

STICKY SOLUTIONS

A Guide to Hosting a Healthy Community Design Workshop



Developed by: The Community Transformation Initiative and The Houston Department of Health & Human Services
Consultants: Asakura Robinson and Traffic Engineers, Inc

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IF YOU ARE A

**Civic Leader, Educator,
Community Advocate,
Community Planner,
Developer, Engineer,
Public Works Manager,
Management Districts
Leader, TIRZ Board
Member, Business Owner,
Environmental Advocate,
Designer, Parks and Open
Space Manager, or just a
Concerned Citizen...**

AND YOU ARE INTERESTED IN

A better understanding of your role in building healthy communities, and in working on potential action plans that identify ‘Sticky solutions’ to address community design problems.

Why a workshop?

Because people know the issues in their neighborhoods. They are the ones who can build the right solutions for their neighborhoods and communities.

Because a workshop brings people together and builds relationships. A workshop can spark collaborations and provide an opportunity to build partnerships across different sectors and departments.

This guide offers resources, activities, tips, and worksheets to take you through a process that can give voice to communities and empower them towards the creation and implementation of solutions that address community design issues and health impacts.

THIS GUIDE IS FOR YOU

This guidebook is a compilation of lessons learned, insights, exercises and resources developed and implemented during a series of workshops hosted by the Community Transformation Initiative during the summer of 2013.

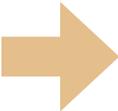
It includes ideas, strategies and tools to plan and conduct a workshop on Healthy Community Design in your neighborhood. Healthy Community Design is a concept that connects the design of a community to the overall impact on the health of its members. Neighborhoods that provide safe active transportation opportunities to carry out our daily routines, trails and sidewalks for leisure, healthy food options that are available and accessible in the neighborhood and smoke-free environments where we live, work and play result in “the easy choices being the healthy choices.”

The goal of a workshop is to spread knowledge about the connections between urban design and health impacts, to view firsthand the existing design challenges in a particular community, and to build a consensus about what steps can be taken to address the neighborhoods issues. The workshops include a guided community walking tour with design and planning experts and workshop participants, facilitated discussions, and exercises on developing sustainable strategies. Such strategies, which we call “sticky solutions,” include three types of solutions: projects, programs and policies.

A Healthy Community Design Workshop can bring together experts and leaders in a community to gain insights and exposure to some of the fundamentals of urban design. Participants can share ideas for “sticky solutions” using the collective wisdom and vision represented among the participants, and take steps towards making the community a more healthy, active place.

Sticky Solutions

are long term solutions that address issues with a multi-pronged approach, combining three different strategies that reinforce each other:



Programs:

Educate, build awareness, and encourage behaviors to change



Projects: Create inviting settings and an environment for activity



Policies: Rewrite the rules and our culture to make healthy community design a baseline for the future

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Photos from the Acres Homes Workshop



About the Workshops

Community Transformation is a movement occurring across the nation that is changing the way we look at health and prevention of chronic diseases. The City of Houston/ Harris County Community Transformation Initiative (CTI) is focused on impacting health at the population level through policy, environmental, and systems interventions.

Healthy Community Design Workshops (HCDW) also embrace a Health in All Policies (HiAP) approach. HiAP aims to help decision-makers assess, take into consideration, and understand the relationships between policies, interventions and social determinants that affect the resulting health outcomes. This approach requires collaboration across the various city and county departments and agencies; for instance, Planning, Public Works, METRO, Parks, Health, and an array of community partner organizations.

Healthy Community Design Workshops focus on making the connection between walkability, connectivity and active transportation, access to healthy foods, safe streets for all users, and smoke-free living- every day, for all residents- to make the easy choice the healthy choice.

The workshop model is intended to promote and increase engagement, commitment, and knowledge among individuals at decision and policy making levels. It is explicitly designed to bring together community-based organizations, community leaders and policy makers to discuss healthy communities from a diverse range of perspectives. This model provides an opportunity for champions to step forward to promote and lend visibility to the movements to improve health and to enhance livability in Houston.

Participants are introduced to concepts usually discussed in the silos of the design and planning, food and grocery, and transportation planning fields. To this end, workshops feature presentations, exercises and facilitated discussion exploring:

- The built environment, nutrition environment, and their relationship to health
- Community assets and barriers that impact physical activity opportunities and healthy food options
- The three components of “sticky” solutions to address built and nutrition environment problems identified during a walking tour in the community of interest
- Action steps and collaborations needed to carry them out

Reflections

From Workshop Participants and Facilitators

“Over the past several years, it has been fascinating to see how health topics have become more integrated into transportation planning and leading thinking about the built environment. The crisis of obesity and related health outcomes have been key drivers, changing how many planners and engineers think about streets and public space design to make them safer places and allow people to make active choices. This helps make healthier places and has also been shown to help create stronger, more resilient, better connected, economically vibrant communities as well.

Throughout the course of the CTI project it was wonderful to watch people talking and learning about their neighborhoods through the lens of health. People seemed to really appreciate the opportunity to work together to make a difference in their own neighborhood. The common themes across different neighborhoods about improved sidewalks, access to transit and better local food options showed the issues are universal, but the differences also showed the path to improve must be tailored to the neighborhood context.”

- Geoff Carleton, Planner

"I sincerely appreciate the efforts of both Asakura Robinson and the City of Houston Health Department, with their collective implementation of the Community Transformation Initiative. The intersection of urban design, planning, and healthy living is one that needs to be more comprehensively addressed, and is critical to the continued growth of our communities. This synergy is even more critical in our underserved neighborhoods, which is why I applaud these first steps toward education and implementation in our neighborhoods.

The workshops were of tremendous benefit; not only because of the knowledge that was shared, but perhaps because of the methods used. The active listening employed by the facilitators, as well as eliciting as much participatory discourse as possible, enabled the community stakeholders to be active participants in this exercise. As a result, all future discourse ideally, will continue to be solution-driven, and build upon the foundation that was established at these first set of sessions."

Introducing the concept of 'Sticky Solutions' was not only innovative in terms of community engagement - it could be extremely advantageous in terms of clearly defining solutions to what many have deemed very complex problems. This method served to clearly delineate between programs, policies, and projects; deliverables that can often be confused one for another, when determining the best route to take in regards to a community or design challenge. The ultimate barometer of success, will be crossed once we have been able to go from strategy session, to implementation of one of the aforementioned P's (program, policy, project), thereby effecting change in our communities.

In closing, I am in full support of this initiative - not only its innovation, but its timeliness. The necessity of integrating health into progressive discussions of urban design is well upon us, and its certainly gratifying to see the public sector and design realm have initiating this synthesis here in Houston. I look forward to continued discourse and progress in this endeavor, and would appreciate the opportunity to be involved in future efforts."

- Antoine Bryant, Urban Designer

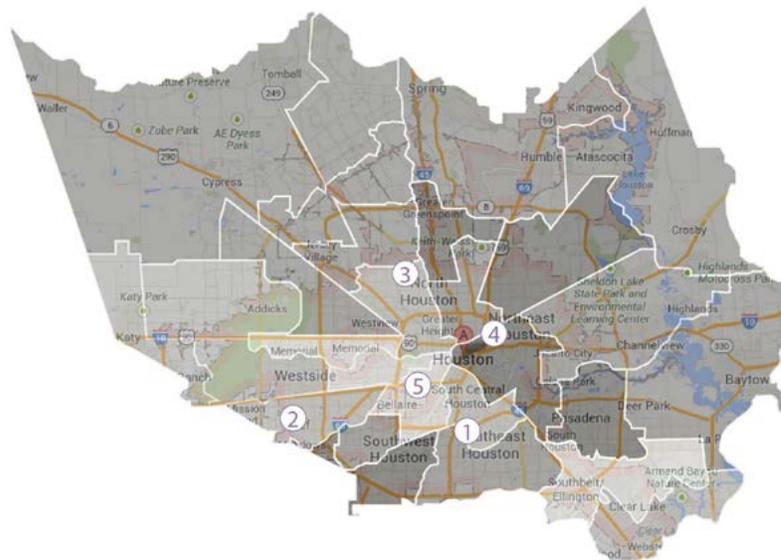
SNAPSHOT OF SUMMER 2013 WORKSHOPS

Five locations were chosen for our pilot workshops. The initial selection of target neighborhoods was based on risk factors, such as lack of access to food, high obesity rates and income disparity. By identifying neighborhoods that vary in character, physical condition, and level of community engagement, each workshop presented a new set of lessons and ideas identified through our discussions and the walking tour. By holding the final workshop near the Texas Medical Center, we hoped to engage health professionals in a conversation about the relationship between urban planning, lifestyles and health outcomes. Houston, the home of a world-class healthcare system, and its communities, including the Texas Medical Center, should be leaders in fostering healthy lifestyles.

Representatives from local groups or organizations were invited to participate and make brief presentations about their experience in the neighborhood. Invitees might include local Super Neighborhood leaders, civic association presidents and members, business owners, local non-profit organizations, planners and designers from local firms, City Planning and Public Works representatives, community development officers, management district representatives, METRO community liasons, community advocates, environmental advocates, representatives of local education outlets, residents, local elected officials and anyone who has a stake in the well being of the particular community.

1. Sunnyside & Southeast Houston @ Palm Center Business Technology Center
2. Sharpstown, Gulton & Aleif @ Baker-Ripley Neighborhood Center
3. Acres Homes @ Acres Homes Multi-Service Center
4. East End / Denver Harbor @ Ripley House
5. Texas Medical Center / Museum District @ The Health Museum

Workshop locations
in the context of
Obesity levels in
Houston¹



The Model

A well-executed workshop should plan for and ensure the breakouts include a good mix of community lay people, experts, and professionals. The facilitator(s) should prompt and encourage active involvement in the breakout sessions. Brief remarks from representatives of various sectors will lend importance to the work being done. Establishment of partnerships and collaborations should be encouraged.

Sample Schedule of Activities

Pre-workshop:	Meeting between facilitators to review presentations, and sort out workshop logistics. Workshop site visit to develop a walking tour route that point out strengths, weaknesses and opportunities in the neighborhood
30 minutes	Setup
15 minutes	Sign-in (name tags for participants)
15 minutes	Introductions by the CTI Team Short Presentations by Community Partners
30 minutes	Presentation: "Health and the Built Environment" Pt I
45 minutes	Walking Tour Led by Facilitators
20 minutes	Presentation: "Health and the Built Environment" Pt II Presentations by Community Partner
20 minutes	Breakout Groups- Identifying Goals and Sticky Solutions
30 minutes	Presentation and discussion of Goals and Sticky Solutions
10 minutes	Closing Remarks Cleanup and debriefing with facilitators and organizers

Photos from the Southeast Houston Workshop



Findings & Feedback

After leading workshops in five communities, we came away with a lot of insight about the challenges that communities face that may inhibit their ability to easily lead healthy lifestyles, as well as shared initiatives where people are making progress, and affecting positive change. Community leaders, such as City of Houston and METRO staff, City Council members, and representatives from the Houston Parks Board, community groups, management districts, and Local Initiatives Support Corporation (LISC) were often able to make presentations about the work they do, which in many cases provided resources to workshop participants. This type of diverse participation provided opportunities for both education and collaboration, as each player has a role in building healthy communities.

Although the content of the presentation given at each workshop was the same, the conversation varied greatly depending on the people who attended, as they helped direct the discussion for both the issues to address and the determined solutions. People who live or work in the immediate area could speak from their experience and help to identify solutions that are specific to their neighborhood. Community leaders, department and agency representatives, health professionals, planners, designers and engineers, may guide the conversation towards big-picture issues, such as policies and design approaches.

The level of organization and involvement varies in each community, which affects the degree to which groups can develop their solutions. At some workshops, participants were in a position to generate specific action items for community organizations and were able to quickly apply learned knowledge to the identified issues during breakout sessions. For example, at one workshop, participants noted that several local clinics and other civic destinations had already begun to form a loose coalition. One goal developed during the breakout sessions at this workshop was to designate the area in which these organizations were concentrated as a focal point for pilot projects and streetscape improvements, and to generate ideas that could be presented at the next meeting of these organizations. Alternatively, some discussions involved mitigating differences or struggling to develop a common theme at a table with more outside participants than community members.

