



Welcome to the California Department of Public Health PedSafe Webinar

We Will Begin Shortly...



Funding for this project was provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration



How to Participate?



- **Audio** – available via your computer speakers or via telephone
- **Questions**
 - Type questions into the question field of your webinar control panel. We will address questions at the end of the presentation.
- **Webinar archive** – the presentation will be posted on the California Injury Prevention Network website



California Department of Public Health PedSafe Program



- PedSafe aims to foster healthy and safe walkable communities by educating and linking public health, traffic safety and community advocates
- PedSafe implements a variety of activities, emphasizing a multi-prong approach of education, technical assistance, training and facilitation
- PedSafe collaborates with several partners to implement its grant, including:
 - o Federal Highway Administration
 - o CaliforniaWalks
 - o UC Berkeley's SafeTREC Program
 - o Caltrans
 - o California Highway Patrol
 - o Variety of local programs

Funded by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration



Panelists



Al Zelinka

FAICP, CMSM, Community Development Director for the City of Fullerton and co-author of SafeScape and Placemaking on a Budget

Deborah Murphy

Associate AIA, Principal and Urban Designer/Planner of Deborah Murphy Urban Design + Planning

Marsha Rood

FAICP, CMSM, Principal of Urban Reinventions

Research relates crime to

- Place – Specific site, district or neighborhood attributes
- “Neighborliness” and social cohesion
- Traffic and transit patterns
- Changes in demographics or length of occupancy
- Ineffective rules or policies
- Activity schedules or routines
- Educational attainment
- Economic stability
- Other ...

Offenders ask themselves

- How easy is the area to enter?
- How visible, attractive or vulnerable do targets appear?
- What are the chances of being seen?
- If seen, will anyone do anything about it?
- Is there a direct and quick route to leave once crime is committed?

Five “Fear” Basics

- Fear is widespread
- Fear is not evenly distributed
- Fear makes people feel uncomfortable emotionally
- Fear prompts people to adopt defensive measures
- Fear of crime does not parallel actual crime

