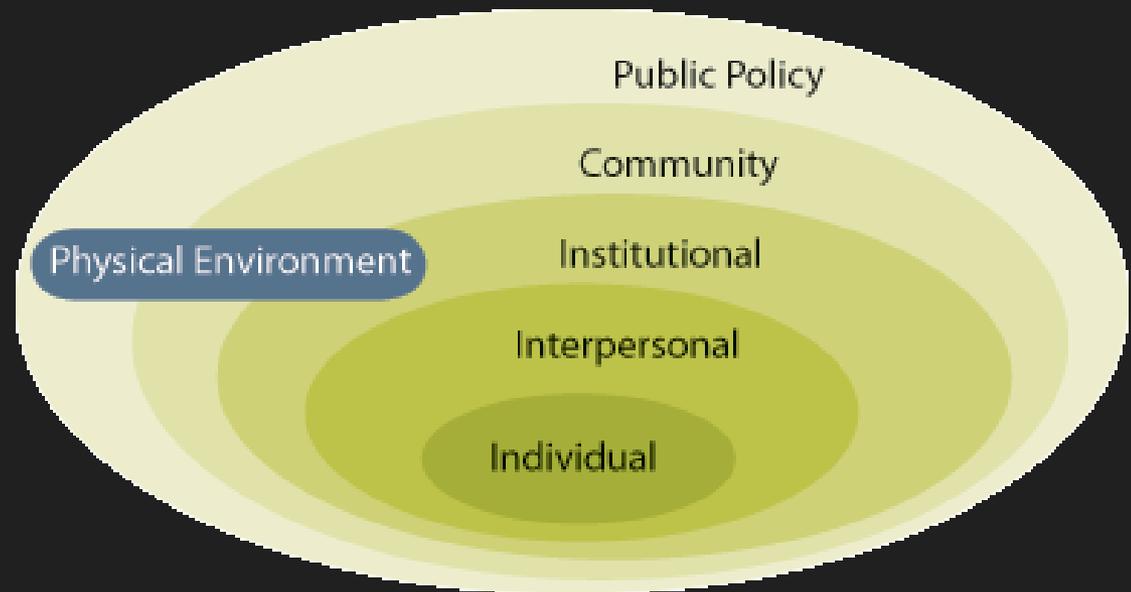




PUBLIC HEALTH & THE BUILT ENVIRONMENT

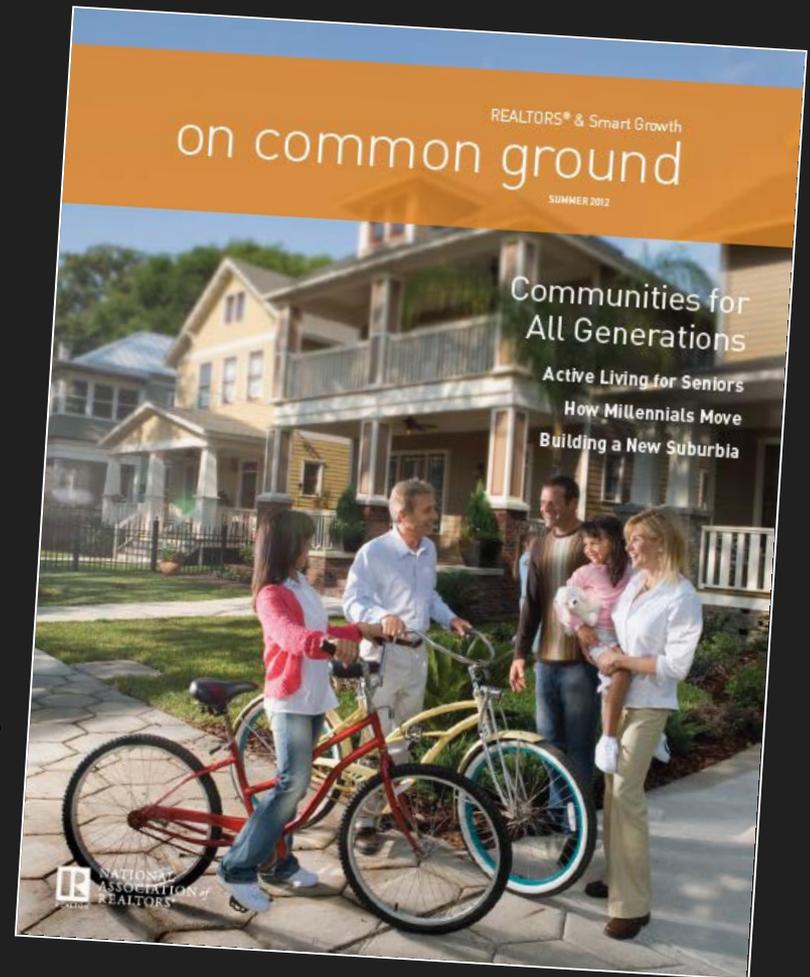
Moving from individual interventions to policy, systems and environmental (PSE) change:

Making the healthy choice the easy choice



WHO'S INTERESTED?

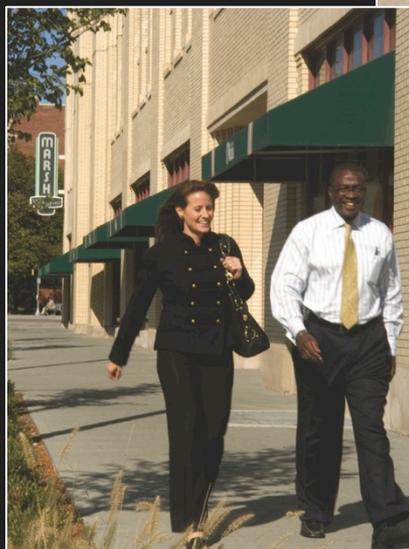
- AARP
- REALTOR® associations
- YMCAs
- American Heart Association
- Economic development organizations & businesses
- American Planning Association
- Environmental organizations
- Local health coalitions
- Bicycle and pedestrian advocacy groups



[AC•TIVE LIV•ING]

A way of life that integrates physical activity into daily routines.

- Walkable
- Bikeable
- Transit-oriented
- Universally accessible
- A place where streets are destinations





“When communities organize themselves around the automobile as the primary mode of transportation, they effectively engineer physical activity right out of the equation.”

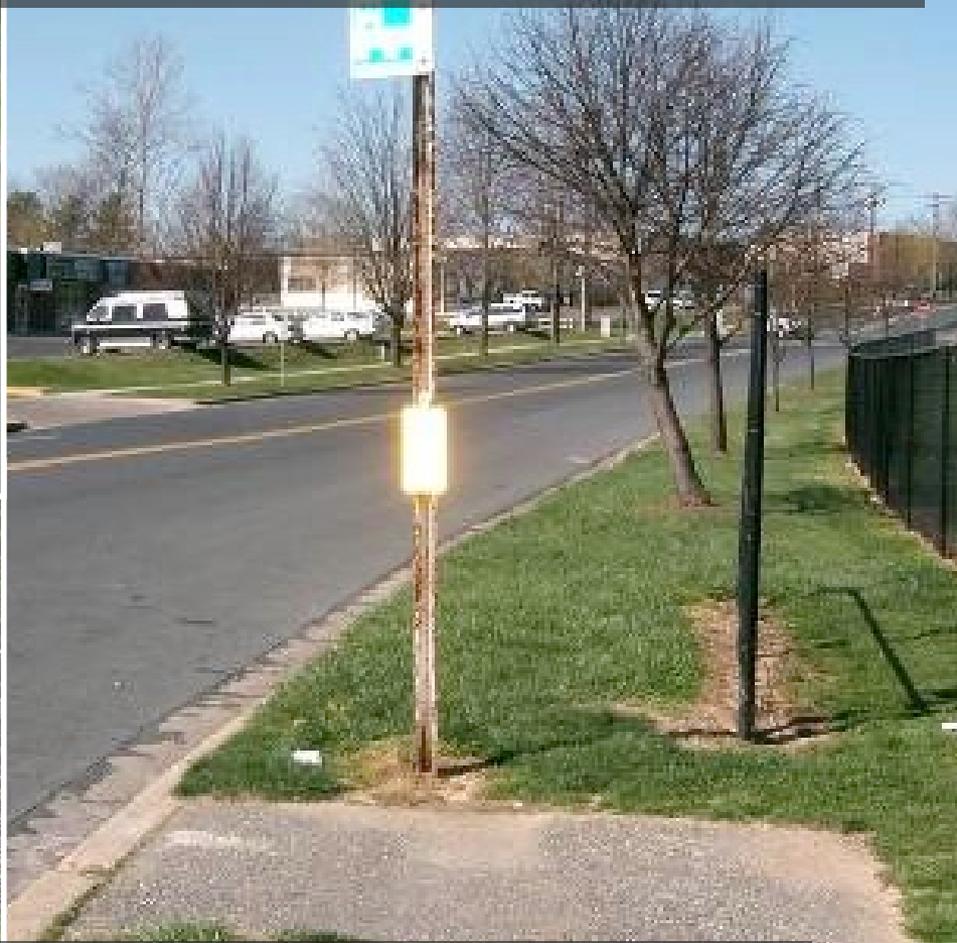
Neil Oaudle



As a result, we get incomplete streets that are not aware of their human context;



