

City of Jordan

Walkable Community Workshop Report

April 2011



The walkability of a community can enhance a neighborhood's quality of life and provide a statement of community values.

Sarah Brainard Marsh
SHIP Implementation Specialist,
Scott County Public Health

Joseph Janish
Senior Planner
City of Jordan

Introduction

Research shows a link between urban design and inactivity, obesity and health problems. Evidence also indicates that physical activity plays an essential role in promoting good health and preventing chronic diseases. Creating walkable communities can improve the health and overall quality of life in a community.

On April 26th, the City of Jordan and the Carver-Scott Statewide Health Improvement Program (SHIP) hosted a Walkable Community Workshop to assist the city in creating a more walkable Jordan. The goal of the workshop was to highlight ways in which local planning decisions regarding land use and transportation can affect walking habits, personal health and overall levels of physical activity. As a result of the workshop, issues were identified and solutions for improving connectedness throughout the city were created. The process of planning and conducting a workshop in Jordan has also led to strengthened partnerships between city and county government as well as increased public awareness and support for creating a more walkable community.

Background

Obesity Epidemic

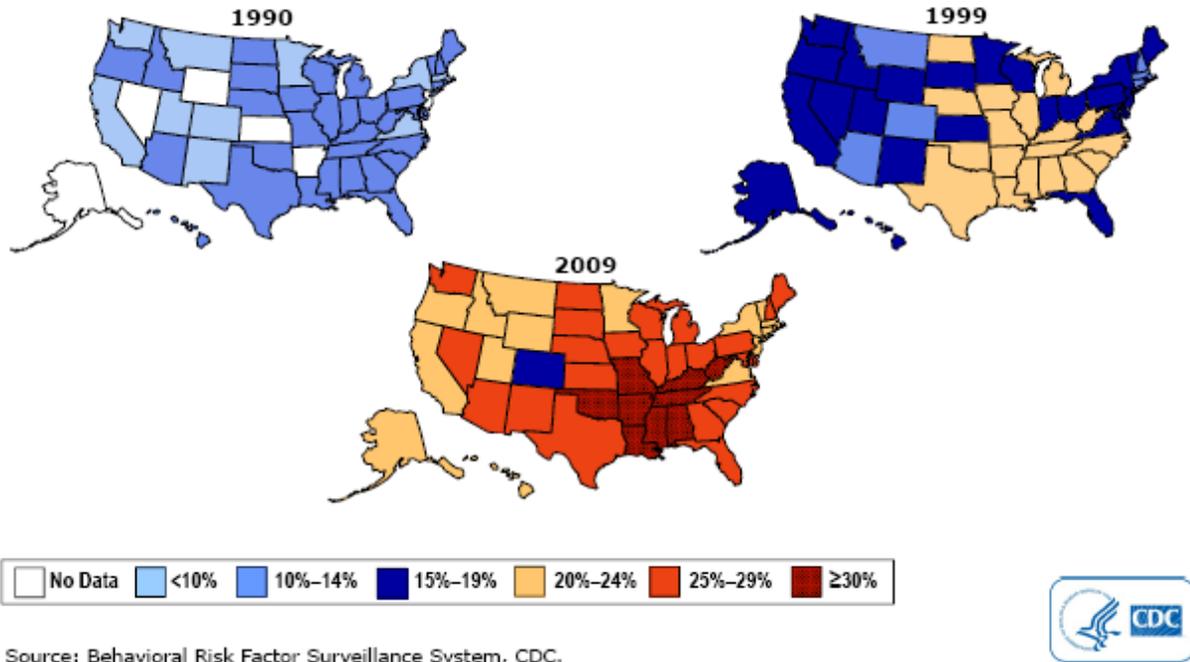
A person who is overweight or obese is at an increased risk of developing a number of diseases and health conditions, including:

- hypertension;
- dyslipidemia (for example, high total cholesterol or high levels of triglycerides);
- type II diabetes;
- coronary heart disease;
- stroke;
- gallbladder disease;
- osteoarthritis;
- sleep apnea; and
- some types of cancers such as endometrial, breast and colon.

While one national health objective for the year 2010 is to reduce the prevalence of obesity among adults to less than 15%, current data indicates the situation is worsening rather than improving (1). Each year, state health departments use the Centers for Disease Control's Behavioral Risk Factor Surveillance System (BRFSS) to collect health information on U.S. adults. A series of monthly telephone interviews are conducted to generate information about health risk behaviors, clinical preventive practices, and health care access and use. BRFSS results enable states to monitor obesity trends (2).

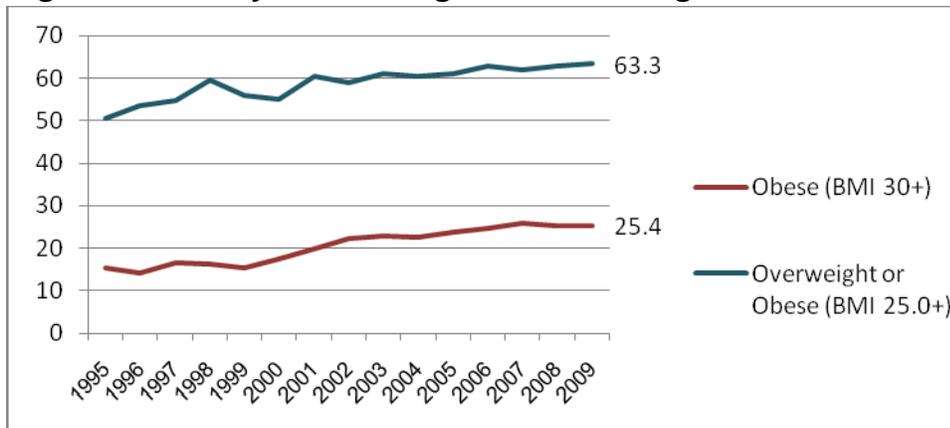
Figure 1 presents a breakdown of obesity trends in the United States, using Body Mass Index (BMI) as an indicator. In 1990, among states participating in the BRFSS, 10 had a prevalence of obesity less than 10% and there were no states in which the prevalence was equal to or greater than 15%. By 1999, there were no states in which the prevalence of obesity was less than 10%, eighteen states had a prevalence of obesity between 20-24%, and no state had a prevalence equal to or greater than 25%. In 2009, only one state (Colorado) and the District of Columbia had a prevalence less than 20%. Additionally, 33 states had a prevalence of obesity equal to or greater than 25%. Nine of these states (Alabama, Arkansas, Kentucky, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee, and West Virginia) had a prevalence of obesity equal to or greater than 30%. Today, about 60 million adults, or 30% of the nation's adult population, are obese; a rate that has doubled since 1980 (2). This drastic increase in overweight and obese Americans has led scientists to declare an "obesity epidemic" (3).

Figure 1: Obesity Trends* among U.S. Adults (BRFSS: 1990, 1999, 2009)
 (*BMI ≥ 30 or about 30 lbs overweight for 5'4" person)



Trends in Minnesota are similar to those in the rest of the United States. Figure 2 displays the gradual increase in the percentage of obese adults in Minnesota (1). Among Minnesota adults, 38% are considered overweight and another 25.4% are considered obese, according to 2009 Behavioral Risk Factor Surveillance System data. Problems are also seen in factors related to obesity and other chronic diseases.

Figure 2: Obesity & Overweight Trend among Adults in Minnesota (1995-2009)

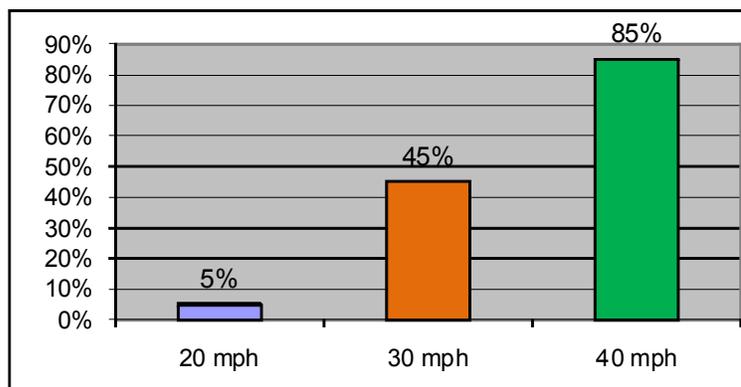


Built Environment and Health Links

According to the U.S. Department of Health and Human Services, daily physical activity reduces one's risk of dying prematurely, reduces feelings of depression and anxiety and helps to control weight (6). Physical activity also improves blood circulation, boosts energy levels, improves sleeping, improves self-image, provides ways for families and friends to share in activities, establishes healthy habits in children, and helps people maintain overall quality of life and independence (5). Although daily activity has long been recognized as an essential part of a healthy life, many people are sedentary (6-10). In Minnesota, 47% are not meeting the recommended level of physical activity per week (2). **This inactivity is due in part to the designs of our communities, which frequently lack safe and accessible walkways, bikeways, and transit opportunities that would otherwise accommodate and encourage activity (4).**

Research shows a connection between the built environment and physical activity (4, 5). According to the CDC and other organizations, a primary reason for not exercising is that many communities lack structures or facilities such as sidewalks, parks and community centers (11). Alternatively, people who live in close proximity to non-motorized facilities (paths or sidewalks where motorized vehicles are not allowed) are more likely to ride bicycles (12-14). Concerns about safety also contribute to decreased physical activity levels (11). People try to avoid areas with high levels of crime or perceived high levels of crime (17), which in turn affects their mobility. Design features such as street lighting can help to reduce crime and increase pedestrian activity. Other community design tools like marked crosswalks and traffic calming techniques also contribute to increased pedestrian activity and a reduction in vehicle speed. Decreasing vehicle speed does save lives; in vehicle-to-pedestrian crashes, the speed at which a car impacts a pedestrian or bicyclist is an important predictor of severity of injury. Figure 3 shows the increased rate of pedestrian fatality associated with increased traffic speeds (15, 16).

Figure 3: Fatality Rate by Vehicle Speed



Land Use and Transportation Links

Numerous studies examining the connection between land use and transportation provide evidence that design features which seek greater walkability lead to less automobile dependency and increased frequency of walking (19-24). For example, one recent study highlights how the built environment affects pedestrian accessibility. Study results showed that residents in a highly walkable neighborhood engage in approximately 70 more minutes of moderate or vigorous physical activity per week than those in low-walkability neighborhoods (25). Similarly, people who report having access to sidewalks are 28% more likely to engage in physical activity (26-27), and people who have access to walking/jogging trails are 55% more likely to be physically active (28). Community design efforts can focus on ways to reduce and eliminate the problem of obesity due to inactivity by improving the walkability of communities.

Walkable Communities

Walkable communities are those that accommodate all types of transportation, including cars and transit, as well as provide a safe and convenient environment for pedestrians.

Amenities in walkable communities include:

- wide sidewalks;
- walking and biking trails or paths;
- crosswalks;
- aesthetic landscapes, gathering spots and benches;
- traffic calming techniques (i.e. streets with landscaped medians); and
- compact development, downtown shopping, windows at the street level (29).

These features create opportunities to improve communities by increasing residents' levels of physical activity, providing children with accessible routes for walking to school, attracting window shoppers, and encouraging social interaction among neighbors. Table 1 contains data which demonstrates support for walkable communities along with ways in which features of the built environment can lead to increased levels of physical activity (30-33).

Table 1: Data Supporting Strategies to Improve the Walkability of Communities

Mix of Land Use	- 19% increase in walk/bike trips in areas with appropriate land use mix
Presence/Proximity of Convenience Services	- 27% increase in walk/bike trips in areas having high presence and good proximity
Perceived Traffic Safety	- 88% increase in walk/bike trips in areas perceived as more safe
Perceived Aesthetics	- 50% increase in walk/bike trips in areas perceived as more aesthetically pleasing
Development of Bikeways	- 57% increase in bicycling in areas with dedicated bikeways
Availability of Parks and Trails	- 75% of inactive people believe there are too few parks and recreation facilities. - 56% of respondents would use trails if provided in their community
Policy Support	- 55% support more bike paths - 62% support more sidewalks - 60% support improved connections to destinations - 57% support improving mass transit.

Strategies for creating walkable communities include:

- providing incentives to encourage people to live near where they work;
- zoning areas by building type, not use;
- converting deteriorated buildings into mixed-use developments;
- requiring developments to reduce off-street surface parking;
- providing walkways, parking lots, and greenways;
- adopting siting and funding criteria to preserve neighborhood schools;
- encouraging adaptive reuse of historic or architecturally significant buildings;
- defining communities and neighborhoods with visual cues;
- facilitating open space acquisition and development;
- conducting walkability audits on a regular basis – including a review of ordinances; codes and regulations; and
- creating walkable, safe routes to schools (34).

Evidence exists to support the implementation of these strategies. First, research shows that for trips less than one mile, mixed-land use communities generate up to four times as many walking trips per week as low walkability neighborhoods. Second, people in more compact metro areas suffer from significantly fewer chronic medical conditions than their counterparts in

sprawling regions (25). Third, walking trips increase when communities have good pedestrian connectivity of the street network, a greater number of intersections and blocks, and streets with low speeds that are narrow and visually interesting (36).

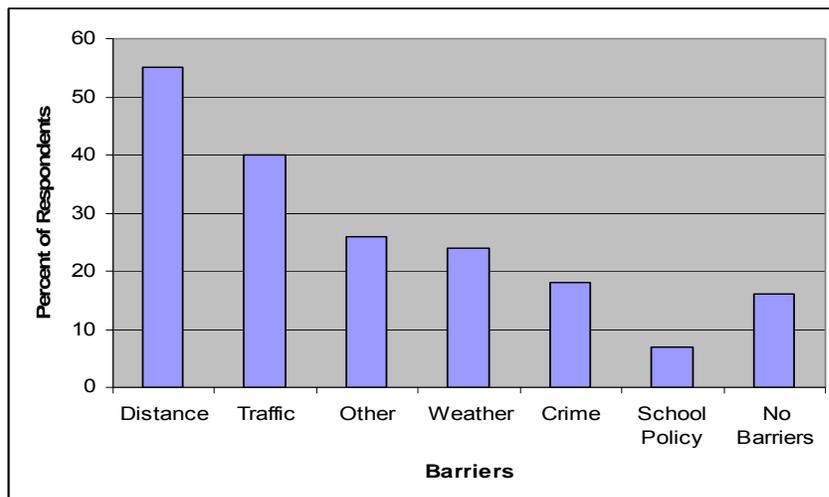
Walking to School

Between 1969 and 2001 children’s walking and bicycling trips to school declined by 62% (37, 38). Today, only about 15% of U.S. students walk or bike to school and nearly 70% of all children’s trips are made by car (39, 38). Consequently, today’s youth are less active and less independent. Again, there are a number of serious health implications associated with lower rates of physical activity. For example, since the 1970s, the obesity rate for children ages 6 to 11 has jumped almost fivefold and has more than tripled for adolescents ages 12 to 19 (40, 41, 42). The number of cases of Type II Diabetes in children has also sharply increased (43).