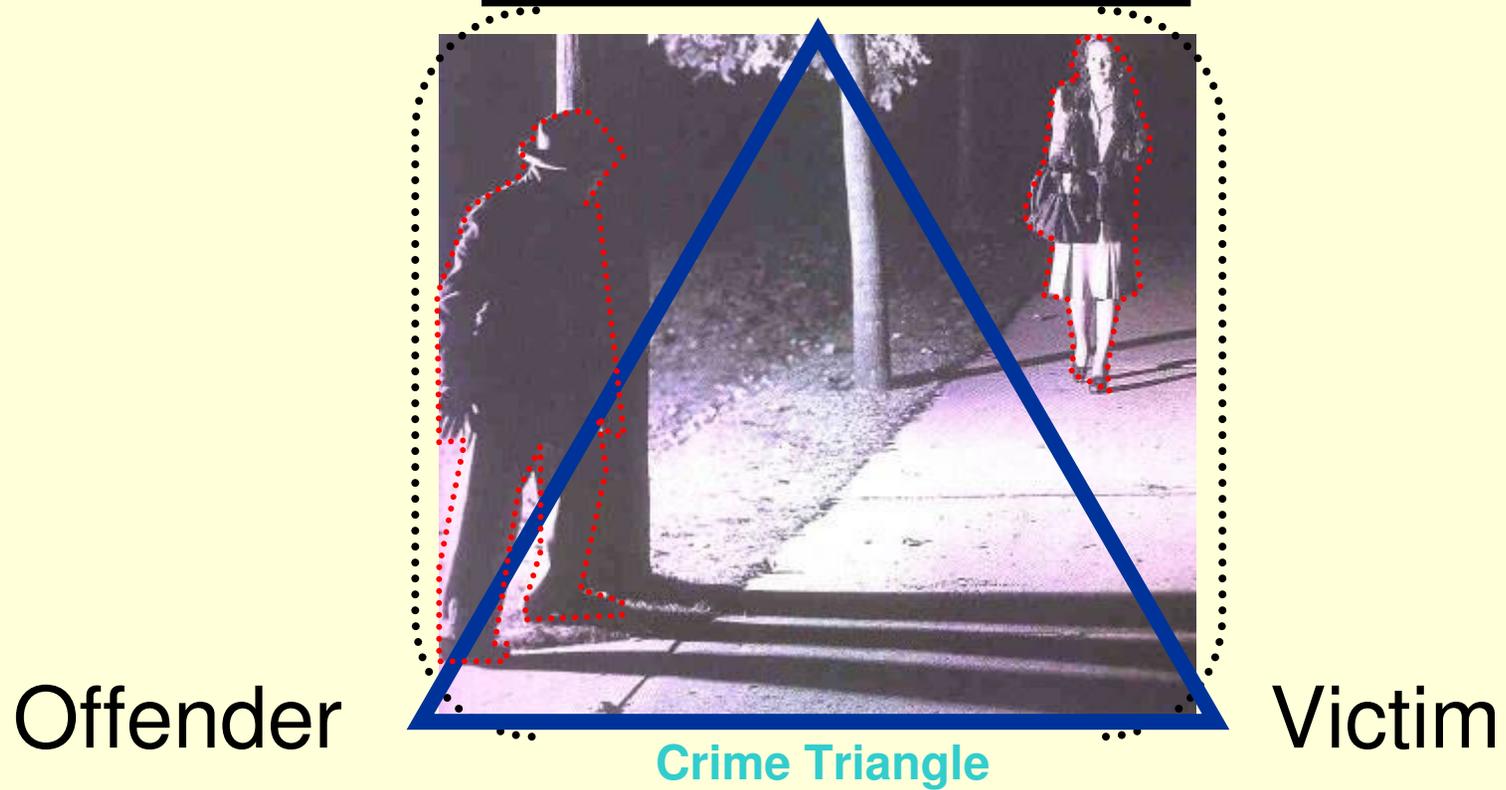
Disorder

- Fear is often triggered by conditions of disorder
 - Graffiti, noise, homeless, blight
- When disorder reaches a critical mass, crime conditions and urban decay are typically fostered



For a crime to take place ...

- Opportunity



What Do We Know About “Place” & Crime ?

- “Place” plays as important a role in the drama of crime as do “victims” and “offenders”
- There are three basic types of “places,” each amenable to specific types of prevention strategies:
 - locations (i.e. specific addresses)
 - places (i.e. parks, schools, etc.)
 - areas (i.e. neighborhoods)

Behavior-Environment

- Does the environment ignore behavior?
- Does the environment respond to behavior?
- Does the environment determine behavior?
- Does the environment accommodate behavior?

Our objective is to maximize the presence of built environment attributes that optimize desirable behavior (productive activities) and minimize undesirable behavior (destructive activities)



The way we build, rebuild, and maintain our communities (i.e. place) affects the behavior of people.

That behavior influences public safety. The degree to which public safety exists affects the vitality of our communities.

Back to Basics

- Accommodate Human Factors
- Design for Foot Traffic
- Connect Private and Public Realms
- Mix Uses

- Neighborhood features & conditions contribute to residents getting out and about (Nassar & Julian 1995; Kelling & Coles 1996)
- Neighborhood blocks are essentially behavior settings that can influence social relations (Mayo 1979)



- Physical design influences probability for sense of place and community (Talen 1999)
- Visual appearance of public and private spaces and places correlates with neighboring (Skjaeveland and Garling 1997)



