

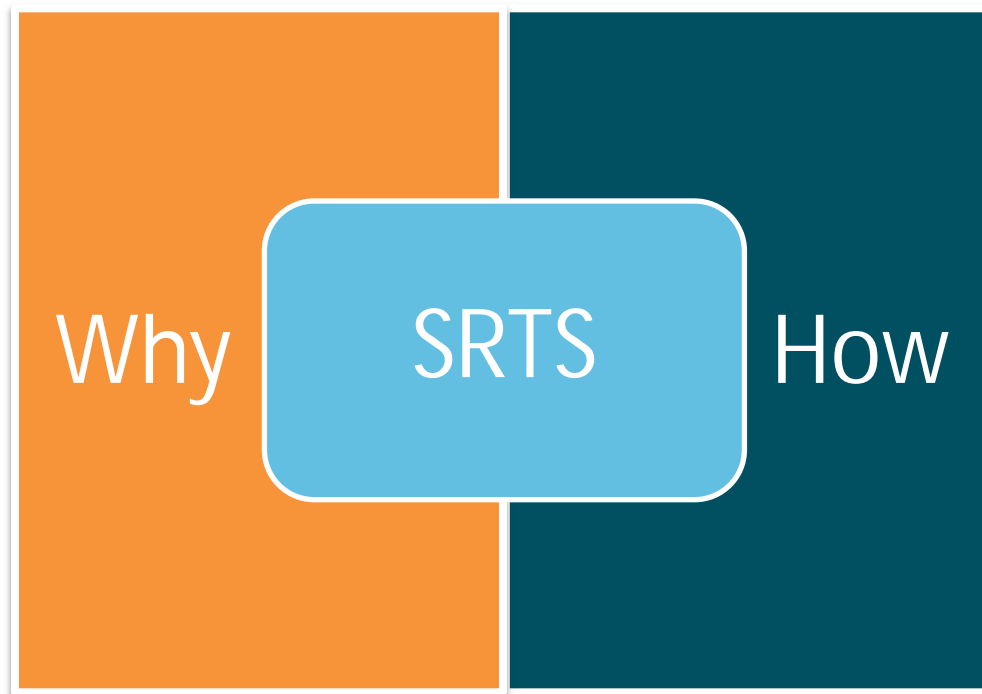


Safe Routes to School & Master Plans

Walkable and Livable Communities Institute

Safe Routes to School & Master Plans

If you fail to plan, you plan to fail.



Webinar Goal: Advance SRTS in Michigan

The community's expression of its vision, with guidance on how to accomplish it.



The Intent of the Master Plan



How the Master Plan Functions



Understanding Master Plan Elements

Intended to guide growth, based on public involvement.

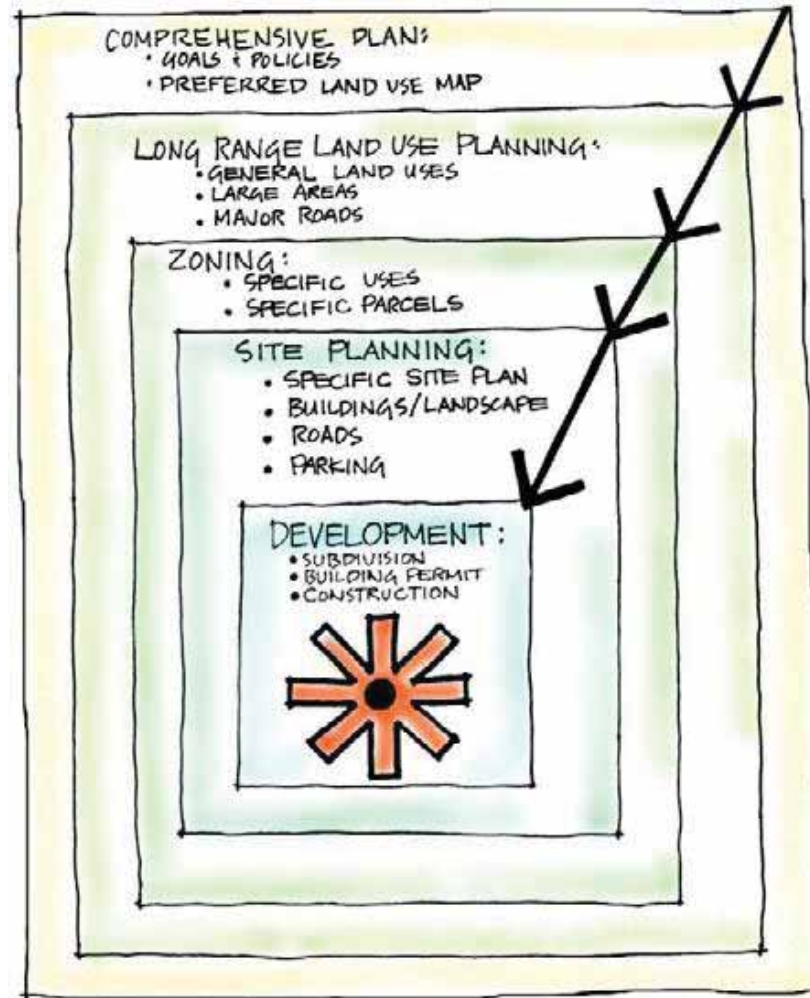


Elements & Implementation

Intended to guide growth, based on public involvement.

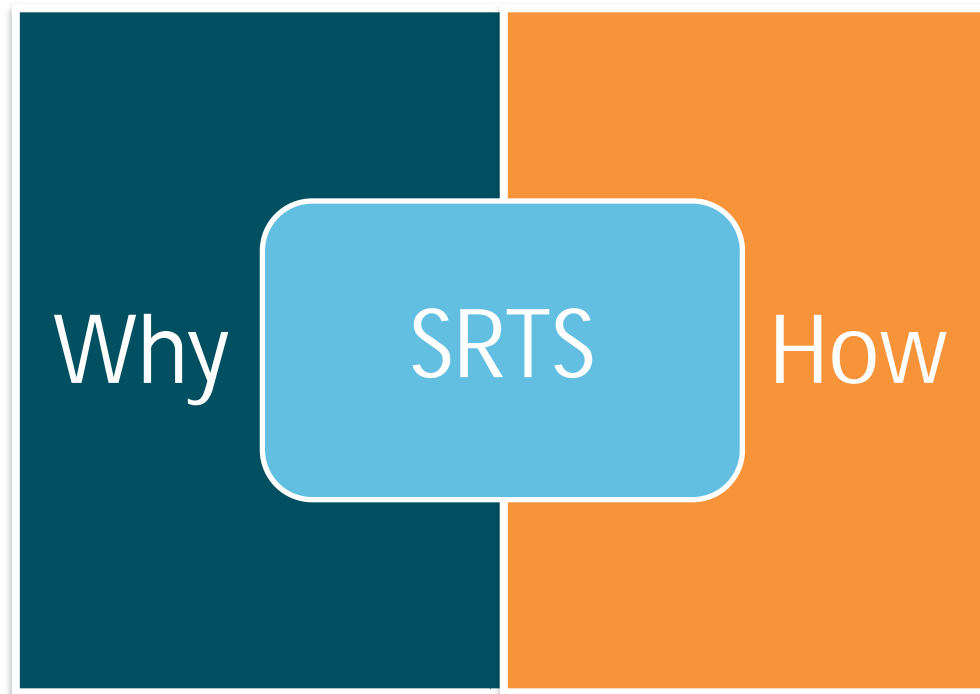


Comprehensive Planning & Development



Safe Routes to School & Master Plans

If you fail to plan, you plan to fail.



Example: City of Traverse City, MI



















Example: City of Traverse City Master Plan



CITY OF TRAVERSE CITY MASTER PLAN

2009



A Community of Neighborhoods and the Relationships They Foster

<http://www.ci.traverse-city.mi.us/departments/planning/20090715approvedmasterplan.pdf>

July 15, 2009

Example: City of Traverse City Master Plan

Core Principles

Seven core principles guide our vision. These principles guide land use decisions, leading us to ask the right questions in our dialog with citizens about their ideas and concerns.

- 1** *The intensity of any land use should be the focus of land use decisions.*
- 2** *Social, economic and residential diversity and stability are key to our future.*
- 3** *Our neighborhoods need to be preserved and protected as they evolve.*
- 4** *Natural and historic resources are limited and need to be protected.*
- 5** *Services should be conveniently located.*
- 6** *Transportation choices are important to our vitality and environmental health.*
- 7** *Maintaining a healthy and vibrant City is important to the region.*



Example: City of Traverse City Master Plan

Goals

These goals presume intentional action toward the accomplishment of our vision to:

- 1** *Enforce compatible intensities within, among and between neighborhoods.*
- 2** *Seamlessly link our neighborhoods while allowing each neighborhood's unique character and culture to evolve.*
- 3** *Become pedestrian friendly and encourage more, energy efficient, environmentally friendly transportation choices.*
- 4** *Be innovative and inventive in developing our neighborhoods through consensus.*
- 5** *Protect, conserve and preserve the natural and historic resources of our region.*
- 6** *Stabilize neighborhood economies and economic interests.*
- 7** *Locate services near users to protect the community's health, safety and welfare.*
- 8** *Expand residential choices and multi-generational recreational opportunities.*
- 9** *Open regional dialog and develop regional partnerships.*



Example: City of Traverse City Master Plan

Parks and Recreation Element

Purpose

The Parks and Recreation Element provides a framework for the recreation planning and development efforts over a five-year period. The plan provides guidance on issues such as acquisition of land, recreation facilities, maintenance, neighborhood parks, and natural areas. The revised and updated plan is intended to meet the State of Michigan's standards for community recreation grant eligibility.

