

# ACTIVE TRANSPORTATION: PLANNING IMPROVEMENTS FOR BICYCLE, PEDESTRIAN, AND TRAIL PROJECTS

City of Lafayette  
City of Pueblo  
City of Englewood  
Kaiser Permanente Colorado

*CML Conference - Friday, June 23, 2017*

# Today's Panelists

- ▶ **Cheryl Kelly, PhD, MPH**

- ▶ Evaluation Investigator (Institute for Health Research),  
Kaiser Permanente Colorado

- ▶ **Eliza Lanman, MSS**

- ▶ Senior Community Health Specialist (Community Benefit),  
Kaiser Permanente Colorado

- ▶ **Debbie Wilmot**

- ▶ Public Information Officer (City Administration),  
City of Lafayette

- ▶ **Pepper Whittlef, MPA**

- ▶ Traffic Engineer (Department of Transportation),  
City of Pueblo

- ▶ **John Voboril, AICP**

- ▶ Long Range Planner II (Community Development),  
City of Englewood

- ▶ **Jin Alexander Tsuchiya, MPP - Moderator**

- ▶ Government Relations Specialist (Government Relations),  
Kaiser Permanente Colorado

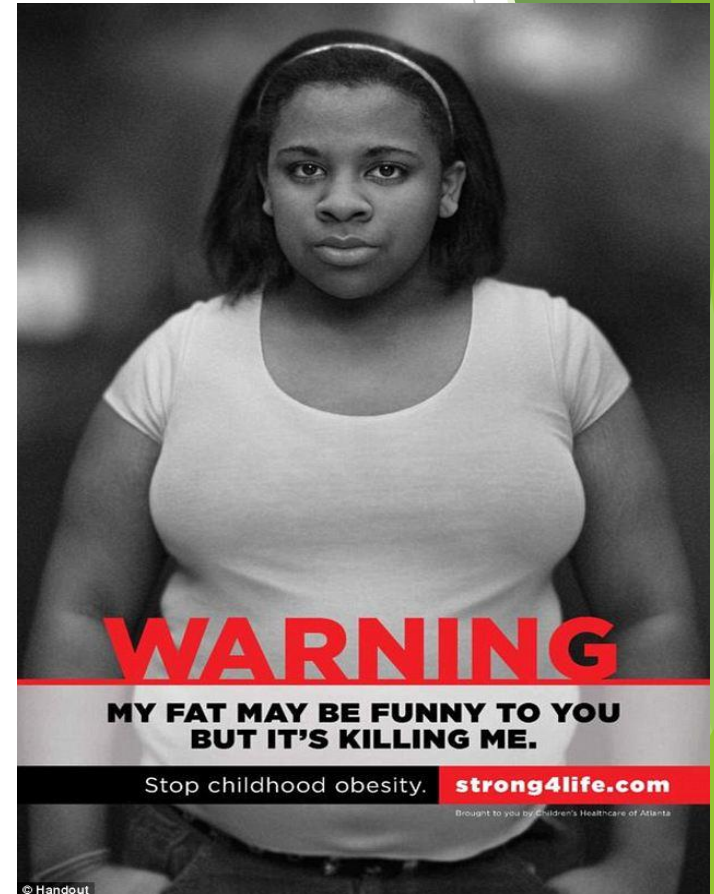


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Kaiser Permanente's **mission** is to provide high-quality, affordable health care services **and** to improve the health of our members **and the communities we serve.**

# Over the past 30 years, new-onset type 2 diabetes in adolescence has increased from 3% to **50 %**

-New England Journal of Medicine, 2012

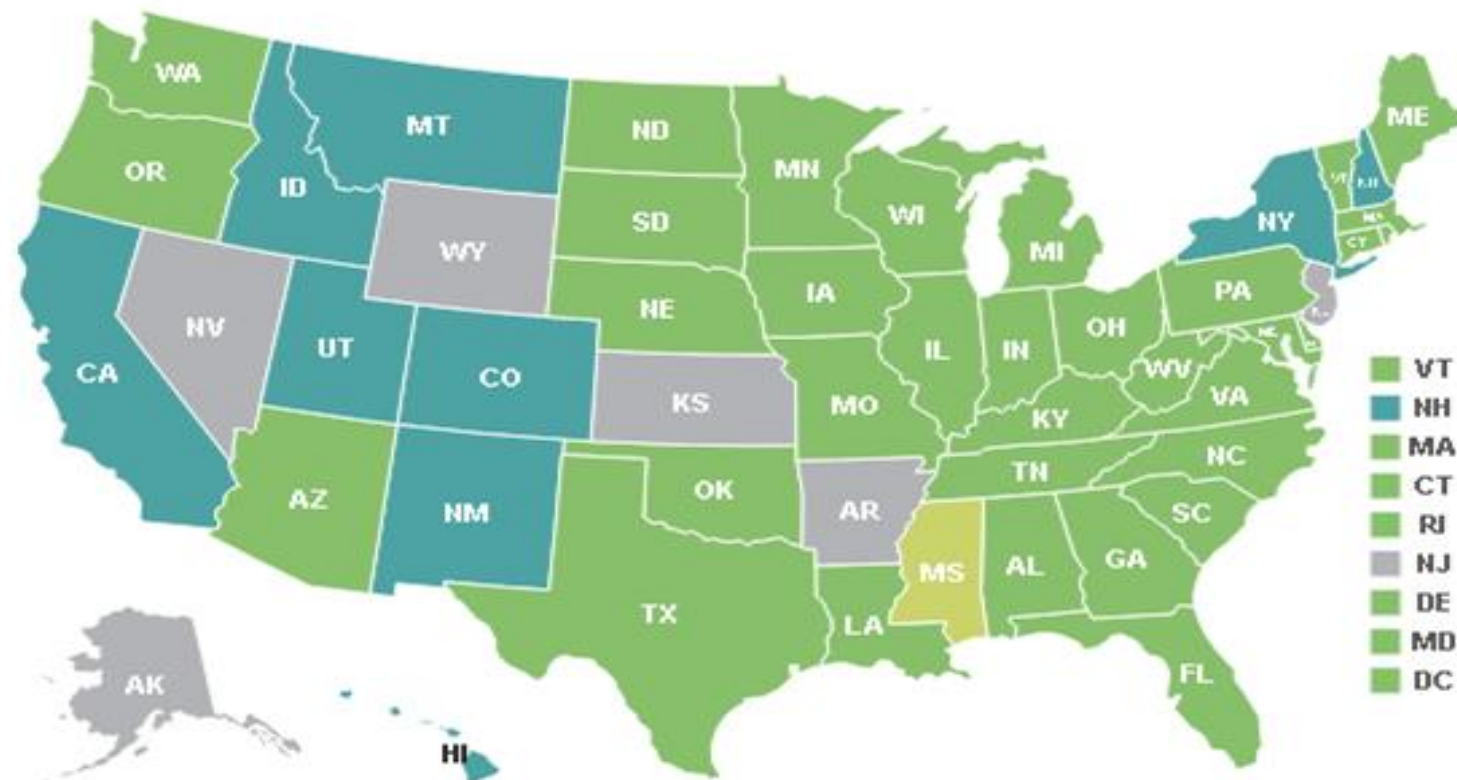


# Adult Obesity Rate by State, 1990

Select years with the slider to see historical data. Hover over states for more information. Click a state to lock the selection. Click again to unlock.

