<table>
<thead>
<tr>
<th>Cindy Mense, MS, RD</th>
<th>Grace Kyung, MPH, MUP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Director of Programs</td>
<td>Bicycle and Pedestrian Planner</td>
</tr>
</tbody>
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April 14, 2016
Trailnet

https://vimeo.com/142524672
Trailnet Focus

We understand how to build for better walking and biking.

We create bicycle plans, teach street design, get people moving, advocate for connectivity.

We host bike rides, promote active events, conduct professional development seminars.

We build confidence in riders and promote safety for safer streets for people walking.
Public Health
Public health promotes and protects the health of people and the communities where they live, learn, work and play.
https://www.youtube.com/watch?v=B5M9JefYxJI
Planning, also called urban planning or city and regional planning, is a dynamic profession that works to improve the welfare of people and their communities by creating more convenient, equitable, healthful, efficient, and attractive places for present and future generations.
THE ROLE OF Communities IN PROMOTING PHYSICAL ACTIVITY

WALKABLE COMMUNITIES
People who live in walkable neighborhoods are 2 times as likely to get enough physical activity as those who don’t.

JOINT USE
The number of children who are physically active outside is 84% higher when schoolyards are kept open for public play.

RECREATIONAL FACILITIES
Teens who live in poor or mostly minority neighborhoods are 50% less likely to have a recreational facility near home.

TRAILS
People who live near trails are 50% more likely to meet physical activity guidelines.


Active Living Research www.activelivingresearch.org
How to Connect with Planners to Impact Health

1. Metropolitan Planning Organization
2. Regional Planning Commission
3. Municipal and City Planners located in Public Works Departments
4. State and County Departments of Transportation Strategic Planning Process
Planners are targeting Health Impacts

- Policy Briefs
- **Strategic Plans**
- Mobility Plans
- Transportation Plans
GHSA estimates a 10% increase in the number of pedestrians killed in motor vehicle crashes in 2015 (compared with 2014).

Source: GHSA
Walking Facts

- **Health:** The Centers for Disease Control and Prevention notes that “walking is a great way to get the physical activity needed to obtain health benefits.” Along with the important benefit of social engagement, walking can reduce the risk of obesity, heart disease, diabetes and stroke.

- **Transportation:** The 2009 National Household Travel Survey found that 28 percent of trips are less than one mile in length, and 40 percent of trips are less than two miles in length, representing 15-30 minute walks. Moving from a vehicle to the sidewalk can help reduce congestion.

- **Economic:** Walking is free, compared to the AAA estimate in 2015 that the cost of operating a sedan for one year is approximately $8,698.

- **Environmental:** According to the US Environmental Protection Agency, motor vehicles are responsible for more than one-half of nitrogen oxide emissions and toxic air pollutant emissions, and one-half of smog-forming volatile organic compounds. Walking is responsible for none of these.

- **Transit:** Walking is intrinsically linked with public transit, which provides a vital alternative to travel by private automobile.
Plan4Health

- Joint project with APA and APHA
- CDC funded
- Bringing public health and planning together
- Policy, systems, and environmental, change
- Coalition grant
Project Vision

Full integration of planning and public health where people live, work, and play.

- Nutrition: Increased access to environments with healthy food or beverage options

- Physical Activity: Increased access to physical activity opportunities

- Promote health equity
Increase collaboration
Increase community capacity
Increase collective messaging
Healthy Eating
Active Living Partnership

City of St. Louis Health Department is the backbone organization

Over 30 partner organizations working on improving health in St. Louis

Focusing work on four neighborhoods
St. Louis Plan4Health Project

Connecting planning and public health through pop up traffic calming demonstrations
Why Pop Up Traffic Calming Demonstrations

- Creating conversations on traffic calming within the community
- Educating community members, city staff, and elected officials on traffic calming
- Show Me State
- Testing temporary ideas for incremental change!
Why this project in St. Louis?

27% of City of St. Louis residents report **NO** leisure time physical activity.