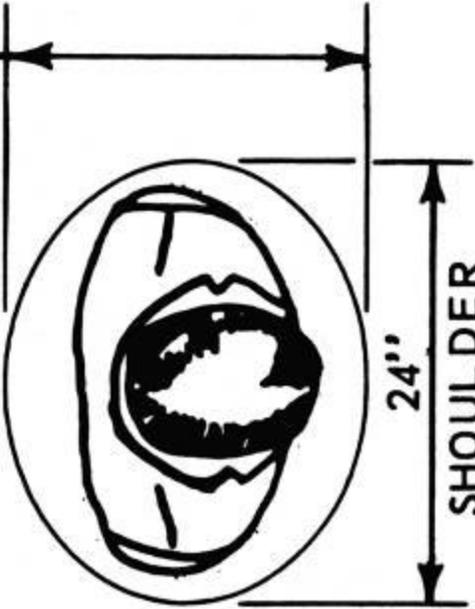
- Neighborhood disorder leads to fear and mistrust. This effect is reduced when neighbors are linked by informal social ties. (Ross and Jang 2000)
- Collective efficacy – cohesion among residents – leads to lower rates of crime and disorder (Sampson and Raudenbuch 1999)





BODY ELLIPSE

18" BODY DEPTH

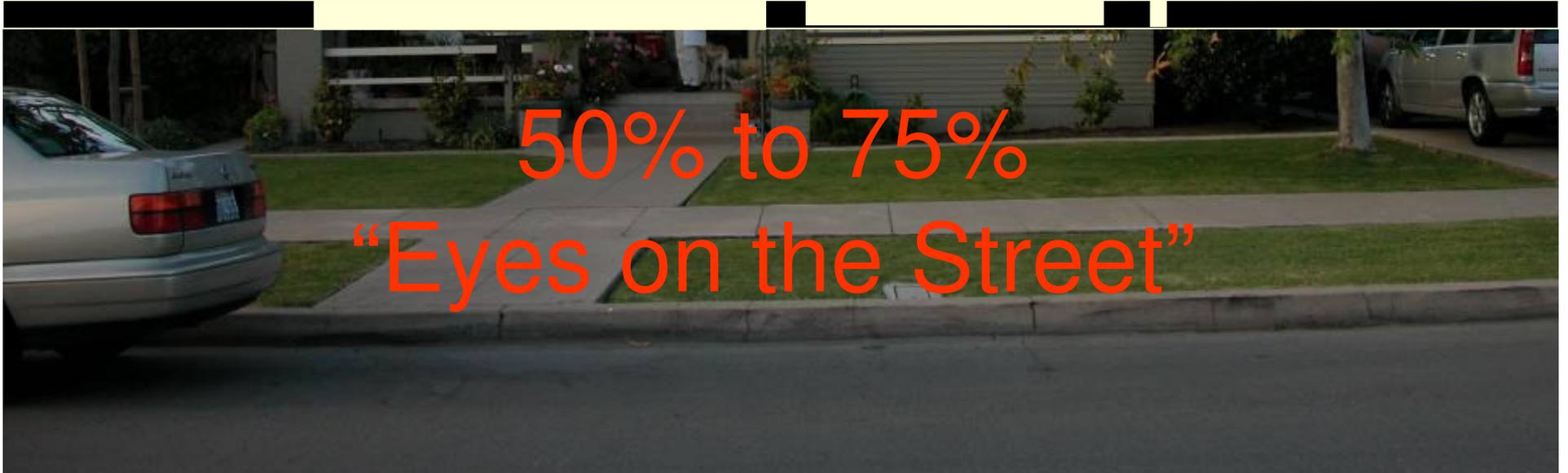


24"
SHOULDER
BREADTH

- **Walking Speeds**
 - Average Adult
 - 260 feet per minute
 - Grades of 6% or less
 - Walking speed unchanged
- **Walking Distances**
 - 700' average in U.S.
 - 250' to 500' average block lengths
 - 1320' = $\frac{1}{4}$ mile walk
 - Interesting environment extends walking distance comfort







50% to 75%
“Eyes on the Street”

- Burglars avoid targets that are easily observed by neighbors or passersby (Sorenson 2003)

