

***A Health Impact Assessment
of the South Thornton
Revitalization Subarea Plan***

*Addressing Healthy Eating
and Active Living in South
Thornton, Colorado*

April 10, 2012



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RESOLUTION

A RESOLUTION ACCEPTING THE HEALTH IMPACT ASSESSMENT OF THE SOUTH THORNTON REVITALIZATION SUBAREA PLAN.

WHEREAS, the City Council of the City of Thornton adopted the South Thornton Revitalization Subarea Plan ("STaR Plan") on August 23, 2011; and

WHEREAS, the STaR Plan is a guiding document for future land use development and revitalization of the STaR Plan focus area which is south of Thornton Parkway, west of the Union Pacific railway line, north of the City of Thornton and unincorporated Adams County boundary and all property within the City of Thornton boundary west of I-25 and south of Thornton Parkway; and

WHEREAS, the City of Thornton ("City") was awarded an \$85,600 Communities Putting Prevention to Work Grant from Tri-County Health Department to conduct a health impact assessment ("HIA") of the STaR Plan in December 2010; and

WHEREAS, HIA is an assessment process that uses qualitative and quantitative methods, including statistical and data analysis and extensive stakeholder input, to determine the potential health impacts of a proposed policy, program or project, and based on this analysis, develop recommendations intended to foster community health; and

WHEREAS, a healthy built environment with adequate access to nutritious food and physical activity supports positive individual health behaviors which can decrease the risk of obesity-related chronic health conditions and diseases; and

WHEREAS, the City chose to conduct an HIA of the STaR Plan because revitalization efforts that improve access to nutritious food and opportunities for physical activity can create a healthier community in southern Thornton; and

WHEREAS, the City and consulting team, Community Enterprise, collected and analyzed HIA data between March 2011 and January 2012 through statistical analysis, neighborhood tours, walkability assessments, community mapping, a community forum and interviews and surveys conducted in English and Spanish; and

WHEREAS, the HIA report presents the findings, statistics and recommendations collected from research and community input to support positive health outcomes through the STaR Plan revitalization efforts; and

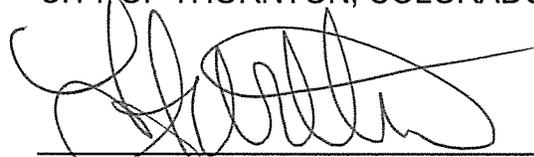
WHEREAS, the HIA report augments the vision and goals of the STaR Plan and is considered an implementation tool that supports revitalization efforts within the STaR area.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF THORNTON, COLORADO, AS FOLLOWS:

1. The Health Impact Assessment of the South Thornton Revitalization Subarea Plan (STaR HIA), attached as Exhibit "A", is hereby accepted.

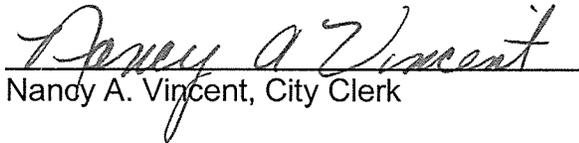
PASSED AND ADOPTED at a regular meeting of the City Council of the City of Thornton, Colorado, on April 10, 2012.

CITY OF THORNTON, COLORADO



Heidi K. Williams, Mayor

ATTEST:


Nandy A. Vincent, City Clerk

A Health Impact Assessment of the South Thornton Revitalization Subarea Plan

Addressing Healthy Eating and Active Living in South Thornton, CO

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¹ The City of Thornton contracted with Partnerships for Healthy Communities to complete the HIA. Partnerships for Healthy Communities merged with Community Enterprise prior to its completion.

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Executive Summary

Background. Public policy and land use decisions commonly have direct and indirect impacts on public health outcomes. This report provides the findings and recommendations of a health impact assessment (HIA) that was conducted on the South Thornton Revitalization Subarea (STaR) Plan which was approved by Thornton's City Council on August 23, 2011. Developed by the Thornton Revitalization Advisory Board (TRAB), the STaR Plan offers a vision, five goals and 22 primary and secondary strategies to revitalize the STaR area, also referred to in this HIA as "south Thornton" (see Figure 1). Funded by a Communities Putting Prevention to Work grant, the HIA was specifically conducted to determine potential impacts of the STaR Plan on healthy eating and active living, which is referred to as "HEAL" throughout this report. After extensive community engagement and input, **the HIA findings show that, in general, STaR Plan revitalization strategies support positive health outcomes for south Thornton community members.** The HIA findings and recommendations will inform the implementation of the STaR Plan.

Health Impact Assessment Methods. To ensure that the findings were evidence-based and community-driven, the STaR Plan HIA included the review and analysis of existing data and the extensive collection of new data through a community engagement process that involved a variety of data collection methods. These methods included neighborhood tours, surveys, interviews, community mapping activities, walkability and bikeability assessments, and a community forum. Between March and November 2011, 130 community members and agency representatives provided their input about: 1) existing assets and challenges in south Thornton, 2) the vision and the goals of the STaR Plan, 3) their vision for the future of south Thornton, and 4) healthy eating and active living opportunities in south Thornton.

South Thornton Health and Population Characteristics. South Thornton is a diverse community that contains Thornton's highest concentration of residents vulnerable to health inequities based on ethnicity and household incomes. Almost 20% of households have children and 40% include older adults. Over half of south Thornton residents are Hispanic or Latino (53.3%). HIA findings show that South Thornton community members who participated in the HIA process are not meeting the recommended U.S. Department of Health and Human Services guidelines for food and nutrition (5 or more fruits and vegetables per day), but are meeting guidelines for physical activity (30 minutes per day, 3 days per week).

Key Indicators and Themes. Three key indicators, derived from the Healthy Development Measurement Tool (HDMT), that contribute to a healthy community were used to assess healthy eating and active living in the STaR area. These indicators included 1) public infrastructure and access to goods and services, referred to as

“resources”, 2) social connections and communication, and 3) transportation options. These indicators were used to examine two key themes that emerged from the HIA: 1) connectivity and 2) safety and image.

1. **Connectivity.** Assets in the south Thornton area reported by community members that contribute to connectivity include: culturally diverse grocery stores, community gardens, ample parks and open space, recreation centers, education facilities, faith-based organizations, public health institutions, community events put on by the City, friendliness, regional connection to Denver with Interstate I-25, local and regional bus connections, and the proposed transit station at 88th Avenue and Welby Road. Reported challenges include a predominance of fast food restaurants, no farmer’s market, no large recreation center, limited programs for youth, particularly after school, insufficient capacity for communication between the City and non-English speakers, insufficient opportunities for diverse residents to come together (older adults and youth, Hispanics and non-Hispanics), insufficient transportation connections between areas east and west of I-25, and insufficient infrastructure for bicycling and trails or paths that do not connect to destinations that community members want to go to.
2. **Safety and Image.** Assets in the south Thornton area reported by community members that contribute to safety and image include: quality of supermarkets, parks, and education facilities, some well-maintained properties, general feelings of safety, and community groups or programs dedicated to improving safety and image (neighborhood watch, graffiti removal program). Reported challenges include: limited healthy food options, not enough police presence, loitering, graffiti, insufficient lighting, some poorly maintained and/or vacant commercial and residential properties, traffic moving too fast, dangerous intersections, narrow and/or obstructed sidewalks and limited safe places to bicycle.

Recommendations. The HIA findings show that the STaR Plan goals and strategies support positive health outcomes for south Thornton community members. To further strengthen the positive health impacts of revitalization, HIA recommendations are as follows:

- 1) Consider providing grants or other incentives to businesses, commercial entities or nonprofit groups that promote access to nutritious food and physical activity.
- 2) Support Tri-County Health Department’s efforts to recruit restaurants for the Colorado Smart Meal™ program. Advertise participating Smart Meal restaurants, with information about the program, on the City’s website and in the City’s restaurant guide.

- 3) Consider incorporating, as appropriate and feasible, the following elements in redevelopment and in the regulations of any overlay zoning district created in the STaR area:
 - Community gathering spaces.
 - Building design and infrastructure features that improve walkability and safety for people of all ages and abilities (e.g. pedestrian-scale lighting, landscaping, signage, traffic calming measures, and shelter and seating at transit stops).
 - 'Universal Design' elements that create a built environment that is aesthetic and usable to the greatest extent possible for people of all ages and abilities, including those with visual or mobility impairment. (Sacramento Transportation 2005).
 - 'Crime Prevention Through Environmental Design' (CPTED) strategies into design guidelines for commercial areas. CPTED is intended to prevent crime by designing a physical environment that positively influences human behavior.
- 4) Strengthen and expand City partnerships to include those with a focus on healthy eating and active living such as Live Well South Adams County Coalition, bicycle advocacy organizations, food banks, and community gardening or Community Supported Agriculture groups. Consider appointing a City representative to join the LiveWell South Adams County Coalition.
- 5) Explore the potential for strengthening the collaborative partnership between school districts, Thornton School Resource Officers, the City's Infrastructure Department and bicycle advocacy organizations to promote Safe Routes to School, potentially as an element of a Bicycle/Pedestrian Master Plan.
- 6) Establish joint use agreements with Mapleton and Adams 12 school districts for shared recreational and community (library, health, etc.) facilities.
- 7) Establish community connections and character through:
 - Engaging diverse stakeholders (e.g. age, culture, language and ability) in identifying the unique character of the STaR area.
 - Translating important City documents into Spanish and working with non-English speaking community members and business owners to prioritize additional materials for translation.
 - Identifying community resources that people need.
- 8) Build and/or strengthen opportunities for seniors who want increased interaction with youth (e.g. through schools, the Senior Center, the Senior Hub, community gardens). Educate seniors on existing programs such as the Senior Hub's 'Schools Where All Thrive Program' that places older adult volunteers within the school districts of Adams County.

- 9) Consider creating strategies and programs that encourage and recognize excellence in exterior home/yard improvements. This may include:
 - Block- or neighborhood-specific celebration to publicly recognize participants and promote interactions and relationship-building among residents.
 - A parade of homes which could incentive multimodal transportation to and from the event (e.g. offer prizes for those who walk or bike to the event, or organize a group ride to the event).
 - Incorporating a tour of revitalized STaR neighborhoods into the City's existing Community Walk program.
- 10) Advocate for additional public transit opportunities in Thornton by:
 - Continuing to partner with regional transportation agencies such as RTD, DRCOG and Transit Alliance.
 - Building support among community members for the FasTracks North Metro Line.
- 11) Consider the installation of traffic calming measures and streetscaping elements along Washington Street, Thornton Parkway, and 88th Avenue to improve walkability, bikeability and safety. Work with stakeholders to identify preferred measures.
- 12) Seek funding opportunities in order to implement the City's Complete Streets Policy that ensures "that roadways are signed and operated to be safe, comfortable, and convenient for drivers, bicyclists, transit vehicles and users, trail users, and pedestrians of all ages and abilities.
- 13) As a component of the next Parks and Open Space Master Plan, or through a separate grant opportunity:
 - Prepare a Bicycle and Pedestrian Master Plan to identify and prioritize bicycle and pedestrian infrastructure improvements based on input from diverse stakeholders.
 - Conduct a bicycle rack audit of commercial, recreational and civic areas in south Thornton to determine if there is sufficient rack availability for cyclists to bike to destinations and safely lock up their bikes. In areas that are determined to be deficient, look for grant funding to purchase bike racks.
- 14) Better promote and connect people to south Thornton resources and destinations through:
 - Wayfinding elements (e.g. identifying and marking spaces, grouping spaces, and linking and organizing spaces through architectural and graphic means) to increase awareness about, and connections to,

resources on the east and west sides of I-25. Wayfinding elements allow people to: (1) determine their location within a setting, (2) determine their destination, and (3) develop a plan that will take them from their location to their destination.

