Including HEALTH and COMMUNITY Priorities in the Transportation Planning Process

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Health by Design
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
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A METHODOLOGY FOR INVESTING LIMITED DOLLARS TO HAVE THE MOST IMPACT
Indy WalkWays

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: Appriss 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)

Lowest

Highest

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

Medium

High

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

*All collisions between 2004 and mid-October 2015 that involved at least one pedestrian. Collisions are weighted by severity (death=5, injury=3).
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)
- Medium 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 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

City Priority Area
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

### P1.3

**Low-Cost Materials Pilot Program**

**Goal**

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

**Phasing**

**Description**

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

**Rationale**

- 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

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