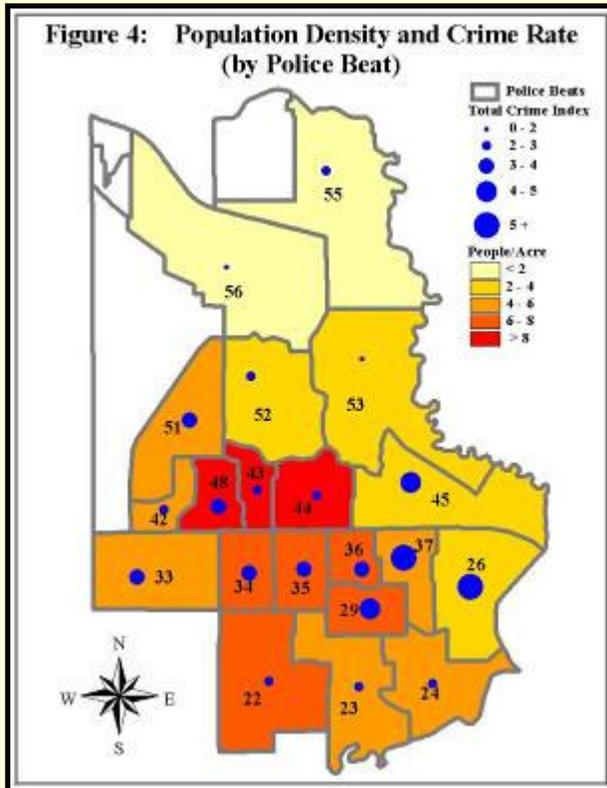


- An assessment of burglarized homes found that almost all had entries that were hidden from the street by high vegetation or solid fencing (Chula Vista Police Department 2001)

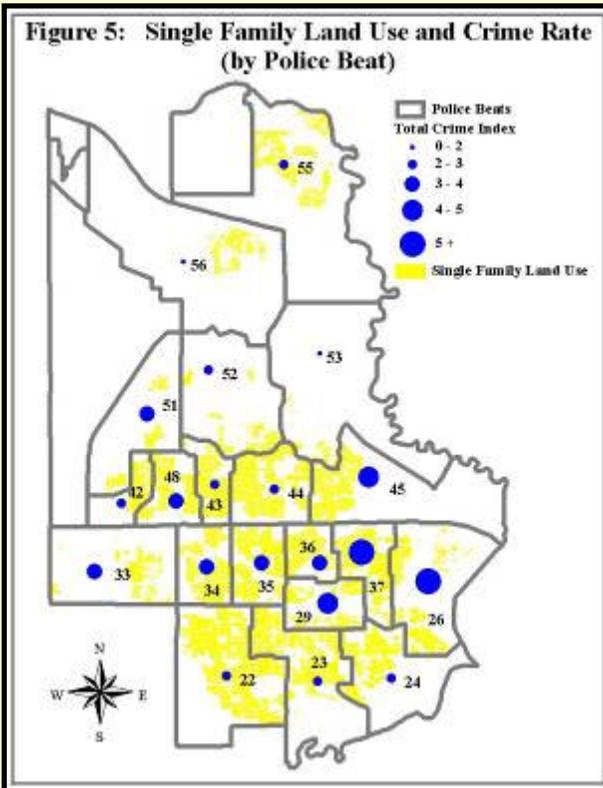


- Integrated/mixed land use patterns showing increased evidence of crime prevention and reduction as a result of increased activities and overlapping, mutually supportive patterns that increase risk to criminals (Jacobs 1961; Poyner & Webb 1991; Wekerle & Whitzman, 1995)
- 25% of American parents said they would be less concerned about leaving children home alone if they had a nearby neighbor who could help with emergencies or problems