## Percent of obese adults (Body Mass Index of 30+)

0 - 9.9% 10 - 14.9% 15 - 19.9% 20 - 24.9% 25 - 29.9% 30 - 34.9% 35% +



All States West Midwest South Northeast

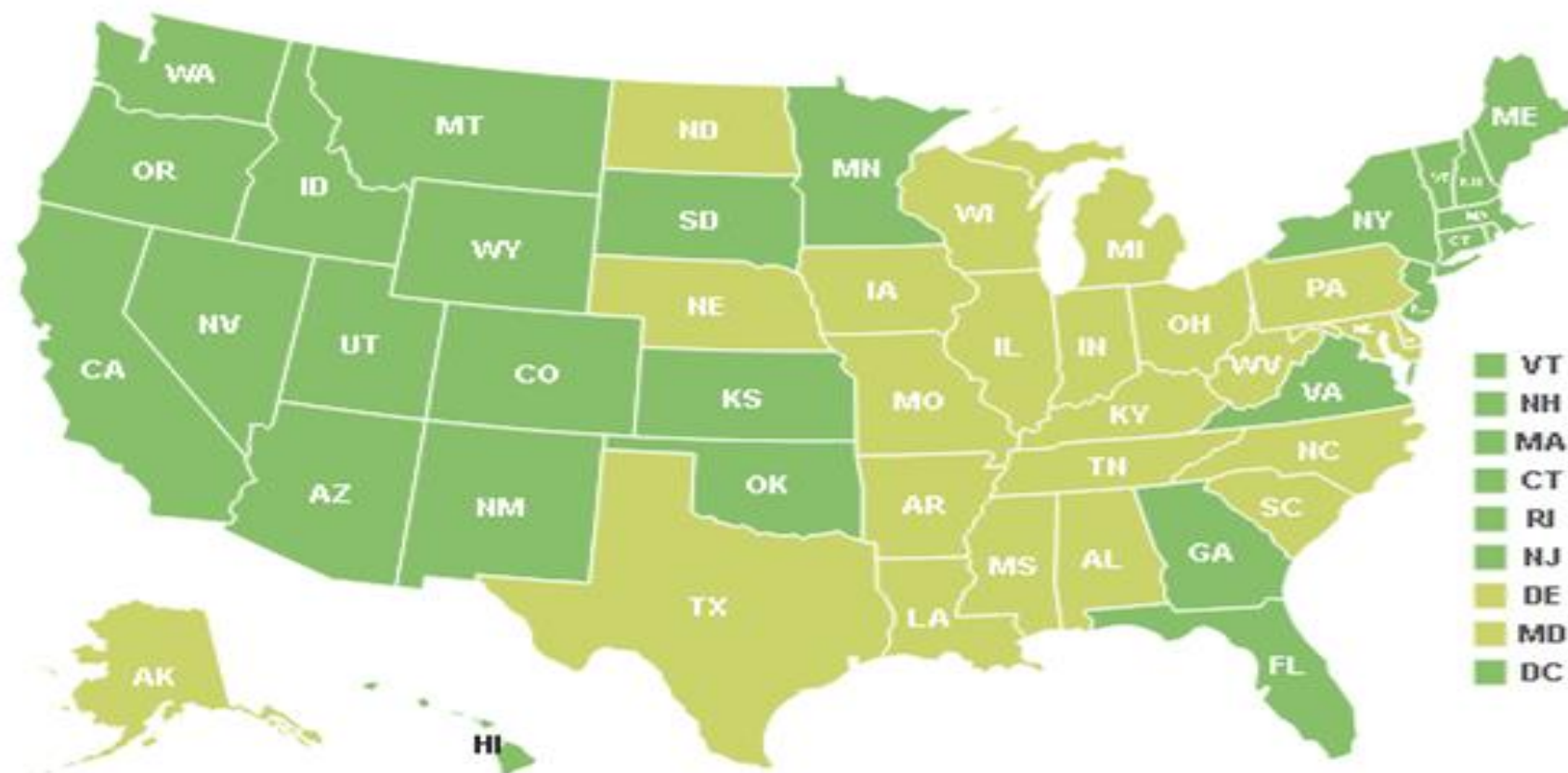


# Adult Obesity Rate by State, 1995

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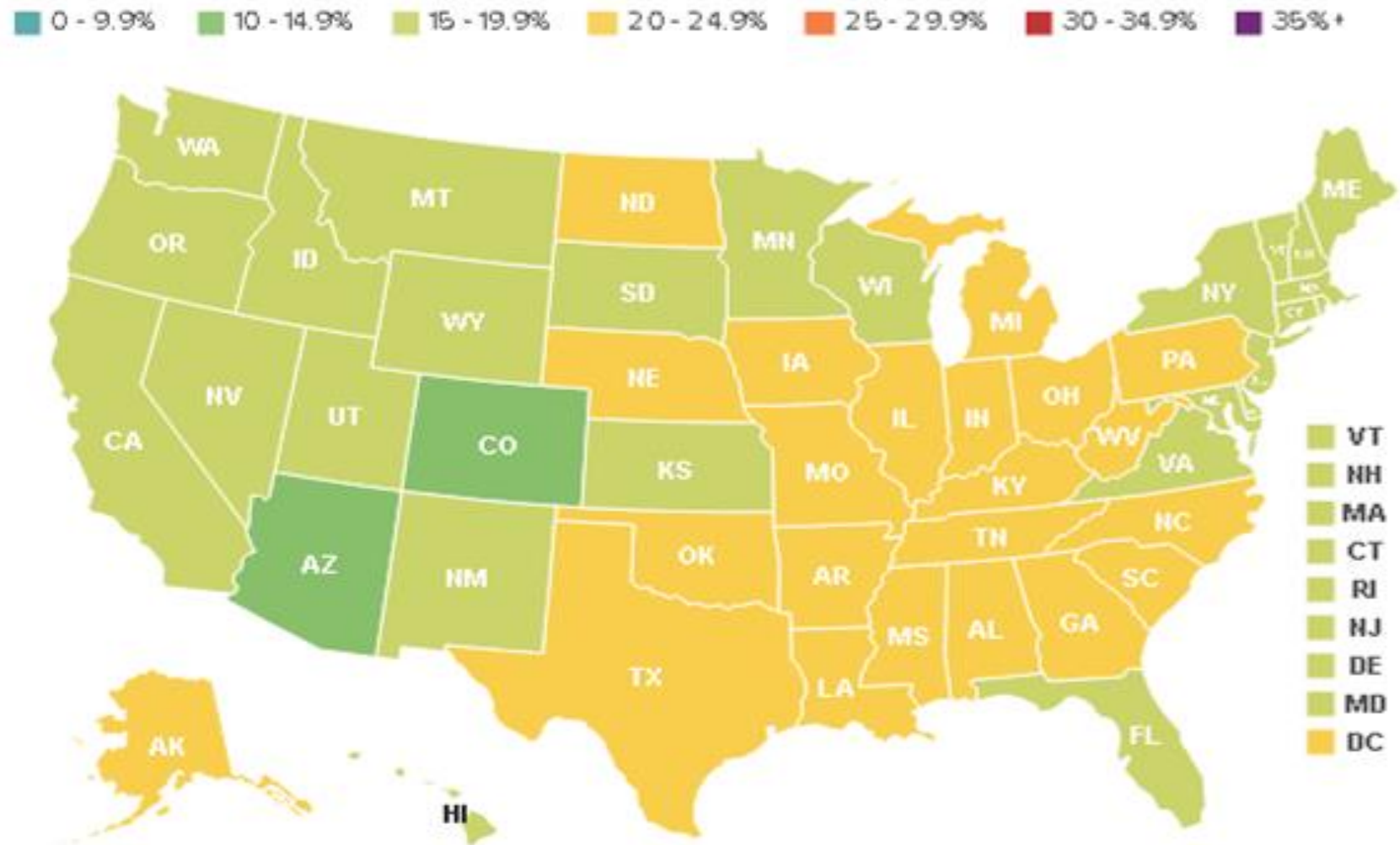


All States West Midwest South Northeast

## Adult Obesity Rate by State, 2000

Select years with the slider to see historical data. Hover over states for more information. Click a state to lock the selection. Click again to unlock.

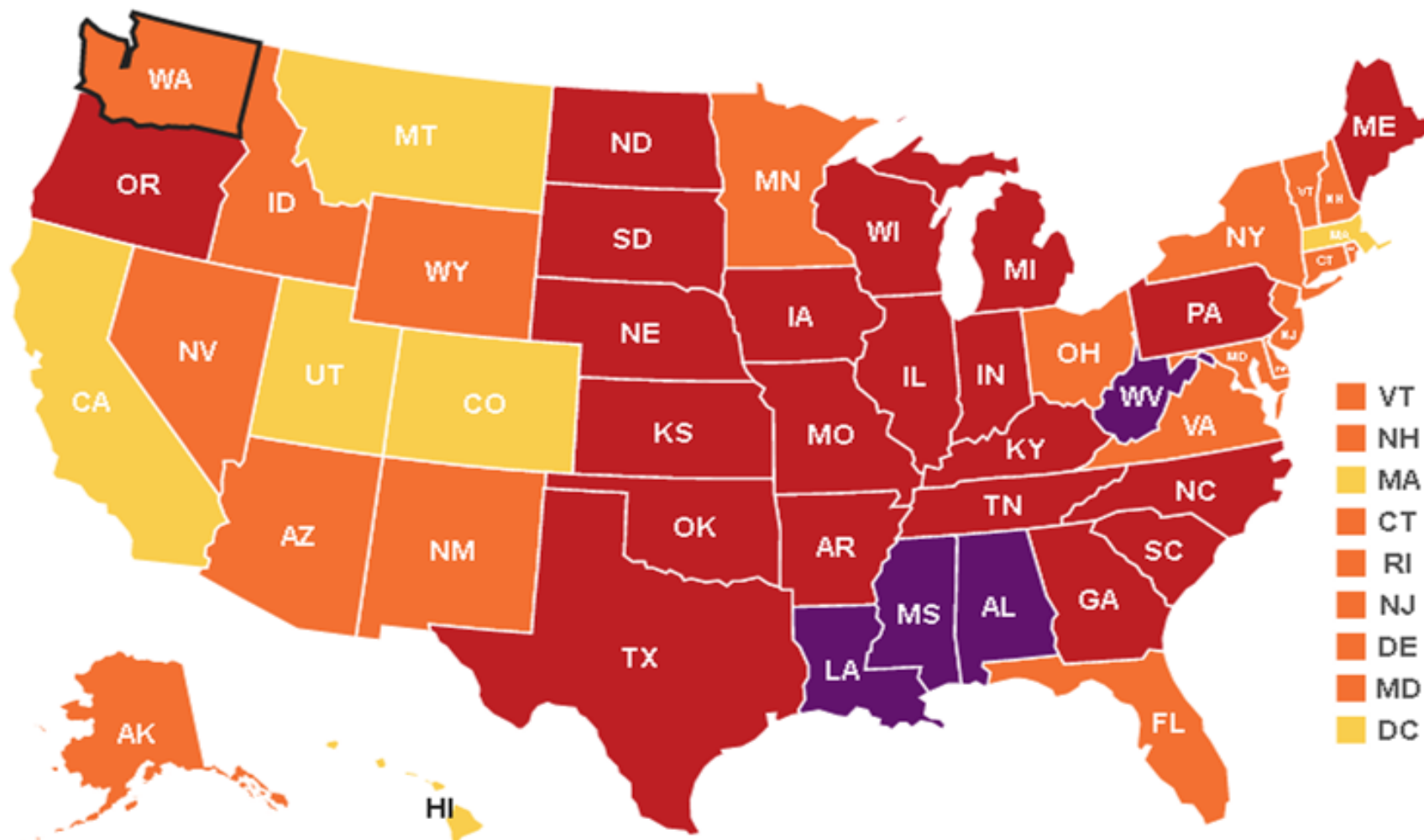
### Percent of obese adults (Body Mass Index of 30+)



# US Adult Obesity Rates 2016

Percent of obese adults (Body Mass Index of 30+)

0 - 9.9%   10 - 14.9%   15 - 19.9%   20 - 24.9%   25 - 29.9%   30 - 34.9%   35%+





# The Built Environment and Health

- Built environment influences physical activity levels and access to healthy food
- Local government policy shapes built environment
- Local governments play a role in determining location and mix of food retailers and creating walkable/bikeable communities so residents don't have to rely on a car
- A current Master Plan rooted in a robust public involvement process is critical for illustrating the viability of a given project.



# Strength of Relationship Between Active Living Score Metrics and Key Aspects of Well-Being

- Very strong relationship; significant with 99% confidence.
- Strong relationship; significant with 95% confidence.

