

# Planning & Building Healthier Communities (in every sense of the word “health”)



Burton Elementary, Rexburg



Summerfield subdivision



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**Median island w/ offset crosswalk**



**Roundabout**



**Mini-circle**



**Speed table**





Raised crosswalk, Pompeii, Italy. 79 AD

# Our flow . . .



Presentation



Walk audit



Plan for action



Develop ideas



# Planning for health . . .

1. Introductions & youthful recollections.
2. Healthy design principles.
3. Common challenges:
  - a. “We don’t know *how* . . .”
  - b. “It will *cost* too much . . .”
  - c. *Change* is different, hard, maybe even scary . . .”
4. Creative engagement – get out and move!



Tar paper  
crosswalk;  
Rio Grande, TX

# 1. Youthful recollections . . .



OR



- Walk or bike to school, a park, a downtown?
- Explore outdoors without adult supervision?
- Play games with no formal uniform, umpire, or referee?
- Spend time with kids of different ages, both boys and girls?
- Play in water: ocean, lake, river, pond, creek, pool, fire hydrant?
- Have some wheels: bike, scooter, big wheel, skateboard, skates?
- Do stuff you could not have gotten away with if adults *were* present?



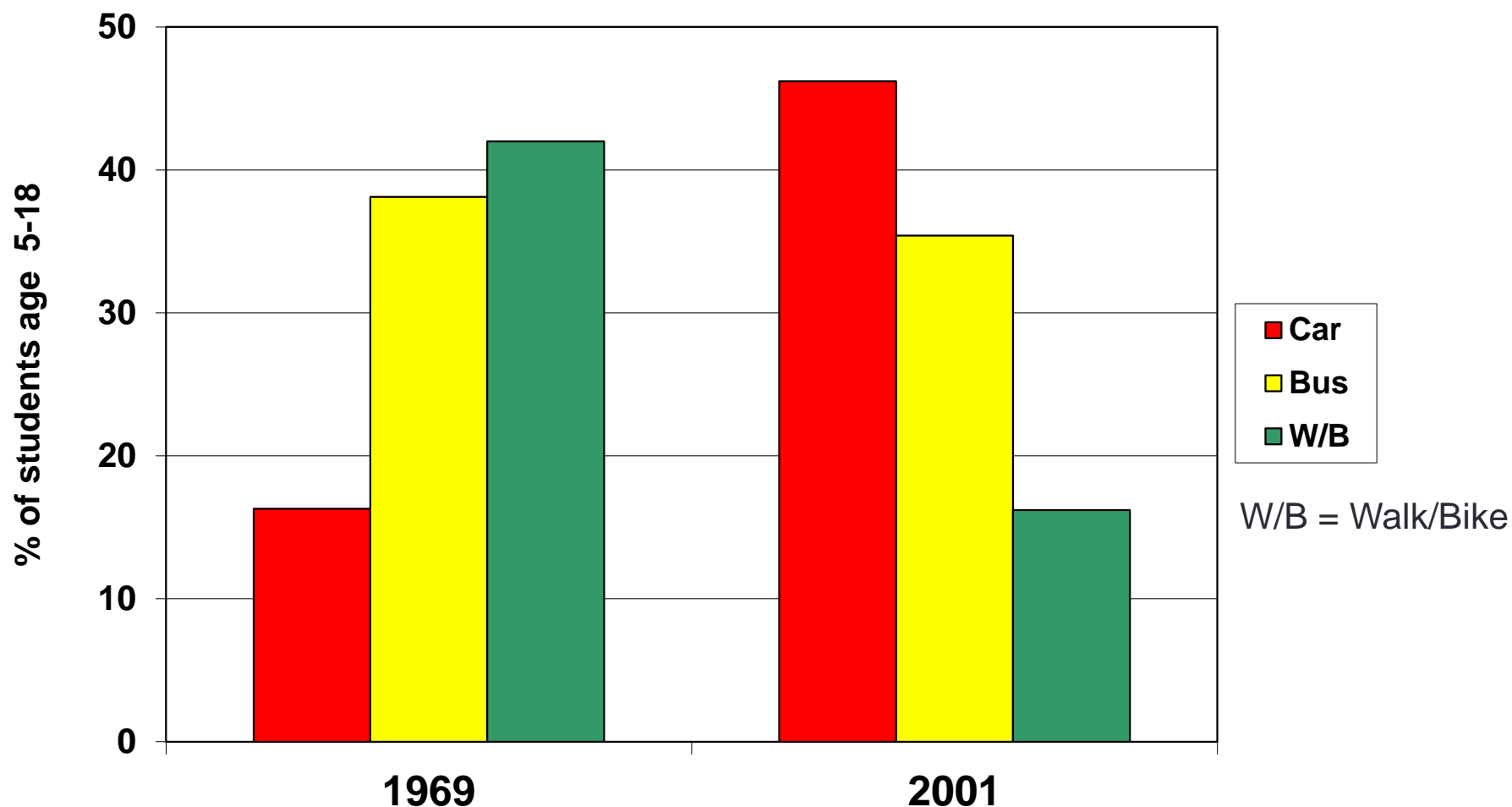
- Were you a “free range kid?”
- Do you think that most kids today are?
- Do you think it’s good for them?

Scituate MA



# Changes in Walking & Cycling to School, 1969 to 2001

Ham et.al., *Jour. of Physical Activity & Health*, 2008, 5, 205-215





# Trends in Childhood Obesity & Overweight



CDC, National Center for Health Statistics. *National Health Examination Surveys (NHANES) 1963–2006.*

[www.rwjf.org/files/publications/annual/2008/year-in-review/](http://www.rwjf.org/files/publications/annual/2008/year-in-review/)



Lenore Skenazy  
[www.freerangekids.com](http://www.freerangekids.com)

The real risk . . .





## 2. We should be physically active.

(Adults >30 mins.; Youth >60 mins. most days)





But mostly we are not.