*Prepared by: Parks and Recreation Commission
Adopted by: City Commission*

Introduction

The Parks and Recreation Master Plan first phase consists of background studies, evaluation, and plan development. The second phase includes evaluation and analysis of the gathered data including input to determine recreation facilities and program deficiencies and needs.

Goals

- 1 Design and protect the bay primarily as an open space and recreational resource for residents and tourists.
- 2 Develop the Boardman Lake and River as natural resources promoting recreational activities.
- 3 Continue a strong, flexible recreational program affording a variety of recreational activities and experiences for a wide range of people.
- 4 Incorporate the need for safe, attractive pedestrian access with private or public development while maintaining and developing additional pedestrian linkages.
- 5 Encourage cooperative governmental relationships to establish an adequate and equitable method for financing development, operation, and maintenance of recreation facilities and programs.
- 6 Concentrate on upgrading and maintaining existing parks and facilities before considering new facility development.
- 7 Develop new recreational facilities when supported by the residents, especially in park deficient areas and along waterfronts.
- 8 Maximize the use of existing facilities.
- 9 Work with schools to make recreation facilities and programs part of the education system.



Example: City of Traverse City Master Plan

Transportation Element

Introduction

The purpose of the Transportation Element is to establish policies and goals guiding public transportation system choices. Choices include public transit, non-motorized vehicular and pedestrian movement, and motorized vehicular access and distribution.

Prepared by: City Administration

Recommended by: Planning Commission

Adopted by: City Commission

Introduction

The Transportation Element coordinates efforts to expand choices among all modes of public conveyance in a balanced transportation system. The City supports more compact, mixed-use development patterns in urban residential and commercial neighborhood types. A major component of these policies will be expanding accessibility options.

Goals

- 1 Encourage compact development patterns, which will curtail vehicle traffic and shorten trips.
- 2 Make businesses, services, and amenities more accessible through safe, efficient, and environmentally sensitive transportation.
- 3 Provide linkages between regional and local transportation options by coordinating related capital investments with regional and local providers.
- 4 Require all Campus Neighborhood Master Plans and the Downtown Development Authority to develop and implement transportation management plans that encourage transportation choices, such as transit, walking, and carpooling.



Example: City of Traverse City Master Plan

Urban Design Element

Purpose

The purpose of the Urban Design Element is to provide a framework for creating urban design standards for the community. The principle purpose of these standards is not to indicate dimensions or quantity of things, but rather to convey a sense of the preferred quality. It is one means the community can encourage development that strengthens its quality and character. These standards fill the gap between broad planning policies found in the Master Plan and the inflexible exactitude of zoning requirements.

Prepared by: Planning Commission

Adopted by: City Commission

Introduction

Urban Design Standards need not be lengthy and complicated. To be effective, the standards need to be communicated with clear terms and illustrated with diagrams, simple charts, and other graphics. The standards should be descriptive and suggestive, rather than prescriptive or proscriptive.

The Urban Design Plan will focus on the fundamentals such as: overall site design, building orientation, public spaces, and landscaping. Each of these four subjects has within it a number of issues that can be addressed through specific guidelines. Some of these guidelines are applicable community-wide while others are only relevant to a given neighborhood type or street.

Goals

- 1 Foster new development that will improve the public realm.
- 2 Integrate new development that will emphasize, retain or enhance the City's identity.
- 3 Protect and enhance views to and from established landmarks, hills and the bay front.
- 4 Require new development that reinforces the character of distinctive neighborhoods.
- 5 Foster design standards that advance community safety, accessibility, and outdoor comfort.
- 6 Support new development that draws upon the past and allows for interpretation, creativity and innovation.



Example: City of Traverse City Master Plan

References to Schools in the Master Plan

Remembering the Past: Schools, merchant shops, churches, and city government served growing neighborhoods.

Core Principles: Services should be conveniently located: home occupations, schools and places of worship.

Parks & Recreation Element: Work with schools to make recreation facilities and programs part of the education system.

Example: City of Traverse City Master Plan

References to Schools in the Master Plan

Remembering the Past: Look at the historic merchant shops, churches, and city government served the community for many years.

Core Policy Statement: The City of Traverse City is committed to providing a safe and healthy environment for all residents. Located: home occupation.

Parks and Recreation: The City of Traverse City will make recreation facilities and programs available to all residents. tion system.

No mention of
Safe Routes to
School

Example: Lansing Master Plan



Adopted:
April 9, 2012



Virg Bernero, Mayor

DESIGN LANSING 2012 COMPREHENSIVE PLAN







Example: Lansing, MI Master Plan

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CHAPTER 1 : INTRODUCTION



MASTER PLAN PURPOSE

A master plan (also known as a comprehensive plan) is a set of long-range goals, objectives, strategies and maps used to guide the growth and development of a community. The master plan:

- Identifies existing conditions, trends, issues and opportunities as a basis for decision-making.
- Clarifies and gains consensus on goals and objectives for the future.
- Establishes recommendations for managing change and guiding decisions about land use and transportation.
- Provides the foundation for establishing capital improvement priorities, revising zoning regulations and developing other implementation tools and programs.

Example: Lansing, MI Master Plan

		Planning Principles			
		Sustainability	Placemaking	Livability	Stewardship
Land Use Goals: Economic Development					
	Build competitiveness				
	Encourage mixed use				
	Provide diverse job centers				
	Focus resources				
	Collaborate				
Land Use Goals: Neighborhoods					
	Strengthen existing neighborhoods				
	Expand housing choice				
	Green all neighborhoods				
Green Infrastructure Goals					
	Support healthy natural systems				
	Encourage healthy lifestyles				
	Pursue green leadership				
Transportation Goals					
	Provide transportation choices				
	Redesign streets				
	Strengthen city image				

Example: Lansing Master Plan Neighborhood Element

Public Schools

Public school closures, the reuse of school sites and the design of new school facilities all impact neighborhood quality of life. Lansing residents would like surplus school sites located on residential streets within neighborhoods to continue to serve as neighborhood hubs of activity, for example, by accommodating charter schools, community centers or daycare facilities. In addition, for many neighborhoods, the open space and play facilities associated with school buildings serve critical park functions and would be very difficult to replace. Care should be taken to preserve these important recreational and open space resources, as well as potential off-street trail connections, in planning for school site reuse.

Where the majority of users will no longer travel to new and surplus school buildings by foot, it will be critical to ensure that site circulation systems provide adequate capacity for increased drop-off and pick-up traffic, while maintaining safe pedestrian access. As schools are consolidated to serve larger geographic areas, particular attention will need to be given to establishing safe crossings on higher traffic arterial streets as part of a Safe Routes to School program. As with other types of development, parking areas should be appropriately screened and designed to include the use of stormwater management approaches that minimize pervious surface area and retain and infiltrate rainfall on site (see Chapter 5. Green Infrastructure). In addition, the design of new school sites and buildings should consider a range of green development strategies - from energy



Example: Lansing Master Plan Neighborhood Element

Public School Sites

Objective: *Encourage the Lansing School District to take steps to ensure that the new uses of surplus school buildings, and the location and design of new schools, are consistent with the master plan.*

- Encourage the reuse of surplus public school buildings located within neighborhoods on residential streets for alternative education and/or community services.
- Encourage the reuse of surplus public school buildings located on arterial streets for job- (and property tax-) generating uses.
- Encourage the preservation of public open space associated with surplus public school sites where appropriate and feasible.
- Encourage green development approaches.
- Encourage site design that ensures safe and appropriate access for vehicles, pedestrians and cyclists.



Example: Lansing Master Plan Transportation Element

TRANSPORTATION: GOALS, OBJECTIVES AND STRATEGIES

Goal: *Provide transportation choices.*

Complete Streets

Objective: *Implement Lansing's complete streets ordinance to design, manage and operate streets to enable safe access for all users including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.*

- Adopt land use and development policies that encourage compact development patterns, a mix of uses, connected streets and transit-supportive development densities to reduce automobile dependence and vehicle miles traveled.
- Include sidewalk and bike lane improvements in bridge improvement/replacement projects wherever possible.
- Provide streetscape improvements to create a walkable environment.
- Coordinate improvements with Safe Routes to Schools, including street crossing improvements (crosswalks, refuge islands, audible signals and tactile warnings on curb ramps).

Objective: *Implement the Non-Motorized Plan to create a non-motorized network that serves all Lansing residents and neighborhoods by promoting walking and cycling as part of a healthy lifestyle and a sustainable community.*

- Complement plan implementation with education/training, enforcement and promotion.
- Coordinate implementation with other agencies, institutions and jurisdictions to ensure that Lansing is effectively linked to the regional trail system.



