



500 Cities Data Challenge Snapshot

Greater New Orleans Healthy Communities Coalition
April 24, 2019



Healthy Communities Portfolio

Mission: Building communities that deliver positive health outcomes through improved data capacity and policies that promote vibrant, equitable, and adaptive environments

Focus: Housing, transportation, economic opportunity, health impacts of climate change, and the built environment

TEAM

- ◆ Sandra V. Serna, Associate Director
- ◆ Barrie Black, Manager



What are healthy communities?

Healthy communities are “communities where everyone has a safe and healthy home, everyone has access to safe and healthy food and decision-makers consider health and equity when making transportation and land-use decisions.”



About 500 Cities Data Challenge

Administered by Urban Institute, in partnership with the Robert Wood Johnson Foundation

\$1 million grant initiative that encourages communities to dig into the [500 Cities dataset](#) in support of...

- ◆ building the foundation for better cross-sector collaboration and
- ◆ how communities can use data more effectively

This project is one of 10 nationally



Moving New Orleans: Bikes

The City of New Orleans is committed to making biking safe and comfortable for everyone, with the goal of providing a better way to bike around the city. We need your help to identify ways we can achieve these goals:

1. Make biking safe and comfortable for people of all ages
2. Connect people to jobs/destinations, and
3. Make the bike network more equitable and accessible to everyone in New Orleans

Complete Streets Approach





Coming soon: 75 miles protected bike paths

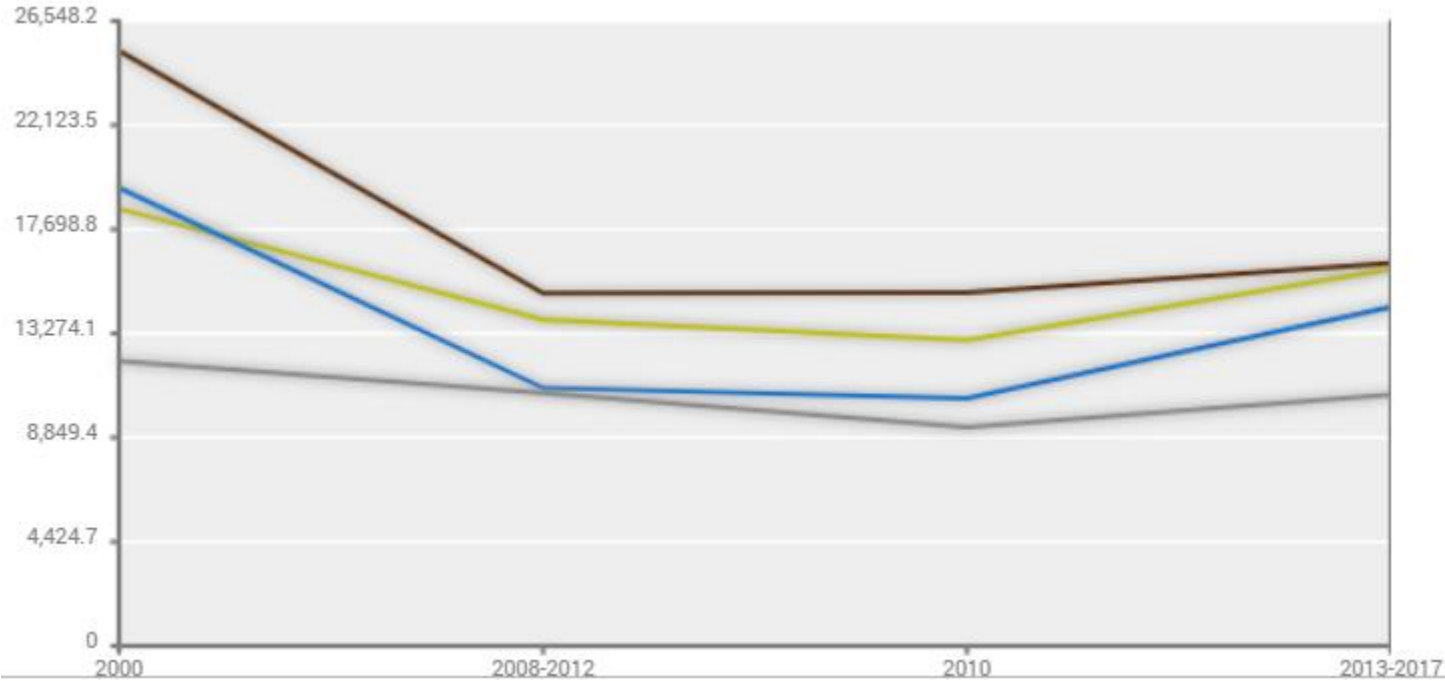
<https://nola.gov/transportation/>

- Hollygrove
- Central City
- 7th ward
- Algiers

(NOLA East*)