- Signed, safe bicycle routes, where absent, to commonly-accessed destinations.
 - Incorporating symbols in signage, including bicycle route signs, to increase readability for non-English speaking community members or visitors.
- 15) Continue to support and incentivize community gardens and amend the City Code to facilitate 'urban farming' as a way for residents to grow, and locally share, their own food. This could include ordinances that allow:
- Community gardens in all zoning districts.
 - Farming, with limitations, on single-family residential properties.
 - Seasonal sales stands, where locally-grown produce can be sold, in all zoning districts. In districts where sales stands are less appropriate, consider allowing stands in conjunction with community gardens.
 - Beekeeping to promote pollination of fruit and vegetable plants and the production of honey.
- 16) Communicate the importance and relevance of HEAL when discussing revitalization to the community or City decision-making entities by:
- Including key HEAL-related recommendations in presentations to reinforce the health benefits of revitalization efforts.
 - Making the presentation available to community members in English and Spanish.

Abbreviations and Acronyms

BMI	Body Mass Index
BRFSS	Behavioral Risk Factor Surveillance System
CDBG	City Development Block Grant (U.S. Dept. of Housing and Urban Development)
CDC	Centers for Disease Control and Prevention
CDPHE	Colorado Department of Public Health and Environment
Census DP	Census 2010 Demographic Profiles
CHF	Colorado Health Foundation
City	City of Thornton, Colorado, a home-rule municipal corporation
CPPW	Communities Putting Prevention to Work (Centers for Disease Control and Prevention program)
DHHS	Department of Health and Human Services
HDMT	Healthy Development Measurement Tool
HEAL	Healthy Eating and Active Living
HHS	The U.S. Department of Health and Human Services
HIA	Health Impact Assessment
NACCHO	National Association of County and City Health Officials
RTD	Regional Transportation District
STaR	South Thornton Revitalization Subarea
TCHD	Tri County Health Department
TRAB	Thornton Revitalization Advisory Board
WHO	World Health Organization

Chapter I. Background & Introduction



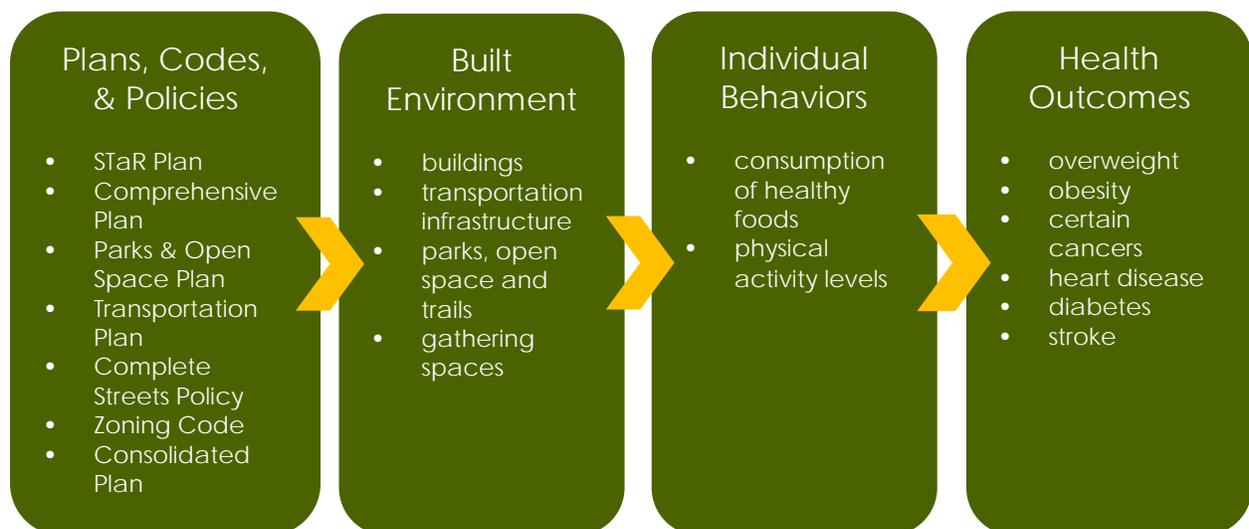
This chapter provides background information on the need for revitalization in south Thornton and the process for developing the South Thornton Revitalization Subarea (STaR) Plan. It also defines HIA, reviews its general application, and how it is utilized to identify and strengthen the positive health outcomes of revitalization in south Thornton.

I.A Shaping Local Health Outcomes

I.A.1 The Built Environment

The built environment greatly influences individual behaviors and health through transportation and utility systems, distribution of housing, and access to services that facilitate healthy lifestyles. A healthy built environment supports positive individual health behaviors. The factors that foster this environment are generally determined outside the institutional realm of public health, in the purview of local government. According to the World Health Organization (WHO 1999), city plans, codes and policies can strongly influence health (see Figure 1).

Figure 1. Impact of Plans, Codes and Policies on Health Outcomes



I.A.2 Social Determinants of Health

Nationwide, life expectancy varies from neighborhood to neighborhood by as much as 28 years for men and 25 years for women (San Francisco Department of Public Health 2006). These place-based disparities also extend to other health outcomes including asthma hospitalizations, heart disease, diabetes, and low birth weights. Historically, health inequities were associated with differences in behavior and access to health care. Current research, however, shows that these inequities result from differences in a person's access to social, economic and environmental resources, called 'social determinants of health' (WHO 2008). The social determinants of health, including one's daily living conditions and the economic conditions of a community, can be addressed by critically examining the potential health impacts of plans like the South Thornton Revitalization Subarea (STaR) Plan.

I.B South Thornton Revitalization Subarea (STaR) Plan

I.B.1 STaR Plan Introduction

This health impact assessment (HIA) evaluates the health impacts of the South Thornton Revitalization Subarea (STaR) Plan, which establishes a revitalization plan for the southern part of Thornton and was approved by Thornton City Council on August 23, 2011. The STaR area, identified in Figure 2, began as a post-World War II, master-planned community established amid farmland seven miles north of Denver. It has been more than fifty years since this area of Thornton first developed and there is now evidence of disinvestment and decline. As the nucleus of the city's historic origins, rejuvenation of this south Thornton area² is an important focus for the City. The need for revitalization was validated in the 2007 Thornton Comprehensive Plan, as well as by City Council and community direction.

In 2010, the Thornton Revitalization Advisory Board (TRAB), in collaboration with the City and a consultant team, began a year-long revitalization planning process for the STaR area. TRAB is a City Council-appointed board consisting of members from Thornton's residential areas, the business community and other stakeholders charged with creating plans for priority revitalization areas and providing the vision, leadership and continuity necessary to maintain revitalization efforts. The STaR planning process culminated in the development of the STaR Plan which embraces a new vision for south Thornton and is designed to inform future STaR revitalization efforts through identified goals and strategies.

² The terms "StAR area" and "south Thornton" are used interchangeably throughout this document. For the purposes of this HIA report, both terms refer to the area within the STaR boundaries shown on Figure 2.

I.B.2 STaR Plan Vision and Goals

The STaR planning process included technical analysis from a consultant team and extensive community input from STaR area stakeholders. Based on these inputs, TRAB developed a vision statement and goals for the STaR area to guide revitalization efforts. The vision and goals form the framework for the STaR Plan. See Appendix A for a full list of STaR Plan goals and strategies.

South Thornton Subarea Revitalization Plan Vision and Goals

Vision. South Thornton competes regionally for residential quality of life and commercial and employment opportunities. To do this, south Thornton's feel and image must be developed into a family-friendly community, where people can walk to places, socialize with others, and feel safe in an environment that is aesthetically pleasing.

Goal A. Create more appropriate retail and reduce the number of vacant buildings.

Goal B. Capitalize on the strengths and unique regional character of the area.

Goal C. Improve physical conditions of the area.

Goal D. Increase the buying power of the neighborhood by inspiring community members to improve their existing homes and neighborhoods.

Goal E. Enhance access between and within the east and west sides of south Thornton.

I.C Health Impact Assessment Background

I.C.1 The Need for a Health Impact Assessment

In June 2010, City staff analyzed demographics for the STaR area and found that the area contained Thornton's highest concentration of residents vulnerable to health inequities based on ethnicity and household incomes. Additionally, the area has probable physical and environmental health barriers including an abundance of fast food restaurants, high-traffic streets with I-25 bisecting the area, a 1950s auto-centric design, the city's highest concentration of residential foreclosures and commercial vacancies, and problems with crime and graffiti.

Based on these potential health impediments, the City decided that an in-depth evaluation of whether residents have adequate access to healthy, affordable food and opportunities for physical activity would enhance revitalization efforts. As described in Section 1.A, plans to rejuvenate the STaR neighborhoods and economy through revitalization and built environment strategies can strengthen public health outcomes by enabling people to make individual choices that ultimately can lead to healthy, active lifestyles for themselves and their families.

I.C.2 'Communities Putting Prevention to Work' (CPPW) Grant

In December 2010, the City was awarded a Communities Putting Prevention to Work (CPPW) Grant from the Tri-County Health Department (TCHD) to conduct a health impact assessment of the STaR Plan. CPPW is a Centers for Disease Control and Prevention initiative which provides support to communities and schools to implement locally-driven projects that reduce inequities in healthy eating and physical activity and increase opportunities for residents to make healthy choices. The CPPW grant enabled the City to conduct this in-depth evaluation of the health impacts of the STaR Plan, specifically to identify barriers and opportunities to healthy eating and active living in south Thornton.

I.C.3 What is a Health Impact Assessment?

Health impact assessment (HIA) is defined by the World Health Organization (1999) as "a combination of procedures, methods, and tools by which a policy or project may be judged as to its potential effects on the health of the population, and the distribution of those effects within the population." HIAs seek to inform decision-making processes by illuminating any potential health impacts a project may have on groups within a larger population and by offering recommendations that either bolster positive impacts or minimize negative impacts.

HIA Process

HIAs are completed through a five-step process of screening, scoping, assessing, developing recommendations, and evaluating.

The Five-Step Health Impact Assessment Process

Screening. Determine whether or not an HIA is necessary.

Scoping. Determine the breadth and depth of the HIA and create a steering committee or taskforces, a work plan and a timeline.

Assessing. Review relevant qualitative and quantitative data and collect primary data, if deemed necessary.

Developing Recommendations. Write a report that offers recommendations for the policy or project based on the findings of the assessing phase.

Evaluating. Determine the effect of the HIA on the policy or project (NACCHO 2008).

STaR Plan Health Impact Assessment Process

The STaR Plan’s potential health impacts were examined as part of the HIA process. The assessment included a specific focus on healthy eating and active living in the south Thornton community. Table A summarizes the HIA process as it relates to the STaR Plan.

