

Walking Audit Follow-up

Review and Next steps



AGENDA

- Overview of Age Friendly Colorado Springs
- Why livable, age friendly design matters, and what it looks like
- Southeast Colorado Springs
- Audit Report: Assets and Opportunities
- Photo Vision Renderings

2:00 BREAK

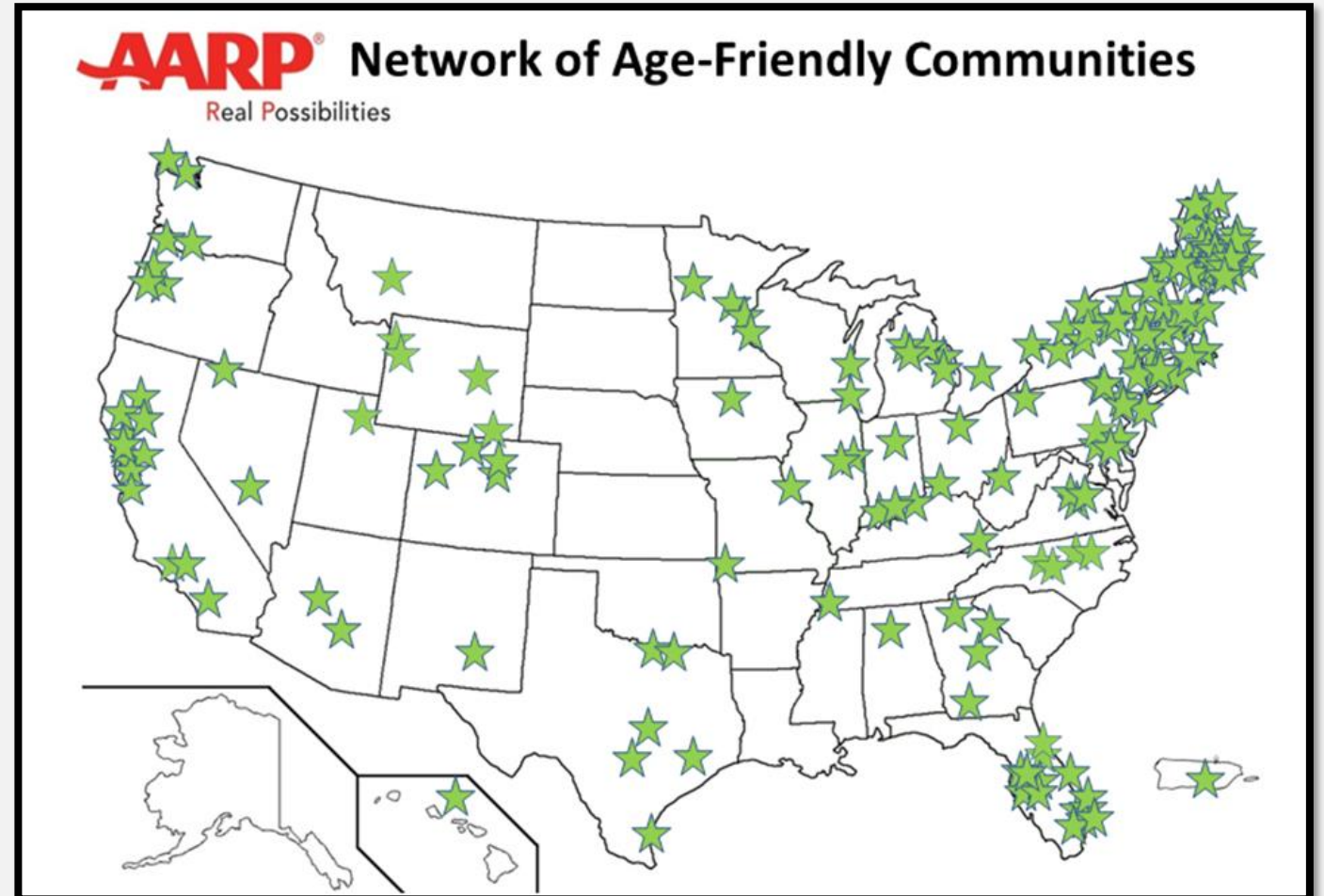
- 100-Day Challenge
- Short, mid, and long-term action items discussion