School traffic



Visitor traffic

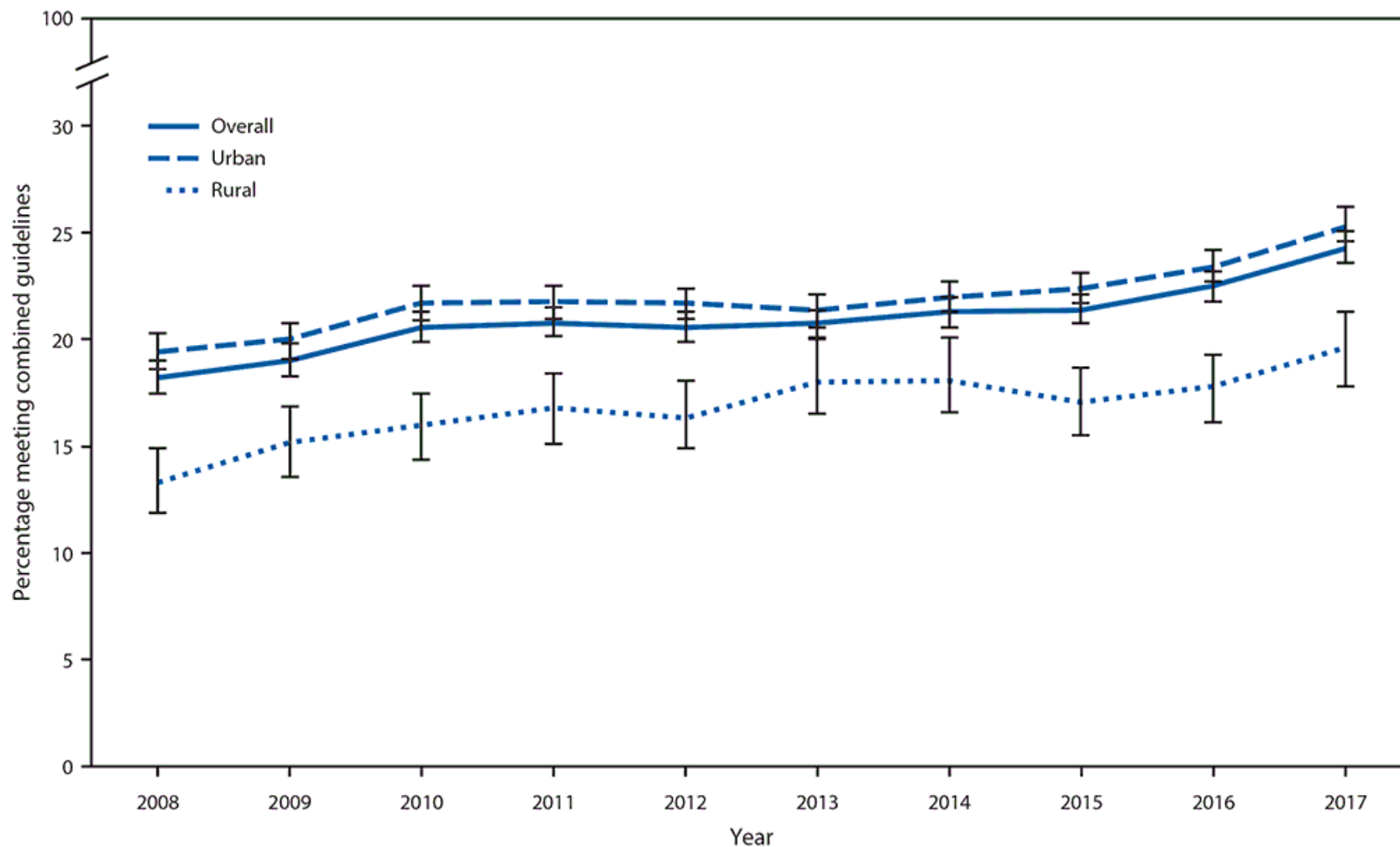


Commute traffic



# % Meeting Full Physical Activity Guidelines (BRFSS Self-Report)

Whitfield et.al. *MMWR*; 68(23);513–518; June 2019

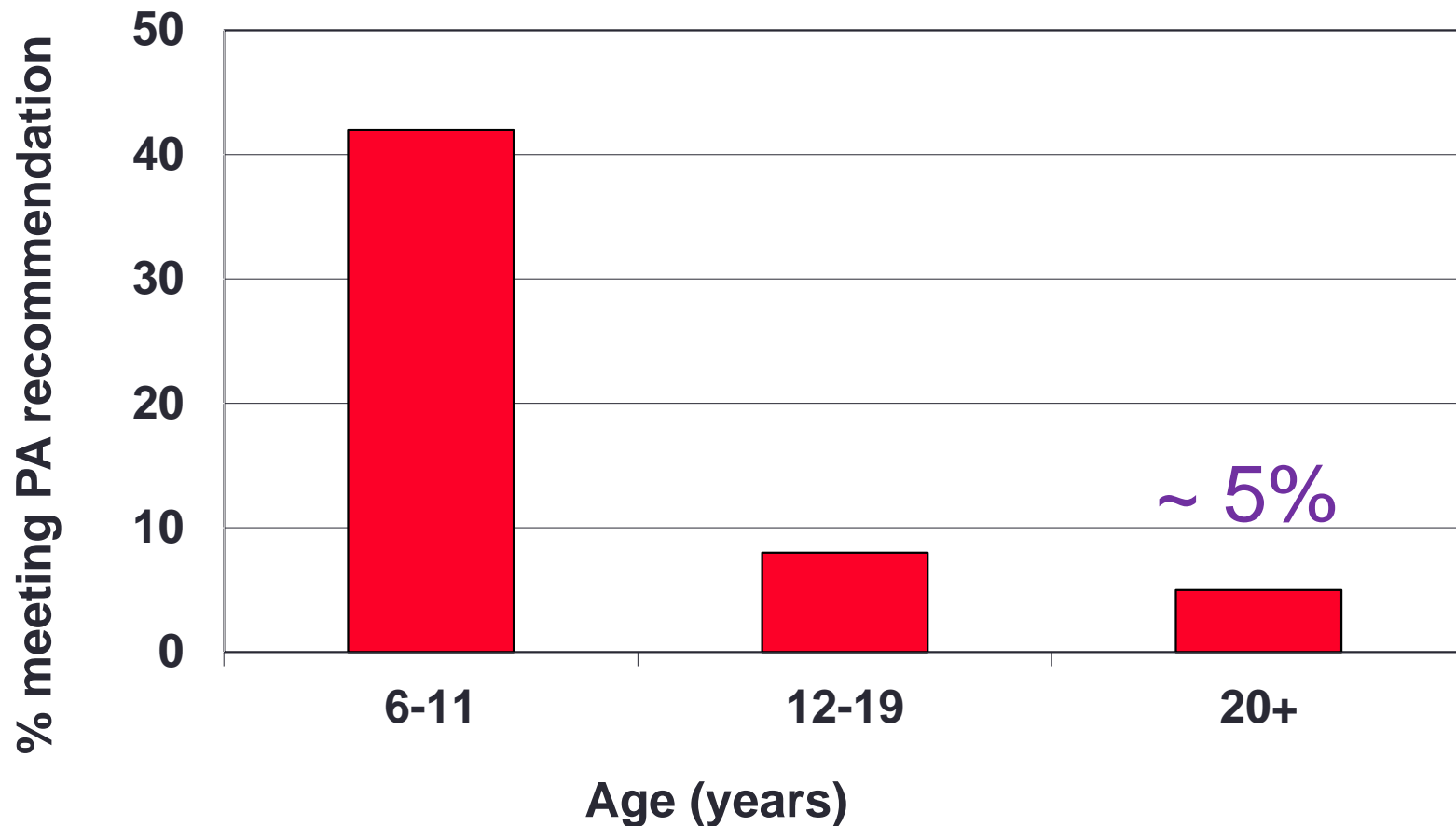


# Physical Activity in the US

## Measured by Accelerometer

Troiano et.al., *Med Sci Sports & Ex*, 40(1), 2008.

% of population meeting  
PA recommendations





# Four elements support active transportation.



i. A variety of nearby  
destinations.



McCall

# Four elements support active transportation.



Rexburg

ii. A connected  
**network** of "active  
transportation"  
facilities.





# Four elements support active transportation.



iii. **Functional** & rewarding spaces for pedestrians, bicyclists, & transit riders.



# Four elements support active transportation.



iv. Accessible & safe for all ages, races, incomes, backgrounds & disabilities.



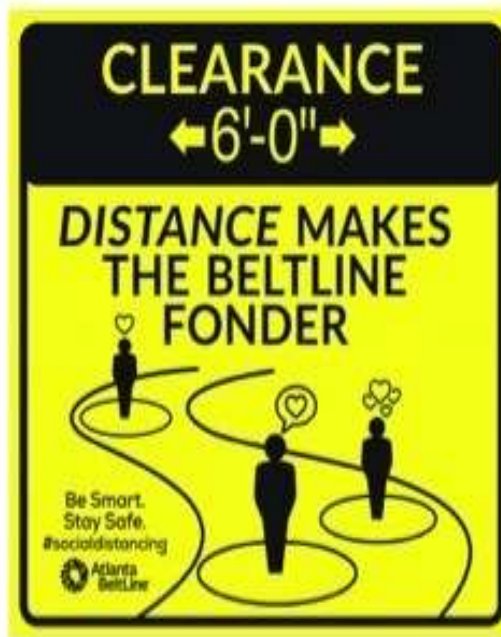


Scituate MA



Denver Post/Richardson

PA reduces chronic & infectious disease risk!

