Building Bikeable Communities

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Today’s Presenters:

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Transportation Planner
ChangeLab Solutions creates innovative law and policy solutions that transform neighborhoods, cities, and states. We do this because achieving the common good means everyone has safe places to live and be active, nourishing food, and more opportunities to ensure health. Our unique approach, backed by decades of solid research and proven results, helps the public and private sectors make communities more livable, especially for those who are at highest risk because they have the fewest resources.

ROADMAP

- Introductions and Overview
- Built Environment & Health
- Four Requirements for Bikeable Communities
- Complete Streets
- Guest Speaker: David Diaz, day one

POLL

Do you currently work on biking policies/programs/activities?

1. Yes – have been for a while
2. Yes – new to it
3. No, but our agency wants to start working on biking activities
4. No – here to learn more
5. Other (please type in chat box)
POLL
In what type of communities do you **work**?
1. Urban
2. Suburban
3. Rural
4. Urban-Suburban
5. Suburban-Rural
6. All

POLL
In what type of community do you **live**?
1. Urban
2. Suburban
3. Rural

**ChangeLab Solutions**
Making the Connection: Built Environment & Health
What does a healthy community look like?

Healthy Community
A place where the physical environment supports healthy behavior & good health
Physical activity

Trees and landscaping

Buffer from cars

Safe streets

Social connections
What makes communities less healthy?

Long commutes
Poor air quality

Stress
No protected bike lanes

No sidewalks for walking

Potential injuries
Obesity Trends* Among U.S. Adults: 1990

Obesity Trends* Among U.S. Adults: 2000

Obesity Trends* Among U.S. Adults: 2010

(*BMI ≥ 30, or about 30 lbs. overweight for 5'4" person)

1/3 of CHILDREN are overweight or obese

IN RURAL AMERICA, ESTIMATES ARE THAT
40-50% of CHILDREN are overweight or obese
Why are streets important to our health?

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Percent of U.S. Adults Failing to Meet Physical Activity Recommendations

![Map showing the percent of U.S. adults failing to meet physical activity recommendations by state.]

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Major Street Network

- Linear
- Tree
- Radial
- Grid

Minor Street Network

- LT
- TT
- RT
- GT

- LG
- TG
- RG
- GG

Fig. 1: Street Configuration Classifications, Adapted from S. Mantel [25].
People who live on streets like this are at greater risk for obesity, diabetes, high blood pressure, and heart disease.

Than people who live on streets like this

Marshall, Piatkowski and Garrick, 2014
15 percent reduction in obesity rates
10 percent reduction in high blood pressure rates
6 percent reduction in heart disease rates

Every additional hour spent in a car per day is associated with a 6% greater risk of being obese

A man who lives in a walkable, mixed-use area is 10 pounds lighter than a similar man who lives in a car oriented area.
Air pollution from traffic is responsible for **27%** of greenhouse gas emissions, and results in **40,000** premature deaths annually.

Environmental Protection Agency, 2001

AARP, 2008; U.S. Department of Transportation, 2004

Around **40%** of our roads do not have sidewalks
Children are 13X more likely to be injured on a street like this...

Ewing, Frank and Kreutzer, 2006

...than on a street like this

Ewing, Frank and Kreutzer, 2006

By walking or bicycling to school, children get more physical activity, lower their risk of obesity, and arrive focused and ready to learn.
Almost 1/3 of Americans who commute to work via public transit meet their daily requirements for physical activity by walking as part of their daily life.

Image Source: www.pedbikeimages.org
Besser and Dannenberg, 2005.

“Tell me your zip code, and I’ll tell you how long you’ll live.”
-- Dr. Bob Ross, CEO of The California Endowment

Place, race, wealth, and health are linked
Walking and bicycling are generally less safe in low income communities and communities of color.