2008: Age-Friendly initiative launched by World Health Organization and headed up by AARP in the United States (now 190 cities in the network and counting in the USA alone)

2016: Colorado Springs joined the network

Provides:

- Framework to increase livability
- Tools to assess community needs
- Proven success to increase quality of life





- In 2016, Colorado Springs had a livability index number of 53 out of 100, which is slightly above the national average of 50.
- In the context of community, **livability** refers to factors that add up to quality of life, including the built and natural environments, economic prosperity, social stability and equity, educational opportunity and culture, entertainment and recreation possibilities.
- One way we can tangibly increase the Age Friendliness of COS and our livability index number is to increase accessibility and safety of outdoor spaces and different modes of transportation that do not depend on cars.

WHY WALKABILITY MATTERS

Our built environment affects well-being...

Our city is designed to move cars, which has resulted in streets that accommodate cars first and foremost while deterring people from active modes of transportation such as walking, biking, or using transit. The built environment can either encourage or discourage physical activity, which is a key factor in our health and well being. The connection is showing; we all know physical activity is good for us, but 60% of Americans do not meet the daily recommendations set by the centers for disease control and prevention, and 2 out of 3 American adults 20 years and older are overweight or obese.

...and highlights our social inequities.

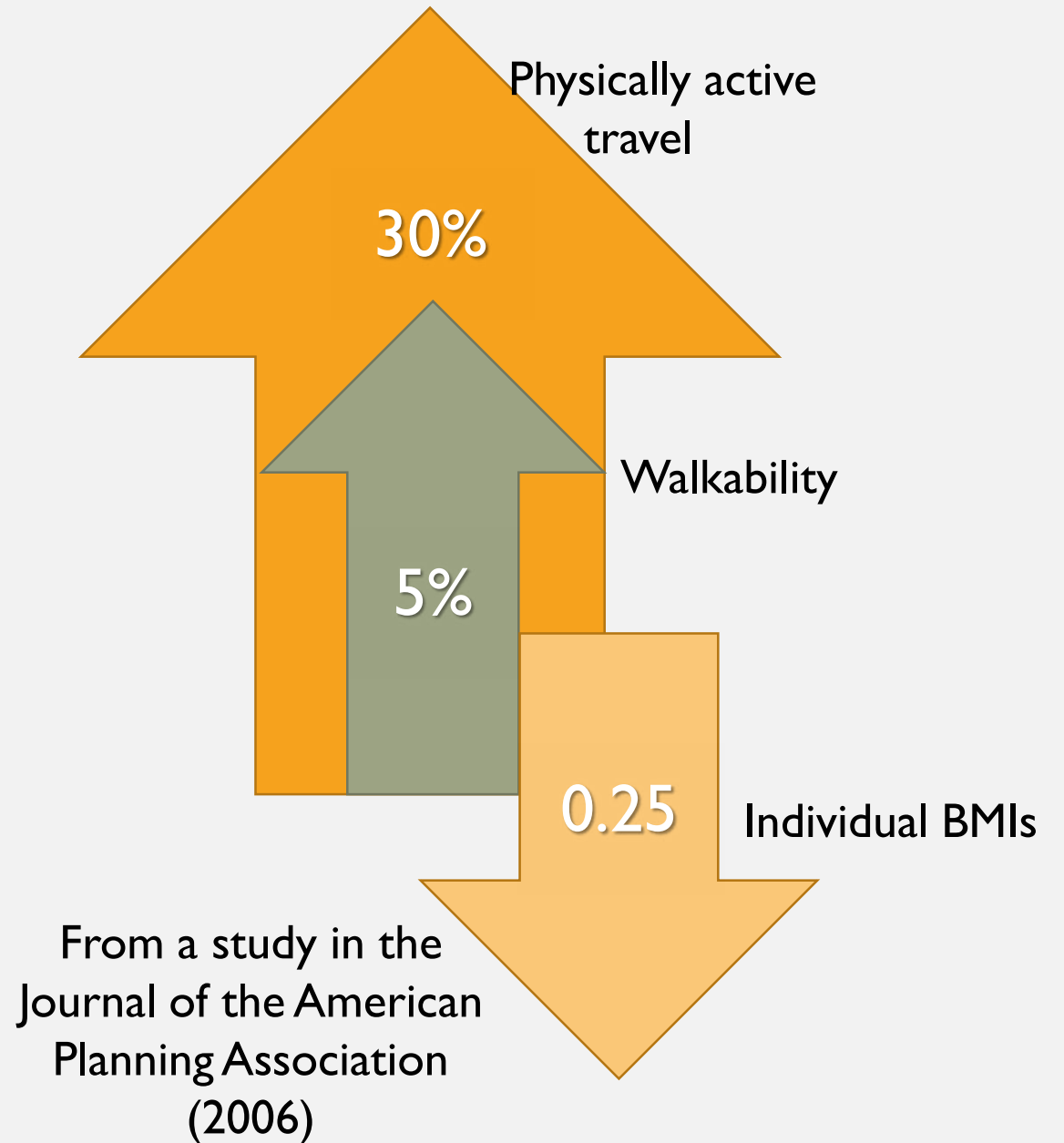
Seniors are overrepresented in intersection fatalities by a factor of more than 2 to 1, and are also at great risk of social isolation once they lose their ability to drive. In fact, half of all non-drivers 65 years and older (about 4 million Americans) stay at home on a given day because they lack transportation. Furthermore, 40% of baby boomers say they don't have enough savings for retirement, which means that seniors will continue to work (perhaps even after they lose their ability to drive) and transportation choices will become critically important. Not only would this empower seniors, but also other members in our community who for one reason or another are unable to drive