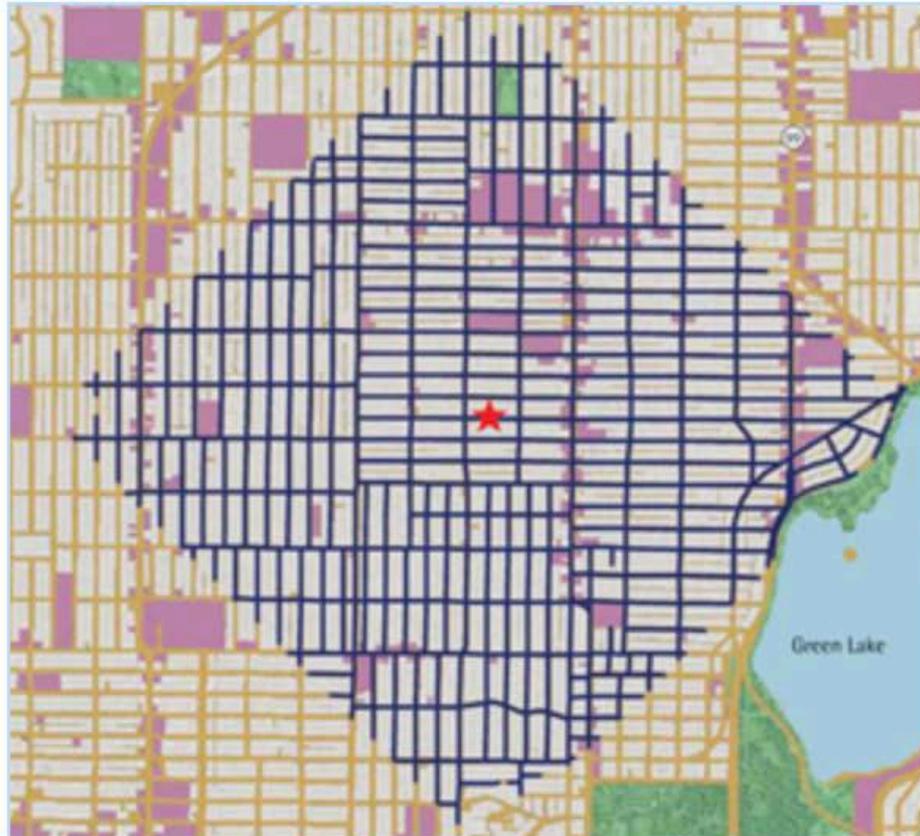
... incomplete streets that turn the most vulnerable users into second-class citizens:



(1/4 of walking trips take place on roads without sidewalks or shoulders)

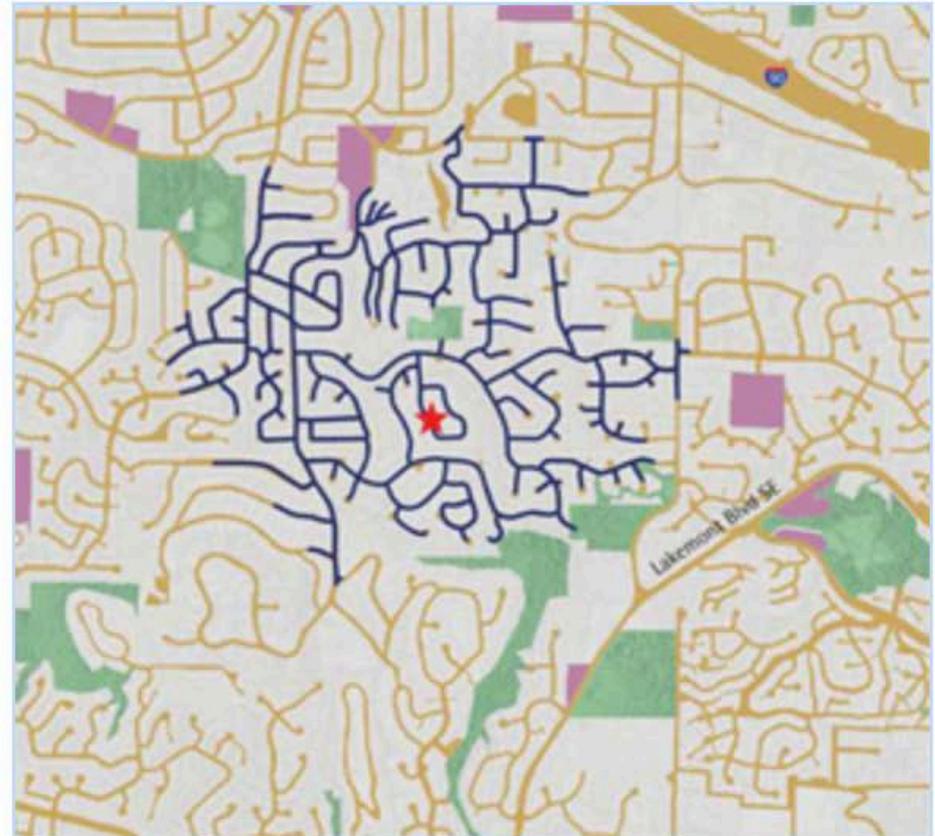
... incomplete streets that limit our options:

One-Mile Walk in a Compact Neighborhood



A one-mile walk in [Seattle's Phinney Ridge](#) takes you through a grid-like street network with a mix of residences and businesses.

One-Mile Walk in a Sprawling Suburb



A one-mile walk in [Bellevue, WA](#) with cul-de-sacs and winding streets has few shops and services within walking distance.

... and incomplete streets that make this seem logical...



LET'S CAPTURE THE POTENTIAL

Of all U.S. trips:

- 50% are under 3 miles
- 28% are 1 mile or less
- 72% of trips 1 mile or less are driven

These are walkable and bikeable trips!



*Let's engineer physical activity **BACK** into our daily lives.*

"The pedestrian is an extremely fragile species, the canary in the coal mine of urban livability. Under the right conditions, this creature thrives and multiplies. But creating those conditions requires attention to a broad range of criteria, some more easily satisfied than others."

-Jeff Speck, The Walkable City



THEORY OF WALKABILITY

To be favored, a walk must be:

- Useful
- Safe
- Comfortable
- Interesting



BASIC PRINCIPLES

- Design for ages 8 to 80
- Design for pedestrians first
- Be context sensitive
- Create public spaces and destination streets

Complete Streets

Complete Streets are roadways designed to safely and comfortably provide for the needs of all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, movers of commercial goods, persons with disabilities, seniors, and emergency users. They encourage people to use physically active transportation, which promotes a healthy lifestyle and minimizes unintended chronic disease effects like cancer.

► Complete Streets provide opportunities for increased physical activity by incorporating features that promote regular walking, cycling and transit use into just about every street.

► One Complete Street may look quite different than the next, but both will be designed to balance safety and convenience for everyone using the road, regardless of age, ability, or mode of transportation.

Incomplete Street

Four lanes of traffic, no sidewalks, no bike facilities

Road Diet

Two thru lanes with center turn lane, bike lanes

Good Complete Street

Sidewalk, bike lanes, center turn lane with median

Better Complete Street

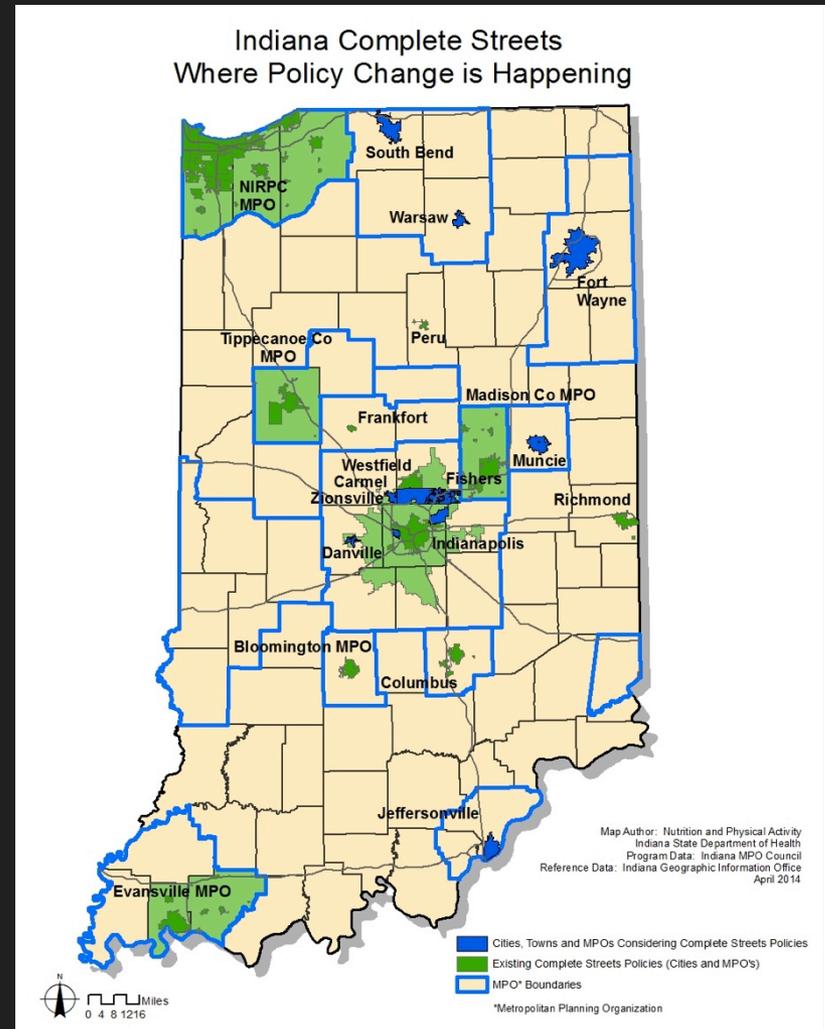
Transit stop, street trees, bike lanes, sidewalk with buffer, crosswalks

► A network of safe sidewalks and bikeways provided by a Complete Streets policy is important for encouraging active travel.