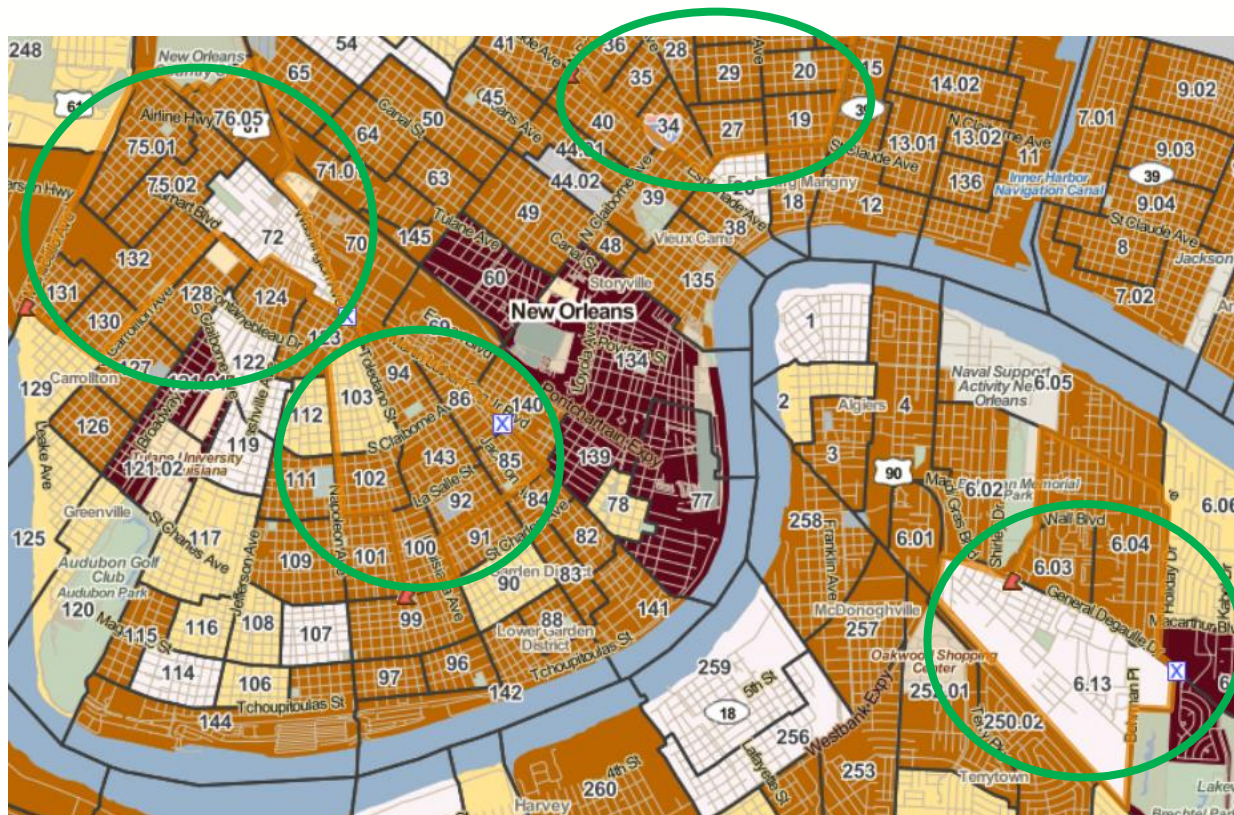


	Population			
	2000 ×	2008-2012 ×	2010 ×	2013-2017
 Hollygrove (Custom)	18,569 Contains 26 Block Groups (See Values)	13,873 Contains 26 Block Groups (See Values)	12,996 Contains 26 Block Groups (See Values)	16,003 Contains 26 Block Groups (See Values)
 Central City (Custom)	19,462 Contains 28 Block Groups (See Values)	10,965 Contains 27 Block Groups (See Values)	10,505 Contains 27 Block Groups (See Values)	14,390 Contains 27 Block Groups (See Values)
 7th Ward (Custom)	25,284 Contains 32 Block Groups (See Values)	14,981 Contains 32 Block Groups (See Values)	15,004 Contains 32 Block Groups (See Values)	16,258 Contains 32 Block Groups (See Values)
 Algiers (Custom)	12,103 Contains 3 Census Tracts (See Values)	10,756 Contains 3 Census Tracts (See Values)	9,286 Contains 3 Census Tracts (See Values)	10,669 Contains 3 Census Tracts (See Values)

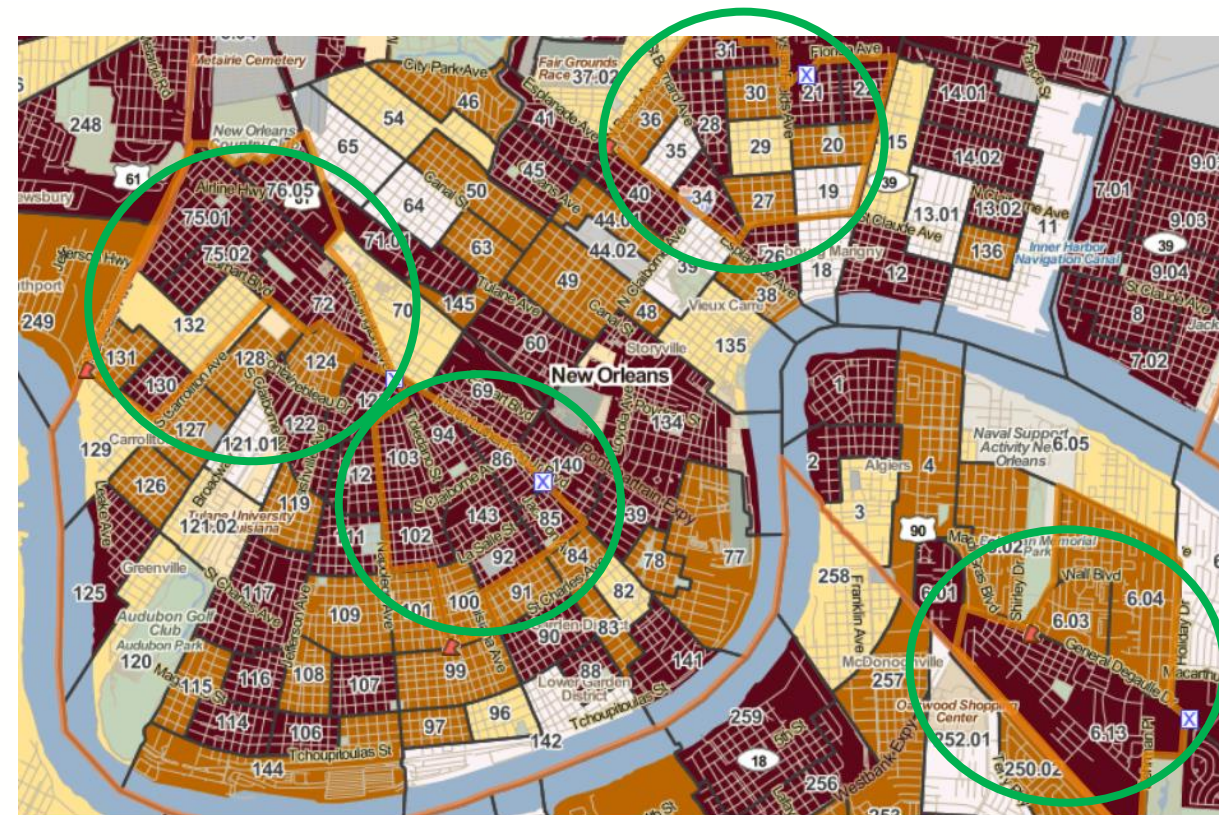
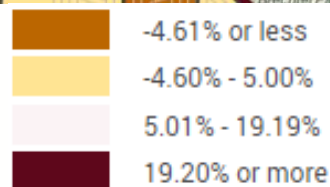