Fewer walking and bicycling trips not only lead to decreased levels of physical activity, they also contribute to increased traffic congestion. As traffic congestion increases, so do the number of motor vehicle crashes. In the United States, motor vehicle crashes are the leading cause of death for children ages 3 to 14 (44). Additionally, pedestrian injuries are the second leading cause of unintentional injury-related death among children ages 5 to 14 (45). Children with access to safe routes to school not only benefit from increased levels of physical activity, but also improved pedestrian skills, increased levels of independence, more social interaction and reduced fear of crime. Other benefits resulting from safe routes to school include improved air quality for communities and less reliance on automobiles.

Distance and traffic are two commonly reported barriers to walking and biking to school (46) (see Figure 4). Creating walkable communities can help reduce these types of barriers. The U.S. Health and Human Services Healthy People 2010 Goals include increasing the proportion of children’s walking trips to school (< 1 mile) from 31% to 50% and increasing the proportion of children’s bicycling trips to school (< 2 miles) from 2.4% to 5.0% (47).

Figure 4: Reported Barriers to Walking and Biking to School



Safe Routes to School Strategies

Strategies to create safe routes for children to walk and bike to school include:

- Having two crossing guards for wide streets;
- Enforcing speed at schools;
- Painting SCHOOL on each high speed approach to a school crossing;
- Painting “stand back” lines on sidewalks to show children where to stand while waiting;
- Developing “Safest Route to School” walking plans for parents and students;
- Creating school zones and adopting zero tolerance speed enforcement at school zones;
- Providing school crossing guards with brighter fluorescent yellow-green vests containing more reflective material – and hats;
- Including walking and bicycling safety education curricula in schools;
- Encouraging or creating “Walking School Bus” programs and “school pools”, where students walk to school in groups accompanied by adults (versus carpools).

Carver-Scott Statewide Health Improvement Program (SHIP)

Carver and Scott counties partnered to receive funding through the Statewide Health Improvement Program (SHIP). SHIP, an integral part of Minnesota’s nation-leading 2008 health reform law, strives to help Minnesotans lead longer, healthier lives by preventing the chronic disease risk factors of tobacco use and exposure, poor nutrition and physical inactivity. SHIP seeks to create sustainable, systemic changes in schools, worksites, communities and health care organizations that make it easier for Minnesotans to incorporate healthy behaviors into their daily lives. A key component of SHIP includes implementing policies and practices that create active communities by increasing opportunities for walking and bicycling, and access to community recreation facilities. Through SHIP, Carver and Scott counties have partnered with communities to identify policies, systems and environmental needs specific to cities, assist in implementation and evaluation of activities, as well as offer financial and technical assistance. A Walkable Community Workshop, as a recognized proven strategy to increase physical activity (53), is one of the activities communities may implement as part of the involvement with Carver-Scott SHIP.

In 2007, Carver County Division of Public Health & Environment staff attended a Walkable Community Workshop training session conducted by the Minnesota Department of Health (MDH). MDH developed the training as an innovative way to increase public awareness about the benefits of walking and bicycling as part of the larger goal of creating healthier communities. The workshop was based on those designed by the National Center for Bicycling and Walking (NCBW). NCBW, located in the Washington D.C. area (51), has conducted more than 300 workshops nationwide since 2003. Much of the information provided during the MDH training came from the NCBW and the Active Living by Design project funded by the Robert Wood Johnson Foundation (52). After the training, Chris Kimbers, Physical Activity Promotion Coordinator at MDH, provided city and county staff with the necessary tools to conduct Walkable Community Workshops in Carver County’s communities, including a “Walkable Community Workshop” planning guide, a slide presentation and walking audit tools. Carver County conducted several workshops prior to SHIP funding and has shared those experiences in training Scott County staff to conduct workshops as well.

City of Jordan

Walkability is not new for Jordan. Jordan already has many existing assets that contribute to a walkable, active community including recreation programs, 12 parks and over 25 miles of sidewalk and trails. Assets include ice rinks, warming house tennis/basketball courts (at schools), playground equipment, ball fields, a skate park, volleyball courts, horseshoe pits and a swimming beach. Throughout the city there is open green space, and facilities such as shelters with restrooms.

Features of a walkable community are also already written into the 2030 Comprehensive Plan for the City. Goals in the transportation plan include:

- Approach transportation in a comprehensive manner by giving attention to all modes and related facilities through linking transit and land use and by combining or concentrating various land use activities to reduce the need for transportation facilities.
- Create/provide a safe, cost effective, and efficient transportation system that is adequate for vehicular, pedestrian, bicycle, and truck transportation for the movement of people and goods and services in the community.
- Support the County's trail system policies of developing a system to serve countywide healthy/active living needs, and transportation needs that provide connections between municipalities and to adjacent counties.

Park, Trails and Recreation recommendations include:

- Maintain and improve existing park systems.
- Maintain quality park and dedication standards through the subdivision ordinance.
- Acquire park and open space in the future.
- Continue to add segments to the City and Regional Trail System.

Within the Master Parks, Trails and Natural Resource Plan, the city aims to:

- Adopt an Active Living by Design Philosophy and Culture.
- Provide Recreational Opportunities and Resources for all Demographics.
- Continue to expand programming within parks.
- Build Partnerships with Local, Regional and State Agencies.
- Review the life cycle of parks as they relate to the changing demographics.
- Future parks should be designed for appropriate size to accommodate a variety of uses.
- Generally acquire parks at time of platting.
- Passive Parks should be planned to protect areas of high environmental value and scenic areas.

Also within the Master Parks, Trails and Natural Resource Plan, there are trail, sidewalk and greenway goals that include:

- Construct a safe crossing over/under Highway 169.
- Conduct a Walkable Community Assessment.
- Provide Connectivity in Jordan's Sidewalk and Trail System.
- Pursue a Complete Streets Policy.
- Improve pedestrian crosswalks.
- Conduct a bicycle audit.
- Add bicycle racks to parks.

Existing City ordinances and practices include:

- Subdivision Ordinance requires: An accessible 6' wide sidewalk is required on at least one side of all newly developed public streets (local residential) and comply with Comp. Plan.
- Comprehensive Plan identifies trail locations based on roadway classifications.
- Zoning Ordinance requires that commercial projects provide a pedestrian walkway from the public sidewalk/trail system to the entrance of the building.

In order to review existing conditions and to obtain a handle on past practices while looking for items to avoid in the future and provide a more connected community and allowing for a more pedestrian friendly environment, Carver-Scott SHIP staff and the City Planning Department developed plans to conduct a Walkable Community Workshop.

Methodology

Planning

Carver-Scott SHIP Staff, Sarah Brainard Marsh, worked with Jordan Senior Planner, Joseph Janish, to coordinate and facilitate the city's Walkable Community Workshop.

Objectives for completing a workshop included:

- recognizing the connections between health and the environment;
- creating a vision of a walkable community; and
- developing a plan of action.

During planning meetings, Marsh and Janish selected a workshop date, reserved a location for the workshop and determined a suitable walking route for the walking audit portion of the workshop. Additionally, they updated the presentation created by MDH to more accurately accommodate the community (i.e. inserted local photos and local data, updated format and color schemes, removed slides irrelevant to the City of Jordan). Janish also identified key community members to participate in the workshop, including: city and county planners, engineers, the Mayor, city council members, park board members, law enforcement, city administration, ambulance and school representation, Chamber of commerce, Rotary, Community Services and Public Health professionals. On March 21, 2011, each individual was sent an invitation letter for the workshop. In order to raise awareness of the workshop and invite community members, the City of Jordan also wrote a press release that was included in the local newspaper (see Attachment 1), provided targeted mailings to individuals the Park and Recreation Commission indicated may have an interest, posted a notice at Jordan City Hall, and also by word of mouth.

A participant sign-in sheet was placed at the entrance of the event room, along with name tags and packets. Packets contained an agenda, copies of the presentation, a walking audit tool, map of the walking route and an evaluation form (See Attachment 3).

Key Workshop Components

Jordan's Walkable Community Workshop was held at the Fire Station on April 26th, 2011 from 5:30-8:30 pm. There were a total of 22 people in attendance. See Attachment 4 for a list of participants.

The workshop consisted of the following key components:

- a presentation;
- a walking audit;
- discussion and recommendations; and
- action planning.

The workshop began with a welcome and introductions. The two facilitators, Marsh and Janish then co-presented information adapted from the National Center for Bicycling and Walking (NCBW) to fit Carver and Scott Counties, and specifically the city of Jordan. The presentation included supporting evidence of the links between health and the environment and provided design and planning techniques that the city could implement to create a walkable community. The slide presentation also included local and national examples, both good and bad, of walkable community features and instructions on how to conduct a walking audit.

After the presentation and dinner, participants assessed the walkability of two 1-mile walking routes within the city. For the first route, participants started at the Jordan Fire Hall, followed Varner Street to Park Drive, and traveled through the Mini-Met Park returning on Rice Street to the Jordan Fire Station. The second route also began at the Jordan Fire Hall. Participants traveled along 4th Street, Mertens, Highway 282 and crossed Highway 169 at the stop lights, and returned to the Fire Station (see Attachment 6).

Participants were given the “Let’s Go for a Walk” tool (see Attachment 5) provided by MDH and a map of the route. Led by Janish, participants identified barriers or concerns along the routes; focusing on sidewalks/paths, crosswalks, traffic, walking safety, and ambience. The route provided good and bad examples of walkability so participants had the opportunity to see firsthand examples of situations discussed during the presentation. After completing the walking audit, participants gathered in small groups to discuss possible improvements to challenges encountered along the route as well as issues they are aware of city-wide. Marsh then facilitated a discussion and voting to identify priority issues and recommendations for improving the walkability of the areas that had been audited.

Results

Workshop Results

After the workshop, the issues recorded by the participants were collected into one document (see Attachment 7). Issues are categorized by the themes that emerged. Many issues involved concerns about maintenance, safety, and crossings or focused on specific facilities, promotion or access issues.

The results of the workshop will now be used to:

- Create a more connected Jordan ensuring maintenance and completion of the city-wide system.
- Identify needed trail, sidewalk and crossing connections and improvements.
- Allocate funding to enhance the walkability of Jordan.
- Work with developers to install sidewalks, trails and playgrounds.
- Facilitate open space acquisition and development.
- Continue working with the School District to ensure safe routes to schools.
- Assist the Park and Recreation Commission to prioritize concerns of residents and begin to take steps to satisfy the needs and wants identified.
- Continue to ensure that the City’s requirement of sidewalks and/or trails are being installed on new public streets.

Specific issues identified as high priority issues are identified in Table 2.

Table 2. Priority Issues Identified by Participants in Ranking Order

Route	Issue
City-wide	Calm traffic. Make Jordan a 'drive-to' destination, instead of a 'drive-through' destination.
Route #1	Railroad crossings need improvement/maintenance = Rice & 4th, Water & Rice
City-wide	More restrooms, recycling and garbage receptacles.
Route #2	Hazardous crossing 169 - not enough time to get across. Need longer pedestrian walk light - 169/282 intersection.
City-wide	Downtown parking at the Mini-Met - overflow parking.
City-wide	No downtown air pollution.
Route #2	169/282 & 9- No overhead markings of pedestrian crossing.

Evaluation Results

Based on evaluation results from 18 of the 20 workshop participants (excluding facilitators; See Attachment 8), 92% agreed or strongly agreed that this initiative will be useful to the community in the future. Additionally, 85% respondents agreed or strongly agreed that the Walkable Community Workshop was useful to them. When asked which part of the workshop they liked most, many of the participants indicated that they enjoyed the walking audit.

Additional Results

In addition to an action report, Jordan's workshop led to other outcomes, including: developed or strengthened partnerships (city and county, city and city, etc); increased public awareness and support of active communities; and identification of local champions. The walkability assessment was an effective tool to gather information from multiple perspectives and provided an opportunity for residents to become involved in a facet of community planning. Additionally, conducting a workshop has allowed Jordan to take an important first step toward filling gaps in the existing system and plans for a healthier community.

References

1. Centers for Disease Control and Prevention. *BRFSS, Behavioral Risk Factor Surveillance System: Trends Data*. Retrieved from <http://apps.nccd.cdc.gov/brfss/Trends/trendchart.asp?qkey=10010&state=MN>
2. Centers for Disease Control and Prevention. *Behavioral Risk Factor Surveillance System (BRFSS)*. Retrieved from <http://www.cdc.gov/brfss/>
3. United States Department of Health and Human Services, Public Health Service, Office of the Surgeon General (2001). *The Surgeon General's call to action to prevent and decrease overweight and obesity, 2001*. Rockville, MD.
4. Active Living. *Active Living Leadership Fact Sheet: A Primer on Active Living for Government Officials*.
5. American Heart Association. *The Benefits of Daily Physical Activity*. Retrieved from <http://www.americanheart.org/presenter.jhtml?identifier=764>
6. U.S. Department of Health and Human Services (1996). *Physical Activity and Health: A Report of the Surgeon General*. U.S. Department of Health and Human Services, Centers for Disease Control and Prevention, National Center for Chronic Disease.
7. Jones, D., Ainsworth, B., et al. (1998). Moderate leisure-time physical activity. Who is meeting PH recommendations? A national cross-sectional study. *Archives of Family Medicine*, 7:285-289.
8. Stofan, J., DiPietro, L., et al (1998). Physical activity patterns associated with cardiorespiratory fitness and reduced mortality: The aerobics center longitudinal study. *American Journal of Public Health*, 88(12): 1807-1812.
9. Mokdad, A., Serdula, M., et al (1999). The Spread of the Obesity Epidemic in the United States, 1991-1998. *Journal of the American Medical Association*, 282(16): 1519-1522.
10. National Center for Health Statistics. (2003). *Physical Activity Among Adults: United States, 2000. Advance Data from Vital and Health Statistics (No. 333)*. Hyattsville, MD: Barnes, P.M. and Schoeborn, C.A.
11. Centers for Disease Control and Prevention. (2001). *Health Environment: The impact of the Built Environment on Public Health*. Jackson, R., et al.
12. Giles-Corti, B., Broomhall, M.H., et al (2005). Increasing walking: How important is distance to, attractiveness, and size of public open space? *American Journal of Preventive Medicine*. 28 (2S2): 169-176.
13. Krizek, K.J. and Johnson, P. J. (2006) Proximity to trails and retail: Effects on urban cycling and walking. *Journal of the American Planning Association*, 72 (1): 33-42.
14. Krizek, K.J., Laconno, A. et al (2007). How close is close enough? Uncovering distance decay curves for non-motorized travel. Active Communities/Transportation (ACT) Research Group, University of Minnesota Working paper 07-01.
15. National Highway Transportation and Safety Administration. (1979). Car design for pedestrian injury minimization. *International Technical Conference on Experimental Safety Vehicles*. Washington DC: Ashton, S.J., and Mackay, G.M.
16. Pucher, J. and Dijkstra, L. (2000). Making Walking and Cycling Safer; *Transportation Quarterly*, 54(3).
17. Design for Health. *Physical Activity Planning Information Sheet: Supporting Physical Activity Opportunities through Comprehensive Planning and Ordinances*. University of Minnesota, Hubert H. Humphrey Institute of Public Affairs, supported by Blue Cross and Blue Shield of Minnesota, Retrieved from <http://www.designforhealth.net/techassistance/physicalactivityissue.html>
18. Painter, K. (1996). The influence of street lighting improvements on crime, fear and pedestrian street use, after dark. *Landscape and Urban Planning*. 35(2-3): 193-201.
19. Saelens, B.E., Boarnet, M.G., et al (2003). Environmental correlates of walking and cycling: Findings from the transportation, urban design, and planning literatures. *Annals of Behavioral Medicine*, 25, 80-91.
20. Kitamura, R., Mokhtarian, P.L., et al. (1997). A micro-analysis of land use and travel

