Including HEALTH and COMMUNITY Priorities in the Transportation Planning Process

Allan Henderson
SRTS Program Manager
Health by Design
Presentation Overview

Introduction

Indy WalkWays Plan

Questions
Health by Design
creating built environments to foster healthy living

- PHYSICAL ACTIVITY: Prevented criminal activity, Protected natural environments
- SAFETY: Strengthened economic development
- TRANSPORTATION: Reduced auto dependency, Less traffic congestion
- LAND USE: Enhanced community interaction, Greater mobility and connectivity
- AIR QUALITY: Improved air quality
- ACCESS: Public transportation, Public health facilities
Plan4Health Opportunity

• $$: CDC → APA → APA IN → Health by Design
• Funding obtained for one year project
• March 2015 – March 2016
• Pedestrian plan for Indianapolis (75% grant budget)
• Three part leadership team –
  – Health by Design
  – City of Indianapolis
  – Marion County Public Health Department
Acknowledgement

NELSON\NYGAARD CONSULTING ASSOCIATES
Indy WalkWays

• Create a long-term vision for more a walkable and healthy Indianapolis
• Establish clear, equitable, data-driven priorities for future investments
• Recognize resource constraints and make the most impact with available funding
• Ensure the plan gets adopted
NOT A PLAN FOR PEDESTRIAN ROUTES & NETWORK
NOT A PLAN FOR PEDESTRIAN ROUTES & NETWORK

A METHODOLOGY FOR INVESTING LIMITED DOLLARS TO HAVE THE MOST IMPACT
Indy’s Budget Gap

Budget Needed for Sidewalk Repairs and Full Pedestrian Network Buildout: $750M

Current Total Transportation Budget: $50M
Vision and Goals

Indianapolis will be a great place to walk, leading to a community that is healthier, safer, resilient, and economically vibrant.

Create Connected and Complete Communities

Make the Experience Safe

Build Walkable Places for All

Get It Done
STEP 1: Selecting Priority Areas

• STEP 1: Establish High-Priority Areas Using Quantitative Screening
STEP 1: Selecting Priority Areas

HEALTH
- Overweight/Obese
- Diabetes
- Access to Groceries
- Access to Parks/Greenways

Health Index
(by Health Planning Area)

Low
(Least Healthy)

High
(Most Healthy)

Data Sources: Appriess Inc, 2012 Community Health Assessment Survey Report, Indianapolis MPO, and City of Indianapolis
STEP 1: Selecting Priority Areas

**EQUITY**

- Population of Color
- Poverty
- Seniors
- Youth
- No Vehicle Households
- Limited English
- Disabilities

*Transit Dependency Index* *(by Census Tract)*

Data Sources: US Census Bureau 2008-2012 American Community Survey 5-Year Estimates, Indianapolis MPO, and City of Indianapolis
STEP 1: Selecting Priority Areas

HIGH PEDESTRIAN COLLISION CORRIDORS

Low

High Collision Corridor
Top 50 corridors, based on total weighted collisions per mile

Medium

*All collisions between 2004 and mid-October 2015 that involved at least one pedestrian. Collisions are weighted by severity (death=3; injury=2).
STEP 1: Selecting Priority Areas

WALKING COMFORT

- Traffic Volume
- Speed
- Travel Lanes
- Sidewalk Availability
- Street Lighting

Pedestrian Environmental Quality Index (PEQI) Score

- Low (Least Comfortable)
- High (Most Comfortable)
STEP 1: Selecting Priority Areas

PEDESTRIAN GENERATION

- Population/Employment Density
- Transit
- Proximity to Parks, Commercial, Schools, Dense Mixed Use and Residential

Pedestrian Demand Index

Pedestrian Demand Index was calculated based on population and employment densities, proximity to parks, schools, college/university, medical facilities, high activity land use areas (commercial, mixed-use and high density residential) and stop-level transit boarding counts.
STEP 1: Selecting Priority Areas

CITY PRIORITIES

- TOD Station Areas
- Reconnecting Our Waterways
- High Crime Investment Areas
- Catalytic Neighborhoods

[Map of Indianapolis showing City Priority Areas]
STEP 1: Selecting Priority Areas

PRIORITIZING SAFETY, HEALTH, AND EQUITY
STEP 1: Selecting Priority Areas

HIGH PRIORITY AREAS

- Tier 1
- Tier 2
- Tier 3
STEP 2: Project Types

• STEP 2: Establish Project Types
STEP 2: Project Types

- Along the Roadway
- Across the Roadway
- Off-Street
- Major Barrier Removal
- Placemaking
STEP 3: Score Priority Area Projects

- STEP 3: Score Projects in Priority Areas Using Qualitative Screening
STEP 3: Score Priority Area Projects

ALL PEDESTRIAN PROJECTS
STEP 3: Score Priority Area Projects

ALL HIGH PRIORITY (TIER 1) PEDESTRIAN PROJECTS
STEP 4: Project List

• STEP 4: Set Up Initial Fiscally-Constrained Project List
STEP 4: Project List

TOP 100 PEDESTRIAN PROJECTS
Beyond Infrastructure

**Programs** encourage and celebrate walking

**Policies** allocate and operate the right-of-way

**Procedures** are day-to-day practices

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**LOW-COST MATERIALS PILOT PROGRAM**

**Goal**
Develop a pilot program that implements and tests interim pedestrian projects using low-cost materials

**Phasing**
- Start
- Test
- Optimize
- Implement

**Description**
- Low-cost materials (P1.3) and planters were used in Lakeview, IL to create a great intersection and improve crossing conditions for pedestrians.

**Rationale**
- Walking infrastructure needs are significant and costs are very high
- Indianapolis needs to identify cost-effective and creative construction materials for pedestrian projects

**Actions**
- Conduct a global scan of low-cost pedestrian infrastructure best management practices
- Identify potential projects that could be constructed with low-cost materials on an interim basis
- Procure and test low-cost materials that can be reused for different construction projects
- Implement at least three (3) walking infrastructure projects using low-cost materials

**Partners**
- Department of Public Works
Monitoring Performance

Create Connected and Complete Communities
- Miles of sidewalk network completed
- Proportion of intersections with pedestrian signals
- Neighborhood WalkScore

Make the Experience Safe
- Number of pedestrian fatalities
- Number of collisions involving pedestrians

Build Walkable Places for All
- Ratio of commute walk and transit trips to all commute trips
- Rate of obesity
- Percent of pedestrian funding allocated using Plan prioritization

Get It Done
- Number of priority projects completed
- Number of pedestrian programs/policies/procedures implemented
Implementation

- Plan was adopted by the Metropolitan Development Commission as a segment of the Comprehensive Plan for Indianapolis and Marion County.
- Team continues to meet regularly to move both project selection and other recommendations forward.
- Working on rethinking modal advisory group structure to be more integrated.
Allan Henderson
SRTS Program Manager
Health by Design
401 West Michigan Street
Indianapolis, IN 46202
(317) 352-3804
ahenderson@acsm.org