Orleans Population Trends

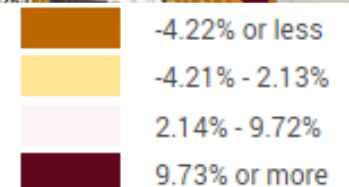
	2000	×	2008-2012	×	2010	×	2013-2017
Orleans Parish, LA (County, 2000) equivalent to Orleans, LA (County, 2010)	484,674		341,407		343,829		388,182



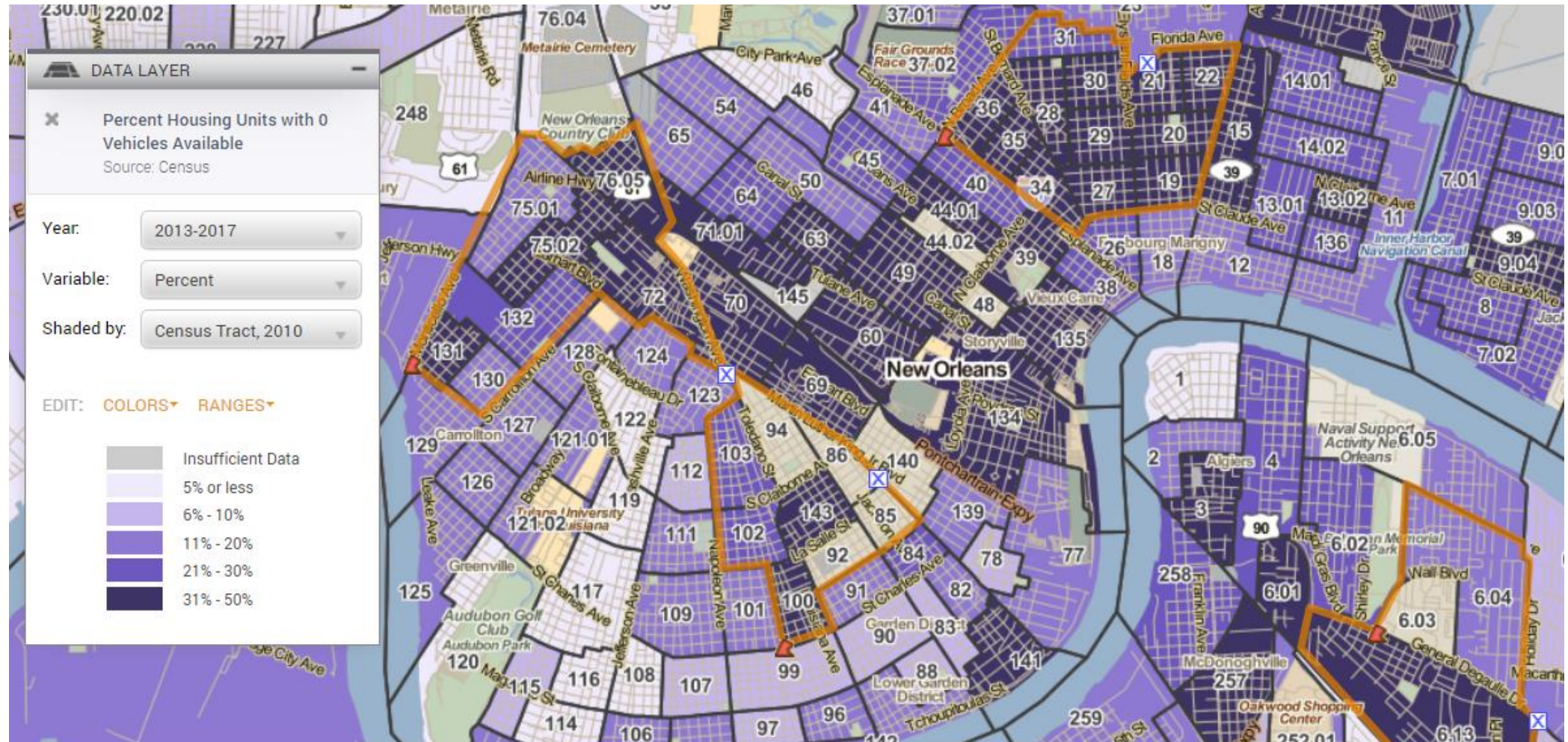
Percent change since 2000
(2000-2017)



5 year percent change
(2013-2017)

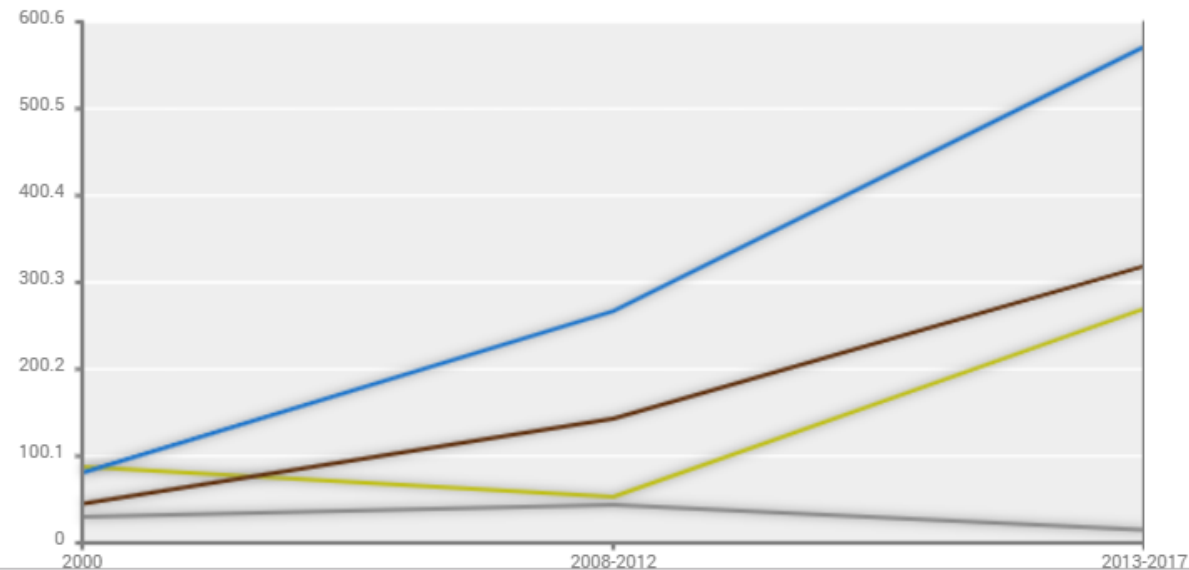


Est. Percent of housing units for which no vehicles are available (2013-2017)