- in five neighborhoods in the San Francisco Bay Area. *Transportation*, 24:125-158.
21. Moudon, A. V., Hess, P.M. et al. (1997). The effect of site design on pedestrian travel in mixed-use, medium-density environments. *Transportation Research Record: Journal of the Transportation Research Board*, 1578: 48-55.
 22. Shriver, K. (1997). Influence of environmental design on pedestrian travel behavior in four Austin neighborhoods. *Transportation Research Record: Journal of the Transportation Research Board*, 1674: 9-19.
 23. Hess, P.M., Moudon, A.V., et al. (1999). Site design and pedestrian travel. *Transportation Research Record: Journal of the Transportation Research Board*, 1674: 9-19.
 24. Handy, S. L. and Clifton, K.J. (2001). Local shopping as a strategy for reducing automobile travel. *Transportation*, 28:317-346.
 25. Saelens, B., Sallis, J.F., et al (2003). Neighborhood-based differences in physical activity: An environment scale evaluation. *American Journal of Public Health*, 93, 1552-1558.
 26. Sturm, R., and Cohen, D.A. (2004). Suburban sprawl and physical and mental health. *Public Health*, 118, 488-496
 27. Eyler, A.A., Brownson, R.C., et al (2003). The epidemiology of walking for physical activity in the United States. *Medicine & Science in Sports & Exercise*, 35 (9), 1529-1536.
 28. Humpel, N., Owen, N., et al (2002). Environmental Factors associated with adults' participation in physical activity: A review. *American Journal of Preventive Medicine*, 22(3), 188-199.
 29. Local Government Commission Center for Livable Communities. *Why People Don't Walk and What City Planners Can Do About It*. Retrieved from www.lgc.org
 30. U.S. Department of Transportation (1994). *The Effects of Land Use and Travel Demand Management Strategies on Commuting Behavior: Technology Sharing Program*. Cambridge Systematics, Inc.
 31. Highway Safety Research Center (1994). *A Compendium of Available Bicycle and Pedestrian Trip Generation Data in the United States*. Prepared for the Federal Highway Administration. Chapel Hill, N.C.: University of North Carolina.
 32. Environmental Protection Agency (EPA)/Centers for Disease Control (CDC), *Greenstyles Survey 1999*. Retrieved from www.cdc.gov/nccdphp/dnpa/aces.htm
 33. University of Nebraska-Lincoln. (1999). *Nebraska Annual Social Indicators Survey (NASIS)*.
 34. Smart Growth Network and ICMA. (2002) *Getting to Smart Growth: 100 Policies for Implementation*.
 35. Sallis, J.F., Frank L.D., et al (2004). Active transportation and physical activity: Opportunities for collaboration on transportation and public health research. *Transportation Research Part A*, 38, 249-268.
 36. Ewing, R. and Cervero, R. (2001). Travel and the built environment – A synthesis. *Transportation Research Record: Journal of the Transportation Research Board*, 1780, 87-114.
 37. Federal Highway Administration (1969, 1977, 1990, 1995). *National Personal Transportation Survey (NPTS)*.
 38. Federal Highway Administration (2001). *National Household Transportation Survey (NHTS)*.
 39. U.S. Environmental Protection Agency (2003). *Travel and Environmental Implications of School Siting: 231-R-03-004*. Retrieved from www.epa.gov/livability/school_travel.htm
 40. Odgen, C. L., Carroll, M.D., et al. (2006). Prevalence of Overweight and Obesity in the United States 1999-2004. *Journal of the American Medical Association*, 295(13):1549-1555.
 41. Ogden. C. L., Flegal, K.M., et al. (2002). Prevalence and Trends in Overweight Among US Children and Adolescents, 1999-2000. *Journal of the American Medical Association*, 288 (14): 1728-1732.
 42. U.S. Centers for Disease Control and Prevention (2005). QuickStats: Prevalence of Overweight Among Children and Teenagers, by Age Group and Selected Period – United States, 1963-2002. *Morbidity and Mortality Weekly Report*, 54(8): 203.
 43. Kaufman, F. (2002). Type 2 diabetes mellitus in children and youth: A new epidemic. *Journal of Pediatric Endocrinology & Metabolism*, 15 (Suppl 2), 737-744.

44. National Center for Statistics and Analysis. *Traffic Safety Facts: 2005 Data*. Retrieved from http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSF2005/2005TSF/810_618/810618.htm
45. Safe Kids. *The Issue of Child Pedestrian Safety*. Retrieved from <http://www.usa.safekids.org/wtw/tips.html>
46. U.S. Centers for Disease Control and Prevention (1999). Barriers to Children Walking and Biking to School – United States, 1999. *Morbidity and Mortality Weekly Report*, 51 (32): 701-704.
47. Office of Disease Prevention and Health Promotion, U.S. Department of Health and Human Services. *Healthy People 2010*. Retrieved from www.healthypeople.gov
48. Minnesota Student Survey Interagency Team. *Minnesota Student Survey (2007)*. Roseville, MN: Minnesota Department of Education, 2007.
49. Watertown Community Survey, City of Watertown
50. Blue Cross Blue Shield of Minnesota, Prevention Minnesota. Retrieved from <http://www.preventionminnesota.com/>
51. National Center for Bicycling & Walking (NCBW). Retrieved from www.bikewalk.org.
52. Active Living by Design. Retrieved from www.activelivingbydesign.org.
53. Centers for Disease Control and Prevention. *The Community Guide*. Retrieved from www.thecommunityguide.org

Attachment 1: Press Release and Invitation Letter

**For Immediate Release
3-22-11**

**Contact: Joe Janish
(952) 492-2535**

City of Jordan Walkable Community Workshop April 26th, 2011

The City of Jordan and the Carver-Scott Statewide Health Improvement Program (SHIP) invite local residents to attend a free Walkable Community Workshop from 5:30-8:30p.m. on Tuesday, April 26th, 2011 at the Fire Station, 501 Varner Street N, Jordan, MN. The workshop will discuss successful pedestrian design, safety, education, enforcement and ways to encourage walking. Participants will see local examples of these concepts during a walking audit.

“This workshop is part of an effort to make our community more pedestrian friendly,” said Joe Janish, Senior Planner for the City. “The goal is to make our community a safer and more pleasant place to walk and bike, thereby improving the health of our residents and encouraging physical activity and community connectedness through outdoor activity.”

Workshop participants are asked to wear comfortable shoes and clothing suitable for the weather as they will be walking a distance of approximately 1 mile during the audit. They will identify obstacles to walking and then develop potential short-term and long-term solutions to improve the walkability of the area.

The workshop is made possible through funding from the Statewide Health Improvement Program (SHIP) of the Minnesota Department of Health. SHIP is an integral part of Minnesota’s nation-leading 2008 health reform law and strives to help Minnesotans lead longer, healthier lives by preventing the chronic disease risk factors of tobacco use and exposure, poor nutrition and physical inactivity. A key component of SHIP includes implementing policies and practices that create active communities by increasing opportunities for walking and bicycling, and access to community recreation facilities. The workshop will assist in creating a vision for an active community.

“Research shows a link between how cities are designed and inactivity, obesity, and health problems,” said Scott County SHIP Implementation Specialist, Sarah Brainard-Marsh, who will lead the workshop with Janish. “Public Health’s goal is to help local communities understand how local land use and transportation decisions affect walking habits, personal health and overall physical activity and to help communities make changes accordingly.”

Walkable communities accommodate all types of transportation, including cars and transit, but focus on a safe and convenient environment for pedestrians and bicyclists. Examples of design and planning tools available to promote a walkable community include:

- Neighborhood and community public gathering centers, parks, and open space.
- Sidewalks, crosswalks, bike lanes and trails.
- Traffic-calming roadway design.
- Benches, lighting, trees and plants.
- Housing near work and jobs.
- Nearby shops, restaurants and amenities.
- Public transportation.

To register for the workshop, call Joe Janish at the City of Jordan at (952)492-2535.

Carver-Scott SHIP is offering Walkable Community Workshops to all cities in Carver and Scott counties. They are designed for local elected officials, public administrators, health officials, transportation planners and local residents. The workshops can help identify problems with walking routes and provide technical assistance to solve problems. For more information about other workshops or Carver-Scott SHIP, contact Sarah Brainard-Marsh at 952-496-8689 or visit www.carverscottship.org.

###



March 22, 2011

RE: **Walkable Community Workshop**

Dear Community Stakeholder,

The City of Jordan invites you to attend a Walkable Community Workshop. The workshop is being presented by the City of Jordan's Planning Department and Carver-Scott SHIP. The Statewide Health Improvement Program (SHIP), an integral part of Minnesota's nation-leading 2008 health reform law, strives to help Minnesotans lead longer, healthier lives by preventing the chronic disease risk factors of tobacco use and exposure, poor nutrition and physical inactivity. A key component of SHIP includes implementing policies and practices that create active communities by increasing opportunities for walking and bicycling, and access to community recreation facilities. The workshop will assist in creating a vision for an active community.

We invite you to participate in this workshop on **Tuesday April 26th, 5:30 p.m. – 8:30 p.m. at the Fire Station, 501 Varner Street N.** A light dinner will be provided. We believe you can help us develop realistic strategies to make our community a safe and more pleasant place to walk and bike, and thereby improve the health of our residents.

Enclosed is a copy of the Workshop Agenda and directions to the workshop location. At the workshop, we will learn more about successful pedestrian and bike trail design, safety, education, enforcement, and encouragement. We will relate these concepts specifically to the City of Jordan by studying a walking route during the workshop. A walking audit will help us understand and identify obstacles to walking and suggest potential short-term and long-term solutions. Please wear comfortable shoes and clothing suitable for the weather that day.

We hope you will be able to participate in this important workshop. Please contact Joe Janish at (952)-492-2535 or at janishj@ci.jordan.mn.us to **RSVP no later than April 15th**. We look forward to seeing you there!

Sincerely,

Joseph Janish
Senior Planner
City of Jordan
Planning Department

Sarah Brainard Marsh
Implementation Specialist
Scott County Public Health
Carver –Scott SHIP



Attachment 2: Participant Sign-in

**Attachment 3:
Agenda
Walkable Community Workshop Presentation
Evaluation Form**



Walkable Community Workshop Agenda

Tuesday, April 26th, 2011

5:30p.m. – 8:30 p.m.

Fire Station, 501 Varner Street N. Jordan, MN

Welcome

Presentation: *Planning a Walkable Community*

Joe Janish, City of Jordan
Sarah Brainard Marsh, Scott County
Public Health

Break

Refreshments/Light Supper Provided

Walking Audit

Assess walking route

Discussions

Small Group Discussions and
Recommendations

Action Plan

Developing next steps

We will be taking photographs during this session for reporting purposes. If you have any objections to having your photo taken please let us know.

Thank you!!



Creating a Walkable Community:

Jordan
April 26, 2011



Thanks to:
Minnesota Department of Health
www.health.state.mn.us

Statewide Health Improvement Program (SHIP)
<http://www.health.state.mn.us/healthreform/ship/>

National Center for Bicycling and Walking
www.bikewalk.org

Active Living By Design, RWJF
www.activelivingbydesign.org

Carver-Scott SHIP Active Communities Intervention

Implement policies and practices that create active communities by increasing opportunities for non-motorized transportation (walking and biking) and access to community recreation facilities



Workshop Objectives

- Recognize health and environmental connections during the presentation
- Create vision of a Walkable Community during a walking audit
- Develop a plan of action through group discussion



"Walk and Roll" and everything in between



How did you get to school as a kid?



How do your kids or grandkids get to school?



Disappearing Walk to School

- 1 in 4 trips are to or from school.
- 10% of these trips are made by walking and bicycling.
- Children who walk to school declined 23% in the past 10 years (and 68% since 1966).



Source: 1995 Nationwide Personal Transportation Survey



What has changed?



CANINE CONSTITUTIONAL



A brisk walk in the park keeps Mavey II in shape between dog shows. His owner, Columbus resident Cathy Stoubo, got up early to give her 3-year-old Doberman his regular workout. They typically log 19 miles in Berlin Park.

How did we get here?

- We've designed communities around cars and the trips we make in them.
- We've created barriers to walking and biking, and thus to physical activity.
- We've used most of our transportation funding to support motor vehicle infrastructure.



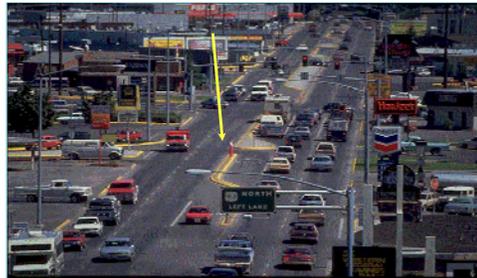
The Emergence of a Sedentary Society



- Automobile
- Built Environment
- Computers
- Convenience Engineering
- Television
- Human Nature

An example of how travel designed around the automobile creates barriers for pedestrians and cyclists:

Can you spot the pedestrian? Just follow the arrow.



What's it like to walk in America today?
Barriers for pedestrians and cyclists are everywhere.



It's not that people necessarily set out to plan barriers to physical activity. Sometimes it just seems like it...