Table A. Summary of the STaR Plan HIA Process

Screening	The City determined that conducting a systematic HIA of the STaR Plan (post adoption) was necessary based on the potential social, physical and environmental health barriers that exist in the STaR area. The HIA evidence-based recommendations can be considered throughout all phases of the long-term STaR Plan implementation process.
Scoping	The City determined that a comprehensive HIA process should focus specifically on access to, and opportunities for, healthy eating and active living within the STaR area. To ensure that the findings were community-driven, Community Enterprise, a consulting firm with expertise in public health, planning and community engagement, was hired to conduct the HIA.
Assessing	Community Enterprise collected, reviewed, and analyzed data including: secondary data sources (e.g., demographics and health outcomes) and primary data from community members related to revitalization and improving access to healthy eating and active living in south Thornton.
Developing Recommendations	After intensive community input, Community Enterprise, in collaboration with the City, developed HIA recommendations related to healthy eating and active living for each goal that currently exists in the STaR Plan.
Evaluating	An evaluation checklist will be developed to measure how the HIA impacted short- and long-term decision-making and the implementation of the STaR Plan.

Chapter II. Assessment



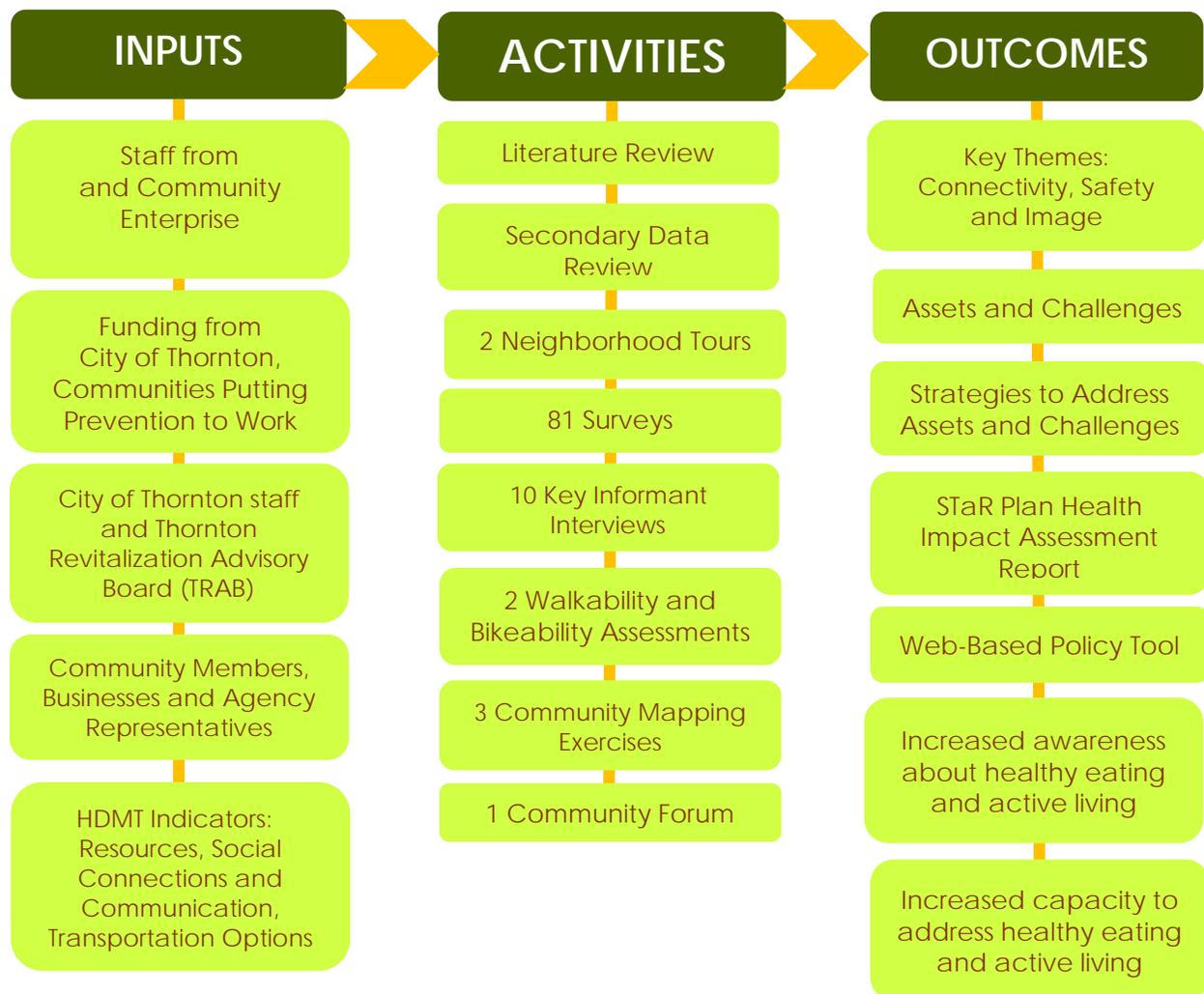
This chapter discusses the methods and findings that emerged from the assessing phase of the HIA process. During this phase, qualitative and quantitative data from primary and secondary sources were collected and analyzed.

II.A Methodology

II.A.1 Introduction

This section describes the framework for the assessment process, the data collection activities that took place as part of it, and the key themes that emerged from it. Figure 3 shows the inputs, activities and outcomes of the STaR Plan HIA process. Inputs are the individuals and resources that contributed to the development of the STaR Plan and the HIA. Activities are the quantitative and qualitative data collection and community engagement strategies used to assess the health impacts of the STaR Plan. Outcomes are the results of the data collection activities including findings, strategies, reporting mechanisms and increased stakeholder awareness and capacity.

Figure 3. Assessment Framework - Inputs, Activities, and Outcomes of the HIA Process



II.A.2 Health Impact Assessment Framework

The *Healthy Development Measurement Tool* (HDMT) (San Francisco Department of Public Health 2006) was used as the framework for the assessment process. The HDMT is a comprehensive evaluation metric to consider health needs in city development plans and projects. The HDMT explicitly connects public health to city development planning for the purpose of achieving a higher quality social and physical environment that advances health. The HDMT focuses on the range of social, economic and environmental resources needed for health on a population level through assessment of the following overarching key indicators:

- environmental stewardship;
- sustainable and safe transportation;
- social cohesion;
- public infrastructure/access to good and services;
- adequate and healthy housing; and
- healthy economy.

Each key indicator has numerous related sub-indicators and objectives. Due to the STaR Plan HIA's HEAL focus, the HIA Task Force narrowed this comprehensive list down to three key indicators and related sub-indicators that best address HEAL, as shown in Table B. Data related to these three key indicators was sought from primary and secondary sources.

Table B. HDMT Indicators Related to Healthy Eating and Active Living

- 1. Public Infrastructure/Access to Goods and Services (Resources)**
 - a) affordable and high quality child care for all neighborhoods
 - b) accessible and high quality educational facilities
 - c) spaces for libraries, performing arts, theatre, museums, concerts, and festivals for personal and educational fulfillment
 - d) affordable and high quality public health facilities
 - e) parks, open space, and recreational facilities
 - f) accessibility, beauty, safety, and cleanliness of public spaces
 - g) access to daily goods and service needs
 - h) affordable and high-quality food access and sustainable agriculture
 - 2. Social Cohesion (Social Connections and Communication)**
 - a) socially cohesive neighborhoods, free of crime and violence
 - b) civic, social, and community engagement
 - c) equitable and democratic participation throughout the planning process
 - 3. Sustainable and Safe Transportation (Transportation Options)**
 - a) private motor vehicle trips and miles traveled
 - b) affordable and accessible public transportation options
 - c) safe, quality environments for walking and biking
-

II.A.3 Health Impact Assessment Data Collection Activities

During the HIA process, multiple tools and data sources were utilized to gather information and assess the HEAL assets and challenges that currently exist in south Thornton and determine how the STaR Plan would impact them.

Review of the Literature and Secondary Data Sources

Prior to collection of primary data for the HIA, a systematic review of the public health and planning literature was conducted between March and May 2011 to inform the HIA process; especially as it relates to HEAL. A content analysis of the STaR Plan was conducted along with a review of secondary data sources such as: real estate, agency service areas, major employers, crime statistics, transportation arteries, health and other vital statistics.

Neighborhood Tours

Neighborhood “windshield tours” provide a rapid overview of community characteristics such as housing, health care facilities, schools, public transportation networks, recreation facilities, and grocery stores. During the months of March and April 2011, two 90-minute guided neighborhood tours were conducted by car and bicycle that were led and narrated by four City staff members (car tour) and two school resource officers (bicycle tour).



Surveys

Using an intercept interview process, brief 10-minute surveys (see Appendix B) were conducted with community members in a public setting. These types of surveys are a cost-effective way to collect feedback about a very specific topic. The months of August and September 2011 were spent conducting surveys with English- and Spanish-speaking community members of south Thornton. Surveys took place outside of a number of high-traffic venues (e.g., churches, grocery stores, the senior center, parks and recreation facilities) with a focus on exploring personal HEAL habits and potential impacts of the STaR Plan.

Key Informant Interviews

Key informant interviews (see Appendix C) are qualitative in-depth interviews. For the HIA process, south Thornton community members and service providers who have first-hand knowledge about the community were purposefully recruited between July and September. Participants completed a one-hour face-to-face interview exploring the

assets and challenges of south Thornton, the goals of the STaR Plan and the plan's potential impact on HEAL.

Walkability and Bikeability Assessments

Conducting walkability and bikeability assessments is a common neighborhood-based strategy to determine how bike and pedestrian friendly an area is for local community members. Two walkability and bikeability assessments (see Appendix D) were conducted with English- and Spanish-speaking community members in south Thornton. An assessment took place in a neighborhood on each side of I-25 in September 2011.



Community members were recruited at Thornton Harvest Fest, in front of local grocery stores, and by using traditional organizing techniques such as door knocking in neighborhoods where the walkability assessments took place.

Community Mapping

Mapping (see Appendix E) is a tool to identify assets, challenges and opportunities in a community with the intent of prioritizing issues and action planning processes by the end of the exercise. Three two-hour community mapping events were held in October 2011. English- and Spanish-speaking south Thornton community members identified aspects of the community that were supportive and unsupportive of HEAL. One mapping event was held on the west side of I-25, another was held on the east side I-25, and the third took place in a central south Thornton location.



Community Forum

A community forum (see Appendix F) is an event where people come together to share their knowledge, perspectives and experience about an issue. The culminating event for the HIA process was a two-hour community forum held at Skyview High School in November 2011. English- and Spanish-speaking south Thornton community members and services providers came together to learn more about the STaR Plan, the HIA process and findings, and discuss potential areas for action.

Table C. Summary of Primary Data Collection Activities

Activity	Date	# of Community members
Neighborhood Tours	03/2011 – 04/2011	6*
Surveys	07/2011 – 09/2011	81
Key Informant Interviews	08/2011 – 09/2011	11
Walk & Bike Assessments	09/2011	35
Community Mapping	10/2011	18
Community Forum	11/2011	28

* Community Enterprise staff are not included in the number of community members.