GROWING DEMAND IN INDIANA

- Twelve Complete Streets policies now cover over 46% of Hoosiers
- The percent of local projects that focus on pedestrian trails, paths and Safe Routes to School infrastructure is growing

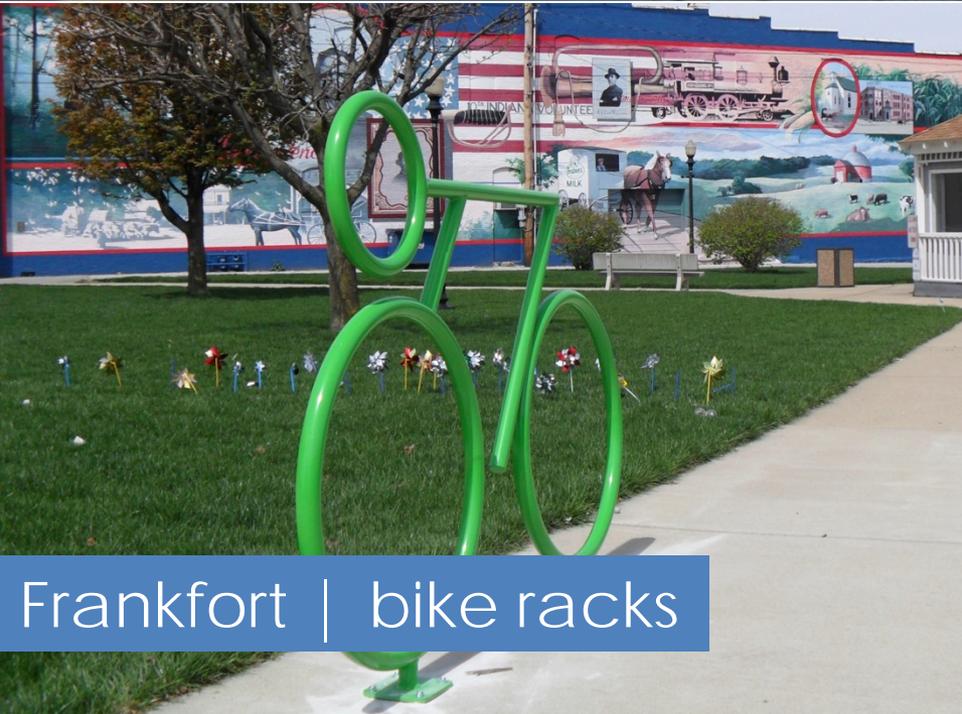




Fishers | Walk to School Day



Jeffersonville | bumpouts



Frankfort | bike racks



Fort Wayne | education

Spotlight on Innovation**“Bumping Up” Traffic Calming in the City of Westfield**

Drive through some of the neighborhoods during the spring and summer in Westfield, Indiana, and you'll find a few visitors. Temporary speed bumps take residence on some of the streets during the warmer months of the year, as part of Westfield's traffic calming program.

Building on What Came Before

This program came to life in 2007, shortly after Robert Kmetz, Westfield's Engineering Technician, came to work for the City. "I had started getting residents calling in," he reports, "saying we've got people who cut through our neighborhoods and cause speeding problems." So he studied what other local communities had done to resolve similar problems, collecting the ideas and policies that seemed to fit best with the needs of Westfield's neighborhoods.

He spent time as well talking with the residents' representatives themselves, the local Home Owners Association (HOA) leaders, to see what expectations and goals they had for improving the situations. "One subdivision talked about putting islands in," Kmetz says, "because they have a 38-foot wide road." Other choices considered included chicanes,

speed bumps, and even mini-roundabouts at the intersections.

Siding with Speed Bumps

But ultimately, for this program, "the speed bumps came out to be the preferred choice because they weren't permanent. People really liked that, and we liked it, especially during the wintertime with our snow plows." Additionally, the temporary speed bumps provide the least disruption to emergency services, as they are small enough for two or even three fixtures to

be placed side by side, providing room for a fire truck or other emergency vehicle to straddle the space and proceed on their route as quickly as possible.

The speed bumps offer, in Kmetz's observations, around a 20% decrease in driver speed. And at around \$1500 for about four 6-footers, the temporary speed bumps are often the most cost-effective solution for traffic problems—another point appreciated by the HOAs, who are asked to cover the bill for these improvements.



Bolts keep the temporary speed bumps in place, and allow for easy removal.



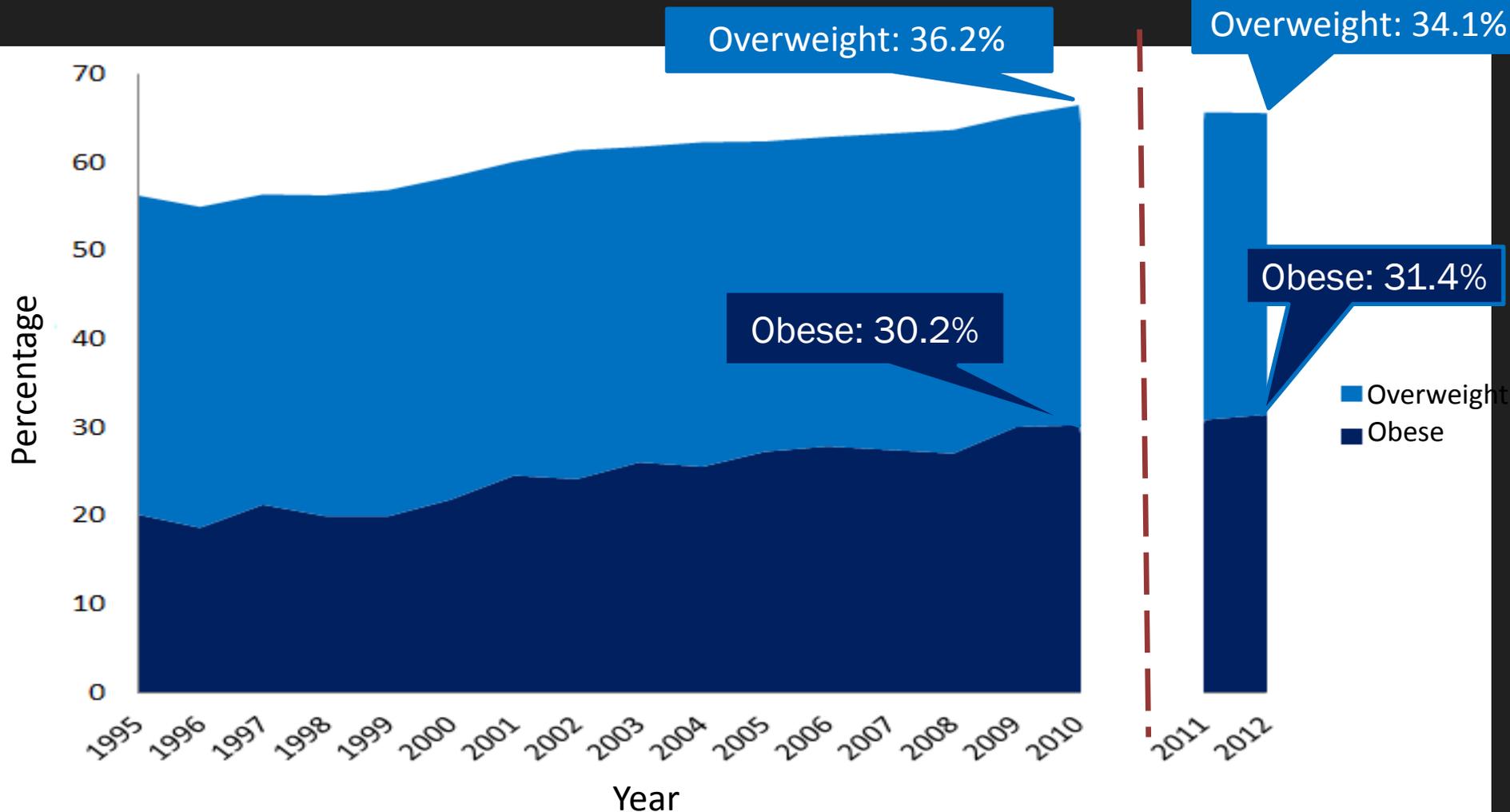
Why Build for Active Living?