HEALTH IMPACTS



Environment Affects Health

Study found:

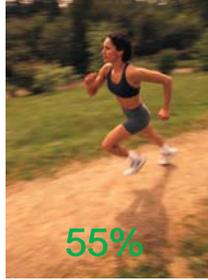
– Residents in Walkable Communities more likely to get enough activity

- 38% in most walkable communities met activity recommendations
- 18% in least walkable communities met activity recommendations

– American Journal of Preventive Medicine, February 2005



Transportation and Behavior



Source: Brownson, Ross et al., *Environmental Determinants of Physical Activity in the United States*. American Journal of Public Health (2001), Vol. 91, No. 12

- < 25% Minnesota Adults agree that their neighborhood includes access to recreation facilities or sidewalks
- <33% Minnesota Adults feel their neighborhood is safe for walking at night or with traffic levels

(Minnesota Physical Activity Survey, 2007)



If you are inactive, you have a higher risk of:

- Heart Disease, High Blood Pressure, and Stroke
- Type 2 Diabetes
- Colon Cancer
- Osteoporosis
- Depression and Anxiety
- Breast Cancer
- Falls among the elderly



Obesity

- About 60 million adults, or 30 % of the adult population, are now obese, which represents a doubling of the rate since 1980.

Definitions

Obesity: BMI = 30 +

Overweight: BMI = 25-29

Body Mass Index (BMI): A measure of an adult's weight in relation to his or her height, specifically the adult's weight in kilograms divided by the square of his or her height in meters.

Simply put: **Having a very high amount of body fat in relation to lean body mass**



Obesity Trends Among US Adults 1985 - 2008

- CDC's Behavioral Risk Factor Surveillance System (BRFSS)
- Annual telephone interview data collected by state health departments with adults

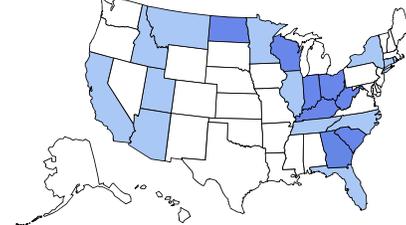
Does not take into account those who are overweight so it is a conservative view of the issue.

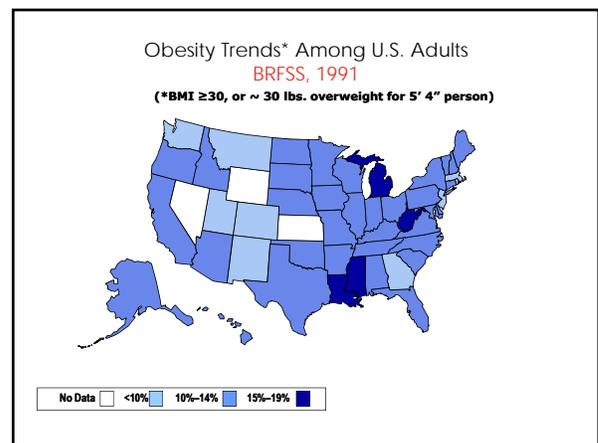
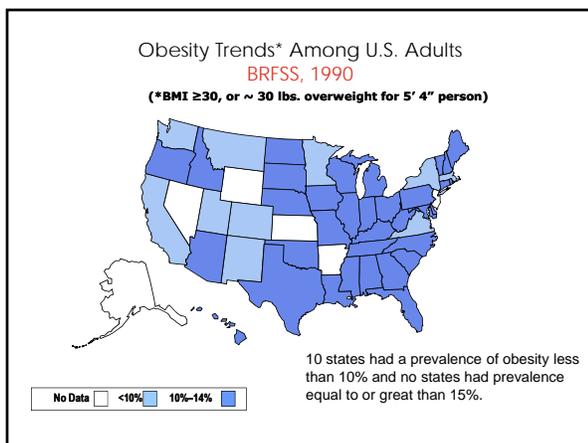
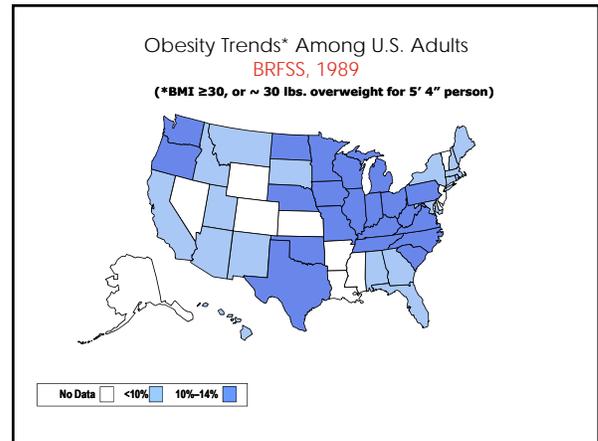
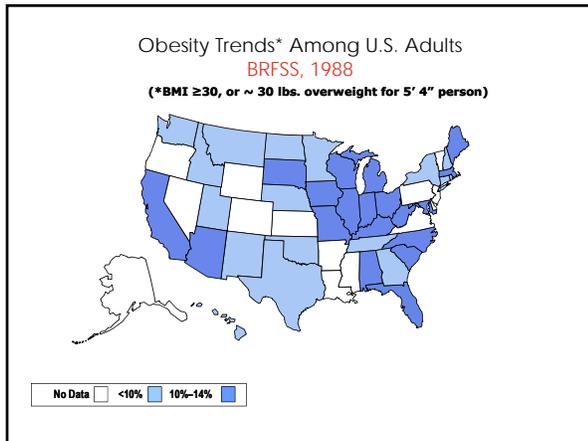
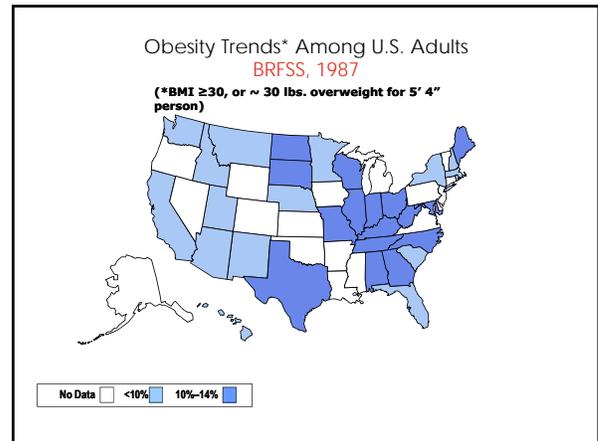
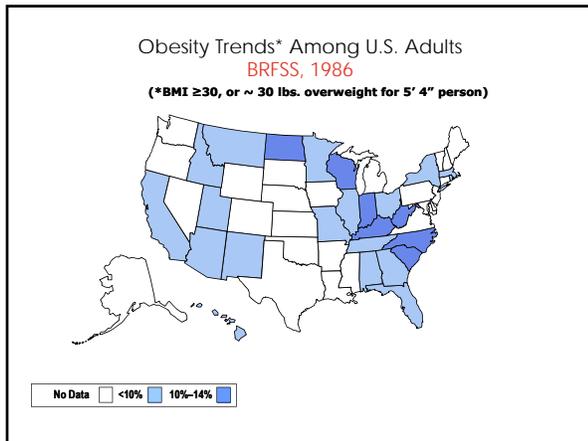


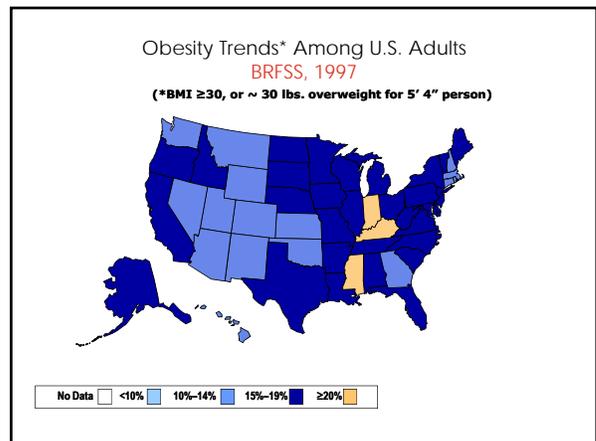
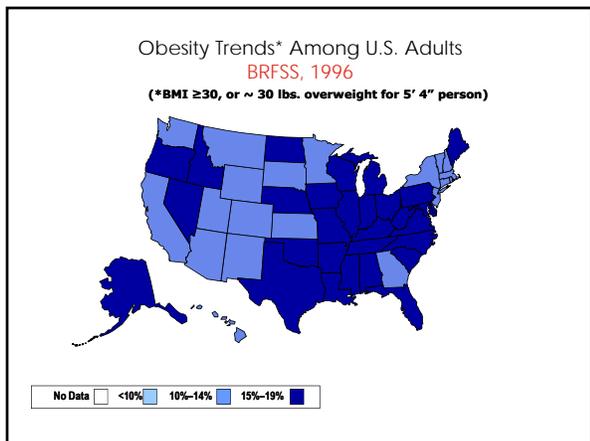
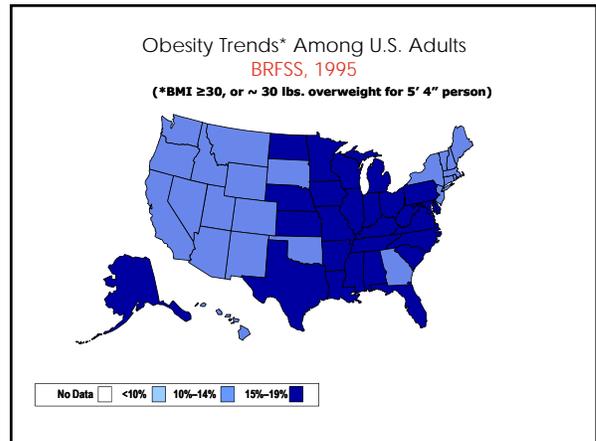
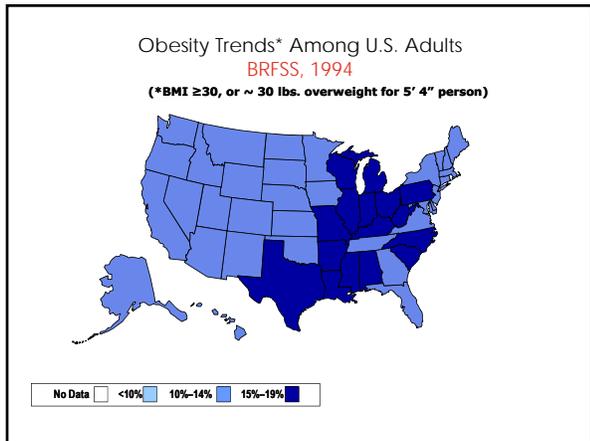
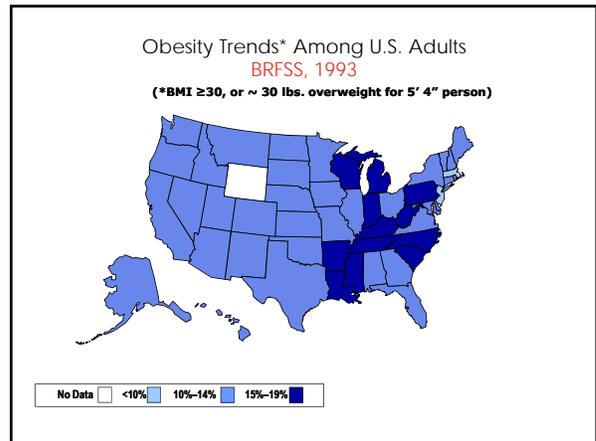
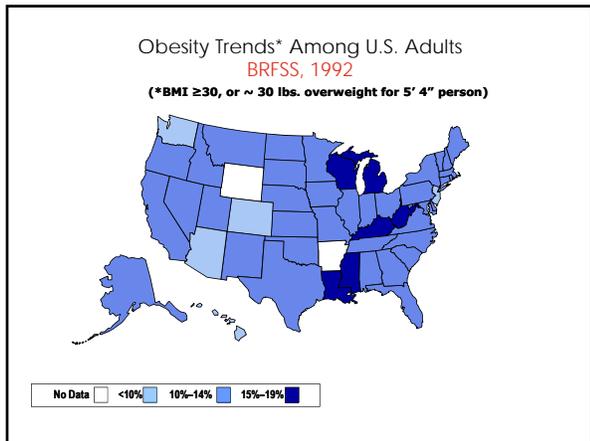
Obesity Trends* Among U.S. Adults

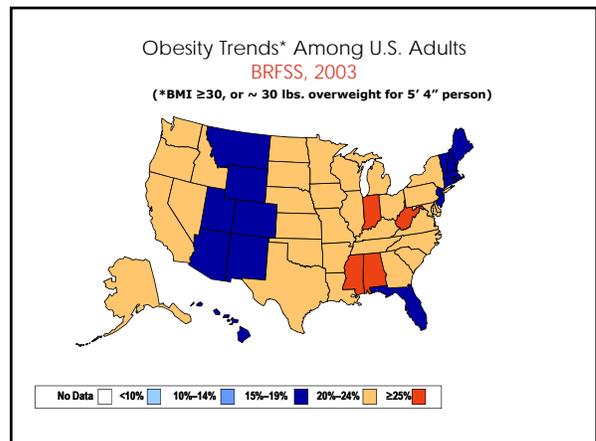
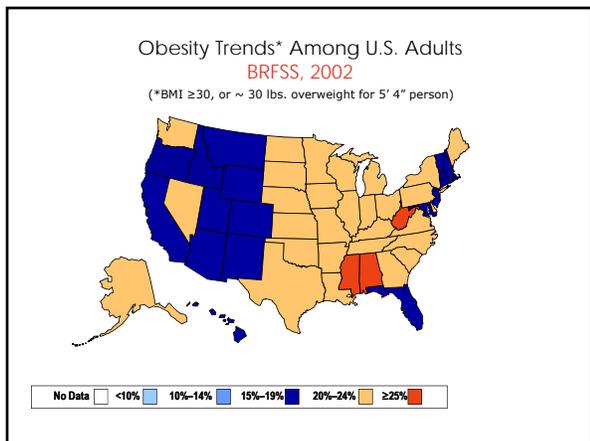
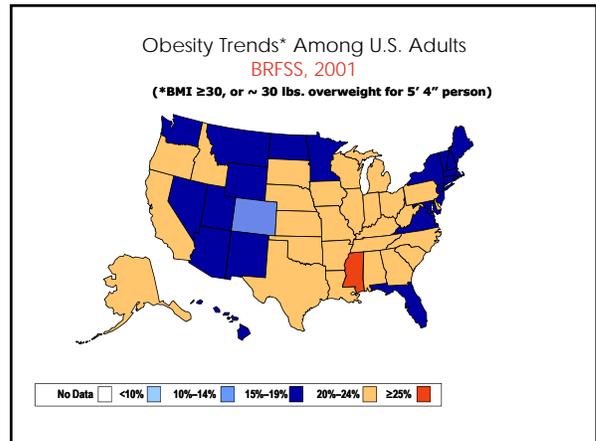
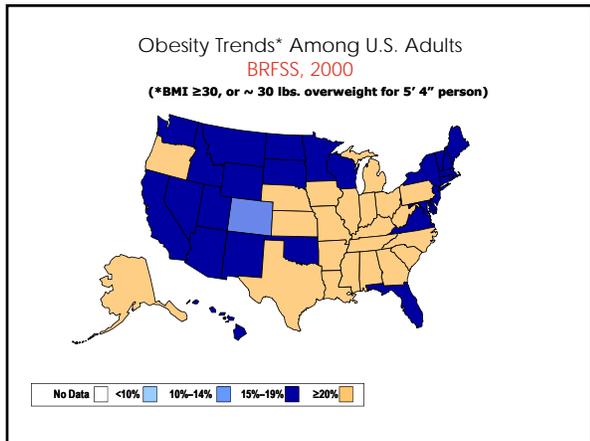
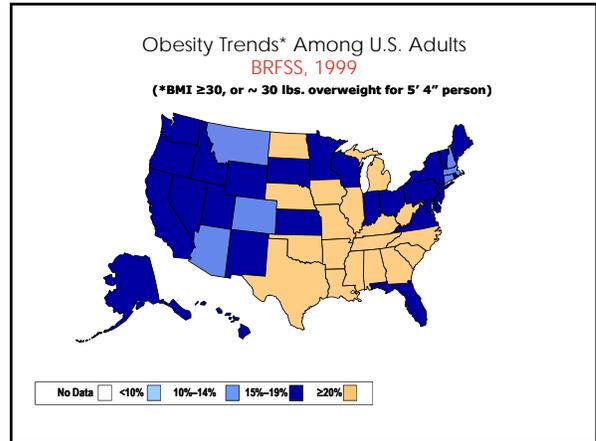
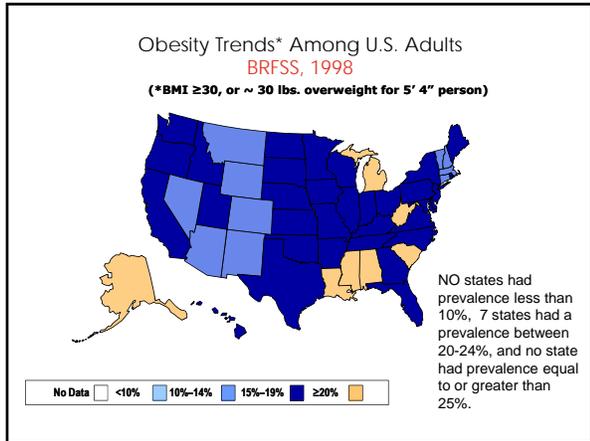
BRFSS, 1985