On the next page, we've summarized some of the ideas generated at our workshops so that you can learn from our experiences.

Photos from the East End and Acres Homes Workshops



PROJECTS:

More water features for children • Walkway through the parking lot with shaded areas and seating • More prominent signage announcing that Park at Palm Center is a public amenity • Bike racks at the transit center in support of the rail line • Covered bus stops with electronic trip information • Conversion of impervious parking lot into park space • Traffic calming, such as speed bumps • Wide sidewalks in good condition • Bike lanes in addition to signed routes • Pedestrian amenities: street trees, lighting, benches, trash cans • Streetscape improvements in the “triangle of service area” • Pilot project for traffic signalization • Pedestrian plazas • Street art / furniture • Develop more community gardens • Vertical Garden Office Projects • Plant edible landscape along MTFC (Pedestrian friendly routes) instead of shrubs • Conversion of a vacant/ parking lot into a public plaza funded by parking management district • Mobile produce units, possibly connected to grocery stores • Continuous network of sidewalks • ADA compliance for entrances and crosswalks • Increase the visibility of curbs with reflective painting • Improvements along Marcela Street, such as speed bumps, sidewalks and ADA ramps • Pedestrian improvements: sidewalks, lighting, crosswalks, ramps • Traffic calming on neighborhood streets • Bike lanes on Navigation Boulevard • Fixing and repairing sidewalks that are not conducive for walking • Installation of equipment for healthy produce in cornerstores • Plant fruit trees, shrubs at bus stops or in public spaces • Food processing center / commercial kitchen

PROGRAMS:

Bike share and cyclist education program • Pop-up activities, such as food vendors and art to activate the park • Circulator to connect businesses to transit center • Vendor development and grants that encourage certain types of businesses • Adopt a bus shelter program • Tap into existing resident “trust” networks, expanding the community engineers program • “Walk & Report” tours with residents, reporting information using the 311 mobile app • Bike program: safety, build-a-bike, helmet distribution, group rides • Saturday market at Baker Ripley that is community driven, but with outside services • Collaboration of churches, mosques and schools for beautification and monthly cleanup • HPD Outreach and cadet training in collaboration with Mayors Anti-Gang Initiative • Volunteer crew for a monthly clean-up initiative with a focus on drainage ditches • Monthly award given to the best yard or street • Neighborhood walking tour to raise awareness on issues • Safety programs at schools that engages youth and adults • Neighborhood watch program • Community alert announcement system to develop strong petitions for service • Research food buying behavior and preferences of community members to influence future policies and programs • Healthy food coupons to be distributed by schools, or Neighborhood Centers, Inc. • Walking school bus • Bike share expansion to East End • Better Block event to showcase community engagement opportunities and available programs • Bike club for kids with safety program, and build-a-bike opportunities • Neutral and spay program at Navigation Blvd markets to reduce safety concerns of stray animals • Street closure • Signage (graphic) • Implementation of updated design standards • Dead end street neighborhood grant • Community Garden Grant • Healthy Choice Awareness Program • Geo-gardens (mobile vendors) • Backyard Gardens for Economic Development • Partnership program for source sharing • Weekly farmer’s market that accepts lone star (church parking lot) at existing gathering places • Demonstrations regarding healthy foods, cooking • Parking and public space management district • Grocery stores sell food at farmer’s market at a fair price

POLICIES:

Policy for the incorporation of electronic schedules and bike racks at high-volume transit stops • Longer crossing times for pedestrians at traffic signals • Complete Streets Initiative • Policy outreach to make sure accessibility is available at service provider areas • Use the “triangle of service area” as a pilot for policies for traffic and streetscape policies • Create management district • Require bike racks, sidewalks, ADA ramps, lighting for all new developments • Increase lane width on bridges to improve safety • Establish community design guidelines to include grooves on ramps, painted curbs and corners, etc. • Enforce no dumping laws and increase fines • More frequent city-run cleanup • Acceptance of SNAP at a wider variety of locations, such as mobile vendors, farmers markets, gas stations, convenience stores, to support healthy food access programs • Prioritize pedestrian and bike spending at transit expansion projects • Create policies for urban farming / gardening • Create food task force in urban planning • Initiate food studies before building large developments • Change food truck policy for low income neighborhoods • Street closure in or at large pedestrian locations • Signage in or at large pedestrian locations • Street furniture in or at large pedestrian locations • Implementation of updated design standards • Create Support Agency for Healthy Choice Options • Require all farmers’ markets to accept lone star • Large projects with parking garages must design the ground floor to be suitable for conversion to retail space. • Require bike parking • Large projects with parking garages must design the ground floor to be suitable for conversion to retail space. • Require bike parking

PRESENTATION

How do you live?

How do you get around?

How do you eat?

How do you spend your time?

?



WHY A PRESENTATION?

First of all, we wanted to prime people for the activities to come. We wanted to get them excited about the great initiatives going on in Houston. We wanted to break down the environment we travel past everyday into concrete elements that people could pick apart. Last but not least, we wanted to give people examples of organizations and examples in Houston that are already making it easier to make healthy choices



HEALTH & THE BUILT ENVIRONMENT

INSIGHTS

This workshop is meant to help participants develop the capacity to make their communities healthier and safer. In order to do this, we ask them to consider their own lifestyles and what influences the decisions they make everyday. By having this conversation, we can develop solutions that apply to their personal conditions. By facilitating an interactive presentation, everyone can provide their insights, and comments are recorded on a large flipchart as we move along.

The following sections may be used as a script for facilitating your workshop.

Our Lifestyles / What are the Facts? / Design Elements / The Bottom Line / Sticky Solutions

During this workshop, we will explore how our lifestyles impact our overall health, because simple decisions, like what we eat and how we get around on a daily basis, play a crucial part in our well-being. We'll examine some of the trends in health, nationally and locally, and make a case for how urban design can play a role in improving our health as a community.

Once you are equipped with some of the tools for examining the built environment, we will taking a walking tour of the neighborhood and look for areas of improvement where design can make healthy choices the easiest choices. When we return, we'll look at how a built environment that promotes healthy lifestyles can also have economic benefits, and develop "sticky solutions" to address neighborhood issues.

LIFESTYLES

Our lifestyles are defined by the all the big and small decisions that we make every day, which affect our quality of life. Consider for a moment...

where you live
how you get around
what you eat
how you spend your free time

There are a number of circumstances and personal priorities that influence these decisions. What are some influences that impacts why you chose to live where do you, how you choose to get around (by what modes), why you eat what you do, and how you spend your free time. This is a working list of some potential influences:

convenience / affordability / social interaction / comfort / safety / culture / health / environment / available options / quality

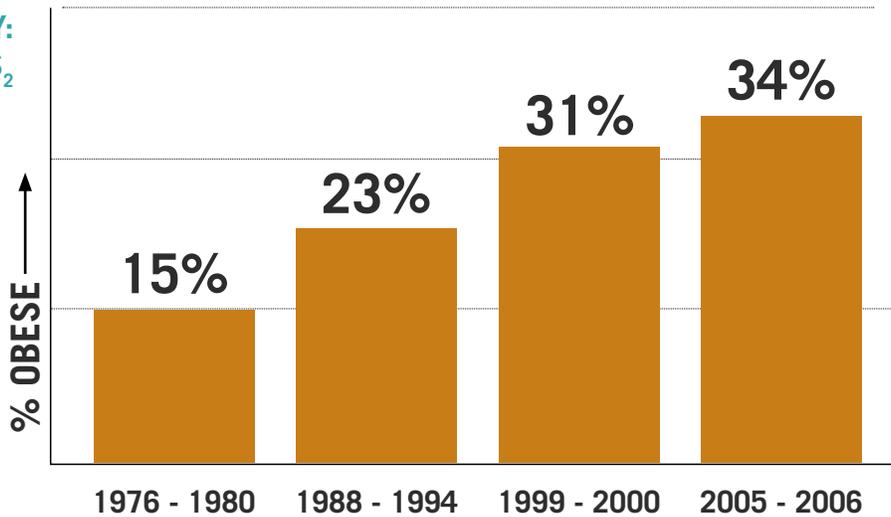
In previous workshops, participants consistently stated that proximity to good schools or family (social ties), and affordability are major factors when deciding where to live. These priorities, along with convenience and accessibility, become a strong influence for why we eat what we do, and unfortunately the most convenient option is rarely the healthiest.

Often more affordable neighborhoods have fewer safe places to walk and less access to healthy food. As many jobs require people to sit at a desk, and safe routes to walk to school do not exist in many neighborhoods, our lives have become increasingly sedentary.

We can make small lifestyle changes to incorporate healthy eating and active living into our daily lives, but it will take the cooperation of individuals, communities, public departments and agencies to make the healthiest option the easiest option.

THE FACTS

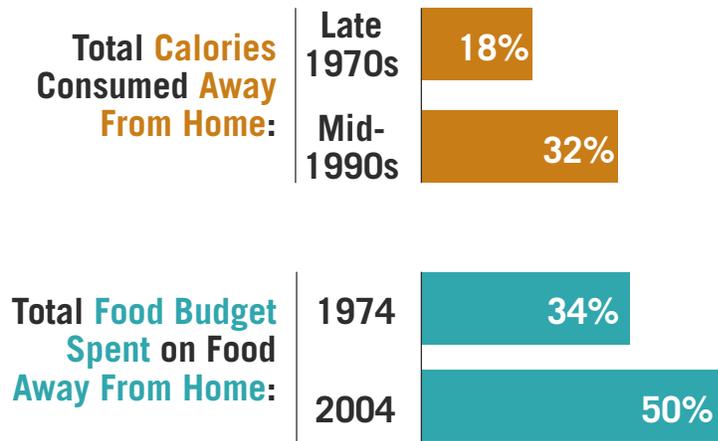
TRENDS IN OBESITY:
ADULTS, 20+ YEARS₂



Over the last several decades, obesity levels have been rising steadily across the nation. While many of us have heard these statistics before, how often do we consider them as a factor when our neighborhoods are being planned, designed and built? This section of the presentation aims to quantify the extent of this issue, look at some of the root causes, and arm workshop participants with solid facts that they can use as they speak to stakeholders, city government, and organizations when stressing the need for improvements in the built environment.

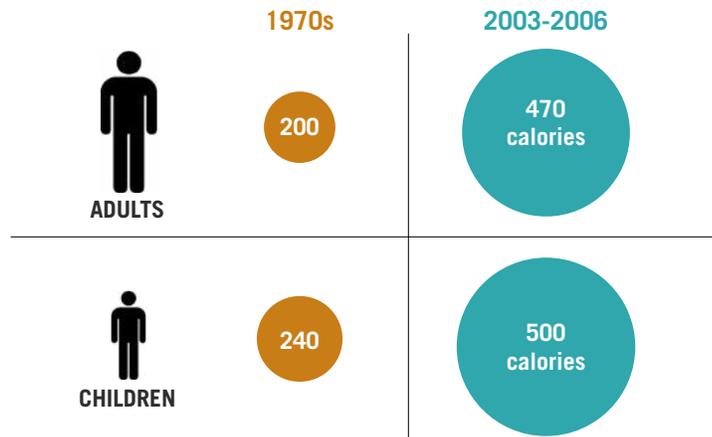
The health issues that our communities face have changed drastically over the last few decades. At the beginning of the 20th century, the leading causes of death in the United States were infectious diseases: pneumonia, tuberculosis and diarrhea. However, today, the leading causes of death are chronic diseases, like heart disease, cancer, asthma and diabetes. These are conditions that are impacted by lifestyle choices and, we now know, the community that we live in.

