

Active Living Workshop City of Washington

November 14, 2017
Summary Report



Released on December 21, 2017 by:

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>> WORKSHOP SUMMARY

On November 14, 2017, the Indiana State Department of Health and Health by Design partnered with Purdue Extension and the City of Washington to present a daylong Active Living Workshop attended by more than 30 community leaders, staff and residents. The workshop was held at Harvest Community Church.

The Active Living Workshop raised awareness of the ways in which partners in Washington can support active living by implementing strategic plans, policies, programs and projects. Content focused on the value of active living to the overall health and well-being of residents, as well as how Washington can enhance livability, economic development and environmental quality by developing and supporting a comprehensive network of opportunities for active transportation.

Specific objectives of the workshop included:

1. Helping participants understand how community planning and design influence everyday physical activity levels;
2. Providing participants with practical tools and ideas for building healthier neighborhoods and multimodal transportation networks;
3. Demonstrating how transportation and land use patterns can work together to form safer, healthier and more accessible communities;
4. Introducing Complete Street principles and how they can be applied locally; and
5. Generating a list of participant-identified priorities based on best practices for supporting active transportation locally through changes to policy and the built environment.

Included in this report are the top priorities identified by participant focus groups and resources to support their implementation. This feedback will provide a useful foundation as partners in Washington build momentum and take action to improve the built environment for active living. There are many initiatives not mentioned here that would benefit efforts in Washington, so we encourage partners to continue exploring new ways to support active living through multimodal connectivity, safety and accessibility.

To stay updated on active living technical resources, funding opportunities, events, programs and relevant policies and projects being implemented throughout the state, you may sign-up to receive Health by Design emails at www.healthbydesignonline.org/getInvolved.php.

For additional information and questions, contact Kate Riordan at Health by Design, (kriordan@hbdin.org/ (317) 622-4825) or Pete Fritz at the Indiana State Department of Health, (pefritz@isdh.in.gov/ (317) 234-6808).

>> NEXT STEPS

Follow-up Support

As a result of hosting an Active Living Workshop, partners in Washington are eligible to receive up to **ten hours of post-workshop technical assistance and consultation** from Health by Design. This assistance may include, but is not limited to, policy development and review, print resources, planning and design consultation and presentations and facilitation at related local meetings. Health by Design will be available throughout the workshop follow-up activities to discuss accomplishments, challenges, opportunities and next steps.

Awardee Responsibilities

As the primary workshop applicant, Daviess County Purdue Extension is required to work with local partners to submit three documents throughout the year following the Active Living Workshop:

1. An **active living action plan**, due in mid-February, which must include specific action steps, responsible parties, relevant stakeholders and a timeline for completion for the top six priorities identified during the workshop. The plan may include additional priorities as desired. If one of the top six priorities from the workshop is not included, you must explain why. If submitted by a community organization, the plan must be developed in consultation with the local planning department and/or other relevant government partners.
2. A **nine-month progress review**, which will be administered by Health by Design as a survey on **August 14, 2018**.
3. A **one-year success story**, which may be shared in informational materials and media produced by Health by Design and the Indiana State Department of Health.

The Health by Design workshop team will meet with Daviess County Purdue Extension, the City of Washington and their partners in person or by phone to review the action plan, progress report and success story as they are submitted, and to offer additional guidance as needed. Please submit all materials and direct any questions to Kate Riordan at kriordan@hbdin.org. Daviess County Purdue Extension may also be asked to participate in periodic **follow-up surveys** administered by the Indiana State Department of Health.

As partners in Washington continue to work toward local active living goals, participation in one or more of Health by Design's workgroups is a great way to connect with and learn from a statewide network of active living coalition members. Health by Design workgroups include: the Indiana Complete Streets Coalition, Indiana Citizens' Alliance for Transit, Indiana Safe Routes to School Partnership, Indiana Walks and Policy and Advocacy. Please visit www.healthbydesignonline.org/committees.html to access workgroup descriptions and monthly meeting schedules.

>> WORKSHOP ACTIVITIES

Active Living Design Visualization

The Washington Active Living Workshop included a sketched solution for the intersection of Main St. and Meridian St. This intersection is used by residents in the immediate area to access numerous destinations along Main St. downtown. There is an opportunity to increase pedestrian safety at this intersection and the connecting sidewalks by adding high visibility crosswalks, curb extension islands, accessible curb ramps and street trees with landscaping.

The proposed design solution in the sketch illustrates the following elements:

- New accessible curb ramps with detectible warning pads to allow access for people with disabilities
- High visibility crosswalk markings
- Curb extensions that decrease the pedestrian crossing distance of Main St., increase pedestrian safety along the existing sidewalk and slow vehicle speeds approaching the intersection; the curb extensions are proposed in no-parking zones near the intersection in this area, which allows parking to exist in its current locations
- The placement of new street trees and seasonal plantings in the proposed landscape areas to further reinforce the pedestrian character of this street, add shade, increase pedestrian comfort and provide an enhancement to the intersection; the planting area in the curb extensions may also be designed as a rain garden, temporarily storing surface water runoff and slowly releasing it into the existing surface drainage system

Current View:



Proposed Sketch View:



Walk Audit

Workshop attendees participated in a one-hour, informal walk audit to assess nearby infrastructure conditions. The walk audit route headed south on SW 2nd St. to US 50. The group continued east on US 50 before turning north on Meridian St. The group returned to the church via Main St. The group discussed challenges and opportunities related to walkability and bikeability along the route; below are notes from the discussion at each stop.