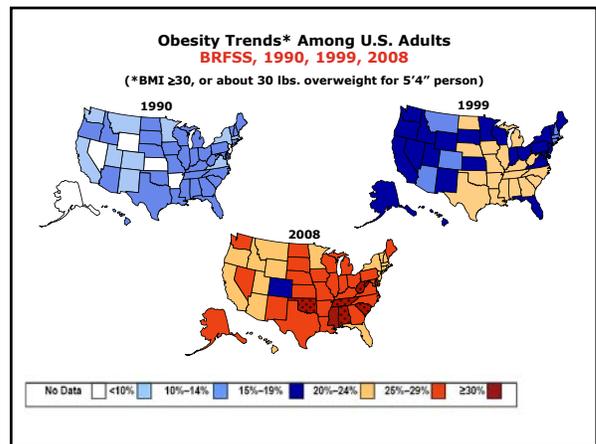
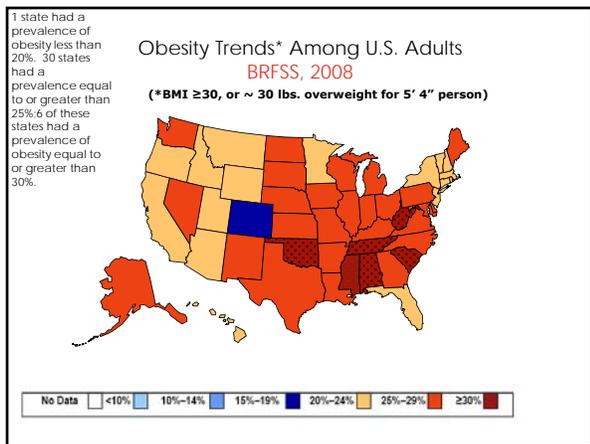
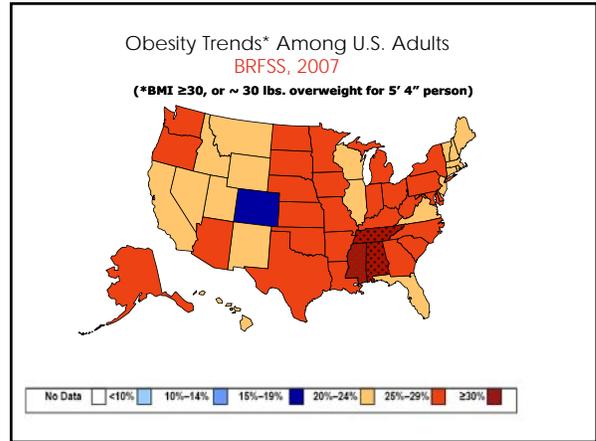
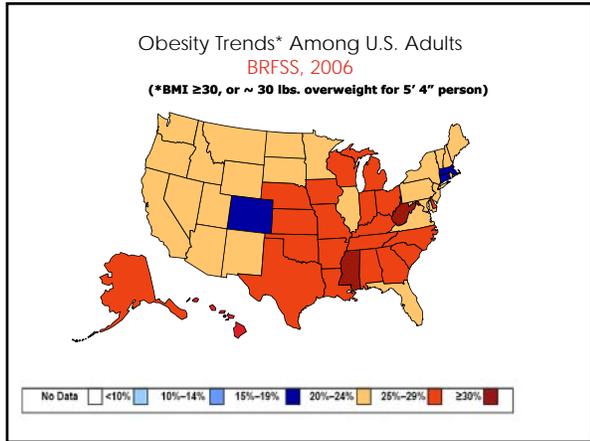
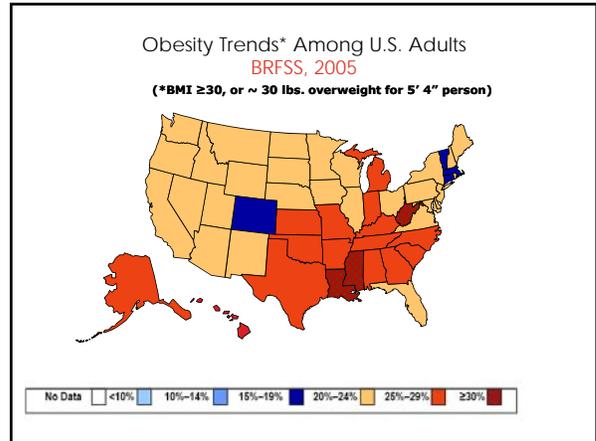
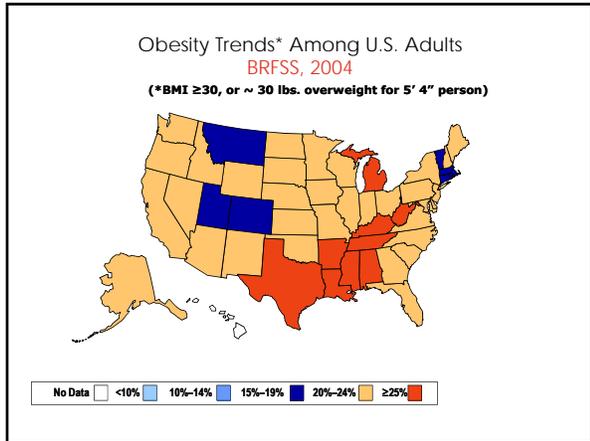
(*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)







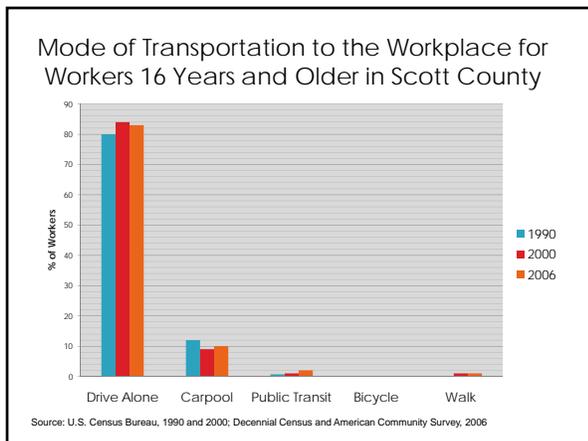
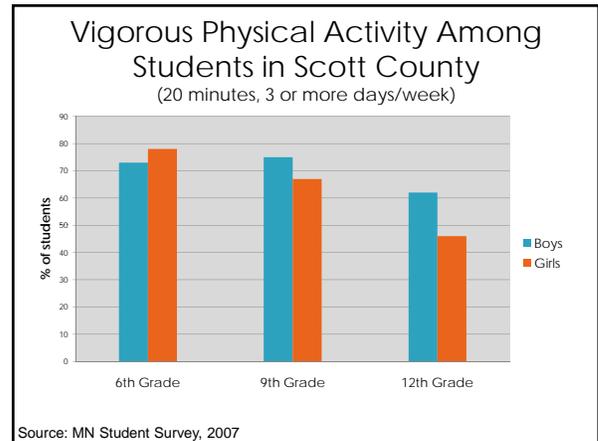
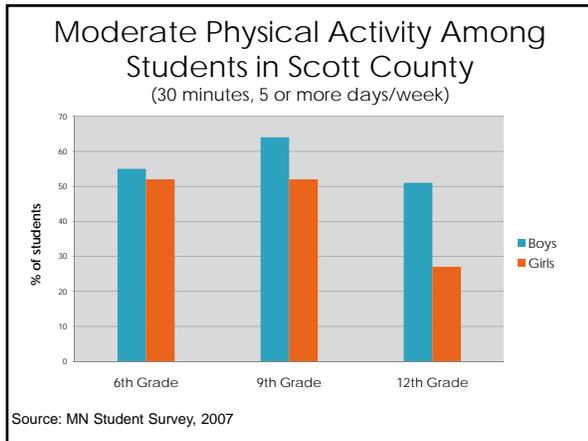
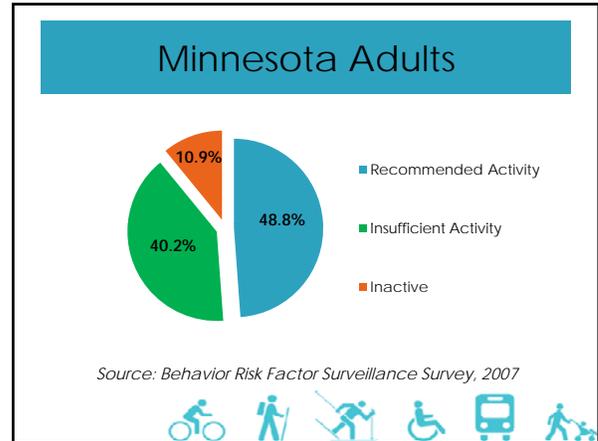




The percentage of overweight children, aged 2-5 years and 12-19 years, has doubled in last three decades

The percentage of overweight children, aged 6-11 years, has tripled in last three decades

(Preventing Childhood Obesity, Institute of Medicine, 2004)



Citizen Concerns

- 58% feel that **physical inactivity** is a moderate or major health concern
- 67% feel that **obesity** is a moderate or major health concern.

Source: Scott County Citizen Survey, 2006

Citizen Support

- 20% said they would support an increase in property tax to fund County parks and recreation, including the trail and bikeway system.

Source: Scott County Citizen Survey, 2006



Citizen Support

One thing citizens like most about living in Scott County:

- Location
- Rural
- Small town feel
- My neighborhood
- Parks & Lakes/Open Space

Source: Scott County Citizen Survey, 2006



Citizen Support

- 90% MN Adults agree community design has an effect on physical activity levels
- 93% believe transportation projects should accommodate walkers & bikers
- 72% believe in policies supporting sidewalks & bike paths

(Minnesota Physical Activity Survey, 2007)



ECONOMIC IMPACTS



Health Care Costs of Obesity in Minnesota

An estimated **\$1.3 billion** yearly to treat obesity in Minnesota.

Source: "State Level Estimates of Annual Medical Expenditures Attributable to Obesity" Obesity Research, Eric A. Finkelstein, Ian C. Fiebelkorn, and Guijing Wang. January 23, 2004. 12: 18-24



Other costs if community is not walkable:

- Costs of operating a car:
 - Purchase price, finance fees
 - Gas, oil, maintenance
 - Insurance, crash costs
 - Parking (fees, land, construction, loss of tax base)
 - Road building and maintenance
 - Pollution and Global Warming
 - Noise
 - Land use (roads, parking)



ADDITIONAL BENEFITS

Economic benefits
 Increased sense of community
 Safety
 Mobility



Economic Benefits

- Tourism – accessible to more visitors
- Real estate values – proximity to paths and trails is an amenity
- Business decreased health care costs
- Increased economic development opportunities



Sense of Community

- Trails and walkable communities provide the freedom to connect to not only places, but other people.
- Communities where neighbors know each other have a greater sense of community.
- This creates stronger and safer communities.

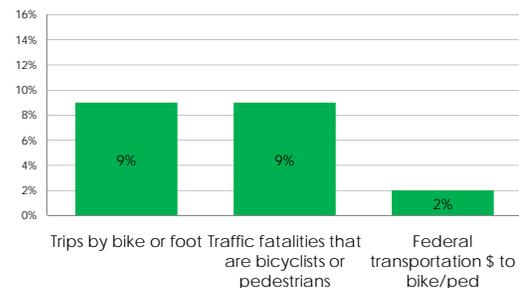


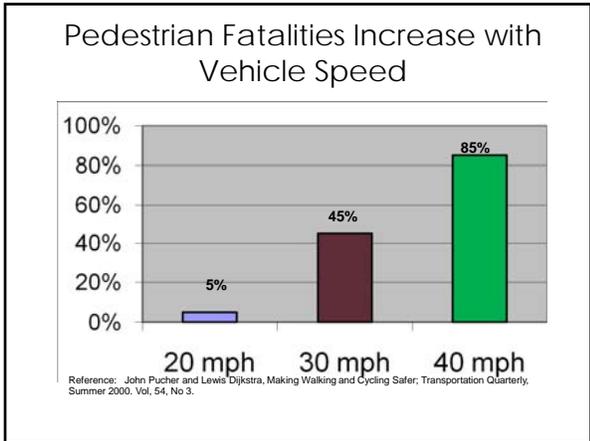
Safety

- Motor vehicle crashes are the leading cause of injury death in the United States.
- About 9 % of all traffic fatalities are pedestrians or cyclists, although 9% percent of all trips are made by foot or bicycle in Minnesota.