How often do YOU ride a bicycle?
Choose only one
1. Every day
2. Once a week
3. Once a month
4. A few times a year
5. Once a year
6. Never

Why do YOU ride a bicycle?
Choose ALL that apply
1. Exercise
2. Errands/shopping
3. Commute to work
4. Connect to transit
5. For Fun / Leisure
6. Other (type in chat box)
7. I don’t ride a bike
POLL
Why DON’T you ride a bicycle?
Choose ALL that apply

1. Too many cars
2. Cars too fast
3. Unsafe street crossings
4. No bike paths
5. Destinations are too far away
6. Other (type in chat box)

Why Californians Ride a Bike

Why DON’T Californians Bike?
So, what are the ingredients to building bikeable communities?

**Four Requirements for Bikeable Communities**
Comprehensive guide includes policies, programs, and best practices to create bike friendly communities!

Who rides a bicycle?

- 7% Commute
- 60% Exercise
- <1% For fun
- 33% No way, I'm too busy/old

Four Attitudes Toward Transportation Bicycling

Percentages based on data from Portland, Oregon.
Why is this Important?

**Safet**

- 7% Strongly Disagree
- 11% Disagree
- 36% Neutral
- 36% Agree
- 5% Strongly Agree

*Source: Bike Pedestrian Data Partnership*

We need to build bikeways for the “willing but wary”

Why is this Important?

**Willing But Wary**

- 60% Not comfortable in traffic, even with conventional bike lanes, but will ride on low-traffic streets and paths.

*Source: Pedbikeimages.org*

SAFETY
Traffic Calming includes features such as median islands, bulb outs, and speed bumps to reduce speeds and other safety hazards.

Traffic Calming

Community Example

*City of National City, Circulation Element, General Plan, 2011*

Policy C-2.6: Enhance the quality of life in the City’s neighborhoods and minimize impacts on schools, hospitals, convalescent homes and other sensitive facilities through the implementation of traffic calming measures in these areas to reduce vehicle speeds and discourage cut-through traffic.
### Convenience

**CONVENIENCE**

**Chapter 5**

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Policy</th>
<th>Goal/Description</th>
<th>Alive or Dead?</th>
<th>Will it Work?</th>
<th>Examples</th>
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</thead>
<tbody>
<tr>
<td>Bicycle Parking</td>
<td>Cycle</td>
<td>Bike-friendly and walk-bike-friendly</td>
<td>Yes if you are a biker and not afraid of traffic</td>
<td>Likely to succeed</td>
<td>More than 100 facilities around the world, San Francisco, CA</td>
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### Bicycles on Board

*Image source: http://www.pedbikeimages.org*

Bikes can be brought on public transit, and vehicles have bike storage racks.
### Bicycle Racks on Buses

**Community Example**

**Imperial Valley**

![Image source: www.decobike.com/sandiego](image)

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**ACCESS TO A BIKE**

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**Access**

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<tr>
<th>INCREASED ACCESS</th>
<th>Policy</th>
<th>Need/Description</th>
<th>Advantages</th>
<th>Who Adopted?</th>
<th>Examples</th>
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<tr>
<td><strong>Increased Parking</strong></td>
<td>Wheelchair Accessible</td>
<td>Buses, Trains, or Subway Stations</td>
<td>Make it easier for people with disabilities to access transportation</td>
<td>National Park Service</td>
<td></td>
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<tr>
<td><strong>Increased Accessibility</strong></td>
<td>Encourage Public Art</td>
<td>Buses, Trains, or Subway Stations</td>
<td>Make it more visually appealing</td>
<td>City of San Francisco</td>
<td></td>
</tr>
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<td><strong>Increased Visibility</strong></td>
<td>Free Bike Racks</td>
<td>Buses, Trains, or Subway Stations</td>
<td>Make it easy to spot</td>
<td>City of San Francisco</td>
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Affordable programs make bicycles available to people for short trips.

SOCIAL ACCEPTABILITY

Social Acceptability

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Social Acceptability

SOCIAL ACCEPTABILITY

Pg. 109
Communities designate certain roadways as “car-free” on select days.