	Walk Score	Bike Score	Transit Score	Park Score
Lower obesity rate				
Lower diabetes rate				
Lower daily stress				
Lower high blood pressure rate				
Lower high cholesterol rate				
Lower heart attack incidence				
Lower depression rate				
Lower daily physical pain				
Never bothered by little interest or pleasure in doing things				
Lower smoking rate				
Daily healthy eating				
Feel active and productive every day				
No exercise limits from doctor				
Feel good about physical appearance				
Always feel safe and secure				
Housing is ideal for you and your family				
City or area "perfect for you"				

- ❑ The risk of obesity  4.8% for each additional mile walked  6% for each hour spent in a car per day .
- ❑ For every 5% improvement in the walkability of a neighborhood:
  - Adults walk and cycle 32% more, have a lower body mass index and enjoy reduced pollution from automobiles.<sup>7</sup>
- ❑ More than 56% of home buyers want a home that is a walkable neighborhood with as little need for driving as possible.
- ❑ People who live near trails are 50% more likely to meet physical activity guidelines!!

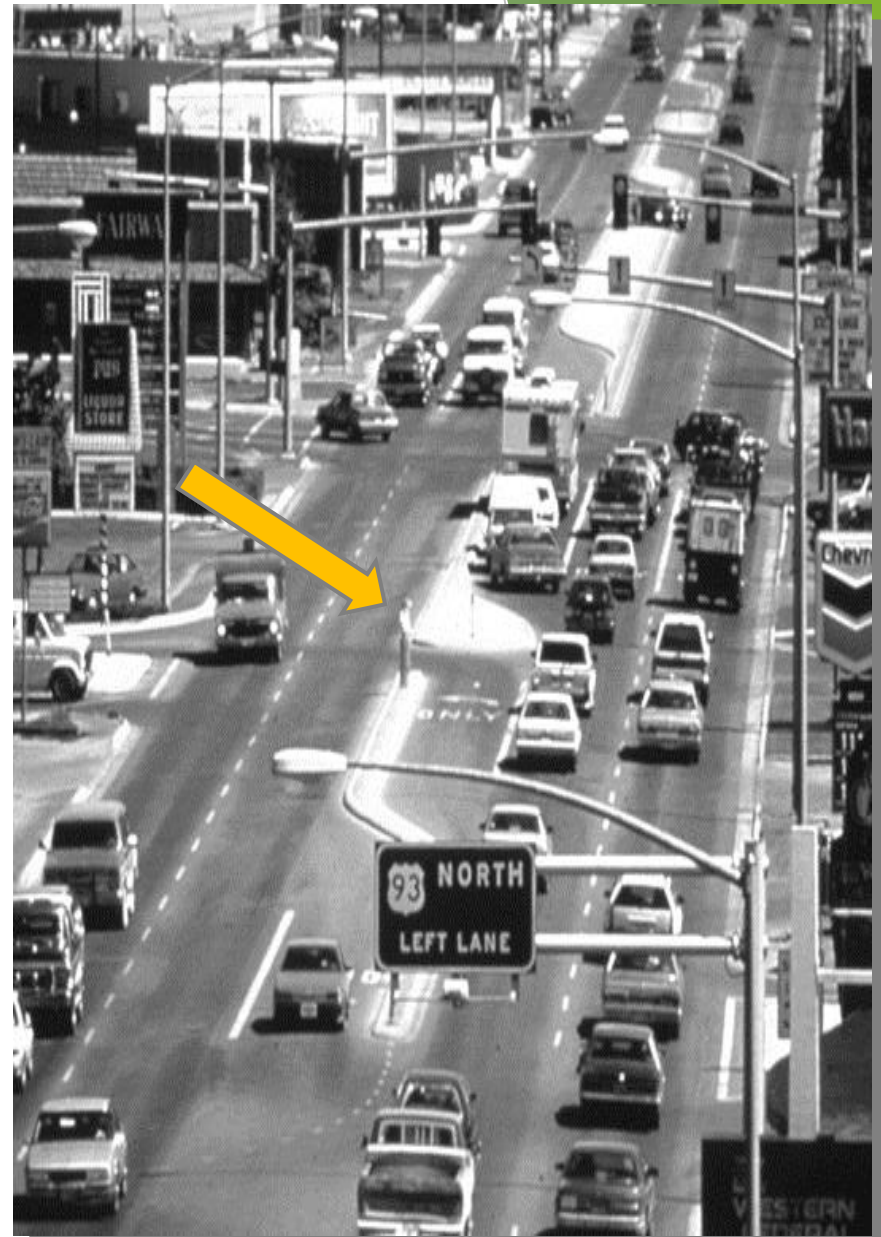




## Biking and walking contribute \$1.6 billion directly to Colorado's economy

-Colorado Office of Economic Development and International Trade

- Businesses along New York's 9th Avenue protected bike lane had a nearly 50% increase in sales.
- In Portland, people who traveled to an urban shopping area by bike spend 24% more per month than those who traveled by car.
- Salt Lake City found that when parking removal was done as part of a wide-ranging investment in the streetscape — including street planters, better crosswalks, sidewalks, public art and colored pavement — it converted parking spaces to high-quality bike lanes and boosted business at the same time. Along the project, **sales rose 8.8%**, compared to 7 percent citywide



Overarching **goal** of Walk and Wheel was to **increase walking and bicycling** for recreation, transportation, and everyday activities

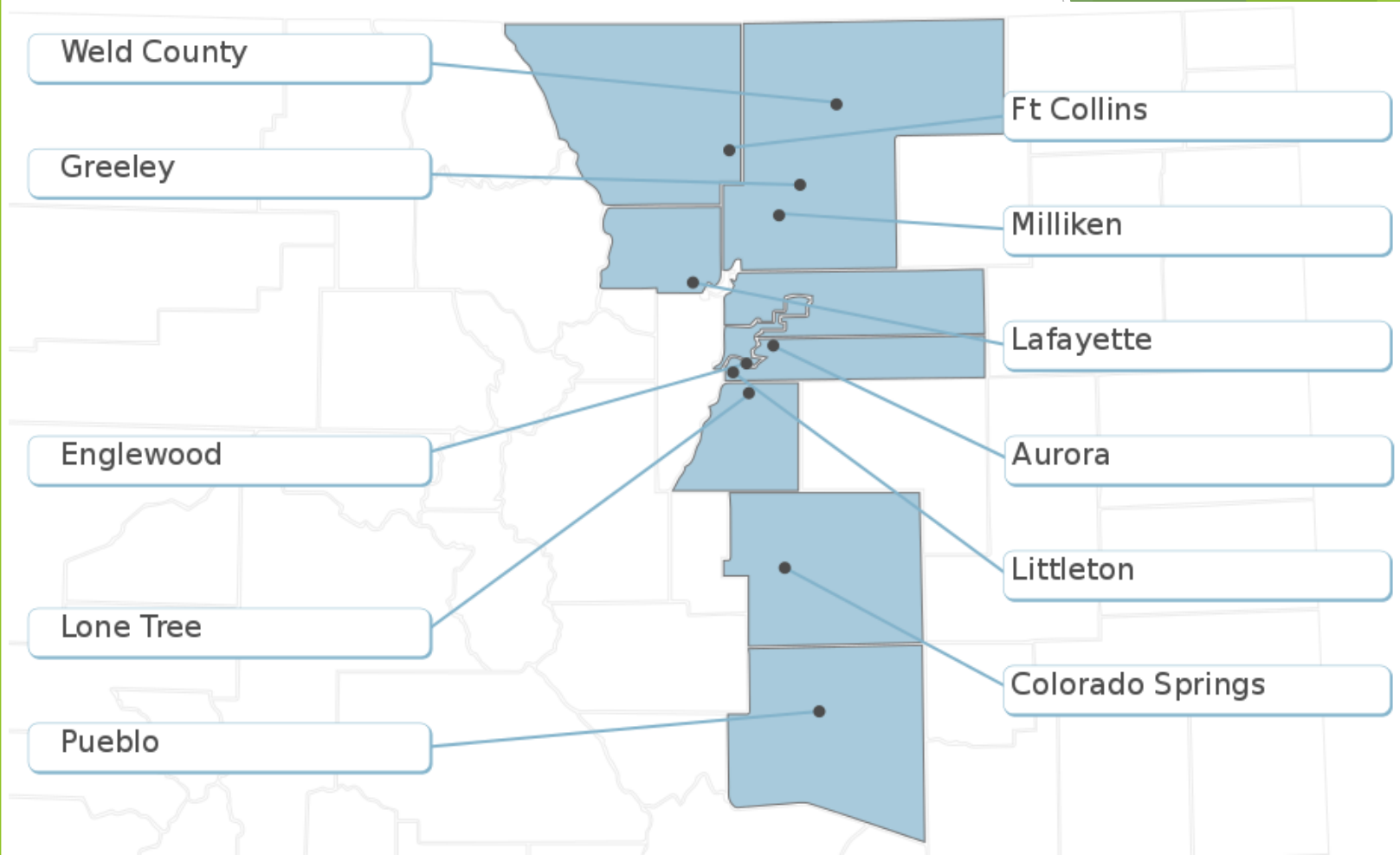
- Through **partnerships** with state and local governments
- By targeting **policy** and changes in the **built environment**

**Walk and Wheel's approach is unique because:**

- Focus on **upstream** interventions needed to support individual-level behavior change
- **Technical Assistance** team provided **hands-on expertise** ranging from political engagement to bicycle safety education



# Walk and Wheel Grantees



# Indicators of Change for Each Community

## EDUCATION & Encouragement

- Courses & training
- Events
- Bike ambassadors
- Challenges
- Women-focus
- Child-focus
- Bike shares
- Wayfinding
- Demonstrations