Stop on SW 2nd St. north of railroad tracks

- SW 2nd St. has portions of sidewalk but it is not complete
- The sidewalk ends before the railroad tracks, which is common
- There are high-mast streetlights here that mainly provide light for people driving
- Most utility poles are in the alleys so there is an opportunity to add street trees



Stop at US 50 and SW 2nd St.

- There are plans to add a sidewalk and shared use trail along US 50
- US 50 is currently owned by INDOT but the City of Washington is working to have it relinquish its control to the city
- There is a partial sidewalk along US 50
- US 50 has a treelawn and there are mature trees
- It is loud here because of the heavy traffic

- US 50 has a center turn lane all along it, which may present an opportunity to reuse some road space for a planted median or additional space for biking and/or walking

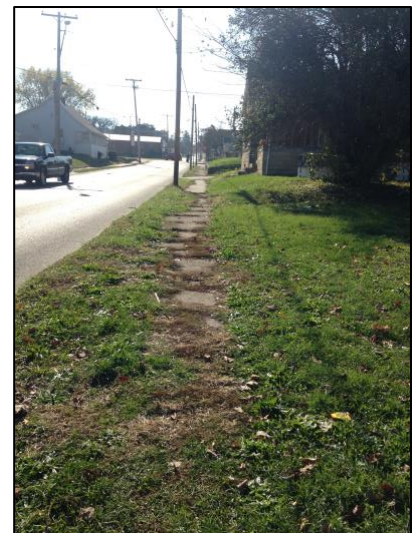
Stop at US 50 and Meridian St.

- There are some medians here but they do not have ramps to make them accessible for people with disabilities
- There are no crosswalks here
- Meridian St. has stop signs and there is a flashing warning light
- This intersection could be improved with pedestrian signals
- Residents are responsible for sidewalk maintenance; there is a cost-share program for sidewalk repair and replacement



Stop along Meridian St. between Oak St. and Sycamore St.

- The houses here have front porches, which provides “eyes on the street”
- The sidewalk here is wide, about ten feet
- This is a transitional area between residential and commercial areas



Stop at Meridian St. and Main St.

- The sidewalks do not continue over driveways
- There is no striping along Meridian, which can be confusing for people driving
- There are ramps at all four corners at this intersection; three ramps have truncated domes, which allow people with visual impairments to navigate the intersection
- The east leg of the intersection has a crosswalk with a stop bar; the crosswalk is two white lines and could be more high visibility if it were piano key-style
- Main St. has pedestrian-oriented lighting
- The sidewalk on Main St. is divided into zones, including the utility zone that has space for lights, trash cans, seating, etc.
- There is an opportunity to add bumpouts here

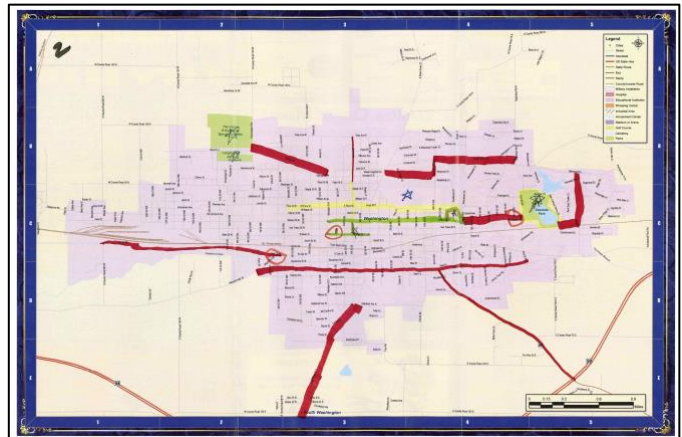


Suitability Mapping Exercise

Participants used maps of Washington to identify and rank existing conditions for walking and bicycling based on a good (green), fair (yellow), poor (red) rating scale. Participants also identified popular destinations that would benefit from safe bicycle and pedestrian connections, as well as intersections with major safety concerns. Specific comments and observations from this exercise are detailed below.

Group One

- Common destinations: Sports Complex; parks and recreation areas; the hospital; grocery stores; Wal-Mart
- Challenging intersections: almost all intersections in the city are challenging; all intersections along the bypass; Meridian St. and US 50; intersections along Business 50
- Good: East Side Park; Longfellow Park; the five-block section of downtown; the housing development south of town has a trail but it does not connect to anything
- Fair: the roads designated as bike routes – Bedford Rd., Troy Rd. and Old Vincennes Rd.
- Poor: the west end of town
- Other: there are no good bike paths in the city



Group Two

- Good: Walnut St.; Main St.
- Fair: Flora St.
- Poor: Apraw Rd.; Memorial Ave. to Walnut St.; Cosby Rd.; SR 257; US 50; Brett Cable Rd.; Eastside Park Rd.
- Other: there are many destinations but no safe ways to get to them

Group Three

- Common destinations: Purdue Farms
- Challenging intersections: Flora St. and 3rd St.; South SR 57 and Center St.