BENEFITS OF WALKABILITY

Adults living in highly walkable neighborhoods engage in 41 minutes more of total physical activity per week than those in low-walkability neighborhoods

Investment in walkability also makes sense economically:

Analysis published in Preventative Medicine in 2010 indicates that installing sidewalks on all of a city's streets would increase physical activity enough to offset weight gain in about 37% of the population, leading to healthcare savings likely to be enough to repay the costs of installing sidewalks in the first place





BY
INVESTING
IN
WALKABILITY,
WE ARE
DESIGNING A
CITY FOR
EVERYONE

“An age-friendly city is not just ‘elderly-friendly.’ Barrier-free buildings and streets, for example, also enhance the mobility and independence of people with disabilities and young families with small children”

- from *Aging in the Pikes Peak Region* (2015)

“When cities and towns provide equitable access to a complete transportation system, they send the message that people- not just cars- belong.”

-from *Toward a Livable Southeast Colorado Springs: A Walkable and Age-Friendly Communities Workshop* (2017)

SOUTHEAST COLORADO SPRINGS

The Southeast part of our city is a great place to start!

A four-year average of Colorado Department of Public Health and Environment surveys from 2012 through 2015 in the southeast shows:

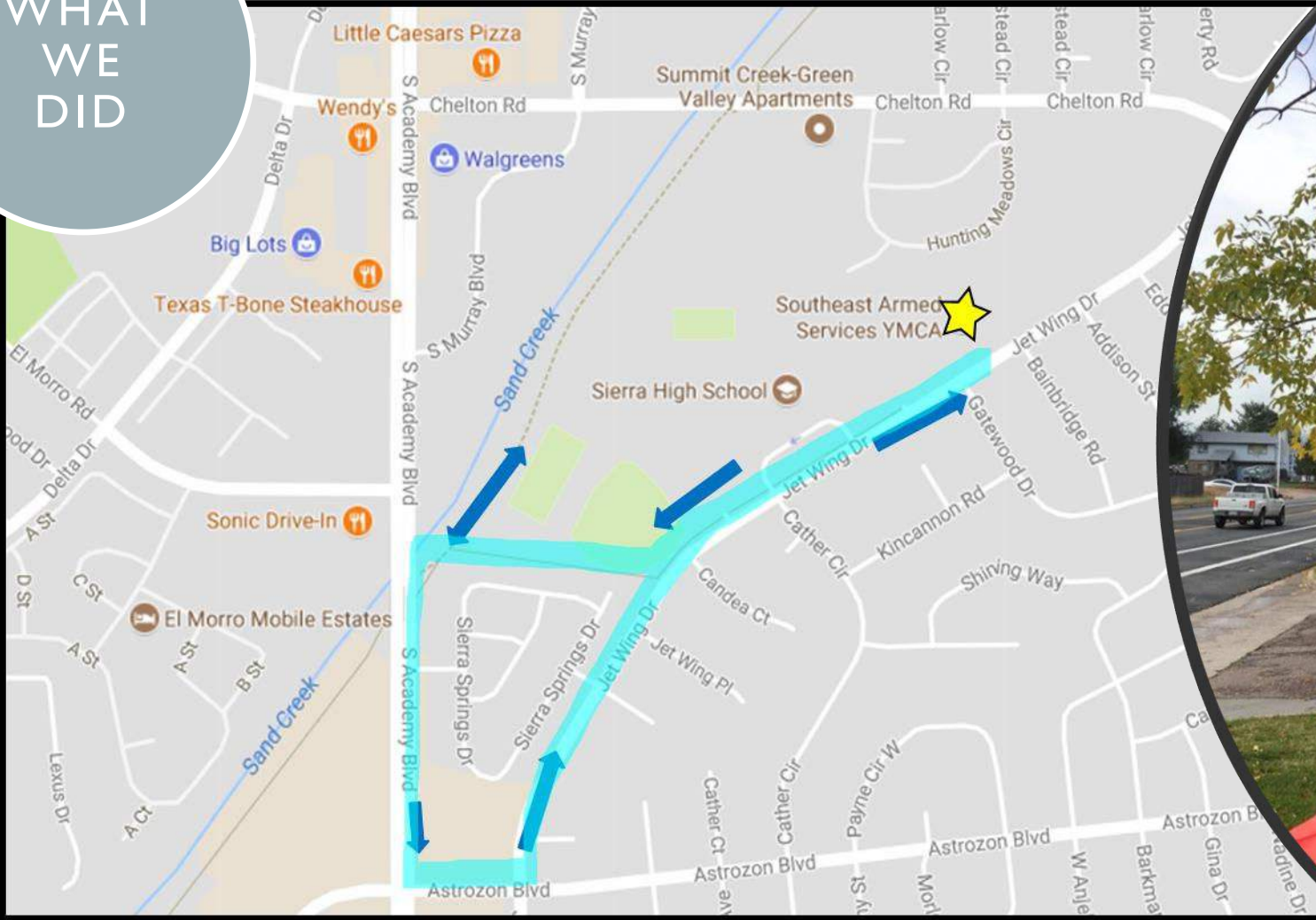
- higher than state average rates for obesity, diabetes, and fair or poor health
- lower than state average rates of people engaging in recreational physical activity
- Largely devoid of the same health care resources as the rest of the city, the southeast's residents on average suffer high rates of poor physical health and mental distress



THE AUDIT

Participants experience first hand the conditions that either support or create barriers to walking and biking.

WHAT WE DID





The community hubs/highlights
from our walking route:

- Southeast Armed Service YMCA
- Sierra High School
- Silver Key Senior Services
- The Sand Creek Trail
- S.Academy Blvd. and Jet Wing Dr.
- Astrozon Blvd. to Chelton Rd.



