



Activity-Friendly Communities: If you build it, will they walk?

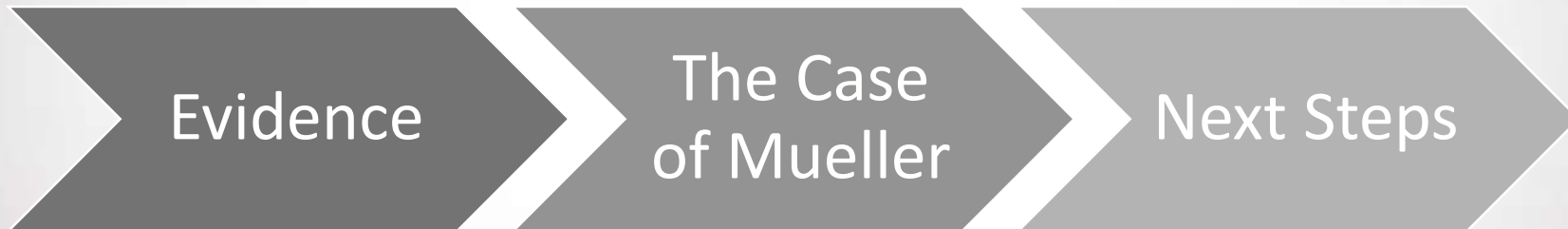
Texas Statewide Pedestrian Safety Forum

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More Walking = Safer Walking?



Evidence from California (& elsewhere)

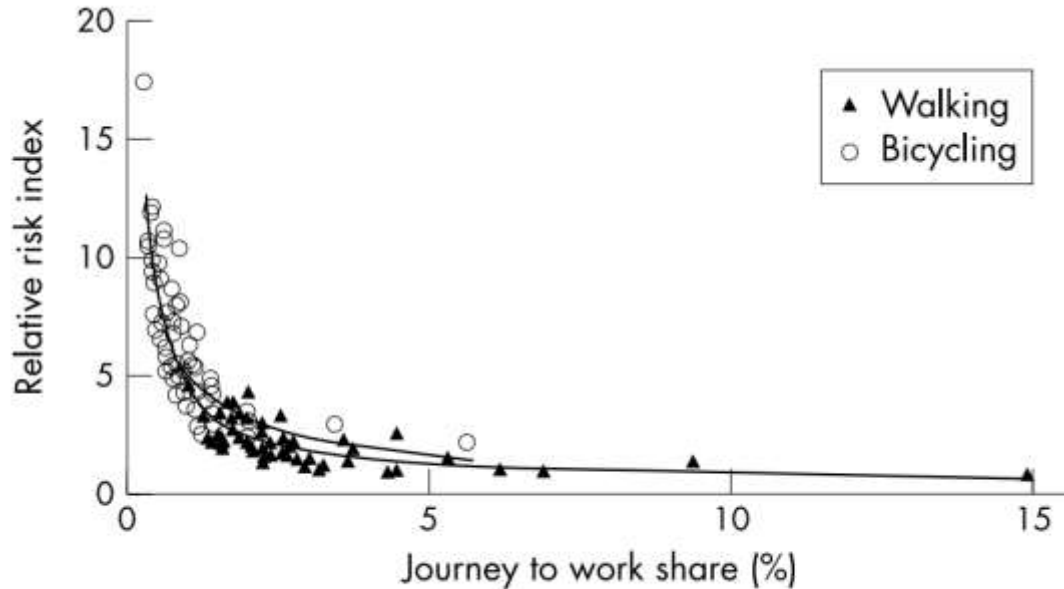
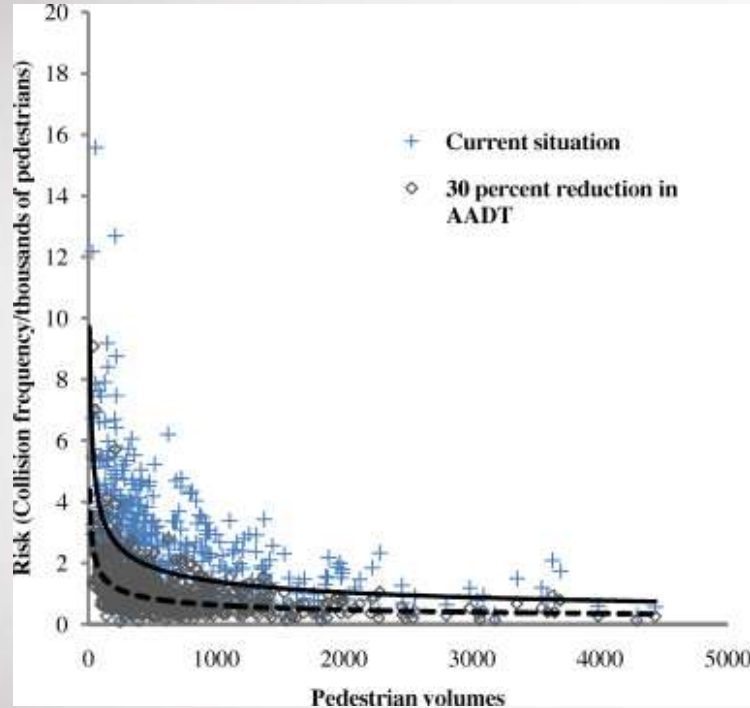


Figure 1 Walking and bicycling in 68 California cities in 2000.