Group Four

- Challenging intersections: SE 11th St. and US 50; Highland Ave. and US 57
- Fair: Park Ave.
- Poor: Meridian St.



Group Five

- Good: around the parks; Edwardsport Rd. near the Sports Complex
- Other: there needs to be a safe way to Hank's – there are several services there

>> FOCUS GROUP PRIORITIES

Participants divided into the following six focus groups to discuss challenges, opportunities and priorities related to supporting active living in Washington:

- Walking
- Biking
- Land Use & Public Places
- Parks & Greenspace
- Schools
- Transit

Through facilitated discussion, each group decided upon three “low-hanging fruit” priorities thought to be quickly and easily achievable and three “most important overall” priorities thought to be critical regardless of time or cost.

Finally, everyone participated in a dot-voting process to select Washington’s top priorities from among all the focus areas. The dot-voting process resulted in a tie between two “most important” priorities.

Top Active Living Priorities: Low-Hanging Fruit

1. **Paint crosswalks**

High-visibility crosswalks are a critical part of the active transportation network. There are a variety of ways a crosswalk may be designed, but conventional design that involves large white “ladder” or “piano-key” bars is widely recommended because research indicates that it is the most visible to drivers. Additionally, including appropriate and sufficient signage is important to ensure motorists are aware of the potential for pedestrians in the area.

Marking and Signing Crosswalks – Safe Routes Info:

http://guide.saferoutesinfo.org/engineering/marked_crosswalks.cfm

Crosswalks and Crossings – NACTO Urban Street Design Guide: <http://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/>

Pedestrian Crossings – Federal Highway Administration:

www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/pdf/09chapter8.pdf

2. **Promote trails/paths/walk groups**

For general information on trails and paths, see “Develop a bike path” below. For information on developing a communications plan, see “Educate the public on consistent sidewalk plan” below.

Promotion

A few great ways to increase local awareness and use of the parks and/or trails system include using parks and trails as start and finish points for biking and walking events; partnering with schools to do classroom projects in parks or on trails; organizing volunteer work parties; and highlighting specific amenities and activities that will attract interest from people of all ages and abilities. July is National Parks and Recreation Month, which is a great time to focus on education and celebrating everything that your parks and trails have to offer.

Park Advocate Handbook – National Recreation and Park Association:

www.nrpa.org/uploadedFiles/Americas_Backyard/park-advocate-handbook-100711.pdf

How to Market a Park – Project for Public Spaces: <http://www.pps.org/reference/market/>

Physical Activity Promotion in Parks, Fitness, Recreation and Sport – National Coalition for Promoting Physical Activity: http://ncppa.org/static/assets/NPAP_Fact_Sheet-Parks_Rec_Fitness_Sports.pdf

Walk with a Doc – <http://walkwithadoc.org>

Walk Groups

Walking programs or clubs can be a great way to encourage walking in a community. Walking can be a very social activity and many people are more likely to walk when they can participate in a group. Clubs can take on a variety of characteristics, including different times of day, age groups, neighborhoods, etc.

Start or Join a Walking Club – American Heart Association:

http://www.heart.org/HEARTORG/HealthyLiving/PhysicalActivity/Walking/Start-or-Join-a-Walking-Club_UCM_460019_Article.jsp#.V8SkbTelfkw

Start a Walking Group – Create the Good: <http://createthegood.org/toolkit/start-walking-group>

Workplace Toolkit Resources – Every Body Walk Collaborative:

<http://everybodywalk.org/collaborative/toolkits/>

3. Identify most walked routes and conduct walkability assessments

Developing a pedestrian master plan is a great way to prioritize the most utilized walking routes and will include conducting walkability assessments; for specific information on walkability assessments, see “Conduct safety audits around schools” below.

Developing a citywide pedestrian and/or bicycle master plan is an important first step in identifying the needs and desires of citizens; planning for an interconnected network of pedestrian and bicycle infrastructure; and prioritizing projects. The primary intent of the planning process should be to:

- Create an understanding of current and future demand for walking and bicycling in the community;
- Increase the amount of people walking and bicycling for everyday transportation purposes such as commuting to work, getting to school and running errands; and
- Provide guidance and priorities for implementing programs, policies and projects to support walking and bicycling with a broad range of funding and support.

Pedestrian and Bicycle Planning: A Guide to Best Practices – Victoria Transport Institute:

www.vtppi.org/nmtguide.doc [Note: clicking the link automatically downloads a Word document]

Sample Plans – Pedestrian and Bicycle Information Center:

http://www.pedbikeinfo.org/planning/sample_plans.cfm

Bicycling and Walking in the United States: 2016 Benchmarking Report – Alliance for Biking and Walking: www.bikewalkalliance.org/resources/benchmarking

Lafayette Bike and Pedestrian Plan – City of Lafayette: <http://www.lafayettebikeandped.com>

Top Active Living Priorities: Most Important

1. **Become a Walk Friendly Community**

Walk Friendly Communities is a national recognition program. It was developed to encourage towns and cities to establish or recommit to making safer walking environments a high priority. The program recognizes communities that are working to improve a wide range of conditions related to walking, including safety, mobility, access, and comfort.