HEALTH AND THE ENVIRONMENT



Percentage of Overweight and Obese Adults in Indiana, 1995-2010, 2011-2012*



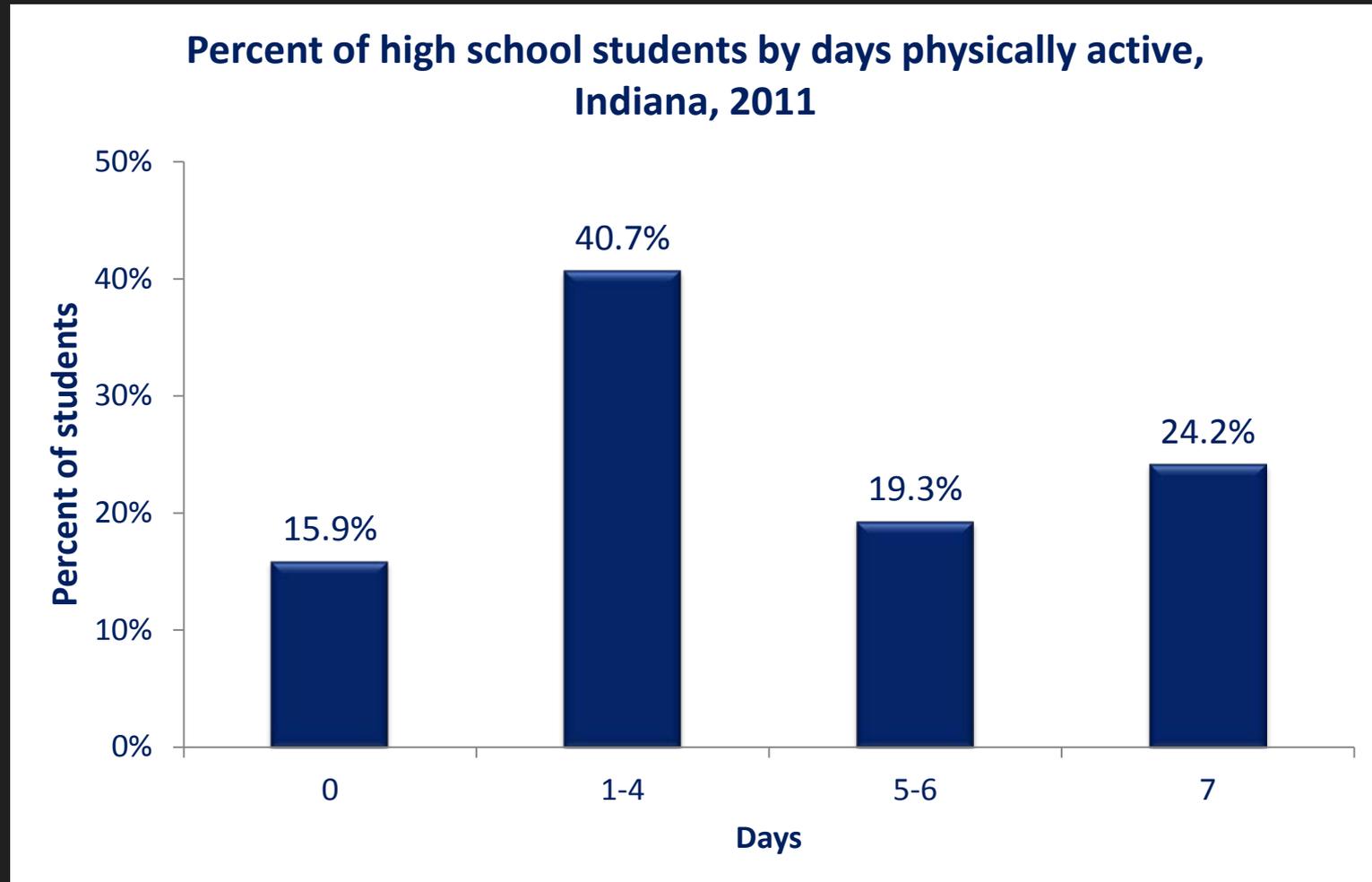
*Beginning in 2011, the prevalence estimate was determined using a new, more precise methodology, including the addition of cell phone respondents and new weighting techniques; therefore, the estimates after 2010 should not be compared to earlier prevalence estimates. Source: Indiana Behavioral Risk Factor Surveillance System

ADULT PHYSICAL ACTIVITY IN INDIANA

- Only 46% of adult Hoosiers meet moderate physical activity recommendations
- Only 17% of adult Hoosiers meet both aerobic and muscle strengthening recommendations



YOUTH PHYSICAL ACTIVITY IN INDIANA

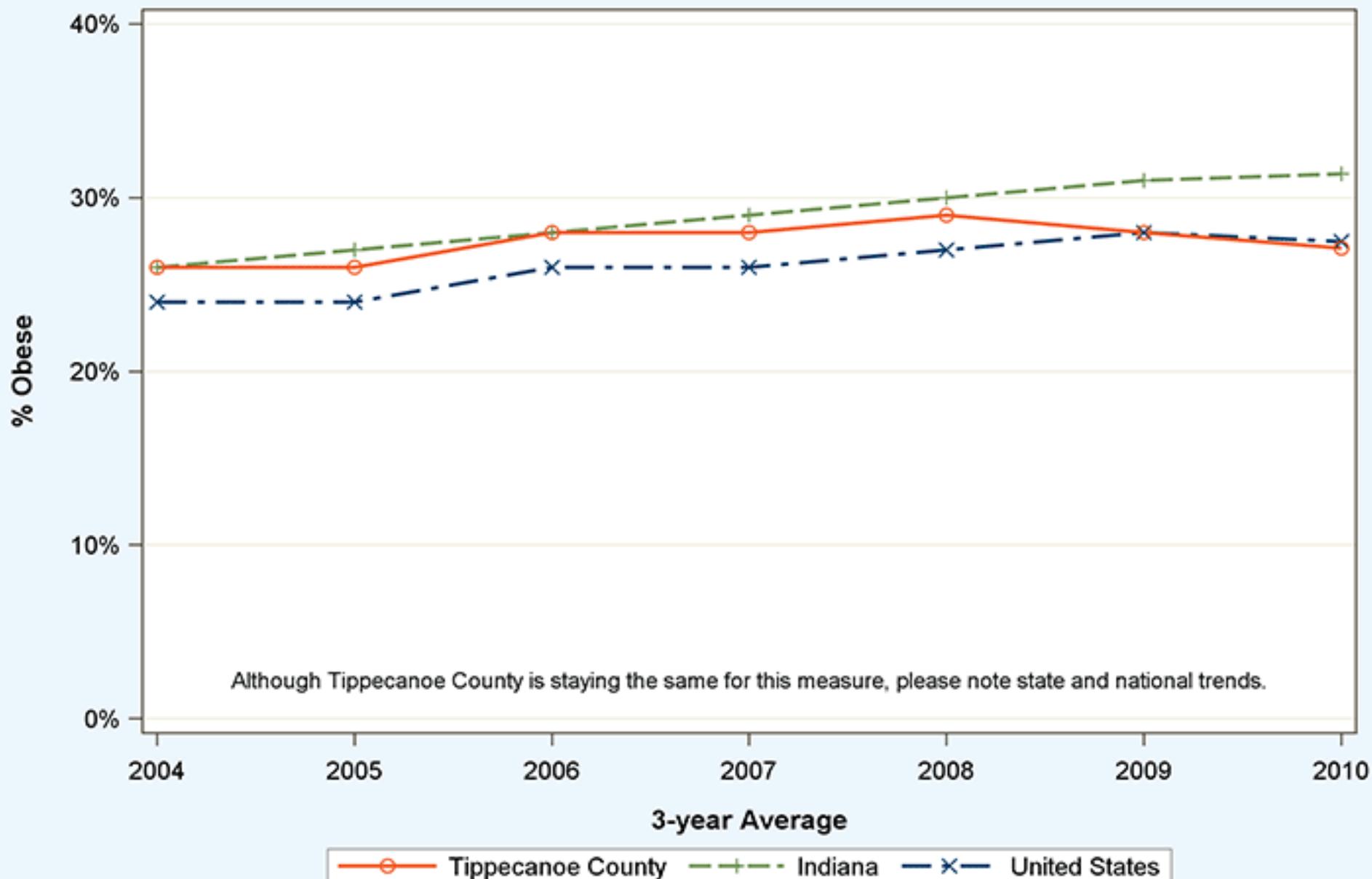


COUNTY HEALTH RANKINGS: TIPPECANOE

- Rank in the state for health outcomes: 10th
- Rank in the state for health factors: 14th
- **Obesity:** Tippecanoe – 27%
 - Indiana – 31% (Top U.S. performers - 25%)
- **Physical Inactivity:** Tippecanoe – 25%
 - Indiana – 28% (Top U.S. Performers - 21%)
- **Access to exercise opportunities:**
Tippecanoe – 70%
 - Indiana – 64% (Top U.S. performers - 85%)