Jacobsen, P., 2003. Safety in numbers: more walkers and bicyclists, safe walking and biking. *Inj Prev* 9, 205–209.

Evidence from Montreal



- *Major arterials are found to have a double negative effect on pedestrian safety.*

Miranda-Moreno, L.F., Morency, P., El-Geneidy, A.M., 2011. The link between built environment, pedestrian activity and pedestrian-vehicle collision occurrence at signalized intersections. *Accid. Anal. Prev.* 43, 1624–1634.

More Evidence

- *...the most compelling countermeasure for pedestrian and bicyclist safety is simply **more people out walking and bicycling**, which can be viewed as another **positive effect of compact development patterns**.*
- *So while there might be more injuries, there are fewer per capita.*

Ewing, R., Dumbaugh, E., 2009. The Built Environment and Traffic Safety: A Review of Empirical Evidence. *J. Plan. Lit.* 23, 347–367. doi:10.1177/0885412209335553

Critique

- *At present, “Safety in Numbers” reflects an **unsubstantiated inference** from the non-linear statistical association between pedestrian volumes and rates or numbers of pedestrian collisions.*
- *In the long run, it is very plausible that increased participation in walking and bicycling, regardless of short-term safety impacts, leads to a **stronger political constituency** for environmental **safety countermeasures** and more consistent **enforcement** of dangerous motorist behaviors.*

The Case of Mueller



The Case of Mueller

Why is Mueller activity friendly?

Compared to the city average, Mueller has:



More Places to Go:

2+ times as many **commercial destinations**



More Activity Spaces:

5+ times as many miles of **trails**



More Bike Friendly:

3 times as many miles of **bike lanes**



More Pedestrian Infrastructure:

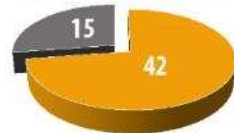
35% higher in **sidewalk coverage**

Everyday Destinations

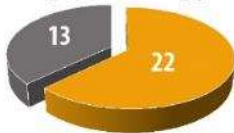
(#/1,000 acres)



Commercial destinations



Eating and drinking places



Small retail and services



Environmental Amenities

(% of park area)



(Miles/1,000 acres)



(% of street segments with sidewalks)



(% of street segments with bicycle lanes)



(Number of transit stops/1,000 acres)



(Number of marked crosswalks/miles of street)



The Case of Mueller

Does Mueller actually promote healthy living?

Survey responses from a sample of current residents said that after moving to Mueller, they:



Improved Overall Health:

51% reported **improved overall health**



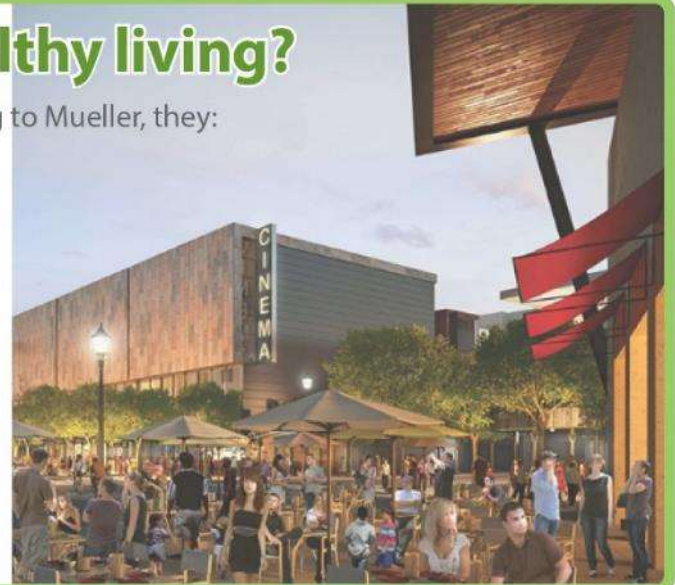
Walked More:

85% reported more **walking** in the neighborhood



Increased Physical Activity:

117 more minutes of weekly physical activity



Conclusions



Next Steps

1. **More Walking = Safer Walking**, local causes debated
2. **Safety countermeasures** needed
3. **Enforcement of dangerous driving** critical
4. Survey data at **Mueller suggests** ↑ **walking**

1. **Change Planning Regs.** to Support Walking
2. **Design & Retrofit** for safety
3. **Fund data-driven enforcement**
4. **Objective data** from Mueller **underway**

Thanks!

- Active Living Austin research supported by grant from National Institutes of Health
- www.ActiveLivingAustin.org
- Principal Investigators: Marcia Ory, PhD, MPH; Chanam Lee, PhD; Xuemei Zhu, PhD

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POPULATION: Representative

(Based on 2010 Census & 2005-2009 American Community Survey)

Features	City of Austin	Mueller
Hispanic or Latino (of any race)	31%	35%
White (one race)	68%	71%
Under the age of 18	22%	22%
Mean household income	\$68,659	\$66,923