CHANGES IN OUR EATING HABITS₃:



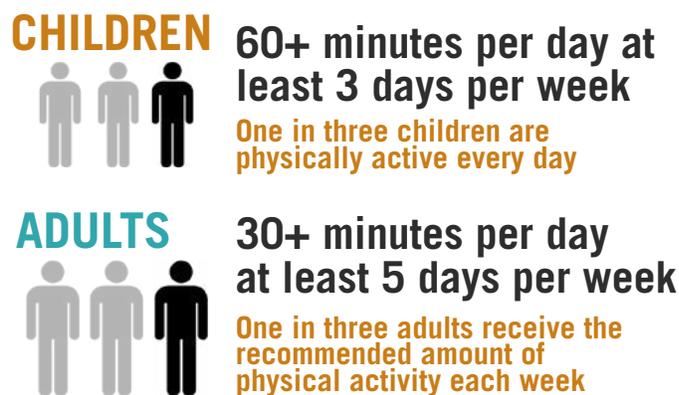
The changes in our eating habits can be seen with the increase in food consumed away from home, where we have less control of how the meals are prepared. As restaurants typically prepare foods for taste rather than health, an individual may have to go to great extents to seek out healthier options on his or her lunch break, and a family may struggle to find a healthy *and* affordable option for a family dinner.

AVERAGE CALORIE CONSUMPTION FROM SNACKS₄:



We are also eating more in between meals. Adults and children consumed more than twice the amount of snack calories in 2003 to 2006 than they did in the 1970s.

RECOMMENDED DAILY PHYSICAL ACTIVITY₅



Only one in three people is getting the recommended level of physical activity. There are simple ways that we can add more activity into our lives, such as walking to the store rather than driving, incorporating recess or sports into school programming, going for recreational bike rides, or gardening.

About 40% of US children walked to school in 1969. By 2001, only 13% did.

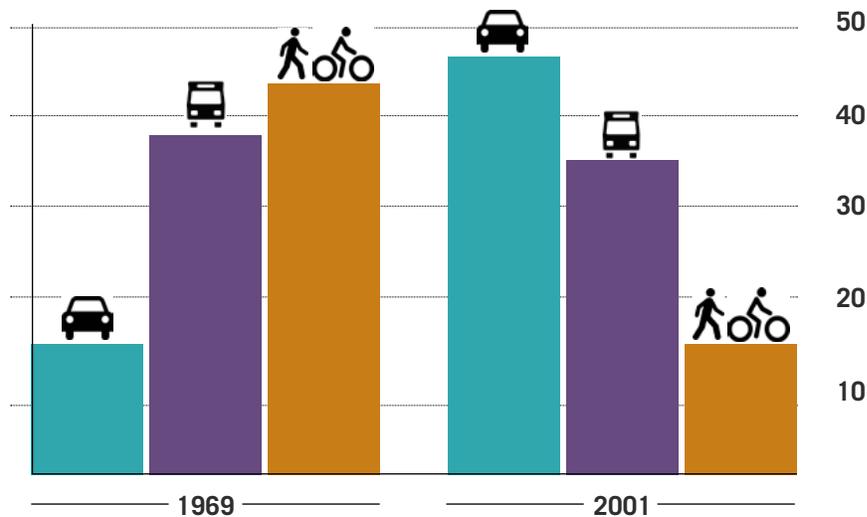
**WERE YOU A
“FREE-RANGE”
KID?**

Many workshop participants identify with this idea of growing up as a “free-range” kid, where parents told them to go out and play; “don’t come back until dinner.” However, they feel their neighborhoods are no longer safe for children to walk or play in. As a result, children rely on adults for transportation and often spend their free time in front of televisions and computers.



**CHANGES IN
TRANSPORTATION
TO SCHOOL**

CAR
BUS
WALK/BIKE



% OF STUDENTS, AGES 5-18

NATURE DEFICIT DISORDER

In 2005, writer and investigative journalist Richard Louv coined this term. He argues that the lack of unstructured play and outdoor activity in children's lives prevent them from developing essential behavioral and social skills, such as creative exploration, team interactions and conflict-resolution.

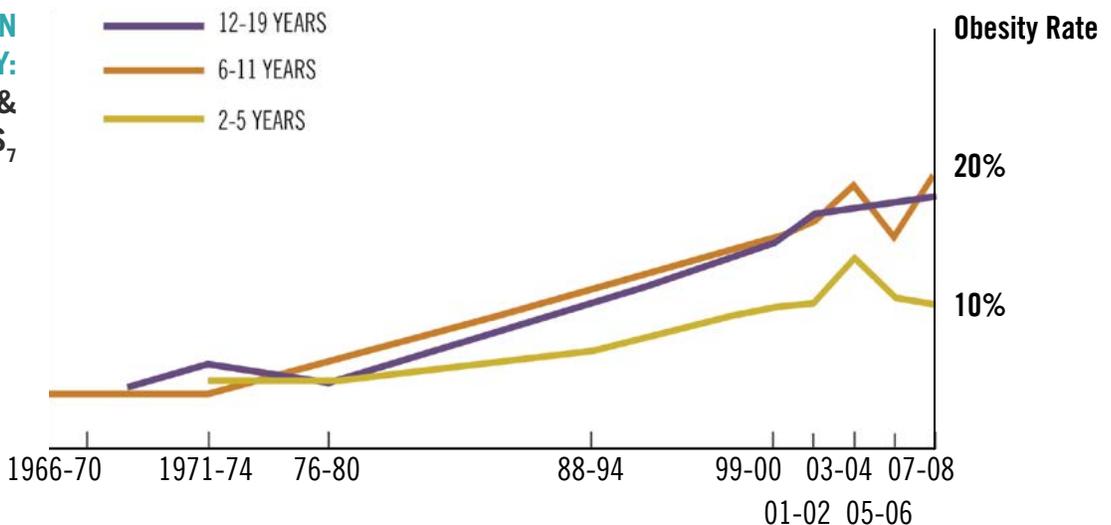
The chart below shows that childhood obesity rates have continued to rise since the 1960s, with a rate of almost 20% in 2008 for the ages 6 to 19 years. What is different about the life of an adolescent today than decades ago?

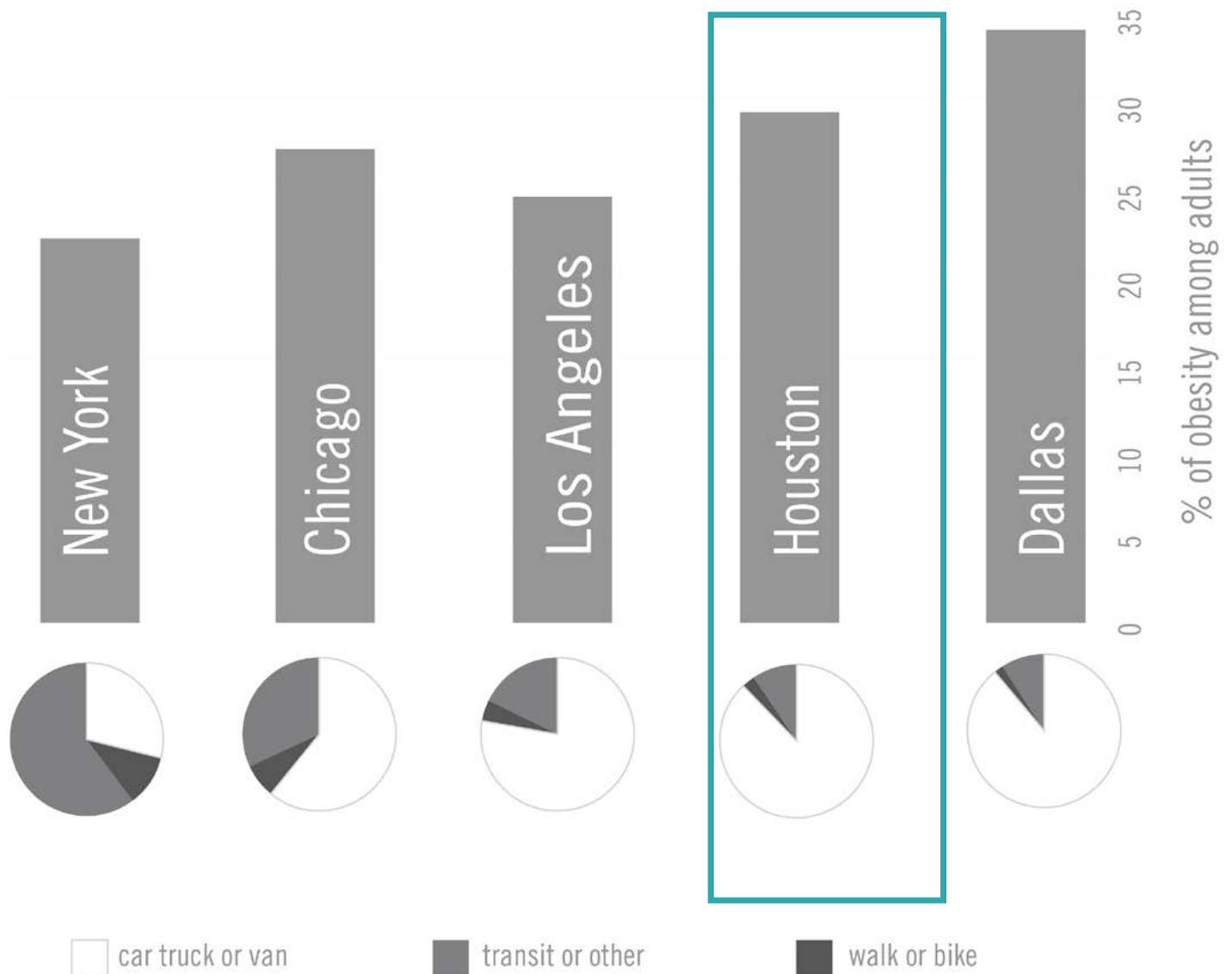
One huge difference is the level of physical activity that is integrated into our daily lives. When we asked participants in our workshops for some reasons why a parent might not want their child to walk to school, here are some of the reasons they came up with:

- "it's not safe to walk alone,"
- "it's too far to walk,"
- "it's convenient to drop my child off on the way to work,"
- "there aren't any sidewalks."

Throughout the course of this workshop, we explored the links between our health, our lifestyles and the little decisions we make every day. We wanted to emphasize how much those decisions affect our health over the long term, and look at how different aspects of the communities and cities we live in influence our decisions and lifestyles.

TRENDS IN OBESITY: CHILDREN & ADOLESCENTS,





Transportation and Citywide Obesity Levels

Our commute mode can play a significant role in our lifestyle. For many suburban commuters, hours of their day are spent sitting idle in traffic, which is time that could be directed towards something else: something they enjoy doing, and consider a positive lifestyle choice. Correlation can be seen in the above chart between the percent of people who commute by active modes of transportation- walking, biking and public transit- and rates of obesity. We may not think of taking transit as exercise, but transit users are likely to take up to 30% more steps in a day than someone who drives a car₃. Even a short walk to and from the station on a regular basis can have benefits to your health.

43% of people with safe places to walk close to home met recommended activity levels.

But just 27% of those without safe places to walk met recommended activity levels.

One key finding, supported by many studies and experts, is that getting a moderate amount of weekly exercise can decrease your chances of developing a chronic disease like diabetes or obesity, and add as much as five years to your life expectancy. The Center for Disease Control (CDC) recommends that all adults have at least 30 minutes of moderate exercise each day. That could mean mowing the lawn, practicing jump shots, or a short walk to the bus stop.

Something as simple as parking further from your office can help you incorporate more physical activity into your day. In some places this might actually be easier and cheaper where parking fees apply, but if there are no sidewalks or crosswalks you may not choose to walk at all. While some individuals may be determined to bike and walk whenever possible, most of us will continue to take the most convenient and enjoyable option. If walking, biking, and transit aren't convenient and enjoyable options, changes should be considered.



ACTIVE COMMUNITIES

Exercise, healthcare and nutrition are important, but we need to do more...

At this point of the presentation, the evidence has been presented, and it is crucial to make sure that participants understand the need to build physical activity into our everyday routines. After this section the content shifts from a more general context to specific strategies and examples related to Houston

We need to build **intrinsically active communities**, where we fulfill our physical activity requirements during our regular daily activities, like traveling to work or school, shopping, and meeting with friends. We need to build communities where we have convenient access to parks, open space, and water so that recreation and enjoyment becomes a part of our daily schedule.