Walk Friendly Communities: www.walkfriendly.org

2. **Adopt a sidewalk ordinance**

A sidewalk ordinance that requires sidewalks in all new construction is critical to achieving a comprehensive and connected network of sidewalks. When adopted, this ordinance must be consistently and strongly enforced. Communities that grant sidewalk waivers for new development greatly diminish their ability to encourage active living and access for all; as a result, many are discontinuing this practice. In cases where sidewalk waivers are still granted, the policy, located within the zoning or subdivision control ordinance, should identify clear criteria for doing so. If “fee-in-lieu-of” payments are allowed, those payments should reflect an accurate cost for sidewalk construction per linear foot and be deposited into an account designated for future sidewalk construction.

Sidewalk Ordinance – America Walks: <http://americawalks.org/planning/>

Model Sidewalk Ordinances – Walk Bike Central New York: http://walkbikecny.org/wp-content/uploads/2014/06/20140617_Final_Reference_Manual_a_C.pdf

2. **Install bike racks**

Installing bike racks is one of the least expensive ways a community can encourage biking by making it easier and more convenient to bike for both residents and visitors. Bike racks should be required in most new development, while retrofitted bike racks may be sponsored by businesses and other local organizations. Styles range from simple inverted u-racks to custom designs that express unique local culture and character.

Bicycle Parking Guidelines – Association of Bicycle and Pedestrian Professionals: http://c.ymcdn.com/sites/www.apbp.org/resource/resmgr/Bicycle_Parking/EssentialsofBikeParking_FINA.pdf

Making a Place for Bicycles: Using Bicycle Parking Laws to Support Health, Business, and the Environment – Change Lab Solutions: http://www.changelabsolutions.org/sites/default/files/Bike-Parking_FactSheet_FINAL_20130904.pdf

>> Additional Focus Group Priorities

Walking

1. **Establish a pedestrian advisory council**

Advisory councils provide guidance on developing and implementing policies, plans, programs and infrastructure projects. Advisory councils can be especially useful for developing priorities, reviewing projects, identifying funding opportunities and guiding the collection of performance measures. Ideally, bicycle advisory councils and pedestrian advisory councils are created separately so that each mode may receive equal attention.

Best Practices for Bicycle and Pedestrian Advisory Committees – Advocacy Advance:

www.advocacyadvance.org/site_images/content/BPAC_Best_Practices_Report_FINAL.pdf

DC Pedestrian Advisory Council: <http://www.walkdcwalk.org>

2. **Conduct education, enforcement and encouragement**

Education, enforcement and encouragement strategies are often included in a comprehensive pedestrian master plan; see “Identify most walked routes and conduct walkability assessments” above.

Education, enforcement and encouragement are all essential elements of a comprehensive approach to increasing walking in a community. These methods are aimed at changing individual behavior, such as encouraging people to walk instead of drive and ensuring that people driving know the laws regarding pedestrians. To be most effective, walking advocates should develop a streamlined approach to behavior change tactics and develop measurements to gauge success.

How to Educate Pedestrians and Bicyclists – Pedestrian and Bicycle Information Center:

<http://www.pedbikeinfo.org/programs/education.cfm>

Resources for Law Enforcement – America Walks: <http://americawalks.org/category/audience/law-enforcement/>

The Role of Law Enforcement in Pedestrian and Bicycle Safety Programs – Pedestrian and Bicycle Information Center: <http://www.pedbikeinfo.org/programs/enforcement.cfm>

Promote Walking and Bicycling – Pedestrian and Bicycle Information Center:

<http://www.pedbikeinfo.org/programs/promote.cfm>

Benefits of Walking – America Walks: <http://americawalks.org/learning-center/benefits-of-walking-2/>

Biking

1. **Create an advisory council to create educational programs, events**

For general information on advisory councils, see “Establish a pedestrian advisory council” above. For information on educational programs, see “Host a bike safety mobile ‘rodeo’ at the park (4-H mobile kit)” below and “Conduct education, enforcement and encouragement” above.

Mayor's Bicycle Advisory Council – City of Indianapolis:

<http://www.indy.gov/eGov/City/DPW/SustainIndy/Bikeways/Pages/Mayors-Bicycle-Advisory-Council.aspx>

Events

Organized events are a great way to encourage biking within a community. Biking can be a very social activity, and many people are more likely to become enthused about biking when they can participate in a group.

Guide to Organizing a Bicycle Event – League of Michigan Bicyclists:

http://www.lmb.org/index.php?option=com_content&view=article&id=254&Itemid=255

Guide to Fundraising Rides – Alliance for Biking & Walking:

<http://www.peoplepoweredmovement.org/pdf/RideGuide2ndEdition.pdf>

2. **Host a bike safety mobile “rodeo” at the park (4-H mobile kit)**

A bike rodeo is usually a one-day event conducted to educate young cyclists on basic bicycling safety. Bike rodeos can consist of a bike safety inspection, a helmet fitting and/or giveaway and several skills courses. These events are often run by the local police department, 4-H or bike advocacy group.

