



NEWPORT
HEALTH EQUITY
ZONE

Active Transportation Plan
Spring 2017

WHAT IS THE GOAL?

The Newport Health Equity Zone's (HEZ) goal is increased resident participation in walking and bicycling for transportation, exercise, and recreation in Newport, RI. Beyond the physical and emotional health benefits of active transportation, any mode of transportation allows residents to access many health related services and reduces the feeling of isolation and stress. If we want to realize these benefits we must increase safety, improve connectivity, broaden participation and use, and encourage responsiveness and investment.

This document is intended for all commuters. The recommendations given are geared towards 1) Newport residents, 2) private sector businesses, 3) community organizations, 4) public employees and 5) elected and appointed officials. We recognize that these categories are fluid and that many readers may identify with more than one. All of these recommendations have been grounded in best practices and transportation plans published by cities comparable in size and geography to Newport. We hope that as you navigate through these recommendations that you are able to identify a few that can be incorporated into your daily practices, no matter how big or small.

ABOUT THE NEWPORT HEALTH EQUITY ZONE

The Newport Health Equity Zone is a place-based initiative funded by the R.I. Department of Health. Its broad goal is to reduce health disparities present in the off-Broadway and North Side neighborhood through tailored public health prevention efforts. Health Equity Zones are geographic areas designed to eliminate health disparities within communities through a place-based approach to promoting healthy living. Healthy communities are places where people live, work, play, and learn. These are neighborhoods consisting of social and physical environments that support healthy choices.

The Newport HEZ, representing the Broadway and North End neighborhoods, began in 2015. A community needs assessment was conducted including surveys, interviews, and focus groups. This data informs the direction and focus of Newport HEZ initiatives. Community engagement is a priority and representatives of each neighborhood, as well as invested organizations, sit on each of the five working groups: Transportation; Food Access; Education, Innovation & Economic Opportunity; Arts & Culture; Physical & Emotional Health.

HEZ MISSION AND VISION

The Newport Healthy Equity Zone is a city-wide coalition mobilizing residents and resources of the Broadway and North End neighborhoods to make Newport a place where everyone can thrive. We envision a city where:

- » structural, financial, and environmental barriers to health and well-being are eliminated
- » public policy fosters the good health of all residents
- » residents are empowered to control the health of their families and community

ABOUT THIS DOCUMENT

This document is the culmination of feedback and responses from resident consultants in the Broadway and North End neighborhoods, the Newport community, local nonprofit organizations, and municipal staff. The recommendations outline a varied but holistic set of steps in creating an equitable, healthy, vibrant Newport. The structure of this document outlines recommendations tailored to five key audiences with the power and potential to implement change:

- » **Elected and Appointed Officials:** Any policy makers elected to office or appointed by elected officials.
- » **Public Employees:** A person who is employed by a government agency and includes the employees of a municipal, county, state, or federal agency or state school, college or university.
- » **Community Organizations:** Organizations aimed at bringing about desired improvement in the social well-being of individuals, groups and neighborhoods.
- » **Private Sector and Business Leaders:** Encompasses all for-profit businesses that are not owned or operated by the government.
- » **Community Members:** An inhabitant of Newport or neighboring municipality

GOALS:

INCREASE SAFETY:

The design and maintenance of walkways, bikeways, intersections, and roads should minimize the potential for bodily harm. This requires envisioning a street and urban landscape that accommodates and caters to all transportation options while giving priority and special attention to vulnerable users.

IMPROVE CONNECTIVITY:

An interconnected network serves key destinations and districts including schools, parks, commercial areas, and transit stops through various biking, walking, and bus access.

BROADEN PARTICIPATION AND USE:

Comfort, convenience, and inclusion help increase rates of biking and walking. The network should accommodate and encourage people of all ages and abilities for both transportation as well as recreational trip types. Participation and use can be broadened with a variety of initiatives from educating pedestrians and bicyclists of the safest route to providing racks at either end of their bike journey.

ENCOURAGE RESPONSIVENESS:

Robust and varied means of receiving and encouraging community input allow the identification of problem areas as well as suggested solutions in a way that ensures equity in citizen participation.

ENCOURAGE INVESTMENT:

Properly funded initiatives and capital projects related to biking and walking are key to the development of a unified, equitable, useable, and safe transportation network.