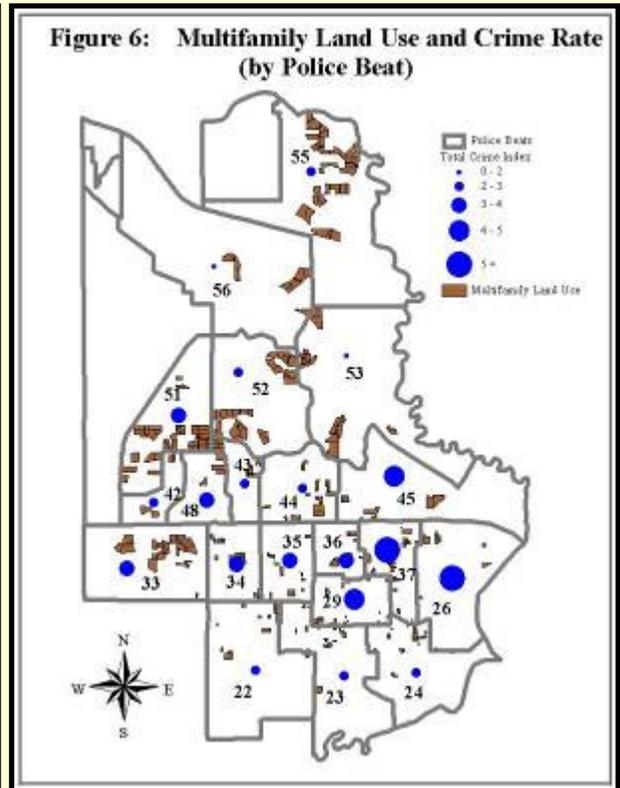




Population Density



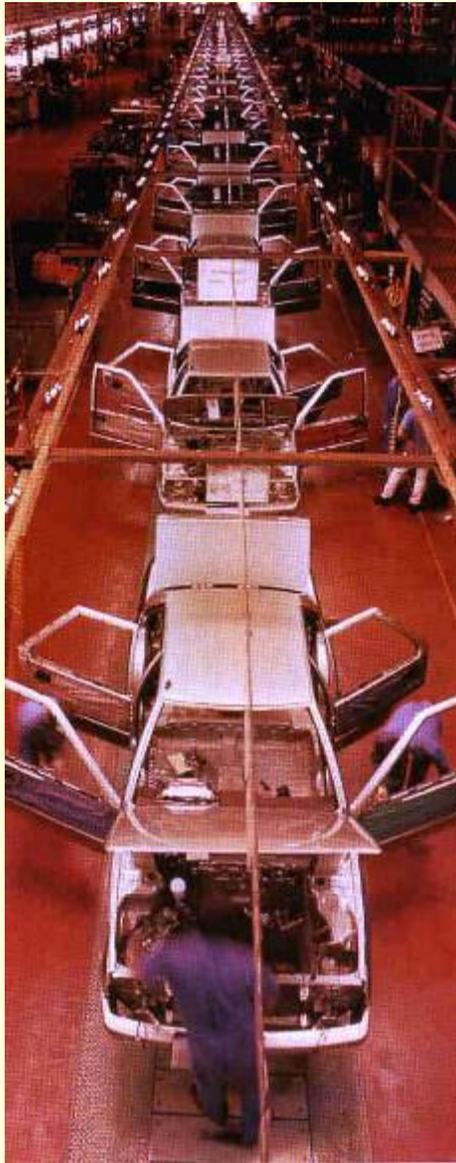
Single Family Residential



Multifamily Residential

- 2 billion+ hours stuck in traffic per year in U.S.
 - US Average: 73 minutes/day driving
 - 200% increase in workers commuting to another county
 - **2 hour RT commute/day = 20 days/year**
 - **3 hour RT commute/day = 30 days/year**
- Children: 65 minutes/day in cars



