

PBIC Webinar Series

Creating Active Routes to Everyday Destinations

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Prevention

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City of Raleigh Department of Parks,
Recreation and Cultural Resources



May 2, 2019



Housekeeping

⇒ **Problems with audio?**

Dial into the phone line instead of using “mic & speakers”

⇒ **Webinar issues?**

Re-Load the webpage and log back into the webinar. Or send note of an issue through the Question box.

⇒ **Questions?**

Submit your questions at any time in the Questions box.



Archive and Certificates

Archive posted at www.pedbikeinfo.org/webinars

- ⇒ Copy of presentations
- ⇒ Recording (within 1-2 days)
- ⇒ Links to resources

Follow-up email will include...

- ⇒ Link to certificate of attendance
- ⇒ Information about webinar archive

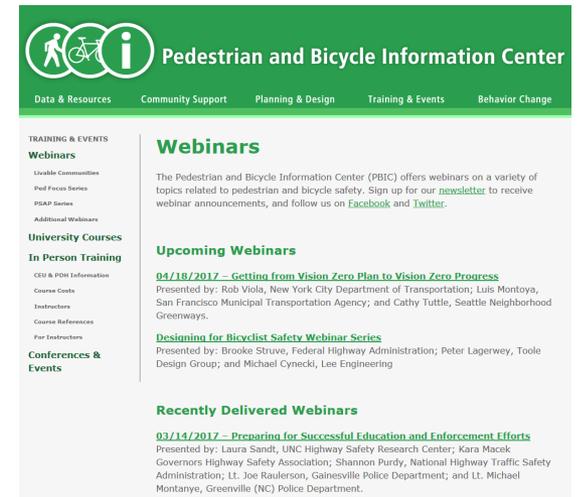
PBIC Webinars and News

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The screenshot shows the PBIC website's 'Webinars' page. At the top, there is a green header with the PBIC logo and the text 'Pedestrian and Bicycle Information Center'. Below the header, there are navigation tabs: 'Data & Resources', 'Community Support', 'Planning & Design', 'Training & Events', and 'Behavior Change'. The main content area is divided into two columns. The left column has a sidebar with categories: 'TRAINING & EVENTS', 'Webinars', 'Livable Communities', 'Ped Focus Series', 'PSAP Series', 'Additional Webinars', 'University Courses', 'In Person Training', 'GIS & PDM Information', 'Course Cents', 'Instructors', 'Course References', 'For Instructors', 'Conferences & Events'. The right column features a 'Webinars' section with a brief description of the center's offerings and links to a newsletter, Facebook, and Twitter. Below this is an 'Upcoming Webinars' section with a date '04/18/2017' and a title 'Getting from Vision Zero Plan to Vision Zero Progress', listing presenters from various organizations. A 'Recently Delivered Webinars' section follows, with a date '03/14/2017' and a title 'Preparing for Successful Education and Enforcement Efforts', listing presenters from the UNC Highway Safety Research Center, Kara Masak, Governors Highway Safety Association, Shannon Purdy, National Highway Traffic Safety Administration, Lt. Joe Raulerson, Gainesville Police Department, and Lt. Michael Montanye, Greenville (NC) Police Department.



The screenshot shows the Facebook page for the Pedestrian and Bicycle Information Center. The page header includes the PBIC logo and the text 'Pedestrian and Bicycle Information Center' with the website URL 'www.pedbikeinfo.org'. Below the header, there are social media sharing options (Like, Share, Suggest Edits) and a 'Send Message' button. The main content area features a 'Photos' section with a large image titled 'VISION ZERO STRATEGIES SERIES' showing a group of people, including a cyclist and a pedestrian, in a city setting. Below the image are captions for 'Webinar' and 'Twitter #VZChat'. To the right of the photos is a 'Government Organization' section with a mission statement: 'Our mission is to improve the quality of life in communities through the increase of safe walking and bicycling as a viable means of transportation and physical activity.' It also shows that 3,509 people like the page and 3,446 people follow it. At the bottom, there is an 'About' section with contact information: phone number 888-823-3977, website www.pedbikeinfo.org, and a 'Government Organization' tag.

Discussion

⇒ Send us your questions



⇒ Follow up with us:

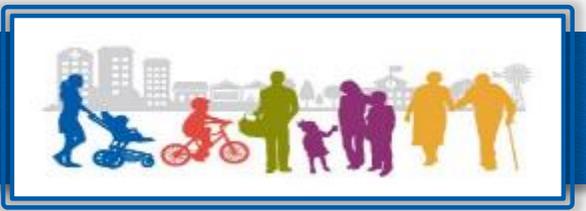
⇒ Ken Rose kfr2@cdc.gov

⇒ Chris Kochtitzky csk3@cdc.gov

⇒ TJ McCourt thomas.mccourt@raleighnc.gov

⇒ General Inquiries pbic@pedbikeinfo.org

⇒ Archive at www.pedbikeinfo.org/webinars



Making the Case:

Translating the Best Science into Effective Practice in Real World Settings

Ken Rose, MPA

Senior Advisor

Physical Activity and Health Branch

Chris Kochtitzky, MSP

Senior Advisor

Physical Activity and Health Branch

The findings and conclusions in this presentation are those of the author and do not necessarily represent the official position of the Centers for Disease Control and Prevention.

**What does walking and biking
have to do with public health?**

One Of The Best Things People Can Do To Improve Their Health



Benefits for Children

- Improves aerobic fitness
- Improves bone health
- Improves academic performance



Benefits for Adults

- Active adults generally live longer and are at less risk for serious health conditions like -
 - Heart disease
 - Some cancers
 - Type 2 diabetes
 - Obesity
- For people with chronic diseases, it can help improve disease management



Benefits for Healthy Aging

- Reduces risk of falling
- Extends years of active life
- Delays onset of cognitive decline
- Helps prevent weak bones and muscle loss

Just to name a few...



Physical Activity Benefits Our Communities



- Active and walkable communities can help
 - Increase retail activity and employment
 - Increase property values
 - Support neighborhood revitalization
 - Reduce health care costs
- Walkable communities can improve safety for people who walk or roll in wheelchairs, ride bicycles, and drive
- Physical activity improves productivity because physically active people tend to take fewer sick days





Too few Americans get the recommended amount of physical activity

31 
MILLION

About **31 million** adults aged 50 or older are inactive, meaning they get no physical activity beyond that of daily living



Only **1 in 5** adults and **1 in 5** high school students fully meet physical activity guidelines for aerobic and muscle-strengthening activities

Inadequate Physical Activity Impacts Our National Security and Military Readiness



- Both obesity and low levels of physical fitness **increase the risk for injury** among active military personnel
- **Nearly 1 in 4 young adults are too heavy** to serve in our military
- **Obesity has risen 61%** among active duty service members



Inadequate Physical Activity and Obesity Costs Lives And Dollars

1 in 10 → Inactivity contributes to premature deaths

\$117 BILLION →  Inadequate levels of physical activity are associated with \$117 billion in annual health care costs



www.cdc.gov/activepeoplehealthynation

A national initiative led by CDC to help

27 million Americans

become more physically active by 2027. Increased physical activity can improve health, quality of life, and reduce healthcare costs.





CDC Implementation of *Active People*

Activity-friendly Routes to Everyday Destinations (Active Routes to Schools)

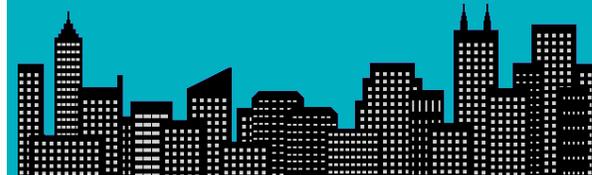
Pedestrian or Bicycle Transportation Systems

- Pedestrian infrastructure
- Bicycle infrastructure
- Public transit infrastructure and access



Land Use and Environmental Design

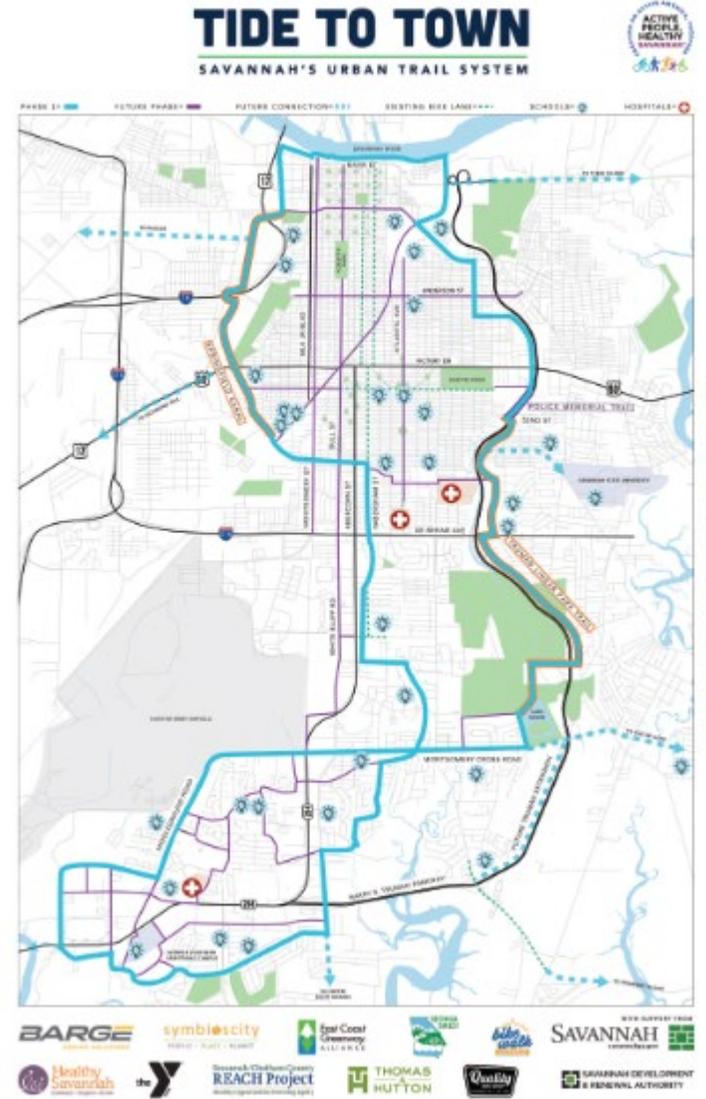
- Proximity to destinations
- Mixed land use
- Residential density
- Parks and recreational facilities



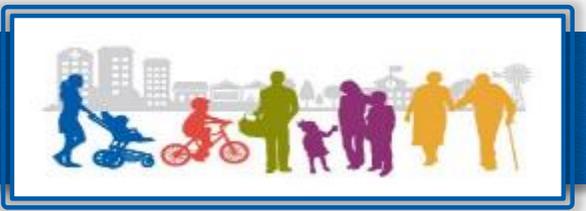
Routes + Destinations



How can this help you?



CONCEPTUAL MASTER PLAN



The Evidence To Make Your Case



The Community Guide

- Systematic reviews of population-based interventions
 - Communities
 - Health care systems
- Methods for the broad consideration of evidence on effectiveness and other issues
- Reviews support the findings of the Community Preventive Services Task Force (CPSTF)

The screenshot shows the homepage of the Community Guide website. At the top, there is a navigation bar with the logo and name 'The Community Guide', and links for 'Topics', 'CPSTF', 'Publications & Resources', 'About', and 'GuideCompass'. A 'Login or Register' link is also present in the top right. Below the navigation bar is a search bar with the placeholder text 'search the guide' and a 'Search' button. The main content area features a large banner image of a person in a high-visibility vest holding a 'STOP' sign. Overlaid on this image are three article teasers: 'CPSTF Recommends Active Travel to School', 'AMIGAS Program Increases Cancer Screening', and 'Primary Prevention Reduces Intimate Partner and Sexual Violence'. Below the banner is a section titled 'Explore Popular Features of The Community Guide' with three columns: 'Find Out What You Missed' (with a newspaper icon), 'The Community Guide in Action: Stories from the Field' (with a person icon), and 'Listen to the Experts' (with a microphone icon).

Community Preventive Services Task Force (CPSTF)

2019 Community Preventive Services Task Force

- Is an independent, nonfederal, panel of public health and prevention experts
- Oversees the systematic review process and development of methods
- Produces recommendations and identifies evidence gaps to help inform decision making

- | | |
|--------------------------------------|---------------------------------|
| • Jonathan C. Fielding, MD, MPH, MBA | UCLA School of Public Health |
| • Robert L. Johnson, MD, FAAP | UMD-New Jersey Medical School |
| • Bruce N. Calonge, MD, MPH | Colorado Trust |
| • Douglas Campos-Outcalt, MD, MPA | Mercy Care Plan |
| • Marshall Chin, MD, MPH, FACP | University of Chicago |
| • Jamie F. Chriqui, PhD | University of Illinois |
| • John M. Clymer | Loma Linda University |
| • Ana V. Diez Roux, MD, PhD, MPH | Drexel University |
| • Ron Goetzal, PhD | Johns Hopkins University |
| • Shiriki Kumanyika, PhD, MPH | University of Pennsylvania |
| • Gilbert Omenn, MD, PHD | University of Michigan |
| • Alison Cuellar, PhD | George Mason University |
| • Patrick Remington, MD, MPH | University of Wisconsin |
| • Tista Shilpi Ghosh, MD, MPH | Colorado Dept. of Public Health |
| • Susan M. Swider, PhD, APHN-BC | Rush University |

Community Guide Recommendations



The Community Preventive Service Task Force recommends the following to increase physical activity:

- Based on 90 studies, built environment strategies that combine one or more interventions to improve pedestrian or bicycle transportation systems (*Activity-friendly Routes*) with one or more land use and environmental design interventions (*Everyday Destinations*).
- Based on 52 studies, interventions to increase *Active Travel to School* that utilize a combination of engineering, education, encouragement, & enforcement.
- Based on 9 studies, *social support interventions in community settings* (e.g., setting up walking or cycling groups to provide friendship and support).



The Community Guide

 Community
Preventive Services
Task Force

Economic Benefits of Active Travel to School Interventions Exceed the Cost

The Community Preventive Services Task Force (CPSTF) finds [economic benefits exceed the cost for active travel to school interventions](#), based on a systematic review of economic evidence. Included studies of U.S. Safe Routes to School programs reported economic benefits of averted injuries that were a result of street-level engineering improvements.





HEALTH **IMPACT** IN 5 YEARS

14 evidence-based community-wide population health interventions:

- Improve health of community (not clinical/patient-oriented)
- Demonstrate positive health impact in 5 yrs or less & cost effectiveness & savings over time





Based on a systematic review of the research, CDC's HI-5 Initiative recommends *introducing or expanding public transportation options* in order to:

- Provide opportunities for increased physical activity in the form of walking or biking on either end of the trip
- Reduce motor vehicle emissions and the significant health burdens they represent.

Other Supporting Resources



Physical Activity Guidelines for Americans

2nd edition



STEP IT UP!
THE SURGEON GENERAL'S CALL TO ACTION
TO PROMOTE WALKING
AND WALKABLE COMMUNITIES

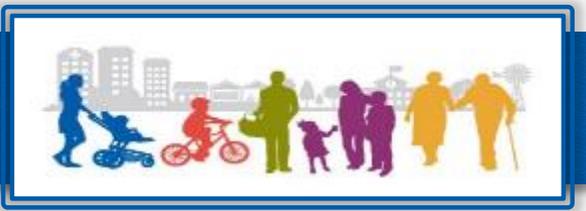


U.S. DEPARTMENT OF HEALTH AND HUMAN SERVICES




NATIONAL
Physical Activity Plan





The Tools and Resources to You Need

Implementation Tool and Resources



Bicycling and Walking in the U.S.



BICYCLING AND WALKING
IN THE UNITED STATES

Alliance for Biking & Walking

2

BICYCLING AND WALKING
BENCHMARKING IN THE UNITED STATES

2014

2014

BICYCLING & WALKING
in the United States

2014

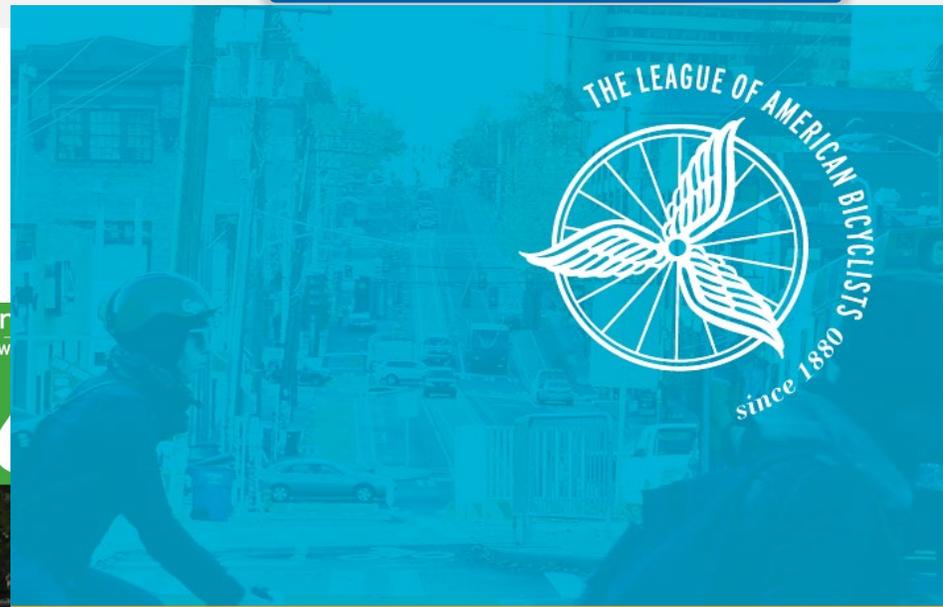
Alliance for Biking & Walking



prepared by
Alliance for Biking & Walking



BENCHMARKING REPORT



Bicycling & Walking in the United States

2018 BENCHMARKING REPORT

Implementation Tool and Resources



Safe Routes to School National Partnership

MAKING STRIDES 2018

STATE REPORT CARDS
on Support for Walking, Bicycling, and Active Kids and Communities

The cover features a light green background with a faint map of the United States. At the top left is the logo for the Safe Routes to School National Partnership. The title 'MAKING STRIDES 2018' is prominently displayed in the center. Below the title are icons for walking, bicycling, and running. At the bottom, there are three small circular photographs: the first shows a young child wearing a colorful bicycle helmet; the second shows a group of children walking on a path; the third shows a group of people, including a woman in a patterned coat, walking together.