Example: Lansing Master Plan

Acknowledgments

Agencies

Lansing Economic Area Partnership (LEAP)	Northwest Initiative
Ingham County Health Department	South Lansing Community Development Assoc.
Power Of We	Baker-Donora Focus Center
Community Economic Development Association of Michigan (CEDAM)	Lansing Community College (LCC)
Lansing Neighborhood Council	Lansing Housing Commission
Lansing School District	Sparrow Hospital
Tri-County Regional Planning Commission	Cooley Law School
Michigan Department of Transportation	Lansing Rotary Club
Michigan State University	Old Town Commercial Association
MSU Land Policy Institute	Reo Town Commercial Association
MSU - Urban & Regional Planning Program	Board of Water and Light
Land Use Health Team	CED Network
Mid- Michigan Environmental Action Council (MID-MEAC)	Capital Area Transportation Authority (CATA)
Greenway Collaborative	Eastside Neighborhood Organization
Allen Neighborhood Center	Westside Neighborhood Association

Example: Richmond, CA – General Plan



Shaping the new 100 years

RICHMOND GENERAL PLAN 2030
FINAL PUBLIC REVIEW DRAFT - AUGUST 2011

<http://www.cityofrichmondgeneralplan.org/docs.php?ogid=1000000647>













Example: Richmond, CA General Plan Elements



Part I: Economic Development

Economic Development



Education & Human Services

Part II: Physical Environment

Land Use & Urban Design



Circulation

Community Facilities &
Infrastructure

Conservation, Natural

Resources, Open Space

Energy & Climate Change

Growth Management

Part III: Social Environment

Parks & Recreation



Community Health & Wellness

Public Safety & Noise

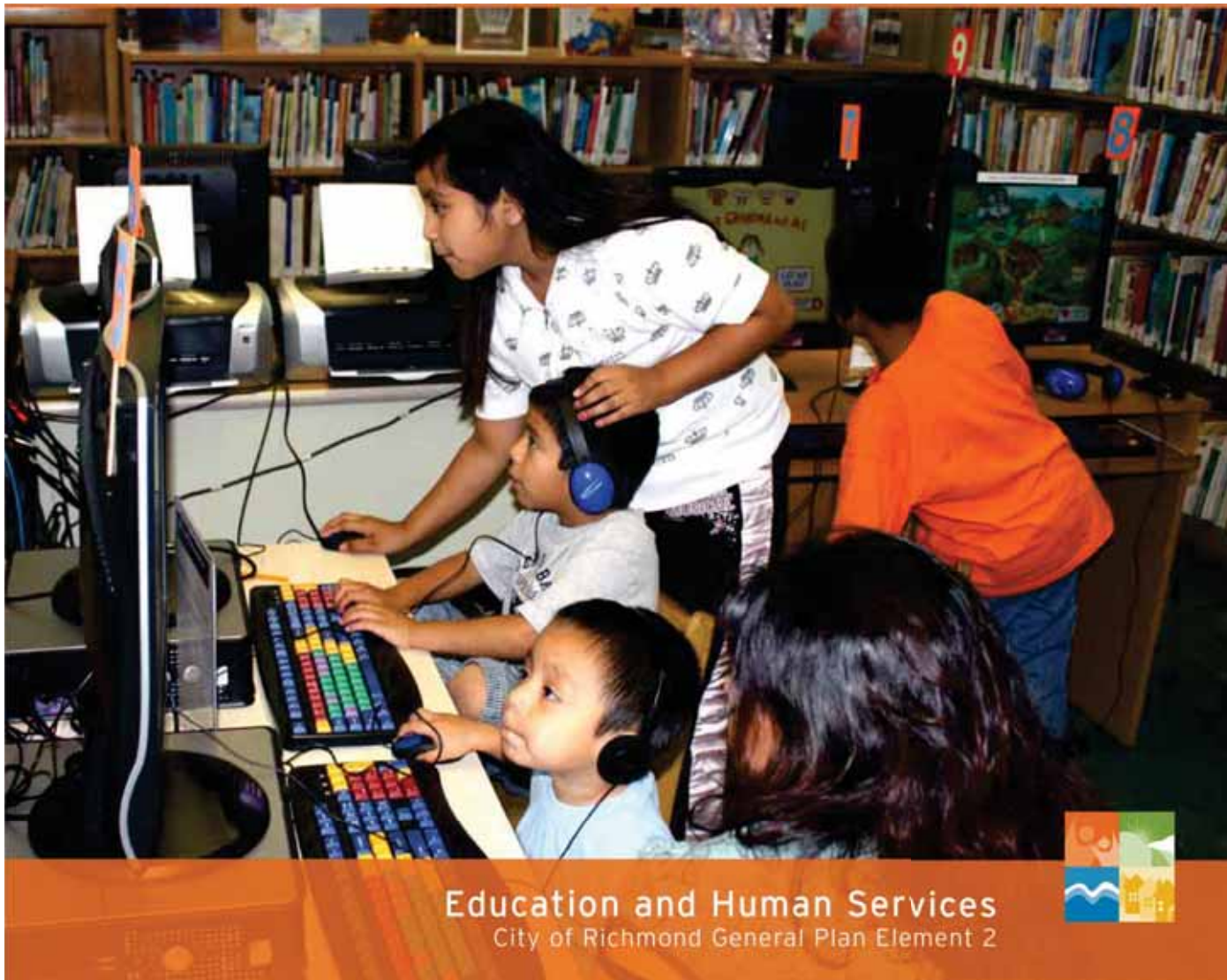
Part IV: Cultural Environment

Arts & Culture

Historic Resources

National Historical Park

Richmond, CA General Plan Education & Human Services Element



Richmond, CA General Plan Education & Human Services Element

Community Vision

Richmond, California in 2030

Richmond nurtures a culture of lifelong learning. The City collaborates with public, private and nonprofit sectors to increase educational opportunities. Services are affordable and conveniently located.

Richmond's elementary, middle and high schools are regionally competitive and offer comprehensive, diverse and high-caliber programs. Daycare and preschool opportunities are numerous, accessible and affordable. The City is known for its numerous and intimate neighborhood schools.



Richmond partners with local and regional employers to offer relevant classes, programs and internships that are aligned with local and regional employment trends.

Richmond, CA General Plan Education & Human Services Element

2

Education and Human Services

The Richmond community is composed of people who represent many cultures. This diverse population requires an equally diverse system of education and human services. In this General Plan, “education and human services” refers to programs that promote the social, intellectual, artistic, physical and cultural growth of residents through adulthood. Educational assets in Richmond include K-12 schools, childcare facilities, continuation schools, adult education programs, libraries and a range of classes and programs offered through public, private and nonprofit organizations. Existing human services include in-home care for older adults, counseling for at-risk youth, employment support for adults and housing assistance for families and individuals. Richmond aims to enhance the community’s awareness of these resources and opportunities and to develop the health, education and economy of its residents.

The Education and Human Services Element:

- Describes the City’s existing educational and human resources;
- Highlights key findings and recommendations based on an existing conditions analysis;

- Defines goals for supporting and expanding the City’s education and human services resources;
- Identifies policies and implementing actions to address challenges, preserve assets and identify opportunities to enhance education and human services;
- Provides a summary table identifying lead responsibilities for each implementing action; and
- Reviews the existing regulatory framework that guides education and human service planning efforts.

Purpose of the Element

The Education and Human Services Element identifies programs and strategies that are designed to increase access to educational opportunities and resources. Although Richmond does not provide educational services, the City can actively support public, private and nonprofit education providers that deliver high-quality programs.

Legal Requirement

Richmond is committed to supporting expansion of its education and human services resources to address community needs. Although it is not a state-



Education and human services programs have to meet the needs of a diverse community.

mandated element, the City believes that high-quality education and human services are integral to ensuring that its residents, neighborhood and communities thrive. The education and human services element is consistent with the State of California Government Code (Section 65303) which grants authority to local jurisdictions to adopt additional elements to those required by state law when they relate to the physical development of the jurisdiction.

Richmond, CA General Plan Education & Human Services Element

2 Education and Human Services

GOAL EH1

A Comprehensive and Accessible Education System

Policy EH1.5

New School Siting

Work closely with the West Contra Costa County School District and other educational providers on location of public school facilities in order to:



- Locate public schools next to neighborhood or district park facilities and encourage the joint development of those facilities;
- Locate schools so that the number of students who can walk to school safely is maximized;
- Locate elementary schools near the center of their attendance areas;
- Locate middle school, junior high, and high school facilities centrally within their service areas and ensure that a socioeconomic and ethnic cross-section of the population is maintained in each school to the maximum extent feasible;
- Develop permanent school facilities having a student capacity scaled to accommodate the long range student load of their attendance districts;
- Discourage the use of portable classrooms; and
- Develop school sites of sufficient size to accommodate all school and recreational facilities without interference with adjoining residential uses.

See also: CR2.4

Richmond, CA General Plan Education & Human Services Element

2 Education and Human Services

GOAL EH1

A Comprehensive and Accessible Education System

Action EH1.F



Safe Routes to School Program

Work with students, parents, transit providers, the West Contra Costa Unified School District, and other educational institutions to develop a Safe Routes to School Program. Identify and prioritize improvements necessary to make alternative modes of getting to and from school safer and more appealing. Also explore opportunities to create “walking school bus” programs where parents and other responsible adults can share the responsibility of escorting children to and from school by foot or bicycle.

See also: CR2.B; HW4.F; EC2.G

Richmond, CA General Plan Circulation Element



Richmond, CA General Plan Circulation Element

4 Circulation

Goals

GOAL CR1



An Expanded Multimodal Circulation System

Make conditions safer and more attractive for all modes of transportation including travel by foot and bicycle, public transit and automobiles. Evaluate streets and potential enhancements based on surrounding land use, street function and desired character and by relying on the place-based approach to circulation planning articulated in this General Plan. Take potential improvement measures ranging from physical design treatment of the street environment to social and programmatic responses appropriate to the particular street context.

GOAL CR2



Walkable Neighborhoods and Complete Streets

Activate the public right-of-way and improve the experience of moving people between key destinations at the pedestrian level. In order to make walking and bicycling a more attractive option, enhance connectivity between neighborhoods, schools, the workplace, and daily goods and services so that reaching key destinations is safer and more convenient. Contribute to walkability and livability by promoting mixed-use and complete streets, high-quality pedestrian environments, context-based street design and efficient public transit.

GOAL CR3



A Safe and Well-Maintained Circulation System

In order to create a safe and efficient circulation system, emphasize on-going street maintenance and safety improvements that consider all modes of transportation including walking, bicycling and public transit. Require new facilities and infrastructure as development occurs in order meet the needs of all users while enhancing mobility and connectivity.

GOAL CR4

Efficient Movement of Goods

Support the efficient and safe movement of goods between businesses, the Port and the railroad while avoiding adverse impacts on neighborhoods and environmentally sensitive areas.

GOAL CR5

Sustainable and Green Practices

In order to create sustainable and clean circulation options, encourage the use of low-impact alternative fuels and new technologies and implement transportation demand management programs. Encourage measures to treat and retain stormwater in the design of pedestrian and parking amenities.