Levels of Bicycling & Walking, Bike/Ped Fatalities, and Bike/Ped Funding in Minnesota
 (Alliance for Biking & Walking, 2010)





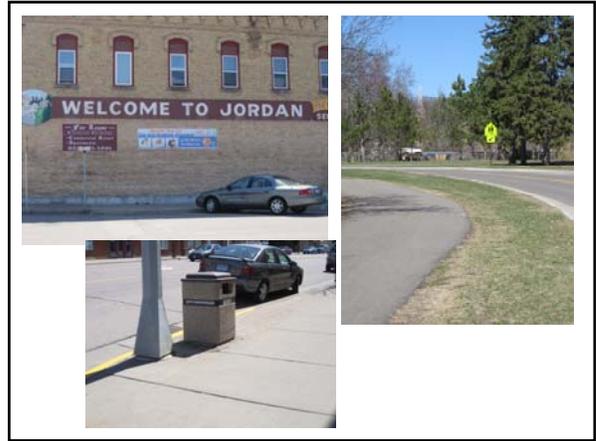
Mobility

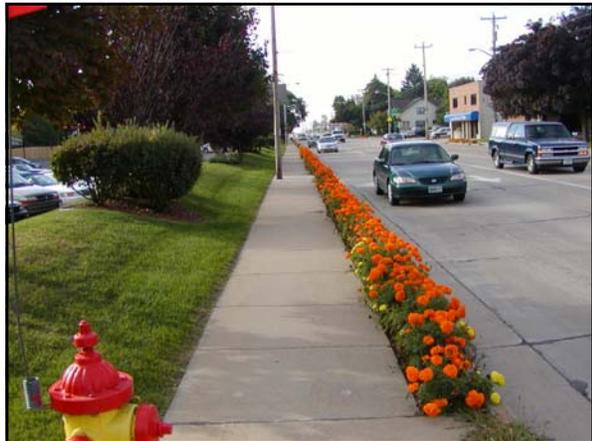
Efforts to create walkable communities are not **Anti-Car** ...

...they are Pro-Transportation Choice, providing transportation options



- ### Walkable Community Attributes
- Allows residents to use walking as a common mode of transportation
 - Increases opportunities for physical activity
 - Permits children to walk to school
 - Attracts window shoppers to local businesses
 - Offers increased safety to pedestrians
 - Creates a pleasant street atmosphere
 - Encourages social interaction among neighbors
-





Three key features

- Safe and accessible “facilities”
- Reasonable walking distances
- Connections

Safe and Accessible “Facilities”

- Safe crossings
- Buffering from traffic
- Street-oriented buildings (facing street, close to street, multiple windows and doors)
- Comfortable and safe places to wait







Reasonable Walking Distances

- For most walking trips, a reasonable distance is less than 2 miles.
- Most people walk 1 mile in about 15-20 minutes.
- One mile equals about 2,000 steps.



Physical Activity in Minnesota The Tremendous Potential

Of all trips:

- 50% are under 3 miles
- 28% are 1 mile or less
- 72% of trips 1 mile or less are driven

(2008 National Household Travel Survey)



Connections

- Single destinations or a "mixed-use" combination of the following:
 - Homes or residential areas
 - Workplaces
 - Post office, bank
 - Shopping, food and entertainment, and parks / recreation
- Other people



City of Jordan

Programs -

- Youth Sports – Summer Rec.

Events in Parks-

- Community Events
- Weddings
- Reunions
- Picnics

Sidewalks and Trails-

- Nearly 25 miles of sidewalk and trails

Parks -

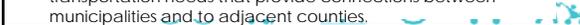
- Lagoon Park
- Holzer Park
- Mini-Met
- Timberline Park
- Plus 9 other parks
- Plus School Facilities




City of Jordan Comp. Plan

Transportation Goals:

- Approach transportation in a comprehensive manner by giving attention to all modes and related facilities through linking transit and land use and by combining or concentrating various land use activities to reduce the need for transportation facilities.
- Create/provide a safe, cost effective, and efficient transportation system that is adequate for vehicular, pedestrian, bicycle, and truck transportation for the movement of people and goods and services in the community.
- Support the County's trail system policies of developing a system to serve countywide healthy/active living needs, and transportation needs that provide connections between municipalities and to adjacent counties.



City of Jordan Comp. Plan

Parks, Trails and Recreation Recommendations:

- Maintain and improve existing park systems.
- Maintain quality park and dedication standards through the subdivision ordinance.
- Acquire park and open space in the future.
- Continue to add segments to the City and Regional Trail System.



City of Jordan Master Parks, Trails & Natural Resource Plan

General Goals and Recommendations:

- Adopt an Active Living by Design Philosophy and Culture.
- Provide Recreational Opportunities and Resources for all Demographics.
- Build Partnerships with Local, Regional and State Agencies.



City of Jordan Master Parks, Trails & Natural Resource Plan

Park and Open Space Goals and Recommendations:

- Continue to expand programming within parks.
- Provide Recreational Opportunities and Resources for all Demographics.
- Build Partnerships with Local, Regional and State Agencies.
- Review the life cycle of parks as they relate to the changing demographics.
- Future parks should be designed for appropriate size to accommodate a variety of uses.
- Generally acquire parks at time of platting.
- Passive Parks should be planned to protect areas of high environmental value and scenic areas.



City of Jordan Master Parks, Trails & Natural Resource Plan

Trail/Sidewalk/Greenway Goals and Recommendations:

- Construct a safe crossing over/under Highway 169.
- Conduct a Walkable Community Assessment.
- Provide Connectivity in Jordan's Sidewalk and Trail System.
- Pursue a Complete Streets Policy.
- Improve pedestrian crosswalks.
- Conduct a bicycle audit.
- Add bicycle racks to parks.



Existing Ordinances and Practices for Walkability in Jordan

- Subdivision Ordinance requires: An accessible 6' wide sidewalk is required on at least one side of all newly developed public streets (local residential) and comply with Comp. Plan.
- Comprehensive Plan identifies trail locations based on roadway classifications.
- Zoning Ordinance requires that commercial projects provide a pedestrian walkway from the public sidewalk/trail system to the entrance of the building.



How can Jordan address the key features of a walkable community?



Walkable Communities Strategies

- Provide financial incentives to encourage new job creation near where people live within the City of Jordan
- Encourage re-use of declining buildings into mixed-use developments
- Allow developers to reduce off-street surface parking and narrow road widths



Walkable Communities Strategies (continued)

- Connect walkways, parking lots, greenways, developments
- Create walkable/safe routes to schools
- Encourage adaptive reuse of historic or architecturally significant buildings



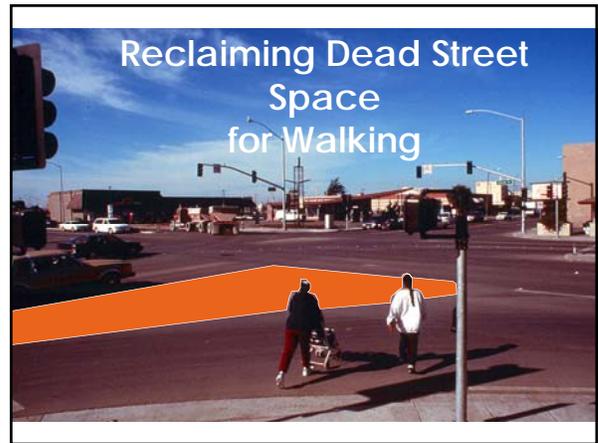
Walkable Communities Strategies (continued)

- Define communities and neighborhoods with visual cues
- Facilitate open space acquisition and development
- Conduct walkability audits – including a review of all ordinances, codes, regulations



Examples of Walkable Communities Strategies

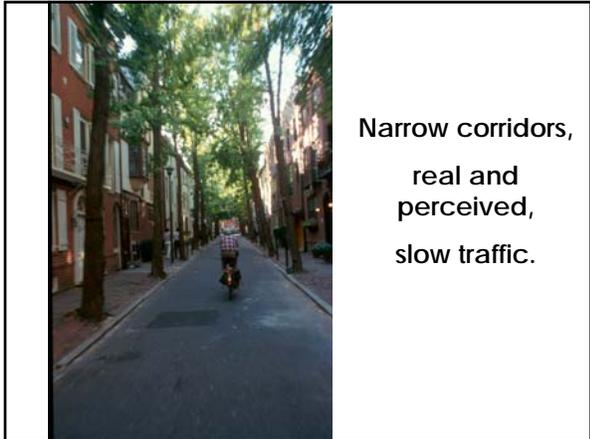




Traffic Calming

Vertical and Horizontal Engineering

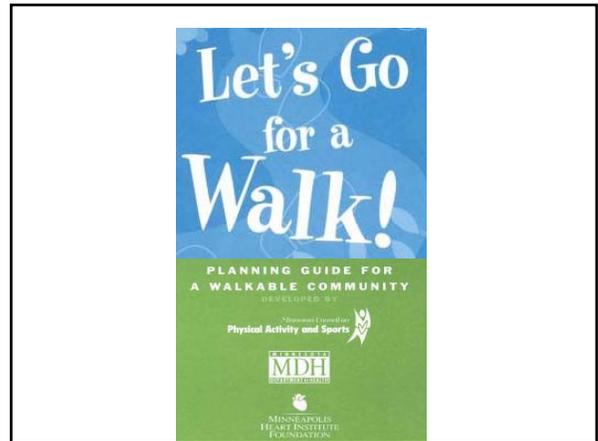
Roundabouts





Basics of a Walking Audit

- *What:* Technique to guide assessment of the environment for walkability
- *How:* Take a walk, observe surroundings, come back with ideas
- *Tool to record ideas:* Many walking audit tools available; Minnesota version is "Let's Go For A Walk"
- *Why:* Identify problems and solutions



Factors to assess

- Sidewalks
- Crossings
- Traffic
- Walking Safety
- Ambience



Photos © Regents of the University of Minnesota. Used with permission.

Sidewalks

- Is there a sidewalk, path or shoulder?
- Are the sidewalks broken, cracked or blocked?
- In different seasons, do snow or leaves cover the walking route?
- Do you have room to walk (at least 5 feet wide)?
- Is there a sidewalk on both sides of the street?
- Are sidewalks separated from traffic by a parkway?
- Are sidewalks continuous (no missing segments?)




Crossings

- Is it easy to cross the street?
- Are there signals needed?
- Traffic signals allow enough time to cross?
- View of traffic blocked by parked cars, trees, plants or snow banks?
- Are there safe places to cross every 300 feet?
- If the street has more than two lanes, was there a median?
- Were there curb ramps at all crossings?




Traffic

- Do drivers behave safely?
- Do drivers back up without looking?
- Do drivers drive too fast?
- Do drivers speed up to make traffic lights or drive through red lights?
- Is the speed limit is suitable for the neighborhood?



Traffic (cont.)

- Are there speed bumps or extended curbs at corners help slow down traffic?
- Did you feel that you were sufficiently separated from moving traffic?
- Did drivers yield when appropriate?
- Were drivers paying attention to pedestrians?



Walking Safety

- Do walkers behave safely?
- Do they cross at crosswalks or with traffic signals?
- Do they look both ways before crossing?
- Do they not walk on sidewalks or shoulders facing traffic?
- Is it well lit?



Walking Safety (cont.)

- Are there suspicious people, vandalism, crime or disturbing graffiti?
- Are dogs are properly controlled?
- Are there other walkers around?
- Do you feel safe?



Ambience

- Is the route pleasant?
- Is there grass, flowers, or trees?
- Is it well lit?
- Is it littered or dirty?
- Are there shady places with benches for rest?
- Are there drinking fountains?



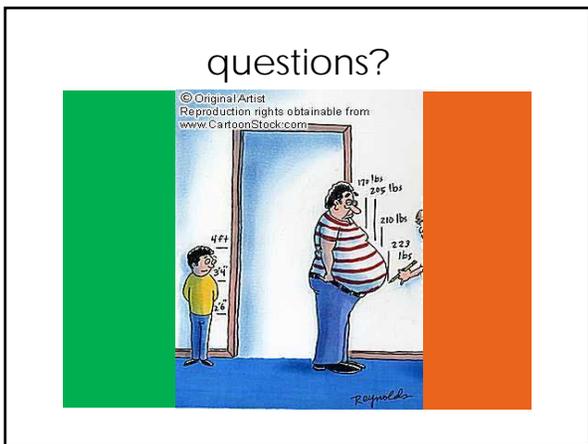


Presented by

Joe Janish
City of Jordan Senior Planner
952-492-2535

Sarah Brainard Marsh
Scott County SHIP Implementation Specialist,
Scott County Public Health
952-496-8689

Additional support provided by:
Jordan Planning Department
Carver-Scott SHIP



Let's go for a Walk!

Action Planning



Evaluations

Please complete the evaluation form located in the back of your folder before you leave!!

Thank you for your participation!!



Walkable Community Workshop Evaluation

Thank you for participating in the Walkable Community Initiative! Please give us your feedback and ideas. We appreciate your help in making our community walkable.

Workshop location: **Jordan, April 26, 2011 5:30-8:30pm**

For questions 1-5, ***please circle the number*** which indicates your level of agreement with the following statements:

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
1. The slide presentation was beneficial.	1	2	3	4	5
2. The instructions for the walking audit were clear.	1	2	3	4	5
3. The discussion of possible local strategies was useful.	1	2	3	4	5
4. Overall, this session was useful to me.	1	2	3	4	5
5. Overall, this initiative will be useful to this community.	1	2	3	4	5
6. The part of this session that I liked the most was:					
7. The part of this session that I liked the least was:					
8. Please share any additional comments or suggestions.					

Attachment 4: Community Workshop Participant List

Name	Affiliation/Title
Thom Boncher	Jordan City Council Member
Bob Malz	Jordan Police Chief
Tom Sand	Jordan Resident
Ed Shukle	Jordan City Administrator
Andy Hingeveld	Scott County Planner
Rolf Hafslund	Jordan Planning Commissioner
Tim Bischke	Jordan Park and Recreation Commissioner
Pete Ewals	Jordan City Mayor
Mike Harrington	Jordan Resident
Mike Nevins	Jordan Resident
Cindy Nevins	Jordan Resident
Donna Breeggemann	Jordan Park and Recreation Commissioner
David Hanson	Jordan Park and Recreation Commissioner
Christine Oldshey	Jordan Resident
Merna Pekarna	Jordan Business Owner
Margaret Fink	Jordan Resident
Dan Elke	Jordan EDA Member
Margaret Knutson	Jordan Park and Recreation Commissioner
Guy Beck	Jordan Planning Commissioner
Ron Jabs	Jordan EDA Member
Sarah Brainard-Marsh	Scott County SHIP Implementation Specialist
Joseph Janish	Jordan Senior Planner

Attachment 5: Let's Go for a Walk Planning Guide

Let's Go for a Walk!