MEASURING WHAT WE VALUE

Policies to prioritize public health and build prosperous regions

HOW REGIONAL TRANSPORTATION PLANNING AGENCIES ARE PROMOTING PHYSICAL ACTIVITY AND HEALTH

The slide has a white background with a blue footer. At the top, the text 'MEASURING WHAT WE VALUE' is followed by 'Policies to prioritize public health and build prosperous regions'. To the right is a graphic of three circles hanging from a horizontal line, containing icons of a person walking, a person on a bicycle, and a medical cross. Below this is a photograph of a diverse group of children walking on a paved path outdoors. At the bottom, the text 'HOW REGIONAL TRANSPORTATION PLANNING AGENCIES ARE PROMOTING PHYSICAL ACTIVITY AND HEALTH' is displayed. The footer contains the logos for APHA (American Public Health Association) and Transportation for America.

Implementation Tool and Resources



← → ↻ <https://www.transportation.gov/transportation-health-tool> 🔍 ☆

Transportation and Health Tool
Office of Policy
1200 New Jersey Avenue, SE
Washington, DC 20590
United States
tht@dot.gov ✉

Business Hours:
9:00am-5:00pm ET, M-F

Share



Submit Feedback >

Transportation and Health Tool Home

Indicator Data

Indicator Profiles

Strategies

Literature and Resources ▾

Scoring Methodology

Background

Transportation and Health Tool



Photo credit: www.pedbikeimages.org / Laura Sandt

What is the Transportation and Health Tool?

The Transportation and Health Tool (THT) was developed by the U.S. Department of Transportation and the Centers for Disease Control and Prevention to provide easy access to data that practitioners can use to examine the health impacts of transportation systems.

The tool provides data on a set of transportation and public health indicators for each U.S. state and metropolitan area that describe how the transportation environment affects safety, active transportation, air quality, and connectivity to destinations. You can use the tool to quickly see how your state or metropolitan area compares with others in addressing key transportation and health issues. It also provides information and resources to help agencies better understand the links between transportation and health and to identify strategies to improve public health through transportation planning and policy.

Implementation Tool and Resources



Physical Activity

- Physical Activity
- About Physical Activity +
- Physical Activity Basics
- Initiatives +
- Data & Statistics +
- Resources & Publications +
- Community Strategies -**
- Connecting Routes + Destinations +
- Worksite Physical Activity +

CDC > Physical Activity

Community Strategies

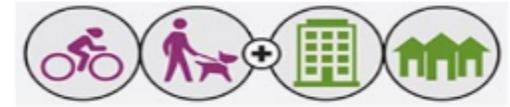


Creating or modifying environments to make it easier for people to walk or bike is a strategy that not only helps increase physical activity, but can make our communities better places to live. Communities designed to support physical activity are often called active communities. *The Guide to Community Preventive Services* recommends strategies to increase physical activity that are related to walkability—community-scale urban design, street-scale urban design, and improving access to places for physical activity (including providing maps and descriptive information).

Check out the resources below for even more ways to increase physical activity in the community.

Connecting Routes + Destinations

[This package of resources](#) can help state and local health departments, public health professionals, and community organizations as they aim to build more activity-friendly communities. To increase physical activity, the Community Preventive Services Task Force (CPSTF) [recommends](#) built environment approaches that combine one or more interventions to improve pedestrian or bicycle transportation systems (activity-friendly routes) with one or more land use and community design interventions (everyday destinations).



Get Email Updates

To receive email updates about this page, enter your email address:

[What's this?](#)

Division of Nutrition, Physical Activity, and Obesity

Additional Resources

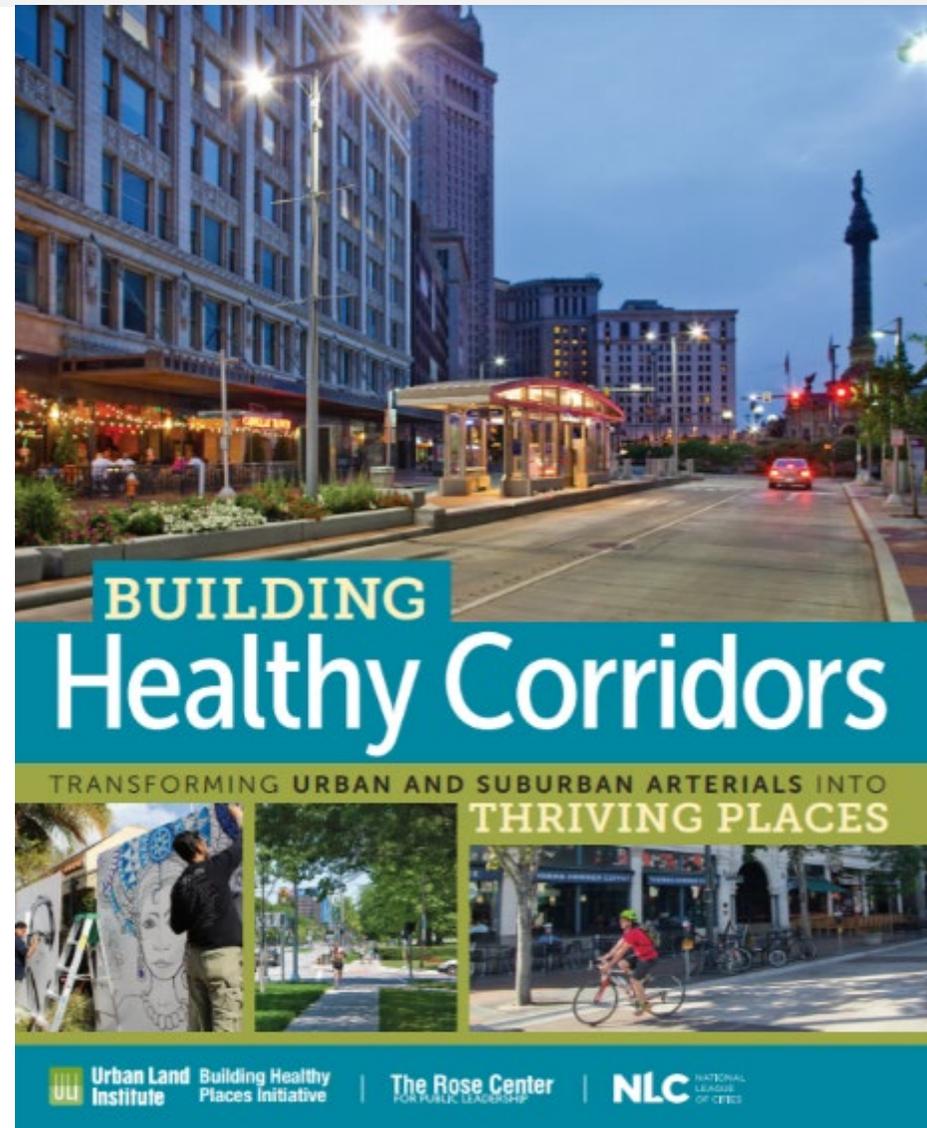
Physical Activity in the Community

- [Active People, Healthy NationSM](#)
CDC is working with states and communities to improve the built environment as part of Active People, Healthy Nation – Creating an Active America, TogetherSM. This initiative aims to help 27 million Americans become more physically active by 2027 to improve their overall health and quality of life and to reduce healthcare costs.



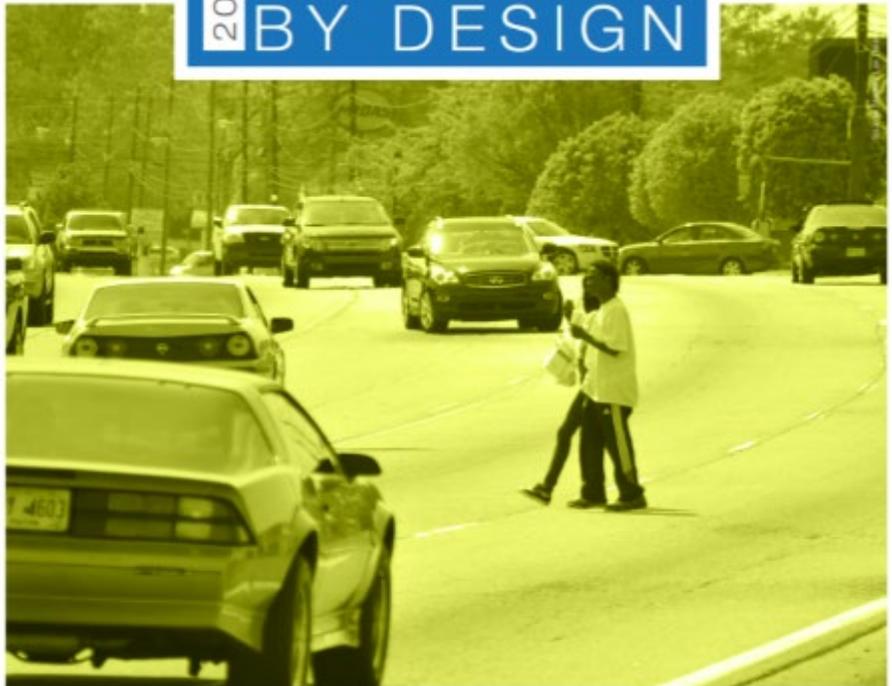
ULI Building Healthy Corridors: Transforming Urban and Suburban Arterials into Thriving Places

- Although reinventing the street, sidewalk, and adjacent properties along corridors has received a lot of attention, less consideration has been paid to restructuring the corridors.
- The *healthy corridors approach* considers how the corridor contributes to the overall health of the surrounding community, including supplying opportunities to be physically active. It also considers safety, housing affordability, transportation options, environmental sustainability, and social cohesion, as well as modifications that would link residents to the corridor and improve connections to jobs and other parts of the community.





2019 **DANGEROUS**
BY DESIGN



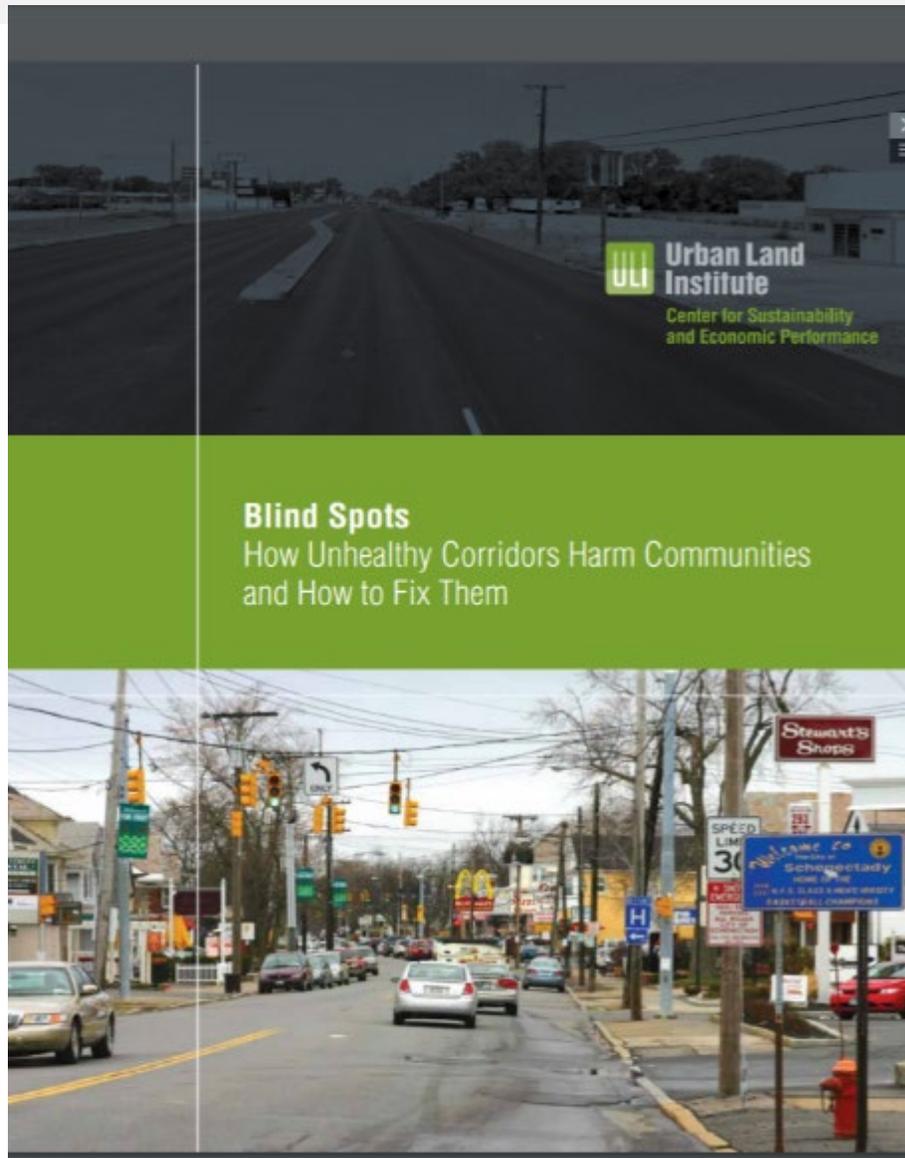
Dangerous By Design

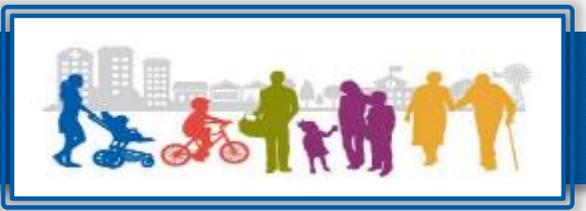
- Ranks states and metropolitan areas around the country using our “Pedestrian Danger Index”, or PDI.
- The index measures how deadly it is for people to walk based on the number of people struck and killed by drivers while walking, controlling for the number of people that live in that state or metro area and the share of people who walk to work.
- Accompanied by an interactive maps of pedestrian fatalities from the period in the report as well as sortable tables of all state- and metro-level data.



Blind Spots: How Unhealthy Corridors Harm Communities and How to Fix Them

- This report by the Urban Land Institute and Smart Growth America examines unhealthy corridors, including their prevalence and location, the conditions they share, and the impact they have on people's lives.
- It explores the land use and transportation decisions that give rise to and perpetuate their existence, as well as opportunities to use policy and practice levers to shape them into something better.





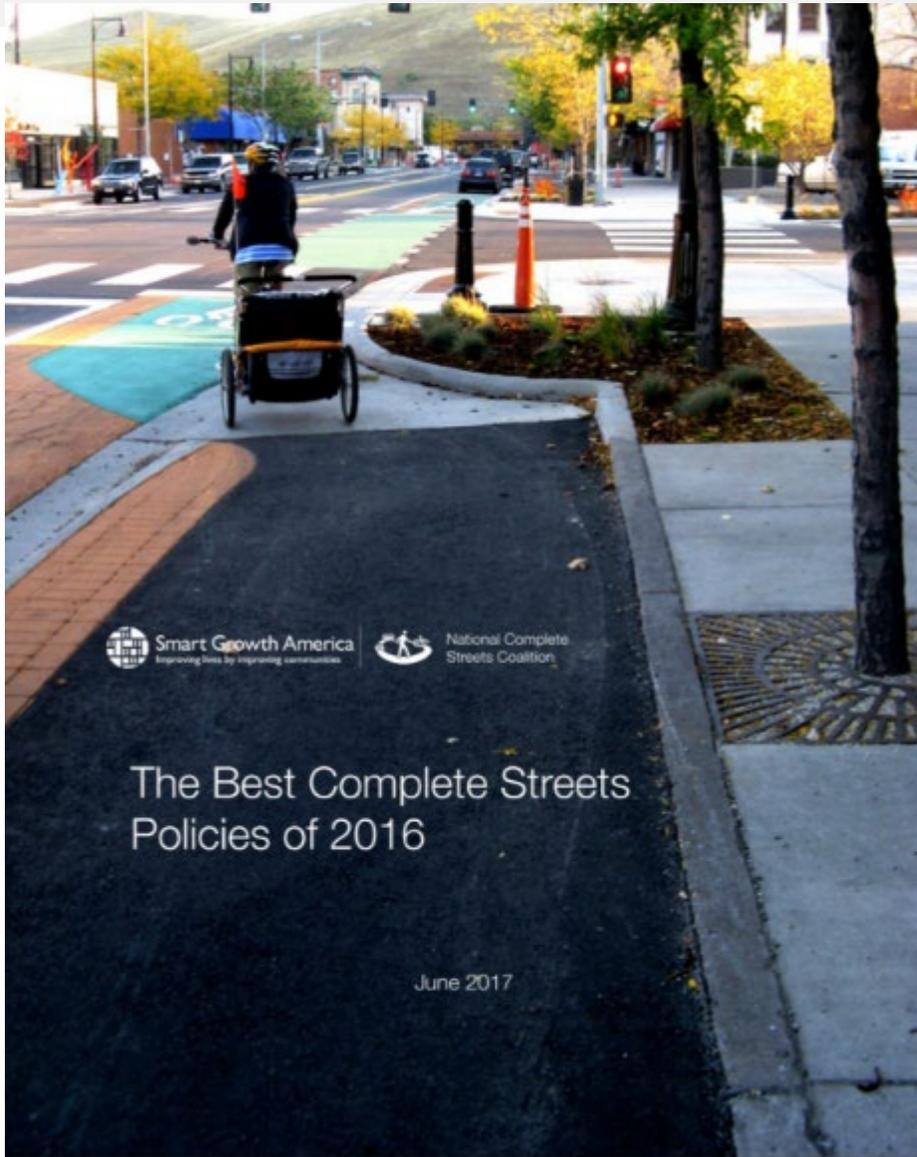
Real World Examples

Community-Scale: Complete Streets Policies



Muskogee, OK Complete Streets Policy

- *Muskogee will make every effort to create a safe, reliable, efficient, integrated, and connected transportation network that will enhance the safety, mobility, and health for people of all ages and abilities...The City of Muskogee shall make complete streets practices a routine part of everyday operations and shall measure the success of this Complete Streets policy on an annual basis using, but not limited to, the following performance measures:*
 - *Linear feet of new/repared sidewalks and other pedestrian accommodations (paths, trails, etc.)*
 - *Total miles of new bike lanes (designated and shared use)*
 - *Number and type of crosswalk/intersection improvements*
 - *Percentage of transit stops accessible by sidewalk*
 - *Rates of children walking or biking to school*