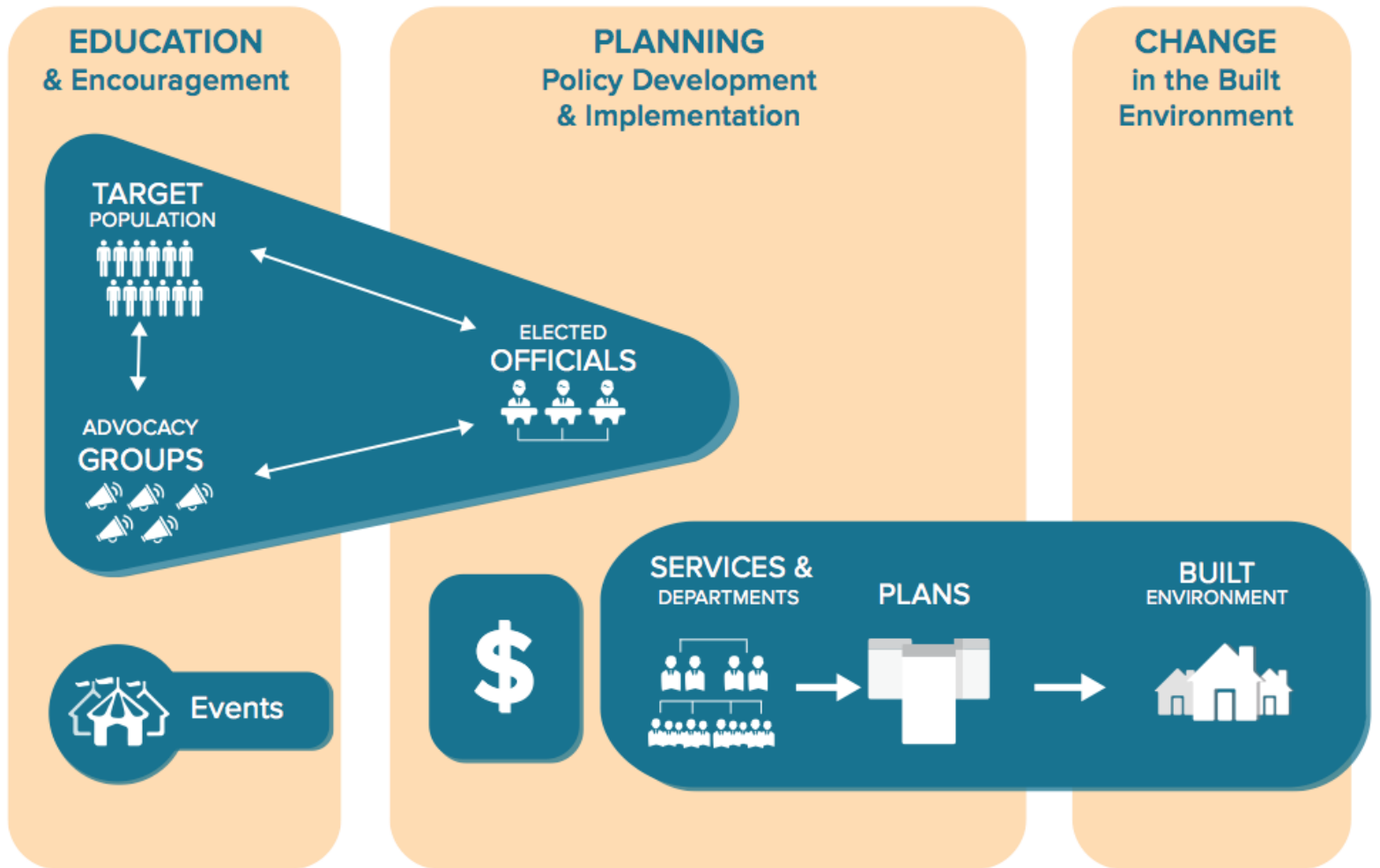
## PLANNING Policy Development & Implementation

- Bike/ped coordinator
- Bike/ped advisory committee
- Certifications
- HEAL resolution
- Complete streets policy adoption
- Bicycle/Ped plan adoption
- Leverage funding

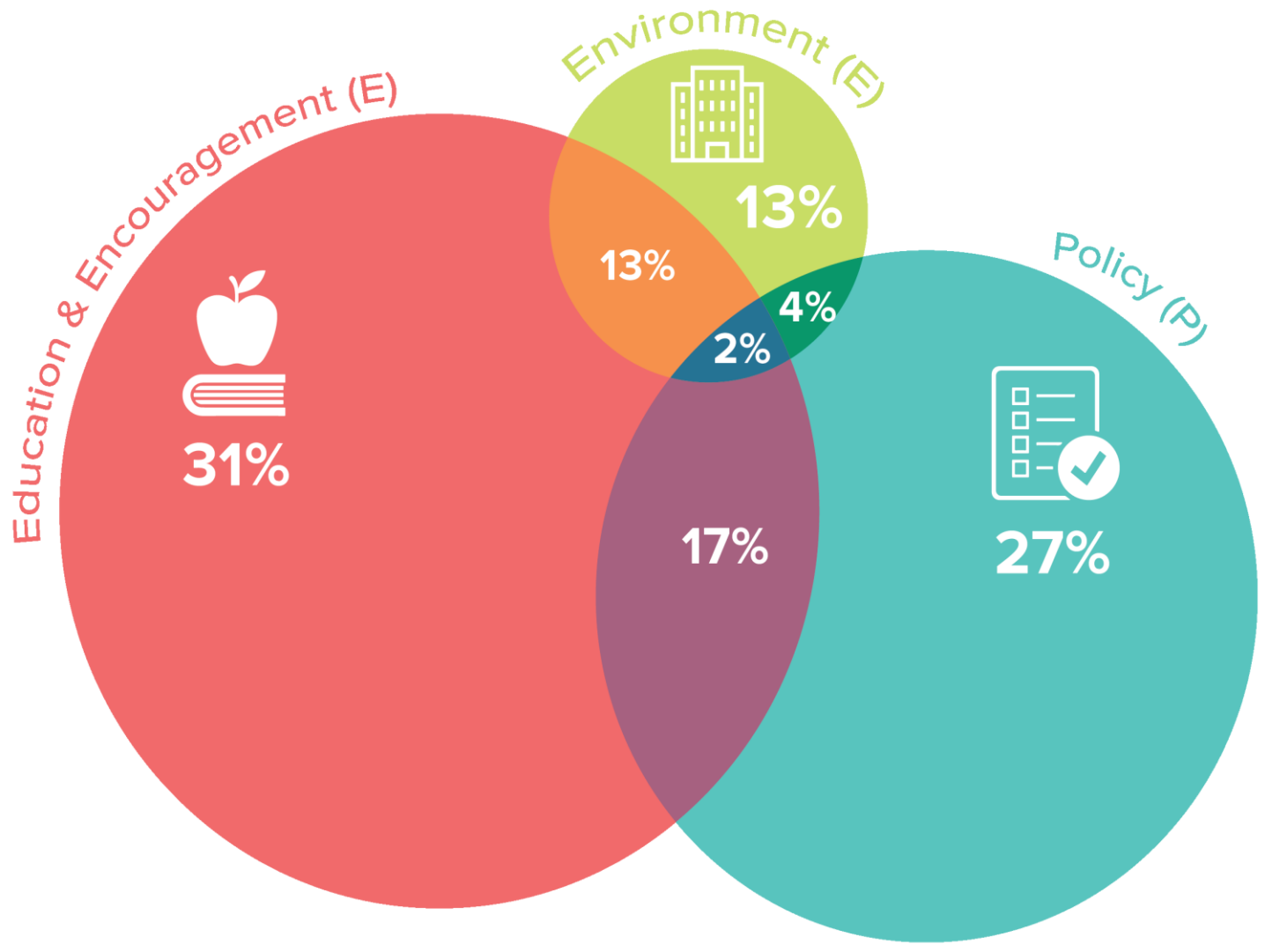
## CHANGE in the Built Environment

- Bicycle detectors/traffic signals
- Miles of new bicycle infrastructure
- New pedestrian infrastructure
- Demonstration project
- Built environment studies

# Areas of Change Addressed by Grantees



# Indicators of Change for Each Community



# Contact Cheryl and Eliza

## ▶ Cheryl Kelly, PhD, MPH

- ▶ Institute for Health Research, Kaiser Permanente
- ▶ [Cheryl.Kelly@kp.org](mailto:Cheryl.Kelly@kp.org)

## ▶ Eliza Lanman, MSS

- ▶ Community Benefit, Kaiser Permanente
- ▶ [Eliza.R.Lanman@kp.org](mailto:Eliza.R.Lanman@kp.org)