Often, we design cities, streets and neighborhoods without regard to health. We leave sidewalks and parks as an afterthought, for recreation and leisure. This workshop is about encouraging **active transportation** - getting from one place to another by walking, biking or transit - and making it a priority when we design our cities, streets and neighborhoods. This doesn't mean that we should all sell our cars and walk everywhere. We're simply saying that we need to design our cities to make walking, biking and public transportation just as easy as driving.

Of course, this change won't happen overnight. It's not going to happen by itself. As residents and community members, we need to make this decision and be proactive leaders in our own neighborhoods. This presentation and workshop is all about giving you the resources and tools to make change yourselves.

We'll talk about the elements of the **built environment** that encourage **intrinsically active lifestyles**, we'll learn about different types of initiatives we can join or start ourselves to make **active transportation** a priority in our neighborhoods, and we'll talk about how we can work with policymakers and planners to make **sticky solutions** that transform Houston in a lasting way.

DESIGN ELEMENTS

What does a healthy community look like?

In this part of the presentation, we break the built environment down into 5 components that we believe have a powerful influence on health and active lifestyles.



1. ACCESS TO NUTRITION



2. ACTIVE TRANSPORTATION



3. CONT NETWORK

THE 'BUILT ENVIRONMENT'

A term that architects and urban planners use to refer to the communities we design. It encompasses the streets, sidewalks, shops, housing, grocery and corner stores, bus and train stops, parks, trails and bayous, utility lines and everything else in our cities, towns and suburbs.



INUOUS
WORK

4. DIVERSITY
OF USES

5. REWARDING
DESTINATIONS

1 Access to Nutrition

One of the cornerstones of a healthy community is access to healthy food. The type of food conveniently available in supermarkets, restaurants and convenience stores influences our choices and our eating habits. In an ideal world, we would all have access to, and be able to afford, fresh fruits and vegetables on a daily basis. In reality, many neighborhoods in Houston are not near any supermarkets and are thus considered to be in a “food desert.”

On one hand, this is an economic issue: in order to make a profit, large supermarkets tend to locate stores in medium and higher income neighborhoods, where residents have more money to spend on groceries. On the other hand, there are few alternative ways to access fresh fruit and vegetables. Convenience stores rarely stock fresh fruit and vegetables, and many neighborhood restaurants have been replaced by fast food chains.

How can we make the easy choice the healthy choice? We can encourage existing stores to sell more fresh produce and healthy food, and we can promote alternative sources like community gardens and mobile vendors. Since fresh produce doesn't last

**250,000 people in Houston don't live within a mile of a grocery store.
Over 25% of those people don't have access to a vehicle.**

as long as canned or frozen food, it can be difficult and expensive for small local shops to keep. We can advocate for policies and programs that subsidize fresh produce, benefiting both local stores and residents.

Ensuring that there are affordable and convenient places to buy fresh healthy food is also urban design issue. Driving two miles to a supermarket is one way to access healthy food, but a better solution for building an equitable, healthy community is to encourage multiple choices. Walking 15 minutes to a grocery or convenience store and back provides daily exercise, community gardens can help build social capital, and having smaller shops and vendors selling healthy food on the street makes a friendlier, safer environment for walking.

'FOOD DESERT'

Is a term that refers to urban neighborhoods and rural towns without ready access to fresh, healthy, and affordable food. Defining this problem and giving it a name is a powerful way for government departments and local organizations to set up programs, fund projects and work towards policy solutions. This website, created by the USDA, is a great example: www.usda.gov/fooddeserts/

EXAMPLES OF INITIATIVES IN HOUSTON

Urban Harvest

Organization focusing on [community garden projects](#) in neighborhoods

CAN DO Healthy Retailer

Texas [Market Place](#) pilot project

City of Houston

Program to provide [CDBG grants](#) for healthy food programs in [local stores](#)

Policy allowing vendors to accept [SNAP food stamps](#) at [farmers' markets](#)

Healthy Houston Task Force

[Program to propose strategies](#) that improve access to healthy food

Urban Gardener

Program through the Houston Parks Department to provide [community garden plots](#)

INSPIRATION FROM OTHER CITIES



Fresh Foods Mobile Market, Chicago



Green Carts Program, New York City

2 Active Transportation

What do we choose to prioritize?

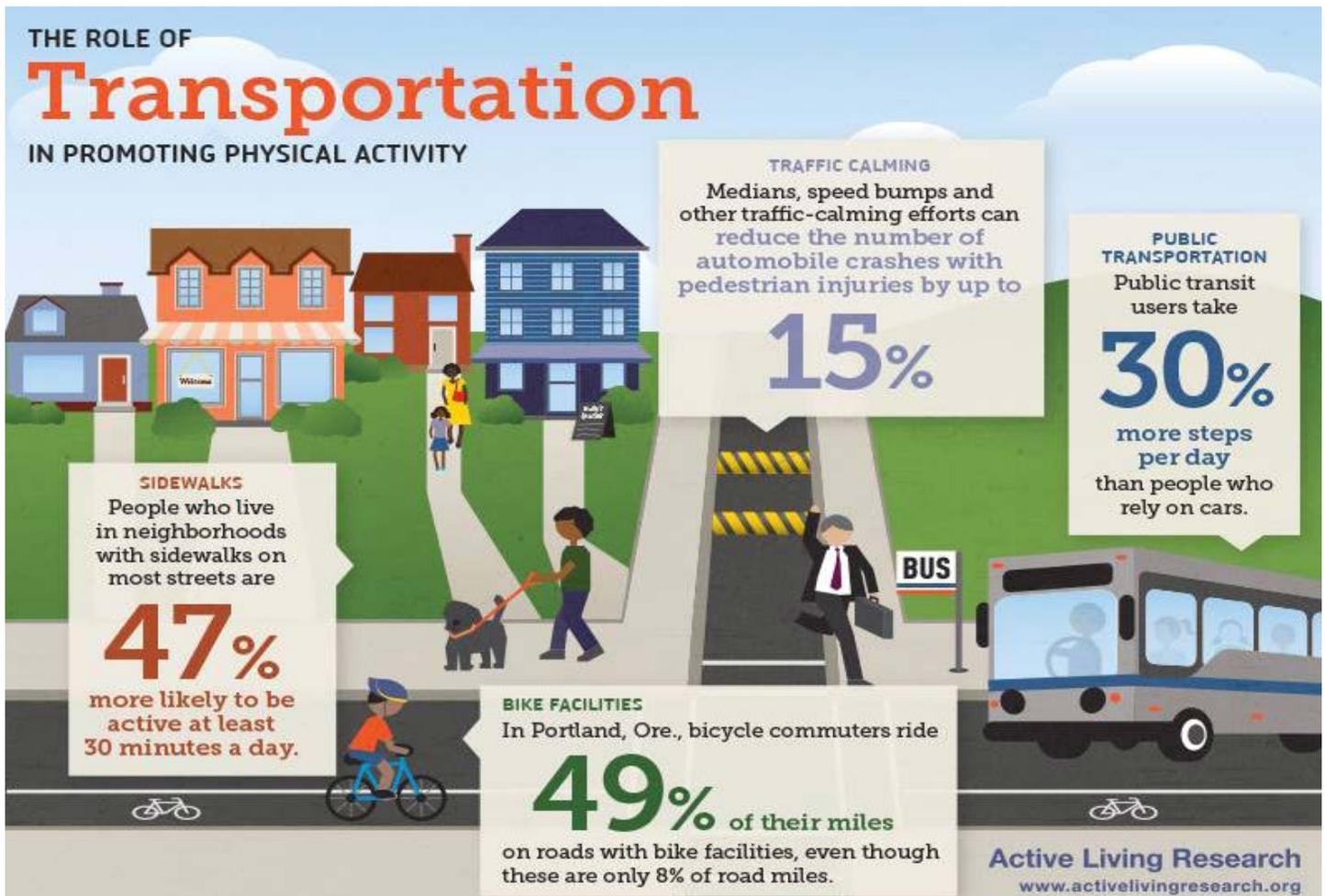
The way in which we design our streets directly impacts the health of a community. As the info graphic on the next page shows, there are direct links between the quality of our streetscapes and our levels of activity. Rather than asking engineers to design streets that allow cars to drive as fast as possible, we can ask them to create safer, more enjoyable streets for all types of transportation. The simplest way to do this is to pay attention to small but important details, like the width of sidewalks, and the placement of trees, awnings and signs.



'STREETSCAPE'

Is a single word for everything you might think of when designing a street. When you use this word, you are talking about the roads, sidewalks, landscaping, signage and even the edges of buildings.

A well designed sidewalk with shady trees and safe crosswalks can transform a neighborhood. It lets children and the elderly, a significant part of our population who cannot drive, access the neighborhood, and it encourages the rest of us to walk and exercise more. The infographic below, from Active Living Research illustrates some of the potential effects that well designed and well placed streetscape elements can have on activity levels and safety.



3 Continuous Networks

How do we get from point A to point B?

Great streetscapes encourage walking and bicycling, but in order to make an active community, we need to integrate them into our daily routines and lifestyle. There are several signs that non-motorized forms of transportation are experiencing a revival. For example, between 1990 and 2009, the number of cycling trips rose 64% in the United States. Biking specifically for transportation (as opposed to recreation) comprised 54% of all trips₁₁.

Connecting walking and bicycling paths to our daily destinations and to transit service means that active transportation can become an intrinsic part of our daily routines and lifestyles. This means creating a network of safe crossings and comfortable sidewalks that will allow children to walk to school. It means focusing time, money and effort on key parts of the network, for example, making sure that bus stops are well designed and accessible. This requires coordination across agencies and jurisdictions to make sure projects and policies complement each other and do not create gaps.



CONTINUOUS



DISCONTINUOUS



NOTICE ANYTHING STRANGE?

A network of bike paths in Southeast Houston links local destinations together.

SOUTHEAST HOUSTON BIKEWAY LOOPS

These bikeways were identified primarily along existing bicycle facilities in Southeast Houston that connect points of interest. The next steps to further establishing bikeways in the community are to identify other points of interest, test out and improve the routes, organize community rides, and advocate for better bicycle infrastructure.