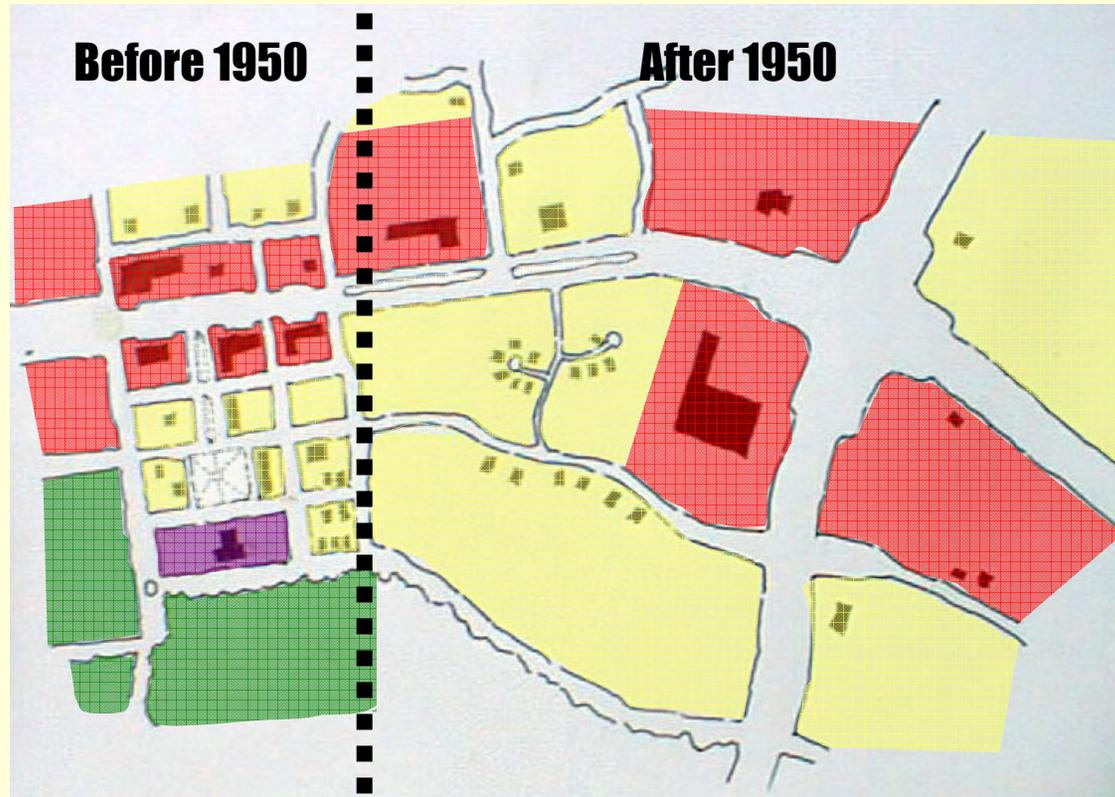


For 60+ years we have been so busy building that. . .

the details of place, and the
true needs and behaviors of
people, have been ill-
considered . . .



And, now, we question our
quality of life, sense of
community, public health,
and public safety every
day.



Source: Walkable Communities

Work and Wonder.





Image Source: Pedestrian and Bicycle Information Center

Work and Wonder.



Dream and Discover.

Dream and Discover.





Live and Learn.

Live and Learn.





Congregate and Celebrate.



Congregate and Celebrate.



Enrich and Earn.

Enrich and Earn.



Build and Be.





Build and Be.

Remember and Reminisce.