Have you heard of Complete Streets?

1. Of course!
2. Nope, doesn’t sound familiar…
POLL
Have you worked on Complete Streets projects or policies?

1. Yes
2. No

What is a complete street?

[Image source: Andrea Morey]
“thinking strategically about context is essential for success”

“There’s really no silver bullet or perfect recipe that works in all communities or all organizations. The unique characteristics of a place need to inform how we make decisions and implement Complete Streets.”

(Complete Streets from Policy to Project, Center for Transportation Studies (CTS), University of Minnesota)

Complete Streets aren’t only for urban communities
COMPLETE STREETS ARE FOR ALL COMMUNITIES

63% of Complete Street policies are:
- Rural
- Small towns
- Small suburbs
- Small cities

Traffic calming strategies

Multi-modal design

Bicycle Lanes

Bicycle Paths

Image source: www.pedbikeimages.org

Smart Growth America
National Complete Streets Coalition

Small Towns & Rural: 18.7%
Small Suburb: 33.8%
Medium Suburb: 11.9%
Medium City: 9.4%
Large City: 6.4%
Small City: 11.1%
No One Size Fits All
Many different kinds of streets
Many complex local factors to balance
All streets don’t need to look or be the same
to meet the needs of different users

ECONOMIC BENEFITS OF COMPLETE STREETS
• Retrofitting streets is expensive – ensure new projects are built right
• Forward looking approach

LOCAL JOBS CREATED PER $1 MILLION SPENT:

Road-only projects: 7.8
Multi-use trails: 9.6
Pedestrian projects: 10
Bicycle projects: 11.4


REDUCE REPAIR + MAINTENANCE COSTS

Road Damage:

1 car = 9,600 bikes
Pedestrians, transit users and bicyclists spend more money locally.

INCREASE SALES TAX RECEIPTS

Mode of transportation: $ spent weekly in Polk Speed Zones

- Pedestrians: $130.12
- Bicyclists: $122.43
- Buses: $86.13
- Cars: $83.02

Source: SAEMI Pedestrian Speed Zone Project

For every $1 spent on bicycle infrastructure, there is a $4-5 return on investment:

- Reduced health costs
- Increase in safety
- Reduced costs to motorized traffic

INCREASES BENEFITS FOR COSTS

What is a complete streets policy?
WHAT DO WE MEAN BY POLICY?

A policy is:
* a statement in writing
* binding
* setting out a general approach to be applied broadly

WHAT DO WE MEAN BY POLICY?

- Local ordinances
- Zoning language
- Resolutions
- Standards
- School/agency policy language
- Contracts/agreements
- State/federal laws
- Organization/company policies
AN IDEAL Complete Streets POLICY:

1. Vision
2. All Users
3. All Projects (new and retrofit)
4. Street Connectivity
5. All Agencies
7. Local Context & Character
8. Performance Standards
9. Specific Next Steps
10. Exceptions Process

POLL

Does California have a state law concerning Complete Streets?

1. Of course we do. We’re California!
2. Yeah, but it’s kinda weak.
3. Not sure.
4. Nope (but it would be cool if we did).
As of January, 2011, all cities and counties must plan for the development of a balanced, multimodal transportation network that meets the needs of all users.

Califonia Complete Streets Act

Public Health Rationale

- Improving public health
- Reducing treatment costs

Update to the General Plan Guidelines: Complete Streets and the Circulation Element
POLL
Which policies are you interested in learning more about? Choose ALL that apply

1. Traffic Calming
2. Bikes & Transit
3. Bike Share
4. Open Streets
5. Complete Streets
6. Other – type in chat box

POLL
Which policies would you like to work on in your community? Choose ALL that apply

1. Traffic Calming
2. Bikes & Transit
3. Bike Share
4. Open Streets
5. Complete Streets
6. Other – type in chat box
Building Bikeable Communities Near You!