PLANNING GUIDE FOR A WALKABLE COMMUNITY

DEVELOPED BY

Minnesota Council on
Physical Activity and Sports



MINNEAPOLIS
HEART INSTITUTE
FOUNDATION



Walking is a great way to get around your neighborhood and be healthy at the same time! Walking allows you to meet your neighbors and gives you an opportunity to see the area at a comfortable pace.

Some neighborhoods are better for walking than others. If you want to walk, or if you want to walk more, but you are not comfortable doing it in your neighborhood, this planning guide will help you improve conditions for walking.

One person or a small group with a mission can accomplish great things, so take steps to make your neighborhood more walkable and more livable.

Getting Started

1

Review this planning guide for tips that make a walkable community.

2

Go for a walk in your neighborhood and fill out the "Walking Route Form." Use the sample form for ideas.

3

Take the action steps to make your community a walkable community.

Walking Route Form:

Group Name Anytown USA Neighborhood Watch Group Date October, 2000

Walking Route Location Downtown Main Street to High School
and Back along Lake Front

Short Term Action Steps

Long Term Action Steps

1 Do you have room to walk?

- * Sidewalks broken, cracked or blocked
- * No sidewalks, paths or shoulders
- * Snow or leaves cover the walking route

- * pick another route for now
- * tell city/county traffic engineers or public works department about specific problems
- * ask neighbors to clear sidewalk or path

- * write/petition city for walkways
- * alert media to problem
- * organize a community group to help rake or shovel

2 Is it easy to cross streets?

- * Traffic signals do not allow enough time to cross
- * Crosswalks/traffic signals needed
- * View of traffic blocked by parked cars, trees, plants, or snowbanks

- * pick another route for now
- * tell city/county traffic engineers or public works department about specific problems
- * trim your trees or bushes that block the street and ask you neighbors to do the same

- * request crosswalks/signals/parking changes at city meetings
- * report illegally parked cars to the police
- * request the public works department trim trees or plants, and clear snow

3 Do drivers behave safely?

- * Back-up without looking
- * Drive too fast
- * Speed up to make traffic lights, or drive through red lights

- * pick another route for now
- * set an example: slow down and yield to pedestrians
- * report unsafe driving to police

- * petition for more law enforcement
- * organize a neighborhood speed watch program
- * write letters to the editor or articles for your community paper

4 Do walkers behave safely?

- * Do not cross at cross walks or with traffic signal
- * Do not look both ways before crossing
- * Do not walk on sidewalks or shoulders facing traffic

- * educate yourself about safe walking
- * report unsafe walking to police
- * tell city/county traffic engineers or public works department about specific problems

- * request signs promoting crosswalk use
- * work with community groups to promote pedestrian safety
- * organize community to identify safe walking routes

5 Is the route pleasant?

- * Needs grass, flowers, trees
- * Scary dogs
- * Not well lit
- * Littered or dirty

- * ask neighbors to keep dogs leashed or fenced
- * report scary dogs to the police
- * take a walk with a trash bag and pick up litter

- * promote planting of trees, flowers, and bushes in your community
- * work with the neighborhood crime watch group to increase lighting
- * organize a community clean-up day

Walking Route Form:

Group Name _____

Date _____

Walking Route Location _____

Concerns

Short Term Action Steps

Long Term Action Steps

1 Do you have room to walk?

2 Is it easy to cross streets?

3 Do drivers behave safely?

4 Do walkers behave safely?

5 Is the route pleasant?

Tips to Encourage Walking in Your Neighborhood

Make sure the walking route is well lit and safe.

Walk with friends.

Know where the public phones are
or bring a cellular phone.

If you walk after dark, bring a flashlight.

Wear clothing that makes you visible to drivers.

Be a friendly neighbor and
acknowledge others along the route.

If people along the route have difficulty shoveling
because of age or physical condition,
take turns with neighbors to keep
that portion of the sidewalk clear.

Consider a neighborhood cleanup day
if the walking route has litter.

Mark walking routes with signs to give visibility to
both the neighborhood and the walking routes.

Encourage neighborhood groups like
senior or youth organizations and day care centers
to use the walking routes.

Promote walking routes with the community crime
watch association. More people walking in a
neighborhood makes the area safer for everyone.

Resource Guide

National Federal Highway Administration
Pedestrian and Bicycle Safety Research Program
HSR-20, 6300 Georgetown Pike
McLean, VA 22101
www.tfhrc.gov

Partnership for a Walkable America
National Safety Council
1121 Spring Lake Drive
Itasca, IL 60143-3201
630/285-1121 or www.nsc.org/walkable.htm

US Department of Transportation
National Highway Traffic Safety Administration
NTS-21, 400 Seventh Street SW
Washington, D.C. 20590
202/366-9832 or
www.nhtsa.dot.gov/people/injury/pedbimot/ped/

Walkable Communities, Inc.
320 South Main Street
High Springs, Florida 32643
904/454-3304 or www.walkable.org

State Minnesota Department of Transportation
Pedestrian Coordinator, Kristie Billiar
651/296-5269
kristie.billiar@dot.state.mn.us

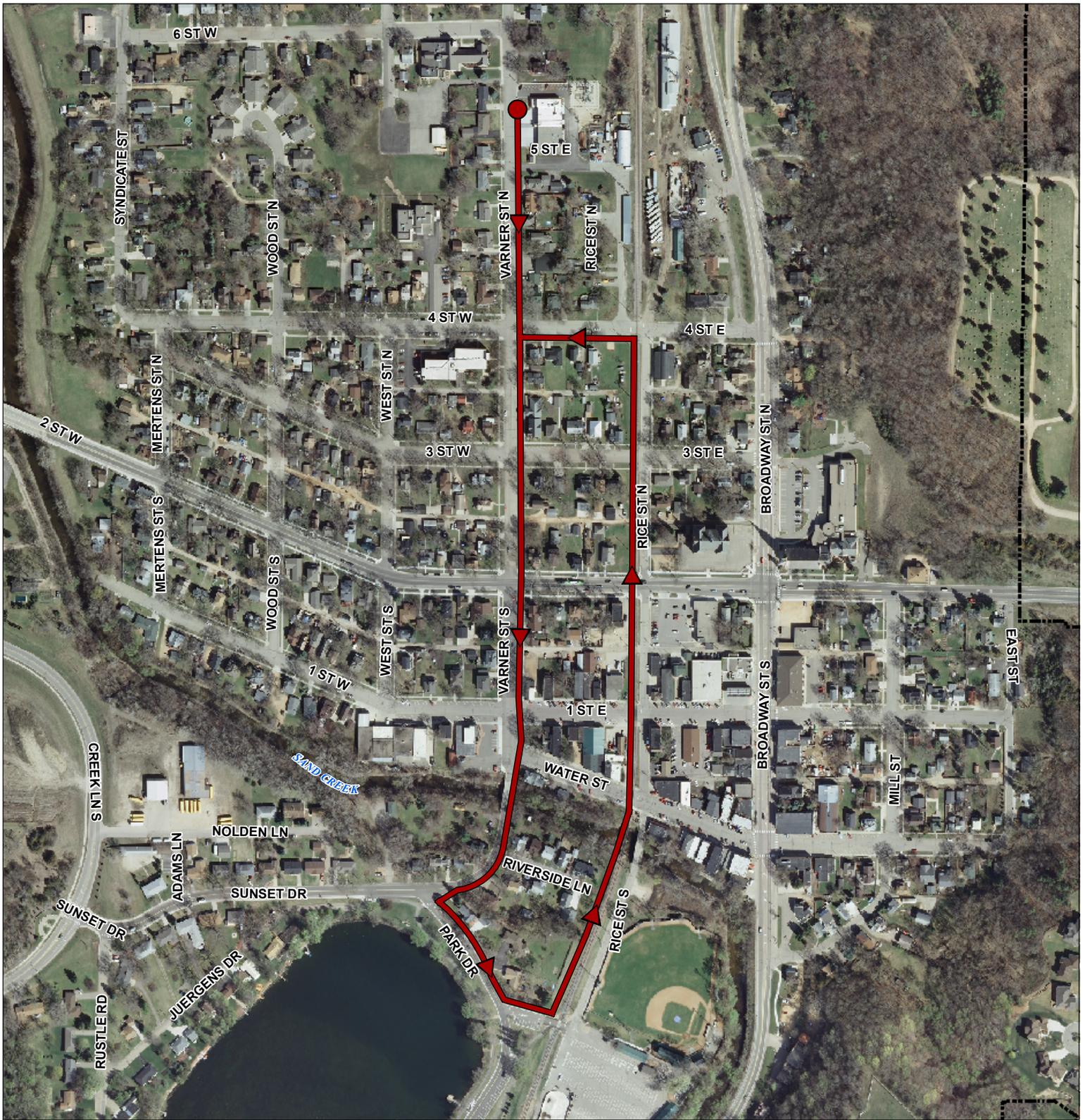
Minnesota Safety Council
800/444-9150 or
www.mnsafetycouncil.org/crosswalk

Minnesota Council on Physical Activity and Sports
www.health.state.mn.us
Click on Health by Topic, Click on Physical Activity.

Local Local City Engineer and County Public Works
Department (Check your local phone book)

County Health Department
(Check your local phone book)

Attachment 6: Walking Audit Routes



Legend

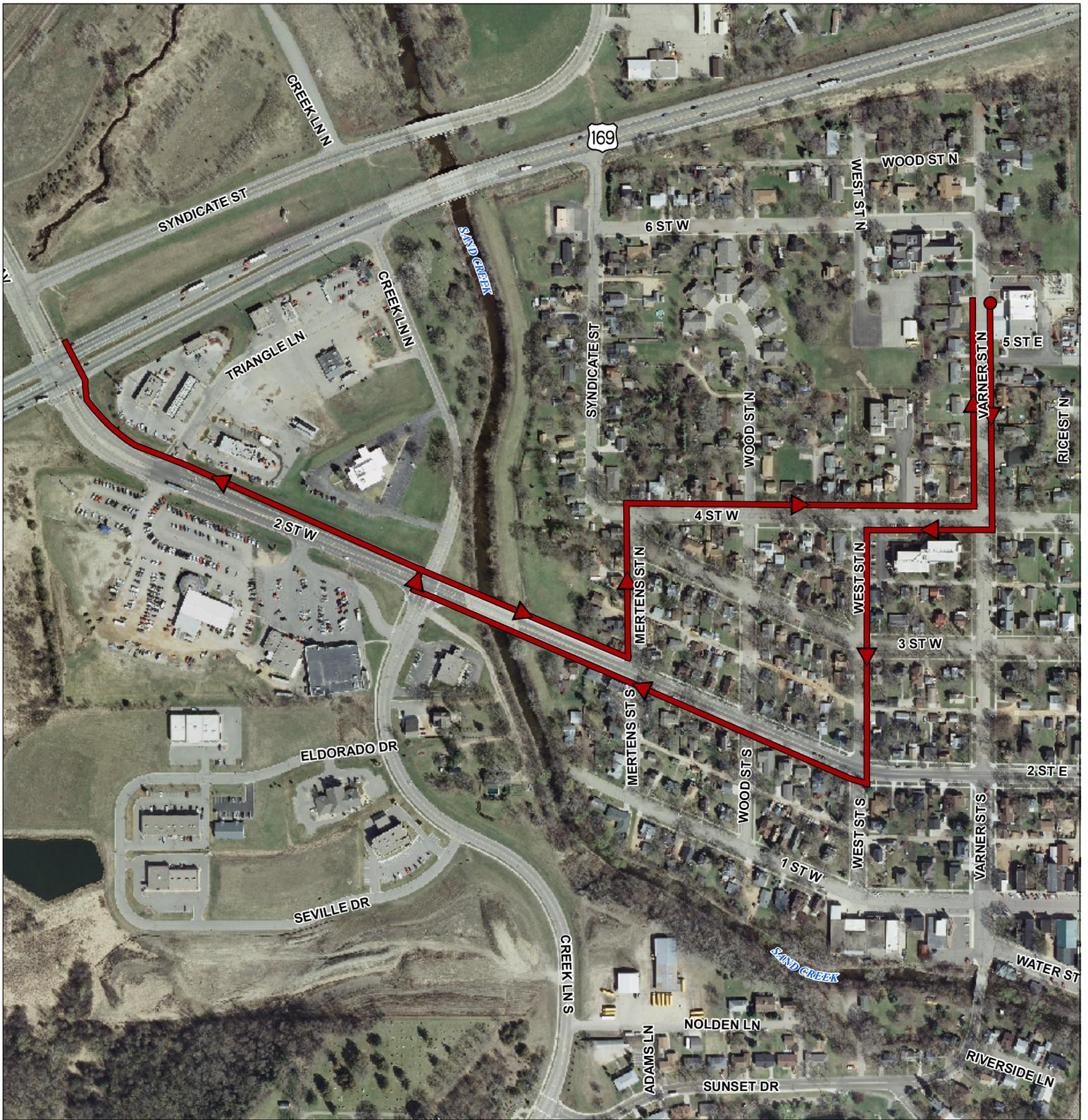
 Walkability Route



Walkable Communities Workshop

Figure 1

April 2011



Legend

 Walkability Route



Walkable Communities Workshop

Figure 2

Attachment 7: Action Plan

Top Priority Issues Identified by Votes of Participants in Ranking Order

Walking Audit Route #1 – Mini-Met Park

Issue	Category	Votes
Railroad crossings need improvement/maintenance = Rice & 4th, Water & Rice	Crossings	7
Street lighting on Park Drive entrance.	Safety	1
Weeds in cracks of sidewalk.	Maintenance	1
Bicycle on sidewalks.	Safety	1
Better directions on Rice Street near Mini-Met so that walkers can see when to walk.	Safety	
Multi-use trails - allow for more access to larger cross sections of people (i.e., elders, wheelchairs, etc.)	Sidewalk/Trail	
Limited crosswalk marking on Mainer & Water.	Crossings	
Shrubs grown into sidewalk on Rice between 3rd and 4th St.	Maintenance	
Shrubs obstructing sidewalk and weeds are overgrown.	Maintenance	
Cars parked over sidewalks out of driveways blocking pedestrian walkway.	Safety	
Up Water Street past Feed Mill - very bad sidewalk.	Sidewalk/Trail	
Confusing corner at Water and Varner.	Crossings	
More designated crosswalks on city streets not state highways.	Crossings	
Sidewalk on one side of the street on Varner.	Sidewalk/Trail	
Need pedestrian crossings on 282 & Varner.	Crossings	
Trash containers are on the sidewalk at Rice Street by bridge blocking the sidewalk.	Ambience	