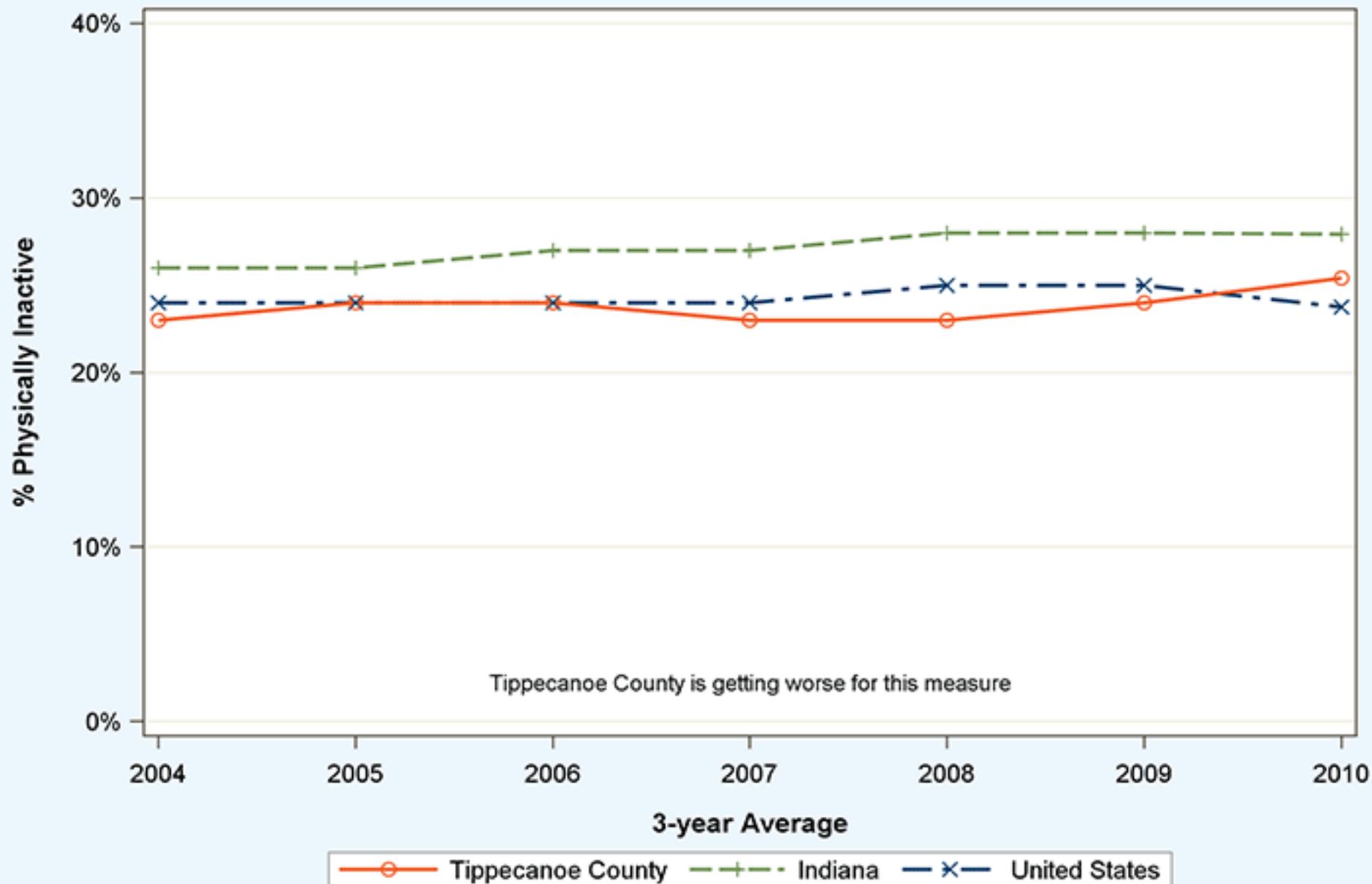


Adult obesity in Tippecanoe County, IN County, State and National Trends



Note: Starting with the 2010 data, a new BRFSS methodology was introduced that included cell phone users. Data from prior years should only be compared with caution.

Physical inactivity in Tippecanoe County, IN County, State and National Trends



Note: Starting with the 2010 data, a new BRFSS methodology was introduced that included cell phone users. Data from prior years should only be compared with caution.

WALKING AND BICYCLING TO SCHOOL

48

percentage of children who walked or bicycled to school in 1969

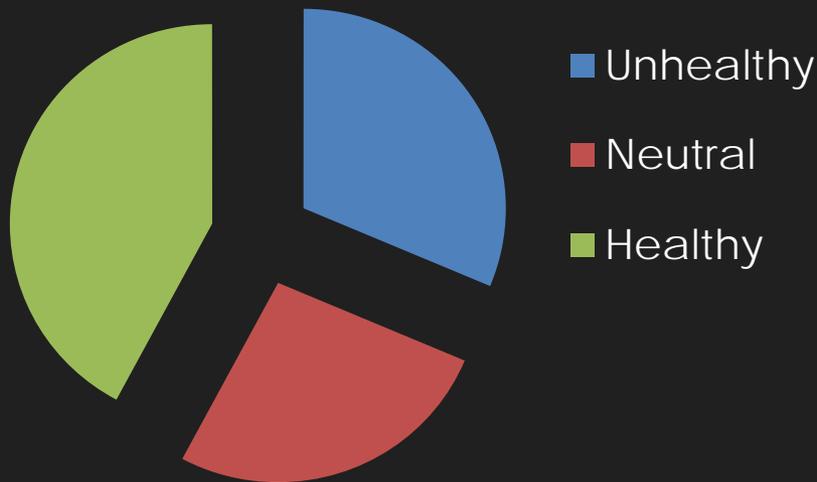
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percentage of children who walked or bicycled to school in 2009

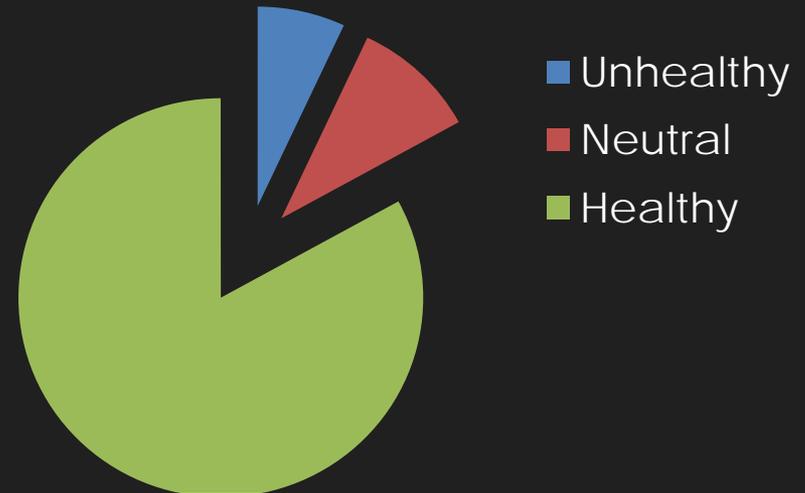
EDUCATION - FRANKFORT CASE STUDY

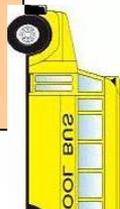
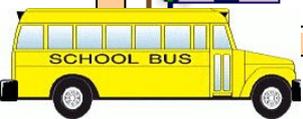
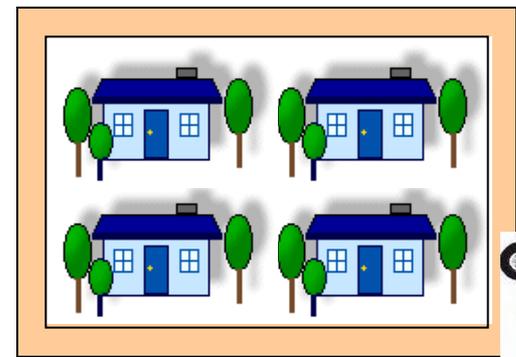
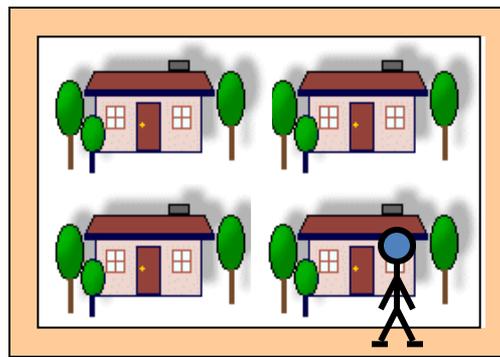
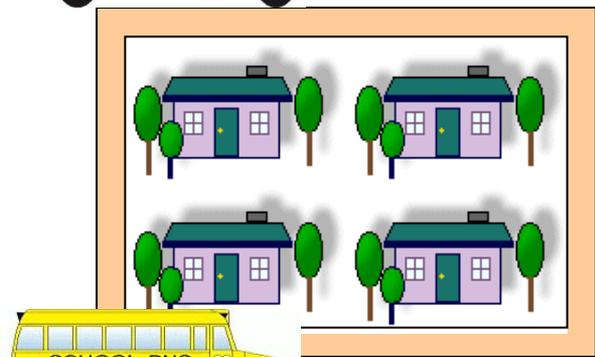
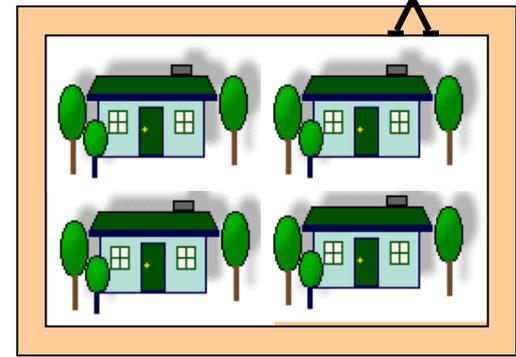
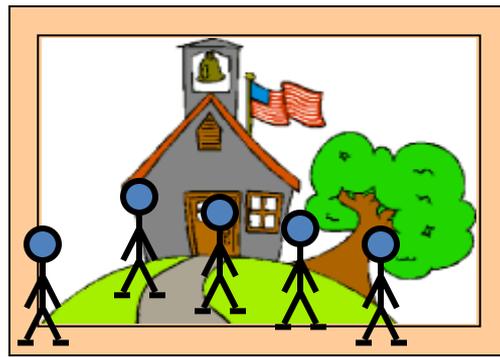
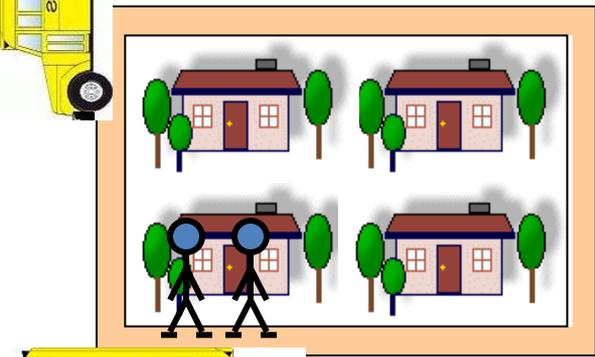
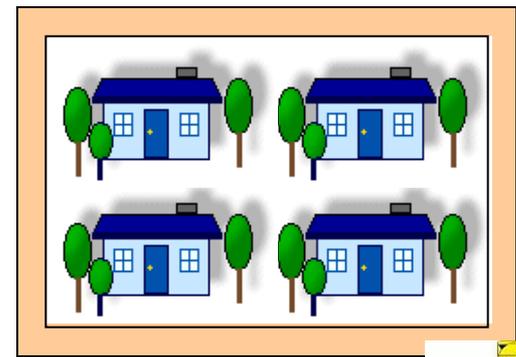
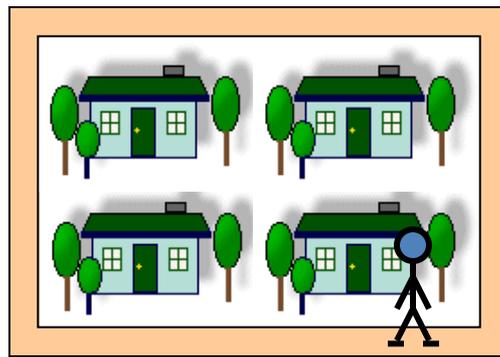
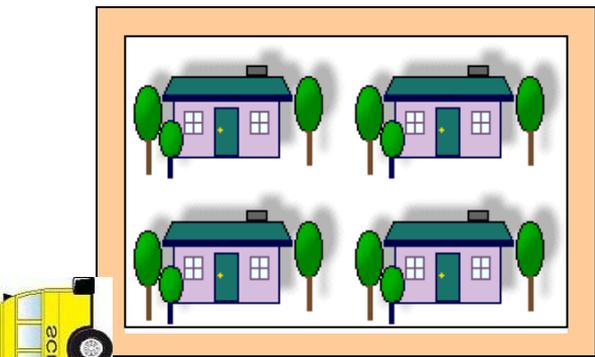
Parents who viewed walking and biking to school as healthy increased from 43% to 83% through education.