ELECTED AND APPOINTED OFFICIALS

	Increase Safety	Improve Connectivity	Improve Education	Broaden Participation & Use	Encourage Responsiveness	Encourage Investment
Create Bicycle and Pedestrian Coordinator position and formalize the role with the BPAC	X	X	X	X	X	X
Adopt ordinance requiring bike parking quota for all new developments and the retrofitting of older developments		X		X		X
Adopt a Bicycle and Pedestrian Master Plan	X	X	X	X		X
Adopt a formal, open and responsive feedback process for citizen input on a variety of bike and pedestrian issues					X	
Identify BPAC purpose and contact process for citizens					X	
Establish interdepartmental team to cooperatively implement the city's Bicycle and Pedestrian Master Plan	X	X	X			X
Strengthen Newport's commitment to Complete Streets policy by passing it as an ordinance.	X	X	X	X		X

PUBLIC EMPLOYEES

	Increase Safety	Improve Connectivity	Improve Education	Broaden Participation & Use	Encourage Responsiveness	Encourage Investment
Enforce current ordinances related to pedestrian and bicyclist safety	X		X			
Prioritize and install signals, mirrors, and other street-crossing safety equipment	X	X		X		X
Install additional street lights	X	X		X		X
Install traffic calming devices and adopt traffic slowing designs	X	X		X		X
Maintain streets and street sweeping of bicycling hazards	X			X		X
Support Walking School Bus initiative with funding and staff	X	X	X	X		X
Install sidewalks and repair damaged areas	X	X		X		X
Fix sensitivity of traffic lights to properly recognize bicyclists	X	X				
Perform regular and detailed traffic audits					X	
Expand Police Department programs to include educational curricula for children and adults related to walking and biking	X	X	X			X
Prioritize bike and pedestrian projects that address safety issues	X			X		X
Develop pedestrian and bicycle linkages between neighborhoods and major natural areas, recreation facilities, and education centers.		X		X		
Install way-finding and route signs and provide maps and internet-based information to guide users through the City's pedestrian and bicycle systems.		X		X		

COMMUNITY ORGANIZATIONS

	Increase Safety	Improve Connectivity	Improve Education	Broaden Participation & Use	Encourage Responsiveness	Encourage Investment
Organize and perform regular traffic audits in conjunction with city					X	
Educate businesses about the benefits of bike and pedestrian access		X	X	X		X
Partner with schools to promote bicycling and walking	X	X	X	X		X
Partner with hospitals and health clinics to promote active transportation	X	X	X	X		X
Partner with parks to develop connections to, and programs in, park areas for exercise and leisure			X	X		X
Re-introduce the Newport Waves campaign	X		X	X		X
Lobby elected officials to create new and/or apply to established funding sources						X
Seek to leverage opportunities related to healthy communities with federal, state and local resources						X
Help organize public awareness and support of Complete Streets policies.	X	X	X	X		

PRIVATE SECTOR BUSINESSES

	Increase Safety	Improve Connectivity	Improve Education	Broaden Participation & Use	Encourage Responsiveness	Encourage Investment
Install bike infrastructure (bike racks, fix-it stations)		X		X		X
Offer employee incentives for biking or walking to work				X		X
Officially participate in bike to work day and other bike events				X		
Provide funding/investment in local transportation issues						X
Invest in bike friendly equipment at work (showers, locker rooms)				X		X
Accommodate bicycle and pedestrian transportation challenges in work-day, flexibility in scheduling				X		
Bus pass stipend/reimbursement, sponsorship of employee use of eco-pass				X		X
Lobby elected officials to create new and/or apply to established funding sources						X

CITIZENS

	Increase Safety	Improve Connectivity	Improve Education	Broaden Participation & Use	Encourage Responsiveness	Encourage Investment
Organize group walks and/or bike rides in your neighborhood	X	X		X		
Join a neighborhood association and promote walking and biking initiatives	X	X	X	X		
Volunteer to help with bike and pedestrian initiatives (road audits, bike parking and events, street fairs, etc)				X		X
Track your movements using apps designed to inform city planning		X			X	
Lobby elected officials to create new and/or apply to established funding sources						X

The document was written and prepared by the Newport Health Equity Zone Transportation Working Group: Annette Bourne, Alex Chuman, David Davis, Greg Harris, Olivia Kachingwe, Melissa Pattavina, Henry Venable and R. Trip Wolfskehl

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