Community-Scale: Complete Streets Guidelines



North Carolina Department of Transportation
Complete Streets
Planning and Design Guidelines



North Carolina Department of Transportation Complete Streets Planning & Design Guidelines

- These guidelines are intended to provide comprehensive guidance for incorporating complete streets into everyday practice (including new construction, widening, modernization projects, and maintenance projects).
- NCDOT is committed to:
 - Providing an efficient multi-modal transportation network in NC such that the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities are safely accommodated;
 - Working in partnership with local government agencies, interest groups, and the public to plan, fund, design, construct, and manage complete street networks

North Carolina Department of Transportation
Complete Streets
Planning and Design Guidelines Appendices



Community-Scale: Comprehensive & Ped-Bike Plans



MONTCO

2040

MONTCO 2040: A SHARED VISION
The Comprehensive Plan for Montgomery County

Montgomery County, PA Suite of Plans

■ *Montco 2040: A Shared Vision*

– Connected Communities

- Improved transportation choices
- Trails & greenways connecting multiple places
- Vibrant downtowns and destinations accessible by everyone

■ *Walk Montco*

- Guidelines to improve the ability of people to walk

■ *Bike Montco*

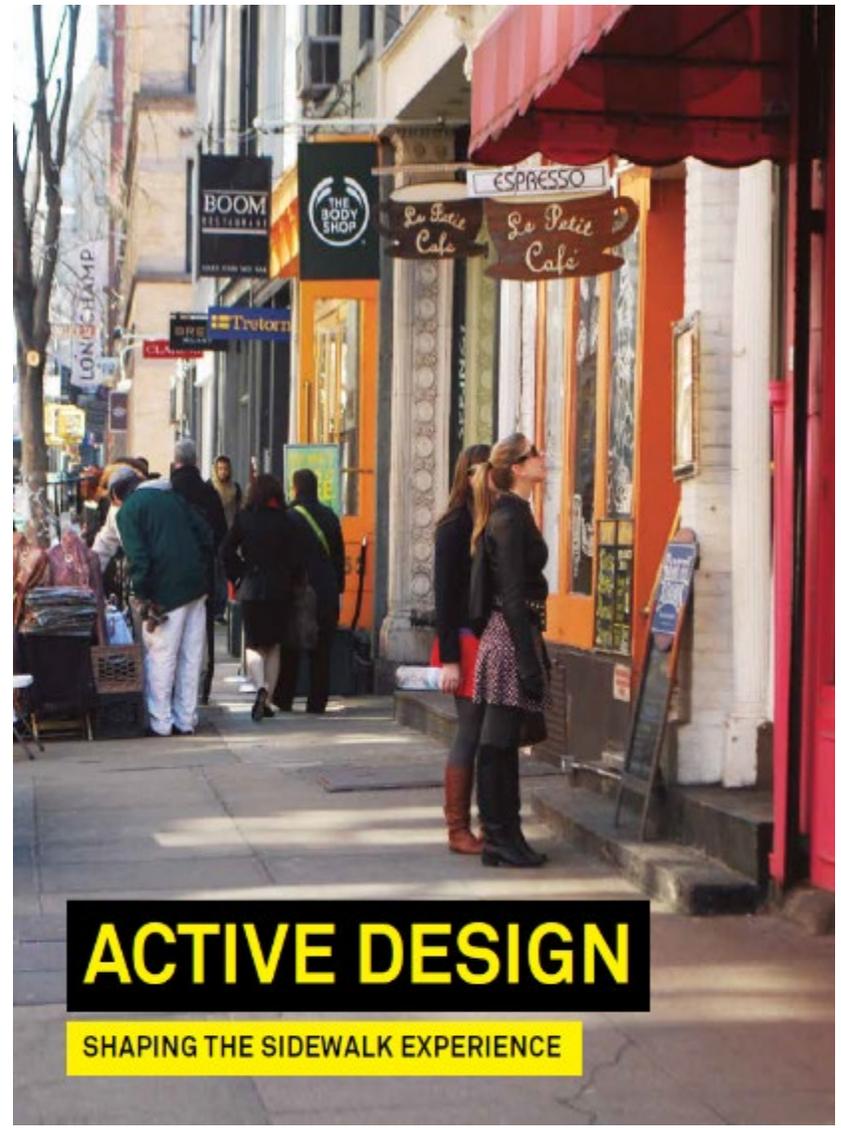
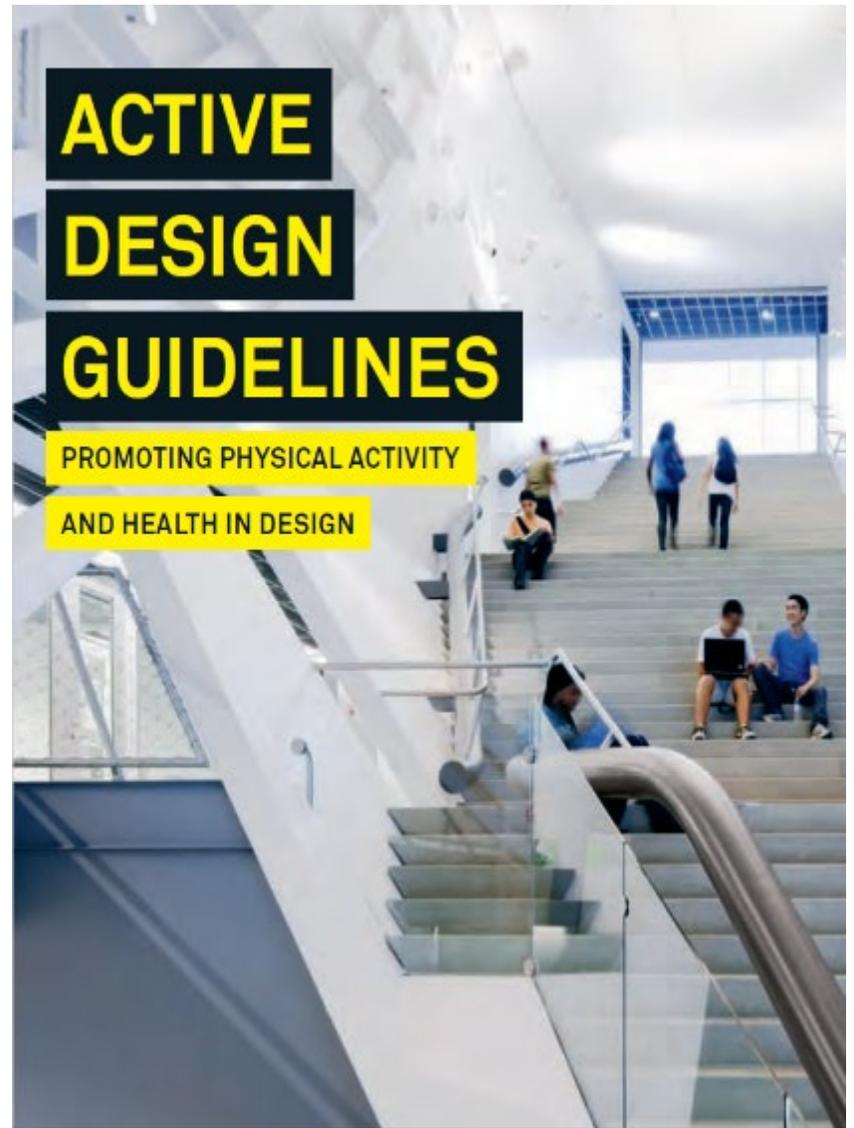
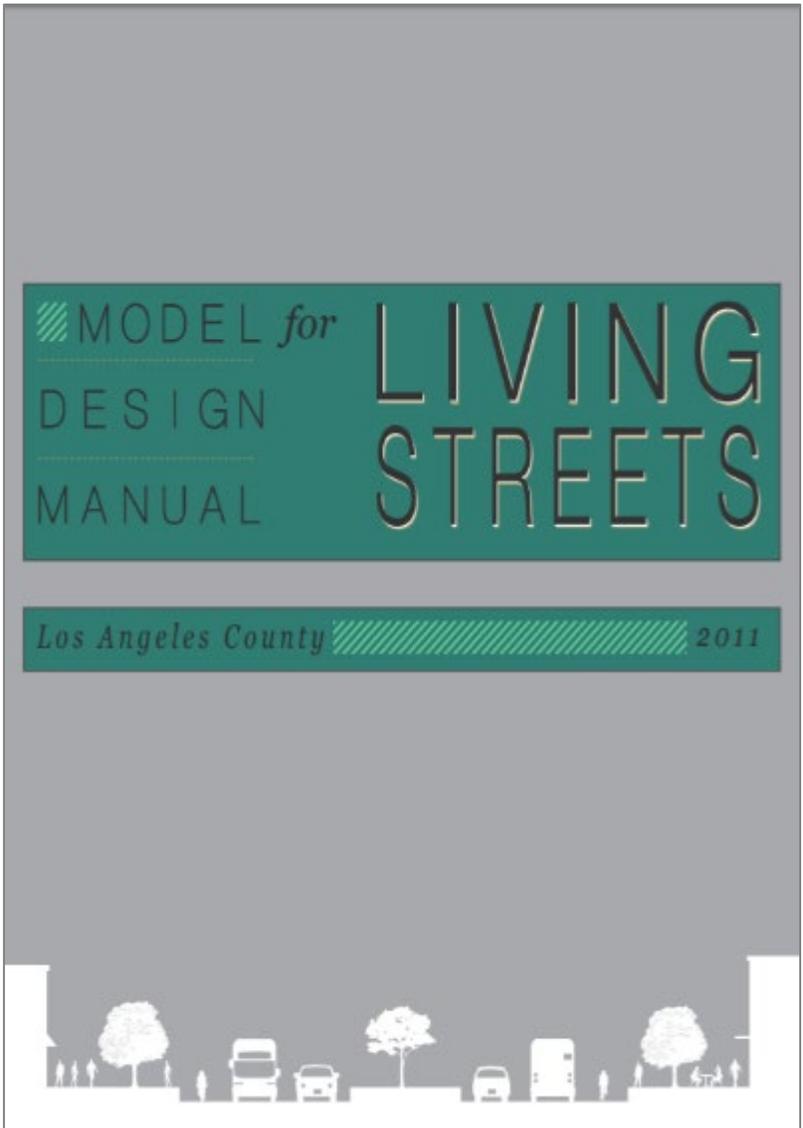
- Guidelines for a safe and efficient bicycle network for everyone

■ *Montco Trails, Parkland, and People 2015*

- The outdoor network should sustain human health



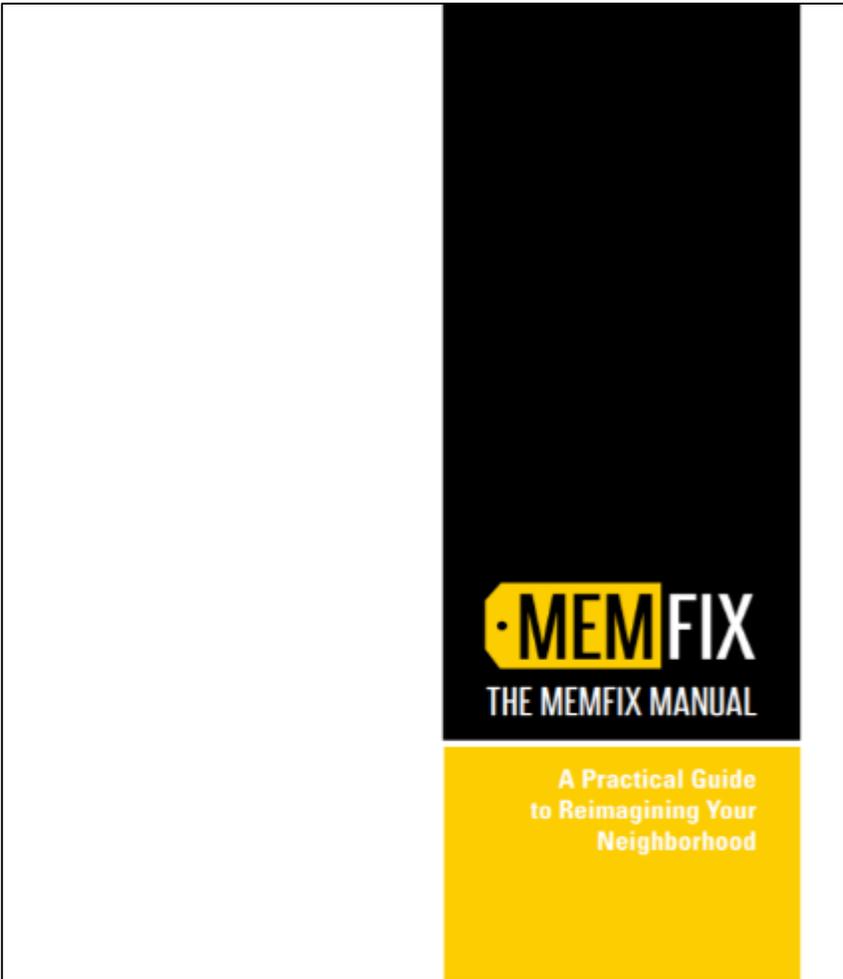
Community-Scale: Active Design Guidelines



Neighborhood-Scale: Pop-Up Projects



Memphis MEMFix Pop-Up Program



Corridor-Scale: Healthy Corridor Projects



Euclid Avenue Cleveland, Ohio

Enhancing a Corridor through Transit Investment



Second Street Rochester, Minnesota

Creating Place with Infrastructure and Streetscape Improvements



ULI Building Healthy Corridors: Case Example

■ Cleveland, OH: Euclid Avenue

- In strategic partnerships with state, federal, and local stakeholders—including the Cleveland Clinic, University Hospitals, and the Cleveland Regional Transit Authority—\$10 million of the total investment was put toward improving sidewalks, bike lanes, and the utility infrastructure. Design improvements along the corridor include lighting and 1,500 trees. Adjacent neighborhoods were given distinct identities.

■ Rochester, MN: Second Street

- In the western section, four lanes were reduced to three to address left-turn collisions and to calm speeds. Significant improvements were made along the eastern section by adding bike lanes, landscaped medians, new left-turn lanes within one block of every business, and painted, on-street parking spaces.

ACTIVE ROUTES TO EVERYDAY DESTINATIONS

RALEIGH'S NEIGHBORHOOD & COMMUNITY CONNECTIONS PROGRAM

TJ McCourt
City of Raleigh
thomas.mccourt@raleighnc.gov



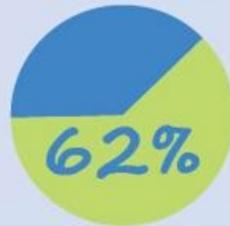
PARK SYSTEM PLANNING FOCUSED ON ACCESS AND EQUITY

Walking Offers Big Benefits

Walkers are approximately

3x

more likely to meet physical activity recommendations than non-walkers.²



of adults reported walking at least 10 minutes a week for leisure or transportation.²

Physical activity can reduce risk of diseases such as



as well as stroke, Type 2 Diabetes and some cancers.³

Walking is the **most popular** aerobic activity⁴

Parks Promote Walking

People living within a **10-minute** walking distance of a park

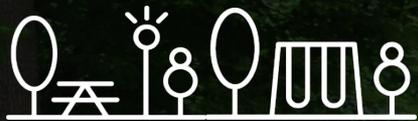
have higher levels of physical activity and lower rates of obesity.⁵



Group walking

in nature can significantly lower depression, stress and enhance mental well-being.⁶