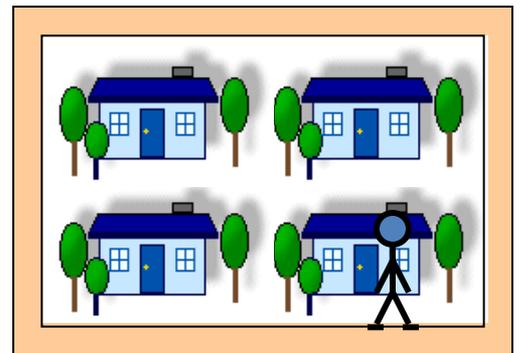
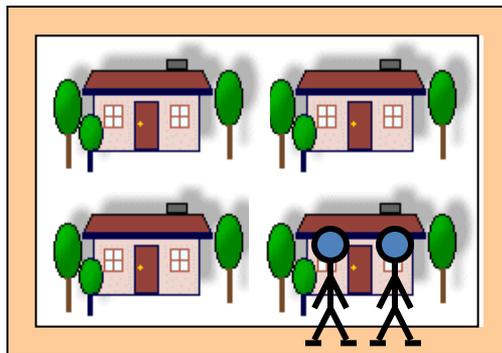
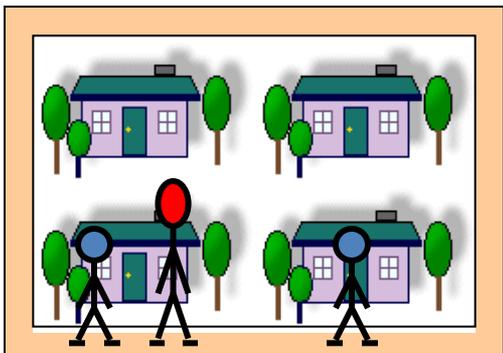
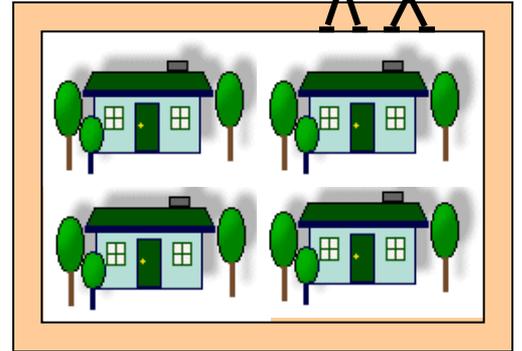
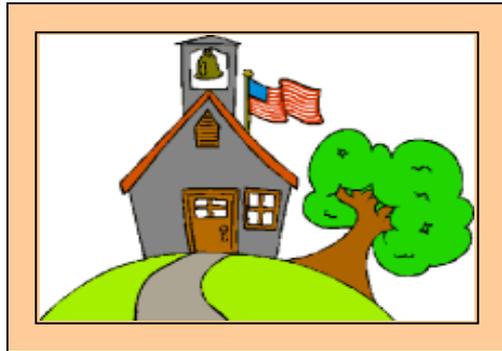
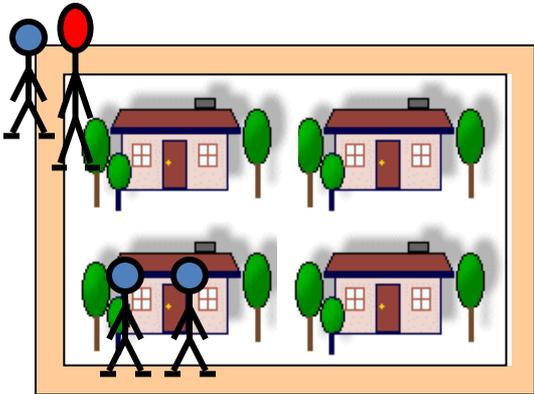
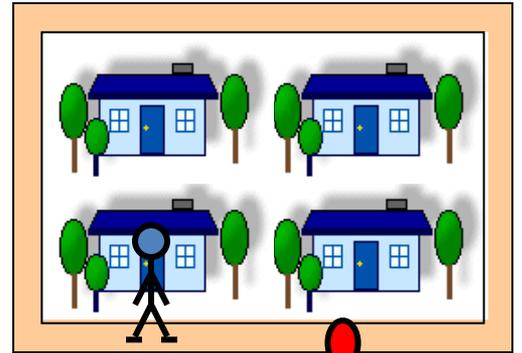
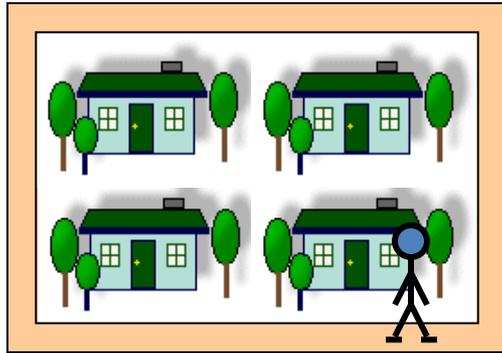
Parent views in
2010

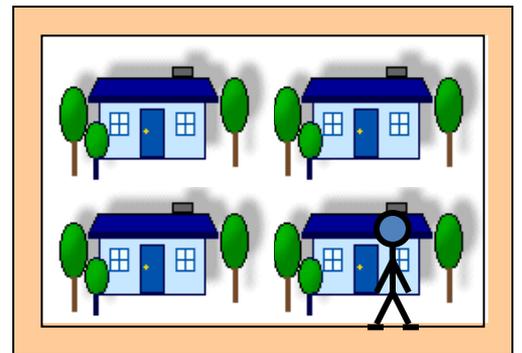
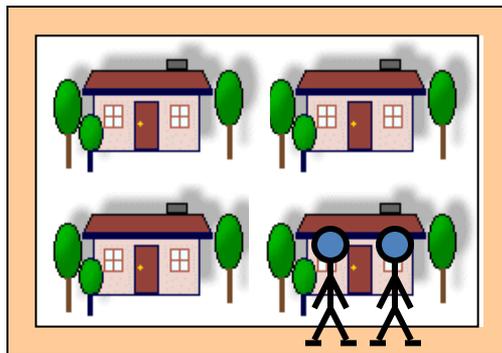
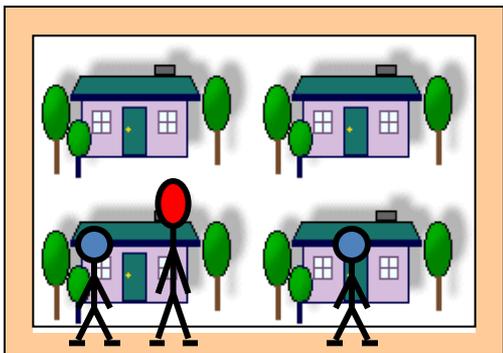
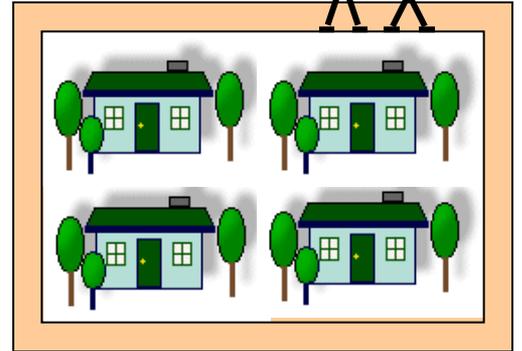
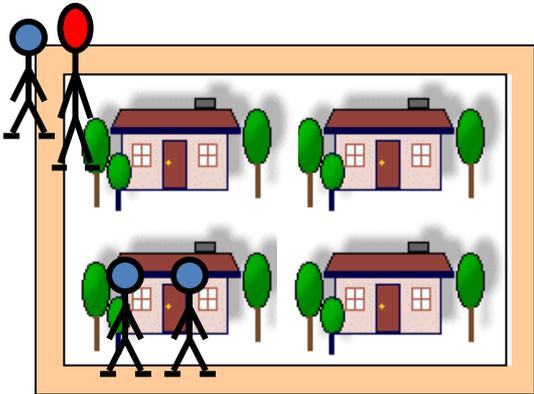
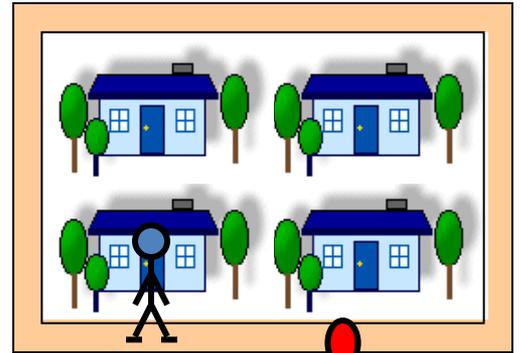
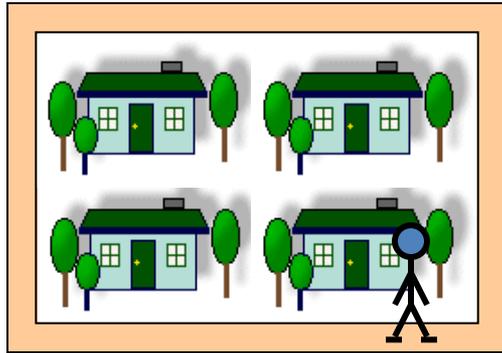


Parent views in
2013











What are the pros and cons?