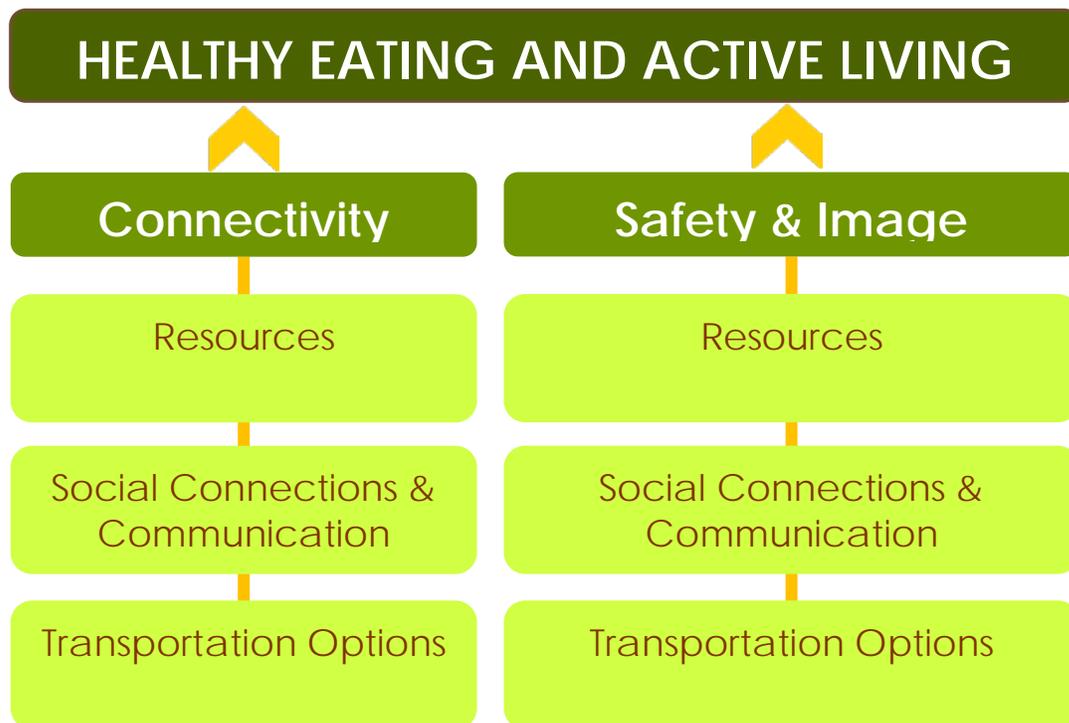
II.A.4 Identification of Key Themes

Primary data collected from community members revealed the following two key themes.

1. **Connectivity**, in this context, is inclusive of connections between: 1) people and resources, 2) transportation infrastructure and resources, 3) different groups of people, and 4) transportation infrastructures for different modes (e.g. biking, walking).
2. **Safety and Image** is inclusive of the features that contribute or take away from south Thornton being an aesthetically pleasing and safe place to live, work, and play.

Figure 4 illustrates the framework for the “Assessing” and “Recommendations” chapters of this report. Opportunities for healthy eating and active living (HEAL) are determined by the two key themes that emerged from community discussions, each of which incorporates the three key indicators from HDMT.

Figure 4. Framework for Assessing and Recommendations



II.B Findings: Health and Population Characteristics

II.B.1 Introduction

This section describes the health and population characteristics in the STaR subarea as well as the city of Thornton, Adams County, the state of Colorado, and the U.S. for comparison. Where data is available, health inequities between different demographic and socioeconomic groups are indicated. Groups commonly experiencing higher incidences of chronic diseases include older adults, children, people of color, people with low incomes, and people with disabilities (WHO 2008). Differences are due, in part, to limited access to elements of the built environment that support positive individual health behaviors like affordable, healthy food sources, multi-modal transportation options and places for recreation and physical activity.

This section also identifies goals from the Healthy People framework developed by the U.S. Department of Health and Human Services for health promotion and disease prevention. Healthy People is a national effort to “provide science-based, 10-year national objectives for improving the health of all Americans. For three decades, Healthy People has established benchmarks and monitored progress over time in order to encourage collaborations across sectors, guide individuals toward making informed health decisions and measure the impact of prevention activities (HHS HP 2011).” Healthy People has become the nation’s roadmap and compass for better health, and therefore Healthy People goals and targets for 2020 are used in this HIA to assess population and health characteristics.

II.B.2 Health Characteristics

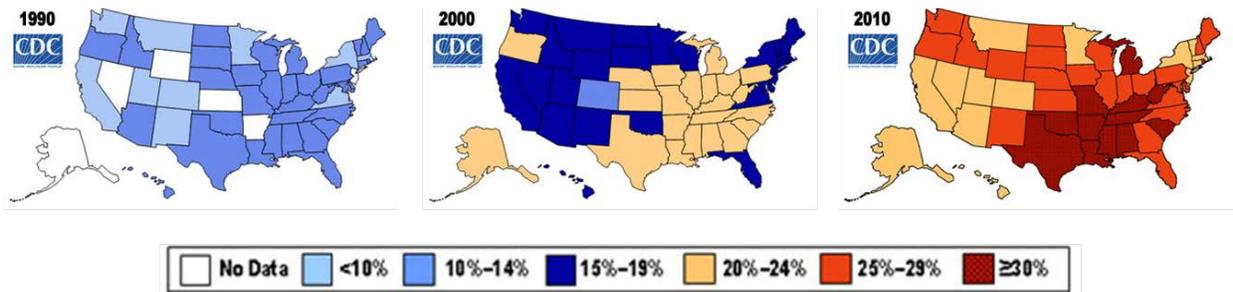
Health Issue: Overweight and Obesity

Overweight and obesity are labels for ranges of weight that are greater than what is generally considered healthy for a given height. People who are overweight or obese are at higher risk for chronic health conditions and diseases including heart disease, stroke, type 2 diabetes and certain types of cancer (CDC Adult 2011). Weight is the result of many factors, including environment, family history and genetics, metabolism, and behavior or habits. However, healthy eating and regular physical exercise help prevent and treat overweight and obesity.

Healthcare professionals use a screening tool known as Body Mass Index (BMI), a number calculated from a person’s weight and height, to determine weight categories. Persons who are normal weight have a BMI ranging from 18.5 – 24.9. Persons who are overweight have a BMI of 25 or higher. Persons who are obese have a BMI of 30 or higher.

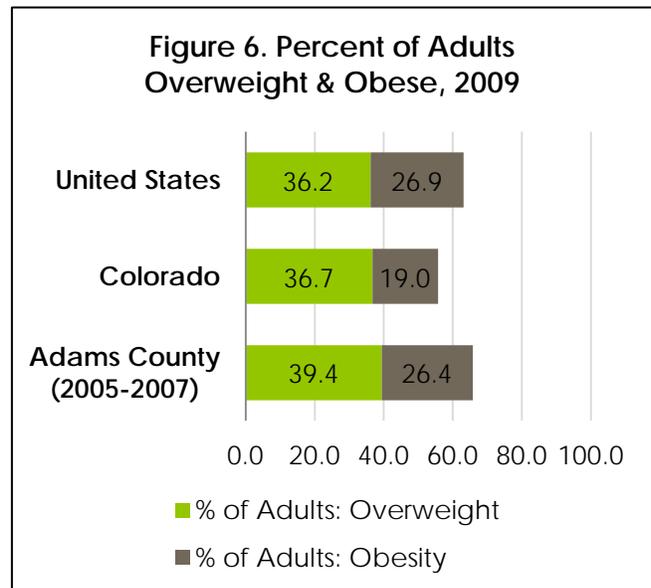
Nationally, the percent of persons who are overweight and obese has been rising dramatically over the last several decades (see Figure 5). In 1990, the percent of obese adults was 14% or below in all US states. By 2010, the percent of obese adults varied from 21% to over 34% by state, with no states having fewer than 20% (see Figure 5)(CDC U.S. 2011).

Figure 5. Percent of Obese Adults, 1990-2010, United States



2009 data indicated that Colorado had the lowest percent of obese adults in the nation, at 19%. However, 55.7% of Colorado’s adult population was either overweight or obese. In Adams County, 39.4% of adults were overweight and 26.4% were obese (CDC 2009; CDPHE 2009) (see Figure 6). Data for south Thornton related to weight and obesity was not collected during the HIA.

Compared nationally, Colorado does not rank as well for childhood obesity. Among children 12 years and under in 2007, Colorado ranked 23rd in the nation with 14.2% being obese (CHF 2010).



Statistics show that obesity is correlated to race, ethnicity and income levels. According to 2004 – 2007 data, the percentage of Colorado adults who were obese was greater among Latinos (25.1%) and Blacks (23.6%) than Whites (16.6%) (Palacio et al. 2009). Additionally, the incidence of obesity is disproportionately high in lower-income neighborhoods (Karpyn et al. 2009). In 2007, Coloradans making \$25,000 or less had a 24% obesity rate while those making \$75,000 and above had a 16% rate. Similarly, children 12 years and under in the poorest families were more likely to be obese than children in the wealthiest families (CHF et al. 2008).

Healthy People 2020 goals related to overweight and obesity include:

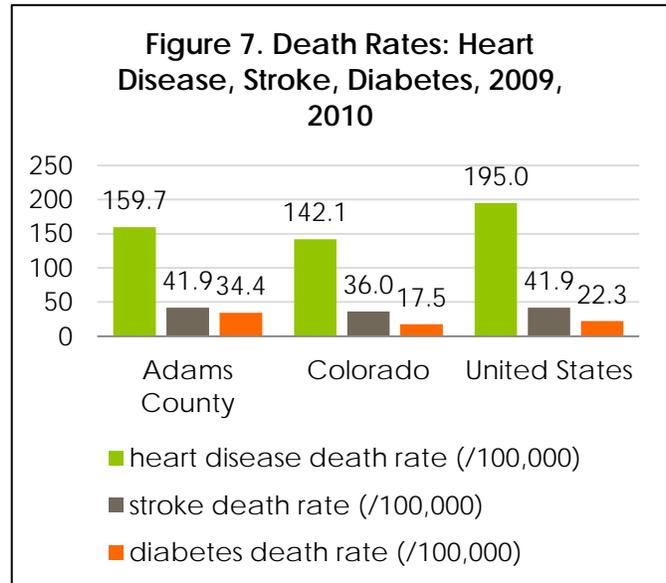
- Increase the proportion of adults who are at a healthy weight (Target 33.9%).
- Reduce the proportion of adults who are obese (Target 30.6%).
- Reduce the proportion of children and adolescents who are considered obese (Target 14.6%) (HHS Nutrition 2011).

Colorado and Adams County adults and children are currently meeting Healthy People 2020 targets for healthy weight and obesity.

Health Issue: Chronic Conditions and Disease (Heart Disease, Stroke, and Diabetes)

Heart disease is the leading cause of death in the United States. Stroke is the third leading cause (CDC Division 2011). Diabetes is a major cause of heart disease and stroke (CDC National 2011). Overweight and obesity contribute to all three of these chronic diseases and losing weight and increasing physical activity can help prevent the development these conditions.

Disease incidence data for the STaR area, specifically, is not available, but county data indicates higher disease-related death rates than the state as a whole. As shown in figure 7, death rates for heart disease are higher in Adams County than Colorado, but lower than the U.S. County death rates for stroke equal the U.S. rates, but are higher than the Colorado rate. Death rates for diabetes in Adams County are higher than either Colorado or the U.S. (CDC Vital 2011; CDPHE 2011).



In Colorado, 2002-2006, the age-adjusted rate per 100,000 of heart disease mortality is greater among Blacks (184) than Whites (171) and Latinos (166), and the age-adjusted rate per 100,000 of diabetes mortality is greater among Latinos (45) and Blacks (29.2) than Whites (15.6) (Palacio et al. 2009).

Healthy People 2020 goals related to heart disease, stroke, and diabetes include the following:

- Reduce coronary heart disease deaths (Target 100.8 deaths per 100,000 population)
- Reduce stroke deaths (Target 33.8 deaths per 100,000 population) (HHS Heart 2011)

- Reduce the diabetes death rate (Target 65.8 deaths per 100,000 population) (HHS Diabetes 2011)

Adams County and Colorado are not meeting Healthy People 2020 targets for heart disease or stroke, but are meeting the target for diabetes.