An Organizer's Guide to Bicycle Rodeos – Cornell University:

http://www.bike.cornell.edu/pdfs/Bike_Rodeo_404.2.pdf

Bike Rodeo Station Guide – Safe Kids Worldwide:

<https://www.safekids.org/sites/default/files/documents/Bike-Rodeo-Station-Guide.pdf>

Bicycle Rodeo Skills Packet – Utah Department of Health:

<http://health.utah.gov/vipp/pdf/BicycleSafety/Bicycle%20Skills%20Rodeo%20Packet.pdf>

3. **Advertise bike auction**

The City of Washington annually auctions off bikes that it has collected throughout the year, such as those that have been abandoned or confiscated. This auction is a great opportunity for people to purchase a bicycle. The best way to create a comprehensive advertising strategy for local programs and resources is to develop a communications plan. The plan can address various outlets, tactics and messaging. A good plan will include a timeline and evaluation component to ensure that messages are consistently released and that success is measured.

Develop a Communications Plan – Pell Institute: <http://toolkit.pellinstitute.org/evaluation-guide/communicate-improve/develop-a-communications-plan/>

Walkable Tigard: A Communications Plan – City of Tigard, OR: http://www.tigard-or.gov/community/Strategic_Plan/TW_CommunicationsPlan.pdf

4. **Create incentive programs for biking, including bike share programs, discounts, coupons**

Discounts and Coupons

A bicycle friendly business district is a good approach to developing discounts and coupons for biking. There are many reasons for businesses to encourage biking and walking for their clientele,

including reducing strain on the environment and reducing the cost of providing car parking. New research is showing that people walking and biking spend more at businesses over time. This type of initiative is best approached by starting a coalition of partners that can approach local businesses to inform them about the value in incentivizing people biking and walking.

Bicycle Friendly Districts 2.0 – People Powered Movement:

[http://www.peoplepoweredmovement.org/site/images/uploads/Bike_Friendly_Business_Districts_Draft_3_\(1\).pdf](http://www.peoplepoweredmovement.org/site/images/uploads/Bike_Friendly_Business_Districts_Draft_3_(1).pdf)

San Diego Bike-Friendly Business District Guidebook – San Diego Bicycle Coalition:

<http://sdbikecoalition.org/wp-content/uploads/2014/12/SD-BFBD-Guidebook-07-05-12-Final.pdf>

Bicycle Benefits: <http://bb2.bicyclebenefits.org/#/home>

Becoming a Bicycle Friendly Business – League of American Bicyclists: <http://bikeleague.org/business>

Bike Share Programs

Bike sharing is an increasingly popular method to increase bicycling in a community. Bike share systems allow users to check out shared bicycles for use. Traditionally, bike sharing has been set up for short, point-to-point trips between bike share stations. Newer technologies have brought dockless bike share systems to cities and different pricing schemes can allow users to ride bikes for longer periods of time. Indiana's communities showcase a full spectrum of bike share options, from more permanent fixtures like Columbike in Columbus, to less expensive, turnkey operations like Zagster in Fort Wayne and to the latest in bike share technology with the dockless LimeBike in South Bend.

The Bike Share Planning Guide – Institute for Transportation and Development Policy:

https://www.itdp.org/wp-content/uploads/2014/07/ITDP_Bike_Share_Planning_Guide.pdf

Bike Share Station Siting Guide – National Association of City Transportation Officials:

https://nacto.org/wp-content/uploads/2016/04/NACTO-Bike-Share-Siting-Guide_FINAL.pdf

Columbike (Columbus, IN): <https://columbike.bcycle.com>

Fort Wayne Bike Share: <http://bike.zagster.com/fortwayne/>

South Bend LimeBike: <https://downtownsouthbend.com/blog/limebike-dockless-bike-share>

5. **Develop a bike path**

Trails and paths are a great way to encourage people to get outside and to be active outdoors and in nature. Connecting trails will help people to be able to reach more destinations. Support for trail development in general is also available from the Indiana Department of Natural Resources, the [Indiana Park and Recreation Association](#), the [Greenways Foundation](#) and the [Hoosier Rails to Trails Council](#). Trails can be an important part of a citywide bike and/or pedestrian master plan; see “Identify most walked routes and conduct walkability assessments” above.

Outdoor Recreation Grants – Indiana Department of Natural Resources:

<http://www.in.gov/dnr/outdoor/2602.htm>

Manuals and Guides for Trail Design, Construction, Maintenance, Operation and Signs – Federal Highway Administration Recreational Trails Program:

http://www.fhwa.dot.gov/environment/recreational_trails/guidance/manuals.cfm

Resources and Library – American Trails: <http://www.americantrails.org/resources/index.html>

Design for User Type – Rails to Trails Conservancy:

http://www.railstotrails.org/ourwork/trailbuilding/toolbox/informationsummaries/design_for_user.html

Land Use & Public Places

1. Educate the public on consistent sidewalk plan

For information on pedestrian master plans, see “Identify most walked routes and conduct walkability assessments” above.

Community outreach is necessary to ensure that citizens are aware of the city’s policies, ordinances and plans. Different residents have different communication needs, so it is important to use various strategies. Approaches may include clear information on a website, information in an e-newsletter, social media posts, utility bill inserts and booths at events.

