CREATING HEALTHY COMMUNITIES THROUGH ACTIVE TRANSPORTATION

Agenda

9:45 – 10:15am: Principles of Placemaking
10:15 – 11:00: Creating Healthy Communities through Active Transportation
11:00 – 11:15: Break
11:15 – 12:00pm: Role of Markets in Healthy Communities
12:00 – 12:45: Networking Lunch
12:45 – 1:00: Site Audit Instructions
1:00 – 2:00: Site Audit Exercise
2:00 – 3:30: Group Discussion + Report Back
3:00 – 3:30: Wrap-up Discussion

1. Issues

1.1

1.2

1.3
Transportation system does not provide pedestrians, cyclists, and transit riders with safe and convenient access to key destinations, including access to healthy food.

ISSUES

Symptoms of a dysfunctional system
- Lack of network connectivity
- Lack of hard and soft infrastructure
- Lack of destinations
- Unsafe

Lack of Network Connectivity
Unsafe

- The Case of Raquel Nelson

Unsafe

New York State

- Brittany’s Law
  - S1332 in the Senate
  - A1863 in the Assembly

Nationwide

- 283 Complete Streets policies
- 25 Statewide policies

Hard and Soft Infrastructure

Portland, OR, Amsterdam, NE
2. Goals

- Creating Streets as Places
- Increasing Mode-share
- Supporting Healthy Food Systems
- Increasing Mobility

GOALS

Creating Streets as Places
Mode-share

- Bikeshed and Walkshed

Supporting Healthy Food Systems
Sociability

Residents of Light Street had 3 times as many friends as those who lived on Heavy streets.

http://www.streetfilms.org/revisiting-donald-appleyards-livable-streets/

3. Creating Change

SHORT TERM CHANGE

What you can do when you walk out of this room
Ciclovia

• Aliases:
  – Summer Streets, Open Streets Initiatives

• Who’s using it:
  – 46 in North America, many more worldwide

• Stakeholders:
  – Agency led, or bicycle/advocacy group led

• Outcomes/Impacts:
  – Creates broad coalition to promote biking and walking, encourages physical activity, is cost effective
Play Streets

- Aliases:
  - Block party, kid’s street
- Who’s using it:
  - Children, adults, community organizations
- Stakeholders:
  - Community groups, local stakeholders, local agencies
- Outcomes/Impacts:
  - Transforms streets into a safe and exciting place for people of all ages to socialize and play. Provides needed park space for areas without adequate open space
Play Streets

Street Interventions

- Aliases:
  - Built a better block, Street Trials
- Who’s using it:
  - Community groups, local businesses, innovative planners
- Stakeholders:
  - Led by non-governmental groups with agency assistance, local entrepreneurs
- Outcomes/Impacts:
  - Demonstrates ability of street to be more livable, without large investment.

Street Interventions

- Internet link: [Paris Plage](http://www.pps.org/great_public_spaces/one?public_place_id=997)
- Better Block Project in Dallas, TX. [http://betterblock.org/](http://betterblock.org/)
Street Interventions

Park(ing) Day

• Aliases:
  – Pop-up parks
• Who’s using it:
  – Local businesses, passersby, residents
• Stakeholders:
  – Local advocacy organizations, community activists, local businesses, city agencies
• Outcomes/Impacts:
  – Demonstrates a better use of parking space, and the benefits of small green spaces in urban areas

MORE THAN 700 PARK(ING) SPOTS HAVE “POPPED UP” IN 140 CITIES, ON SIX CONTINENTS.
Street Vending

- **Aliases:**
  - Food carts, Food trucks, Street hawker

- **Who is using it:**
  - Locals + tourists, residents + workers

- **Stakeholders who made it happen:**
  - Small-scale entrepreneurs, established businesses

- **Outcomes / Impacts:**
  - Providing needed commerce and activities activate streets and public spaces, while strengthening the local economy and cultural identity

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Denver, CO


Place vending at the edge of parking lots to promote walking.