Health Factor: Food and Nutrition

Fruits and vegetables provide essential vitamins and minerals, fiber, and other substances that are important for good health. Consuming fruits and vegetables helps prevent the conditions of overweight and obesity and the associated chronic health conditions and diseases described above (CDC 2008). According to dietary guidelines, a healthy diet consists of at least two servings of fruits and three servings of vegetables (five servings total) each day (HHS 2010).

Nationally, 23.5% of adults report eating five or more fruits and vegetables per day, compared to 24.8% of Colorado adults and 22.6% of Adams County adults (see Figure 8) (CDC 2009; CDPHE 2011).

Among 99 south Thornton community members surveyed, 38.4% reported eating five or more servings of fruits and vegetables per day, while 54.5% reported eating less than five. 3% reported eating no fruits and vegetables per day (see Figure 9).

Among adolescents in 2009, Colorado ranked 1st in the nation with 24.4% of adolescents eating five or more servings per day of fruits and vegetables every day for the past seven days (CHF 2010).

By race and ethnicity, the percent of adults who consumed fewer than five fruits and vegetables per day in Colorado between 2004 and 2007 was higher among Blacks (81.2%) than Latinos (78.4%) or Whites (74.0%) (Palacio et al. 2009).

Figure 8. Percent of Adults Who Have Consumed Fruits and Vegetables Five or More Times Per Day, 2009

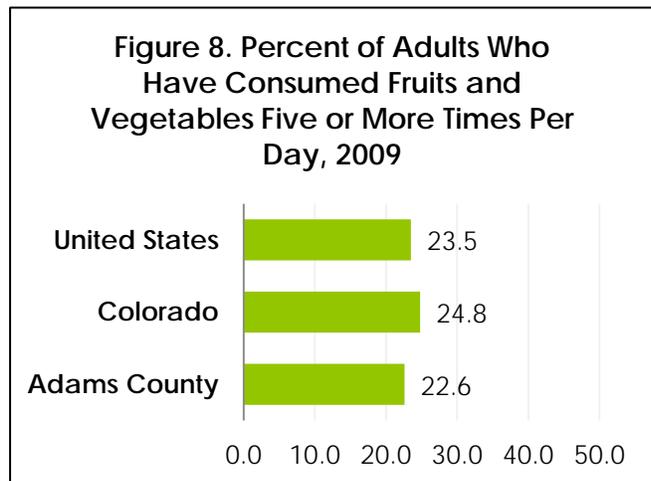
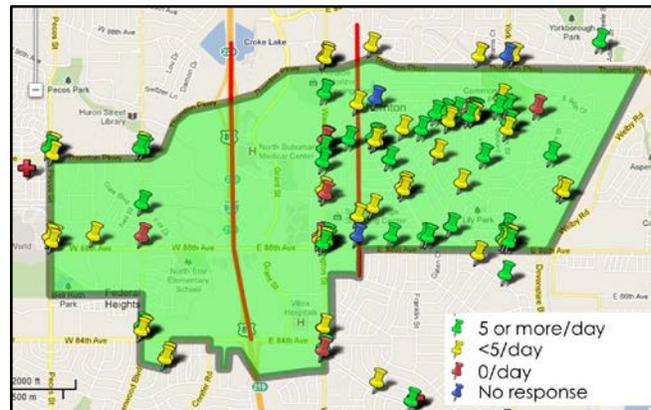


Figure 9. Fruit and Vegetable Consumption, South Thornton Community Members, 2011



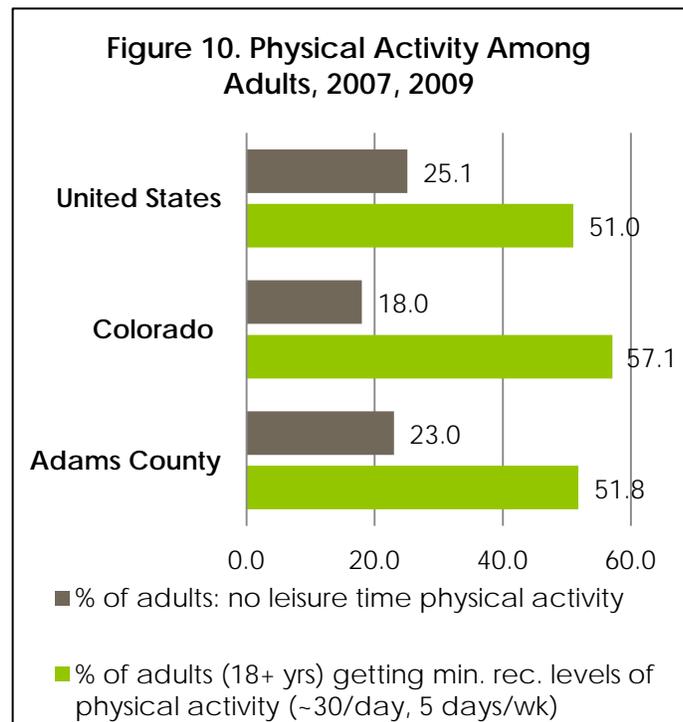
Healthy People 2010 goals³ related to the consumption of fruits and vegetables include:

- Increase the proportion of persons aged 2 and older who consume at least two daily servings of fruit (Target 75%).
- Increase the proportion of persons aged 2 and older who consume at least three daily servings of vegetables, with at least one-third being dark green or orange vegetables (Target 50%) (HHS Nutrition 2011).

Colorado adolescents, Adams County adults, and south Thornton survey respondents are not meeting Healthy People 2010 targets for fruit and vegetable consumption.

Health Factor: Physical Activity

People need regular physical activity to maintain a healthy body weight. Physical inactivity can lead to the conditions of overweight and obesity and the associated diseases. (CDC 2008). To improve overall health and reduce risk of chronic disease, the CDC recommends that adults get a minimum of 150 minutes of moderate-intensity aerobic activity every week, (e.g. biking or walking to the store, pushing a lawn mower), or 75 minutes per week of vigorous-intensity aerobic activity (e.g. riding a bike fast or on hills, playing basketball, jogging) as well as muscle-strengthening activities (e.g. heavy gardening, lifting weights, yoga) on two or more days a week. Children should do one hour of physical activity each day. (CDC 2011).



Nationally, 25.1% of adults do no physical activity, compared to 18% in Colorado and 23% in Adams County. 51% of U.S. adults reported getting 30 minutes of physical activity

³ Although Healthy People 2020 is referred to throughout this document, Healthy People 2010 goals and targets are used instead of 2020 goals and objectives to assess consumption of fruits and vegetable because 2010 goals and targets align with the data collected while 2020 goals and targets do not. 2020 goals and targets are as follows: increase the contribution of fruits to the diets of the population aged 2 years and older (Target .9 cup equivalents per 1,000 calories; increase the contribution of total vegetables to the diets of the population aged 2 years and older (Target 1.1 cup equivalents per 1,000 calories; increase the contribution of dark green vegetables, orange vegetables, and legumes to the diets of the population aged 2 years and older (Target .3 cup equivalents per 1,000 calories) (HHS Nutrition 2011).

per day five days per week, or an equivalent which meets the CDC- recommended guidelines, compared to 57.1% of Colorado adults and 51.8% of Adams County adults (see Figure 10)(CDC 2009; CDC 2010; TCHD 2010; CDPHE 2011).

The majority, 69.1%, of the south Thornton community members surveyed reported getting 30 minutes of physical activity a day, three to five days per week. 29.6% reported not getting the minimum recommended levels. 1.2% did not respond (see Figure 11).

In Colorado, older adults are very active, but children are not getting enough physical activity. Colorado was ranked first nationally in 2009 with 75.2% of older adults participating in a physical activity in the past 30 days. Conversely, Colorado children ranked 34th nationally in 2007 with 64.1% of children, age six to 17, participating in vigorous physical activity for four or more days per week (CHF 2010).

According to 2004 – 2007 data, the percentage of Colorado adults who were physically inactive was greater among Latinos (30.9%) and Blacks (21.2%) than Whites (14.4%) (Palacio et al, 2009).

Healthy People 2020 goals related to physical activity include:

- Reduce the proportion of adults who engage in no leisure-time physical activity (Target 32.6%).
- Increase the proportion of adults who engage in aerobic physical activity of at least moderate intensity for at least 150 minutes/week, or 75 minutes/week of vigorous intensity, or an equivalent combination (Target 47.9%) (HHS Physical 2011).

Colorado children, Adams County adults and south Thornton survey respondents are meeting Healthy People 2020 targets for physical activity.

Figure 11. Physical Activity, South Thornton Community Members, 2011



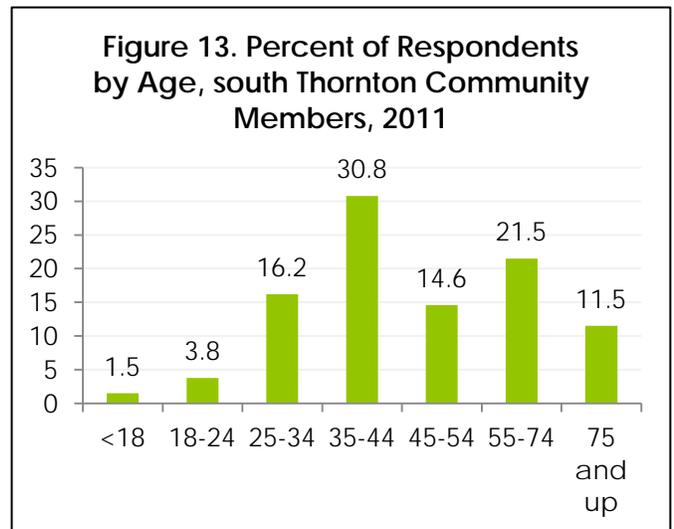
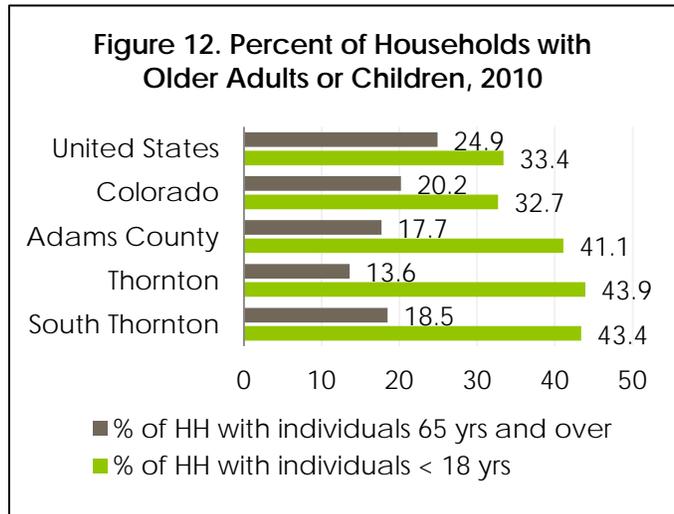
II.B.3 Population Characteristics of South Thornton⁴

Age

South Thornton has a lot of age diversity that is reflective of the Thornton community at large and Adams County. In 2010, 53.1% of the population was between 19 and 54 years of age with the median age being 30. However, 30.5% of the population was under 18 years of age, while 8.6% was 65 years and over (Census DP-1 2010).

Also similar to Adams County and Thornton, 43.4% of south Thornton households in 2010 had individuals 65 years and over, while 18.5% of households had individuals under 18 years (see Figure 12) (Census DP-1 2010).