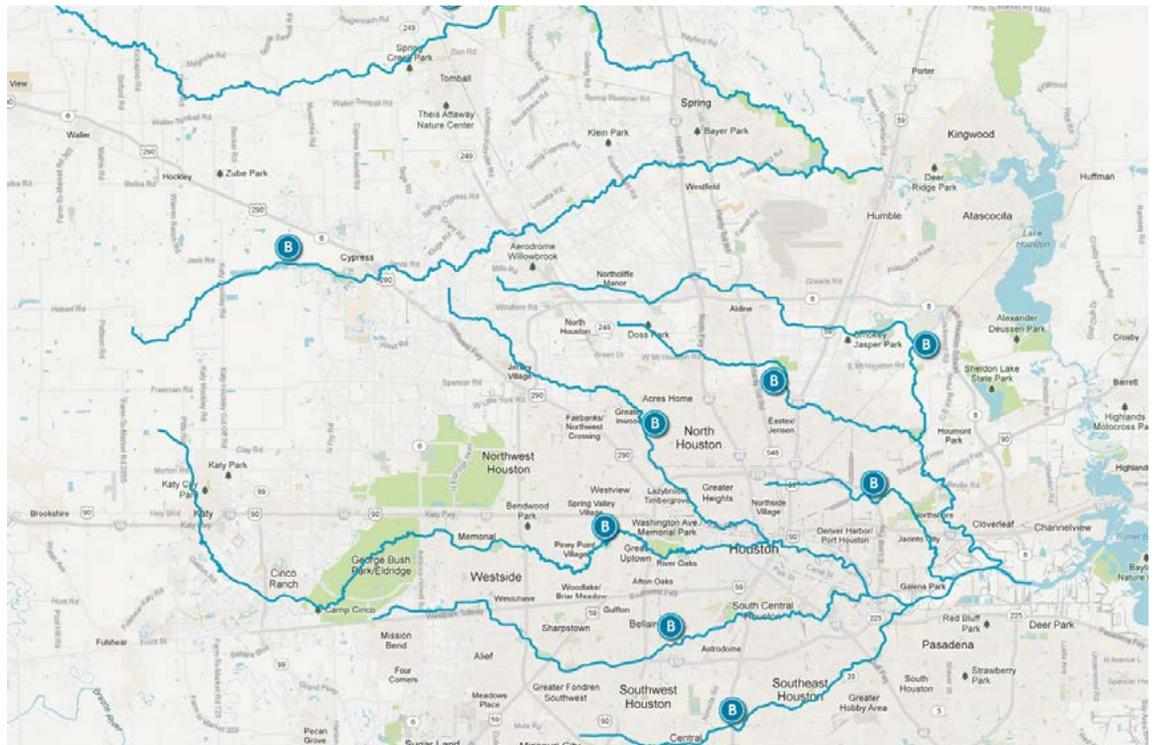
POINTS OF INTEREST

- | | |
|------------------------------|---------------------------------|
| 1 EMANCIPATION PARK | 23 FUTURE PUBLIC LIBRARY |
| 2 FLOWER MAN HOUSE | 24 KIPP LIBERATION COLLEGE PREP |
| 3 DOSHI HOUSE COFFEEHOUSE | 25 PECK ELEMENTARY |
| 4 RYAN MIDDLE SCHOOL | 26 SUNSHINE'S VEGETARIAN DELI |
| 5 PROJECT ROW HOUSE | 27 MAC GREGOR PARK |
| 6 RIVERSIDE GENERAL HOSPITAL | |
| 7 WORKSHOP HOUSTON | |
| 8 TOUR DE HOOD | |
| 9 TEXAS SOUTHERN UNIVERSITY | |
| 10 YATES HIGH SCHOOL | |
| 11 CONSCIOUS CAFE | |
| 12 UNIVERSITY OF HOUSTON | |
| 13 FRENCH'S CHICKEN | |
| 14 ETI'S LOUNGE | |
| 15 THELMA'S BBQ | |
| 16 THOMPSON ELEMENTARY | |
| 17 DUNALL'S CREOLE CAFE | |
| 18 SMITTY'S LOUISIANA CAFE | |
| 19 YELLOWSTONE PARK | |
| 20 PARK AT PALM CENTER | |
| 21 PALM CENTER | |
| 22 HOUSTON TEXANS YMCA | |

PLEASE WRITE YOUR OWN AS WELL.



Greenways along Houston's bayous will connect virtually all of the city's neighborhoods.



4 Diversity of Uses

A basic principle underlying streets designed for convenient walking and biking is that most of our daily needs and activities should be accessible within a 15 minute walk or bike ride. In order to make active transportation a convenient and easy choice, we should try to build neighborhoods so that everything we need for an average day is within walking distance.

Each neighborhood is different, and we can integrate many destinations in different ways. In downtown districts, this might mean having shops and restaurants at ground level, along the street, with offices or housing above. In a neighborhood, this might mean having a neighborhood center or main street lined with shops and small offices, or it might mean having a couple of shops on every corner. Which type is better for your neighborhood?

This is Houston, of course, and most people who can afford a car will own one. However, if our children can walk to school most days and daily errands and entertainment are within walking distance, a family might need only one car instead of two.

In the short term, we can create destinations through temporary programs that encourage farmers' markets and food trucks. In the long term we can ensure that new developments provide retail and active uses at street level.

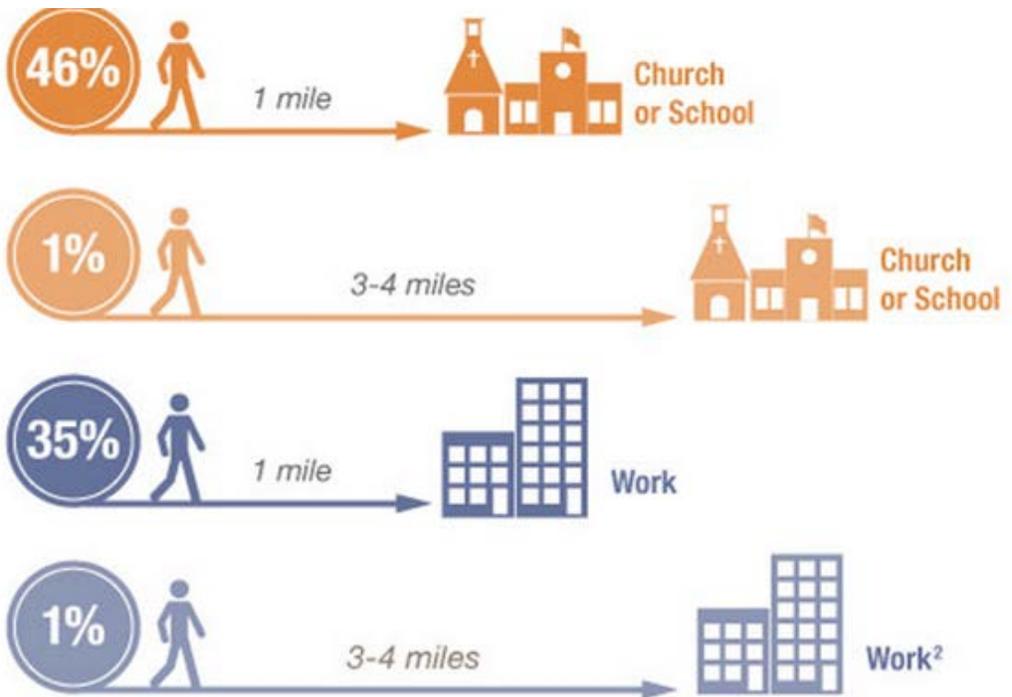
two types of mixed use:
horizontal (left) and
vertical (right)



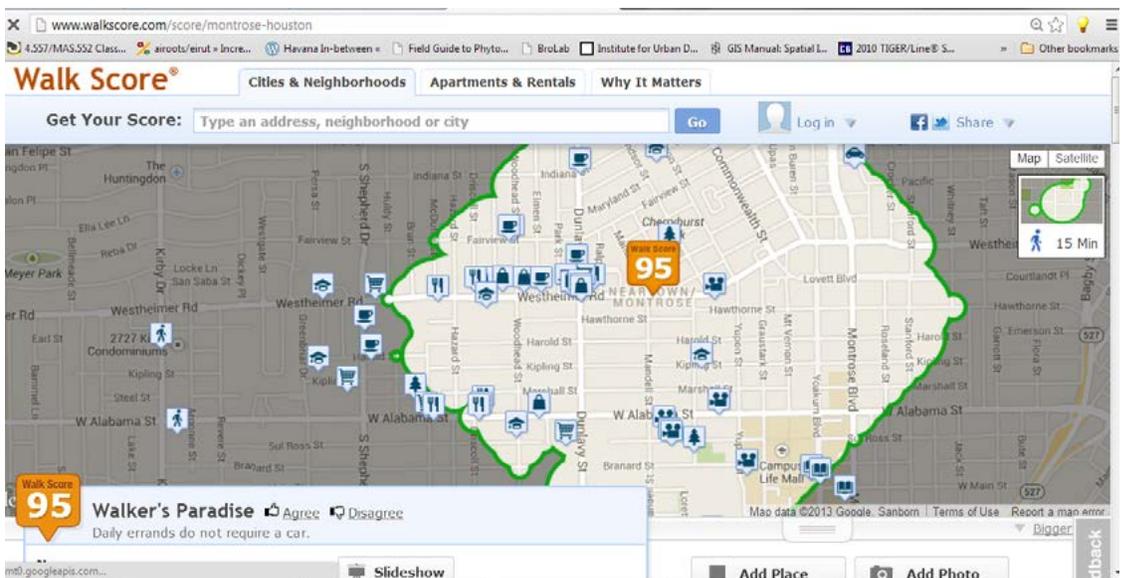
'MIXED USE'

Is a term that planners use to describe a neighborhood that has many different types of places: offices, homes, shops and restaurants all within a short walk, or even in the same building. An office or apartment building with shops on the ground floor is a classic example. In most cases, a diverse mix of uses creates a more walkable and active neighborhood.

Studies show that people will walk to destinations₁₂



WALKSCORE.COM
Is a website that rates neighborhoods based on the diversity of destinations within a 15 minute walk. How does your neighborhood rate?



5 Rewarding Destinations

The final principle is that we can design destinations to encourage walking. One way to do this is by encouraging businesses to enhance the pedestrian realm through human scaled elements; for instance, providing street furniture, shade and interaction with the urban environment.

The way we design parking lots is also a big part of encouraging us to walk. Stores, malls, schools and clinics all need parking, and are required by law to include a certain amount of parking spaces. However, they are often empty most of the day. For example, a school needs enough parking to accommodate students, teachers and parents during the school day, but will be empty over the weekend. Parking lots for churches are packed on Sunday mornings, but empty the rest of the week.

In the long term, one great solution is to encourage less parking, and to tuck it behind buildings, so that destinations are connected directly to the streets. However, for existing parking lots, we can create opportunities for people centered activities, like markets, or even convert part of them into small parks.

How could this store become a more inviting destination for pedestrians?



Shade trees and benches (left) can provide comfort and encourage people to walk more.



Parking and other accommodations (right) make biking more convenient for everyday routines.

Designating space for activities and social events can create a more pleasant and safe atmosphere. For example, this parking space was converted into outdoor cafe seating.



This grocery store was designed for people as well as cars. There is ample space for parking, but the site also includes benches, thoughtful landscaping and space for activities.



THE BOTTOM LINE

This is the beginning of Part II of the presentation, following the guided walking tour. Participants will already be thinking about specific issues in their neighborhood. Part II provides strategies for implementation.

We've already discussed how [urban design can add value to a community by helping us lead healthier lives](#). But sometimes it seems like there just isn't enough money in the budget to justify a 'luxury' like well-designed streets or community programming.

Fortunately, good urban design that supports better quality of life can actually help balance the budget and support economic growth. It may cost a little more up front, but in the long run, [the design elements we've talked about are investments](#) that will pay for themselves in many different ways.

Here are a few facts that you can use when talking to your city leaders, a local real estate developer or just thinking about the everyday costs that we all have to consider.

'HOUSING BURDEN'

A standard rule of thumb is that you should not be spending more than 30% of your income on housing. However, living in a walkable neighborhood results in lower transportation costs. Perhaps a better guideline would recommend that housing and transportation costs should add up to no more than 45 % of your income.

HOW DOES THIS IMPACT HEALTHCARE?

Medical costs associated with obesity and inactivity in the US total nearly \$150 billion a year.

Much of these costs are due to the increased amount spent on healthcare due to chronic conditions linked with obesity, asthma and heart disease, which are related to poor nutrition and lack of exercise.

HOW DOES THIS IMPACT AFFORDABILITY?

The average American household spends 16% of income on transportation, more than on food or healthcare.

Low-income families may spend up to 55% of income on transportation when they live in auto-centric environments.¹⁴

HOW DOES THIS IMPACT AFFORDABILITY?

For every dollar saved by moving to more affordable housing, 77 cents is spent on a longer commute to work.¹⁵

HOW DOES THIS IMPACT PROPERTY VALUES?

A 10-point increase in Walk Score increases commercial property values by 5% to 8%. A one-point increase in Walk Score can increase home values by \$700 to \$3,000₁₆.

HOW DOES THIS IMPACT CITY BUDGETS?

Infrastructure costs for walkable neighborhoods are up to 47% less expensive than for car-driven development₁₇.

Neighborhoods designed for cars are more spread out, and require more paved surfaces, and more infrastructure to deliver for water, electricity and sewage

HOW DOES THIS IMPACT ECONOMIC DEVELOPMENT?

SALES AT NEARBY BUSINESSES INCREASED BY 49% WHEN A BIKE LANE WAS BUILT ALONG 9TH AVE IN NEW YORK CITY.

Studies have found that after the initial economic boost due to construction jobs, pedestrian and bicycle projects have an ongoing impact because pedestrians and bicyclists will spend money, supporting local businesses and jobs. \$1 spent on bike or pedestrian projects consistently offers much greater returns than on \$1 spent on roads or highways.