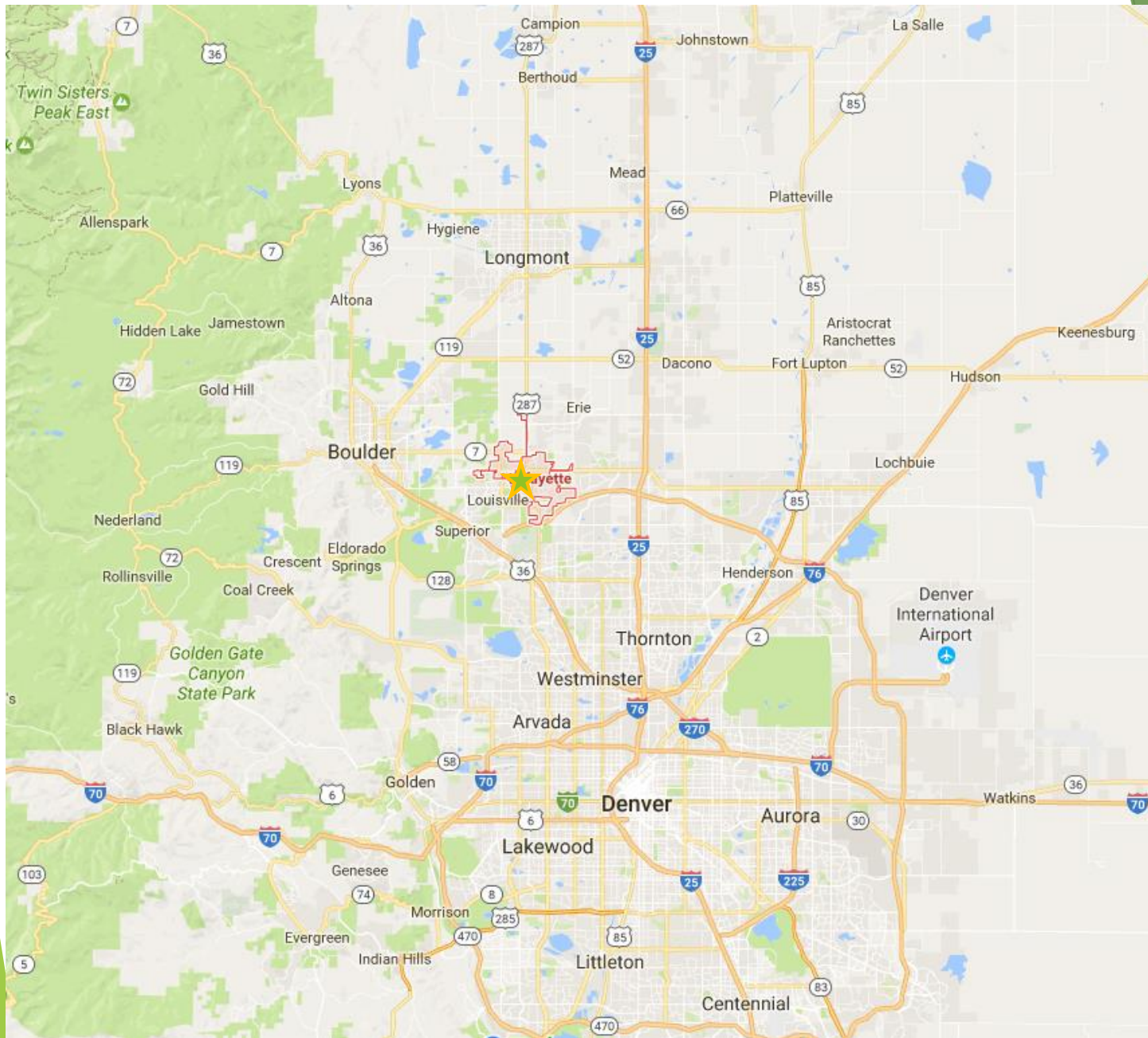




# Walk and Wheel Grant Project

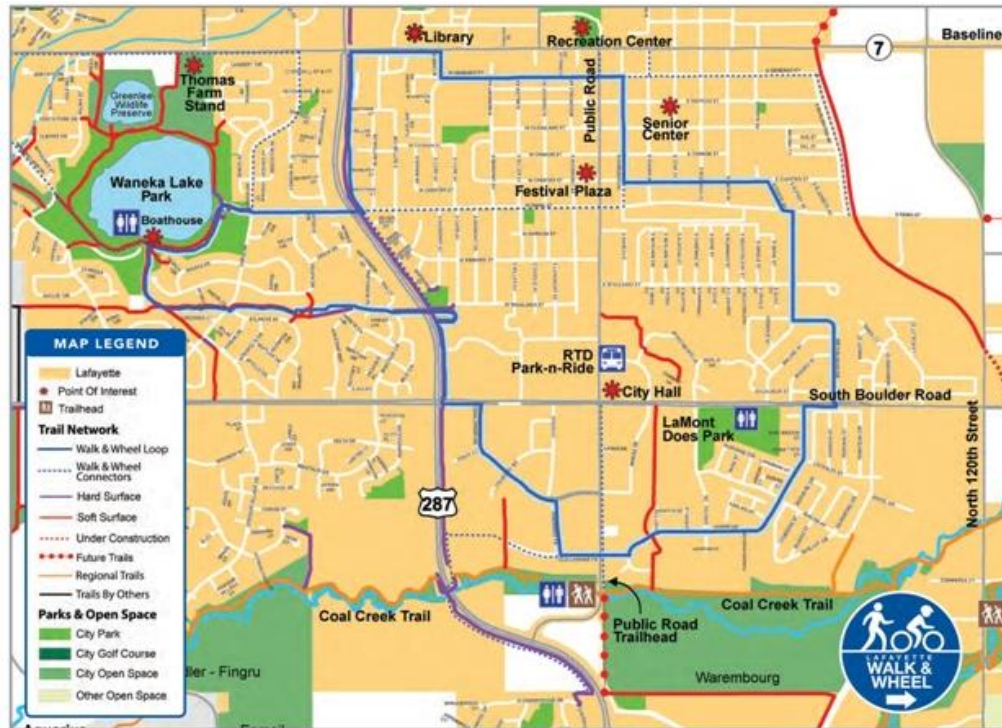
2017 CML Conference







# Lafayette Walk and Wheel Goals



[www.cityoflafayette.com/WalkAndWheel](http://www.cityoflafayette.com/WalkAndWheel)

- Baseline data collection
- Identify needs/opportunities through community engagement
- Create an active transportation map to educate and guide users on existing infrastructure
- Convert data to GIS for cross-departmental use
- Develop wayfinding signage for bike/pedestrian infrastructure
- Set priorities for needs and future projects
- Complete a trail connection along the Coal Creek regional trail



# Lafayette Walk and Wheel Route



*Harrison Ave. sharrows*



*Wayfinding signage*



# Lafayette Walk and Wheel Route



*Emma Ave. buffered bike lane project*



*Angevine Middle School trail connection project*





# Lafayette Walk and Wheel Engagement



*City staff input meeting*



*Walk Audit*



# Lafayette Walk and Wheel Engagement



Input boards

## Walk and Wheel Lafayette!

We need your input on **WALKING** and **BIKING** in Lafayette!

Take the **ONLINE SURVEY**  
in English or Español  
before September 24!

Attend the **COMMUNITY WORKSHOP**  
October 28 - 6:30pm  
at Sanchez Elementary / 665 Sir Galahad Dr  
Register by October 27 for childcare - during the meeting!  
Child care and light refreshments will be provided.

**WHAT WILL THE WORKSHOP entail?**

- Learn about the results of the walk and bike audits
- Assist to develop a list of recommendations to improve bike and pedestrian infrastructure in Lafayette
- Help brand the new bike and pedestrian loop

Take the **SURVEY** and **REGISTER** at  
[www.cityoflafayette.com/WalkAndWheel](http://www.cityoflafayette.com/WalkAndWheel)

## Caminar y Ciclar en Lafayette

Necesitamos sus comentarios en andar y ciclar en Lafayette

Tome la **INQUEST EN LINEA**  
in English o en Español  
antes del 24 de Septiembre

Asista el **TALLER COMUNITARIO**  
Octubre 28 - 6:30pm  
en Sanchez Elementary / 665 Sir Galahad Dr  
Reservase antes de Octubre 27 para cuidar a los niños - durante la junta comunitaria  
Almuerzo ligero y refrigerios serán proporcionados.

**DE QUE VA HABLAR EN EL TALLER?**

- Aprender sobre los resultados de las auditorías sobre caminar y ciclar
- Colaborar con el desarrollo de una lista de recomendaciones para mejorar la infraestructura para caminar y ciclar en Lafayette
- Ayudar en marcar el nuevo camino de caminar y ciclar en Lafayette

Tome la **INQUESTA** y **INSCRIBASE** al  
[www.cityoflafayette.com/WalkAndWheel](http://www.cityoflafayette.com/WalkAndWheel)

Community meeting and online survey





## CONTACT:

**Debbie Wilmot**

Public Information Officer  
City of Lafayette

(303) 661-1225

[debbiew@cityoflafayette.com](mailto:debbiew@cityoflafayette.com)  
[linkedin.com/in/debbiewilmot](https://www.linkedin.com/in/debbiewilmot)