Richmond, CA General Plan Circulation Element

4 Circulation

GOAL CR1

An Expanded Multimodal Circulation System

Action CR1.A

Regional Circulation Improvements

Continue to participate in regional circulation planning efforts to identify and advocate for improvements that enhance regional connectivity and mobility in Richmond.

Action CR1.B

Public Transit and Paratransit Service Improvements

Continue to collaborate with AC transit, BART, West Contra Costa Transit Agency, Amtrak and major employers in Richmond that provide shuttle service to explore the potential for expanding transit in the evenings and late nights, and for people with special needs. Also explore the potential to enhance Richmond's paratransit service. Collaborate with major employers to provide employer-based "open-door" shuttles to BART, the planned ferry terminal and other transit hubs. Collaborate with regional and Contra Costa County transportation agencies to re-establish, maintain and enhance service within the City and region. Explore strategies to address affordability, access and safety. Expand outreach and information programs to promote transit use.

See also: EC2.C; HW4.C

Action CR1.C

Bicycle and Pedestrian Plans

Develop and implement citywide bicycle and pedestrian plans to make Richmond a more pedestrian and bicycle-friendly City. Identify gaps in the network, major travel routes and priority safety improvements. Designate a network of multi-use trails and off-street paths. Include connections to open space amenities such as Point Isabel, San Francisco Bay Trail, Point San Pablo, Point Pinole and the Richmond Greenway.

Update design guidelines and standards for bicycle and pedestrian facilities and amenities that meet local, state and federal standards. Include a uniform citywide signage plan and comply with all Americans with Disabilities Act (ADA) requirements.



Explore the potential to designate pedestrian priority areas or districts. Include strong connections to the downtown, recreation destinations, commercial and mixed-use streets, transit stations and schools. Address pedestrian and bicycle connections in parking lots.

Collaborate with Contra Costa County and other jurisdictions to ensure links to the regional trail network including the San Francisco Bay Trail and coordination with the County Bicycle and Pedestrian Plan. Coordinate efforts with ongoing bicycle and pedestrian community initiatives.

See also: HW4.D; EC2.E

Richmond, CA General Plan Circulation Element

4 Circulation

GOAL CR2

Walkable Neighborhoods and Complete Streets

Policy CR2.1



Neighborhood Connectivity

Improve access and connectivity within neighborhoods and to major destinations in the City. Improved connectivity will enhance linkages to local and regional amenities such as neighborhood parks, schools, libraries, community centers, retail, public transit, bicycle paths, historic resources, the shoreline, open space and medical facilities.

Policy CR2.2



Complete Streets

Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel. Support pedestrian and bicycle connectivity by restoring and reinforcing Richmond's grid-based network of streets with landscaping and amenities for transit, bicycles, pedestrians, and people with disabilities. Establish a process for modifying streets to support various modes of travel.

See also: HW4.5; LU6.2

Policy CR2.3



Integrated Bicycle and Pedestrian System

Plan, construct and maintain a safe, comprehensive and integrated bicycle and pedestrian system. Walking and bicycling to work, to schools and for recreation can be encouraged by providing amenities and facilities for pedestrians and bicycles, enhancing pedestrian and bicycle connectivity within neighborhoods, promoting multimodal trails and pathways accessible to all and addressing major barriers in the community such as freeways, railroads and steep terrain. Pedestrian improvements at parks, community centers, open space areas, schools, transit stops and commercial nodes will further enhance the bicycle and pedestrian system.

Richmond, CA General Plan Circulation Element

4 Circulation

GOAL CR2

Walkable Neighborhoods and Complete Streets

Policy CR2.4



New School Siting

Work closely with the West Contra Costa County School District and other educational providers on location of public school facilities in order to:

- Locate public schools next to neighborhood or district park facilities and encourage the joint development of those facilities;
- Locate schools so that the number of students who can walk to school safely is maximized;
- Locate elementary schools near the center of their attendance areas;
- Locate middle school, junior high, and high school facilities centrally within their service areas and ensure that a socioeconomic and ethnic cross-section of the population is maintained in each school to the maximum extent feasible;
- Develop permanent school facilities having a student capacity scaled to accommodate the long range student load of their attendance districts;
- Discourage the use of portable classrooms; and
- Develop school sites of sufficient size to accommodate all school and recreational facilities without interference with adjoining residential uses.

See also: EH1.5

Richmond, CA General Plan Circulation Element

4 Circulation

GOAL CR2

Walkable Neighborhoods and Complete Streets

Action CR2.A

Community Access and Mobility

Develop access and mobility criteria for capital improvement projects and new development to enhance physical access to community facilities, schools, parks, shoreline open spaces, historical destinations, commercial and employment centers and transit hubs. The criteria should address access by walking, bicycling and public transit as well as vehicular access.

The community access and mobility criteria should:

- Ensure safe connections to large and small open spaces, community facilities such as schools, community centers, recreational facilities, cultural and enrichment centers, historical destinations, transit hubs and commercial and employment centers;
- Address travel routes, infrastructure improvement needs and barriers such as roads, railroad lines, freeways, fences and natural features; and
- Provide bicycle and pedestrian-friendly routes including completion of major trails and pathways like the San Francisco Bay Trail and Richmond Greenway.

See also: EH3.D; PR1.A; HW4.A; CN2.F

Action CR2.B



Safe Routes to School Program

Work with students, parents, transit providers, the West Contra Costa Unified School District, and other educational institutions to develop a Safe Routes to School Program. Identify and prioritize improvements necessary to make alternative modes of getting to and from school safer and more appealing. Also explore opportunities to create “walking school bus” programs where parents and other responsible adults can share the responsibility of escorting children to and from school by foot or bicycle.

See also: EH1.F; HW4.F; EC2.G

Richmond, CA General Plan Community Health & Wellness Element



Community Health and Wellness
City of Richmond General Plan Element 11



Richmond, CA General Plan Community Health & Wellness Element

11 Community Health and Wellness

Goals

GOAL HW1

Improved Access to Parks, Recreation and Open Space

Improve access to a variety of high-quality, well-activated parks and recreational opportunities for all residents. Locate resources and programming that support a range of activities close to neighborhoods. Provide opportunities for increased physical activity and social interaction by providing well-maintained playgrounds, parks and open space provide.

GOAL HW2

Expanded Access to Healthy Food and Nutrition Choices

Promote expanded access to affordable and nutritious foods for residents through grocery stores, community gardens, urban agriculture and local markets that provide a range of fresh fruits and vegetables to expand nutritional choices.

GOAL HW3

Improved Access to Medical Services

Promote improved access to primary and emergency health care facilities and medical services for all residents. Convenient transportation options allow people of all ages, physical abilities and socioeconomic status to access medical assistance.

GOAL HW4



Safe and Convenient Public Transit and Active Circulation Options

Support access to adequate and safe public transit and active circulation options that increase physical activity, reduce air and noise pollution and make streets safe for people of all ages.

GOAL HW5

A Range of Quality and Affordable Housing

Promote stable and integrated communities and healthy living conditions for all residents by continuing to support projects that provide high quality, affordable housing. Well-designed, affordable and well-maintained housing contributes to: neighborhood stability; greater socioeconomic integration; reduced overcrowding; and improved living conditions for all.

GOAL HW6

Expanded Economic Opportunity

Promote equitable access to economic opportunities that provide the material and social means for human development and upward mobility in the community.

GOAL HW7



Complete Neighborhoods

Promote complete neighborhoods that provide access to a range of daily goods and services, and recreational resources within comfortable walking distance of homes. Neighborhood-serving retail, parks, pedestrian connections and other amenities can contribute to neighborhood stability, greater social cohesion and improved safety.

Richmond, CA General Plan Community Health & Wellness Element

11 Community Health and Wellness

are especially important. Most Richmond residents can reach a primary care facility within 30 minutes by public transit. With only one emergency care facility, Richmond residents including low-income households, seniors, people with disabilities and those who are transit-dependent may be particularly vulnerable in the event of an emergency or natural disaster.

Walking, Bicycling and Public Transit

Healthy communities are designed to encourage walking, biking and use of public transit. Street design, land use and site planning, safe routes, and the availability of public transit can impact pedestrian use and outdoor activity. Walking or bicycling to school or work for daily errands and for recreation increases overall physical activity and contributes to physical health. Increased exercise reduces the risk of a range of health ailments such as respiratory disease, cardiovascular mortality, hypertension and obesity. Using public transportation also helps individuals meet minimum daily requirements for physical activity and curbs air pollution.

Alternative modes of transportation contribute to a reduction in vehicle miles traveled, overall vehicle emissions and noise and potential exposure to environmental contamination due to fuel and oil spills. Where homes, businesses and community destinations are located near transit, studies indicate that over a span of time people will rely less on single car trips and improve social, medical, employment and recreational activities within their neighborhoods.



Walking or bicycling to school or work increases overall physical activity and contributes to physical health

Current Conditions

Richmond residents have access to a range of public transit options including: Bay Area Rapid Transit (BART), Amtrak, Alameda-Contra Costa Transit (AC Transit) and a City operated paratransit system. Nearly 15% of residents use public transit to travel to work. Most residents and businesses are well served by local and regional transit stops, with over 95% of Richmond residents and 85% of jobs located within a quarter-mile of a local public transit stop. Approximately 13% of Richmond households do not have access to an automobile and are entirely dependent on public transit.

Although less than 3% of Richmond residents walk or bike to work, the City has a high rate of pedestrian and bicycle injuries. Twenty-five percent of residents are located within comfortable walking distance of an elementary or middle school. However, only 25% of Richmond's 22 schools are directly served by a designated bike path.



Many of Richmond's neighborhoods contain small cottages and bungalows that were constructed between 1900 and 1940.

High-Quality and Affordable Housing

Within a healthy community, residents have access to a variety of integrated, affordable housing options. The lack of adequate and quality affordable housing may force families to seek substandard forms of shelter, compromising their health and well-being. This can result in overcrowding, overpayment, longer work commutes and other deficiencies.