Of the 130 south Thornton community members who participated in the HIA process, 61.1% were between 25-54 years of age, and 33% were 55 years and over. This is a similar proportion to the south Thornton area as a whole. However, only 1.5% of the participants were under 18 years. (see Figure 13).



South Thornton has similar proportions of older adults and children as in the city of Thornton. Almost one in five south Thornton households include children. About two in five households include older adults.

⁴ South Thornton data reported in this section is inclusive of Census Tracts 90.01 91.01, 92.02, 92.03, 93.04, 93.07, and 93.18 which cover the STaR area. However, the boundaries of these census tracts are not identical to those of the STaR area.

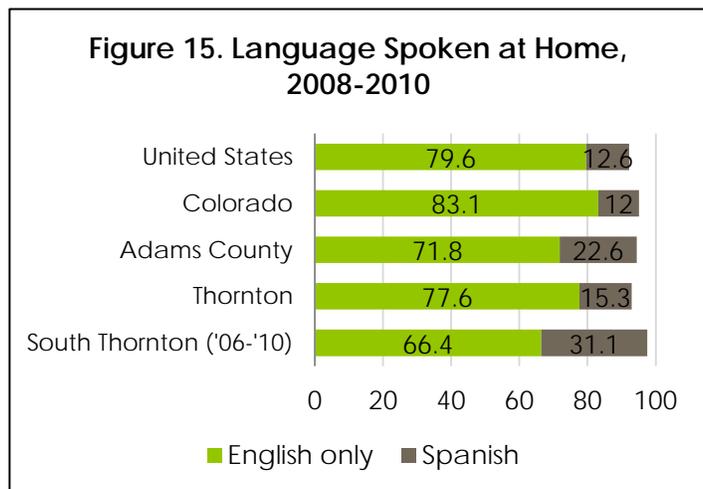
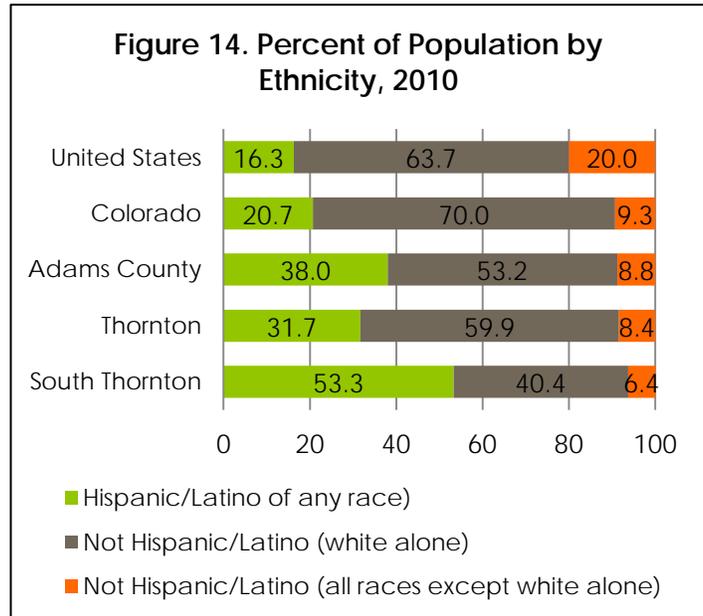
Race and Ethnicity

South Thornton is a racially and ethnically diverse community. By race, 67.5% of south Thornton’s population in 2010 was White, compared to 77.4% in the city of Thornton, 73.3% in Adams County, 81.3% in Colorado and 72.4% in the U.S. (Census DP-1 2010).

By ethnicity (see Figure 14), 53.3% of south Thornton’s population is Hispanic or Latino, significantly higher than the proportion of Hispanics or Latinos in the city of Thornton (31.7%), Adams County (38%), Colorado (20.7%) or the U.S. (16.3%)(Census 2010 DP-1).

Out of the 130 south Thornton community members that participated in the HIA, 39.7% identified themselves as White, non-Hispanic and 54.2% identified themselves as Hispanic. The HIA sample of participants is representative of the south Thornton population by race and ethnicity.

A lesser percentage, 66.4%, of south Thornton residents speak English only, compared to residents of Thornton (77.6%), Adams County (71.8%), Colorado(83.1%) and the United States (79.6%). 31.1% of south Thornton residents speak Spanish compared to 15.3% in Thornton (Census DP-02 2010) (see Figure 15). Out of 167 south Thornton community members that participated in data collection activities, 73.1% participated in English, while 26.9% participated in Spanish.

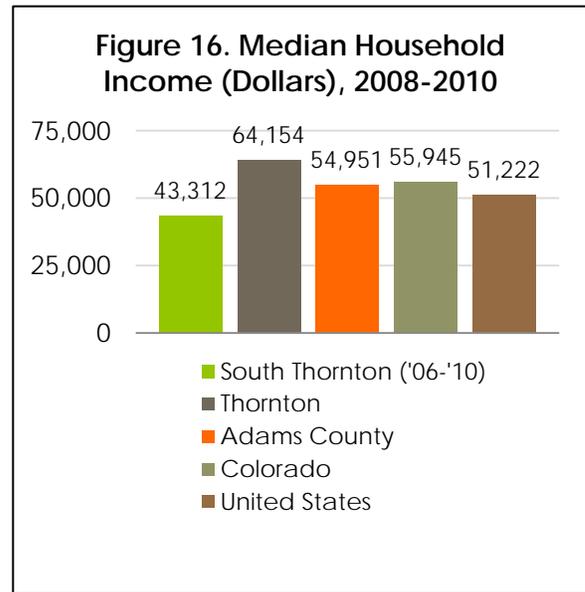


South Thornton has a relatively high proportion of people of color; with over half of south Thornton residents identifying as Hispanic.

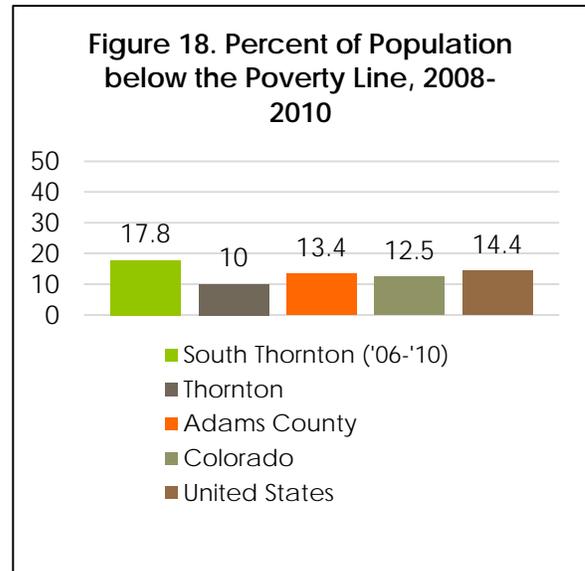
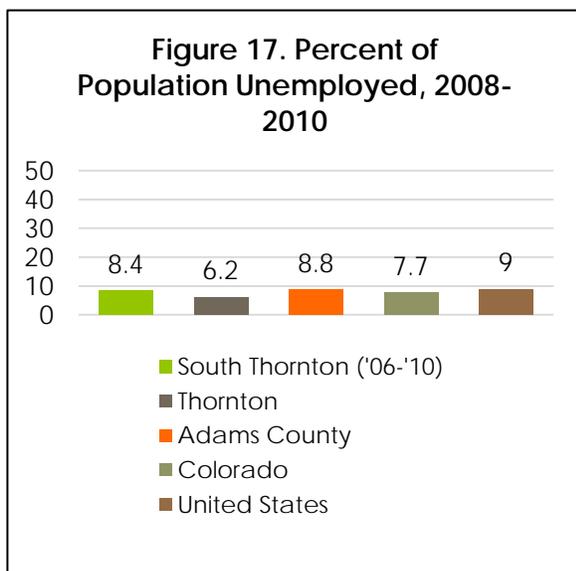
Socioeconomic Status

The median household income in south Thornton is \$42,312, significantly less than Thornton (\$64,154), Adams County (\$54,951), Colorado (\$55,945) and the U.S. (\$51,222) (Census 2010 DP-03 2010) (see Figure 16). Similarly, the unemployment rate in south Thornton is higher at 8.4% than in Thornton (6.2%) and comparable to Adams County, (8.8%) Colorado (7.7%), and the U.S. (9%) (Census 2010 DP-03 2010) (see Figure 17),

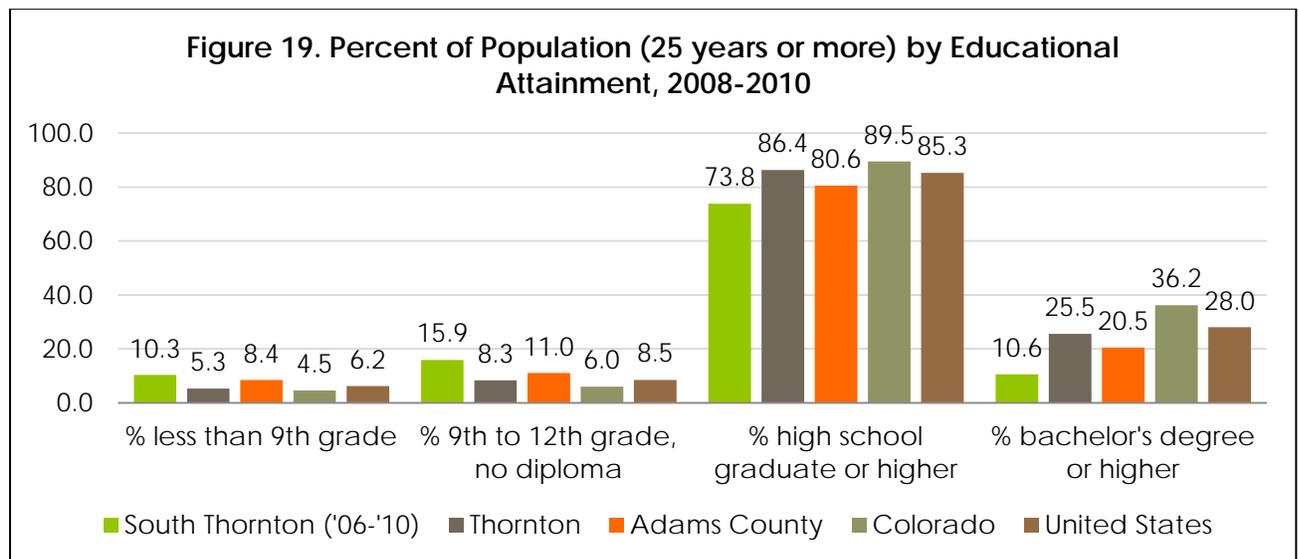
17.8% of south Thornton residents live below the poverty line, greater than the 10.0% in Thornton, 13.4% in Adams County, 12.5% in Colorado, and 14.4% nationwide (Census 2010 DP-03 2010) (see Figure 18).



Another indicator of poverty is the number of children who qualify for the free or reduced lunch program in schools. Public school children qualify for free or reduced lunches if their family's income is less than 185 percent and 130 percent respectively, of the federal poverty level. The percent of students in pre-kindergarten through 12th grade who qualify for free or reduced lunch is 68% in the Mapleton School District. This is significantly higher than the 34% of qualifying students in the Adams 12 School District and 40% of students statewide (ACF 2009).