- Pros/Benefits

- Cons/Barriers



The 5 E's of Safe Routes to School

Encouragement

- Participate in National Walk to School Day
- Implement Walking School Buses



Enforcement

- Appoint school rep. to attend Neighborhood Crime Watch mtgs
- Institute No Helmet, No Ride policy for all students



Engineering

- Improve sidewalk conditions near school and along main routes
- Update curb ramps on Tier 1 routes to ADA standards



Education

- Train safety patrol
- Conduct bicycle rodeo



Evaluation

- Conduct student survey annually
- Conduct targeted infrastructure assessment twice/year



IMPLEMENTATION TOOLS

- Walking school bus route map
- Preferred walking / biking map
- Implementation guides
- Student / parent handbook
- Education and training resources



Safe Routes
Bloomington

IMPROVING MOBILITY FOR PEOPLE WITH DISABILITIES & OLDER ADULTS

- 31% of adults with disabilities lack adequate transportation
- Older adults account for 18% of pedestrian fatalities but only 13% of the population



IMPROVING THE ENVIRONMENT

- Transportation emissions are a leading cause of poor air quality
 - 1 in 12 Americans live with asthma
- Less driving and less pavement leads to better water quality and less runoff
- Green infrastructure is an important part of a walkable community



CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

- Reduce opportunities for crime to occur by employing design features that discourage crime and encourage legitimate use of the environment.
- Indianapolis case study (most dangerous intersection):
 - Reduced homicides by 100%
 - Reduced armed robberies by 22%
 - Reduced burglaries by 29%





Active Living Creates Prosperous Communities



CHANGING LIFESTYLES

- Millennials and baby boomers are converging
- 72% of Americans say walking is cool



MILLENNIALS & MOBILITY: UNDERSTANDING THE MILLENNIAL MINDSET 

A SHIFT TO CAR-LITE LIFE

+24%

+40%



-23%

WALKSCORE / BIKESCORE



Live Where You Love

What's Nearby



View neighborhood restaurants, coffee shops, grocery stores, schools, parks, and more.

Transportation Choices



Get a commute report and see options for getting around by car, bus, bike, and foot.

Local Insight



See what locals are saying, ask questions, browse nearby photos and popular places.

Newest Apartments for Rent & Rentals

Get a better commute and live near the people and places you love.

- \$2,180
- \$2,450-\$3,300
- \$1,400-\$2,290
- \$675-\$975

WALKSCORE / BIKESCORE

Bike Score™ Methodology

Bike Score measures whether a location is good for biking on a scale from 0 - 100 based on four equally weighted components:

- Bike lanes
- Hills
- Destinations and road connectivity
- Bike commuting mode share

Like Walk Score and Transit Score, our goal with Bike Score is to provide an easy way to evaluate bikeability at a specific location.

If you'd like to use Bike Score data, [see our data services](#).

What should we include in Bike Score?

Enter your idea

Hot Top Ideas New My Feedback

512 votes **Bike Infrastructure: Lanes/Paths, Park**
Bike lanes and paths, bike parking, and bike shops are

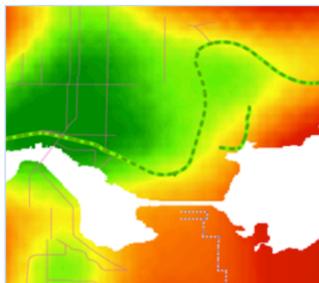
343 votes **Walk Score of Bikeable Area**
Being able to bike to lots of amenities should increase y
Score of the area you can bike to and factoring that into

306 votes **Ability to take bikes on local/nearby p**

[Submit ideas](#) to improve Bike Score.

Bike Score	Description
90-100	Biker's Paradise Daily errands can be accomplished on a bike.
70-89	Very Bikeable Biking is convenient for most trips.
50-69	Bikeable Some bike infrastructure.
0-49	Somewhat Bikeable Minimal bike infrastructure.

Bike Lane Score



Bike Lane Score Near UW Seattle

The Bike Lane Score is based on shapefile data provided to Walk Score by city governments. Bike lane infrastructure currently includes all on and off street bike lanes/paths but does not include infrastructure such as bike parking, bike sharing, etc.

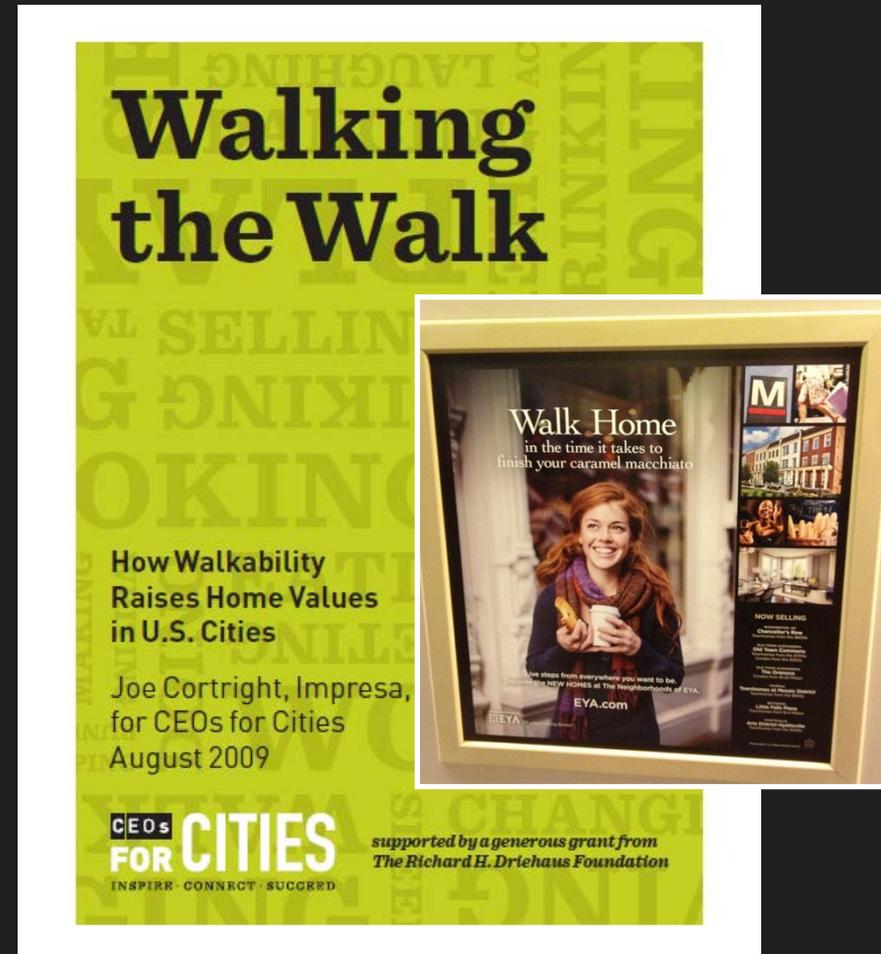
Bike lanes are divided into four categories: on-street bike lanes, off-street trails, cycletracks (separated bike lanes), and residential bikeways (a.k.a. bike friendly streets or greenways).

While examining the data, there were variations in how cities reported their infrastructure, especially with regard to residential bikeways. In cities like [Vancouver](#), residential bikeways are bike priority streets with traffic calming, signage, and on-street



PROPERTY VALUES

- Homes with higher Walk Scores sell for \$4,000-34,000 more
- In Indianapolis, homes sell for an average of 11% more every half mile closer to the Monon Trail
- In Cincinnati, home values increase by \$9 for every foot closer to the Little Miami Scenic Trail



Walking the Walk

Walk Home
in the time it takes to
finish your caramel machiato

How Walkability
Raises Home Values
in U.S. Cities

Joe Cortright, Impresa,
for CEOs for Cities
August 2009

CEOs FOR CITIES
INSPIRE · CONNECT · SUCCEED

supported by a generous grant from
The Richard H. Driehaus Foundation

NOW SELLING

M

EYA.com

JOBS

- Bicycling and walking projects create 11-14 jobs per \$1 million spent, compared to just 7 jobs created per \$1 million spent on highways.