Beltline Trail,  
Atlanta

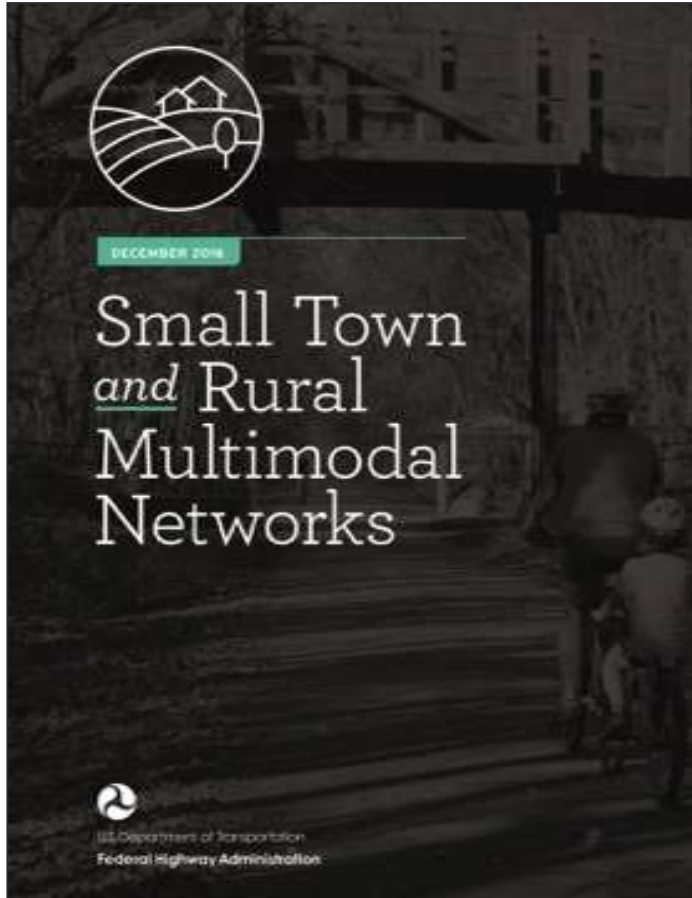


# Economic health: Efforts to create inviting public space.





## 3a. How do we DO this stuff?

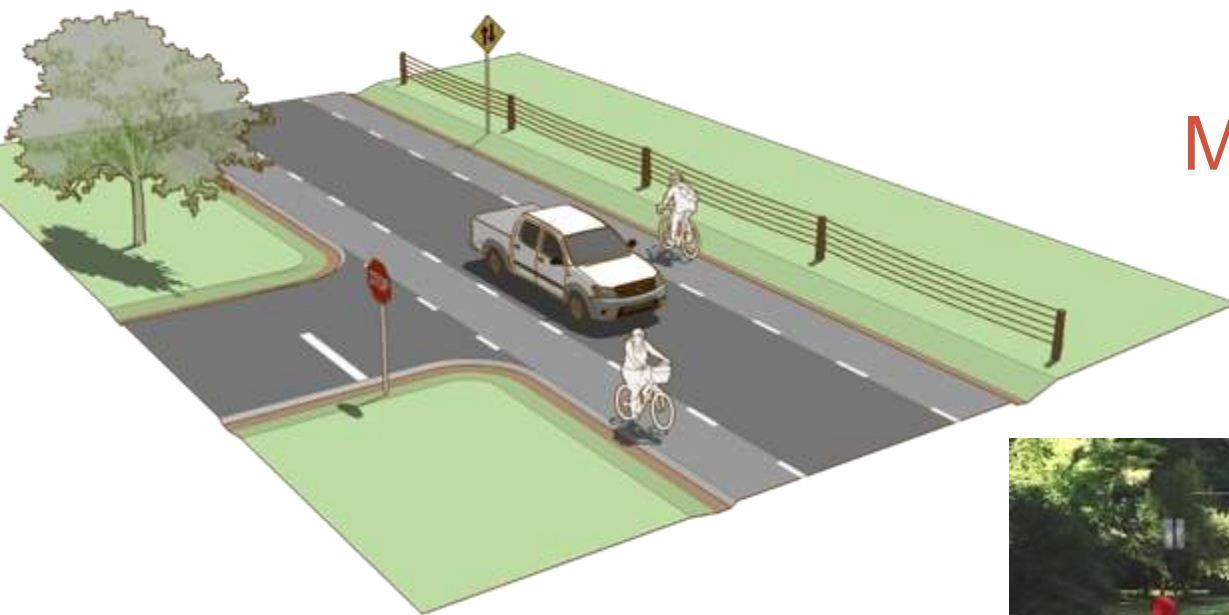


E.g. Pedestrian Lane

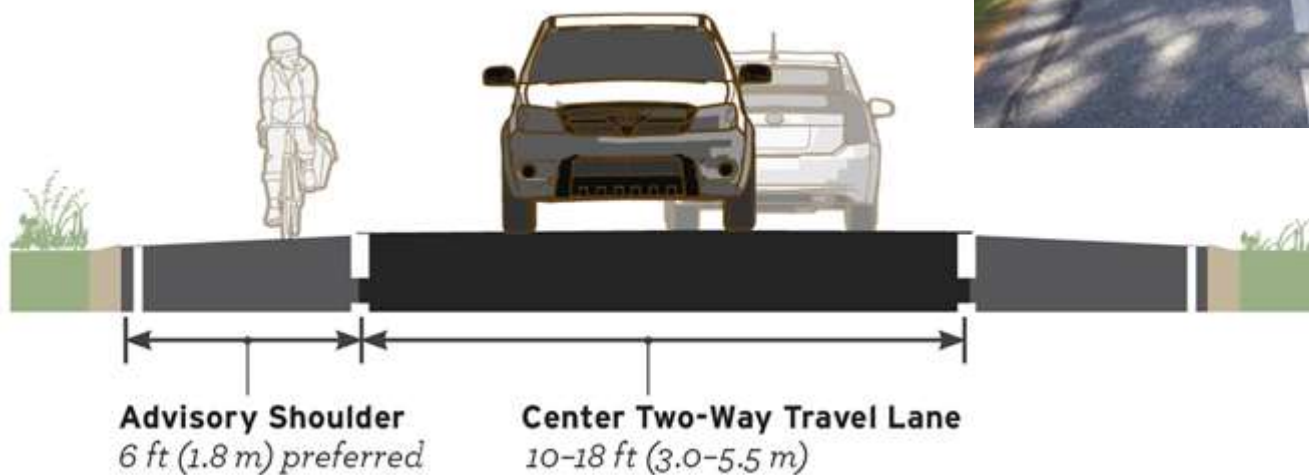


Bonnars Ferry

# Small Town & Rural Multimodal Networks



E.g. Advisory Shoulder



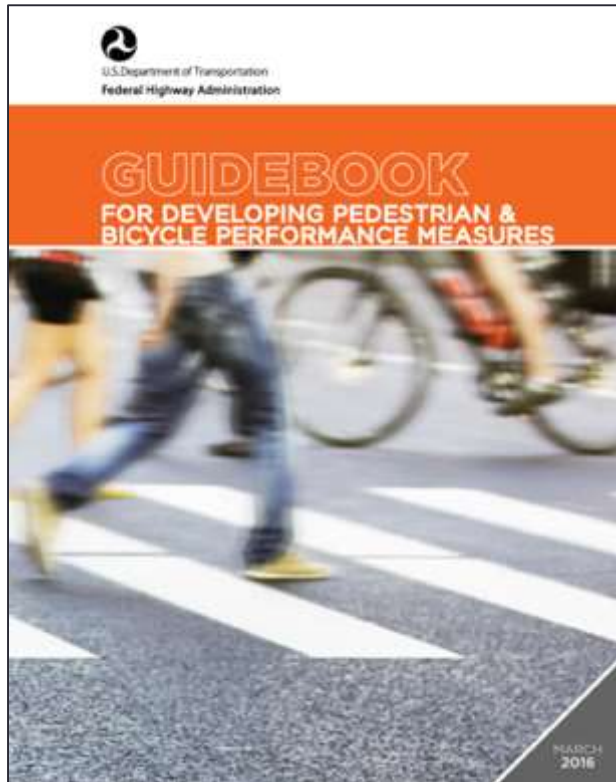




**Jerome**



# Evolving performance measures . . .

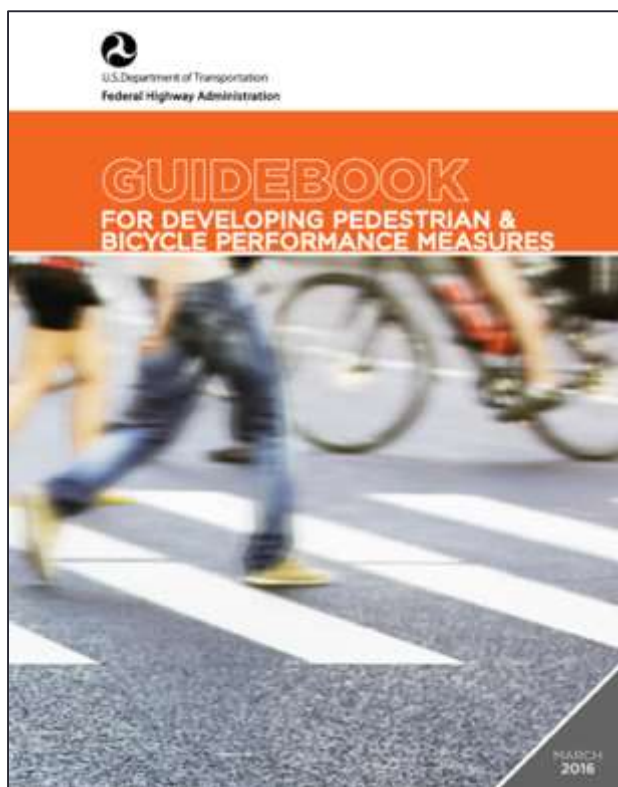


30 more balanced performance measures for roadways. E.g. . . .

- Increasing walking & bicycling
- Health, equity outcomes
- Job & retail access & activity
- Business & land value
- Environmental impacts.
- Reducing *vehicle miles traveled*

[fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/performance\\_measures\\_guidebook/pm\\_guidebook.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf)

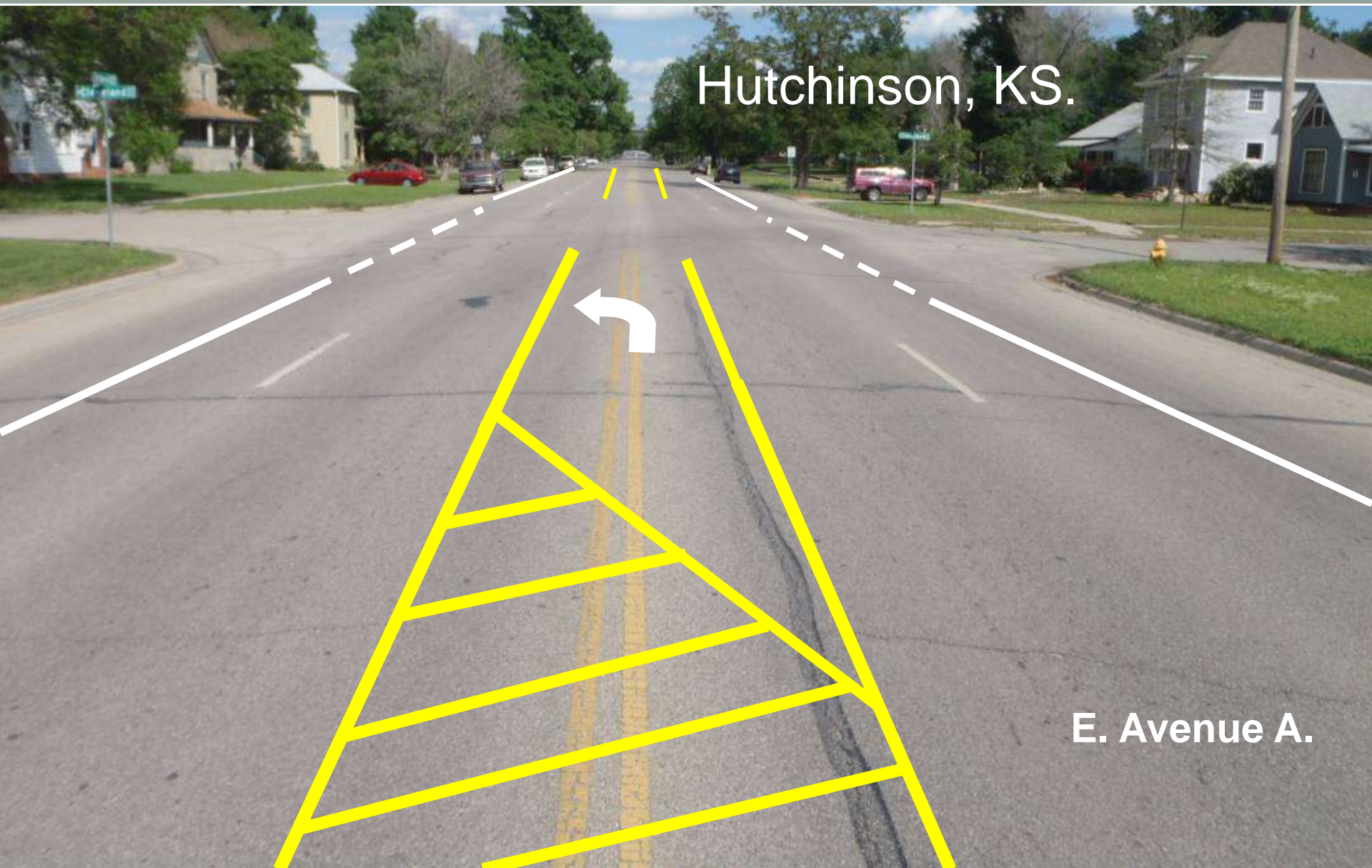
# Evolving performance measures . . .



30 more balanced performance measures for roadways. E.g. . . .

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[fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/performance\\_measures\\_guidebook/pm\\_guidebook.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf)



Hutchinson, KS.

E. Avenue A.

Walk audit recommendation: reduce lanes?





One year later, during routine paving – they did it!  
(Five or four lane conversion to three: *Road Diet.*)

Can we do better than “suburban” development patterns?