CURRENT PROJECT: COMPLETE STREETS STRATEGY FOR SANBAG

Highlights

- Resource List
- Case studies
- Model ordinance
- Model language for General Plans

Guest Speaker: David Diaz
Guest Speaker

David Diaz, MPH
day one

El Monte Complete Streets
Youth Participatory Action Research
by El Monte Day One Youth Advocates

LACDPH Nutrition & Physical Activity Program

NEOP Internal Programs
- Early Childhood
- Retail
- Worksite

NEOP Subcontractors
- Peer to Peer (5)
- Faith Based (5)
- Youth Engagement (5)
- Schools (2)
Aligning With SNAP-Ed

**Education**
- Direct/indirect nutrition education and physical activity promotion
  - Classes, workshops, youth meetings
  - Community events
- Healthy food and beverage demonstrations

**PSEs**
- Engage SNAP-Ed eligible community members to effect change
  - Class participants, youth, parents
  - Coalition building
- Develop partnerships to fully implement PSE strategy

**SOW Activities**
- Fulfill administrative grant requirements per USDA, CDPH, LACDPH
- Participate in CK3 assessments, data collection
- Participate in RE-AIM and Impact Outcome Evaluation

Subcontractor Selection

Competitive LACDPH RFP process

Day One awarded funding under the Youth Engagement category
- Demonstrated organizational capacity in RFP application
- Youth-serving organization experienced in recruiting youth advocates and implementing youth driven initiatives
- Strong ties to the community, stakeholders, city officials

Existing Initiatives

**HEAL grant**
- CTG funding, administered by LACDPH PLACE Program in May 2013
- Regional Bicycle Master Plan for 5 cities in San Gabriel Valley
- Promote active transportation

**NEOP**
- USDA funding, administered by LACDPH Nutrition & Physical Activity Program in November 2013
- Nutrition education
- Physical activity promotion
- PSEs
Key Components to Success
Organizational capacity
Policy window
Partnerships

El Monte Statistics
28% childhood obesity, 67% adults obese or overweight
212 unhealthy food outlets vs 38 healthy food outlets
Mountain View High School, 96.6% FRPM

- District snapshot
  - El Monte Union High School District: 6 schools, 90.2% FRPM
  - El Monte City School District: 15 schools, 91.5% FRPM
  - Mountain View School District: 13 schools, 95% FRPM

Selecting Complete Streets
Youth at Mountain View High School identified active transportation and complete streets for their research project

Youth developed a community survey
- 68% reported that they would bike more often if it were easy and safe.
- 77% reported that they definitely want to see more bike lanes
- 75% reported that they definitely want to see bike safety signs, parks signs, and bike route signs in the community

- BikeSGV conducted manual pedestrian and bicycling counts in the city of El Monte, as well as Street audits
- Collaborative approach to PSE selection in alignment with El Monte Health Element, funded by PLACE
Advancing Complete Streets

- Youth led efforts through Youth Participatory Action Research (YPAR)
  - Selected issue to research
  - Conducted research project through video voice project
  - Gathered information & data
  - Analyzed the data
  - Informed, educated & mobilized the community
  - Prepared & conducted presentations to key stakeholders
- Youth promoted the project to the community and peers to network and built relationships

Partnerships

- Mountain View High School
- Bike San Gabriel Valley
- Healthy El Monte Coordinating Council
- Local healthcare providers, family resource centers, grocery stores

Policy Adoption

BikeSGV submitted draft policy language
Youth led complete streets rally prior to city council meeting
Youth attended city council meeting
Youth presented their YPAR video to city council
Policy unanimously adopted November 25, 2014
Next Steps & Sustainability

Implementation
Cycle 2 of ATP funding
Metro’s future policy (2016) requiring cities to adopt a Complete Streets resolution

Complete Streets YPAR Video

Thank You!

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david@goDAYONE.org

RESOURCES

www.changelabsolutions.org
Questions?

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Thank you!

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