COMMUNITY
VALUES
IDENTIFIED BY
WORKSHOP
PARTICIPANTS

- Safety and limited crime
- Economic development and jobs
- Open space, parks and trails
- Walkable streets, safe roads, lighting, and safe routes for all
- Celebrate culture, diversity, and inclusion
- Redevelopment and revitalization
- Social capital and community engagement
- Smart Growth, reduced sprawl, a “controlled footprint”
- Access to services
- Access to healthy food and groceries
- School excellence
- Transit and transportation services



EXISTING CONDITIONS: THE GOOD

- An amazing, established trail system throughout our region
- Visionary leadership is engaged; including city and county elected leaders, staff, and board from key organizations.
- Partners such as Silver Key Senior Services are intentionally locating their offices in Southeast Colorado Springs, signaling their commitment to the community and investment in its growth.
- Recent lane striping has provided buffered bike lanes and helped reduce the perceived width of some streets

OPPORTUNITIES FOR IMPROVEMENT



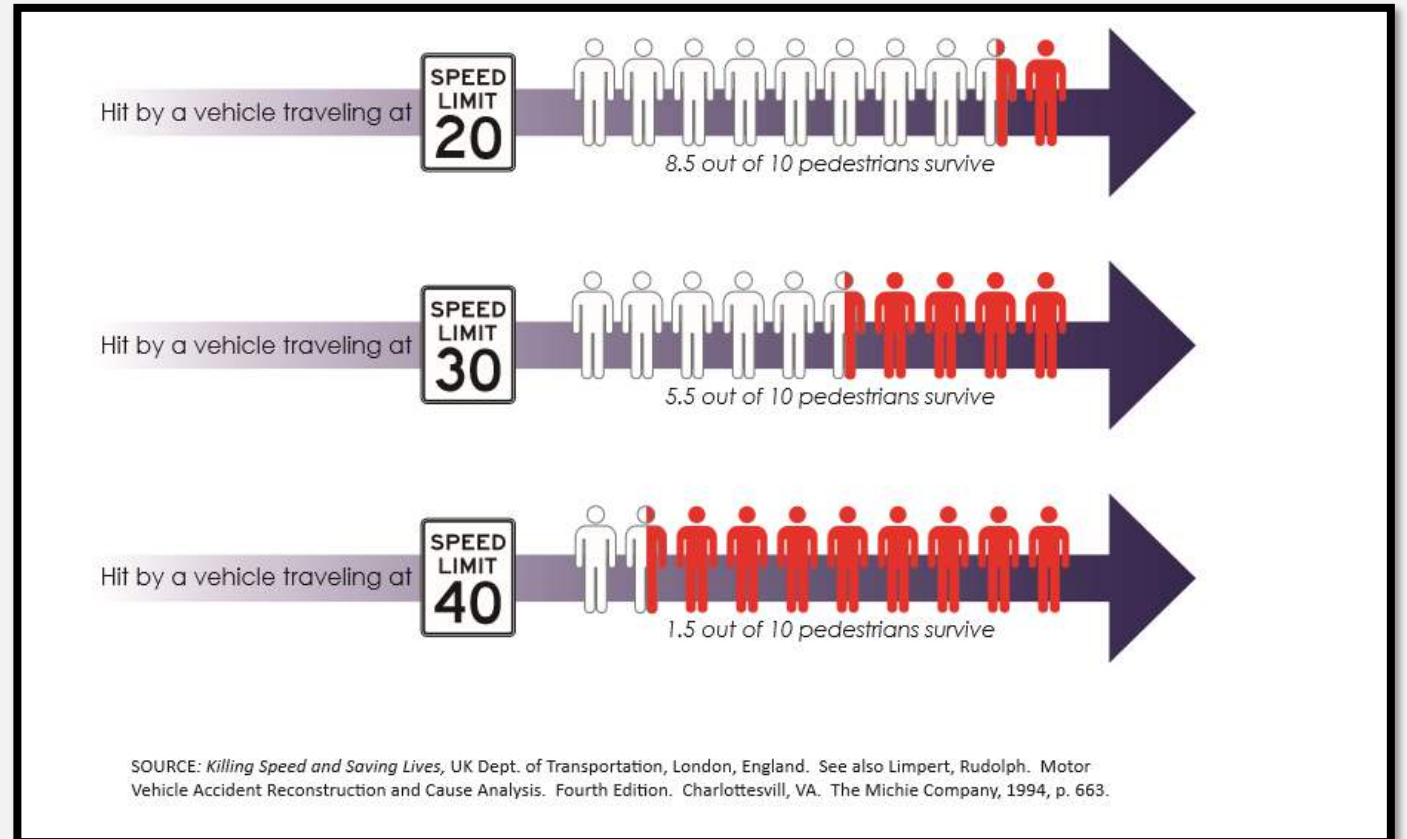
- Generally, streets are over-built for cars and under-built for people.
- Some streets have unnecessary vehicle travel lanes to the detriment of adjacent businesses and people using other modes of travel.
- We have very wide lanes which is more dangerous
- Sidewalks are often attached to roadway meaning that there is no buffer between people walking and cars passing them which is uncomfortable and unsafe and deters people from using active modes of transportation