Number of people who rode a bike to work

	People Who Rode Bike to Work		
	2000 ×	2008-2012 ×	2013-2017
■ Hollygrove (Custom)	88 Contains 26 Block Groups (See Values)	53 Contains 26 Block Groups (See Values)	270 Contains 26 Block Groups (See Values)
■ 7th Ward (Custom)	81 Contains 32 Block Groups (See Values)	267 Contains 32 Block Groups (See Values)	572 Contains 32 Block Groups (See Values)
■ Central City (Custom)	45 Contains 28 Block Groups (See Values)	143 Contains 27 Block Groups (See Values)	319 Contains 27 Block Groups (See Values)
■ Algiers (Custom)	30 Contains 3 Census Tracts (See Values)	44 Contains 3 Census Tracts (See Values)	15 Contains 3 Census Tracts (See Values)



Fact: Making it easier for people to walk, bike, and take public transit stimulates the local economy

Total savings from biking walking and taking transit instead of driving can add up

- Dallas, TX: people save an average of \$9,026 annually by switching from driving to taking transit
- Residents in Cleveland, OH have saved an average of \$9,576

Not just big cities

- In Wisconsin, economic benefits of public transit alone are \$730 million

“Green dividend”

- Residents can spend their car savings in other ways to keep money circulating in economy through housing, entertainment, restaurants, etc.

Fact: Complete Streets can raise property values by improving walkability & connectivity

Complete streets policies lead to networks that are safe and accessible increasing walkability

- 1 point increase in walkability as measured by WalkScore.com increased home values by \$700 to \$3,000 within 15 real estate markets, including Jacksonville, FL and Stockholm, CA

Value in networks of Complete Streets that are connected throughout a community

- Property value increase is amplified when walkable neighborhoods are near each other

Preference for walkable neighborhoods is likely to increase

- Nationally, the population of college graduates, ages 25-34, moving to walkable neighborhoods has increased by 26% in the past decade
- Jefferson Parish West Bank Revitalization Study that found while there is “still a demand for large lot detached single family dwellings, there is also a desire for mixed-use walkable neighborhood developments that provide greater mobility and amenities.”

Implementing Complete Streets Policy can spur private investment

Especially in retail districts and downtowns where pedestrians and cyclists feel unwelcome:

Washington D.C., $\frac{3}{4}$ mile corridor in Barracks Row helped attract 40 new businesses and nearly 200 jobs, plus increases in sales and foot traffic.

- Included new patterned sidewalks and traffic signals

Lancaster, CA public investment of \$10.6 million project spurred \$125 million in private investment, 26% increase in sales tax revenue, and 800 new jobs

- Added pedestrian safety features as part of a downtown revitalization effort, including pedestrian-only plaza, wider sidewalks, landscaping, and traffic calming



Health

Complete streets provides opportunities for increased physical activity with features that promote regular walking, cycling, and use of transit

On a daily basis

- Each additional hour spent driving is associated with a 6% increase in likelihood of obesity
- Each additional kilometer walked is associated with a 5% reduction in likelihood
- According to a Frank, Andresen, and Schmidt study of obesity