HOW DOES THIS IMPACT CITY AGENCIES?

Projects in smart growth neighborhoods...

...save **10 % on utilities** and services and

...generate **10x more tax revenue per acre**.

Commercial property taxes are higher than residential taxes, so mixed use neighborhoods generate more revenue. Property taxes depend on the amount of built up space, and denser neighborhoods simply have more homes, stores and offices.

Smart Growth neighborhoods are designed to be dense and compact enough to make walking and transit efficient and convenient.



SMART GROWTH

Smart growth is an urban planning and transportation philosophy that advocates for compact and walkable urban centers to avoid urban sprawl. It values long-range considerations of sustainability over a short-term focus. The goals of smart growth are to achieve a unique sense of community and place, to expand the range of transportation, employment, and housing choices, and to promote public health.

STICKY SOLUTIONS

How can we make lasting change?

It's clear that although there are some very basic components to creating active community, many of our neighborhoods and streets are missing them. Cities have been planned and designed to prioritize driving for the last several decades. Our challenge is not only to explain how to design and build active transportation in communities, but how to shift attitudes about walking and bicycling as a means of transportation for daily activities and living. Simultaneously, we have to build momentum to prioritize the push for *all* forms of transportation in the future. How can we design *and* implement solutions that make a lasting difference in our own communities?

'Sticky solutions,' a term coined by health and urban planning expert [Mark Fenton](#), are lasting solutions that approach a problem from multiple angles at once. Simple solutions, like building a crosswalk, are a good start but don't always solve the root of the problem. Holding a street festival can be a great way create excitement around an issue, but it is only a temporary solution. Building a crosswalk can make an intersection safer, but it will only work as long as the paint lasts, and by itself will do little to change the habits of drivers and pedestrians. A sticky solution, according to Mr. Fenton, is one that includes three aspects: [programs](#), [projects](#) and [policies](#). Each of these components works in a different way to generate attention, improve the physical form of the city, change attitudes and create lasting precedents. They may take some coordination and funding to fully implement, but can be initiated by anybody with a vision and some determination.

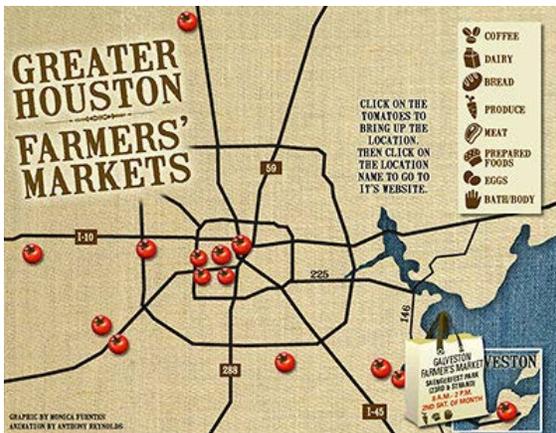
[Programs](#) are one-time events or ongoing initiatives that generate activity and attract interest for a cause. Sometimes, programs are designed to demonstrate that there is public interest in walking or biking and pave the way for permanent projects. For example, a weekly market in a parking lot might demonstrate that there is a need for a public park or plaza for community events. In other cases, programs are designed to support a project that has already been built. For example, in Houston's East End neighborhood, the Management District has organized a festival and weekly markets to encourage people to use the new esplanade along Navigation Boulevard.

[Projects](#) are physical projects that make the built environment easier, safer or more convenient. They can be large and expensive, like building a major public plaza or submerging a highway underground to create more pedestrian space. They can also be quite small and effective without breaking the bank, like creating a community garden or fixing a sidewalk along a local street. Some projects, like bike lanes or crosswalks just take a bit of paint.

[Policies](#) are perhaps the most important part of a sticky solution, yet the most difficult to envision. They establish legal norms at the local, city, state, or even national level. By changing the existing standards, for example creating a policy that requires crosswalks at every intersection, we can rewrite the rules so that healthy design is the standard. Changing policy can be difficult, but programs and projects can often be used to change attitudes and demonstrate why we should create policy that supports healthy design.

PROGRAMS

Educate and encourage behavior change, build awareness, skills, and plans



- WHAT:** An initiative to support a particular cause that draws attention because of the potential incentives participants may receive, such as financial or social benefits, or a continuous effort with steps to achieve a goal
- WHY:** To ensure progress through action items, build awareness around a cause, educate, develop skills, or promote change
- HOW** Some programs, like Walk to School Day, can be started by anybody. Others take more resources and need the support of a local organization or government.

PROJECTS

Create inviting settings and an environment for healthier behavior



Speed Bump



Crosswalk



Light Rail Expansion



Bike Lane



Bulb Out



Pedestrian Refuge



ADA Accessible Ramp



Tree Planting

WHAT: A physical development that impacts the built environment, often a capital improvement

WHY: To provide context-sensitive design with particular users' needs in mind

HOW: Projects on private property, like a grocery store's parking lot can be built by the owner with help from the community. Smaller projects on public property, like creating a community garden, can be built by the community with permission. Larger projects and permanent changes to streets and public places must be done by the planning or public works department, but can be initiated by the public or local representatives.

POLICIES

Rewrite the rules so healthy designs are the norm and changes stick



3-Foot Passing Law



Mobile Food Unit Ordinance



Lowering Speed Limit in School Zones



ACTIVE DESIGN
SHAPING THE SIDEWALK EXPERIENCE

NYC Active Design Guidelines

- WHAT:** Legal changes in an organizational structure that impact the regulatory framework that establish standards and accountability; what rules and laws can be enforced
- WHY:** To influence future growth within an organization, direct future funding opportunities, and affect behavioral changes through enforcement
- HOW** Policies can only be changed by the government itself. One way to begin a conversation at the neighborhood or city level is to build attention around an issue through smaller projects and programs. Another way is to contact a city councilor or other local representative and suggest changes.

THREE P'S POP QUIZ

Is it a PROGRAM, PROJECT, or POLICY?

At this point of the presentation, the participants been introduced to the general trends and information about health, the concepts behind healthy community design, and the three components of sticky solutions. In this last section, it is crucial to ensure that participants fully grasp the differences between programs, projects and policies, and understand how they can be used together within the context of a larger goal or vision.

On weekdays, bikes are allowed on METRO trains from:

*4:30 to 6:30 am,
9 am to 3:00 pm,
and after 6 pm*



POLICY

Bayou trail construction



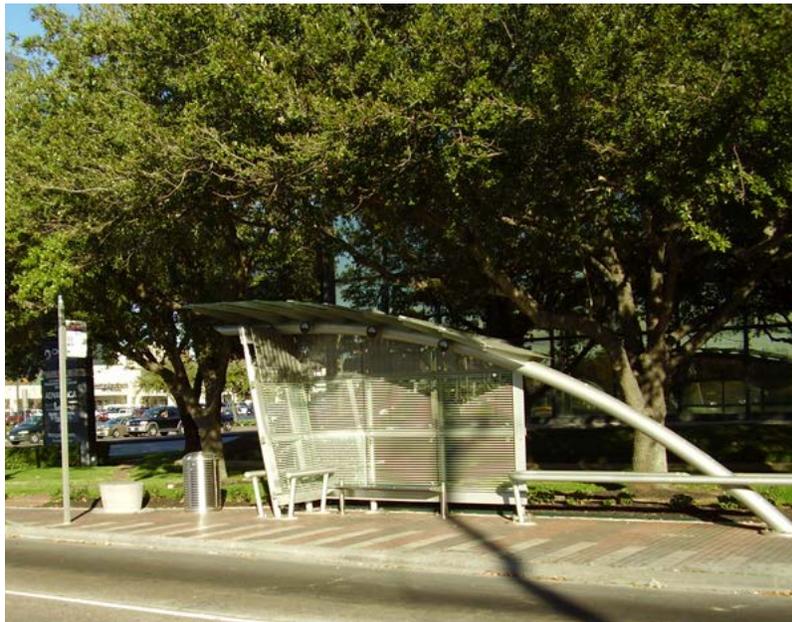
PROJECT

*Installing one
bus stop*



PROJECT

*Metro has a goal
of installing 100
new bus shelters
every year*



PROGRAM

*A "Pedestrian
Accessible
Review" for
residents to report
trouble spots*



PROGRAM

EXAMPLE OF A STICKY SOLUTION

ENHANCING THE PUBLIC REALM IN EAST END

PROJECTS:

- City of Houston, Precinct 2, and the Greater East End Management District are spending \$17.4 million on improving sidewalks and trails for connections to transit
- The esplanade along Navigation Promenade has been transformed into a public space

PROGRAMS:

- East End Street Festival on Navigation Promenade
- Markets on the esplanade

POLICY:

- Creating Development Guidelines to ensure all future improvements in the East End will be cohesive and fit a larger community vision

EXAMPLE OF A STICKY SOLUTION

INCREASING BIKE USE ACROSS HOUSTON

PROJECT:

- Bike lanes to improve roadway safety for bicyclists
- Bayou Greenways expansion to connect neighborhood destinations with safe pedestrian & bicycle infrastructure
- Bike racks at stores to offer safe place to lock up

PROGRAM:

- Community bike safety program
- Bike-to-Work and Bike-to-School days across Houston
- Houston B-Cycle bike share

POLICY:

- Adoption of safe passing rule: require motorists to give three feet of space to cyclists, pedestrians, and road workers

BREAKOUT SESSION

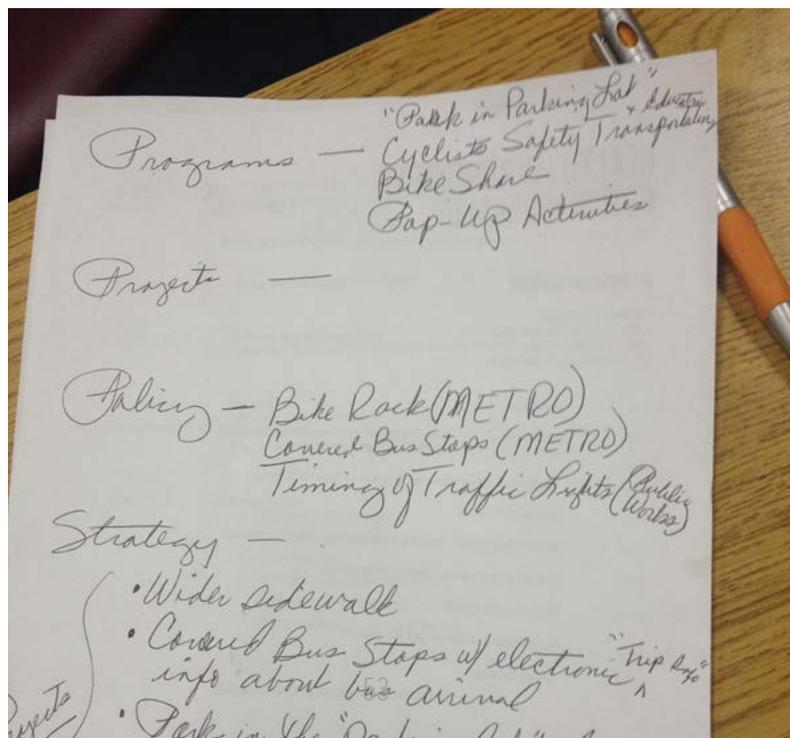
At the conclusion of the presentation, the facilitators should explain the following steps and ask the audience to break into small groups. More detailed information about the activities are provided in the next section of this guide.

STEP 1 IDENTIFY ISSUES AND A GOAL THAT WILL IMPACT COMMUNITY HEALTH

STEP 2 IDENTIFY PROGRAMS, PROJECTS, AND POLICIES THAT CAN HELP ACCOMPLISH YOUR GOAL

CONSIDER WHO MIGHT BE THE KEY PLAYERS IN ACCOMPLISHING THESE 3 P'S

STEP 3 PRESENT YOUR IDEAS TO THE LARGER GROUP FOR FEEDBACK



TOOLS & TECHNIQUES

The remainder of this guide contains a collection of resources and tips based on our experiences during the pilot workshops in the summer of 2013.