TRAFFIC SPEED

Many communities across the US are reducing posted speed limits to 20 mph on residential streets and are refocusing efforts on traffic-calming and redesigning streets to achieve target speeds

The areas of concern are the YMCA, Sierra high school, Silver Key senior services, and around parks and other schools.

The newly formed Commission on Aging for Colorado Springs may want to look at opportunities like reducing traffic speeds.



SANDCREEK TRAIL



SANDCREEK TRAIL

- The trail is an impressive investment that could be better utilized to the community's benefit
- In places, it can feel isolated and dark, and can be difficult to find when approaching it from sidewalks and bike lanes



POSSIBILITIES

Bringing our community values to life





This is the current entrance to the Sand Creek Trail from Jet Wing.



Sand Creek Trail



Here's a new vision for an age friendly future. A raised mid-block crossing provides access to the trail from the street. Shade and seating create a sense of place and a spot from which to watch the baseball game. And a wayfinding pedestal provides visual identity and calls attention to the trail's presence.





Here's the current view of Sand Creek Trail facing Academy Blvd.





Here a new visual identity and sense of place that are conveyed through wayfinding and public art. Lighting of the underpass and daylighting of the trail increase safety and improve the feeling of security. Distances to nearby destinations are conveyed in the pavement markings. Seating and receptacles are provided.





Here's the current view of where the Sand Creek Trail where it meets Academy Blvd.





Here's the Age Friendly vision – Wayfinding pedestal creates visual identity and establishes the entrance to the trail.



Sand Creek Trail





Even better, a small amount of right-of-way is utilized to provide adequate width for the sidewalk across the overpass.