*“Bringing people to parks
and parks to people”*



10,000 acres



115 miles

PARKS & GREENWAYS

RALEIGH ETJ



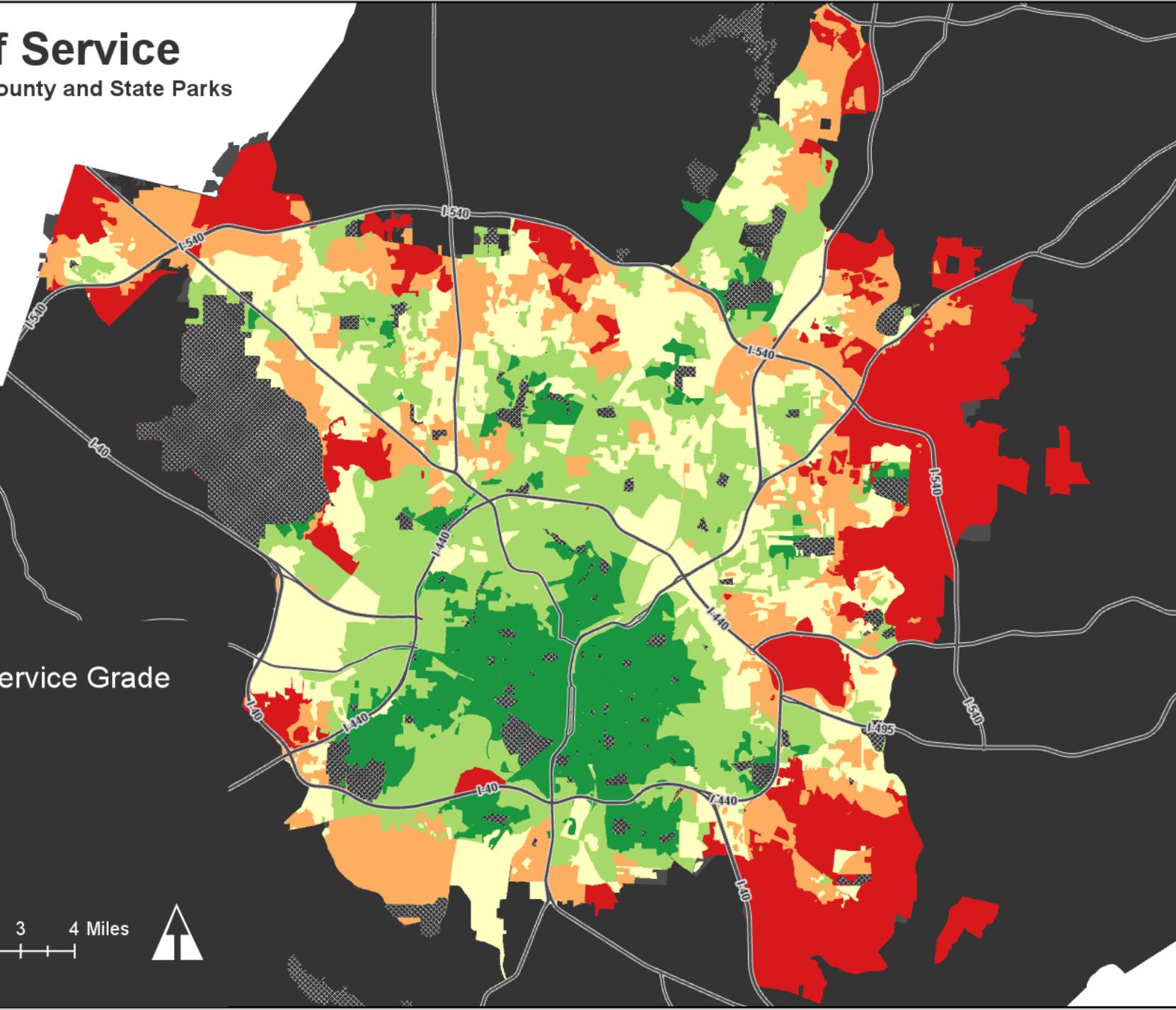
Level of Service

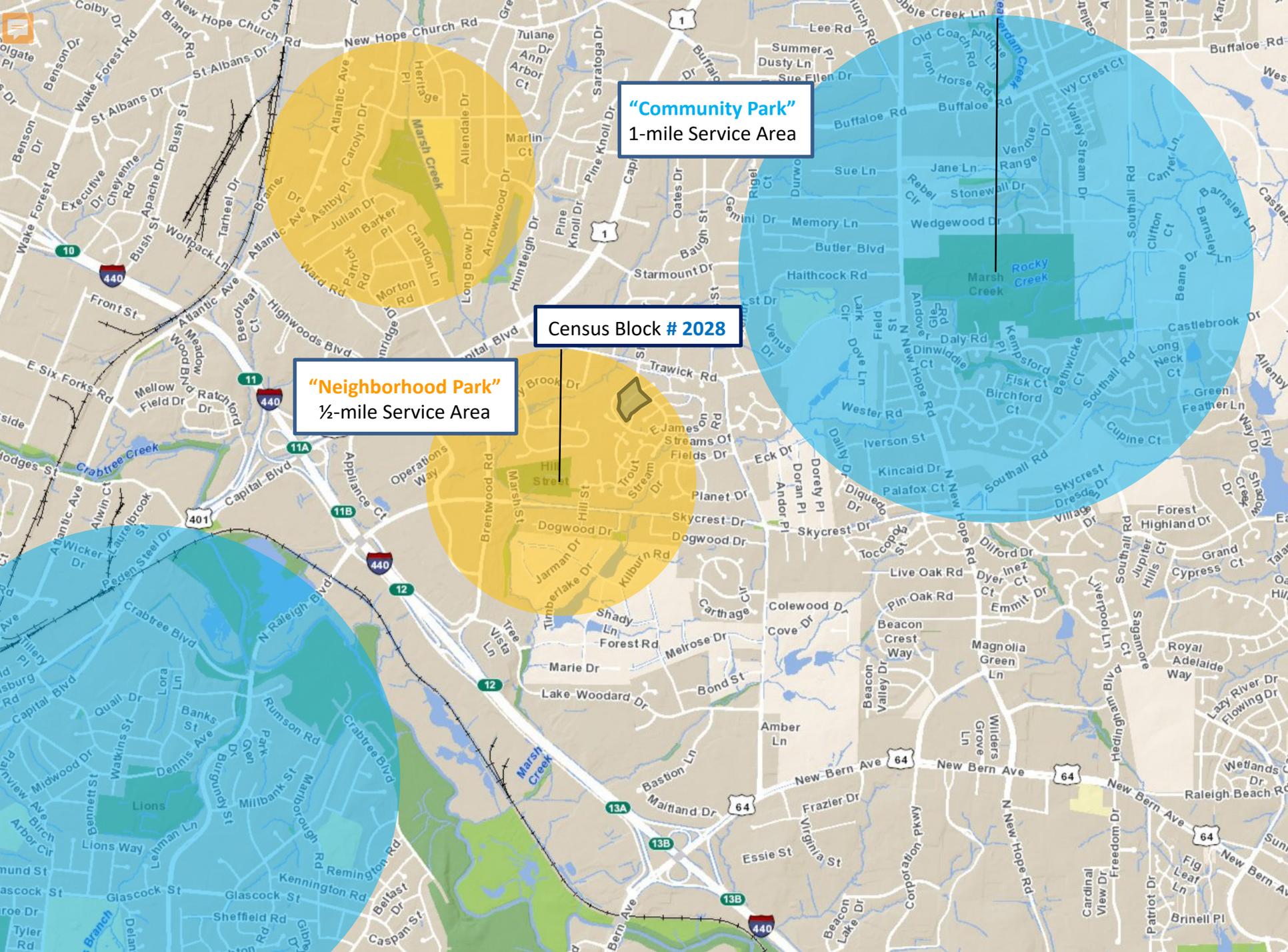
PRCR, Wake County and State Parks

Level of Service Grade

- A
- B
- C
- D
- F

0 1 2 3 4 Miles





"Community Park"
1-mile Service Area

Census Block # 2028

"Neighborhood Park"
1/2-mile Service Area

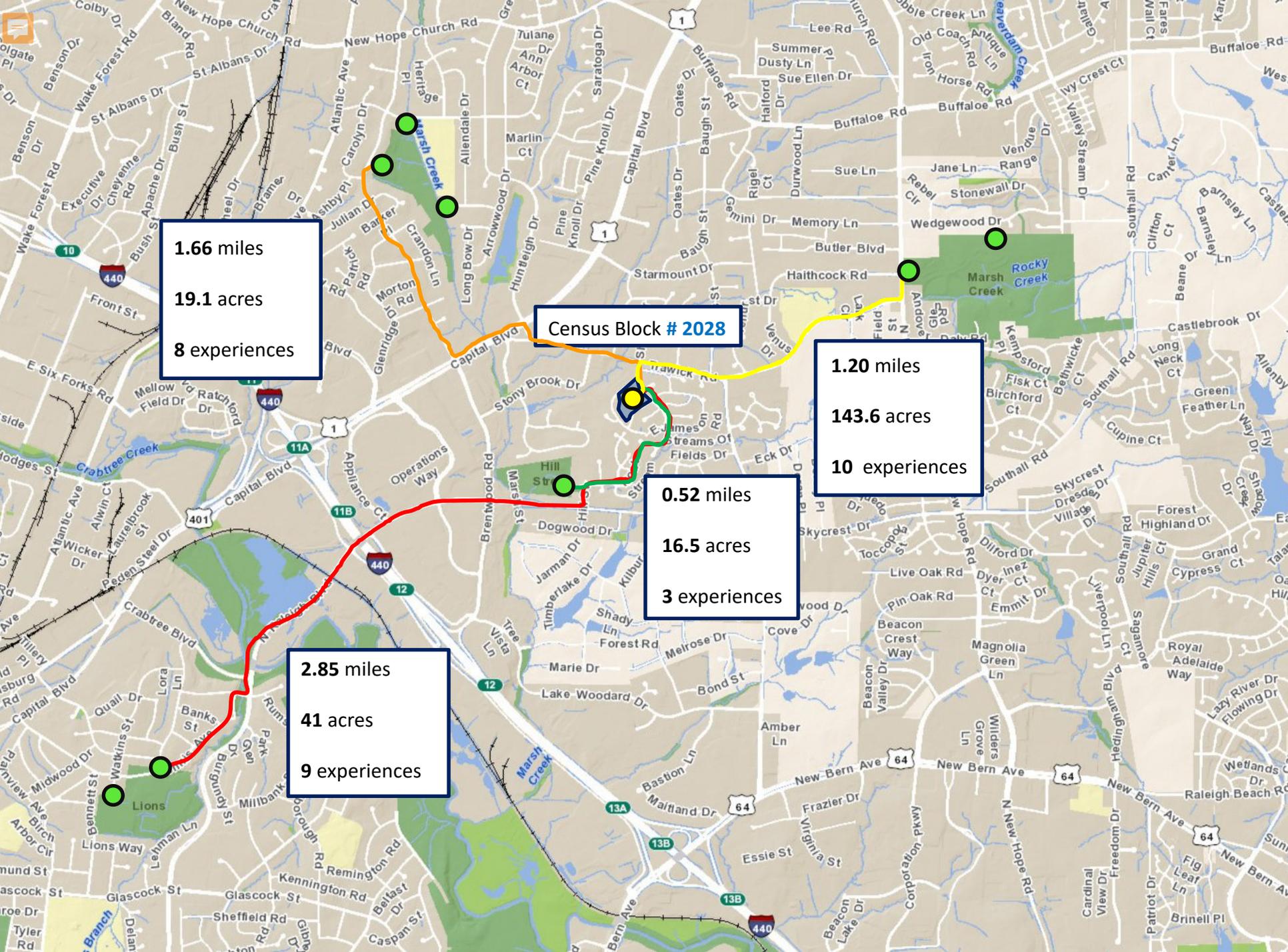
1.66 miles
19.1 acres
8 experiences

Census Block # 2028

1.20 miles
143.6 acres
10 experiences

0.52 miles
16.5 acres
3 experiences

2.85 miles
41 acres
9 experiences



Census Block # 2028

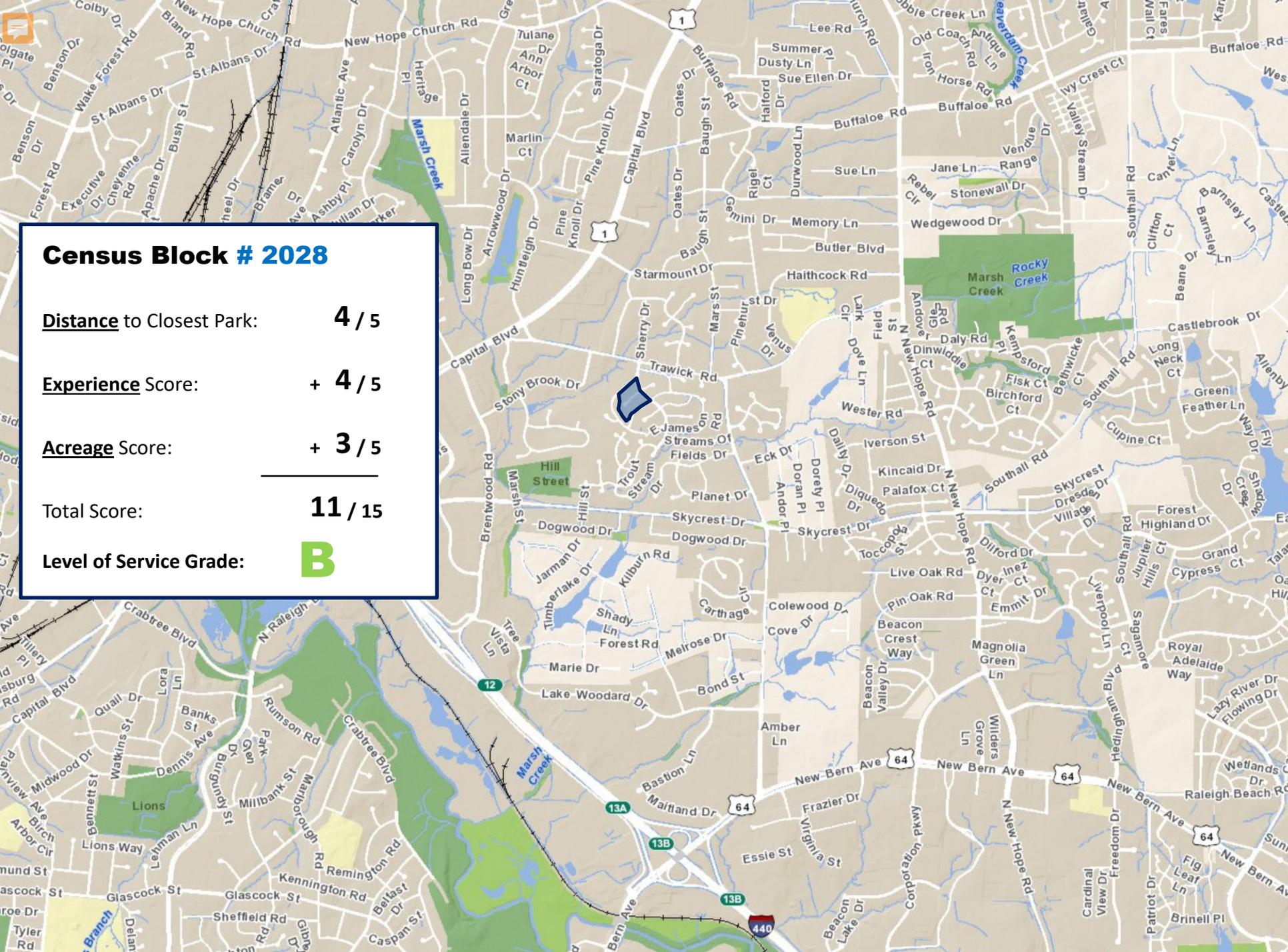
Distance to Closest Park: 4 / 5

Experience Score: + 4 / 5

Acresage Score: + 3 / 5

Total Score: 11 / 15

Level of Service Grade: **B**



Grade Total Score

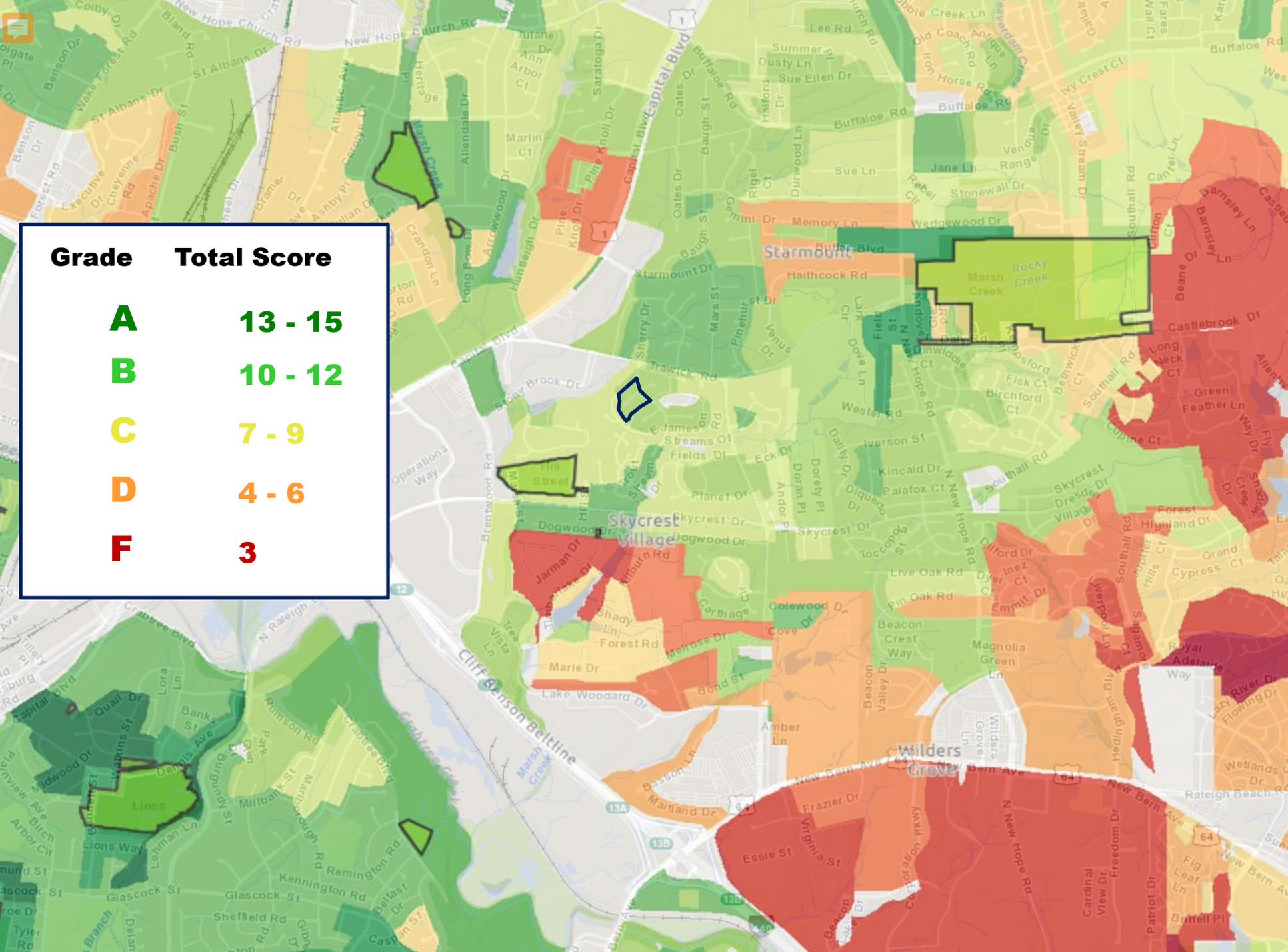
A 13 - 15

B 10 - 12

C 7 - 9

D 4 - 6

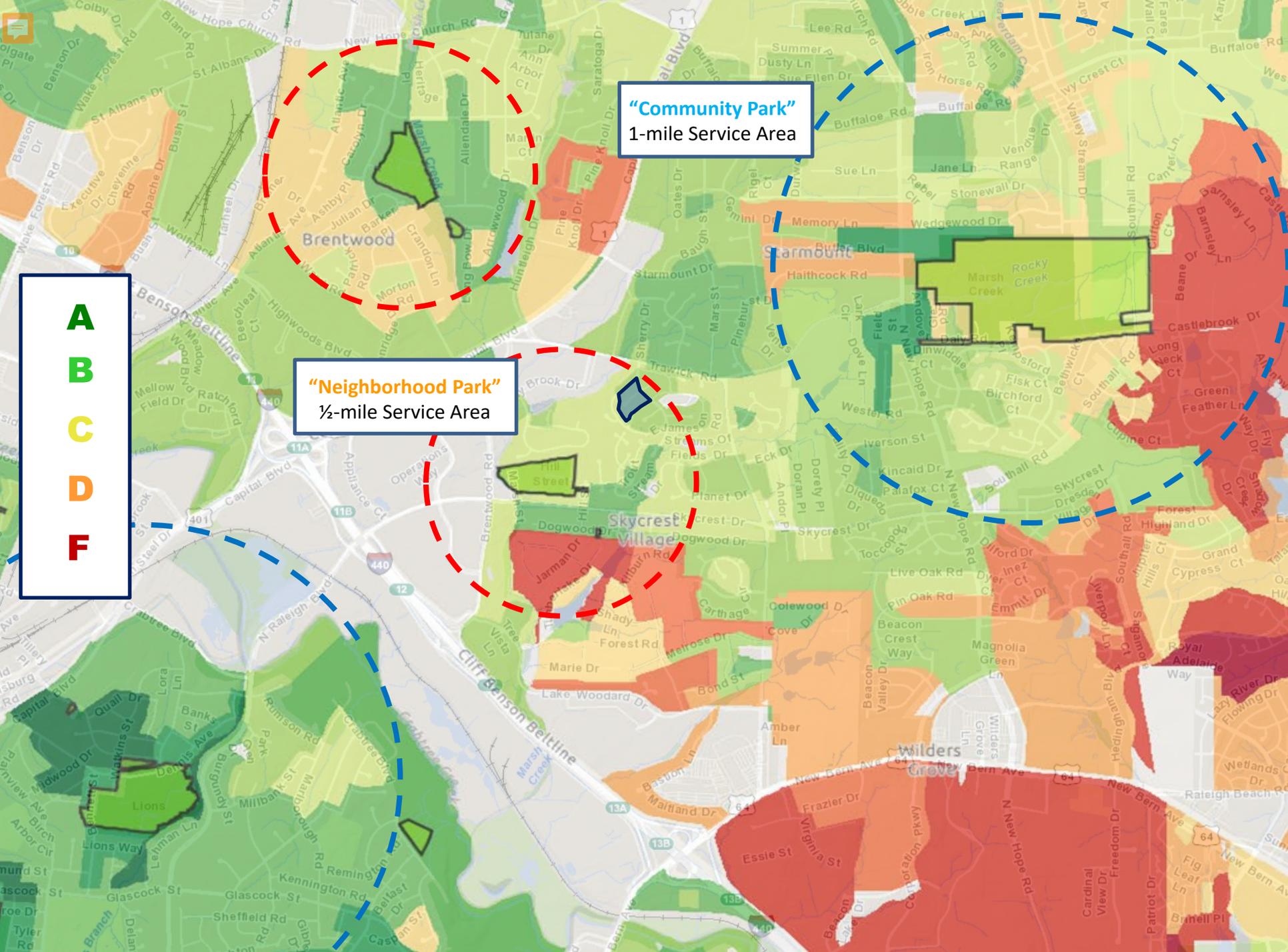
F 3



A
B
C
D
E
F

“Community Park”
1-mile Service Area

“Neighborhood Park”
½-mile Service Area



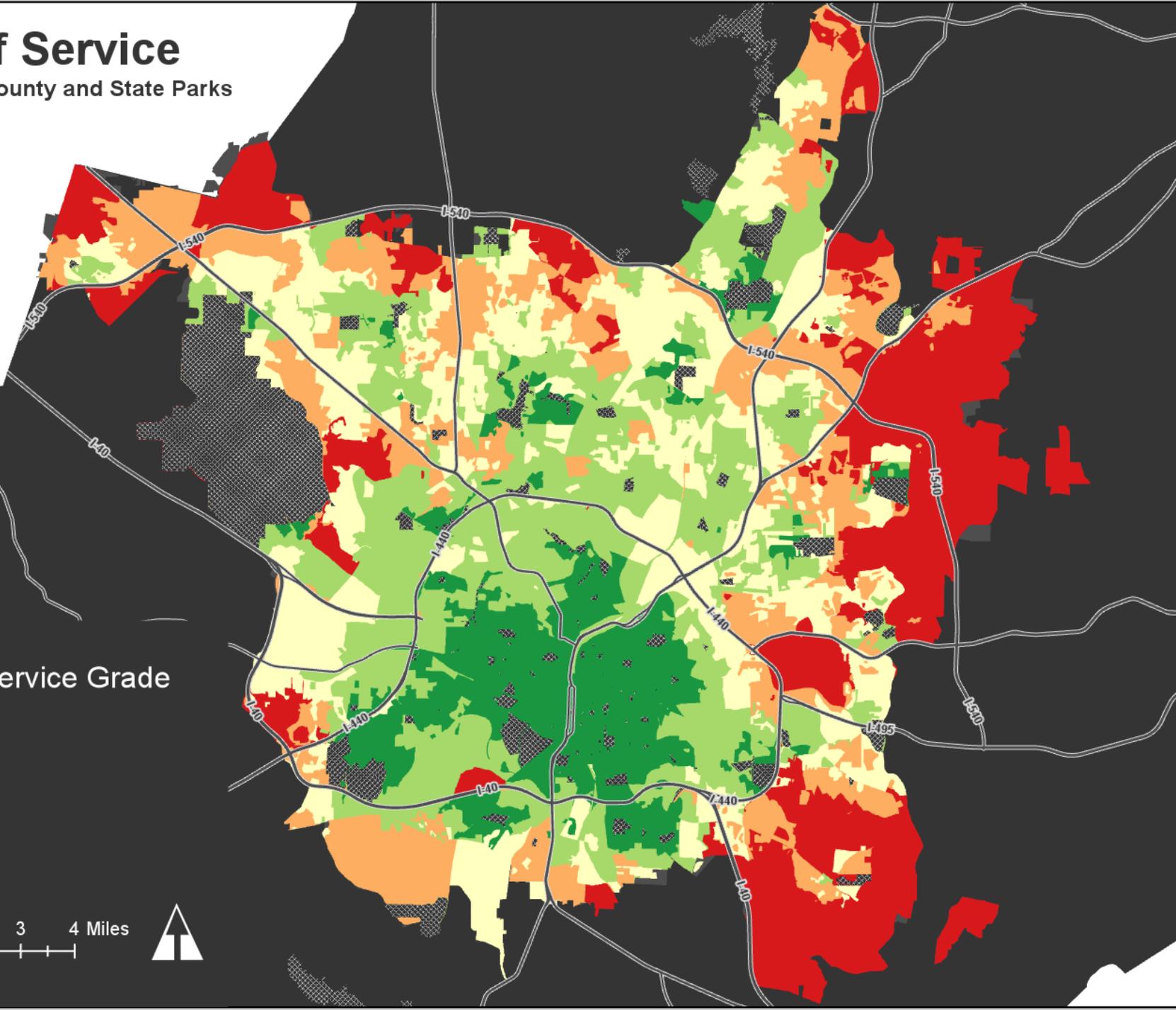
Level of Service

PRCR, Wake County and State Parks

Level of Service Grade

- A
- B
- C
- D
- F

0 1 2 3 4 Miles





NEIGHBORHOOD & COMMUNITY CONNECTIONS PROGRAM

1. Improve **walkable access** to existing neighborhood parks
2. Promote **health equity** by investing in communities that are most vulnerable to negative health outcomes
3. Establish clear, quantitative criteria to drive **funding priorities**