Workshop Checklist

Review this guide & create the content for your presentation and handouts

- Adapt the presentation and handouts we've provided to your neighborhood - are there certain initiatives you want to emphasize or add?
- Determine a route and points of interests for your walking tour. The walk should last about 30 minutes and cover any significant places, like metro stops, schools and public spaces.

Schedule your workshop

- Make a list of community leaders and stakeholders to invite
- Pick a date and reserve a room. We tried to hold our workshops in community spaces near significant places, like metro stops, that we wanted to include in the walking tour.
- Send out invitations, order food and take care of any other logistics

Make sure you have all your materials ready:

- Poster-sized worksheets for each group
- Handouts for each participant
- Walking tour maps for each participant
- Enough markers to go around
- A flipchart
- A projector and any other A/V equipment you want for the presentation

Technique:

FLIPCHART

1. WIDER SIDEWALK

2. CONVERT PC PA

INSIGHTS

During several parts of the presentation, we asked our audiences for responses and comments. We wanted to record their answers so that participants could refer back to them in the breakout discussion activity. We also discovered that it was good to always be ready to record a conversation on the flipchart, because participants often came up with valuable insights about the neighborhood.

Activity:

WALKING TOUR

During each workshop, we took participants on a walking tour of the surrounding area. Our presentation, especially the section breaking down different elements of the built environment, had primed our participants to notice the details they would normally walk by without a second glance. The goals of the tour were to get our participants to look at their own neighborhood in a critical way, while thinking about health, and to spark ideas for the breakout group activity.

.....

During each walking tour, we made stops at several points of interest. Some of the stops were to look at specific aspects of the built environment and access to healthy food.

For example, to illustrate the importance of strategically placing crosswalks, the facilitators might ask a volunteer to cross a busy avenue next to a bus station. While the rest of the group looks on, the facilitator could lead a conversation about what we could do to make it more convenient for transit users to reach their destinations.

By choosing our route and scouting for potential examples ahead of time, it was easy to let the neighborhood speak for itself. There were many things to point out: incomplete sidewalks, clinics without wheelchair ramps, bus-stations without shelters and other examples of neglected pedestrian infrastructure. At the same time, the facilitators should be careful to point out the positives: a shady park, a public art project, or a recently improved sidewalk.

With a little bit of commentary and comedy, our participants engaged with their local streetscapes and provided suggestions and solutions of their own.



WHAT YOU'LL NEED:

- a map of walking the route and stops
- preliminary scouting to determine a route and stops
- about an hour for the walk plus some time to transition



INSIGHTS

SOME QUESTIONS YOU MIGHT ASK ALONG THE WAY

- **SIDEWALKS:** Are they wide enough for two people to walk alongside each other? To pass each other? For a parent with a stroller?
- **BUS STOPS:** Is there a place to sit? How hot is it? Are there any trees or an awning to provide shade? Is there a crosswalk nearby?
- **CROSSWALKS:** Are all those lanes of traffic really necessary? Do you feel safe crossing? How much time do you have?
- **BUILDINGS:** How would you enter as a pedestrian? Is there an entrance facing the street, or a blank wall? Is there a bike rack?
- **OPPORTUNITIES:** What is good about the neighborhood, and what are potential solutions for problems?

TIPS TO MAXIMIZE ENGAGEMENT

- **Be an energetic leader:** Be loud and engaging, otherwise participants will wander off, drag behind or not know when to stop and listen. If you have a large group consider having two leaders - one for the fast walkers and one for the slower walkers.
- **Show rather than tell:** Take advantage of your surroundings and find examples that speak for themselves. Take advantage of circumstance - if a mother is struggling to push a stroller across a badly maintained sidewalk, point it out.
- **Ask Questions:** Push the participants to provide their own answers and comments. You might get some surprising insights by simply stopping at an opportune location and simply asking, “what do you see?” or “how could we make this better?”

Activity:

‘STICKY SOLUTIONS’

The ‘Sticky Solutions’ activity is really what this workshop is all about. It gives the participants an opportunity to apply what they’ve learned from the presentation and the walking tour about the 3 P’s and the built environment. More importantly, each group will leave with an action plan, collaborators and a sense of empowerment to make the changes they want to see in the neighborhood.

.....

After part II of our “Health and the Built Environment” presentation, we broke into groups of 6 to 8 participants and a facilitator. Each group came up with a change that they wanted to see in their neighborhood and a “sticky solution” that they could begin to implement. We gave them poster-sized worksheets to structure the discussion and make sure that each group came up with PROGRAMS, PROJECTS and POLICIES. Each person also had a set of handouts to reference examples of different ideas from both Houston and other cities.

With stakeholders and leaders from various backgrounds, we could start to talk about specific issues and places and start to think of concrete implementable solutions. There were lots of good ideas and suggestions, but sometimes the discussion began to sound like a wishlist of items the community wanted the public works department to fix. The moderators job was to get participants to think in a more strategic way, asking questions like, “How would you start?” or “Who would you talk to first?”

Finally, we reconvened after about an hour so that each group could present their sticky solutions. This was the end of the workshop.



WHAT YOU'LL NEED:

- a poster-sized worksheet for each group
- markers
- handouts with examples and definitions of the 3P's
- a flipchart for the big conversation



INSIGHTS

EMPHASIZE STICKY SOLUTIONS

- Over the course of five workshops, we realized that making sure people understood the “sticky solutions” concept BEFORE starting this activity was paramount to a productive discussion. Break down the tasks and clearly instruct each group to come up with a GOAL, PROGRAMS, PROJECTS, and POLICIES.

MAKE EXPECTATIONS CLEAR,

- No matter how clear the instructions were, discussions tended to wander, so we created a big worksheet for each group to fill out. Yours doesn't have to look the same, but we recommend having something similar to help guide the groups

PROVIDE RESOURCES

- There is a lot of material to absorb throughout the workshop. Condensing everything into handouts that participants could use as references during the breakout discussion helped have a productive discussion. It also meant that participants could answer each other's questions, rather than relying on the moderator.

ASK QUESTIONS MORE, GIVE ANSWERS LESS

- As moderators, we tried to let the neighborhood speak. If participants were interested in issues like safety or crime, which are less obviously linked to the built environment and health, we let the conversation flow, but made sure that participants still stayed with the template of the sticky solutions.



RESOURCE:

HANDOUTS & POSTERS

Examples of projects, policies and programs to serve as references and inspiration during the breakout sessions.

Participants can take them home and remember their conversations.

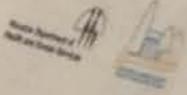
They can use these handouts to share information with community members who weren't at the workshops and to connect with the organizations and initiatives we've listed.

STREETS INITIATIVE
ALITION FOR COMPLETE STREETS)

EMENTS
... a developer and a community coalition organized by the
... support for the project, the developer agrees to provide certain
... provisions for sidewalks and transit, and living wage

HEALTHY COMMUNITIES DESIGN WORKSHOP

HOSTED BY THE HOUSTON METRO GOVT COMMUNITY TRANSPORTATION OFFICE
WITH CONSULTANTS
COMMUNITY DESIGN GROUP | IMPACT ENGINEERS, INC. | ALLEN BERRY



COMMUNITY TR HEALTHY DESIGN W

Date: July 20th 2013
Group Members: Hadiyah, Harrison, Brian

GOAL

My Neighborhood Deserves
ment through wa

PROGRAMS

1. Tap into existing
2. Expanding commu
3. Walk & report ac
 - Active
 - Identify where problem
- 4.

PROJECTS

1. Complete the st
focused on "4th"

POLICIES

Handout #1

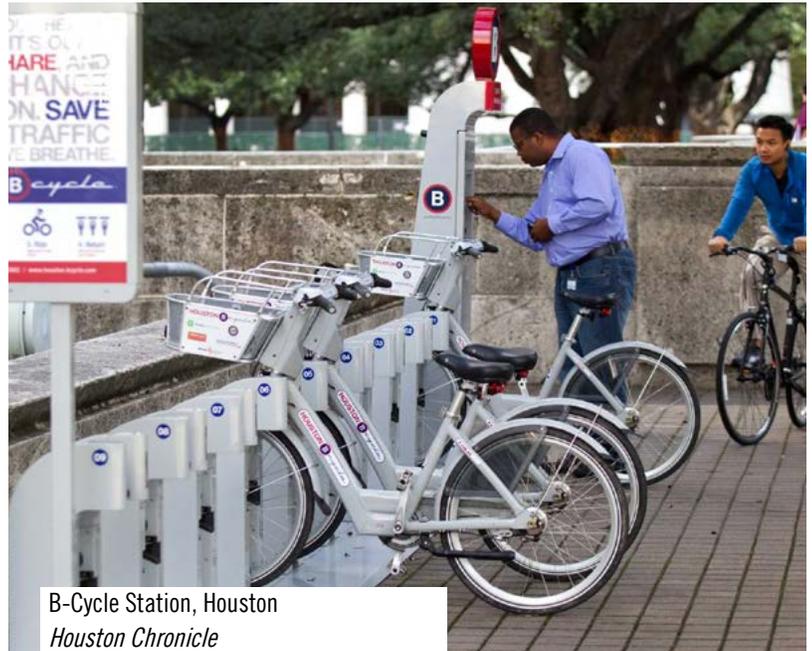
HEALTHY COMMUNITY DESIGN WORKSHOP



Parking Day Installation, Houston
Asakura Robinson Company



Urban Harvest Community Engagement Class
Urban Harvest



B-Cycle Station, Houston
Houston Chronicle



Washington Avenue Better Block, Houston
Asakura Robinson Company

HDHHS COMMUNITY GARDENING PROGRAM

<http://www.houstontx.gov/health/Community/garden.html>

The Houston Department of Health and Human Services Community garden program promotes healthy eating, exercise as well as a means of saving money by growing your own fruits and veggies. They also do a series of garden classes at all of the 11 garden sites.

HPARD URBAN GARDENING PROGRAM

<http://www.houstontx.gov/parks/urbangardener>

The Urban Gardening Program is run through the Houston Parks and Recreation Department (HPARD) and provides opportunities for community groups to use approved, city-owned vacant lots and specified garden areas in city parks as spaces for neighborhood gardens. Those interested in starting a garden in their community can begin the process by going on the HPARD website.

SAFE ROUTES TO SCHOOL (NATIONWIDE)

<http://www.saferoutesinfo.org/>

Safe Routes to School (SRTS) programs are efforts by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. The program examines conditions around schools and conducts projects and activities that work to improve safety and accessibility, and reduce traffic and air pollution in the vicinity of schools. Many cities and schools have adopted SRTS programs.

STRYVE (NATIONWIDE)

<http://www.cdc.gov/violenceprevention/stryve/>

Striving to Reduce Youth Violence Everywhere is a national initiative led by the Centers for Disease Control and Prevention (CDC) to prevent youth violence among young people ages 10 to 24. Through its interacting components, STRYVE helps communities take a public health approach to preventing violence—stopping it before it even starts.

CAR SHARING PROGRAMS (NATIONWIDE)

Car sharing programs are becoming more and more popular across the country. They rent out cars on a short-term basis, allowing renters to only pay for car based on time used, replacing monthly car loan payments, as well as insurance and gas. Car-sharing programs include Zipcar (nationwide), Getaround (nationwide), City Car Share (San Francisco), I-Go Car Sharing (Chicago), and Car2Go (Austin).

THE BETTER BLOCK (GLOBAL)

<http://betterblock.org/>

Better Block is a program that creates temporary public spaces in neighborhoods with untapped potential. In order to create these lively, inviting public spaces, Better Block recruits volunteers, business people and civic officials from the neighborhood. A successful project demonstrates the potential of the space and sparks an effort to permanently transform it. To learn more about how you can transform a block in your community, visit the website for ideas.

PARKING DAY (GLOBAL)

<http://parkingday.org/>

Parking Day is an annual global event where citizens, artists and activists collaborate to temporarily transform metered parking spaces into temporary public places. The mission is to call attention to the need for more urban open space. Many projects incorporate landscaping, seating, play areas, and social programming. Cities and organizations that wish to host a PARKing Day event can post their event on the website.