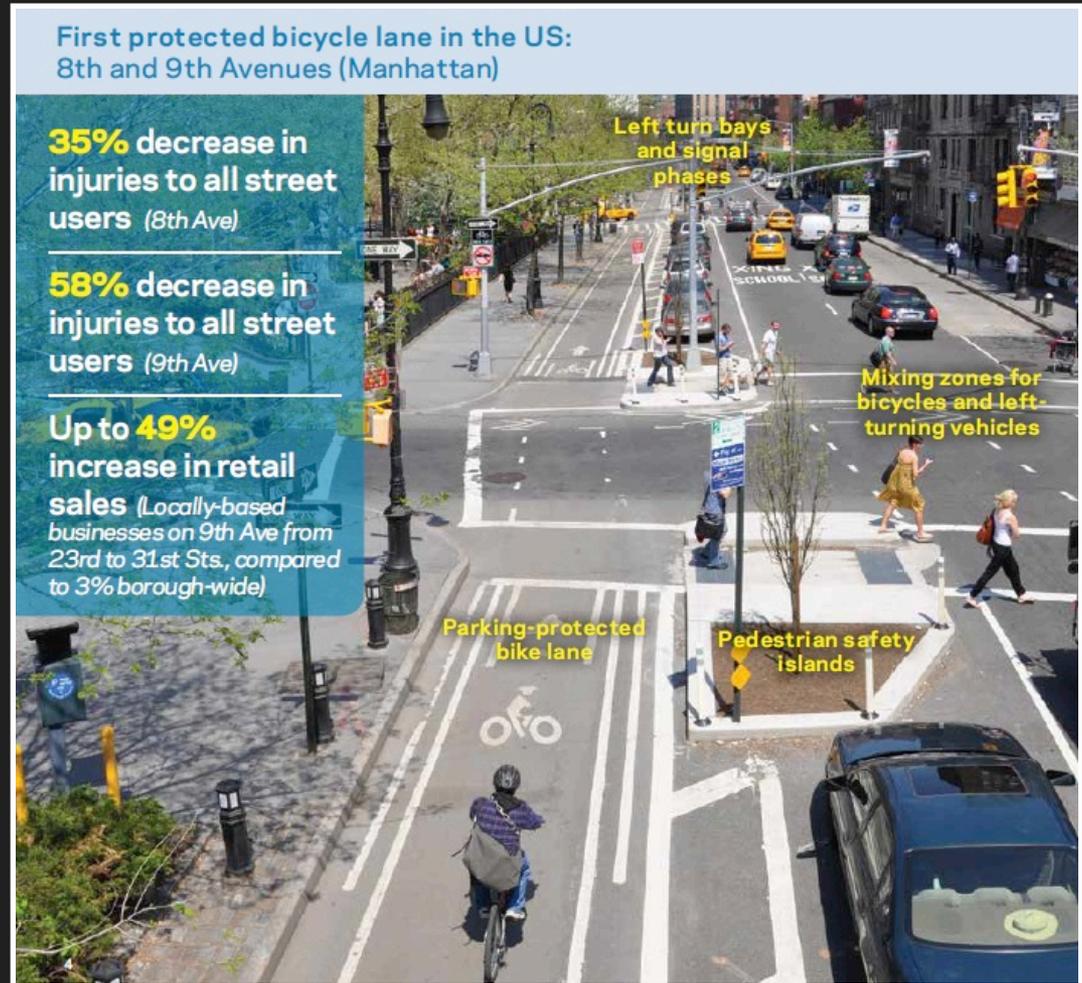
- Cost benefit analyses show that up to \$11.80 in benefits can be gained for every \$1 invested in bicycling and walking.

Source: Alliance for Bicycling and Walking, *Bicycling and Walking in the U.S. 2012 Benchmarking Report*

BUSINESS

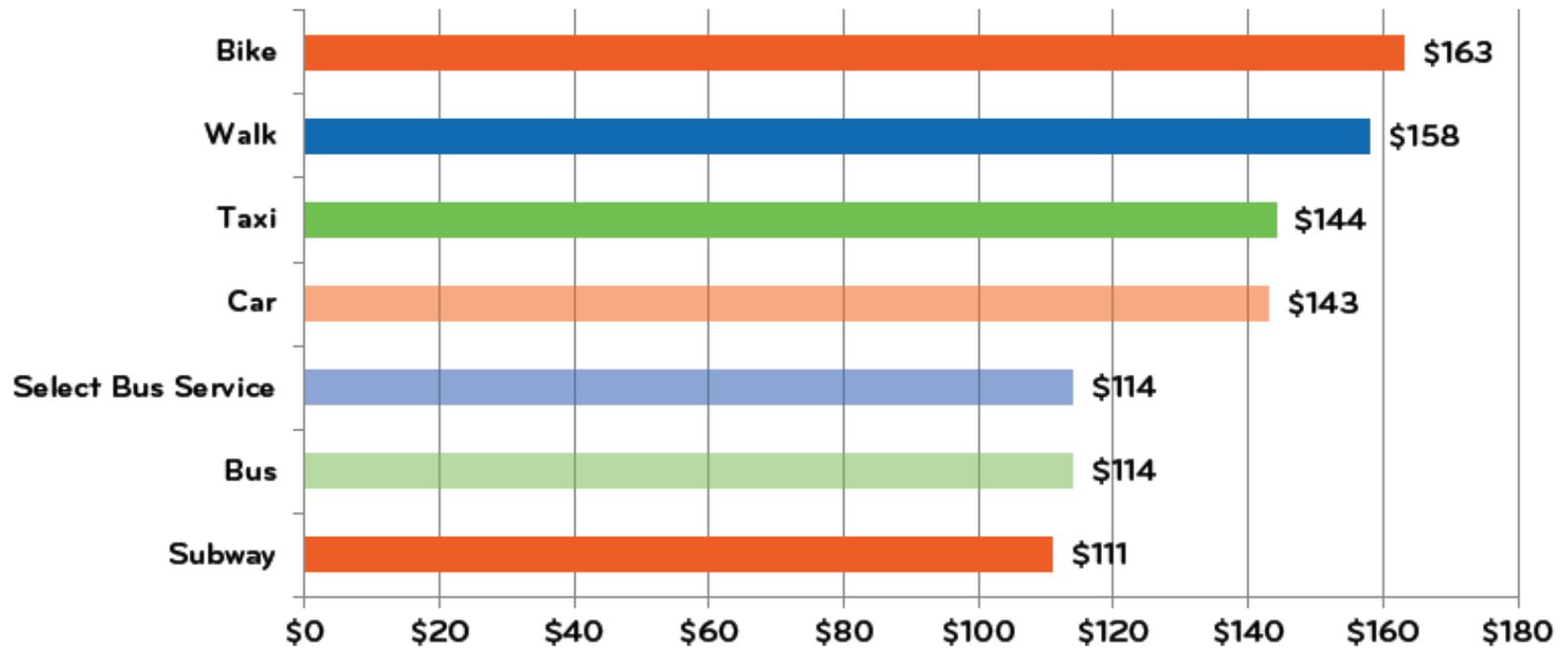
Protected bicycle lanes led to a 49% increase in retail sales at local businesses.

New York City Department of Transportation. *Measuring the Street: New Metrics for 21st Century Streets*. NYC, 2012.



People on bike and foot spend more over time at local businesses.

Average Per Capita Spending by Transportation Mode



Transportation Alternatives. *East Village Shoppers Study: A Snapshot of Travel and Spending Patterns of Residents and Visitors in the East Village*. Oct 1, 2012.

HOUSEHOLD SAVINGS

The average annual cost of owning a car is \$9,000 per year (AAA)

Low-income families spend as much as 55% of their budget on transportation (Forbes)





Introduction to a Walk Audit



5 WAYS TO IMPROVE WALKABILITY

1. Make places for people, not just cars.
2. Create destinations and a sense of place.
3. Provide connections to nature.
4. Be authentic.
5. Encourage diversity and variety.

PLACES FOR PEOPLE

Places are designed for people, not just cars.

- Accommodates all users, but not overwhelmed by cars.
- People are buffered from traffic by trees, grass or parked cars.
- Cars are moving at speeds safe for the area.
- Children are safe to play outside.



PLACEMAKING

Celebrate community character and create reasons to visit.

- Buildings create “eyes on the street” and define the pedestrian space.
- Historic buildings.
- Parks and public spaces.
- Destinations within a 5-10 minute walk.



CONNECTIONS TO NATURE

People want to feel connected to nature.

- Trees, plants and water are attractions that can also offer comfort like shade.
- Fauna such as birds and animals animate a place.
- Plantings and landscape restoration bring back natural elements that have been lost.



AUTHENTICITY

Honor the character and history of the place.

- People are attracted to authentic neighborhood and downtowns.
- People love places that are organic with a true sense of how they came to be.
- What makes you unique?



DIVERSITY AND VARIETY

Walkable places are not boring!

- Walkable and livable communities have diverse people, housing and businesses.
- They offer a variety of places and experiences.
- They have a “funky factor.”



QUESTIONS?

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SUITABILITY MAPPING INSTRUCTIONS

RED = very unsafe and uncomfortable for biking and walking (and should/could be improved)

YELLOW = somewhat safe and comfortable for biking and walking

GREEN = very safe and comfortable

STAR common destinations

CIRCLE challenging intersections

DISCUSSION GUIDELINES

- Designate a note-taker for your group
- Budget about 10 minutes per question
- Designate someone to report out on your group's discussion at the end of the exercise

Think big, be creative and have fun!

1

What ideas and images
caught your attention today?

2

What are Greater Lafayette's assets in the effort to support active living?

3

What are the barriers to active living in the Greater Lafayette area?

4

Related to your focus area, decide on 3 plans, policies, programs and/or projects that are quickly and easily achievable to best support active living in the region (low-hanging fruit).

5

Related to your focus area,
decide on 3 plans, policies,
programs and/or projects that are
most important to adopt to
support active living in the region,
regardless of time or money.