Residents of substandard housing are at increased risk for fire, electrical injuries, lead poisoning, rodent infestation, mold, childhood asthma and other illnesses and injuries. Overcrowded housing conditions can contribute to higher mortality rates, infectious disease, inhibited childhood development and stress. Excessive rent or housing cost burdens contribute to mental stress, hunger and overcrowding. Conversely, lower housing costs result in more disposable income for essential non-housing needs, allowing a more balanced lifestyle.



Richmond, CA General Plan Community Health & Wellness Element

11 Community Health and Wellness

GOAL HW1

Improved Access to Parks and Open Space

Policy HW1.1

An Integrated System of Parks, Plazas, Playgrounds and Open Space

Provide a comprehensive and integrated system of parks, plazas, playgrounds, trails and open space. The community's current and future needs for quality outdoor space can be met by improving existing parks, creating linear greenways in established neighborhoods, and creating new parks, plazas and open space in new developments. A comprehensive, integrated system should include parks, playgrounds, community greens, greenways and trails. Ensure adequate maintenance of these facilities to encourage safe and active use.

Policy HW1.2

Diverse Range of Park Types and Functions

Continue to provide a diverse range of park types, functions and recreational opportunities to meet the physical and social needs of the community. Regularly review the design and programming of all City parks to expand and diversify uses.

See also: PR1.1

Policy HW1.3

Recreation Programs and Services

Expand and tailor recreational programs and services to meet evolving community needs. Programs and services should remain accessible and relevant to today's residents, responding to unique cultural, historic and social needs as well as changing demographics.

See also: PR5.1

Policy HW1.4

Quality Recreational Facilities

Provide a range of quality recreational facilities that are well maintained, have adequate lighting, signage, hours of operation and represent the multi-ethnic and multicultural needs of the community. Providing facility upgrades may increase capacity to attract people from neighborhoods that are currently underserved.

Policy HW1.5

Joint-Use Opportunities

Promote access to non-City operated parks and recreational facilities. Existing resources operated by the East Bay Regional Parks District, school district, community groups or others may support residents' interim needs for convenient access to parks and community centers. Joint-use opportunities serve to more efficiently utilize existing facilities and amenities, host programs in convenient neighborhood locations, better activate community areas so that they are in use during the day and in the evenings and enable the City and partners to share the cost of maintenance, upgrades and improvements for the benefit of the entire community.

See also: PR1.4



Richmond, CA General Plan Community Health & Wellness Element

11 Community Health and Wellness

GOAL HW1

Improved Access to Parks and Open Space

Action HW1.E

Citywide Recreation Program

Regularly update the City's recreation program to: support efforts by the Recreation and Parks Commission to enhance existing programs or develop new programs to serve people of all incomes, cultural backgrounds, ages and levels of physical capability; and encourage more intensive use of facilities throughout the day. Target programs for school-age youth during after-school hours, summer recess and weekends; and program areas related to arts and culture. Refining the recreation program may occur as part of the Parks Master Plan development process. Work with youth leaders to engage their peers and ensure that all new programming is designed with the active input of youth.

See also: PR5.A

Action HW1.F

Recreation Facilities Maintenance Plan

Regularly update the maintenance plan for City-owned and operated recreation facilities. Set minimum standards for maintenance levels at facilities and include a funding mechanism for ongoing operations. Continue efforts to prevent illegal dumping and graffiti.

See also: PR3.G

Action HW1.G



Joint-Use Agreements

Pursue joint-use agreements with West Contra Costa Unified School District, East Bay Regional Parks District, neighboring cities, public agencies, private entities and nonprofit organizations that own and operate facilities within the City. In addition to providing more space for recreational and enrichment programming, strategic partnerships can provide the benefit of shared renovation, development, maintenance and operational costs.

See also: ED1.E; EH1.D; PR1.F; CF2.A; AC1.D

Action HW1.H

Public Safety Design Guidelines

Develop and adopt design guidelines that deter criminal activity in neighborhoods, streets and public areas. Include guidelines for the design of play areas, parks, sports facilities, streets and sidewalks, plazas and urban pocket parks, and housing and commercial sites, among others. Require the early integration of crime prevention strategies such as community policing in new development and redevelopment projects including the involvement of the Police Department in the review of major projects in high-crime areas of the City. (Continued on next page.)

Richmond, CA General Plan Community Health & Wellness Element

11 Community Health and Wellness

GOAL HW4

Safe and Convenient Public Transit and Active Circulation Options

Action HW4.D

Bicycle and Pedestrian Plans

Develop and implement citywide bicycle and pedestrian plans to make Richmond a more pedestrian and bicycle-friendly City. Identify gaps in the network, major travel routes and priority safety improvements. Designate a network of multi-use trails and off-street paths. Include connections to open space amenities such as Point Isabel, San Francisco Bay Trail, Point San Pablo, Point Pinole and the Richmond Greenway.

Update design guidelines and standards for bicycle and pedestrian facilities and amenities that meet local, state and federal standards. Include a uniform citywide signage plan and comply with all Americans with Disabilities Act (ADA) requirements.



Explore the potential to designate pedestrian priority areas or districts. Include strong connections to the downtown, recreation destinations, commercial and mixed-use streets, transit stations and schools. Address pedestrian and bicycle connections in parking lots.

Collaborate with Contra Costa County and other jurisdictions to ensure links to the regional trail network including the San Francisco Bay Trail and coordination with the County Bicycle and Pedestrian Plan. Coordinate efforts with ongoing bicycle and pedestrian community initiatives.

See also: CR1.C; EC2.E

Action HW4.E

Bicycle, Pedestrian, and Trail Standards

Develop standards for bicycle, pedestrian, and trail improvements and amenities in new development and redevelopment projects. Include requirements for adequate, safe and accessible bicycle parking, drinking fountains, public restrooms, benches, landscaping and lighting. Require new development and redevelopment projects to be pedestrian and bicycle-friendly, and to provide adequate connections to the existing and proposed bicycle and pedestrian network.



Require all new commercial, industrial and residential development to provide access for construction and operation of a trail where a local or regional trail is designated or planned. Include provisions that require owners of property along the shoreline to provide maximum feasible public access to the shoreline and to complete the Bay Trail as part of any project approval process.

See also: CR1.D

Richmond, CA General Plan Community Health & Wellness Element

11 Community Health and Wellness

GOAL HW4

Safe and Convenient Public Transit and Active Circulation Options

Action HW4.F



Safe Routes to School Program

Work with students, parents, transit providers, the West Contra Costa Unified School District, and other educational institutions to develop a Safe Routes to School Program. Identify and prioritize improvements necessary to make alternative modes of getting to and from school safer and more appealing. Also explore opportunities to create “walking school bus” programs where parents and other responsible adults can share the responsibility of escorting children to and from school by foot or bicycle.

See also: EH1.F; CR2.B; EC2.G

Action HW4.G

At-Grade Railroad Crossings Improvements

Work with the railroads to improve safety at at-grade railroad crossings. Establish formulas that will provide fair-share contributions towards improvements where grade separations will enhance safety, community linkages and access for pedestrians, bicyclists and public transit. Explore the long-term feasibility of locating the railroad lines below grade at some areas of the City to reduce impact on the surrounding retail and residential uses while enhancing pedestrian safety and linkages.

See also: CR3.A

Action HW4.H

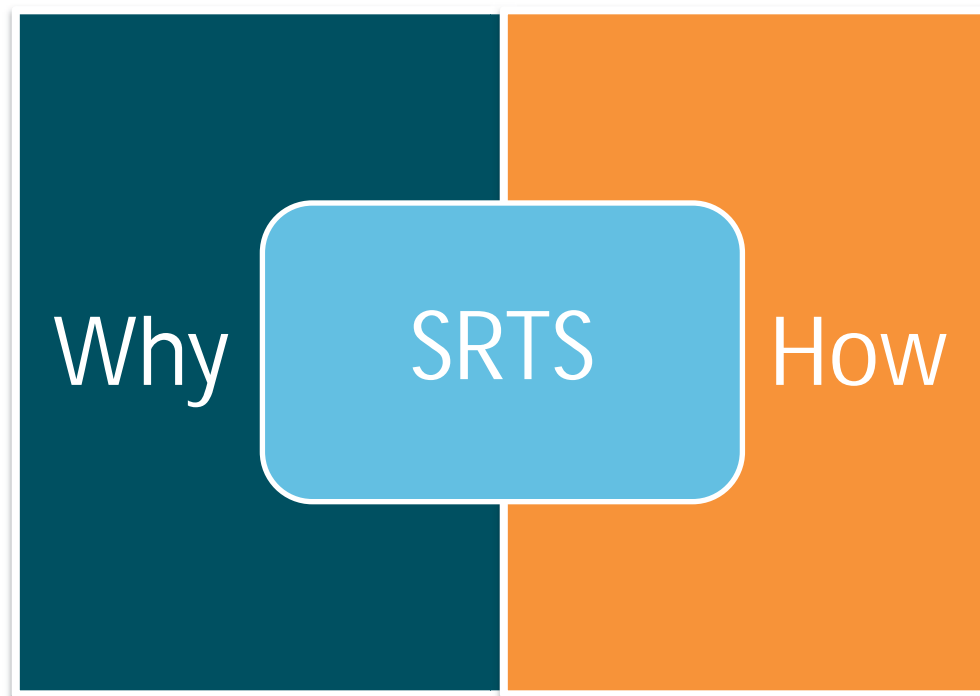
Traffic Calming Program

Develop strategies to calm traffic on streets that experience speeding or cut-through traffic. Include a range of solutions including engineering, education and enforcement measures. Engineering measures should consider emergency vehicle access as well as pedestrian and bicycle circulation and may include traffic circles, curb extensions, stop signs, narrow travel lanes, fewer travel lanes, landscaping and plantings. Education measures may include outreach materials, signs and postings, pledge campaigns and speed displays. Enforcement measures may include increased patrolling, ticketing and warnings.

