Davidson Walks & Rolls Active Transportation Master Plan
What is a Health Impact Assessment (HIA)?

Steps of Health Impact Assessment:
1. Screening
2. Scoping
3. Appraisal
4. Recommendation
5. Dissemination
6. Monitoring & Evaluation

Stakeholder Involvement
Design for All Users

Strong and fearless

Enthused and confident

“No way, no how”

Interested but concerned

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**FOUR TYPES OF BICYCLISTS**

- **Strong and Fearless**: 1%
- **Enthusiastic and Confident**: 7%
- **No way, no how**: 33%
- **Interested but Concerned**: 60%

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**For which type of bicyclist should the Davidson bicycle network be designed? (Select one)**

Answered: 733, Skipped: 30

<table>
<thead>
<tr>
<th>Type</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strong and Fearless</td>
<td>2.46%</td>
</tr>
<tr>
<td>Enthused and Confident</td>
<td>31.51%</td>
</tr>
<tr>
<td>Interested but Concerned</td>
<td>60.44%</td>
</tr>
<tr>
<td>No Way, No How</td>
<td>5.59%</td>
</tr>
</tbody>
</table>
Connecting People & Places

- Shopping Centers/Jobs
- Schools/Colleges
- Downtown Areas
- Libraries, Recreation Centers
- Neighborhoods
- Parks/Natural Areas

Connections: sidewalks, rail-trails, crosswalks, greenways, sidepaths
Connecting People & Places

The ‘hub and spokes’ model as applied to roadway bicycle routes in Davidson, NC...

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A National Effort...

Safe Routes
National Center for Safe Routes to School

Complete the Streets Coalition

Walk Friendly Communities

Davidson Walks & Rolls
Active Transportation Master Plan

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Walk/Bike Friendly Communities

Davidson
Charlotte
Rock Hill

Davidson Walks & Rolls
Active Transportation Master Plan
Reality Check
Create Mobility Options
Davidson Design for Life

Transportation Network
- Bicycle & Pedestrian Amenities
- Public Transit Opportunities
- Traffic Calming Measures & Context Sensitive Solutions
- Connectivity & Trip Length Reduction

Health Impact
- Increased Physical Activity
  - Weight Management
  - Reduced Diabetes, Heart Disease, Some Cancers
  - Muscle and Bone Strengthening
  - Mental Health
- Increased Accessibility & Health Equity
- Increased Safety, Reduced Injury & Road Rage
- Reduced Levels of Respiratory Disease, Heart Disease, & Heat Stroke

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Direct Medical & Loss of Productivity Costs Due to Physical Inactivity and Obesity in NC Annually (2010 Dollars)

- $25.98 Billion
- 4,725,801
- $5,497.48

NC Workforce Average in 2010

- Per Worker Cost: $5,497.48

Davidson’s Workforce: 4,000

Davidson’s Share of Costs Annually: $21.99 Million
High Priority Communities

Factors:
- Youth
- Seniors
- Transit access
- Medicaid Households
- Subsidized Housing
- Non-white, Single Parent households
Public Involvement

- Public Open House
- Survey (750+ respondents)
- Stakeholder Interviews
  - Westside/Seniors
  - Davidson College
  - Schools
  - HOA/Neighborhoods
  - Business/DESC
  - Ingersoll Rand
  - Boy Scout Troop 58
  - NCDOT
- Project Webpage
Which aspects of walking and bicycling in Davidson are most appealing to you? (Select up to three options)

Answered: 700  Skipped: 63

- Not sitting in traffic: 20%
- Faster commute: 10%
- Exercise and health: 80%
- Time outdoors: 90%
- Eliminate stress of parking: 70%
- Less expensive: 30%
- Relaxation or enjoyment: 60%
- Example for kids: 10%
- Better for the environment: 40%

To which Davidson area destinations would you most like to walk or bicycle? (Select up to three options)

Answered: 646  Skipped: 117

- Downtown Davidson: 552
- Downtown Cornelius: 99
- Davidson College: 354
- Davidson West Branch Rocky River: 137
- Fisher Farm Park: 167
- South Main St. area: 158
- Ada Jenkins Center: 51
- Harris Teeter/Exit 30 area: 271
- Ingersoll Rand: 12
- YMCA: 116

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The Six E’s

- E1 – Engineering
- E2 – Education
- E3 – Encouragement
- E4 – Enforcement
- E5 – Evaluation
- E6 – Equity
The Walk and Bike Service Areas are drawn around local amenities. These are buffers that measure distance from amenities along the walkable and bikeable networks.

A small portion of High Priority Communities are inside the sheds. However, the majority of these underserved communities fall outside of the walk and bike sheds.
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**WALK & BIKE SERVICE AREAS**

Town of Davidson
Health Equity Analysis

- Distance to Parks & Recreation Areas
  - Pedestrian Service Area (Half Mile)
  - Bicycle Service Area (One Mile)
  - Parks
  - Recreation Areas
  - High Priority Communities

Data obtained via Mecklenburg County US Census (2010) and the Mecklenburg Quality of Life Dashboard

Map Created May 10, 2013
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**Walk & Bike Service Areas**

Town of Davidson
Health Equity Analysis

Distance to Downtown and Shopping Areas
- Pedestrian Service Area (Half Mile)
- Bicycle Service Area (One Mile)
- Downtown
- Other Shopping
- High Priority Communities

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Map Created May 10, 2013

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Preferred Facilities
Preferred Facilities

<table>
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<tr>
<th>Solid</th>
<th>Standard</th>
<th>Continental</th>
<th>Dashed</th>
<th>Zebra</th>
<th>Ladder</th>
</tr>
</thead>
</table>

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Education
Encouragement/Enforcement

ICU
Evaluation – Everyone Plays a Role
Questions