The city may also want to consider developing a comprehensive communication plan. The plan can address various outlets, tactics and messaging. A good plan will include a timeline and evaluation component to ensure that messages are consistently released and that success is measured.

Develop a Communications Plan – Pell Institute: <http://toolkit.pellinstitute.org/evaluation-guide/communicate-improve/develop-a-communications-plan/>

Communications Plan – City of Highland Park, IL:

<http://www.cityhpil.com/DocumentCenter/View/5008>

2. Improve the plan of consistent sidewalks

A pedestrian master plan will help identify sidewalk gaps and prioritize their completion; see “Identify most walked routes and conduct walkability assessments” above. A sidewalk ordinance will require new developments to install sidewalks and will begin to build a complete, consistent sidewalk network; see “Adopt a sidewalk ordinance” above.

3. Educate the public on available parcels

For information on creating a communications plan and conducting community outreach, see “Educate the public on consistent sidewalk plan” above.

Vacant Lot Reuse

While the ultimate goal for vacant land is often to fill it with a business or home, strategies for repurposing vacant lots are useful for the interim. Unattended vacant space discourages active living by making it less appealing for residents to walk and bike in their neighborhoods. Reclaiming vacant and blighted properties with community gardens, neighborhood improvement projects and natural ecosystems can improve social interactions, build community pride, improve safety and create new walking and biking destinations. Community gardens and orchards require different types of planning and management, so it is important to collaboratively choose the best option for your community. Be sure to also work with the local health department to ensure safety of the soil for plantings.

The Bloomington Community Orchard: <http://www.bloomingtoncommunityorchard.org/site/>

Vacant Lot Handbook – City of Milwaukee:

<http://city.milwaukee.gov/ImageLibrary/Groups/cityDCD/planning/pdfs/VacantLotHandbook.pdf>

Brownfields and Land Revitalization – EPA: <http://www.epa.gov/brownfields/>

Uses for Vacant Space – No Vacancy! Project: <http://novacancyproject.wordpress.com/uses-for-vacant-space/>

4. **Rethink/redefine incentives for infill**

Infill development occurs in an already built-up area of a city. This type of building often uses vacant land or involves rehabilitating existing properties. Infill development can have many benefits, including economic stabilization for a community, increased property values and easier transportation. City officials should be mindful to use strategies that will promote community health and well-being.

Attracting Infill Development in Distressed Communities: 30 Strategies – United States Environmental Protection Agency: https://www.epa.gov/sites/production/files/2015-05/documents/fresno_final_report_042215_508_final.pdf

Building in Healthy Infill – ChangeLab Solutions:

http://changelabsolutions.org/sites/default/files/Building_In_Healthy_Infill-FINAL-20140731.pdf

5. **Establish “owner” of specific projects seeking funding (“doers” needed)**

Hiring a director to advance Washington’s community development projects would be a major step toward implementing active living strategies and achieving long-term goals. A director would be able to establish and maintain working relationships with community leaders and partners; collaborate with a wide variety of stakeholders on plans and projects; and build public support through outreach and education. To be successful, it would be vital for this director to be strongly involved in local policy development, including planning processes, to ensure that policies substantially align with the active living and healthy community goals of stakeholders.

Parks & Greenspace

1. **Initiate a parks master plan**

Adopting a Parks and Greenspace master plan that identifies and prioritizes potential walking and bicycling connections to parks is a critical first step in guiding future funding and infrastructure decisions. Diverse stakeholders should be integrally involved in this planning process, including public health professionals, schools and active transportation advocates. Direct involvement from neighborhoods on planning issues is a proven way to create community-based recommendations in planning efforts.

Park Planning Information and Guidelines – Indiana Department of Natural Resources:

<http://www.in.gov/dnr/outdoor/2603.htm>

2016 – 2020 Statewide Comprehensive Outdoor Recreation Plan (SCORP) – Indiana Department of Natural Resources: <http://www.in.gov/dnr/outdoor/4201.htm>

Purpose of a Parks Master Plan Process – Santa Clara County Parks:

<https://www.sccgov.org/sites/parks/PlansProjects/Pages/Purpose-ParkMasterPlanProcess-.aspx>

Safe Routes to Parks – National Recreation and Park Association: <http://www.nrpa.org/Safe-Routes-To-Parks/>

Parks, Trails, and Health Workbook: A Tool for Planners, Parks & Recreation Professionals, and Health Practitioners – National Park Service:

https://www.nps.gov/public_health/hp/hphp/press/Parks_Trails_and_Health_Workbook_508_Accessible_PDF.pdf

2. **Utilize unused space in parks**

Educational and other activities are a great way to use underutilized space in a park. Work with existing programs and utilize your existing assets, such as the Daviess County YMCA, to expand program efforts into the parks. There may be certified instructors happy to do monthly donation classes in the park or programs that could easily move from a building to a park.