Handout #2

HEALTHY COMMUNITY DESIGN WORKSHOP



Buffalo Bayou, Houston
Archidose



Fresh Moves Mobile Market
AIA



Houston Metro Bikes on Buses
Houston Tomorrow



Alief Community Garden, Houston
SuperHouston



Green Lane Project, Portland
Bike Portland

ALIEF SPARK PARK AND NATURE CENTER

<http://www.imdhouston.org/IMD/alief-spark-park-a-nature-center>

The Alief Community Garden is a 7-acre parcel of land on the corner of Beechnut and Dairy View. With the hard work of neighborhood volunteers and organization of the International District, the space has grown to include a community garden, a tree farm, an orchard, a pavilion and a gathering place for residents of all ages.

BAGBY STREET RECONSTRUCTION

Midtown Redevelopment Authority - Houston

The streetscape project is a pilot project for the Midtown Redevelopment Authority to improve the pedestrian experience. The project aims to calm traffic while also managing stormwater in new and exciting ways and providing more on-street parking. The project adopted Low Impact Development, Greenroads, and Complete Streets principles.

BAYOU GREENWAYS INITIATIVE

<http://www.bayougreenways.org>

The Bayou Greenways is a long-range project that aims at redeveloping the area along ten bayous to create an equitable and accessible park system in Houston. The Houston Bayou Greenways will also have a positive impact on the health of citizens and our environment by providing off-street, safe alternative transportation opportunities and providing the green space acreage needed to slow and filter (clean) our storm run-off water before it enters bayous.

BIKES-ON-BUSES

<http://www.ridemetro.org/Services/Bus/Bikesonbuses.aspx>

METRO allows cyclists to bring their bikes along when they travel. The low-floor fleet is equipped with bike racks to help riders navigate congested streets on the way to bike trails, work, school or other destinations. Bicycles can also be stowed on high-floor buses in the designated baggage compartment.

FRESH MOVES MOBILE MARKET (CHICAGO)

<http://www.freshmoves.org>

National chains have difficulty finding large parcels of affordable urban land to support their high costs of operation, particularly in low-income communities. So the Food Desert Action organization secured a bus, donated from the Chicago Transit Authority and partnered with Architecture for Humanity to transform the bus into a mobile produce market. They're now bringing the Lawndale community fresh, delicious, nutritious produce – and educating the public at large about how fun it can be to eat healthy. Learn more about their efforts by visiting their website.

GREEN LANE BIKE PROJECT (NATIONWIDE)

<http://greenlaneproject.org/>

Green lanes are next-generation bikeways being built on streets across the country. Green lanes are dedicated, inviting spaces for people on bikes in the roadway. They are protected from motor vehicles by curbs, planters, posts, or parked cars and are separated from sidewalks. Some are painted green. The lanes are carefully engineered with rigorous attention to safety, efficiency, and ease of travel for all street users. Bikes Belong provides grants of \$25,000 to non-profits in cities that are looking to implement the Green Lane Bike Project. Find out more details on the website.

Handout # 3

HEALTHY COMMUNITY DESIGN WORKSHOP



The High Line Park, New York City
Local Nomad



Nashville Civic Design Center Installation
Nashville Civic Design Center



LA County: Complete Streets this ride, Mobility Advisory Council, TRUST South LA, Community Health Councils, Los Angeles Walks, the LACBC, city planning, LADOT, Biz-e-Bee Bikers
LA Streets Blog



Active Design Initiative NYC
Flickr: gleam_df



Green Carts Program, New York City
Houston Chronicle

COMPLETE STREETS INITIATIVE (HOUSTON COALITION FOR COMPLETE STREETS)

<http://houstoncompletestreets.org/>

Instituting a Complete Streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind – including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. For more resources and to join the coalition, visit the website above.

COMMUNITY BENEFIT AGREEMENTS

CBAs are legally binding contracts negotiated between a developer and a community coalition impacted by the development. In exchange for community members' support for the project, the developer agrees to provide certain benefits such as funds for affordable housing and open space, provisions for sidewalks and transit, and living wage goals for workers employed at the development.

SHAPING HEALTHY COMMUNITIES (NASHVILLE)

<http://www.civicdesigncenter.org/projects/shapinghealthycities>

This initiative by the Nashville Civic Design Center will build on the long-term vision for the city set forth in The Plan of Nashville (2005), but focus more specifically on designing the built environment to foster better health among citizens. Among the initiative's products are an "Action Plan", to guide city policy makers, planners and communities, in adapting Nashville's built environments to benefit health, that will be used to inform Nashville's General Plan and Nashville HEALS, a Healthy Eating Active Living Summit focused on health and the built environment. Full project brief can be found at the website.

LA COUNTY HEALTHY DESIGN ORDINANCE (LA COUNTY)

<http://planning.lacounty.gov/hdo>

The Healthy Design Ordinance is one of the projects funded by Los Angeles County Department of Public Health's Project RENEW (Renew Environments for Nutrition, Exercise and Wellness, now named Choose Health LA), which seeks to implement policy, systems and environmental changes to improve nutrition, increase physical activity, and reduce obesity, especially in disadvantaged children. Specifically, the Healthy Design Ordinance seeks to promote physical activity, by providing convenient and pleasant places for pedestrians and bicyclists by minimizing hazards, increasing accessibility, and overall enhancing the look and feel of the built environment.

NEW YORK CITY ACTIVE DESIGN GUIDELINES (NEW YORK CITY)

http://www.nyc.gov/html/ddc/html/design/active_design.shtml

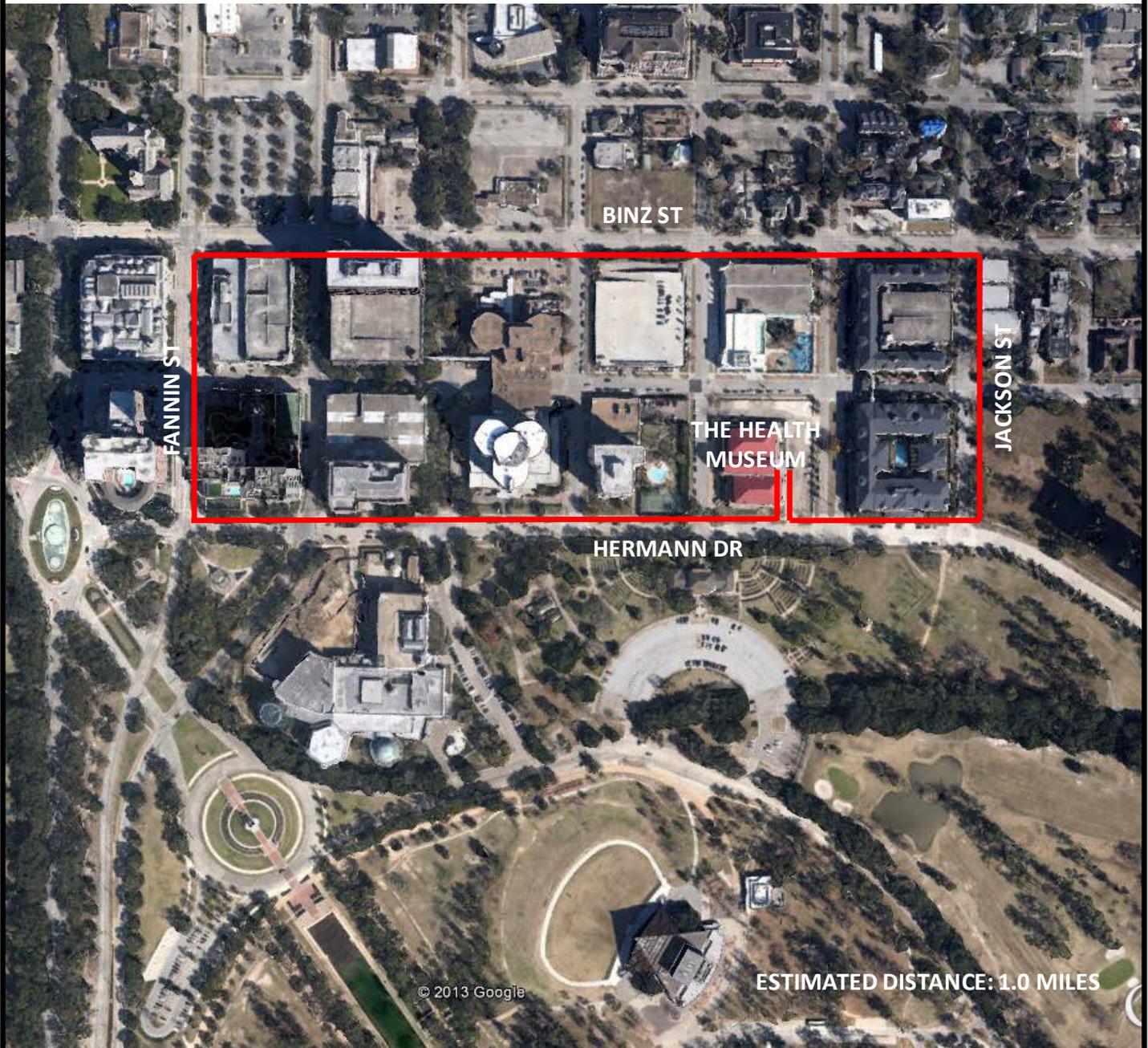
The NYC Active Design Guidelines is a policy initiative to create built environment changes for active living in NYC, with participation and commitment from multiple City agencies. The Guidelines will be used by City agencies in City building, street and neighborhood design and construction projects, and will be disseminated to private sector design professionals through design organizations.

LAW 9: GREEN CARTS PROGRAM (NEW YORK CITY)

<http://www.nyc.gov/html/doh/html/diseases/green-carts.shtml>

Green Carts are mobile food carts that offer fresh produce in certain New York City areas and aims to increase availability of fresh fruit and vegetables in New York City neighborhoods so that more New Yorkers can buy fresh fruit and vegetables close to home. Local Law 9 was signed by Mayor Bloomberg on March 13, 2008, and established 1,000 permits for Green Carts.

sample map handout from guided walking tour



Key Questions

What rewarding destinations are there?

Where are the nearest places to find healthy foods?

Is there sufficient access to transit? Do the bus and light rail stops feel like a good place to wait?

Are the sidewalks continuous, smooth and shaded? Would you feel safe at night?

Are there safe crosswalks for major streets and intersections? What challenges might pedestrians face?

Is the area bicycle friendly? What could be done to encourage biking and make cyclists feel safer?

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Page 31: City Centre Houston (Midway), Montrose Market HEB (Selser Schaefer Architects)

Page 33: Fresh Moves Mobile Grocery Store (Brent Lewis), NYC Green Cart (Tisch Illumination Fund)

Page 38: Clockwise from top right: Complete Street in Charlotte, NC (National Complete Streets Coalition), South Park Streetscape, Los Angeles (Bustler.net), Bike Lane in Portland (Eric France) Crosswalk in Red Bank, NJ (Connor Soltas), Crosswalk in Atlanta (CNU Atlanta)

Page 36: (Left to right) Houston Realtors Association, Sidewalk in Saline, MI (ThisisNonsense.com), Houston Bus Stop (SkyscraperCity.com)

Page 38: Midtown Houston (Andrew Collins, About.com), City Centre Houston (Midway)

Page 40: Grocery Store in Ohio (10tv.com)

Page 41: (Top to Bottom) Discovery Green (John Collins), Halcyon Bike Corral, Austin (Michael Knox), University City Parklet, Philadelphia (Ryan Collerd), Montrose Market HEB (ULI Houston)

Page 45: Portland Streetcar (Portland Ground)

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Page 49: 3 foot passing (Marietta Daily Journal), Healthy Food Cart (Peter Block, Haverford University), School Crossing (dispatch.com), New York City Active Design Guidelines (nyc.gov)

Page 50: Buffalo Bayou Aerial (Panoramio), Houston Metro (Asakura Robinson)

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STICKY SOLUTIONS

A Guide to Hosting a Healthy Community Design Workshop

DEVELOPED BY



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