# Pueblo's Demonstration Project



## Protected Two-Way Bike Lanes







# ***KP Grant Overview***

\$100,000 to improve roadway safety & promote active transportation for everyone





# 5<sup>th</sup> Street Two-Way Cycle Track



## Why 5<sup>th</sup> Street?





4<sup>th</sup> Street - SH96  
23,000 vpd, 4% trucks  
On-Street parking

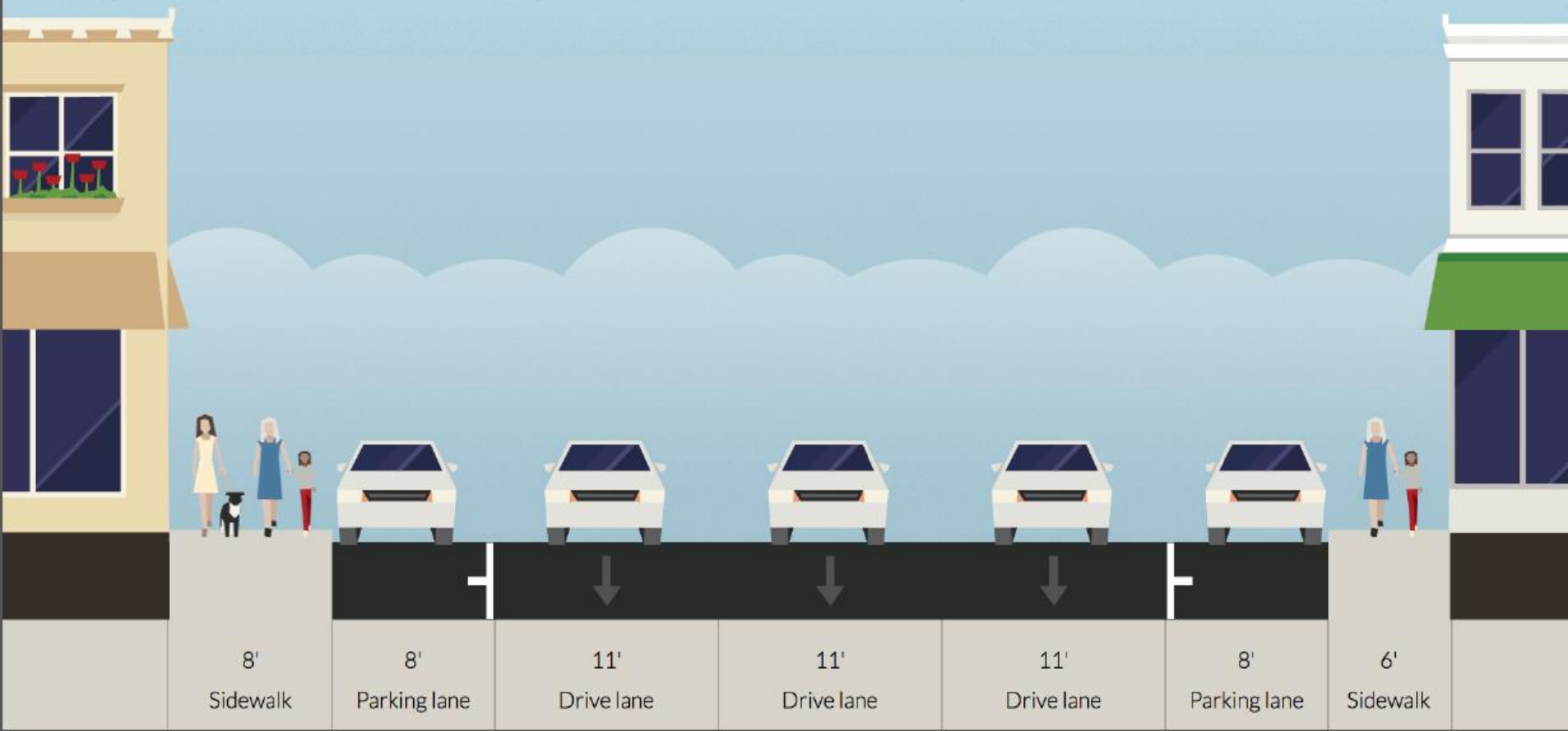


1,800 vehicles/day (all lanes)  
279 vehicles/day (left lane)  
30 MPH (average all lanes)

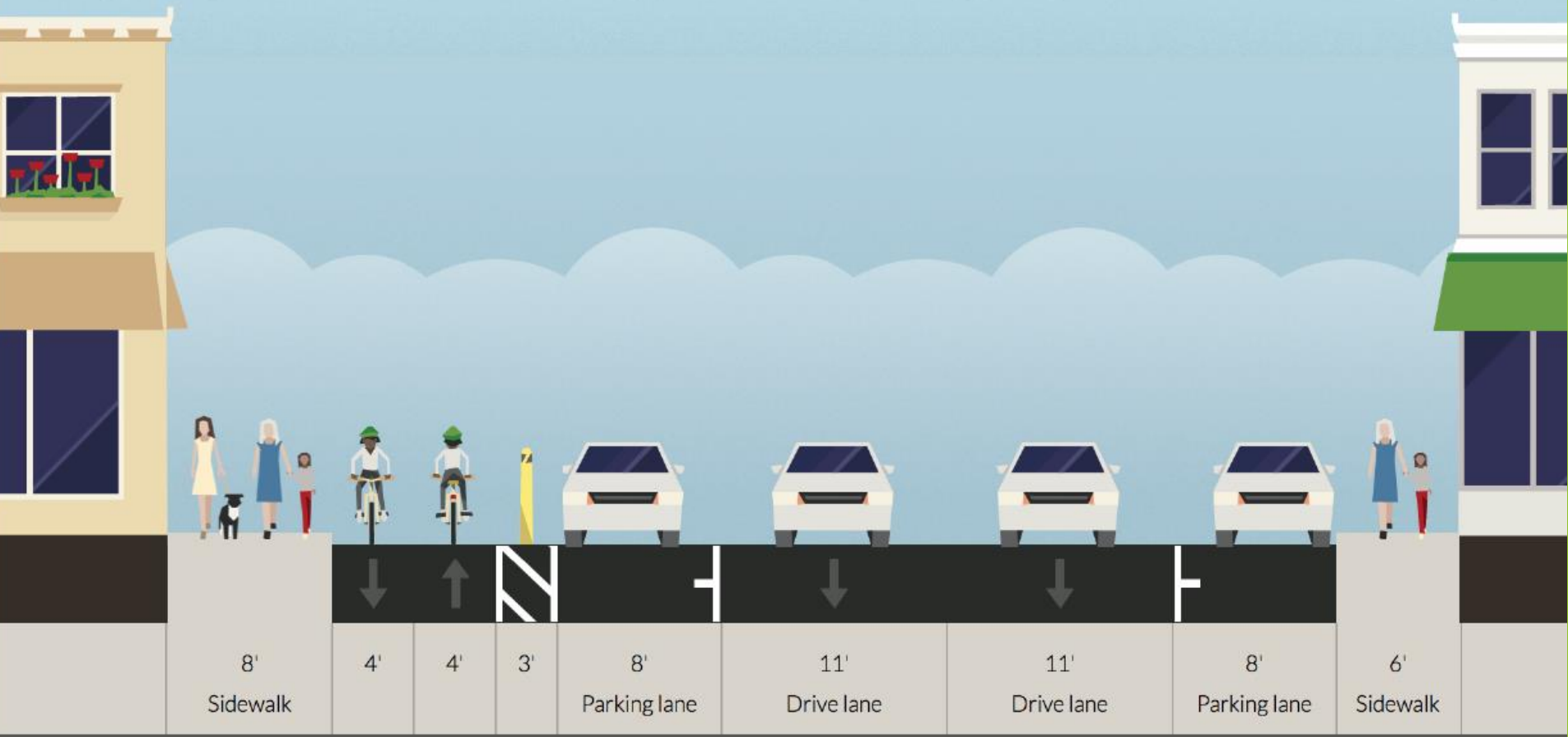


5<sup>th</sup> Street - Demonstration BEFORE

# 5th Street – Existing



# 5th Street – Demonstration





# **7 Months of Outreach**

## **January 2015**

- City Council Work Session
- Channel 13 News Story
- Brief Pueblo Chieftain Article

## **February 2015**

- Downtown Association Board
- Open House Workshop
- Project posted online

## **March – May**

- “One on one” meetings

## **June 2015**

- Educational flyers to all business
- City Council Work Session

## **July 2015**

- Three community input sessions







July 1, 2015 PM – Project Open House





Project removed October 2016

- Lack of ridership
- Lack of support from City Council
- Impacting other bike projects

# Public Involvement Recommendations:

- One on One meeting with owners AND businesses
- Social Media
- Flyers and message boards
- Use public boards and commissions to vet the project
- Consider hiring a PR consultant

# Contact Pepper

## ▶ Pepper Whittlef

- ▶ Department of Transportation, City of Pueblo
- ▶ [pwhittlef@pueblo.us](mailto:pwhittlef@pueblo.us)