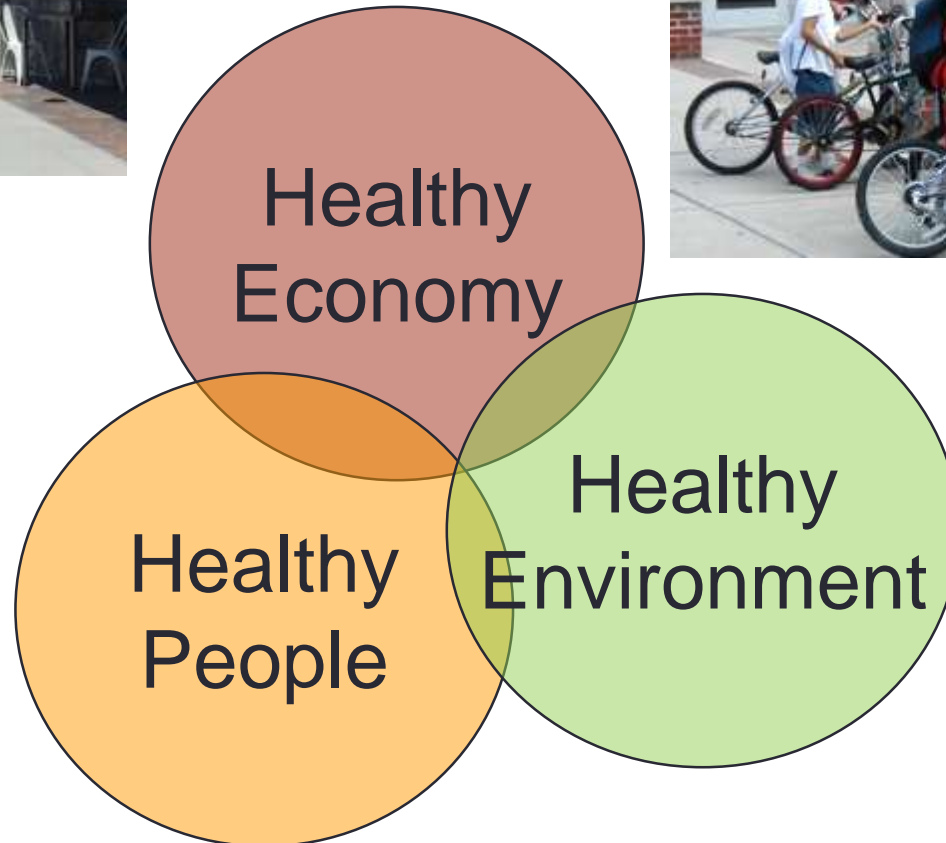
## b. It costs too much? Healthy design yields a Triple Bottom Line.



Prosperity



Planet



People



# Least expensive? Routine accommodation



**Incorporating  
On-Road Bicycle Networks  
into Resurfacing Projects**



Barry Co. MI



[fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/resurfacing/](https://fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/)



# Public-Private partnerships . . .

North Adams, MA



## Design & Build Bike Racks:

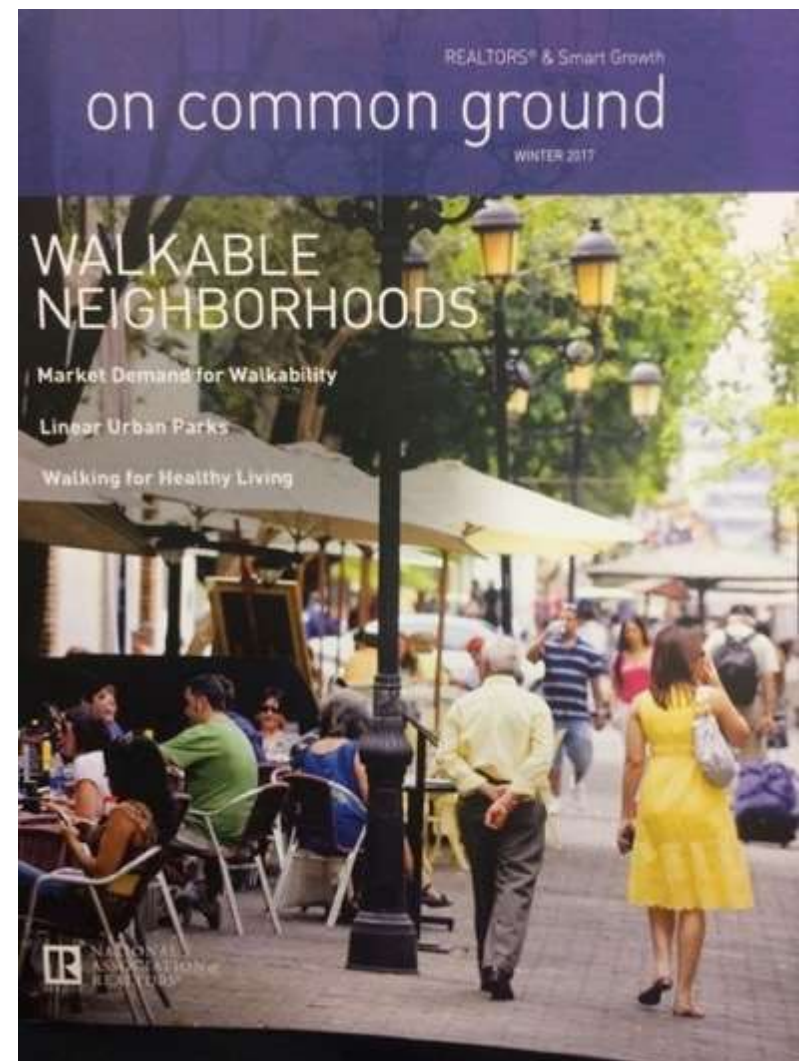
- Design contest; tech school built
- Businesses, sponsors, residents purchased materials
- Town installed



# Buyer demand . . .

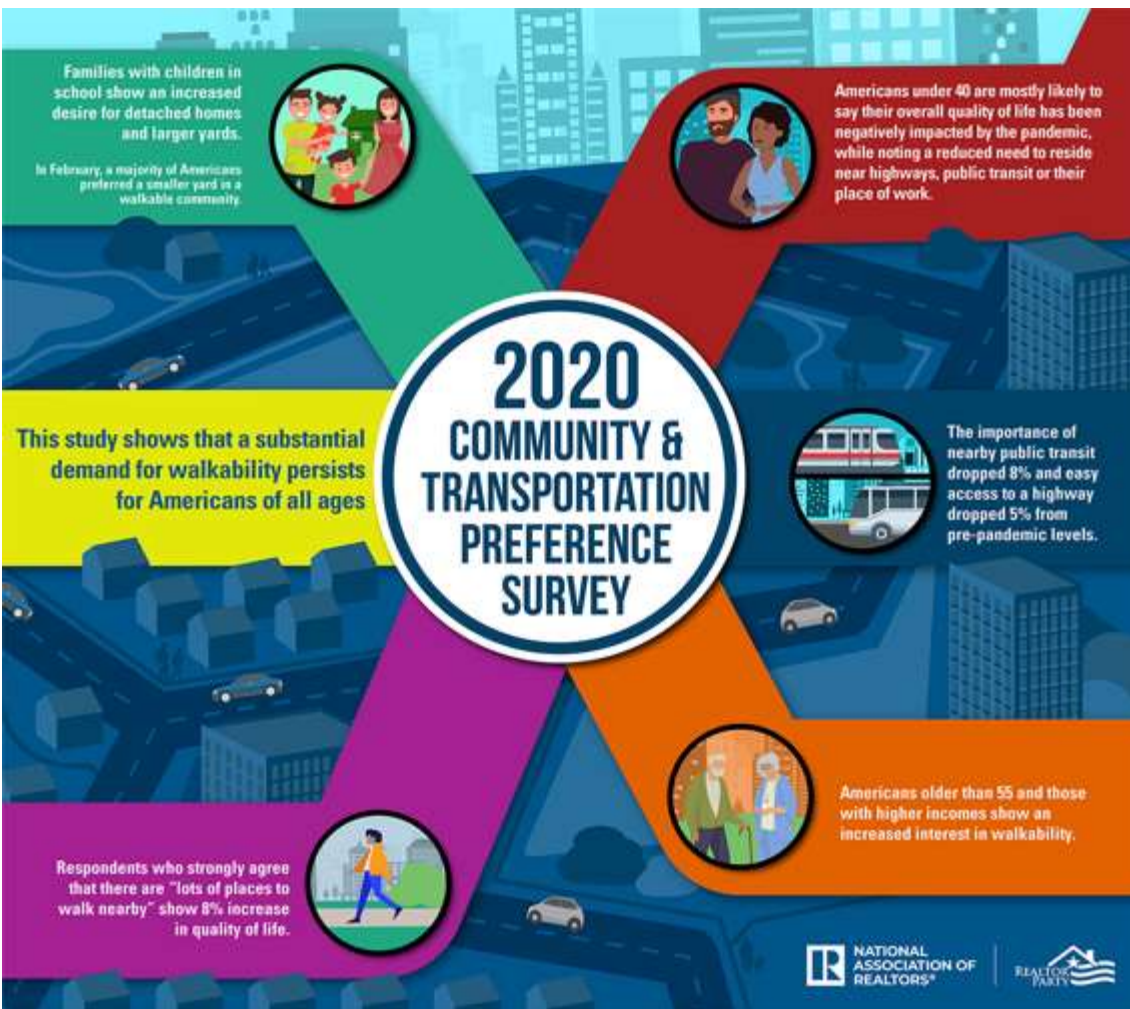


[builderonline.org](http://builderonline.org)