Walkability has direct relation to health

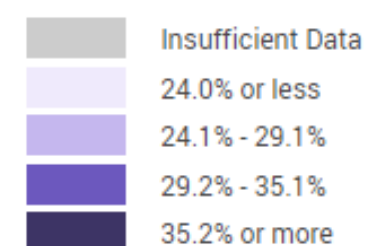
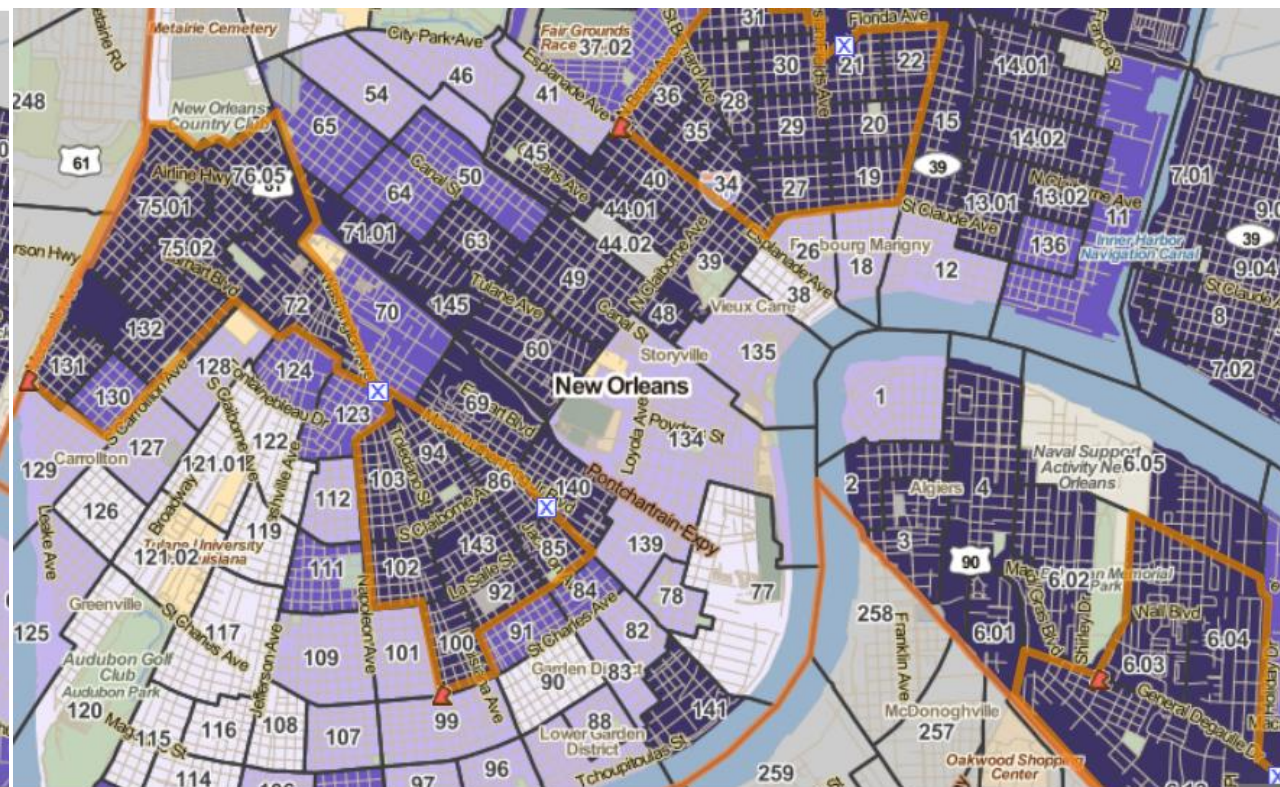
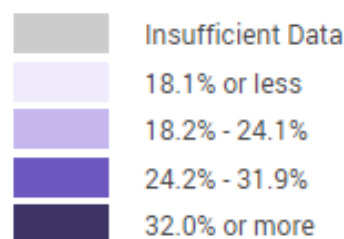
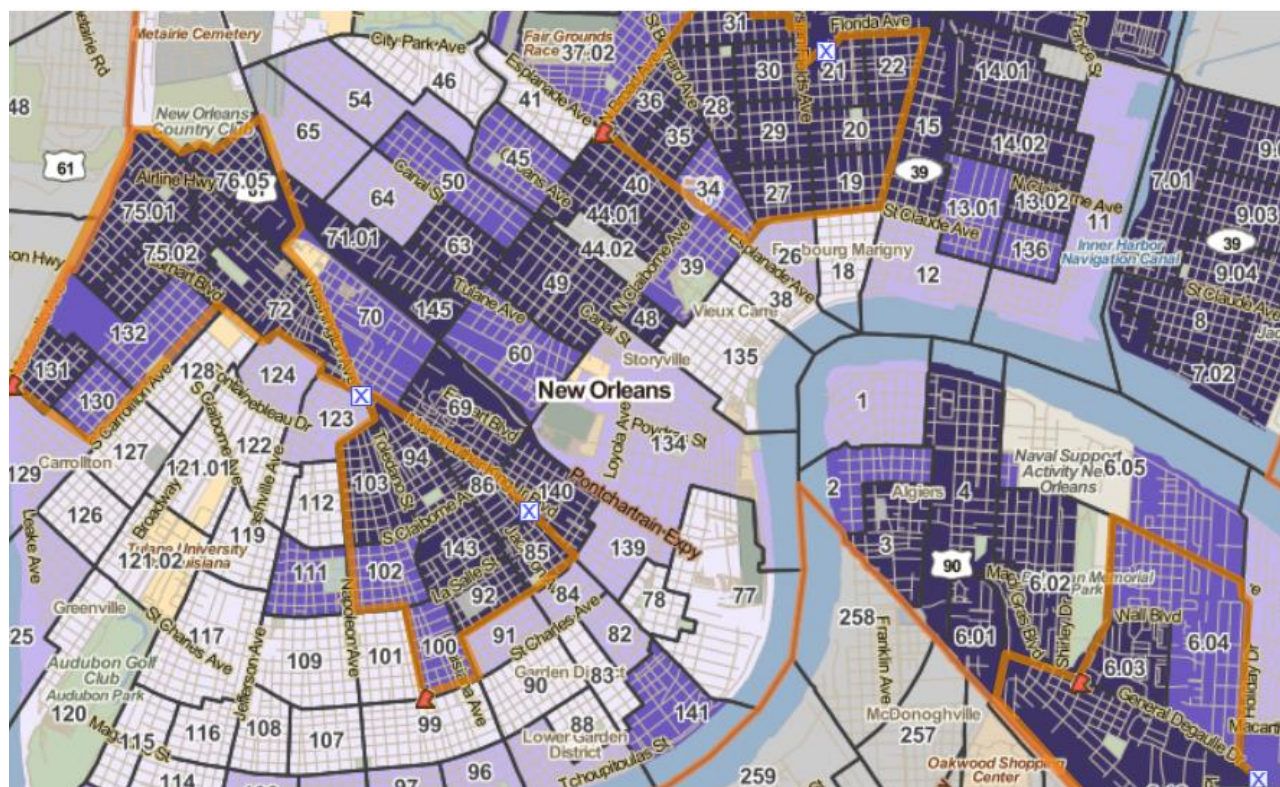
- People in walkable neighborhoods did about 30-45 more minutes of moderate intensity physical activity per week and were substantially less likely to be overweight or obese than similar people living in low-walkable neighborhoods.

Public health researchers recommended building more sidewalks, improving transit service, and shifting highway funds to create bike lanes

- 43% of people with safe places to walk within 10 minutes of home met recommended activity levels. Among those without safe places to walk, just 27% met recommendation
- Residents are 65% more likely to walk in neighborhoods with sidewalks
- **Transit- nearly 33% of transit users meet the recommendations for minimum daily exercise through their daily travels**

Physical Inactivity, 2016

Obesity, 2016



Pct. of Adults Reporting No Leisure Physical Activity or Exercise in Past Month

Pct. of Adults reporting to be obese (BMI >30)