CRITERIA

1. Circuity

2. Community Vulnerability

3. Pedestrian Safety



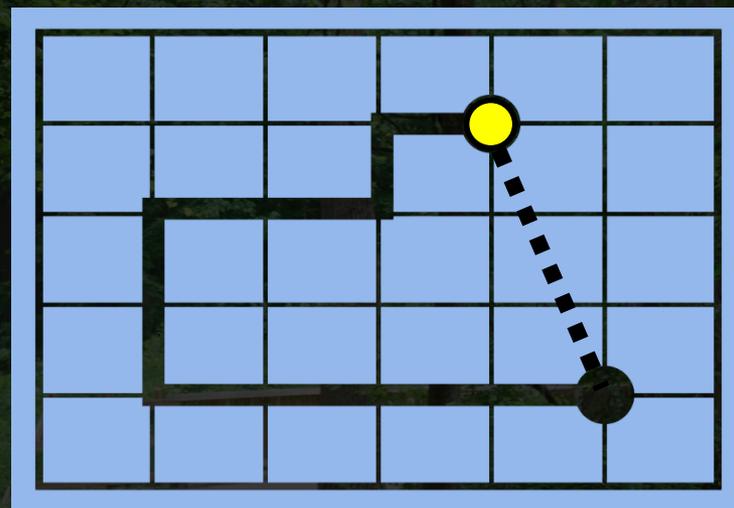


CRITERIA

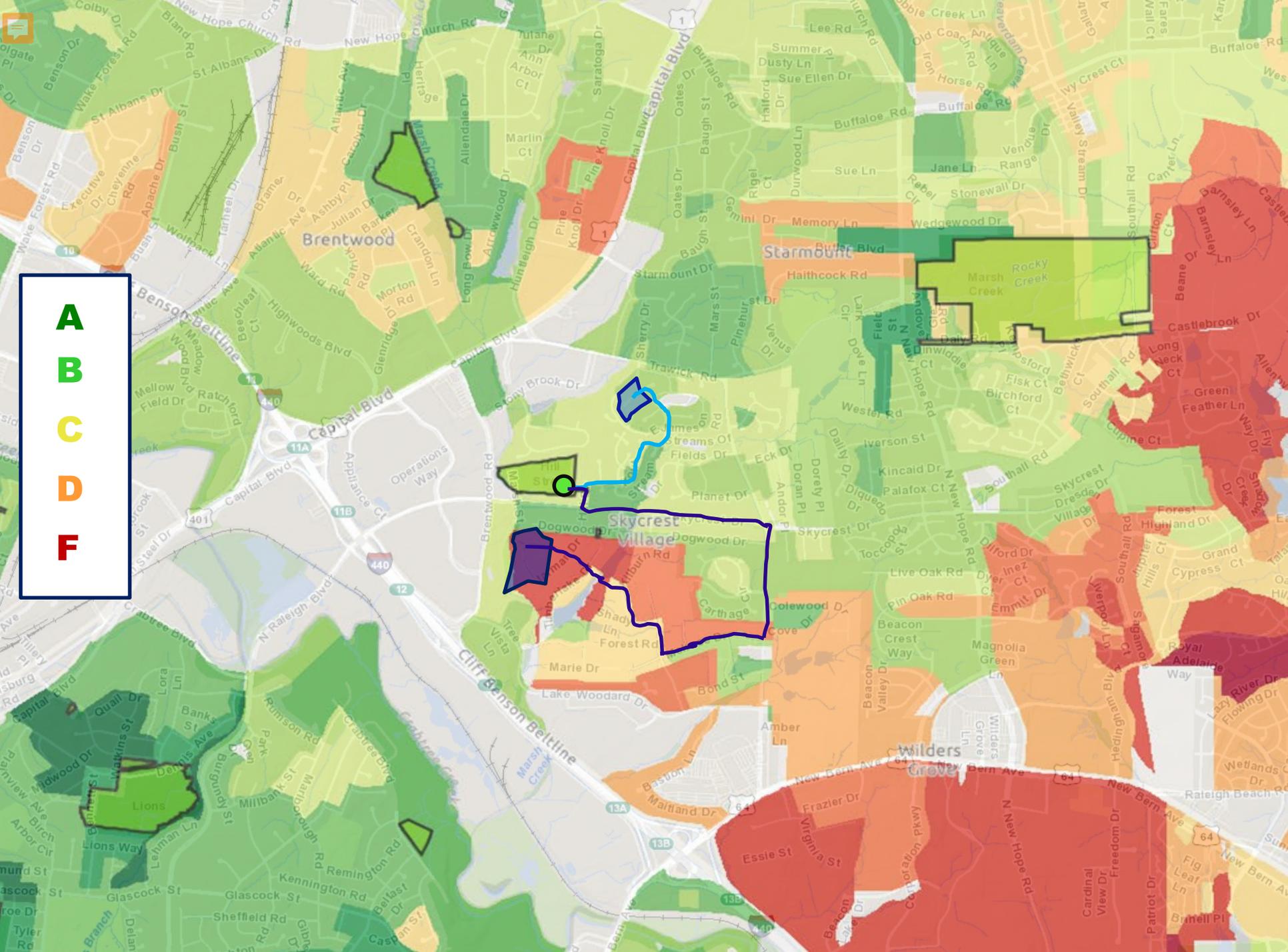
1. Circuity

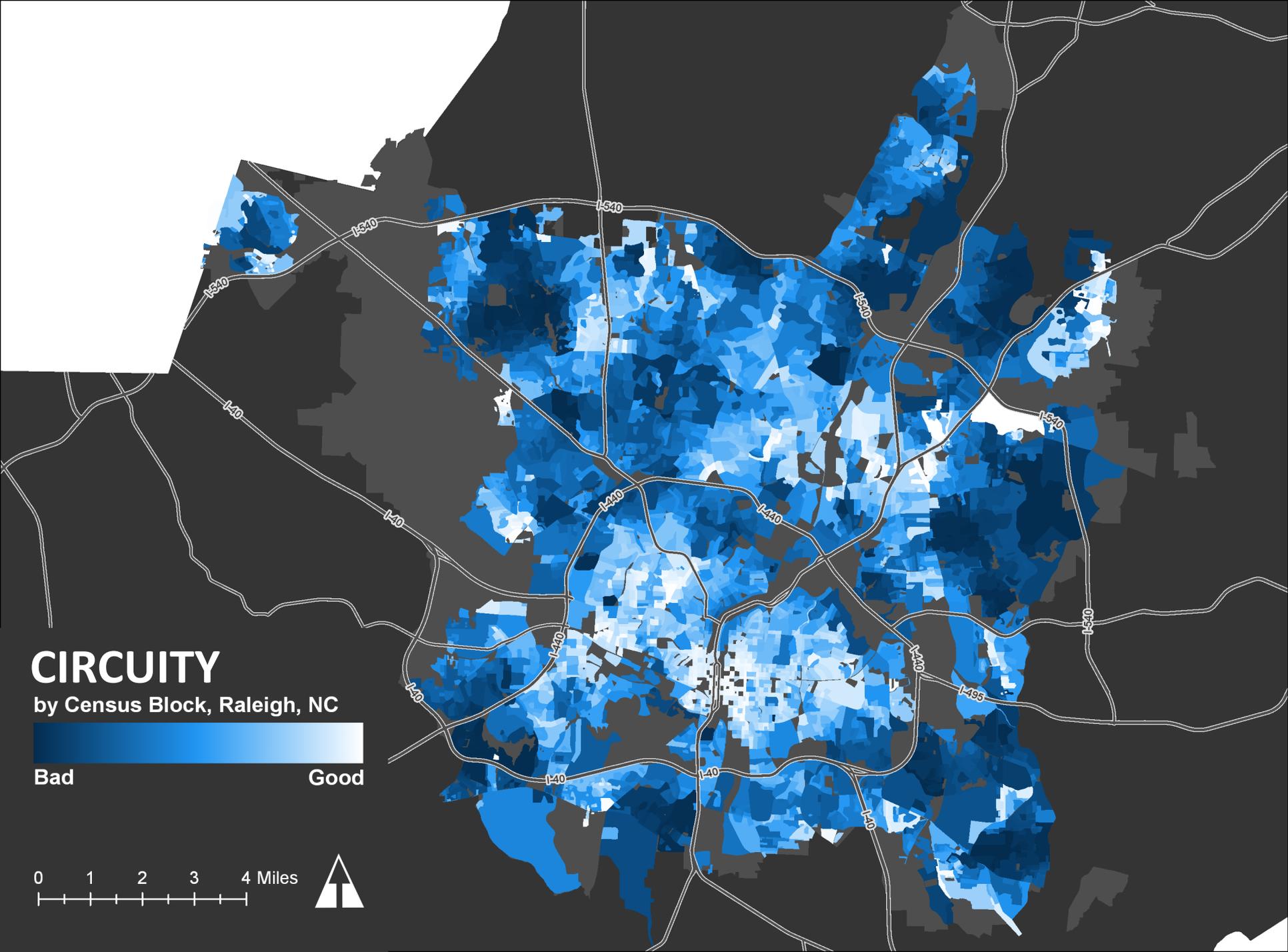
2. Community Vulnerability

3. Pedestrian Safety



- A
- B
- C
- D
- E
- F





CIRCUITY

by Census Block, Raleigh, NC





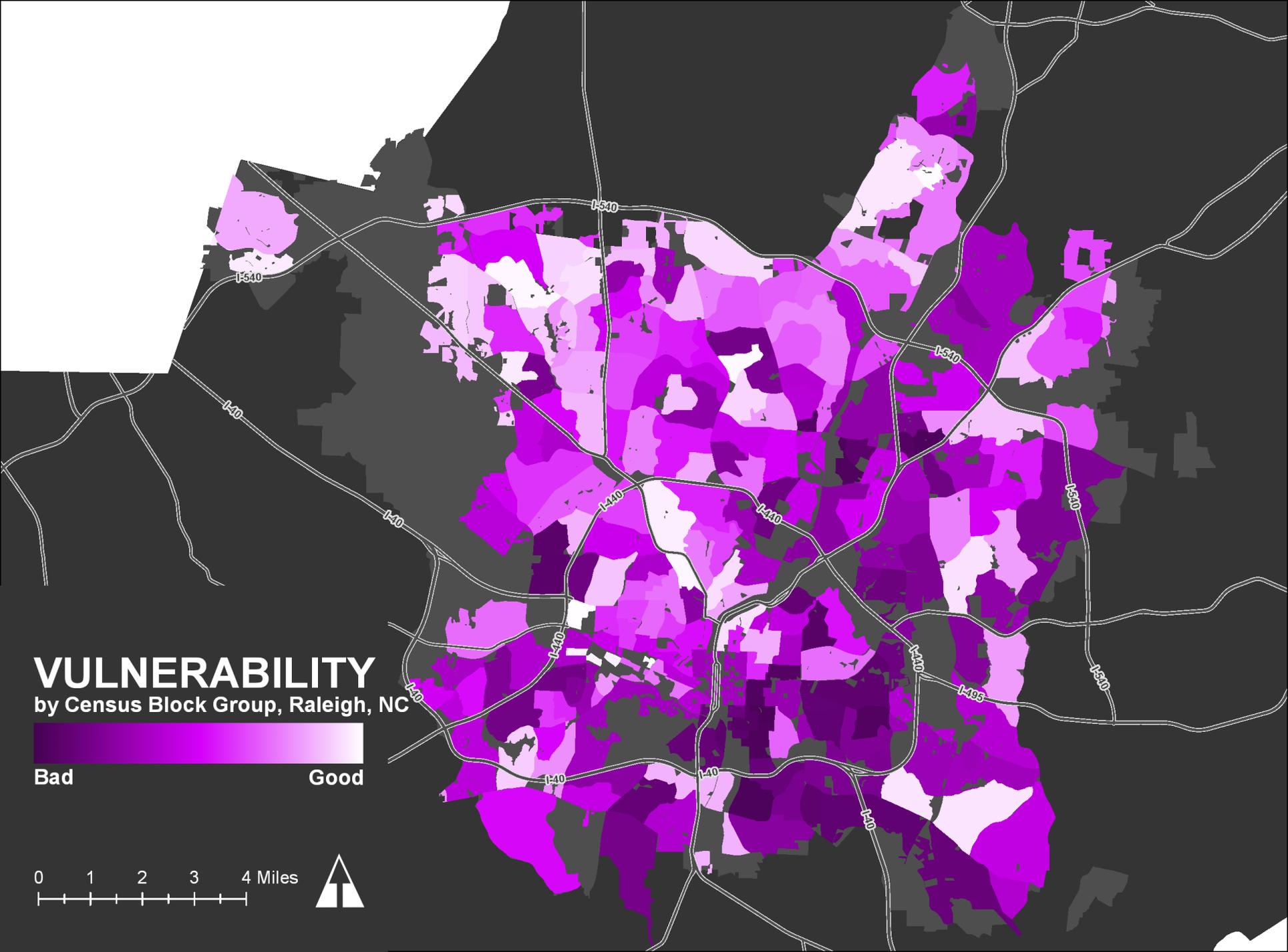
CRITERIA

1. Circuity

2. Community Vulnerability

3. Pedestrian Safety





VULNERABILITY

by Census Block Group, Raleigh, NC



CRITERIA

1. Circuity

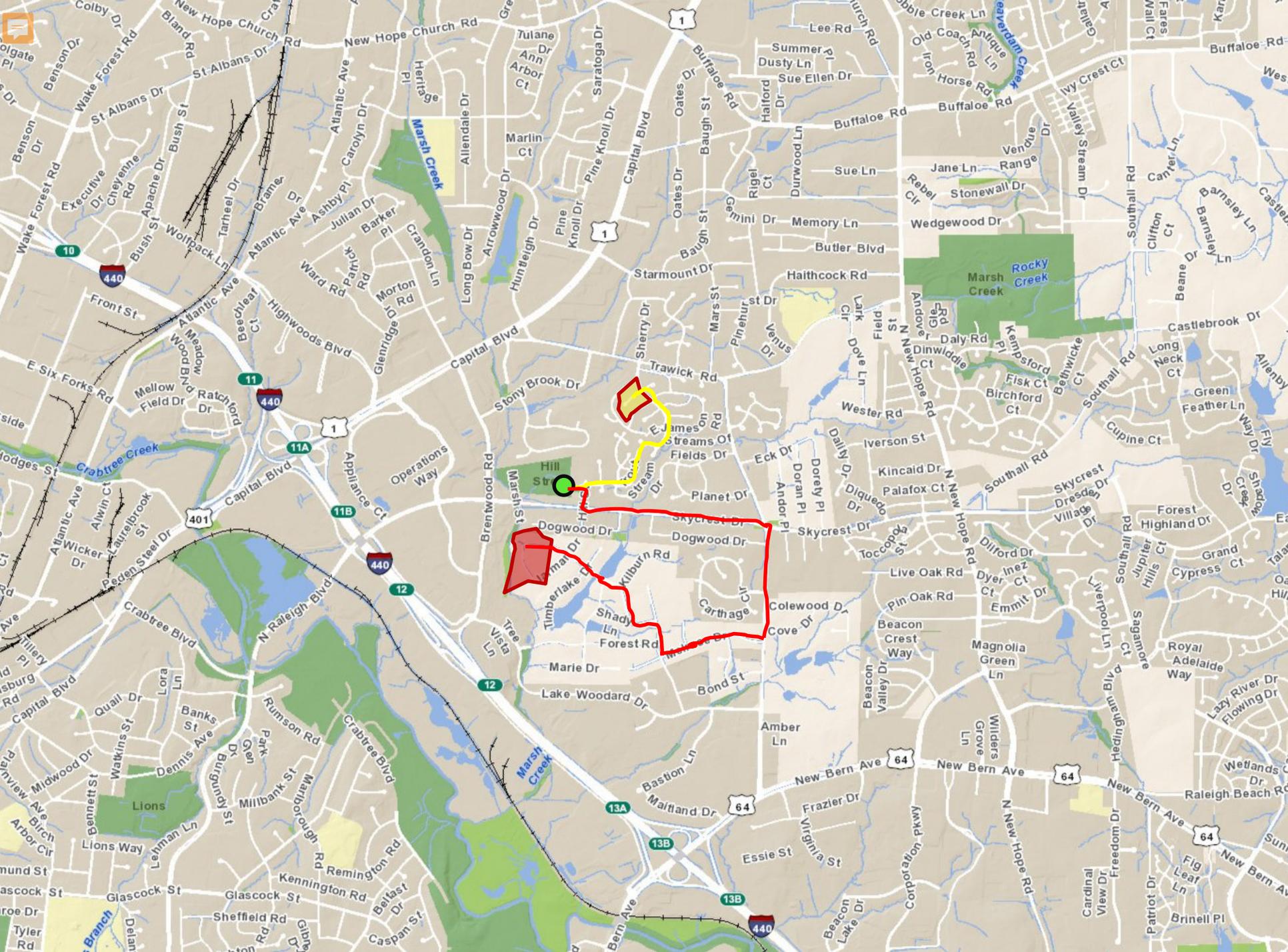


2. Community Vulnerability



3. Pedestrian Safety



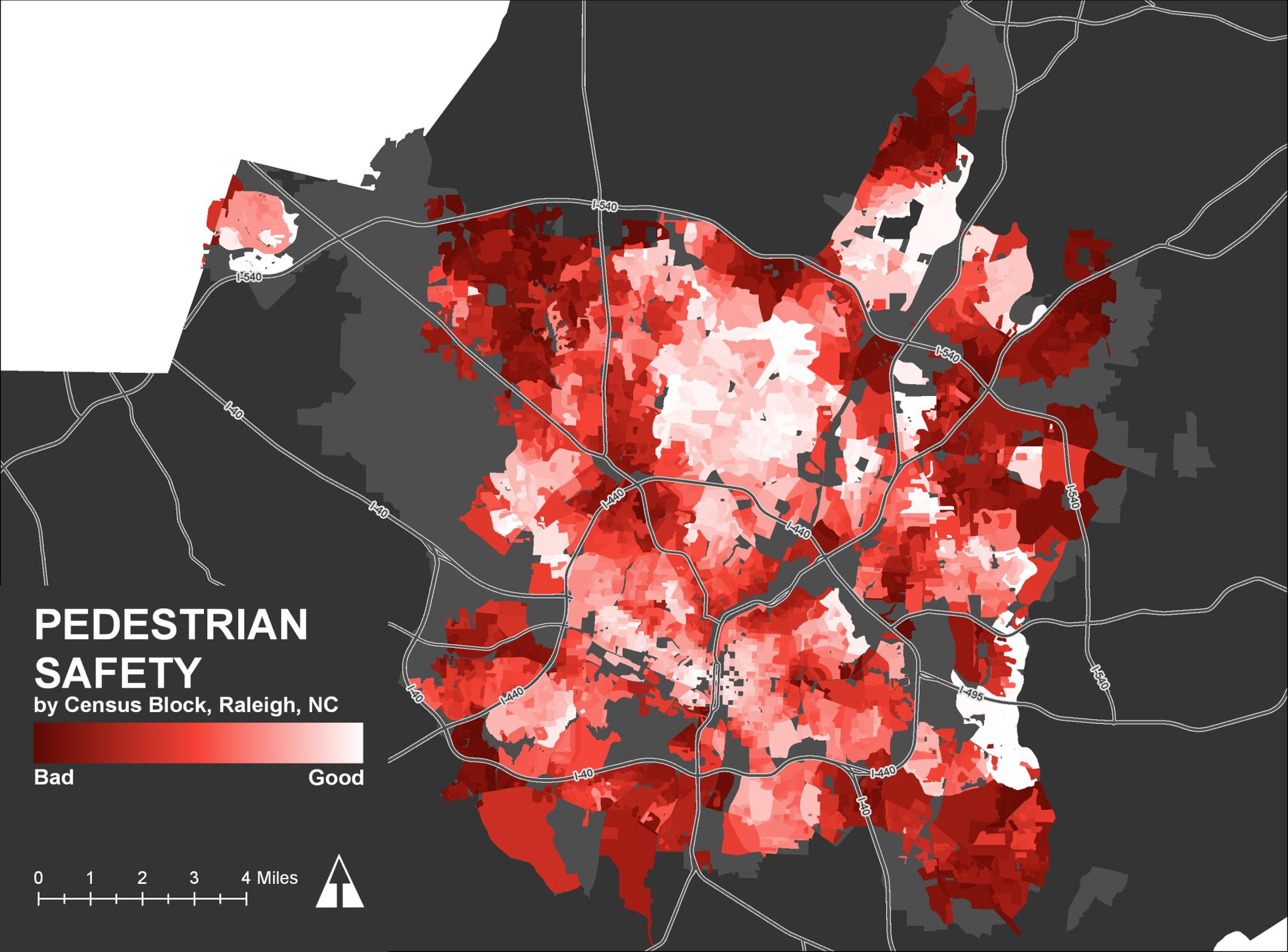