[realtor.org](http://realtor.org)





## Growing preferences:

Over half would trade-off detached home & large yard for greater walkability.

75% value being within an easy walk of nearby parks, shops, & daily needs.

85% say sidewalks & places to take walks are important.

Millennials are most likely to prefer walking, but it's a fast-growing trend among empty nest baby boomers.

<https://www.nar.realtor/on-common-ground/the-2020-nar-community-preference-survey>



## Active transport infrastructure supports:

- Real estate values & redevelopment.
- Employee recruitment & retention.
- Employee health & productivity.
- Retail visibility & sales volume.

### A SHIFT TO CAR-LITE LIFE

The average young person is driving less and biking and taking transit more. <sup>4</sup>

**+24%**



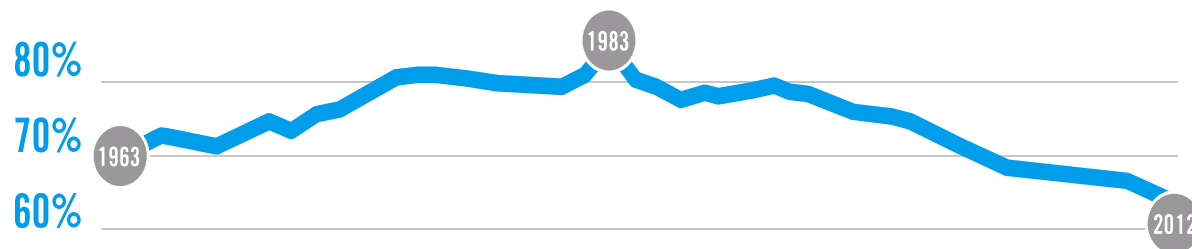
**+40%**



**-23%**

### LICENSE TO DRIVE: A LOWER PRIORITY

The percent of people 16-24 with a driver's license peaked in 1983 and is now at its lowest rate since 1963. <sup>5</sup>





# Measuring Trails Benefits: Property Value

## How are trails related to property value?

Trails can be associated with higher property value, especially when a trail is designed to provide neighborhood access and maintain residents' privacy. Trails, like good schools or low crime, create an amenity that commands a higher price for nearby homes. Trails are valued by those who live nearby as places to recreate, convenient opportunities for physical activity and improving health, and safe corridors for walking or cycling to work or school.

Price is not property owners' only concern. Legal, well-marked access eliminates problems with trail users trespassing. Research also shows that those who opposed a trail prior to construction generally find a trail to be a much better neighbor than they anticipated.

When trails increase property value, local governments receive more property tax revenue. Depending on the trail, this revenue boost can help to partially offset the trail's construction and maintenance costs.

Additional details on each of these topics, as well as other relevant research, are available at <http://headwaterseconomics.org/trail>.

## Select Research Highlights

- In **San Antonio, Texas**, neighborhood trails were associated with a two percent house price premium. Trails that were surrounded by greenbelts were associated with a five percent house price premium.<sup>1</sup>
- In **southeastern Ohio**, the Little Miami Scenic Trail is associated with higher property value in urban, suburban, and rural settings. Up to a mile away from the trail, for every foot closer to the trail, property value increase by about \$7. A home a half mile from the trail would sell for approximately nine percent less than a home adjacent to the trail.<sup>2</sup>
- In suburban **New Castle County, Delaware**, homes within 50 meters of bike paths commanded a four percent price premium.<sup>3</sup>
- In rural **Meriden Valley, Washington**, homes within one-quarter mile of trails benefited from a 10 percent price premium.<sup>4</sup>
- Along a popular trail in **Austin, Texas**, the price premium ranged from 6 to 20 percent, depending on whether the neighborhood had views of the greenbelt surrounding the trail and whether it had direct neighborhood access to the trail.<sup>5</sup> This price premium translated to roughly \$59,000 per year in additional tax revenue or five percent of the annual cost of trail construction and maintenance.<sup>6</sup>



## How to use this information:

This research is of interest to property owners adjacent to a proposed trail, residential developers who are considering incorporating trails in new subdivisions, and local government staff who want to understand trails' fiscal impacts.

This summary is one of several handouts describing the state of research related to the benefits of trails. The other summaries address:

- Public health
- Business impacts
- Quality of life
- Overall benefits
- Access

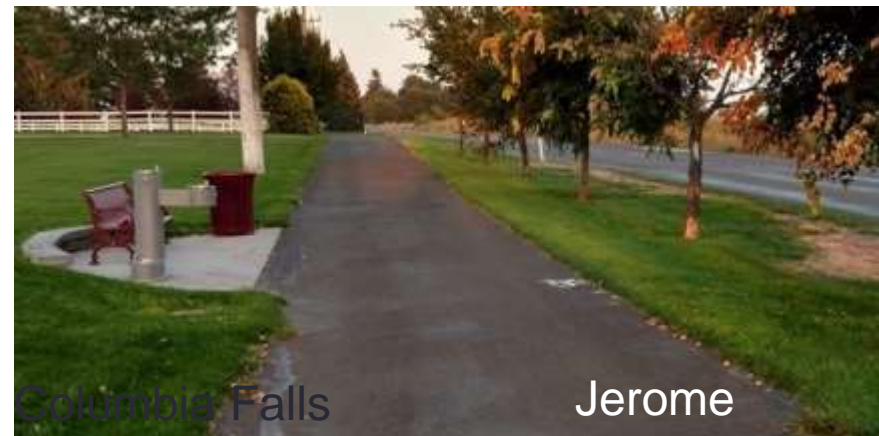
This series offers a succinct review of common benefits identified in the 130+ studies in Headwaters Economics' free, online, searchable **Trails Benefits Library**.



Sandpoint



Rathdrum



Columbia Falls

Jerome





Whitesburg KY



**NIMBY?**

**LIMBY!**

**Link It to My Back Yard!**





## Glenns Ferry trail planning.





# NCCOR Resources

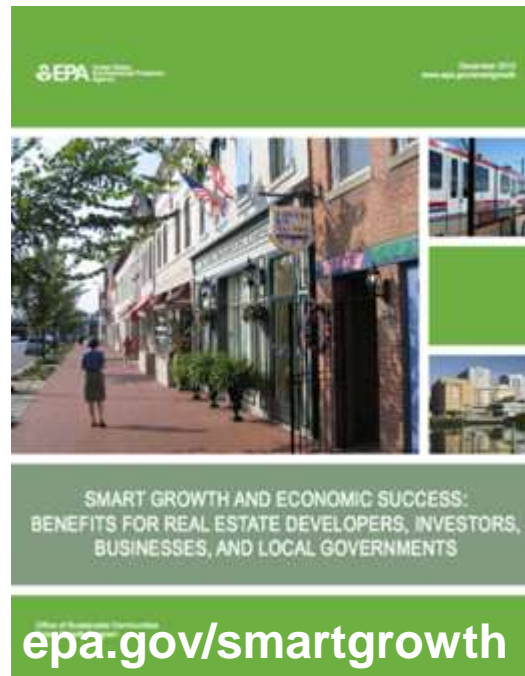
1. Two-page fact sheet
2. On-line library of resources
3. Discussion guide.
4. Customizable PowerPoint presentation

nccor.org/nccor-tools/create-thriving-activity-friendly-communities/



# The economic pull of “healthy” designs:

## 1. Market demand



## 2. Market performance



## 3. Developer interest



## 4. Quantifiable health benefits!

c. If change is scary, try pop-ups & “quick builds.”