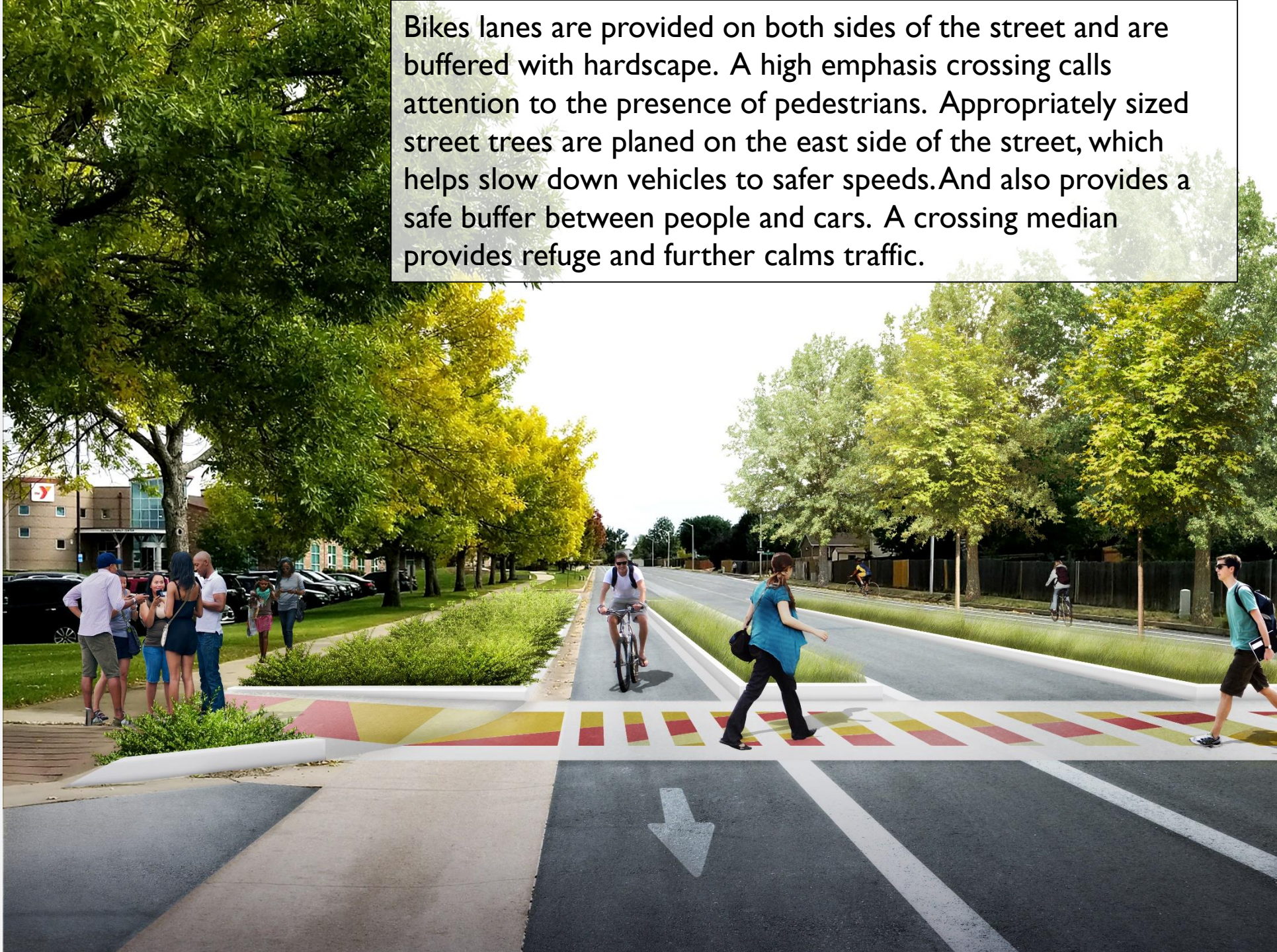


Here's the current view of Jet Wing Dr.