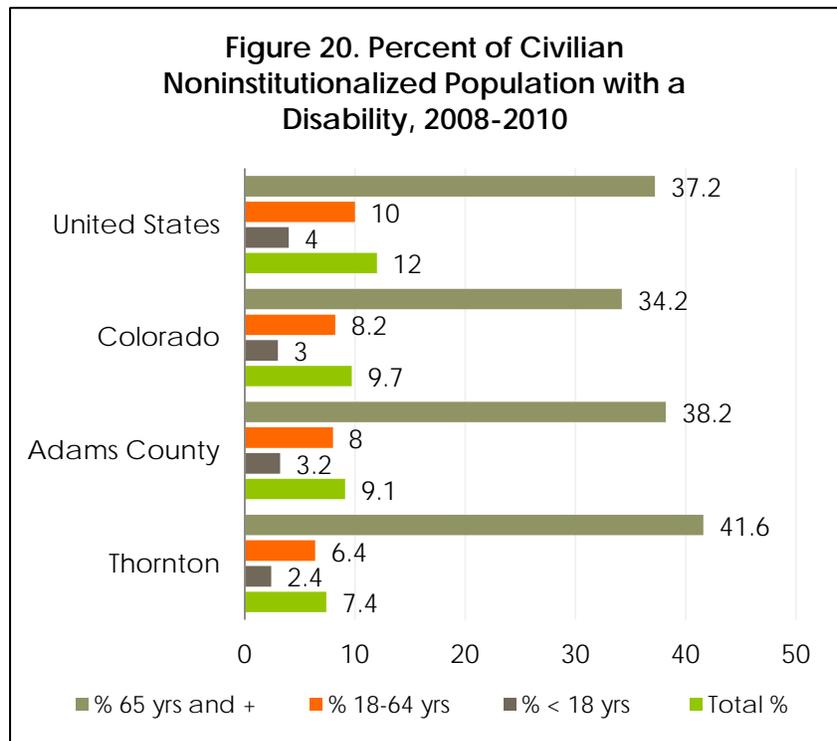
Poverty can negatively affect educational attainment which has health implications. Those with more education have more positive health behaviors and prolonged life expectancy. Conversely, dropping out of school is associated with delayed employment opportunities, poverty and poor health (Backlund et al. 1999; DHHS 2000). In south Thornton 15.9% of residents 25 years or older do not have a high school diploma and 10.6% have a bachelor's degree or higher. By comparison, Thornton, Adams County, Colorado, and United States residents have lower percentages of residents without a high school diploma and higher percentages with a bachelor's degree or higher (see figure 19).



South Thornton residents earn less income per household, have comparable unemployment rates, have a greater proportion of people below the poverty line, and achieve lower educational attainment than residents in Thornton, Adams County, Colorado, and the United States.

People with Disabilities

According to the World Health Organization (2011) “people with disabilities have generally poorer health, lower education achievements, fewer economic opportunities and higher rates of poverty than people without disabilities.” Data specific to south Thornton is not available, but citywide, a lower percent (7.4%) of Thornton residents have a disability compared to the national, state and county populations. However, Thornton does have a comparatively higher proportion of older adults with disabilities (41.6%) (see Figure 20) (Census DP-02 2010).



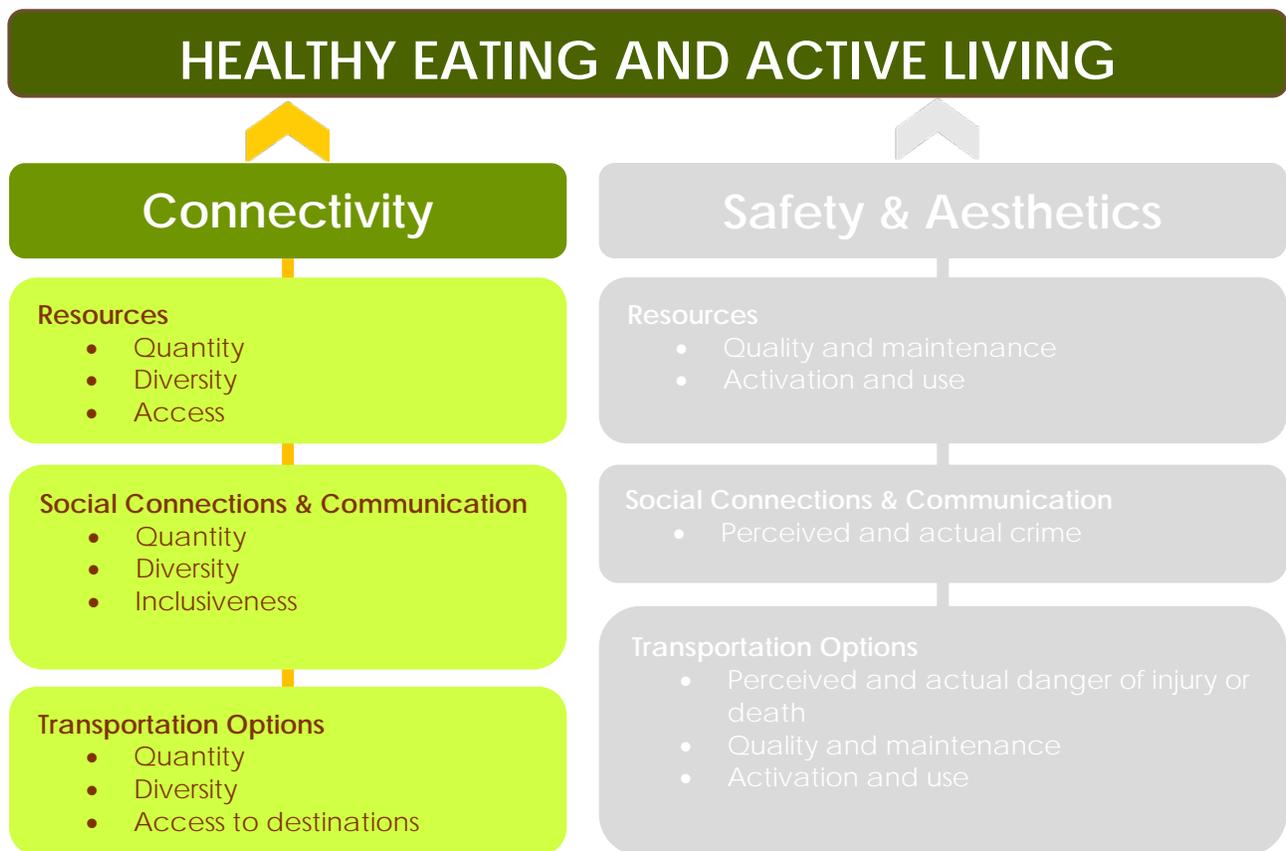
Two in five older adults in Thornton have a disability.

II.C Findings: Connectivity

II.C.1 Introduction

One of the two key themes that emerged during the HIA data collection process was connectivity. Connectivity, as spoken about by community members, includes connections between: 1) people and resources, 2) transportation infrastructure and resources, 3) different groups of people, and 4) transportation infrastructures for different modes (e.g. biking, walking). For the HIA, these types of connections have been organized under three topic areas: 1) resources, 2) social connections and communication, and 3) transportation options. Each are discussed in terms of assets and challenges. Figure 21 shows the framework used for assessing and forming recommendations for the theme of connectivity, incorporating the three key indicators from HDMT.

Figure 21. How Connectivity Provides the Foundation for Health Eating, Active Living



Based on primary and secondary data collection, a number of assets and challenges related to connectivity in the STaR area were identified. Table D summarizes the findings that are detailed in sections II.C.2 – II.C.4.

Table D: Summary of ‘Connectivity’ Assets and Challenges

	ASSETS	CHALLENGES
Resources	<ul style="list-style-type: none"> • Culturally diverse grocery stores • Community gardens • Ample parks and open space • Senior Center & Community Center • Education facilities • Anythink Library • Local health care institutions 	<ul style="list-style-type: none"> • Predominance of fast food restaurants • No farmer’s market • No large recreation center • Limited programs for youth, particularly after school
Social Connections and Communication	<ul style="list-style-type: none"> • Diversity of residents • Friendliness • Faith-based organizations • Community events put on by the City 	<ul style="list-style-type: none"> • Insufficient opportunities and gathering spaces for diverse residents to come together (older adults and youth, Hispanics and non-Hispanics) • Insufficient capacity for communication between the City and non-English speakers
Transportation Options	<ul style="list-style-type: none"> • Regional connections to Denver with Interstate I-25 • Local and regional connections by bus • Proposed transit station at 88th Avenue and Welby Road 	<ul style="list-style-type: none"> • Insufficient transportation connections between areas east and west of I-25 • Location and number of bus routes, frequency of buses, number of transfers necessary to make desired trips • Insufficient infrastructure for bicycling and walking • Paths do not connect to destinations that community members want to go to

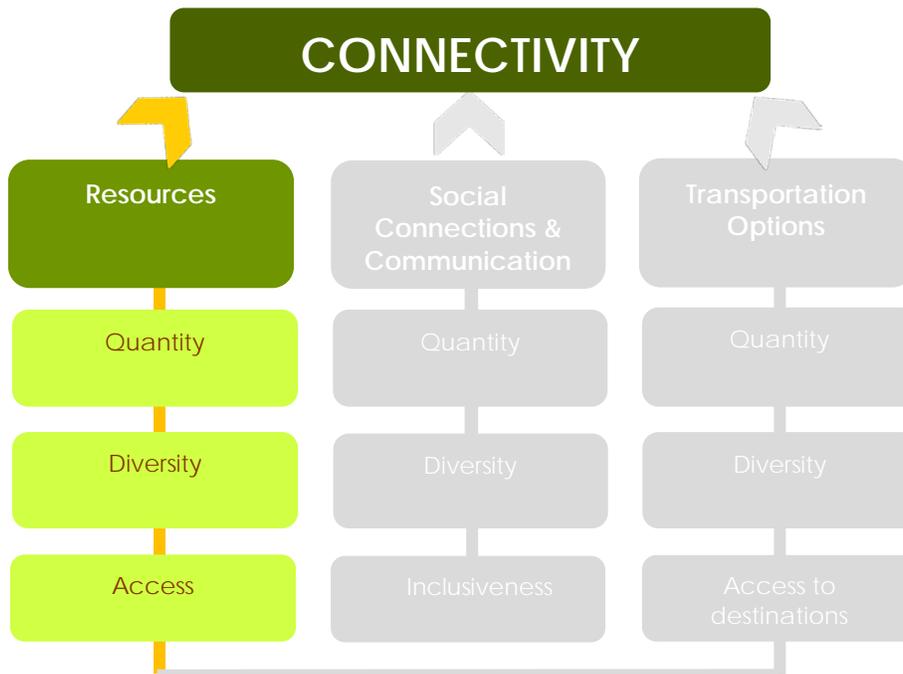
II.C.2 Resources

This section will explore connectivity as it relates to the quantity and diversity of food sources, parks, open space, recreation facilities, civic services, cultural facilities, health care providers, and educational facilities in south Thornton, as well as the pathways and modes of transportation commonly used to access these resources.

The quantity and diversity of resources (e.g. grocery stores, parks, schools), and the ease of accessing these resources, can impact health. People who live in communities with many types and varieties of services close to where they live can more easily meet their day-to-day needs for living, working, and playing by walking or riding a bike.

“Specific land uses most strongly linked to household trips made on foot include grocery stores; restaurants and taverns; parks; civic uses; educational facilities; office buildings; and neighborhood-scale retail establishments” (Frank and Company, Inc. 2005, as cited in Public Health Law & Policy).