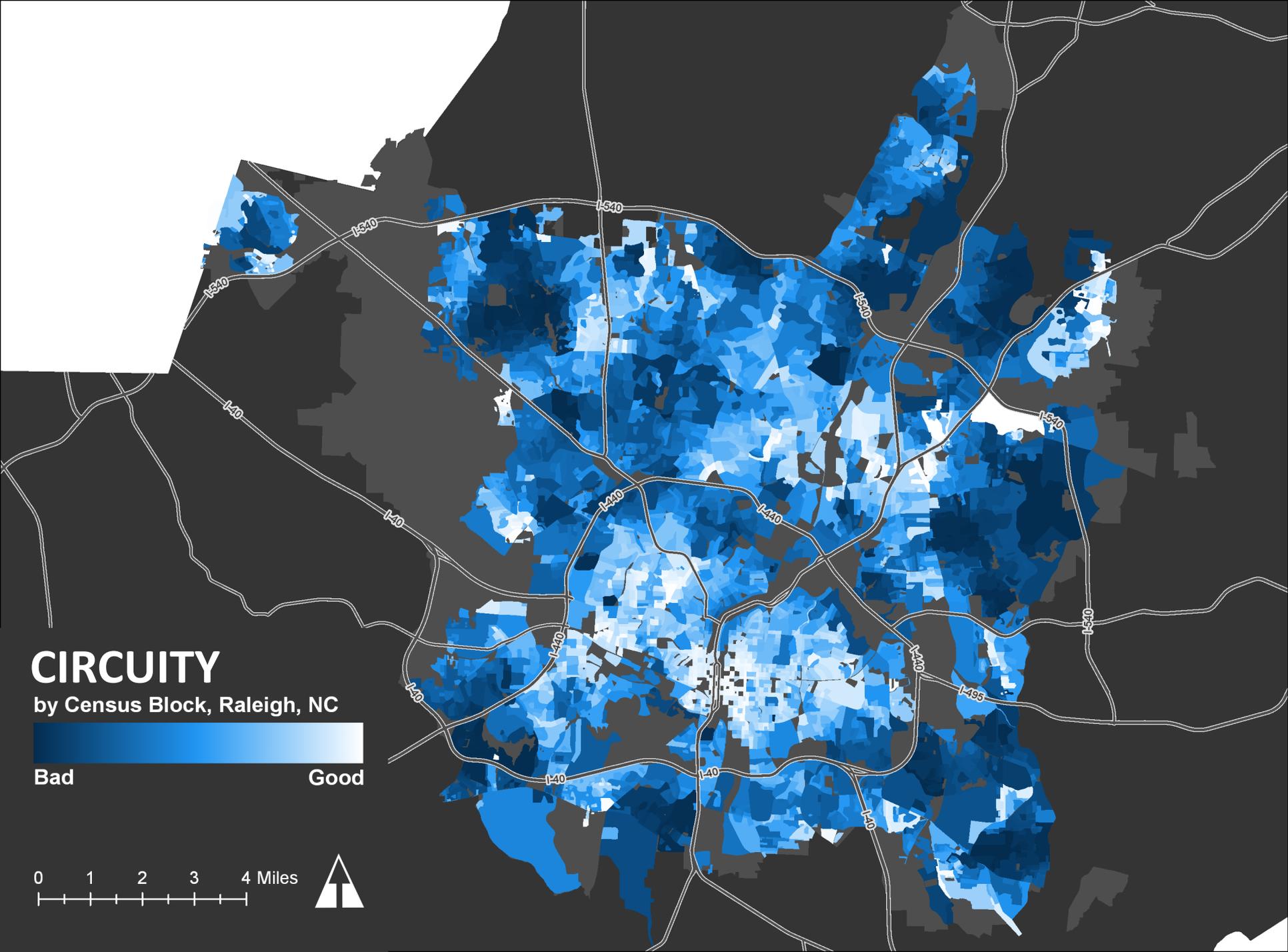
PEDESTRIAN SAFETY

by Census Block, Raleigh, NC



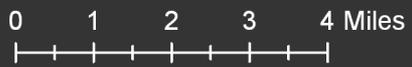
0 1 2 3 4 Miles

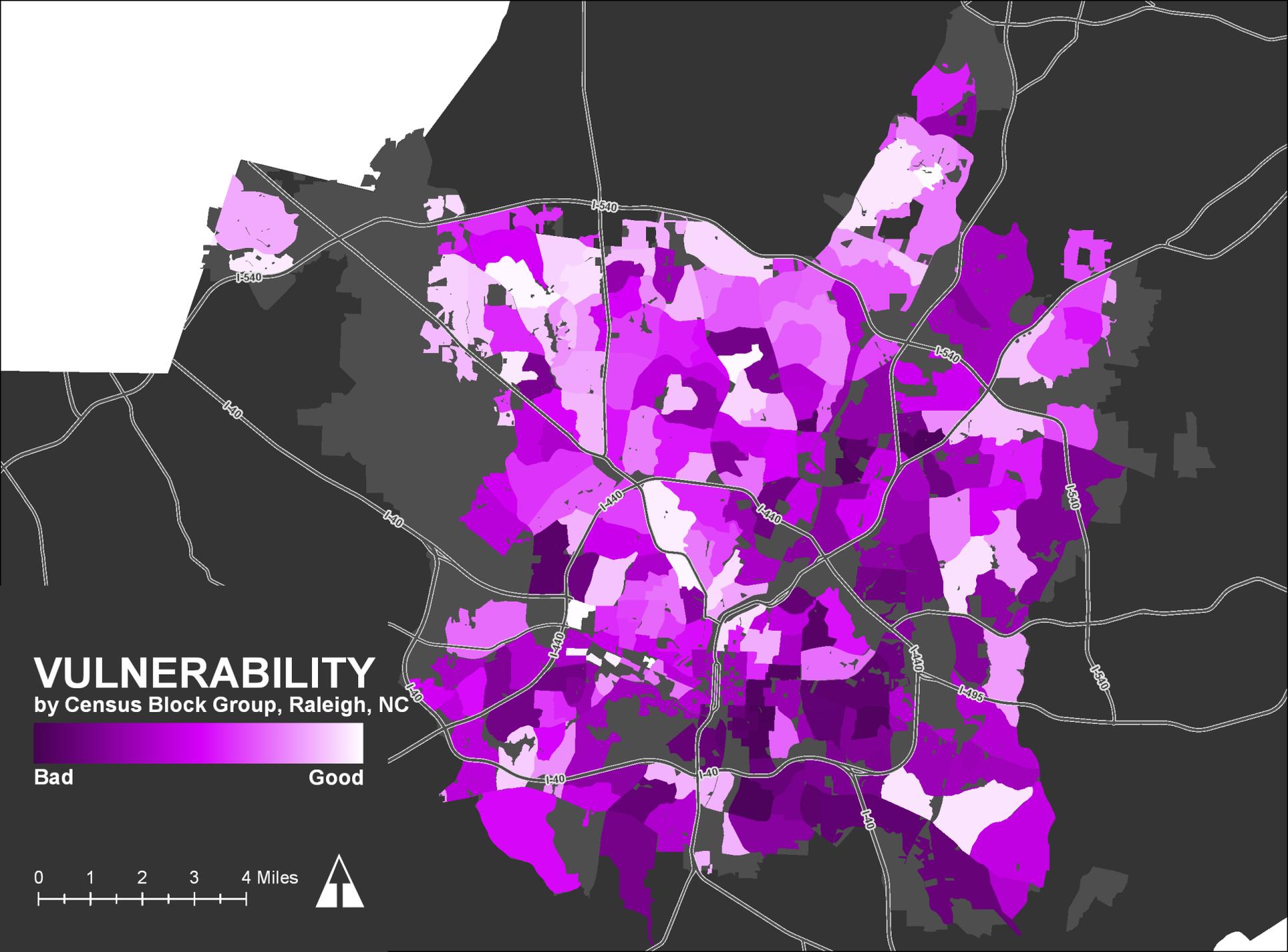




CIRCUITY

by Census Block, Raleigh, NC



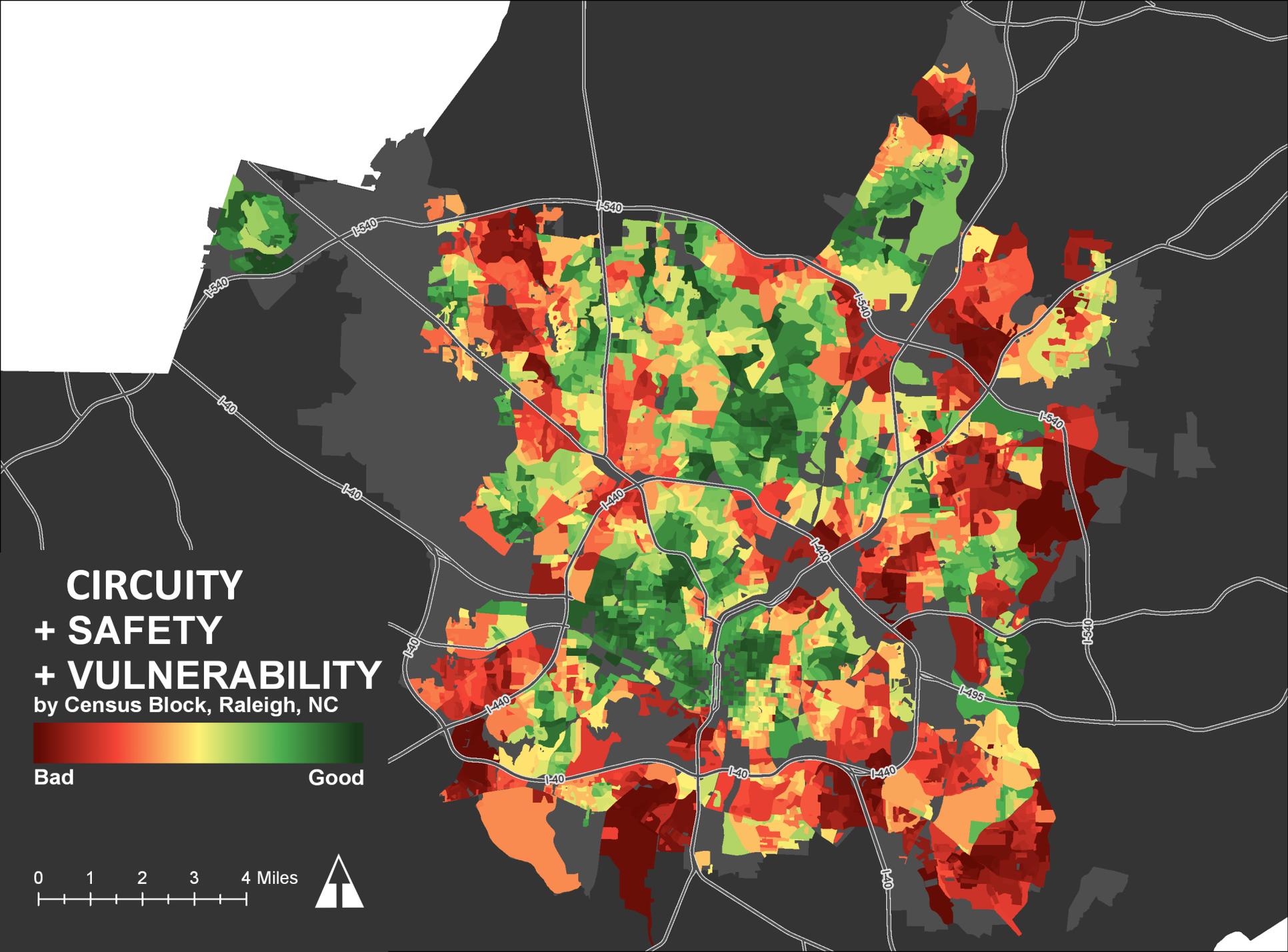


VULNERABILITY

by Census Block Group, Raleigh, NC

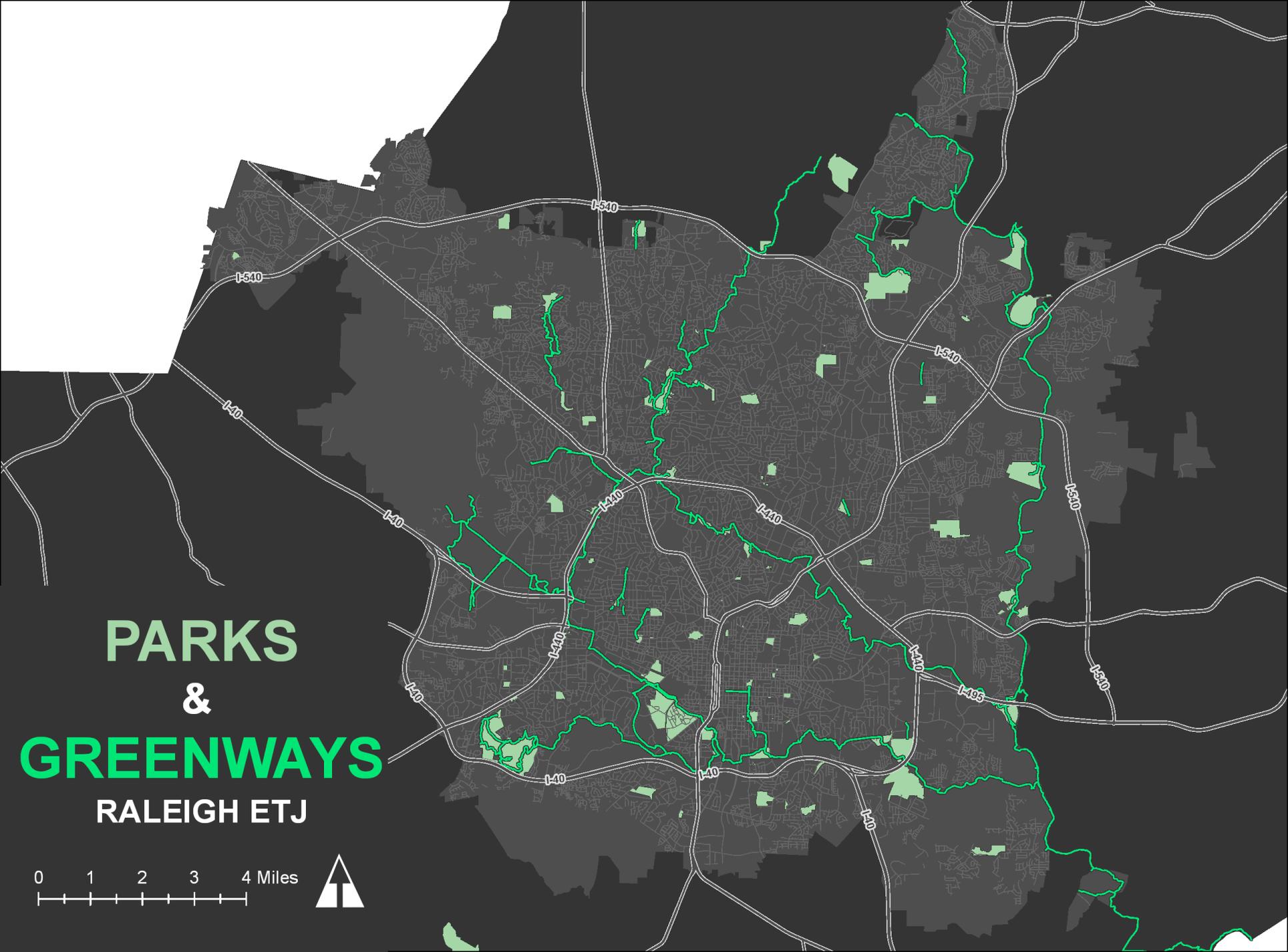


**CIRCUITY
+ SAFETY
+ VULNERABILITY**
by Census Block, Raleigh, NC



PARKS & GREENWAYS

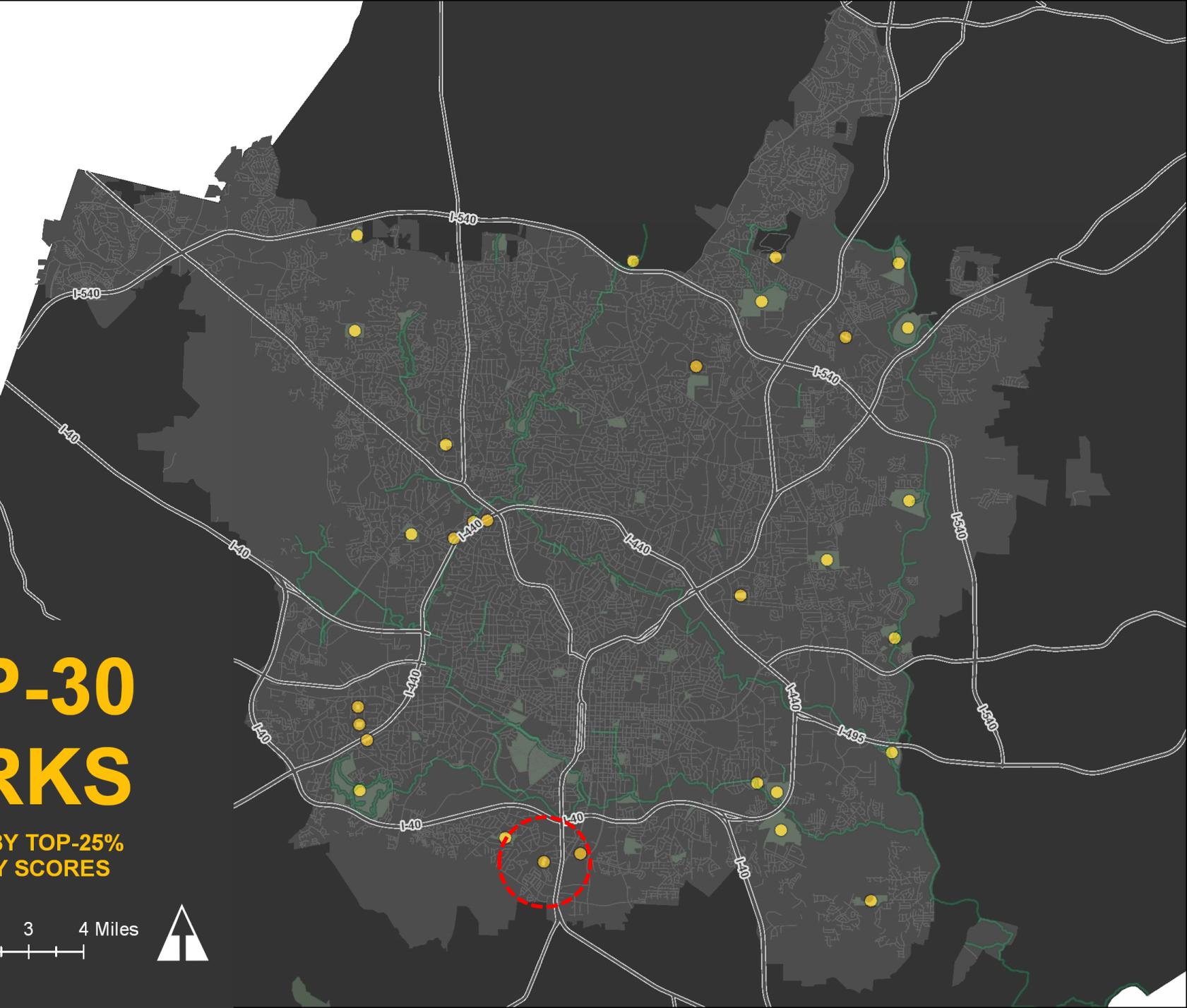
RALEIGH ETJ





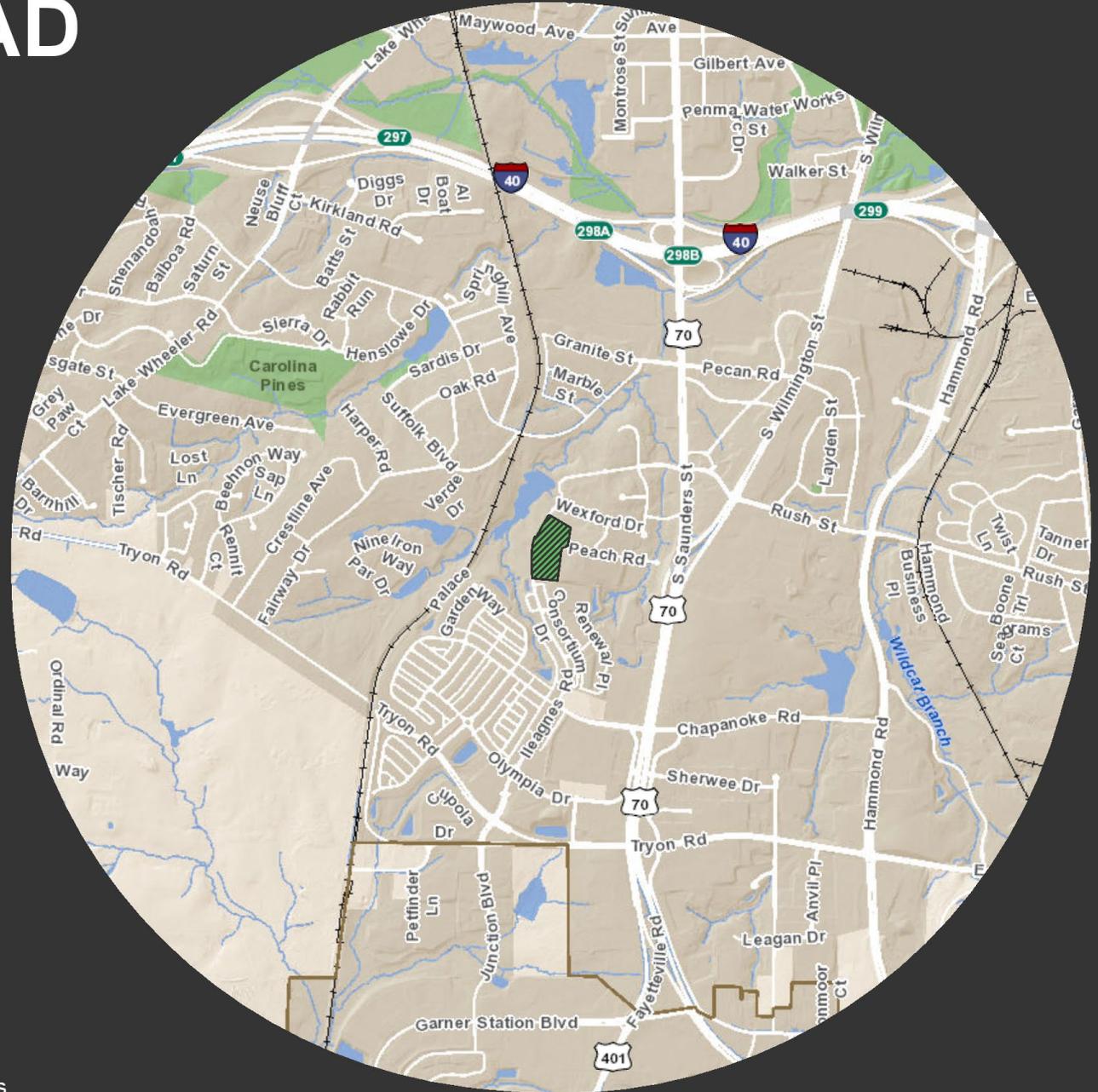
TOP-30 PARKS

FILTERED BY TOP-25%
CIRCUITRY SCORES



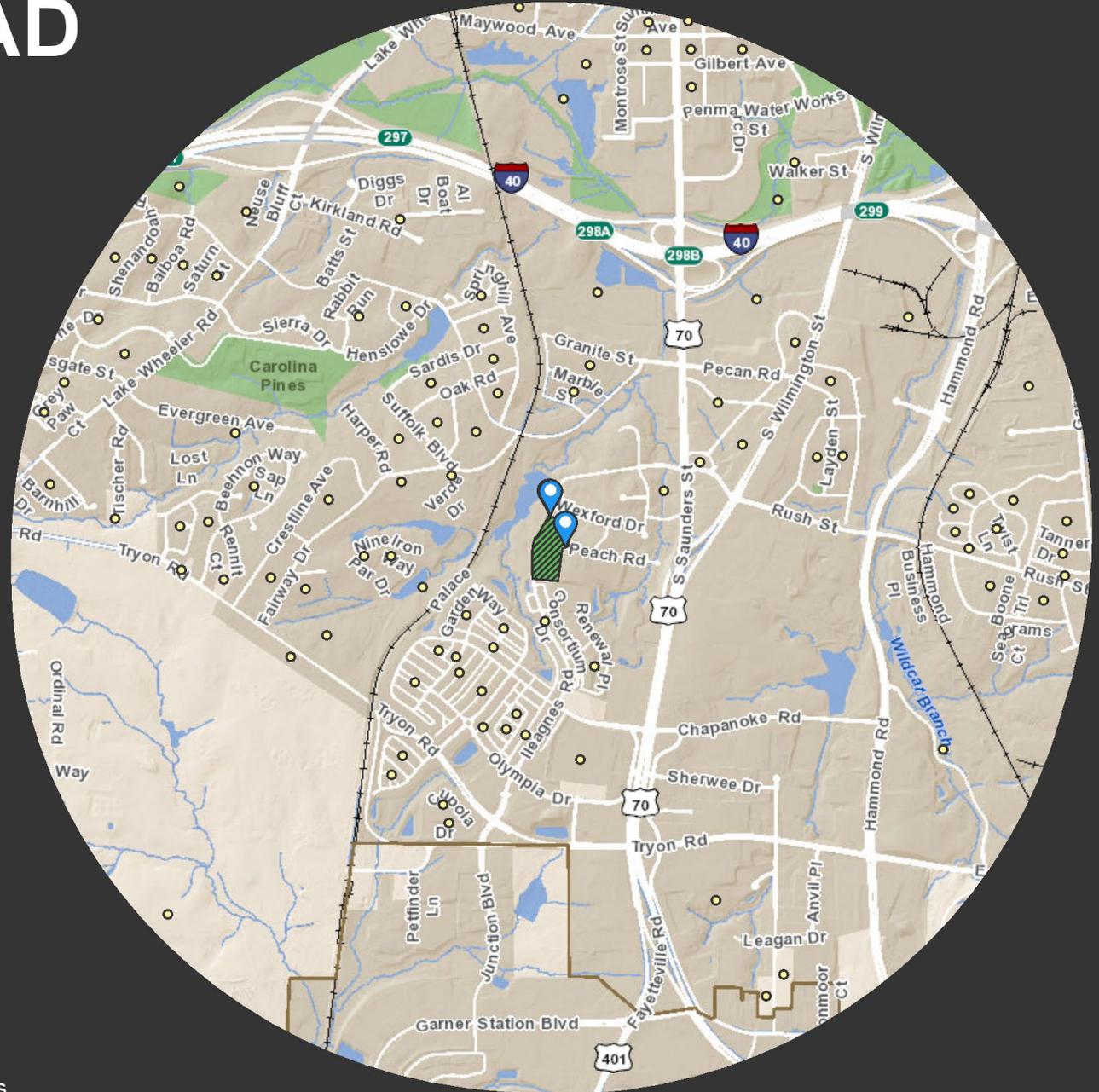
PEACH ROAD

 Peach Road Park



PEACH ROAD