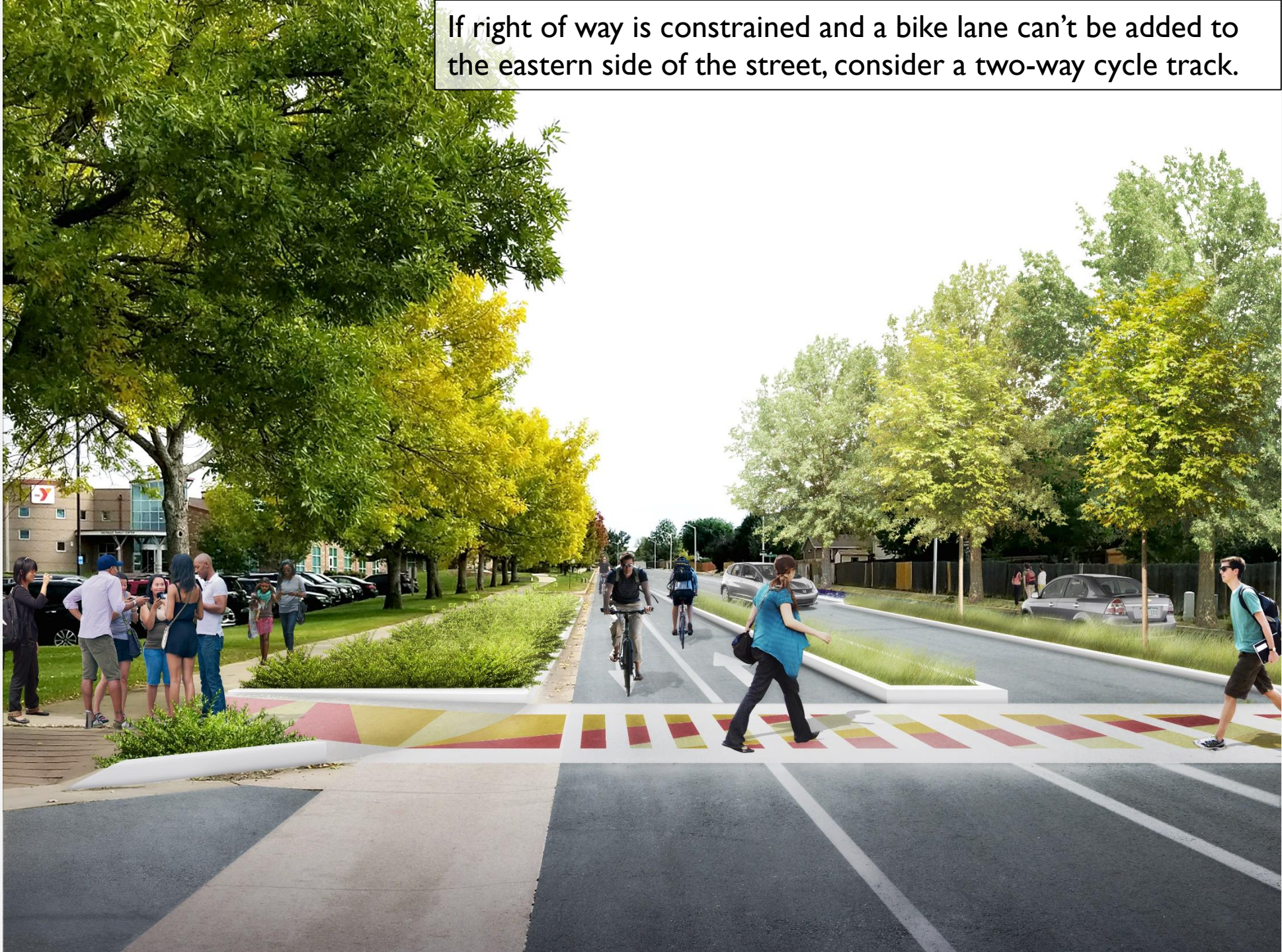




Bikes lanes are provided on both sides of the street and are buffered with hardscape. A high emphasis crossing calls attention to the presence of pedestrians. Appropriately sized street trees are planed on the east side of the street, which helps slow down vehicles to safer speeds. And also provides a safe buffer between people and cars. A crossing median provides refuge and further calms traffic.



If right of way is constrained and a bike lane can't be added to the eastern side of the street, consider a two-way cycle track.



TAKING ACTION

100-DAY CHALLENGE

- Review the report and build consensus on a specific action plan
- Sign and “daylight” the trail
- Formally engage in existing community clean-up efforts, and create new ones in areas needed

BUILDING CONSENSUS

Short-Term Goals: Launched within 6 months to 1 year

Mid-Term Projects: Completed within 1 to 2 years

Long-Term Initiatives: Launched by 2020

Discussion Points

What is
already
happening?

Community
partners

Funding
sources

THANK YOU

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An Innovative Partnership with