See also: CR3.B

Safe Routes to School & Master Plans

If you fail to plan, you plan to fail.



Casper, WY Safe Routes to School Plan







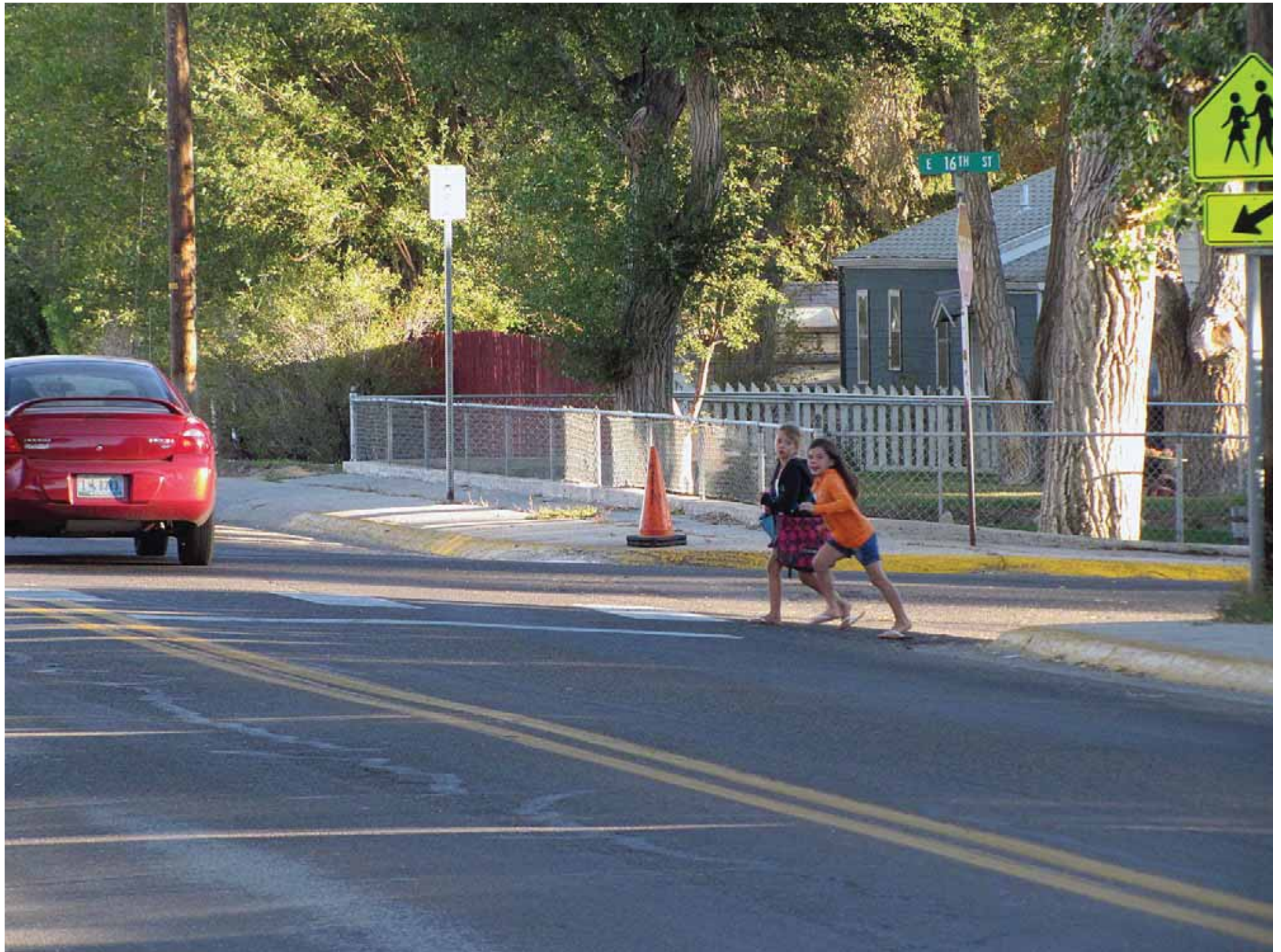




















Casper, WY: Comprehensive Plan Analysis SRTS

CasperWyoming SAFE Routes to Schools

18

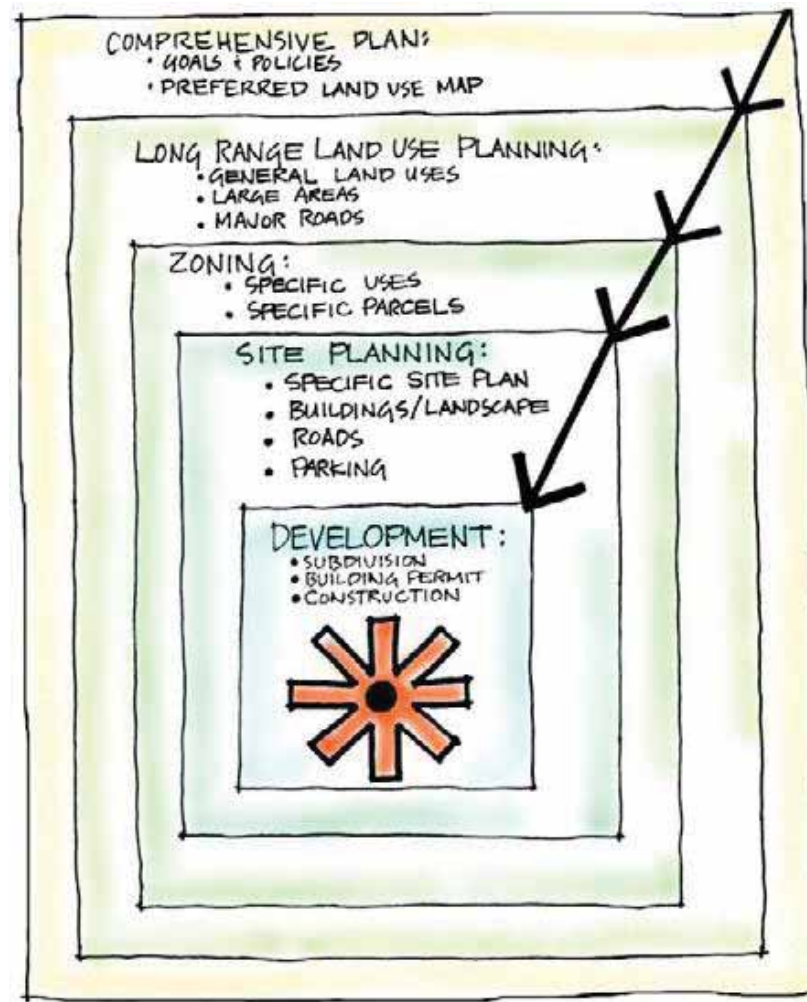
Analysis of the Comprehensive Plan

Casper's comprehensive plan reflects a desire for pedestrian-scaled environments, but principles related to schools are noticeably absent. Strengthening this document will help encourage thoughtful development that is in line with the community's vision.



Casper, WY: Comprehensive Plan Analysis

SRTS



As created for the Casper Area Comprehensive Plan in 2000, this figure illustrates the relationship between comprehensive planning, land-use planning, zoning and site development.

Comprehensive Plan Analysis: Casper, WY

Casper's Policy Framework Principles: Concurrency, Compatibility, Connectivity, Compactness & Character

Drivable: Focus on roadway connections to alleviate deficiencies.



Bikable: By ensuring that Casper Area streets provide adequate space for non-motorized travel.



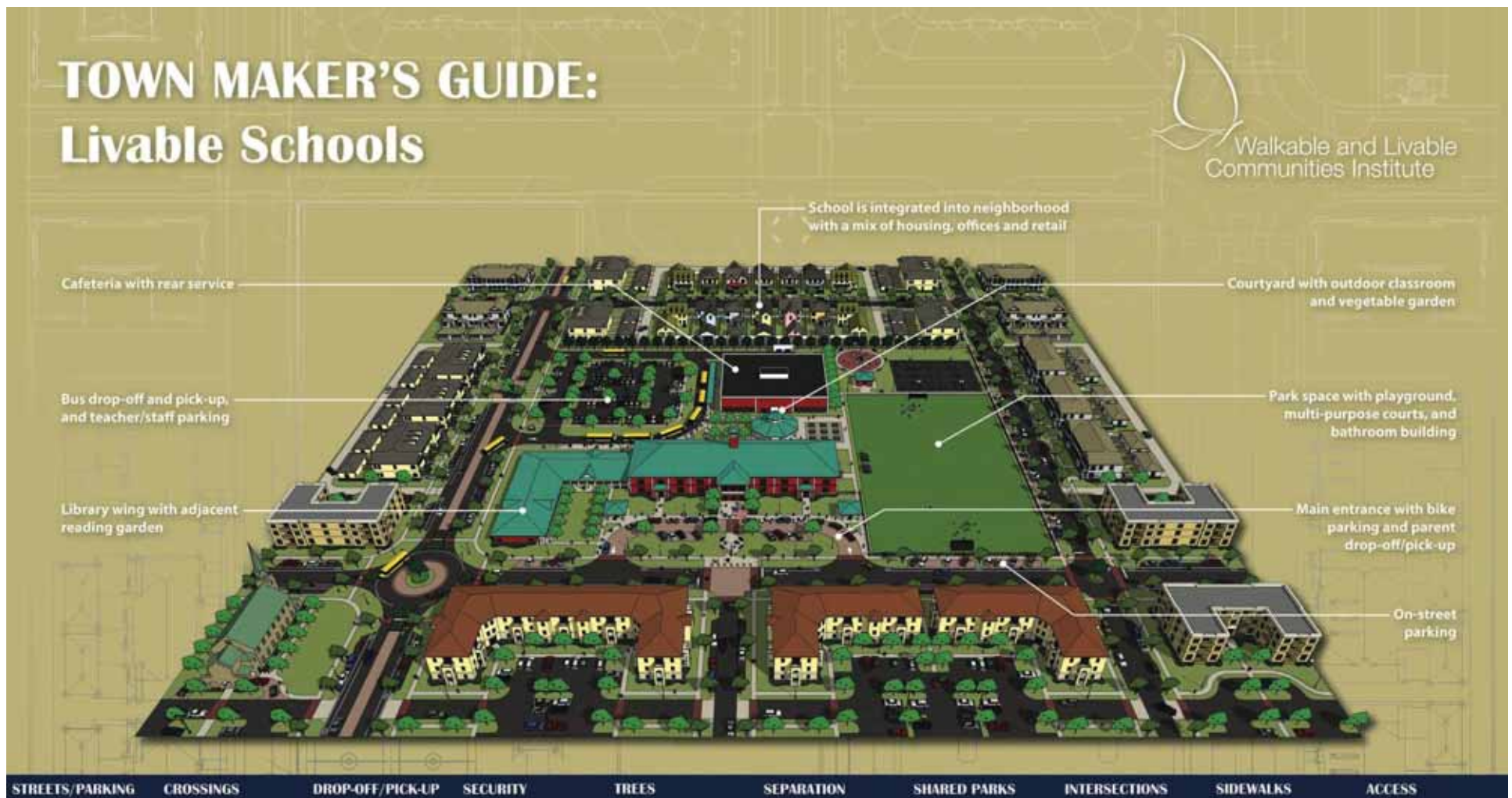
Walkable: Where pedestrians can easily walk to activity areas, schools and parks.