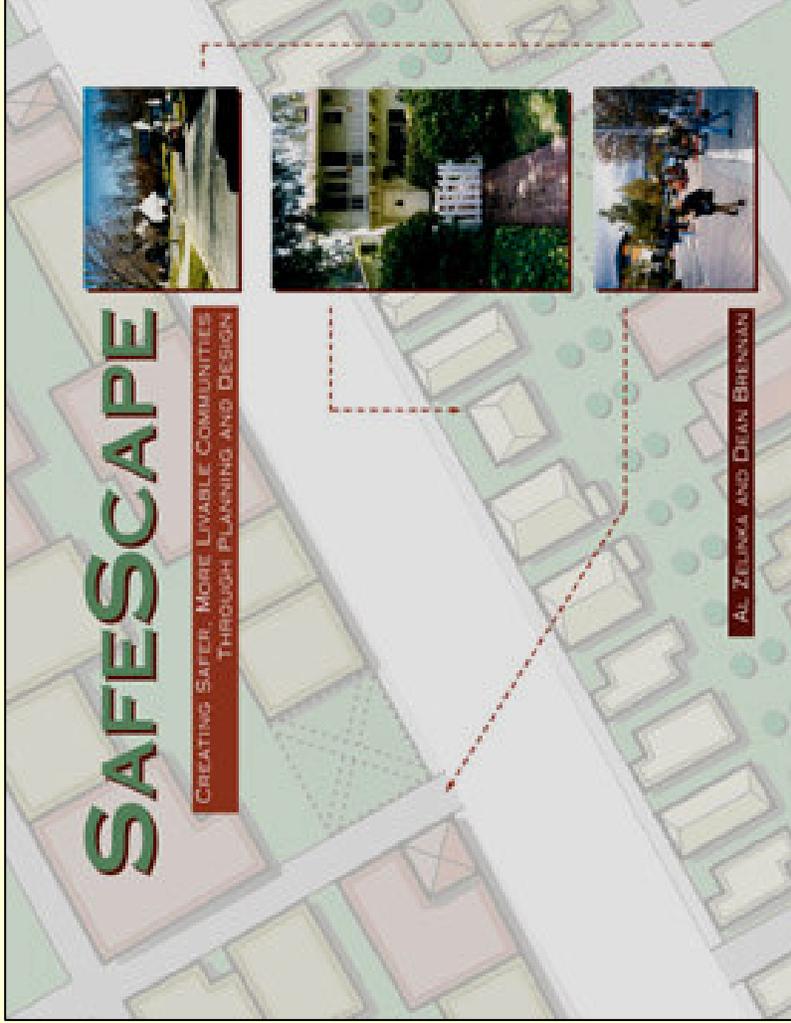
Remember and Reminisce.

SafeScape Principles

SAFESCAPE

CREATING SAFER, MORE LIVABLE COMMUNITIES
THROUGH PLANNING AND DESIGN

AL ZEINBA AND DEAN BRENNAN



Evaluating Place-Based Approaches to Crime Prevention

- “Despite the fact that the crime data support the contention that place-based applications work, the **physical**, **management** and **community organizational** interventions in these cases are *woven together in complex ways* that defy individual analysis”
– Schneider and Kitchen 2002
- Review in 2005 by Cozens, Saville and Hillier found a growing body of research supporting that crime prevention through environmental design (CPTED) can be effective in reducing recorded crime and the fear of crime.

Fundamental Planning & Design Principles

- 4 Human Factors Principles — The basic elements that people need to feel safe and be safe.
- 3 Implementation Principles — Avenues through planning and design for realizing the human factors.

HUMAN FACTORS

Principle I:

Information & Orientation

To feel safe and enhance our safety, we need to know where we are, where we are going, and what the rules are.



HUMAN FACTORS

Principle II: Interaction & Socialization

To enhance overall public safety, the public realm must provide opportunities for people to interact comfortably and build community.



HUMAN FACTORS

Principle III:

Ownership & Stewardship

Private property and public space that is well maintained and allows individual expression, contributes to a positive image, a feeling of safety and a sense of community.



HUMAN FACTORS

Principle IV: Seeing & Being Seen

To feel safe, we need to know that others are aware of our presence. Likewise, it is important that we are aware of the people and activities going on around us.



Fundamental Planning & Design Principles

- 4 Human Factors Principles – The basic elements that people need to feel safe and be safe.
- 3 Implementation Principles – Avenues through planning and design for realizing the human factors.

IMPLEMENTATION

Principle V: Land Use & Design

Land use mixes that are compatible, combined with human-centered design, create environments that are safer for people.



IMPLEMENTATION

Principle VI: Activity & Programming

We feel safer in the public realm – and are safer – when there is activity around us and that activity is orderly.



IMPLEMENTATION

Principle VII: Management & Maintenance

Spaces that are maintained and managed for their intended purpose and condition reinforce a feeling of safety and encourage people to use those spaces for productive reasons.