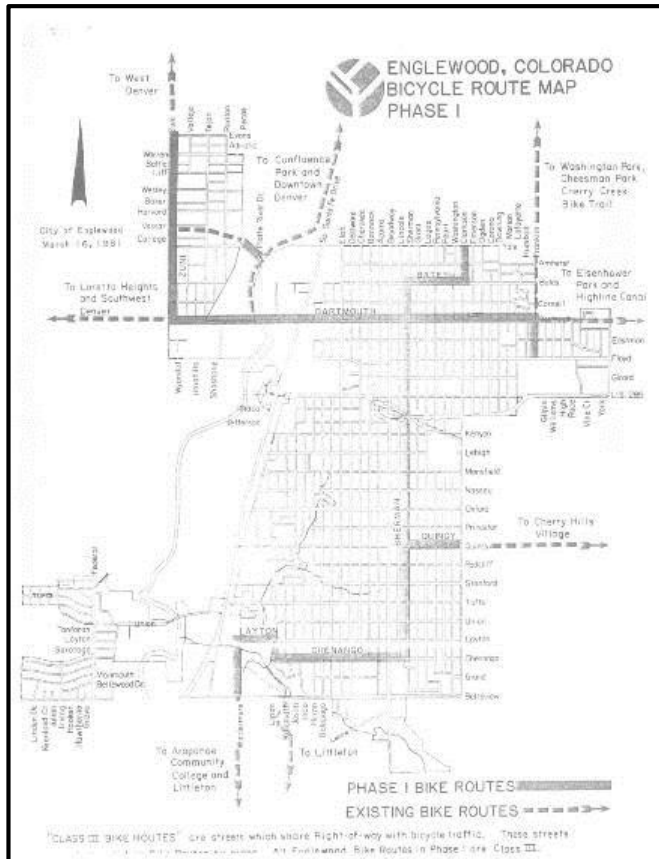




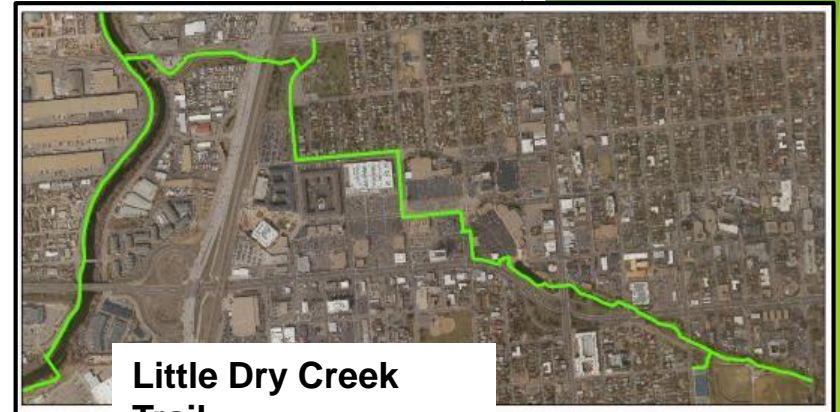
# Englewood Walk & Wheel Master Plan



# Englewood Bicycle Planning History



**1981 Bicycle Plan**



**Little Dry Creek Trail**



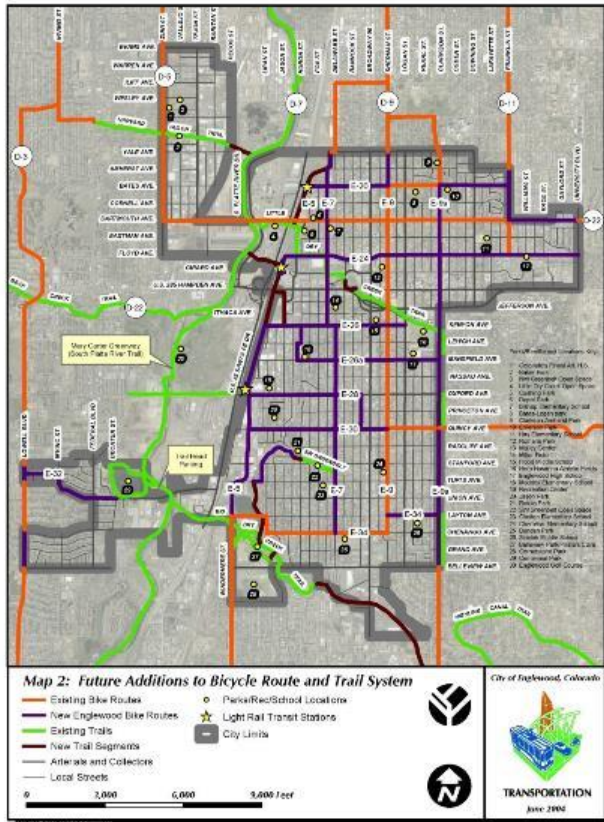
**Big Dry Creek Trail**



# Englewood Bicycle Planning History

## Connecting the Dots...

- Surrounding Cities
- Local Parks and Schools
- Light Rail Stations
- Central Business District
- Medical District



2004 Bicycle Plan



# Englewood Bicycle Planning History

What went wrong...



+

=

=



# Funding Opportunity 2011-2012

## Recovery

Partners



Grant Program



~\$75k consulting  
~\$75k improvements

15.7 miles added to  
original 11 miles

Products



# Funding Opportunity 2014-2015

## Develop a new plan!



Kaiser Permanente Walk and Wheel Grant Program

Free money, no match!

\$99,999

Advantage: Hire professional consulting help

- State of the art analysis
- Documentation of economic, environmental, and health benefits
- Robust public participation builds political support





# Funding Opportunity 2014-2015

## Three Planning Processes at Once!



Englewood Walk and Wheel Master Plan and Program – OV Consulting

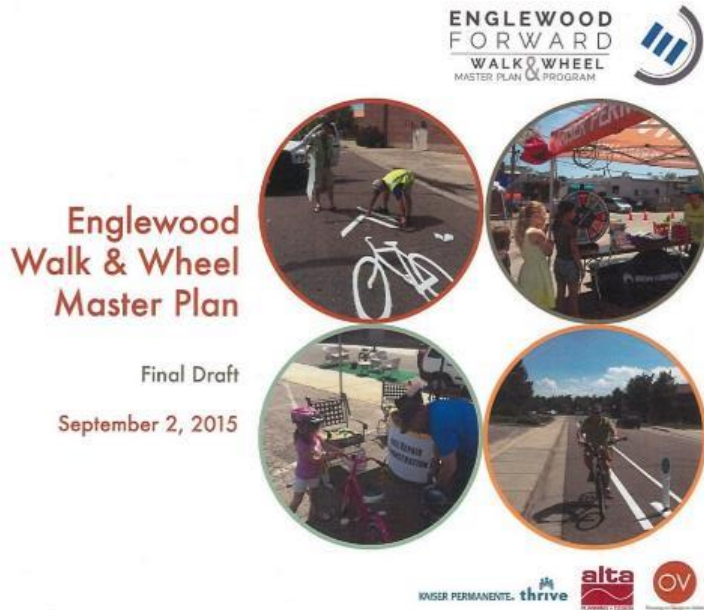
Englewood Light Rail Corridor Next Steps Study – Felsburg, Holt, & Ullevig

Englewood Comprehensive Plan – Logan Simpson Design

- Three plans at once: potential confusion for the general public.
- Need to combine to create a single, unified public planning process.
- Required close collaboration and teamwork by all consulting groups.
- Process branded as Englewood Forward.



# Englewood Walk & Wheel Master Plan and Program



## Walk and Wheel Plan Document:

- Community and Stakeholder Engagement
- Documentation of the State of Walking and Wheeling
- Walk and Wheel Network Recommendations
- Identified Quick Wins Projects and Next Steps
- 30% Conceptual Design for Top Priority Project

## White Papers:

- Benefits of Walking and Wheeling
- Maintenance Considerations
- Advocacy and Incentive Program

# Englewood Walk & Wheel Master Plan and Program

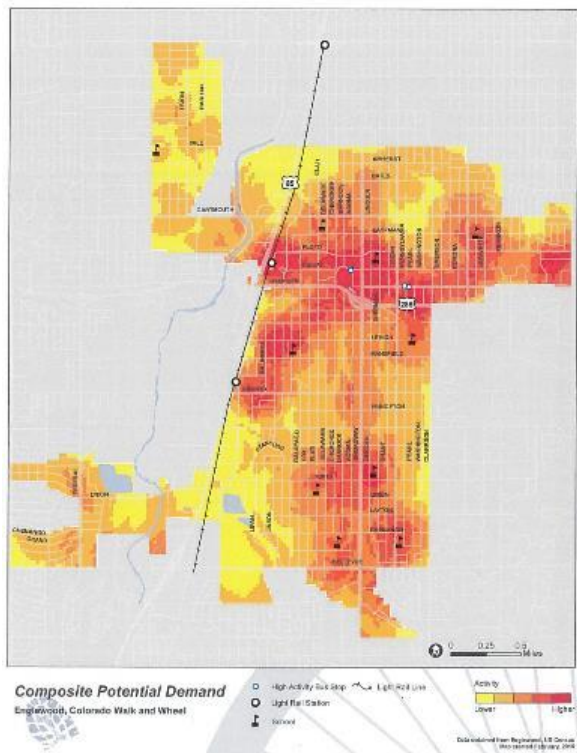
## Community and Stakeholder Engagement



- Community Workshops
- Stakeholder Focus Group Interviews
- Project Website
- E-newsletters and Email Blasts
- On-line Questionnaires
- Community Events
- Walk and Wheel Festival

# Englewood Walk & Wheel Master Plan and Program

## Documentation of State of Walking and Wheeling



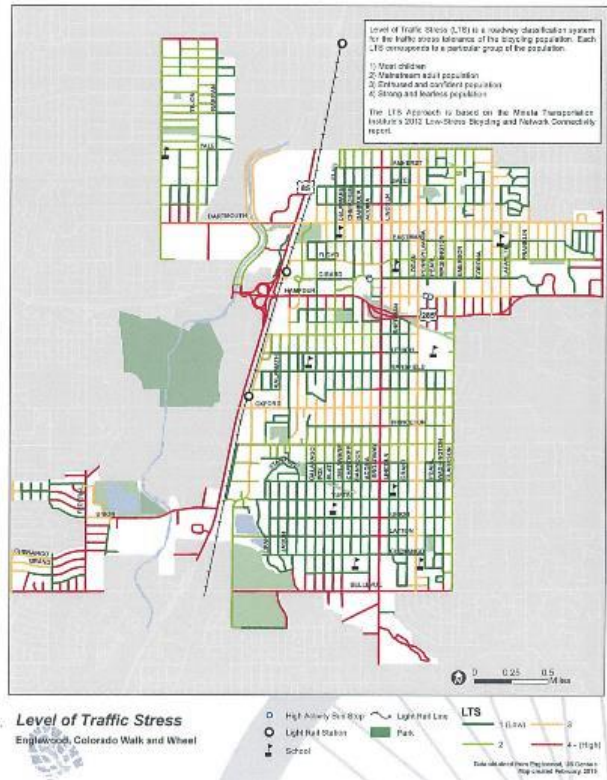
### Demand Analysis

- Where people live
- Where people work
- Where people learn
- Where people shop and play
- Where people access transit



# Englewood Walk & Wheel Master Plan and Program

## Documentation of State of Walking and Wheeling



### Street Network Level of Traffic Stress Analysis

- 1: Most children
- 2: Mainstream adult
- 3: Enthusiased and confident
- 4: Strong and fearless

### Street Network Low Levels of Stress - Connectivity

- 1: Most children
- 2: Mainstream adult

# Englewood Walk & Wheel Master Plan and Program

## Network Recommendations



### Pedestrian Facility Typologies

- Improved Pedestrian Corridors
- Priority Pedestrian Corridors



### Bicycle Facility Typologies

- Bikeway
- Bike Boulevard
- Protected Bikeway

# Englewood Walk & Wheel Master Plan and Program



## Identified Quick Wins Projects and Next Steps

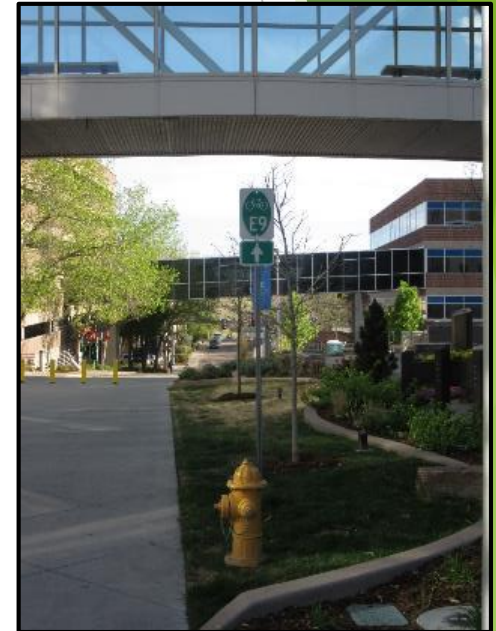
- Clarkson Street – Implemented!
- Oxford Avenue - Next
- Dartmouth Avenue - Next
- Floyd Avenue – Design Refinements
- Sherman Street – Future
- Old Hampden Avenue - Future