-  Peach Road Park
-  Access Points (Current)
-  Census Block Centroids

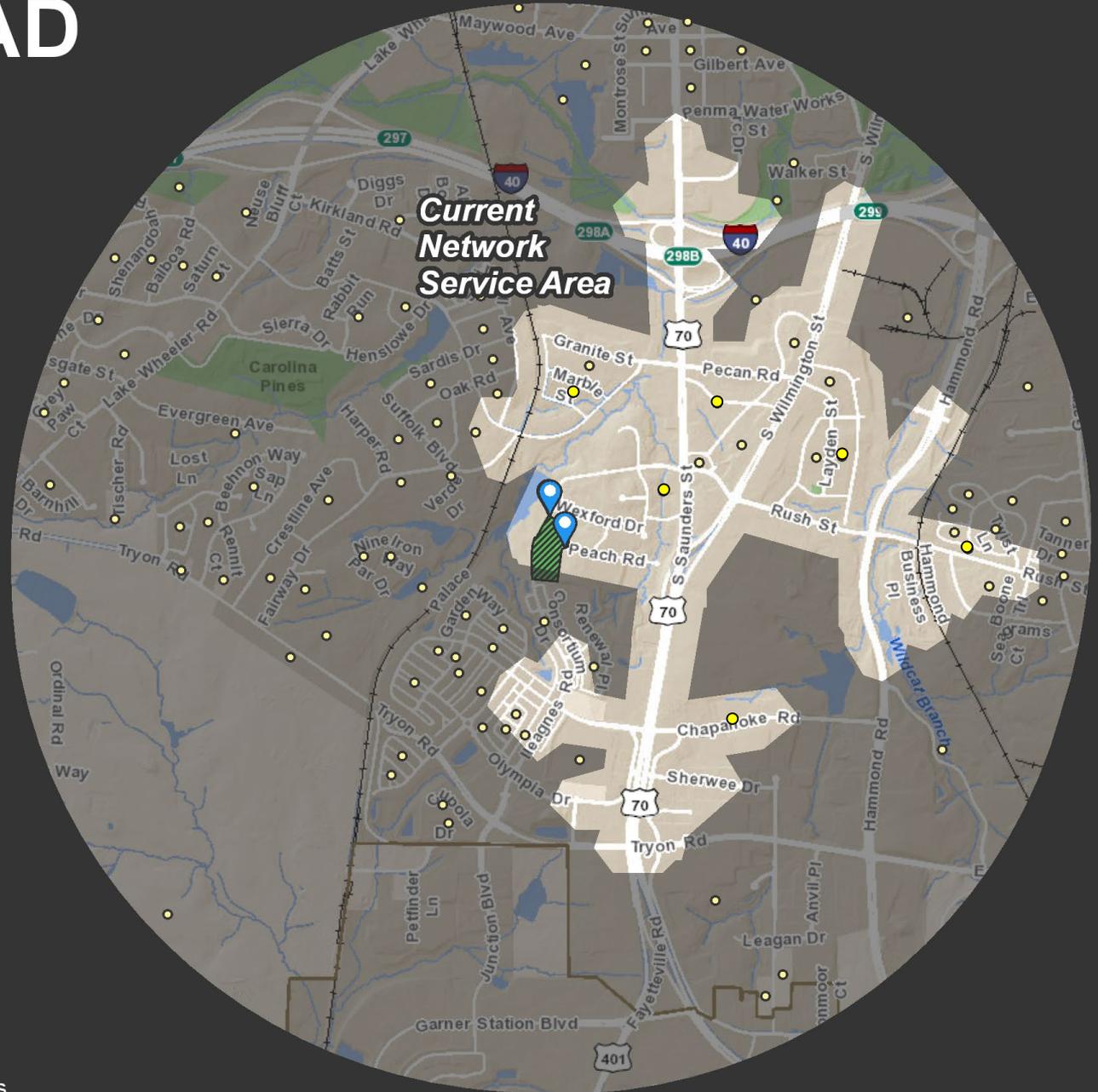


PEACH ROAD

-  Peach Road Park
-  Access Points (Current)
-  Census Block Centroids

Population: 748

Safety Score: 91.4 - 10th overall

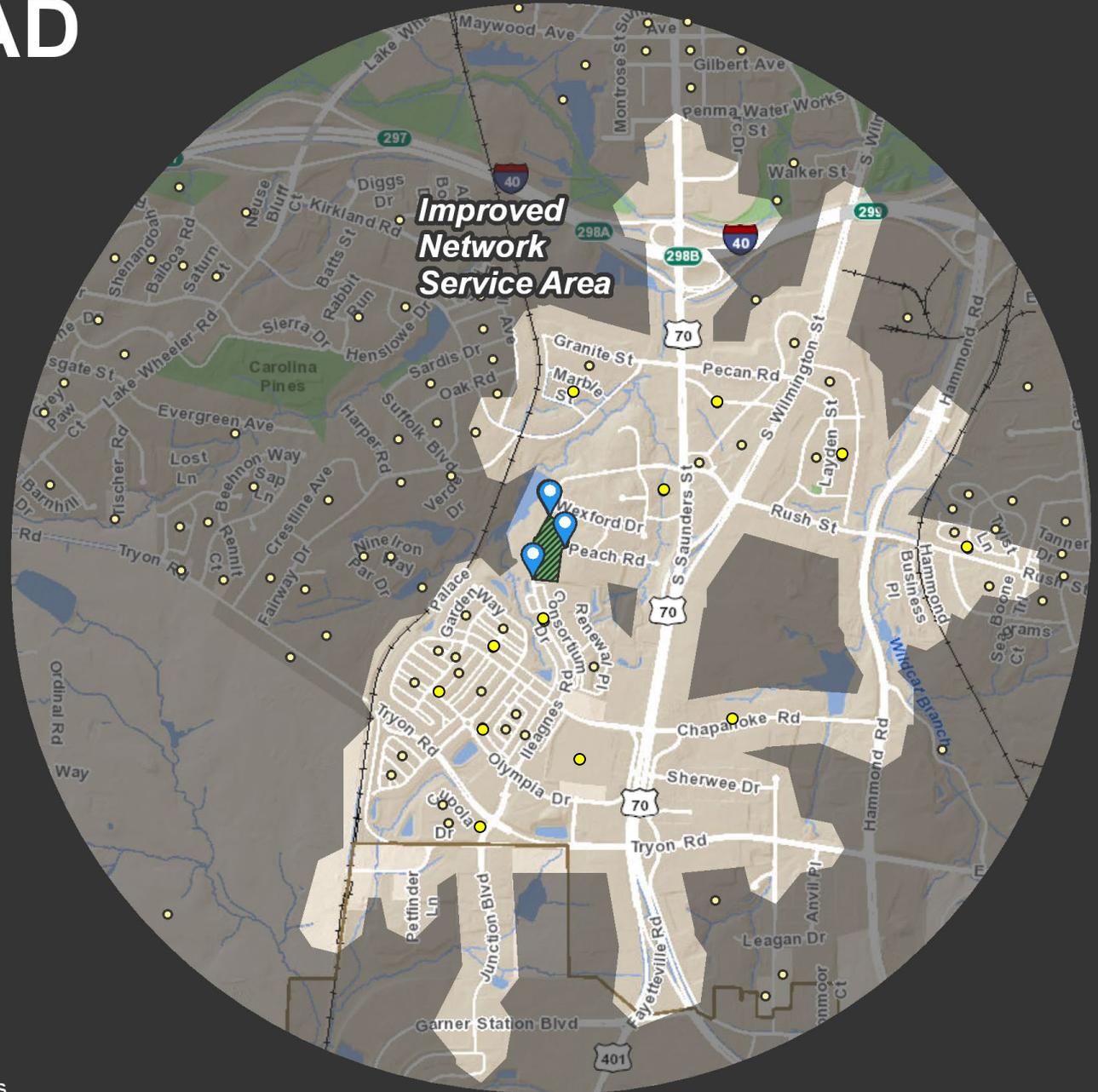


PEACH ROAD

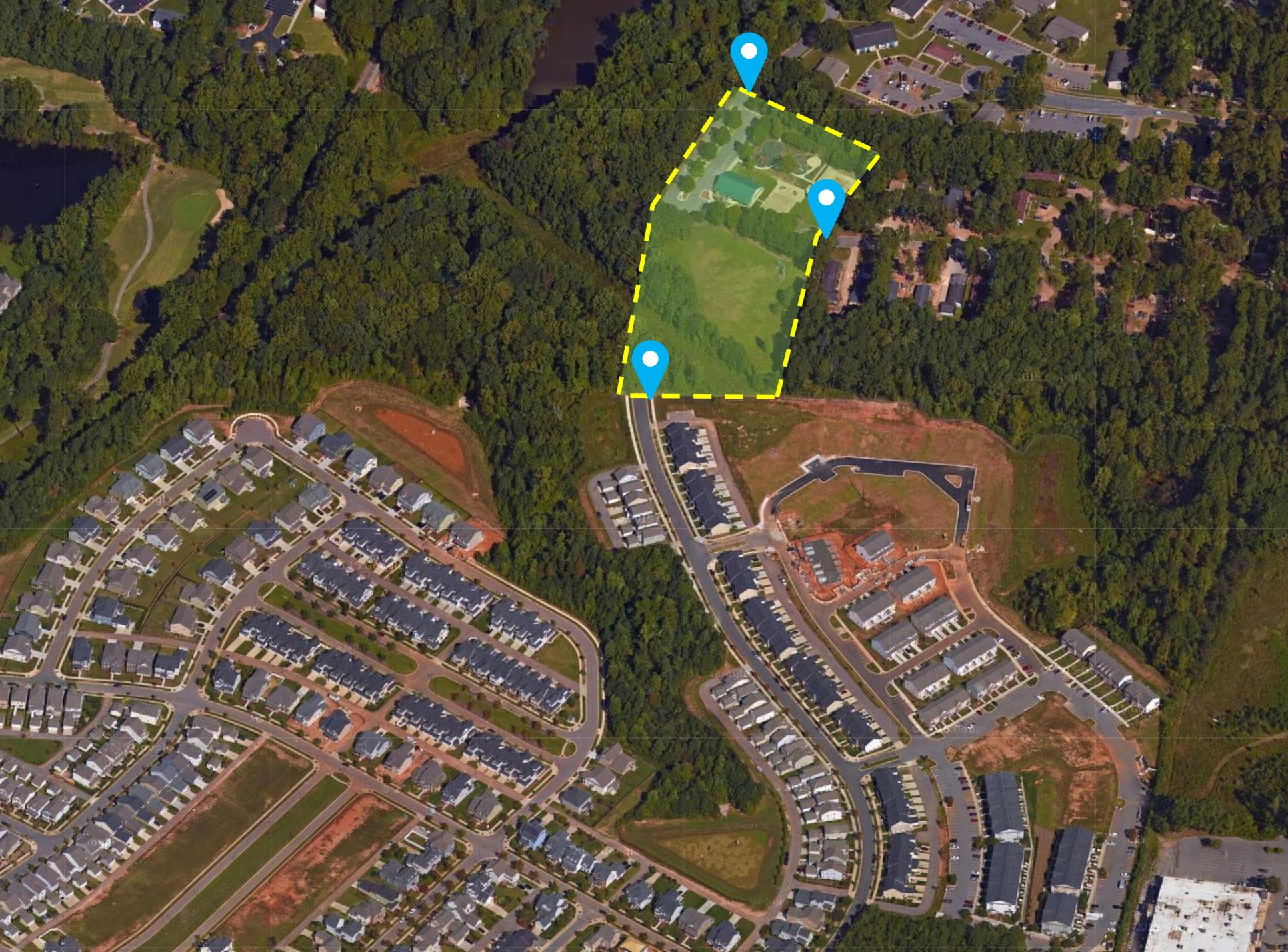
-  Peach Road Park
-  Access Points (Proposed)
-  Census Block Centroids

Population: 3935
(up from 748)

Safety Score: 37.3 - 62nd overall
(down from 10th)

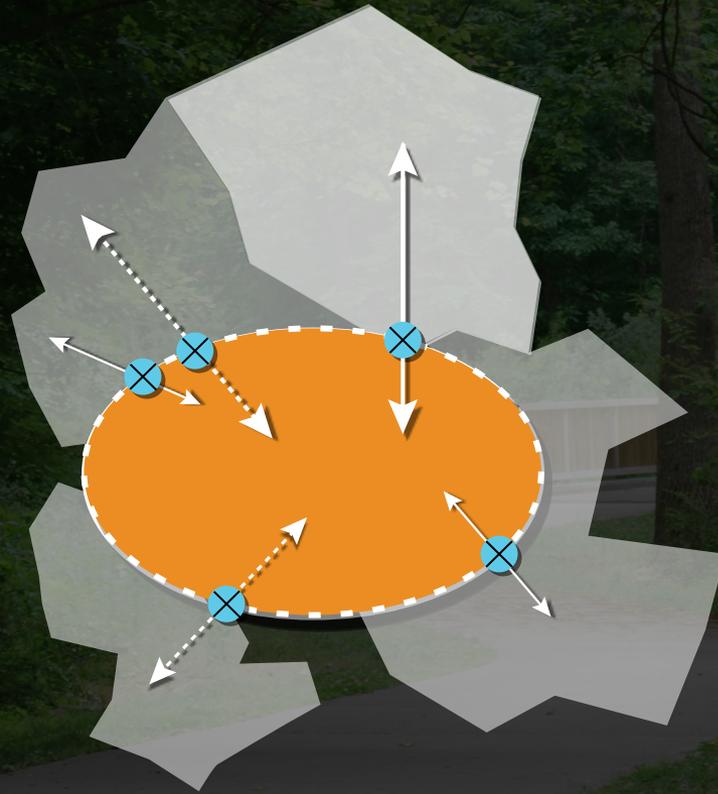


0 0.5 1 Miles



Leagnes Rd

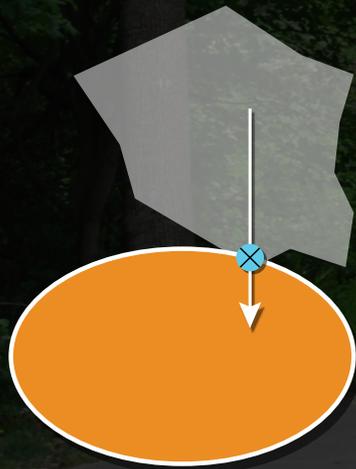
DESIGN FOR ACCESS | DESIGN FOR EQUITY



DESIGN FOR ACCESS | DESIGN FOR EQUITY