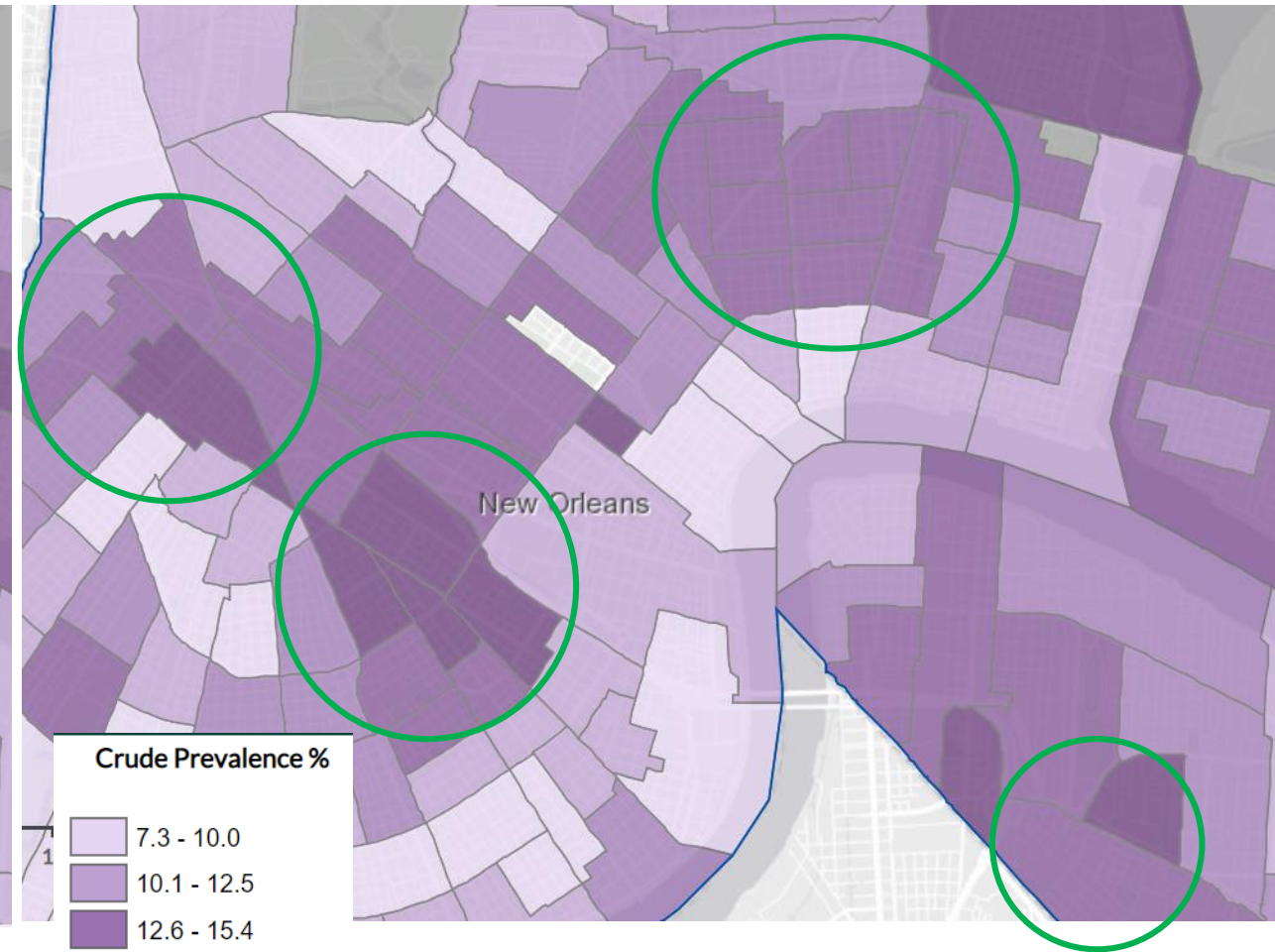
Physical Health, 2016

Estimates for physical health not good for ≥ 14 days among adults aged ≥ 18 years



Mental Health, 2016

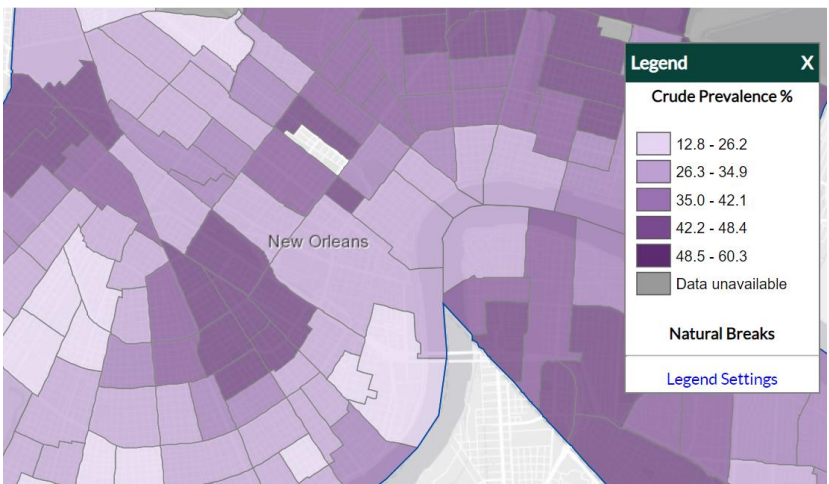
Estimates for mental health not good for ≥ 14 days among adults aged ≥ 18 years