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Portland, OR
Start planning now

MEDIUM TERM CHANGE

Parklets

• Aliases:
  – Pop-up cafes

• Who is using it:
  – San Francisco, New York,

• Stakeholders who made it happen:
  – Local restaurant or other business, Transportation or Parking department, Bicycle coalition or other transportation advocacy group, Pro-bono designers

• Outcomes / Impacts:
  – More seating and pedestrian space in the ROW, more people stopping and lingering, reduced parking space,
Parklets

San Francisco, CA

Pavement to Plaza + Road Diet

- Aliases:
  - plaza programs, pavement to parks, reallocating street space, street retrofit
- Who is using it:
  - New York, San Francisco
- Stakeholders who made it happen:
  - Bicycle coalition or other transportation advocacy group, Planning or transportation department
- Outcomes / Impacts:
  - More seating and pedestrian space in the ROW, more people stopping and lingering, reduced parking space

Pavement to Plaza

Times Square, NYC. Image Source: New York City DOT   http://www.flickr.com/photos/nycstreets/sets/72157622973444484/
Pavement to Plaza

Naples Plaza, San Francisco. Image courtesy of www.sfplanning.org

Pavement to Plaza

Campus Martius, Detroit, MI

Pavement to Plaza

Campus Martius, Detroit, MI
Road Diet

Prospect Park West
- Speeding reduced by 75%
- 1 out of 5 cars, from 3 out of 4 cars
- Number of cyclists tripled
- 349 per day, to over 1000 per day.
- No increase in time/throughput for motorists

Source: [Link to article](http://www.xoxosoma.com/ppw/)
Road Diets

Slow Streets

- Aliases:
  - Slow Speed Zones
- Who is using it:
  - Numerous European Cities including Barcelona, Spain; Hamburg, Germany; Amsterdam, Netherlands
- Stakeholders who made it happen:
  - City transportation departments, pedestrian advocacy groups
- Outcomes / Impacts:
  - Reduced vehicular travel speeds in key zones, decrease in number of crashes, reduction in the severity of crashes,
Slow Streets

<table>
<thead>
<tr>
<th>Speed</th>
<th>% Survive</th>
<th>% Die</th>
</tr>
</thead>
<tbody>
<tr>
<td>20mph</td>
<td>95%</td>
<td>5%</td>
</tr>
<tr>
<td>30mph</td>
<td>50%</td>
<td>45%</td>
</tr>
<tr>
<td>40mph</td>
<td>15%</td>
<td>85%</td>
</tr>
</tbody>
</table>

Utrecht, Netherlands
Shared Space

- **Aliases:**
  - Shared Streets, Woonerf, Home Zones, Encounter Zones
- **Who is using it:**
  - Netherlands (many cities & towns), UK (London & other cities), Germany (many towns)
- **Stakeholders who made it happen:**
  - “enlightened” transportation engineers, city planners, urban designers
- **Outcomes / Impacts:**
  - Slower vehicle travel speeds, fewer crashes, less severe crashes, improved public space
Shared Space

- Perception, not reality

Pedestrian Streets

- Third Street, Santa Monica
- The Stroget, Copenhagen, Denmark
Highway Removals

- Aliases:
  - Freeway Teardowns
- Who is using it:
  - San Francisco, CA; Milwaukee, WI; Seoul, South Korea; Toronto, CA; New York, NY
- Stakeholders who made it happen:
  - "enlightened" transportation engineers, city planners, urban designers
- Outcomes / Impacts:
  - More public open space; More space for development; increased tax revenue for the city

Octavia Boulevard – before and after

Octavia Boulevard, after freeway removal - Octavia blvd, SF, CA - http://www.sfcta.org/content/view/274/93
Highway Removals

New Community Gardens where an elevated freeway once ran along Octavia Boulevard.

Cheonggycheon River, Seoul, South Korea

4. Next Steps
New Tools

Funding Sources

[Image of a website screenshot]

[Image of a street view]