Broadus MT pop-up



Curb Stops and Planters



# Encourage residents to safely try change.



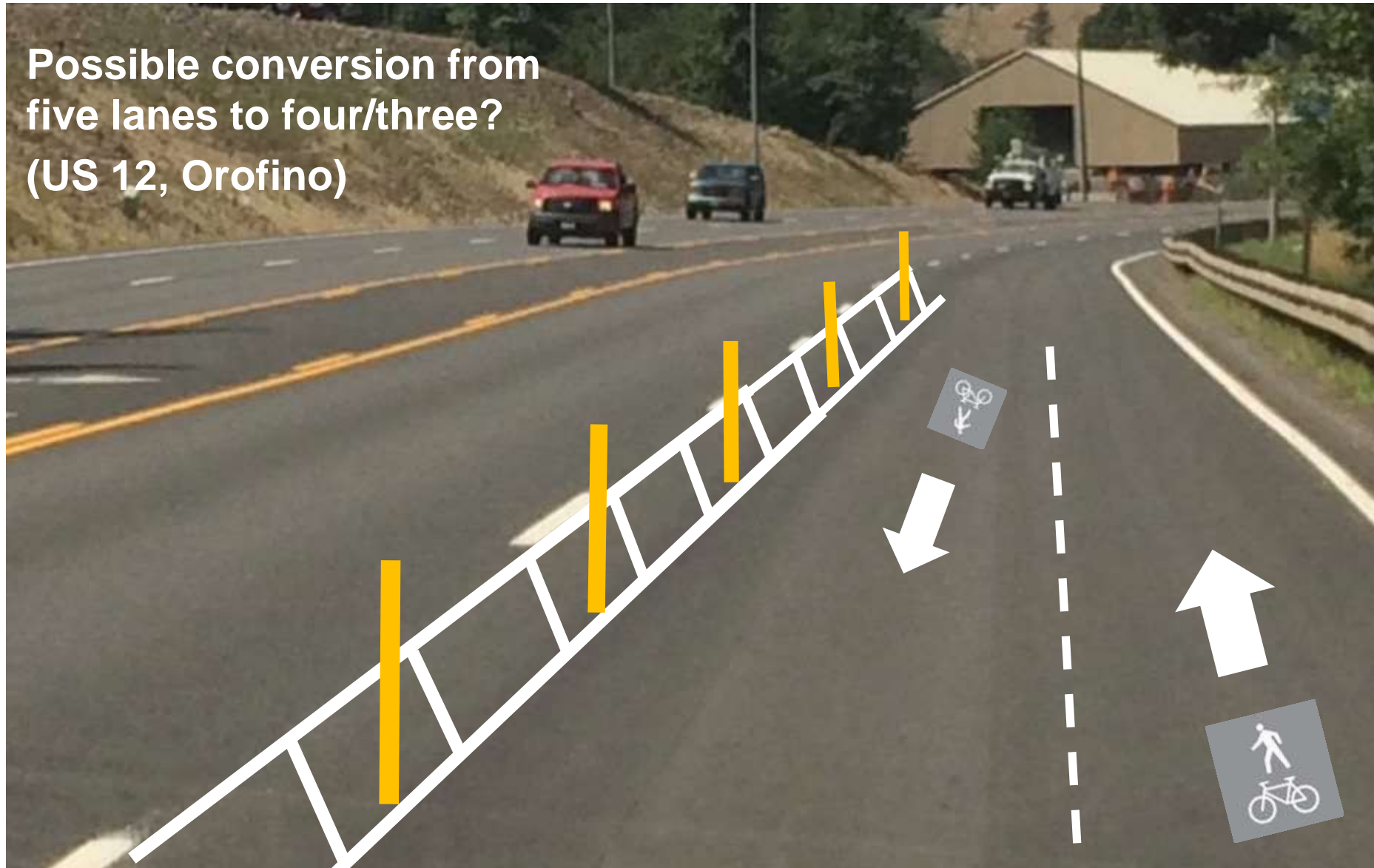
Whitefish MT

# Consider less expensive “quick builds.”





Possible conversion from  
five lanes to four/three?  
(US 12, Orofino)



# AARP Pop-Up Guide

## The **Pop-Up** Placemaking Tool Kit

Projects that inspire change — and improve communities for people of all ages



PROTECTED BIKE LANES



OUTDOOR SEATING



POP-UP SHOPS



PUBLIC ART... AND MORE!

**AARP**  
Real Possibilities



2020

## QUICK-BUILD GUIDE

*How to Build Safer Streets Quickly and Affordably*

**alta**



[altago.com/resources/  
quick-build-guide/](https://altago.com/resources/quick-build-guide/)

[www.aarp.org/livable-communities/](https://www.aarp.org/livable-communities/)



## 4. How to start people thinking this way? **I2Audits.**

### Inclusive Interdisciplinary Walk/Move Audits.

- Explore real community destinations (walk, bike, transit).
- Move with people who live & work there daily.
- Inclusive across age, race, income, ability & disability.
- **Shared discovery & solutions**; *not* “expert answers.”



Ennis I2Audit, 2018



2019 demonstration



## Capture participant input & ideas:

- **Programs:** Events, education, awareness, plans, demonstrations.
- **Projects:** Physical infrastructure for safer walking & cycling, (& transit).
- **Policies:** Ordinances, practices, procedures, rules to support active transportation.



# Maui HI: Walk audit > low-cost demo > policy!



Safe routes to school  
**program walk audits** identify  
challenges & opportunities.



## Quick build project:

Volunteers & students help paint demo curb extensions. (Paint & flexible delineators)





Mayoral support  
of **safe streets**  
**policy** for all walk  
to school routes.





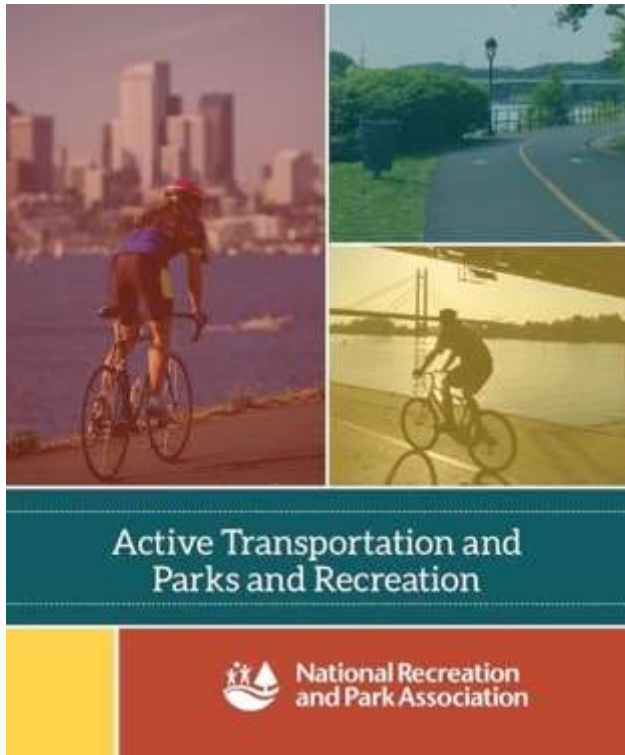
“Quick build” helped engage an El Paso business.