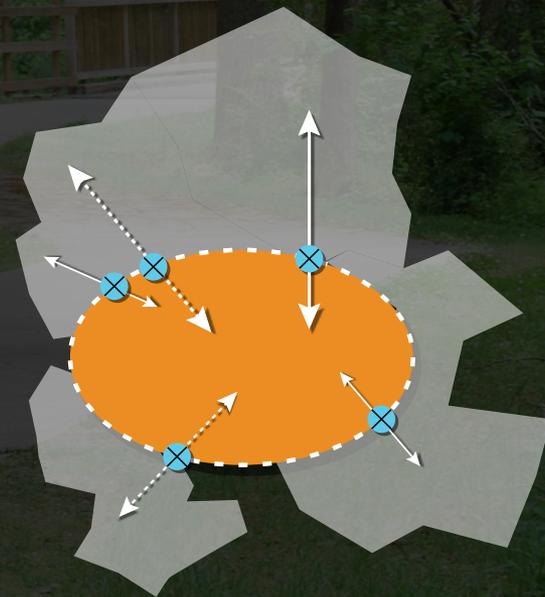
Traditional Park Development

- Focus on primary vehicular access
- Design stops at park borders
- Tightly controlled access



Accessible Park Development

- Multiple access points for variety of mobility options (car, transit, bike/ped)
- Design oriented toward surrounding community





LESSONS FROM THE N&CC PROGRAM

1. Design for **Access** = Design for **Equity**
2. Value of **cross-sector collaboration** & partnerships
3. Adopt **clear, quantitative criteria** to drive funding priorities

ACTIVE ROUTES TO EVERYDAY DESTINATIONS

RALEIGH'S NEIGHBORHOOD & COMMUNITY CONNECTIONS PROGRAM

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