Walking Audit Route #2 - 169

Issue	Category	Votes
Hazardous crossing 169 - not enough time to get across. Need longer pedestrian walk light and 169/282 intersection.	Crossings	5
169/282 & 9- No overhead markings of pedestrian crossing.	Crossings	3
Intersection of Creek Lane & 282 very dangerous to cross.	Crossings	2
Marked pedestrian crossings along 282 but few crossings across 282. Need crossings on 282 (ask MNDOT)	Crossings	2
Sidewalk height and width - need bridge over Sand Creek and 282.	Sidewalk/Trail	1
No crossing connection on asphalt trail to Radermachers/Ace area.	Crossings	1
Need signage about pedestrian right-of-way.	Safety	
Need to educate walkers and drivers about safety.	Safety	
Routes are pleasant in town on city streets, but not along 282. Need more trees in places on 282 especially in the business/commercial district.	Ambience	
It would be good to have pedestrian islands by the hometown Bank to Radermachers.	Safety	
No sidewalks on either side of Creek Lane by the bank.	Sidewalk/Trail	
Good tree overhang on first part of route and lack of trees in commercial district.	Ambience	
Sidewalks on 1 side and then switched to other side along Wood.	Sidewalk/Trail	
Crosswalk stripes should be painted on 282 intersections.	Crossings	
Island on creek/2nd forces bicyclists into roadway when going east.	Safety	

Issue (cont.)	Category	Votes
No curb cut for wheel chairs to use ramp.	Access	
Newer trail across from Rademachers is lower than traffic. Safety factor if can't go off road with no paved shoulder.	Safety	
Pedestrian frequently cross near Rademacher's. Dangerous due to entrance and lack of sidewalks on other side.	Crossings	
A side trail along Sand Creek (west side) with a foot bridge to Water Street would be a good walk.	Sidewalk/Trail	
Drivers coming off 169 to 282 don't see pedestrians.	Safety	
2nd St parking lane also helps bicyclists.	Safety	
Crossing at Merter's and 2nd is not striped.	Crossings	
Higher speed down 2nd is an issue along the route.	Safety	
Just the right amount of time to cross 169.	Crossings	
Wide shoulders along 282 separate cars from sidewalk.	Safety	
Sidewalks are mostly in good condition.	Sidewalk/Trail	

City-wide

Issue	Category	Votes
Calm traffic. Make Jordan a 'drive-to' destination, instead of a 'drive-through' destination.	Overall walkability	7
More restrooms, recycling and garbage receptacles.	Facilities	5
Downtown parking at the Mini-met - overflow parking.	Safety	3
No downtown air pollution.	Safety	3
Crooked, uneven pavement on sidewalks.	Sidewalk/Trail	1
Cars frequently coast through stop signs.	Safety	1
Need handicap parking and curb cuts.	Access	1
When traffic is heavy, it is not safe to cross anywhere.	Crossings	1
Truck traffic is dangerous.	Safety	1
Crosswalk stripes should be painted on 282 intersections.	Crossings	
Vegetation encroaching onto sidewalks in several places.	Maintenance	
Rationalize the mis-matched sidewalks. Too many places where sidewalk ends on one side and picks up on another side of the street.	Sidewalk/Trail	
Fireman Park and Creek Lane - Pedestrian Light.	Safety	
Skateboarders downtown.	Safety	
Littering from business that is close to residential.	Ambience	
Litter from Broadway Market.	Ambience	
A lot of glass along trails through the park.	Maintenance	
Dog waste on sidewalk.	Maintenance	
Pedestrian crossing paint tends to be slippery when wet. Add grit to it.	Safety	
For walkability walking on side streets was more enjoyable. Highway traffic is too busy and fast.	Safety	
Most part of the city have good curb cuts at street crossings.	Safety	
Several drivers stopped to allow group to cross.	Safety	

Attachment 8: Evaluation Results

Walkable Community Workshop Evaluation

Thank you for participating in the Walkable Community Initiative! Please give us your feedback and ideas. We appreciate your help in making our community walkable.

Workshop location: Jordan, April 26, 2011, 5:30-8:30pm

For questions 1-5, **please circle the number** which indicates your level of agreement with the following statements:

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
1. The slide presentation was beneficial.	0 (0%)	0 (0%)	2 (11%)	11 (61%)	5 (28%)
2. The instructions for the walking audit were clear.	0 (0%)	0 (0%)	3 (17%)	11 (61%)	4 (22%)
3. The discussion of possible local strategies was useful.	0 (0%)	0 (0%)	3 (17%)	14 (78%)	1 (6%)
4. Overall, this session was useful to me.	0 (0%)	0 (0%)	0 (0%)	13 (72%)	5 (28%)
5. Overall, this initiative will be useful to this community.	0 (0%)	0 (0%)	3 (17%)	10 (56%)	5 (28%)

6. The part of this session that I liked the most was:

- Voting and evaluation
- The walk
- The actual walking and observing
- Walking and talking about what we saw
- The great ideas
- The walking audit
- Observations
- Walk
- Hands on approach
- Walking
- Dialogue between participants
- Intro slides

- Post-it time
- Hearing other people's ideas
- Info from SHIP
- Pooling ideas
- The walk

7. The part of this session that I liked the least was:

- The cold rainy walk
- Too many slides
- Poor choice of weather
- Negative observations
- The rain
- Posting dots/repetitive
- Weather
- Slides got a little too long
- The rain could of taken a break ☺
- No real discussion from city on action
- Rain
- The questions after

8. Please share any additional comments or suggestions.

- Should do the same thing, but with bikes.
- Need discussion of practical applications (restrooms – none in winter time).
- We all have a tendency to criticize what we don't have and forgot about what we do have. Although there are things we need to improve in our walking areas, we do retain the small town feel and flavor that Jordan is known for.
- Great idea!
- Thanks.
- Nice job.
- Ideas to help more city ideas forward to adjoining government agencies (County, State, DNR, etc) would be helpful.
- I'm hopeful that something can be initiated that would make walking and biking in town more safe.
- It's hard to say if this initiative will be useful because this community does a lot of talking and little action.
- I really like the idea. Let's see some follow through. I like this workshop, it gets people thinking.

Attachment 9: Community Workshop Photos

Workshop set-up and presentation photos:



Walking audit photos:



+ Well-maintained sidewalk



+ Well-maintained sidewalk
+ Curb ramps present



+ Well-maintained sidewalk



- Ramp isn't ADA compliant
 - Debris, weeds growing and water pooling in ramp
- + Curb ramp present



- No marked crossing
- + Curb cut on corner



- No marked crosswalk over Hwy 282
- + Curb cuts at intersection



- No marked crosswalk
- + Curb cuts at intersection
- + Well-maintained sidewalk





- Bridge is narrow, little separation from two-way traffic
- Garbage cans are in walkway
- No crossing to sidewalk on other side along bridge (crosswalk or ramp)





- Concern with location of handicap parking and pedestrian ramps.



- No pedestrian facilities



- No pedestrian facilities, space narrows



- No pedestrian facilities along narrow road.



- No pedestrian facilities
- No crosswalk



- Railroad tracks across sidewalk cause barrier for pedestrian, especially for those using wheel chairs, walkers, strollers and rollerblades, etc.
- + Sidewalk present



- Unlevel sidewalk



- Pooling water at intersection on curb ramp
- No marked crosswalk



- Water and gravel on walkway
- + Sidewalk present separated from traffic



- Parked truck blocks walkway.



- Railroad tracks difficult to walk and roll over.



- Curb ramp is not ADA compliant
- + Sidewalk and ramp present



Small group discussion/Action planning photos:



Prioritizing/Action Planning Photos:



City-Wide Photos:



- Sidewalk ends



+ Signage for crosswalk



- + Pedestrian-scale lighting
- + Flags - sense of community



- + Sense of Community – Welcome Sign



- + Clearly marked crosswalks



- Curb ramp leads pedestrian into middle of intersection (not ADA compliant)
- + Clearly marked crosswalks across all streets at intersection



- + Clearly marked crosswalks
- + Walk signal at stop light



- + Pedestrian push-button for walk signal



+ Clearly marked crosswalk



+ Pleasant atmosphere (paver block)
+ Well-maintained sidewalk
+ Pedestrian-scale lighting



+ Pedestrian scale lighting
+ Planters, flags – pleasant atmosphere and welcoming
+ Clearly marked crosswalk



+ Trash receptacle



- Wide street with no designated lanes



+ City Hall is welcoming and pleasant (benches, planters, lighting)



+ Bench



- Trail blazing, indicating need for pedestrian connection



- Trail blazing, indicating need for pedestrian connection



- Trail blazing, indicating need for pedestrian connection



- Trail blazing, indicating need for pedestrian connection



- + Park
- + Shelter and picnic tables



+ No pedestrian facilities



- Trail ends



+ New sidewalk separated from traffic



- Curb cut is not ADA compliant
- No crosswalks



- Sidewalk needs maintenance, safety concern



- + Pedestrian crossing signs
- + Paved trail



+ Well-maintained paved trail with pleasant views



+ Pleasant view from paved trail



- Crosswalk leads pedestrians into driveway for parking lot
+ Clearly marked crosswalk leads to park
+ Shelter, picnic tables, trash receptacles



+ Playground



+ Pedestrian-friendly area (Crosswalk, signage, trail)



+ Local art - positive sense of community



+ Bench



+ Elementary School





+ Well-maintained paved trail separated from traffic



- No marked crosswalk

+ Curb cuts present



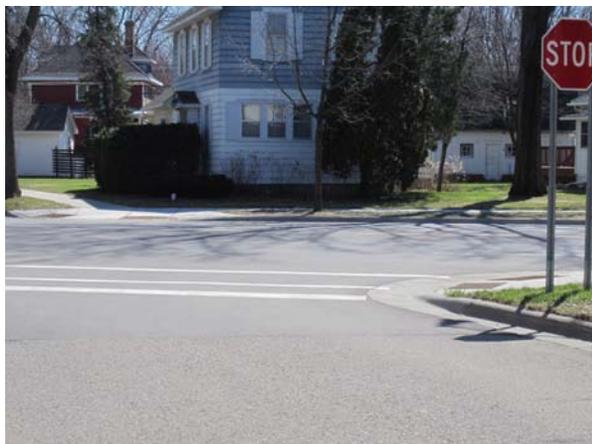
+ Well-maintained paved trail separated from traffic



- + Underpass
- + No motorized vehicles allowed



- No marked lanes
- No pedestrian facilities



- No marked crosswalk over one street
- + Marked crosswalk
- + Curb cuts



- Curb cuts are not ADA compliant
- Busy intersection
- + Painted crosswalks
- + Pedestrian signals

Workshop set-up and presentation photos:



Walking audit photos:



+ Well-maintained sidewalk



+ Well-maintained sidewalk
+ Curb ramps present



+ Well-maintained sidewalk



- Ramp isn't ADA compliant
 - Debris, weeds growing and water pooling in ramp
- + Curb ramp present



- No marked crossing
- + Curb cut on corner



- No marked crosswalk over Hwy 282
- + Curb cuts at intersection



- No marked crosswalk
- + Curb cuts at intersection
- + Well-maintained sidewalk





- Bridge is narrow, little separation from two-way traffic
- Garbage cans are in walkway
- No crossing to sidewalk on other side along bridge (crosswalk or ramp)





- Concern with location of handicap parking and pedestrian ramps.



- No pedestrian facilities



- No pedestrian facilities, space narrows



- No pedestrian facilities along narrow road.



- No pedestrian facilities
- No crosswalk



- Railroad tracks across sidewalk cause barrier for pedestrian, especially for those using wheel chairs, walkers, strollers and rollerblades, etc.
- + Sidewalk present



- Unlevel sidewalk



- Pooling water at intersection on curb ramp
- No marked crosswalk



- Water and gravel on walkway
- + Sidewalk present separated from traffic



- Parked truck blocks walkway.



- Railroad tracks difficult to walk and roll over.



- Curb ramp is not ADA compliant
- + Sidewalk and ramp present



Small group discussion/Action planning photos:



Prioritizing/Action Planning Photos:



City-Wide Photos:



- Sidewalk ends



+ Signage for crosswalk



- + Pedestrian-scale lighting
- + Flags - sense of community



- + Sense of Community – Welcome Sign



- + Clearly marked crosswalks



- Curb ramp leads pedestrian into middle of intersection (not ADA compliant)

+ Clearly marked crosswalks across all streets at intersection



+ Clearly marked crosswalks

+ Walk signal at stop light



+ Pedestrian push-button for walk signal



+ Clearly marked crosswalk



+ Pleasant atmosphere (paver block)
+ Well-maintained sidewalk
+ Pedestrian-scale lighting



+ Pedestrian scale lighting
+ Planters, flags – pleasant atmosphere and welcoming
+ Clearly marked crosswalk



+ Trash receptacle



- Wide street with no designated lanes



+ City Hall is welcoming and pleasant (benches, planters, lighting)



+ Bench



- Trail blazing, indicating need for pedestrian connection



- Trail blazing, indicating need for pedestrian connection



- Trail blazing, indicating need for pedestrian connection



- Trail blazing, indicating need for pedestrian connection



- + Park
- + Shelter and picnic tables



+ No pedestrian facilities



- Trail ends



+ New sidewalk separated from traffic



- Curb cut is not ADA compliant
- No crosswalks



- Sidewalk needs maintenance, safety concern



- + Pedestrian crossing signs
- + Paved trail



- + Well-maintained paved trail with pleasant views



- + Pleasant view from paved trail



- Crosswalk leads pedestrians into driveway for parking lot
- + Clearly marked crosswalk leads to park
- + Shelter, picnic tables, trash receptacles



+ Playground



+ Pedestrian-friendly area (Crosswalk, signage, trail)



+ Local art - positive sense of community



+ Bench



+ Elementary School





+ Well-maintained paved trail separated from traffic



- No marked crosswalk

+ Curb cuts present



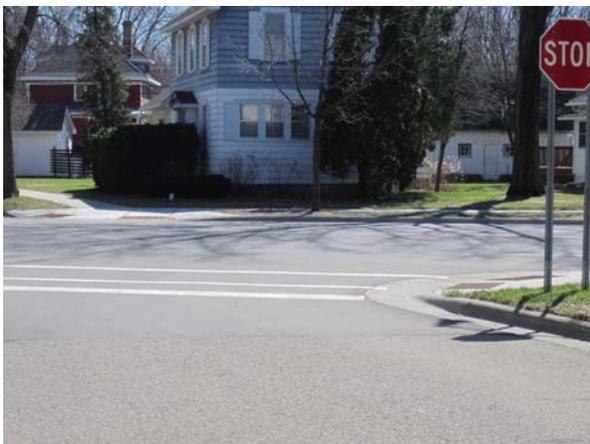
+ Well-maintained paved trail separated from traffic



- + Underpass
- + No motorized vehicles allowed



- No marked lanes
- No pedestrian facilities



- No marked crosswalk over one street
- + Marked crosswalk
- + Curb cuts



- Curb cuts are not ADA compliant
- Busy intersection
- + Painted crosswalks
- + Pedestrian signals