# Englewood Walk & Wheel Master Plan and Program

## Clarkson Street

Minor Collector Street (Collaboration with Cherry Hills Village)  
Englewood: \$24k

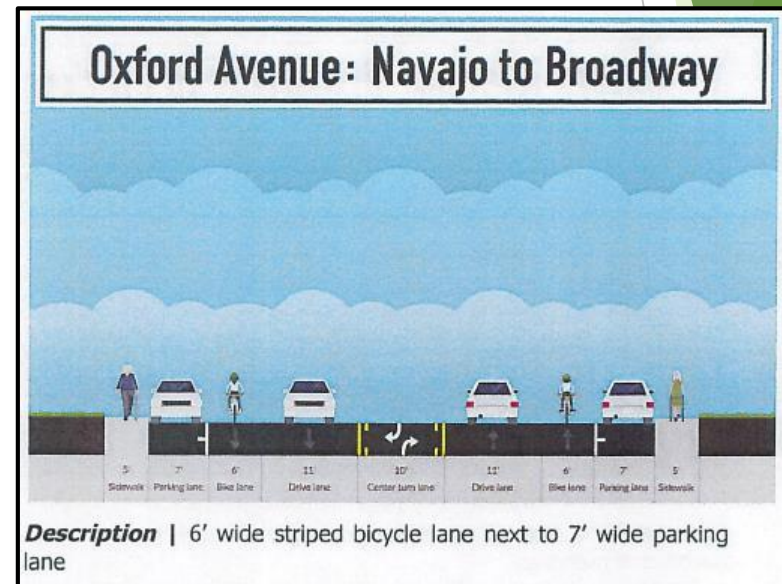


# Englewood Walk & Wheel Master Plan and Program



## Oxford Avenue

Major East-West Collector Street, 1.4 miles (Connections to Light Rail, S. Platte River Trail)  
Status: Plan set completed in June, Cost Estimate: \$76k

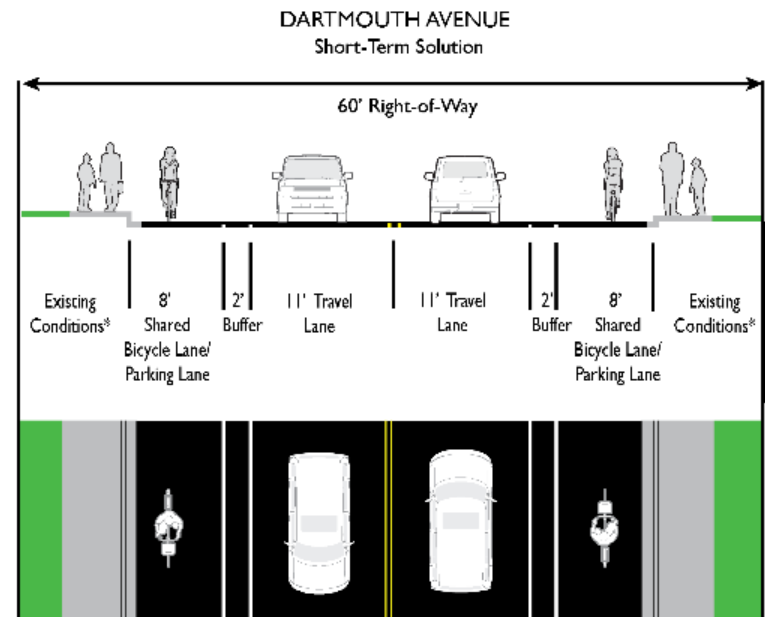


# Englewood Walk & Wheel Master Plan and Program

## Dartmouth Avenue

Major East-West Collector Street, 3.63 miles (Connections to Light Rail, S. Platte River Trail)

Status: Plan set completed in June, Cost Estimate: \$125k



\*Sidewalk configuration varies in corridor

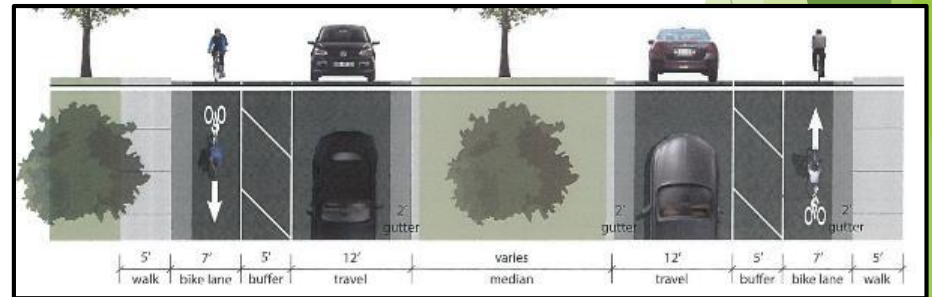
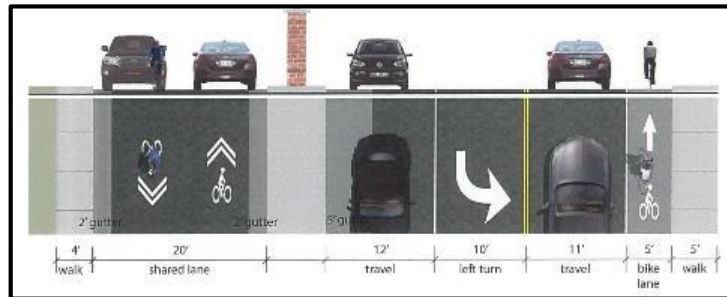


# Englewood Walk & Wheel Master Plan and Program

## Floyd Avenue (30% Conceptual Design Top Priority Project)

Major East-West Collector Street, 3.63 miles (Connections to Light Rail, S. Platte River Trail)

Status: Final plan set to be completed Fall of 2017, Cost estimate: \$125k

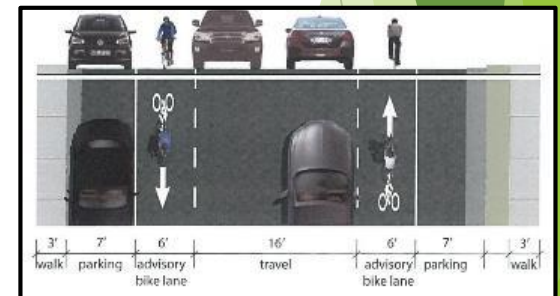
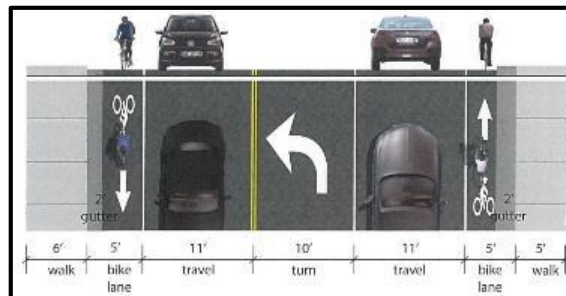
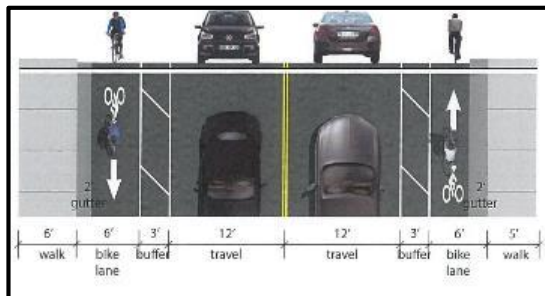


# Englewood Walk & Wheel Master Plan and Program

## Floyd Avenue (30% Conceptual Design Top Priority Project)

Major East-West Collector Street, 3.63 miles (Connections to Light Rail, S. Platte River Trail)

Status: Final plan set to be completed Fall of 2017, Cost estimate: \$125k



# Englewood Walk & Wheel Master Plan and Program

## White Paper: Economic Benefits of Walking and Wheeling

**Table G-6: Total Annual Benefits**

	Baseline	Scenario 1	Scenario 2	Scenario 3
Annual Health Benefits	\$105,000	\$115,000	\$262,000	\$343,000
Annual Environmental Benefits	\$55,000	\$61,000	\$123,000	\$170,000
Annual Transportation Benefits	\$2,113,000	\$2,358,000	\$4,761,000	\$6,551,000
Total Annual Benefits	\$2,273,000	\$2,534,000	\$5,146,000	\$7,064,000
Total Additional Annual Benefits (beyond baseline scenario)	\$0	\$261,000	\$2,873,000	\$4,791,000

- Health
- Environmental
- Transportation

Based on three scenarios increasing the City's walk/bike mode split from current 1.55%:

Scenario 1: 2.99

Scenario 2: 7.85

Scenario 3: 9.76



# Englewood Walk & Wheel Master Plan and Program

## White Paper: Maintenance Considerations



### Best Practices Research and Case Study

- Littleton, Colorado
- Lakewood, Colorado
- Denver, Colorado
- Madison, Wisconsin

# Englewood Walk & Wheel Master Plan and Program

## White Paper: Advocacy and Incentive Programs



- Establish a champion citizen advocacy group
- Seek community partners/sponsors
- Events, programming, and educational opportunities
- Explore possibility of a local retailer incentive program
- Promote new facilities to "Interested but concerned" citizens

# Englewood Walk & Wheel Master Plan and Program

## Lessons Learned

### Starting from Scratch?

- Start small – develop a basic plan in house
- Focus on central business district and work outwards
- Look for planning design funding
- Retain a pro to work with your traffic engineer

### Basics in Place?

- Long Term Vision – include aspirational projects
- Robust community engagement
- Piggy back on other projects
- Benefits Analysis
- Demand, Level of Stress, Connectivity Analysis
- 30% Conceptual Design for Top Priority Project
- Address different users needs on appropriate streets (provide choices)
- Focus on Quick Win Projects



# Contact John

## ▶ John Voboril

- ▶ Community Planning, City of Englewood
- ▶ [jvoboril@englewoodco.gov](mailto:jvoboril@englewoodco.gov)

# Thank you!

► Questions?