Casper, WY: Community Values & Vision

"Establishing safe routes to school is a critical element in all development and transportation planning."



Healthy School Siting



<http://www.walklive.org/wp-content/uploads/2011/04/Livable-Schools-Poster.pdf>

Advancing Safe Routes to School

The community's expression of its vision, with guidance on how to accomplish it.



Engaging the Community in SRTS

The community's expression of its vision, with guidance on how to accomplish it.



From Vision to Implementation

Intended to guide growth, based on public involvement.





Complete Streets Policy

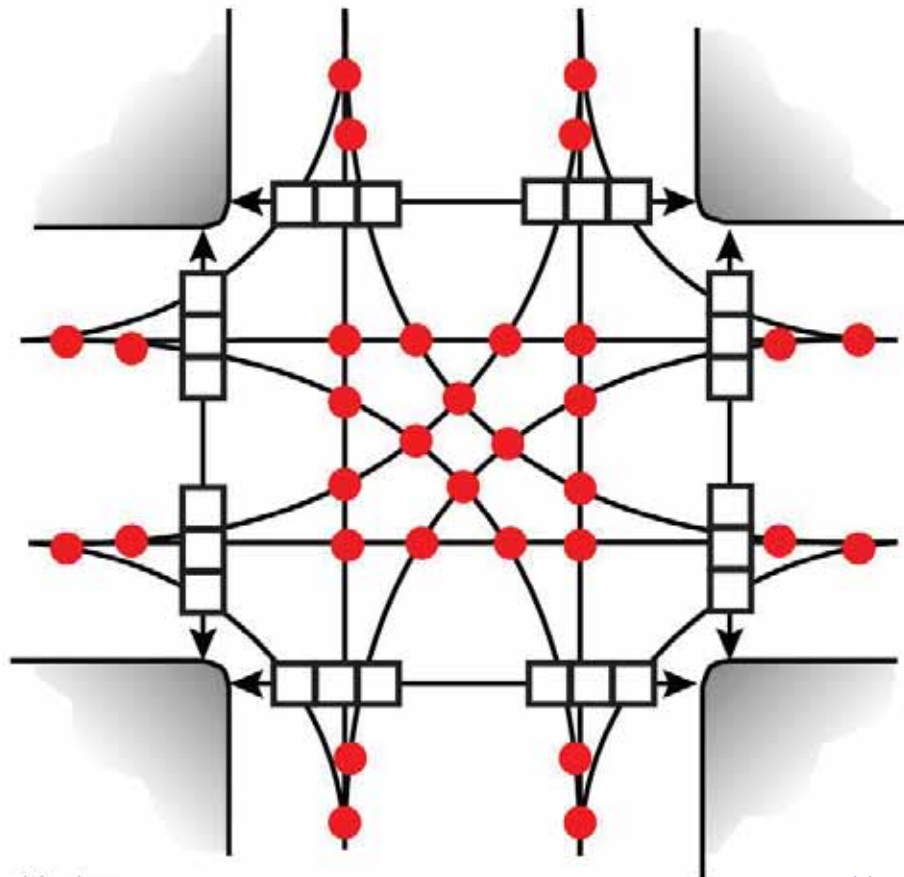


Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

<http://www.completestreets.org>



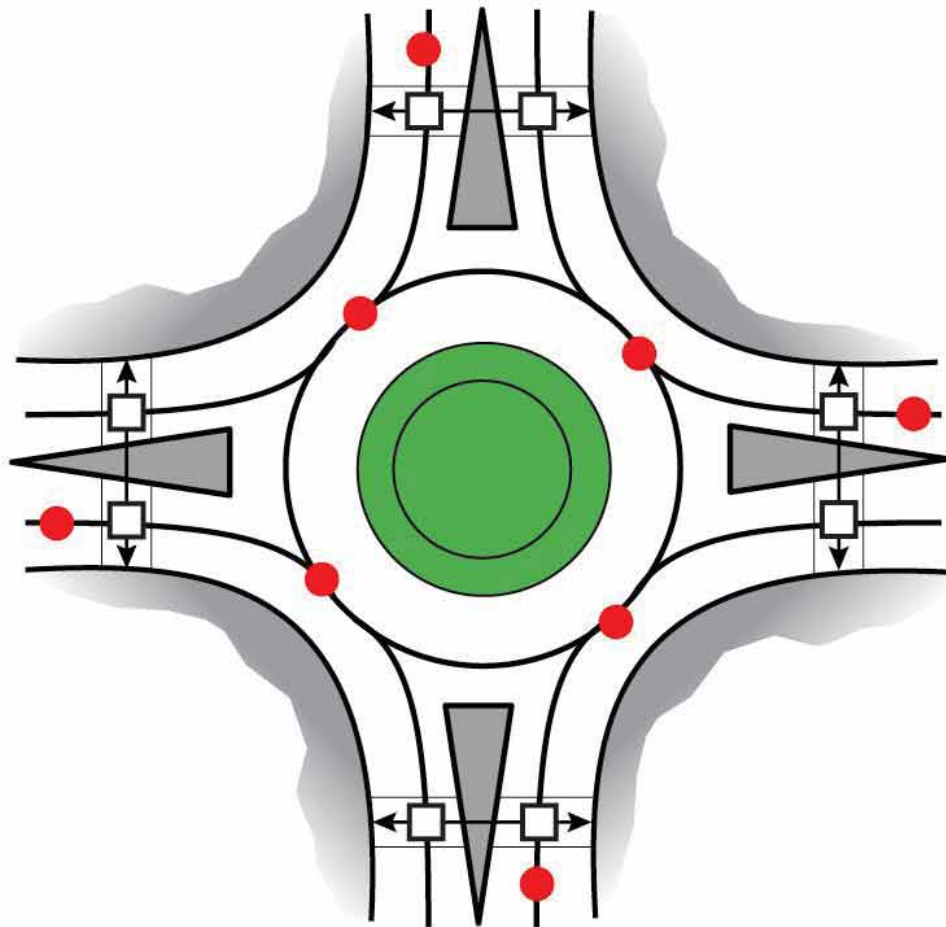
Roundabouts First Policy



- 32 Vehicle to vehicle conflicts
- 24 Vehicle to pedestrian conflicts



Roundabouts First Policy