Outdoor Adult Fitness Parks – PlayCore: <http://www.playcore.com/Adult-Fitness-Parks.html>

Programming Archives – Project for Public Spaces: <http://www.pps.org/reference/reference-categories/parks-articles/programming/>

How Cities Use Parks for Arts and Cultural Programs – American Planning Association:

<https://www.planning.org/cityparks/briefingpapers/arts.htm>

3. **Build new greenspace**

A Parks and Greenspace master plan will identify new opportunities for parks; see “Initiate a parks master plan” above. Pocket parks and other vacant lot reuse strategies can be good interim strategies for developing new greenspace; see “Build pocket parks on empty lots” below and “Educate the public on available parcels” above.

4. **Expand walk trails**

A Parks and Greenspace master plan or a pedestrian master plan can help identify the best locations for trails; see “Initiate a parks master plan” and “Identify most walked routes and conduct walkability assessments” above. For information on trails, see “Develop a bike path” above.

5. **Build pocket parks on empty lots**

For general information on vacant lot reuse, see “Educate the public on available parcels” above.

Pocket parks are small outdoor areas, generally less than ¼ acre, that are often on formerly vacant land in a built-up residential or commercial area. These small, purposeful parks can allow for a place for neighbors to congregate and socialize or offer children a place to play when larger parks are too far away. It is important to identify an organization or group that will take ownership of and maintain the park.

Creating Mini-Parks for Increased Physical Activity – National Recreation and Parks Association:

<https://www.nrpa.org/contentassets/f768428a39aa4035ae55b2aaff372617/pocket-parks.pdf>

Schools

1. Conduct safety audits around schools

Safety audits of the infrastructure surrounding schools is necessary to identify access barriers and to develop a strategic approach for making improvements. Walking and bicycling audits are also important steps Safe Routes to School planning.

Walking and Bicycling Audits – Safe Routes to School Online Guide:

http://guide.saferoutesinfo.org/engineering/walking_and_bicycling_audits.cfm

Walkability Checklist – Pedestrian and Bicycle Information Center:

http://www.pedbikeinfo.org/cms/downloads/walkability_checklist.pdf

Indiana Safe Routes to School Partnership – Health by Design:

<http://healthbydesignonline.org/INSRTS.html>

2. Add traffic calming features

Traffic calming measures reduce the speed of cars by using vertical deflections, horizontal shifts, roadway narrowing or closures. Reducing vehicle speeds makes a road safer for people walking and biking and decreases fatalities and severe injuries when crashes occur.

Traffic Calming Measures – Institute of Transportation Engineers:

<http://www.ite.org/traffic/tcdevices.asp>

Traffic Calming 101 – Project for Public Spaces: <https://www.pps.org/reference/livememtraffic/>

Urban Bikeway Design Guide: Speed Management – National Association of City Transportation Officials: <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/speed-management/>

3. Explore non-traditional options for traffic calming

For general information on traffic calming, see “Add traffic calming features” above.

Non-traditional traffic calming can be done with temporary, “pop-up” features. Temporary designs allow the community to try out certain traffic calming elements and to investigate which designs work best by collecting before and after data. These projects can also involve residents in decision making more easily than permanent infrastructure as design options can be changed or modified relatively quickly.

Project for Public Spaces: <http://www.pps.org>

Tactical Urbanism Guide: <http://www.tacticalurbanismguide.com>

Pop-Up Demonstration Toolkit – AARP: <http://www.aarp.org/livable-communities/tool-kits-resources/info-2016/pop-up-demonstration-tool-kit.html>

Slow your Street: A How-to Guide for Pop-Up Traffic Calming – TrailNet:

<https://drive.google.com/file/d/0Bwr2hdQQsTewQ2hVMWJfeEpDaE0/view?pref=2&pli=1>

4. **Use LED crosswalk lights**

LED crosswalk lights are called Rectangular Rapid Flashing Beacons (RRFBs). RRFBs are traffic control devices that emit a flashing light at unsignalized crosswalks. The flashing light is either activated by pushing a button or by video detection. These devices increase the rate at which people driving yield to people walking. RRFBs should be placed in areas where there are high numbers of people crossing the street, such as near schools or in a business district.

Rectangular Rapid Flashing Beacon (RRFB) – Federal Highway Administration:

https://safety.fhwa.dot.gov/intersection/conventional/unsignalized/tech_sum/fhwas09009/

Install a Rectangular Rapid Flashing Beacon (RRFB) – Institute of Traffic Engineers:

<http://www.ite.org/uiig/treatments/32%20Rectangular%20Rapid%20Flashing%20Beacon.pdf?pass=19>

Transit

1. **Research additional funding**

Funding for public transportation is derived from various sources across local, state and federal levels of government. It is important that the public is aware of opportunities to achieve more funding, including legislation and grant opportunities. Coordinated efforts to ensure political will and follow-through are critical for increasing funding for transit. Efforts spearheaded by a diverse group of stakeholders, such as municipalities, transit providers, businesses, organizations, community groups and citizens can create funding opportunities.

Federal Funding Resources – American Public Transportation Association:

www.apta.com/gap/fedreg/Pages/Funding.aspx

Fed Central Resources – Community Transportation Association:

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=2923&z=37>

Advocacy Toolkit – The Indiana Citizens' Alliance for Transit: www.indianacat.org/wp-content/uploads/2009/02/ICAT_Advocacy_Toolkit.pdf

2. **Install wayfinding signs**

Wayfinding signage is an important way to guide people biking and walking to various destinations, including transit stops. Signs can help familiarize people biking with the bike and pedestrian network, identify the best route to a destination and make people driving aware that people biking may be on the road. Wayfinding signage that includes approximate travel times in addition to distance can help encourage people to travel by bike or foot.