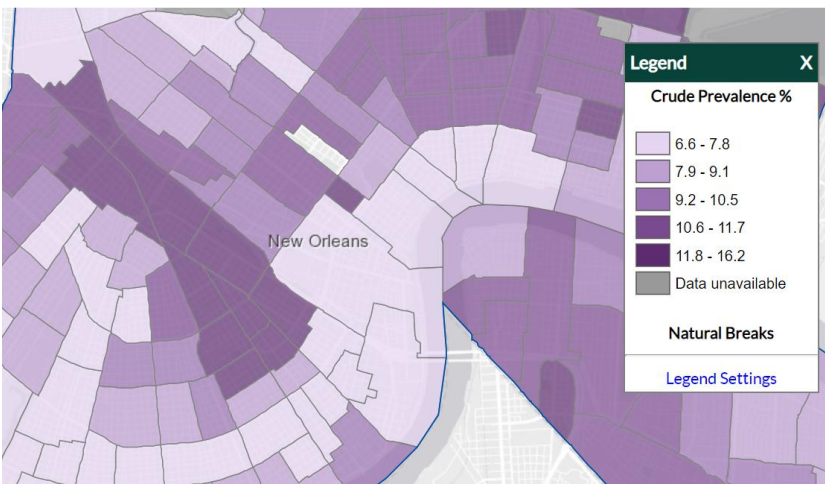
Coronary Heart Disease



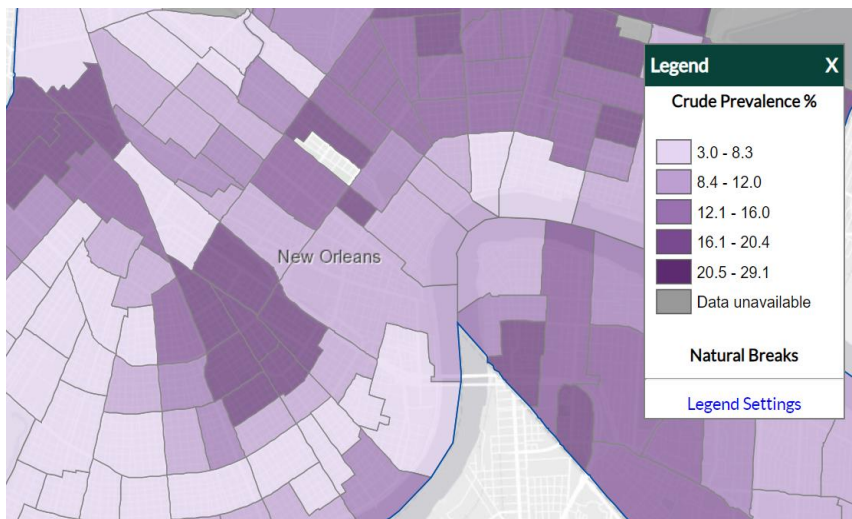
High Blood Pressure



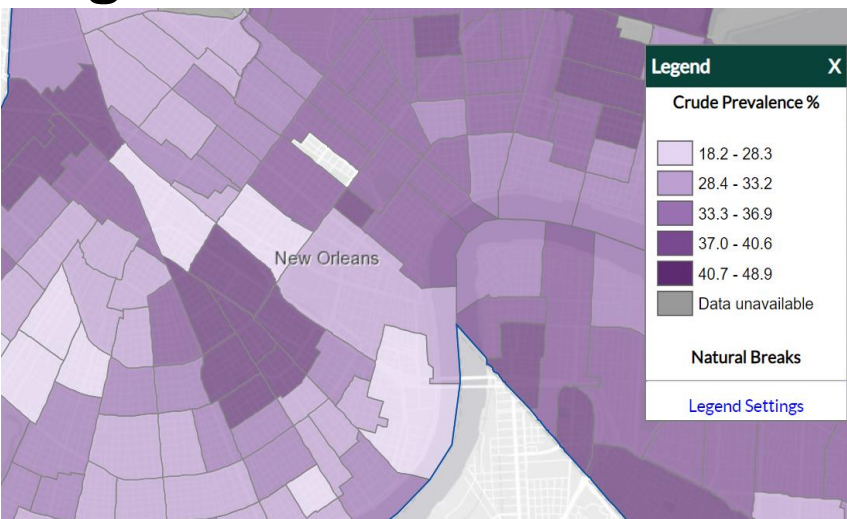
Asthma



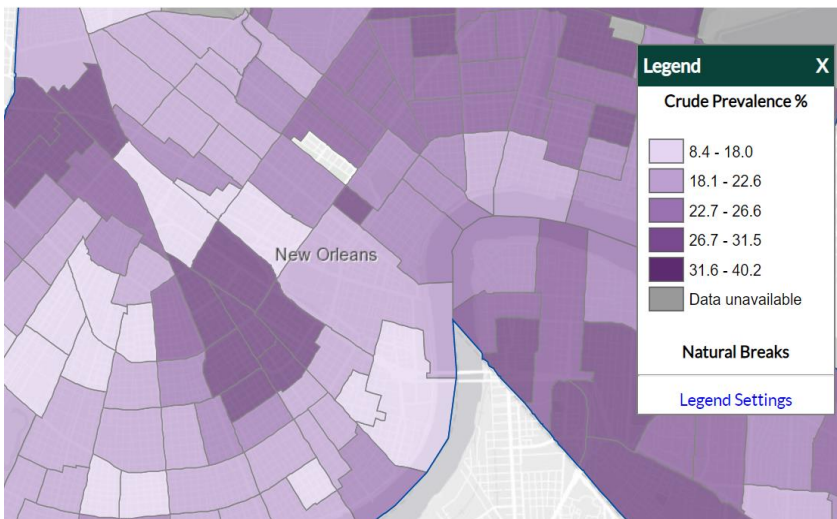
Diabetes



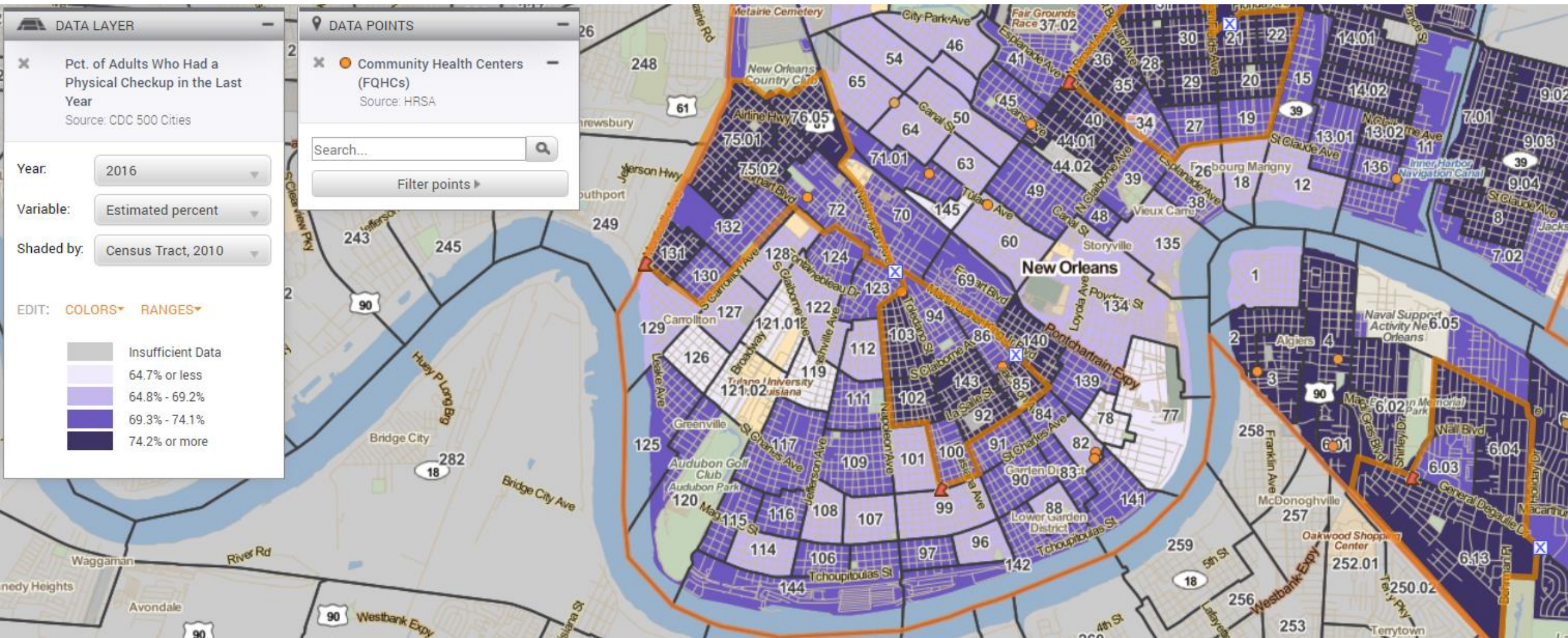
High cholesterol



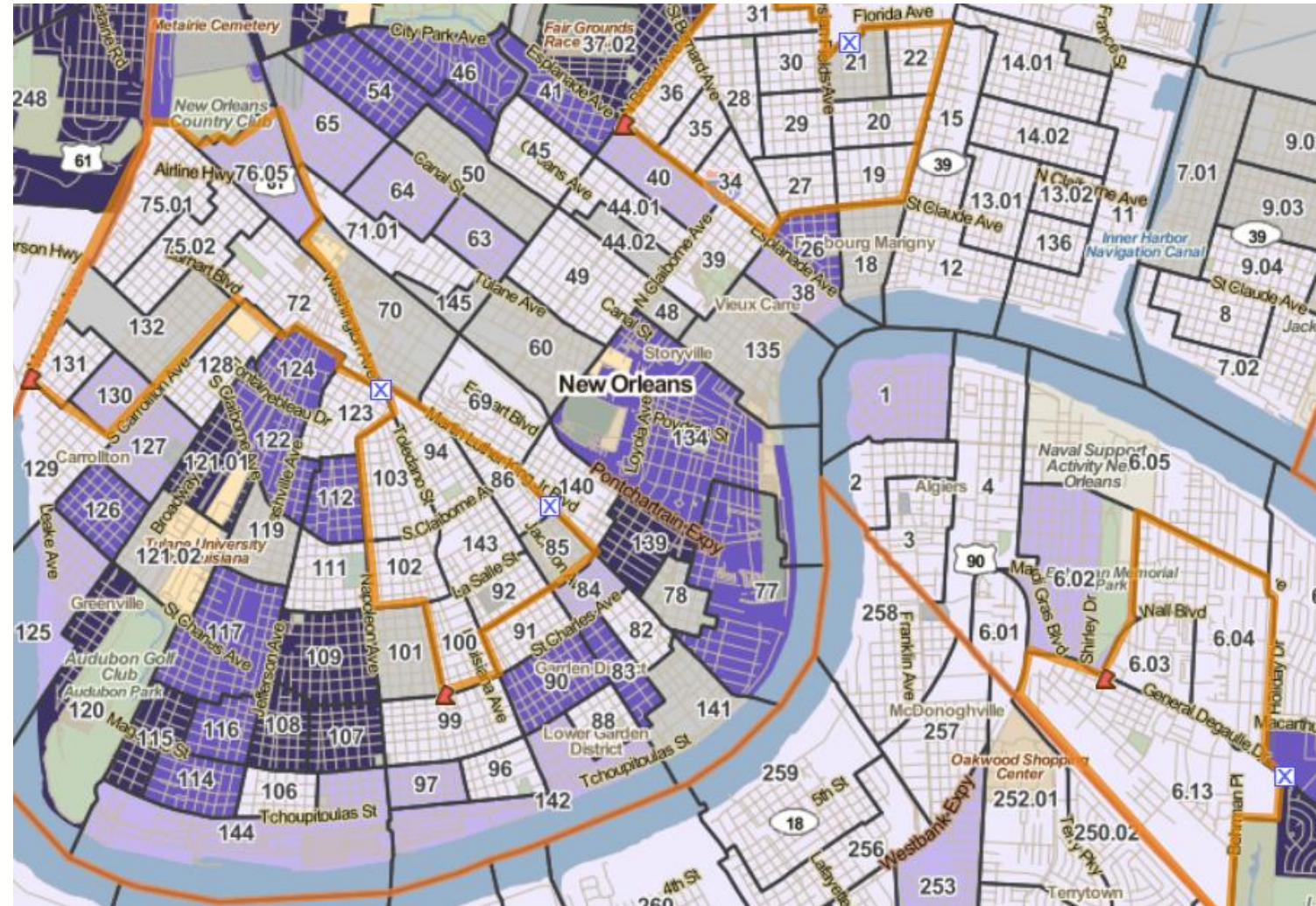
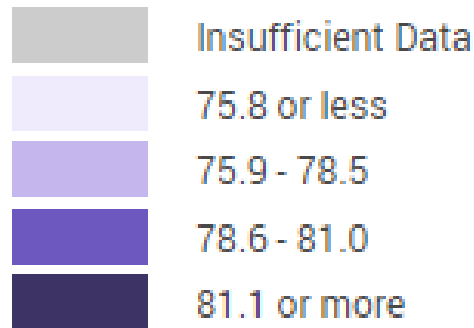
Arthritis



Adults who had a physical checkup in the last year & available hospitals and community health centers in New Orleans, 2016



The average number of years a person born in this tract would be expected to live, as of 2010 to 2015



Moving New Orleans

Findings from 2018 Connect the Crescent

<https://connectthecrescent.com/overview>

District meetings are over, but you can still provide your input!

https://app.maptionnaire.com/en/5989/?fbclid=IwAR1TgcP6SAMBFAaBXUmlqBr2I4_gWL5WuhwWaO-CUgeXQ-ZTNknpFMuV-Zk

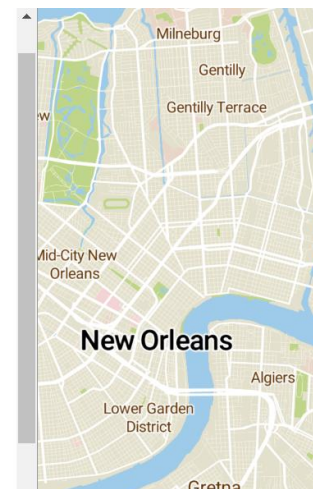


City of New Orleans
Mayor LaToya Cantrell

Moving New Orleans Bikes

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In conclusion

- ◆ There is overlap among health indicators within census tracts
- ◆ Protecting and connecting routes can improve safe options for people
- ◆ While not a silver bullet, the addition of amenities & infrastructure that improves walkability, ease of travel/ transit options, connectivity, and beautification can also
 - ◆ Provide easy, accessible options for increased physical activity
 - ◆ Increase property values and neighborhood appeal
 - ◆ Draw additional consumer traffic to local businesses
 - ◆ Combine with design elements that improve air quality & provide noise abatement



Thank you!

Barrie Black ablack@lphi.org

Sandra Serna sserna@lphi.org