## Lakeside County Park

supports safe walking to school w/ trail, safe street crossings, & uniformed ranger presence. >



[nrpa.org/contentassets/f768428a39aa4035ae55b2aaff372617/  
activetransportation\\_final.high.pdf](https://nrpa.org/contentassets/f768428a39aa4035ae55b2aaff372617/activetransportation_final.high.pdf)

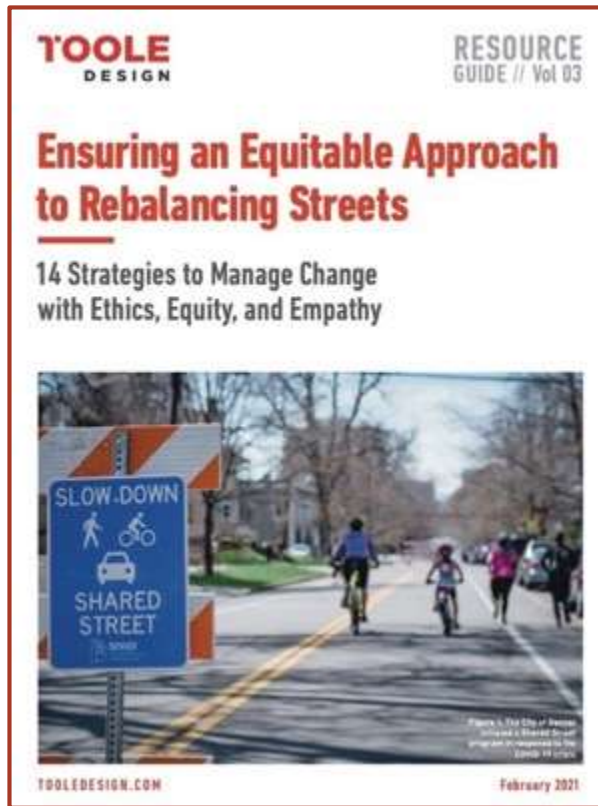
# Demonstration & audit.







- **“It will slow traffic.”**
- **“It will make pedestrians trying to cross more visible.”**
- **“Drivers who can’t handle it shouldn’t be driving.”**



Equity

Empathy



Ethics





# Summary: Equitable active transportation . . .

- Supports those who may have the least;
- Reduces *chronic & infectious* disease risk;
- Requires destinations, an 'active' network, & functional design;
- Supports robust local economies;
- Requires inclusive community input;
- Is an **urgent priority!**





Olshansky et.al.  
“A Potential Decline in  
Life Expectancy . . .”  
*New Eng. J. of Med.*,  
March 17, 2005

Woolf et.al.,  
“Life Expectancy & Mortality  
Rates in the US, 1959-2017”  
*J. of Amer. Med. Assoc.*,  
Nov. 26, 2019







Twin Falls



Livingston MT

Let's go for a walk ...



Bonnors Ferry



## Lightning 3P round:

Everyone share  
at least one  
programmatic,  
physical project,  
or policy level  
recommendation  
to increase  
walking &  
bicycling based  
on our walk.

	Short term, low cost	Longer term, more costly
Programs		
Projects		
Policies		



# Lunch assignment:

## Answer 3 questions in 3 minutes

Think about & discuss with partner and/or neighbors *specific* answers to these questions:

1. **Who** will you engage/invite into this work in your community for success? ( At least one . . . )
2. **Where** would you like to host a walk audit in your community?
3. **What** type of pop-up or quick-build demonstration would you like to try in your community?

You have just three minutes to share your thoughts.

# Resources





# Community Change Grants America Walks

Typically  
10-15 grants  
of \$1,500  
each.



[americawalks.org/programs/community-change-grants/](http://americawalks.org/programs/community-change-grants/)

# AARP Livable Communities



## The **Pop-Up** Placemaking Tool Kit

Projects that inspire change — and improve communities for people of all ages



## Community Challenge Grants

[www.aarp.org/livable-communities/](http://www.aarp.org/livable-communities/)  
[www.aarp.org/livable-communities/community-challenge/](http://www.aarp.org/livable-communities/community-challenge/)





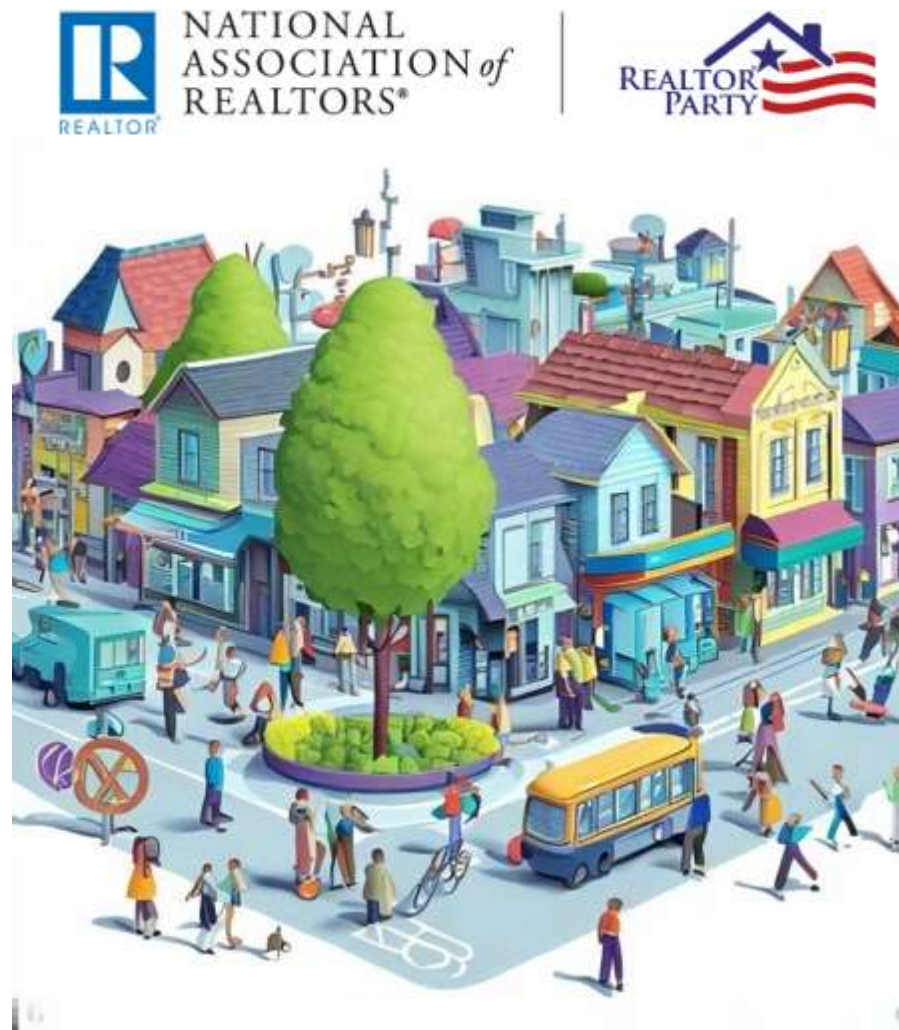
# National Association of Realtors

National Association of Realtors **Smart Growth Grants** are designed to support local community change efforts.

Level 1: up to \$3,000.

Level 2: up to \$7,500.

Level 3: up to \$15,000.



[realtorparty.realtor/community-outreach/smart-growth](https://realtorparty.realtor/community-outreach/smart-growth)