Bike Route Wayfinding Signage and Markings System – National Association of Transportation

Officials: <http://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/bike-route-wayfinding-signage-and-markings-system/>

Bicycle Wayfinding – Pedestrian and Bicycle Information Center:

http://www.pedbikeinfo.org/planning/facilities_bike_wayfinding.cfm

Pathways to Better Community Wayfinding – CDC Healthy Aging Research Network:

<http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/Pathways%20to%20Better%20Community%20Wayfinding-AARP.pdf>

Walk Your City: <https://walkyourcity.org>

3. Enhance communication to all ethnic groups

For information on creating a communication plan, see “Educate the public on consistent sidewalk plan” above.

Washington is home to a significant Hispanic population and a growing Haitian immigrant population. It is important that communications coming from the City are accessible to all residents in order to ensure equitable access to the bus system and other resources. Beyond producing culturally relevant publications, building a relationship with trusted organizations and individuals in the various ethnic communities will help to ensure that communications reach their intended audience.

Five Tips for Multicultural Communications – The Public Relations Society of America:

http://apps.prsa.org/Intelligence/Tactics/Articles/view/9644/1045/5_tips_for_multicultural_communications#.WjFNpbbMxmA

4. Install traffic stop signage

Visible bus stop signage will ensure that people using the bus system know where to wait for the bus. At a minimum, bus stop signs should display the system name and route number. Additional information such as a route map or arrival times will enhance the experience for people using the bus.

Passenger Information and Wayfinding – National Association of City Transportation Officials:

<https://nacto.org/publication/transit-street-design-guide/station-stop-elements/stop-elements/passenger-information-wayfinding/>

Transit Information at Bus Stops: Background Study and Guidelines – Metro Transit:

https://www.metrotransit.org/Data/Sites/1/media/about/improvements/shelters/transit_info_at_bus_stops_august2015.pdf

5. Expand services to at least one weekend per month

A transit needs assessment will help to understand unmet demand. The data collected as part of a transit study provides useful information about potential expansion of service beyond what is currently provided. These assessments typically highlight the many benefits of public transit to the community, prove useful in demonstrating the type and areas of unmet need, and provide a starting point and plan for how and where to better invest resources. Contact with one of Indiana’s transit organizations below is the best starting point for more information on a needs assessment process.

Indiana Citizens’ Alliance for Transit: <http://www.indianacat.org>

Indiana Transportation Association: <https://www.indianatransportationassociation.com>

Indiana Council on Specialized Transportation: <http://indianartap.com/INCOST.html>

>> Additional Tools & Resources

Active Living Research (infographs, reports, presentations and more): www.activelivingresearch.org

America WALKS (news, webinars, partners, research): <http://americawalks.org>

Project for Public Spaces – *The Power of Ten*: www.pps.org/reference/the-power-of-10/

CDC Communities Putting Prevention to Work Resource Center – Physical Activity:
http://www.cdc.gov/nccdphp/dch/programs/CommunitiesPuttingPreventiontoWork/resources/physical_activity.htm

Crime Prevention through Environmental Design

National Institute for Crime Prevention CPTED Training Center

www.cptedtraining.net/index.php

“Benefits of CPTED” – National Crime Prevention Council

www.ncpc.org/training/training-topics/crime-prevention-through-environmental-design-cpted-

Healthy Communities Toolkits

Michigan Healthy Communities Toolkit

http://www.michigan.gov/documents/HealthyCommunitiesToolKit_Web_168570_7.pdf

Missouri Healthy, Active & Vibrant Community Toolkit

<http://extension.missouri.edu/healthylife/steps/TrailnetToolkit.pdf>

Living Streets and Model Design Manual for Living Streets

www.livingstreetsla.org and www.modelstreetdesignmanual.com

National Physical Activity Plan

<http://www.physicalactivityplan.org/index.html>

Performance Measures

Guide to Sustainable Transportation Performance Measures, U.S. Environmental Protection Agency:

www.epa.gov/dced/pdf/Sustainable_Transpo_Performance.pdf

Physical Activity Guidelines for Americans

<https://health.gov/paguidelines/guidelines/>

Physical Activity Guidelines Advisory Committee Report

<https://health.gov/paguidelines/report/>

Rural Active Living Tools

<http://activelivingresearch.org/rural-active-living-assessment-rala-tools>

Snow Removal

Model Snow Removal Policies for City Sidewalks: www.pedbikeinfo.org/data/faq_details.cfm?id=4125

>> Attachments

1. City of Washington Active Living Workshop agenda
2. Registration and attendance records
3. Focus group discussion notes and priorities
4. Participant evaluations
5. Active Living Action Plan template
6. Best Practices for Creating an Active Living Environment matrix
7. Indiana Complete Streets Resources one-pager
8. CDC Healthy Community Design checklist
9. Health by Design Walkability Assessment form

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