While **80%** of City residents live within a half mile of a public park.
SPEED KILLS

Source: Effect of Impact Speed on Pedestrian Fatality and Injury
U.S. DOT, 1999
NEIGHBORHOODS OF INTEREST

HEAL Partnership choose four neighborhoods within City of St. Louis

Photo Credit: Camille Phillips, STL Public Radio
Plan4Health

Promotional:
https://www.youtube.com/watch?v=N9rT9GOAWjY

Extended Cut:
https://www.youtube.com/watch?v=Vetz_iy9xug
Data Collection

- Recording twice a day stop sign data → stopping, rolling stop, blowing stop sign
- Recording twice a day speed data
- Survey Data → Understanding perception and feeling of safety
- Gathering public comment
TRAFFIC CALMING DATA RESULTS

In fall of 2015, Trailnet, the Missouri Chapter of the American Planning Association, the HEAL Partnership, and the City of St. Louis hosted four pop-up traffic calming demonstrations. Colorful tires, cones and plants were used to narrow traffic lanes, create medians and extend sidewalks to slow down people driving and create safer streets.

People’s driving speeds and stopping behaviors were tracked with and without the demonstration in place. Residents were also surveyed on their perceptions of safety and accessibility during the demonstration and with no demonstration.

The results on this page show the differences in people’s driving behaviors and survey results of perceptions of safety and accessibility with and without the demonstration in place.

<table>
<thead>
<tr>
<th>Average Speed</th>
<th>Without Demo</th>
<th>With Demo</th>
</tr>
</thead>
<tbody>
<tr>
<td>THE VILLE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Speed</td>
<td>30.2 mph</td>
<td>17.4 mph</td>
</tr>
<tr>
<td>Complete Stops</td>
<td>54%</td>
<td>65%</td>
</tr>
<tr>
<td>JEFFVANDERLOU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Speed</td>
<td>24.4 mph</td>
<td>22.6 mph</td>
</tr>
<tr>
<td>Complete Stops</td>
<td>48%</td>
<td>63%</td>
</tr>
<tr>
<td>DUTCITY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Speed</td>
<td>22.5 mph</td>
<td>17.4 mph</td>
</tr>
<tr>
<td>Complete Stops</td>
<td>81%</td>
<td>88%</td>
</tr>
<tr>
<td>CARONDELET</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Speed</td>
<td>22.0 mph</td>
<td>16.4 mph</td>
</tr>
<tr>
<td>Complete Stops</td>
<td>48%</td>
<td>33%</td>
</tr>
</tbody>
</table>

The figures above show average speed and the percentage of all stops that were complete.

<table>
<thead>
<tr>
<th>Average Responses</th>
<th>Without Demo</th>
<th>With Demo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Today, I feel...</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 = Strongly disagree, 2 = Disagree, 3 = Slightly disagree, 4 = Neither agree nor disagree, 5 = Slightly agree, 6 = Agree, 7 = Strongly agree</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Traffic feels safe</td>
<td>3.49</td>
<td>5.15</td>
</tr>
<tr>
<td>2) The corner feels pleasant</td>
<td>4.15</td>
<td>5.69</td>
</tr>
<tr>
<td>3) It is easy to cross the street</td>
<td>3.87</td>
<td>8.47</td>
</tr>
<tr>
<td>Today, what is the likelihood someone will...</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 = Highly unlikely, 2 = Unlikely, 3 = Slightly unlikely, 4 = Neither unlikely nor likely, 5 = Slightly likely, 6 = Likely, 7 = Highly likely</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Drive over the speed limit</td>
<td>5.64</td>
<td>3.60</td>
</tr>
<tr>
<td>5) Not stop at stop signs</td>
<td>5.37</td>
<td>3.39</td>
</tr>
<tr>
<td>6) Crash car or hit someone</td>
<td>4.59</td>
<td>2.95</td>
</tr>
<tr>
<td>7) Almost crash car or hit someone</td>
<td>3.16</td>
<td>3.31</td>
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What’s Next...
Questions?

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