● 8 Vehicle to
vehicle conflicts

□ 8 Vehicle to
pedestrian conflicts

Roundabouts & Pedestrians



Roundabouts & Pedestrians



Roundabouts & Pedestrians





Pedestrian Master Plan

DISTRICT of COLUMBIA PEDESTRIAN MASTER PLAN



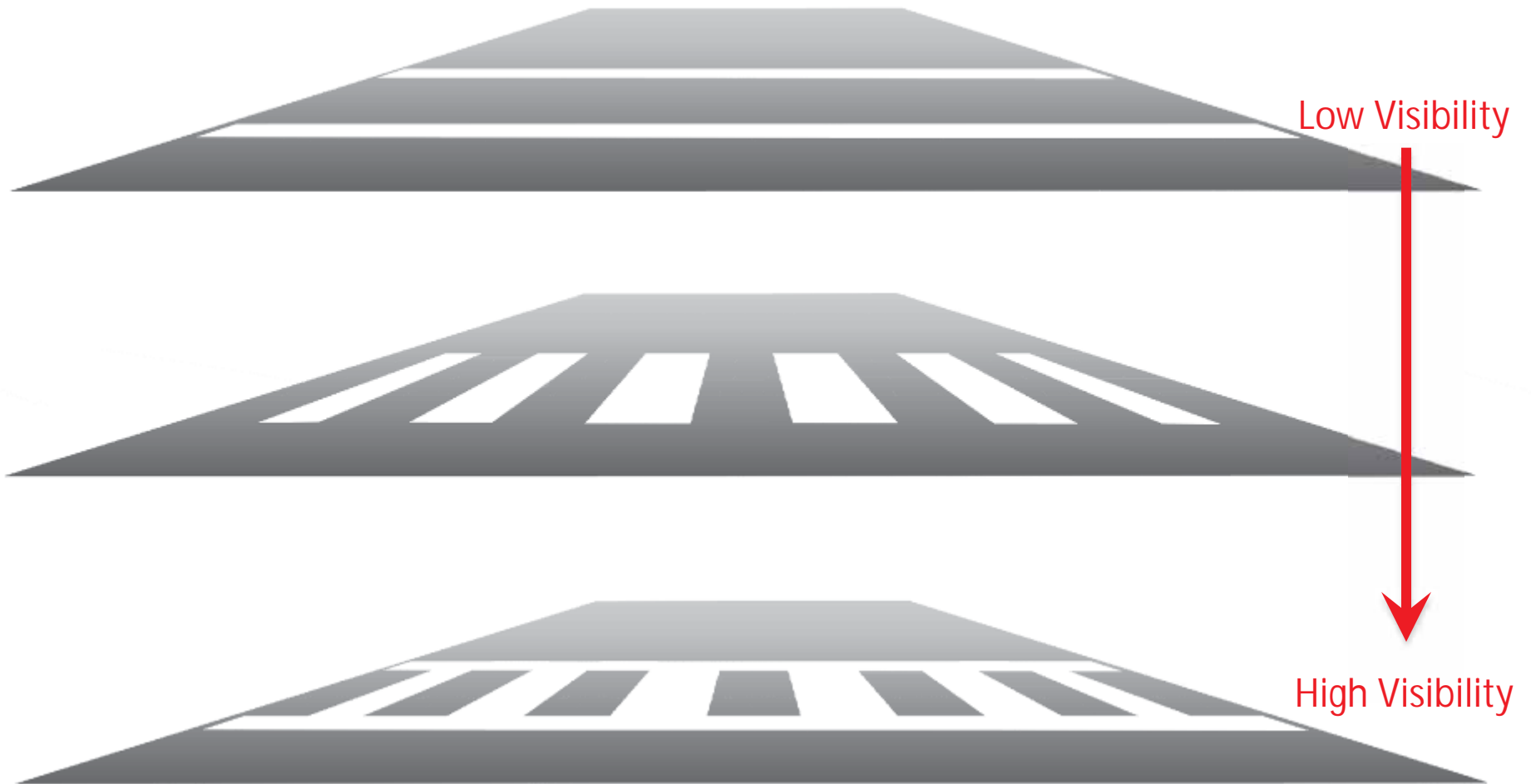
d.
District Department of Transportation
April 2009

Casper, WY - Safe Routes to School Plan





Crosswalk Marking Types

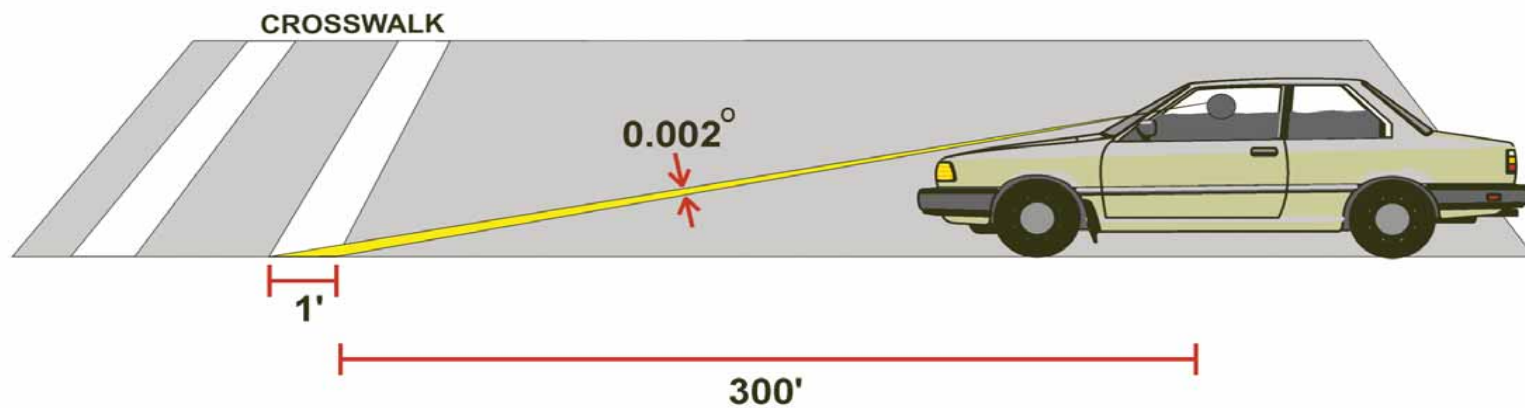




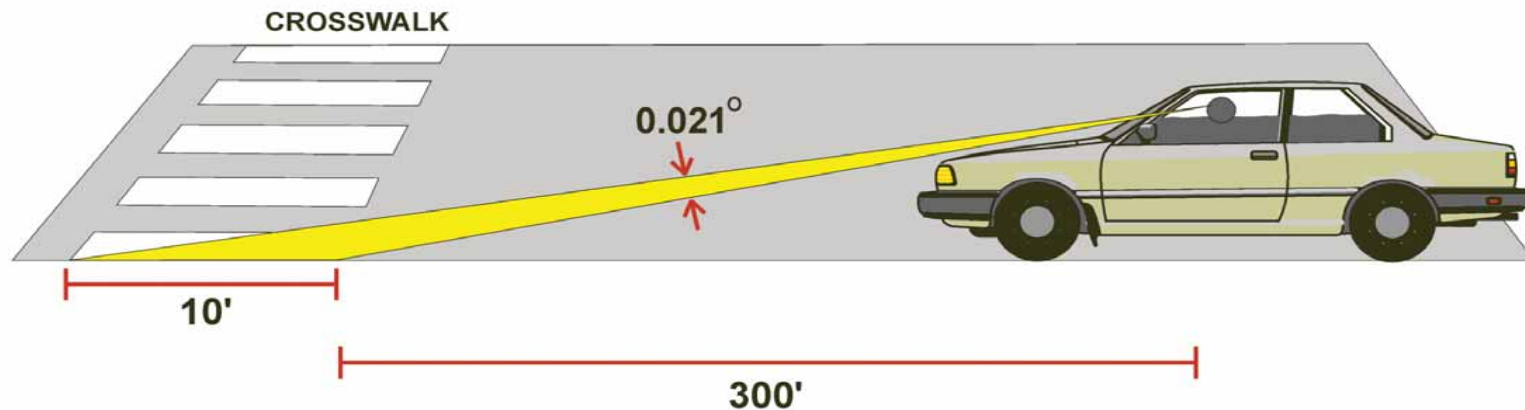
Crosswalk Marking Type

Longitudinal markings are more visible to a driver from afar

LATERAL 12" STRIPE



LONGITUDINAL MARKING



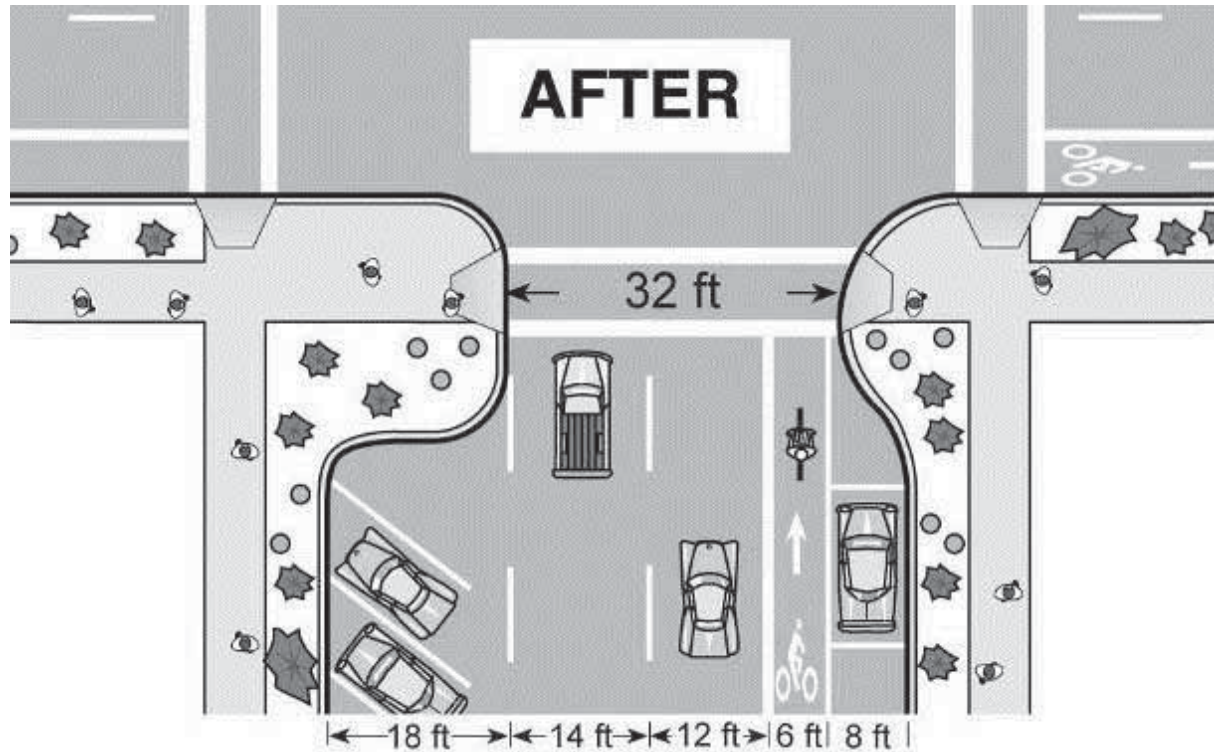


Curb Extensions





Curb Extensions









Street Treatments to Encourage Active Transportation

Walkability Workbook



April 2012



Don't Forget the Goal: Safe Routes





Walkable and Livable Communities Institute
www.walklive.org