Figure 22. Framework for Connectivity: Resources



Food Sources

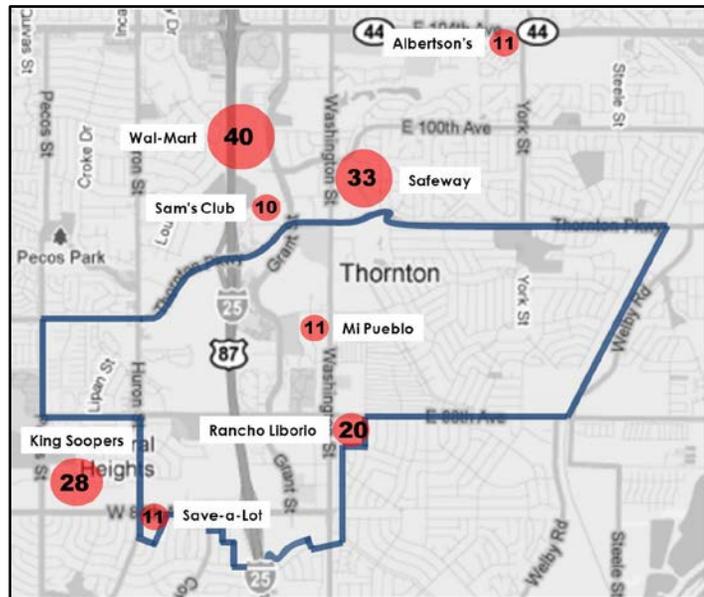
Grocery Stores. 36.9% of south Thornton residents have a supermarket with one-half mile of their home. This distance is generally estimated to be about a 10- minute walk by an able-bodied person.

Figure 23 highlights where most HIA participants buy the food they eat at home (note: up to three locations were recorded for each respondent). Of the three large grocery stores located within the STaR area, 25% of participants shop at Rancho Liborio, 14% at Mi Pueblo and 14% at Save-A-Lot. Responses also revealed that residents of south Thornton choose to shop at grocery stores outside the STaR area more often than those near their homes such as: Walmart (49%), Safeway (40%), King Soopers (35%), Albertson's (14%), and Sam's Club (12%).

Among Hispanic respondents, Mi Pueblo and Rancho Liborio were valued because they provide culturally relevant foods and fresh produce. Having bilingual and bicultural staff contribute to customer satisfaction. Community members also said they would like to see a Whole Foods, Sunflower Market, or Sprouts. These stores were considered healthier than existing options. 7.4% of the HIA participants shop at Sunflower Market, Sprouts or Vitamin Cottage locations outside of the STaR area.

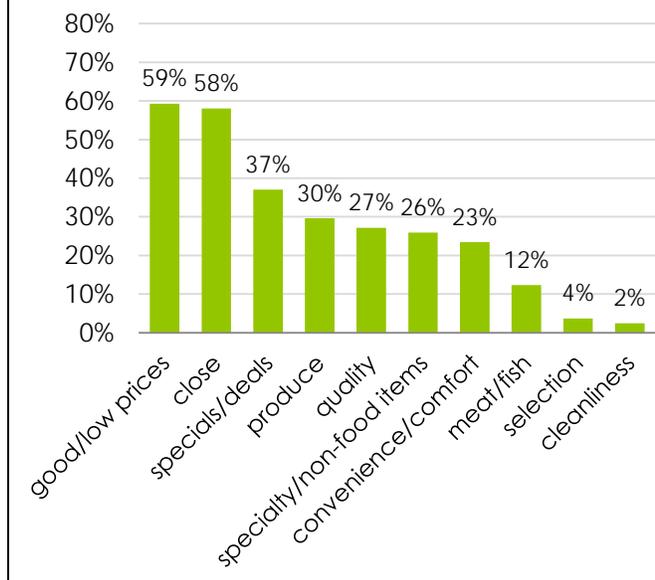
Based on HIA survey responses,

Figure 23. Where do you get most of the food that you eat at home?



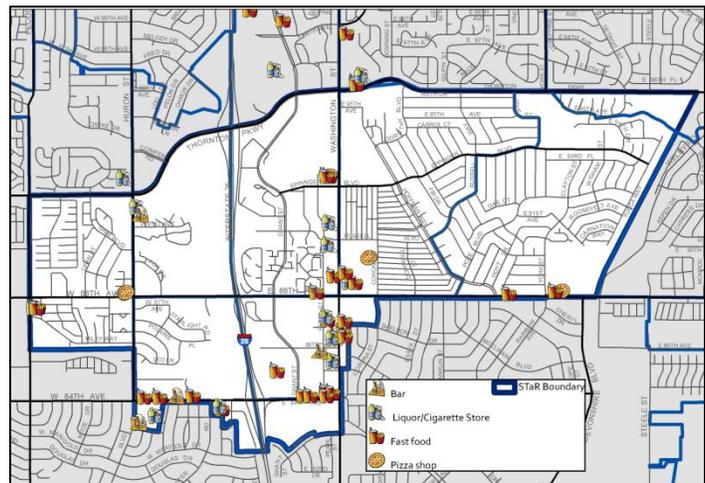
Red circles mark grocery store locations mentioned by HIA participants. The size of the circle and the number listed within each corresponds with the number of survey participants that reported it as a place where they buy the food they eat at home.

Figure 24. Why do you get your food [at that place]?



90.8% of trips to primary food sources are made by car. Only a small number of trips are made by other modes including walking or wheelchair (5.1%) bus or call-a-ride (2.9%) or bike (0.6%). Those people who take the bus go to Safeway on the 88, Mi Pueblo on the 92, King Soopers on the 92 or Rancho Liborio on the 88 or the 92. Those who make trips by walking or wheelchair go to Rancho Liborio, Mi Pueblo, Save-a-Lot, Safeway and a neighbor's garden. The majority of non-automobile trips are to locations within the STaR area.

Figure 25. Fast Food Locations



When asked “Why do you get your food there (the place where you get most of the food that you eat at home)?” 59.3% of participants stated “good/low prices” and 58% stated “close proximity to their home or work (see Figure 24).”

Restaurants. In the STaR area, there are approximately 26 fast food restaurants and 10 sit down restaurants. Fast food outlets are highly concentrated on Washington Street between 88th Avenue and 84th Avenue, and along 84th Avenue on either side of highway I-25. 83% of residents live within a 1/2 mile of a fast food outlet (see Figure 25). Community members acknowledge the abundance of fast food outlets and would like to see more sit down restaurants with healthier options.

Community Gardens. There are two City-supported community gardens in the STaR area located at faith-based institutions (Church of God and Thornton United Methodist). 11% of south Thornton residents live within a 1/4 mile, or about a five-minute walk, of one of these community gardens. These gardens also give excess food to the local food banks. There is a third community garden in the STaR area, supported by Denver Urban Gardens (DUG), at Renaissance 88 Apartments. This garden serves residents in the 180 unit apartment complex. Only 4.9% of people who were surveyed reported using a garden as a primary food source. HIA participants reported that they want more community gardens in south Thornton.

Farmer's Markets and Community Supported Agriculture. There are no farmer's markets in the STaR area or drop-off sites for community-supported agriculture. Community-supported agriculture refers to a farming cooperative where members receive a weekly share of locally- or regionally-grown produce through weekly pick-ups at a

“drop-off” site that is convenient for the farmers and the members. HIA respondents stated that they are interested in having locally grown, healthy, organic food options in south Thornton, mentioning community gardens and farmer’s markets as sources.

Food Banks. There is one food bank, Thornton Community Food Bank, located in the STaR area and its service area covers the section of south Thornton east of I-25. However, STaR area residents can also go to food banks outside of the STaR area. The Senior Hub food pantry near the STaR area serves all Adams County seniors. Non-seniors of Adams County may receive one-time only assistance from this food pantry.

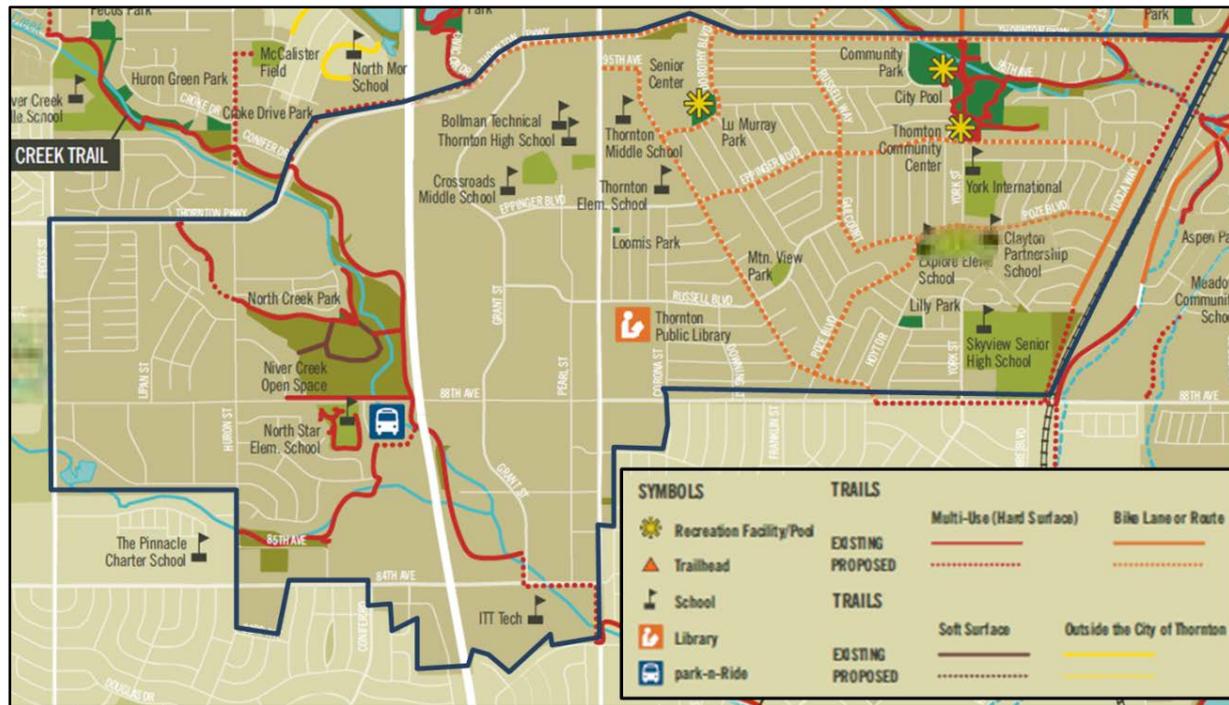
Food Programs. Several Adams 12 schools provide students with breakfast and lunch daily. Some also have a grant that provides a fresh fruit or vegetable snack each day. Some schools in the Mapleton school district have a summer food program. The Senior Center offers cooking classes and a daily meal Monday through Friday that is prepared on site. Senior Hub offers the Meals on Wheels program. There are no WIC clinics in south Thornton. The nearest are at 72nd Avenue and Pecos Street in Denver and 104th Avenue and I-25 in Northglenn.

Parks, Open Space, and Recreation Facilities

Parks and Open Space. Community members consistently stated that parks are supportive of health. 69% of survey respondents rated the amount of parks and areas for play as “very good” or “good”. Community Park (east of I-25) and Niver Creek Open Space (west of I-25) were frequently reported as assets in south Thornton. In addition to Niver Creek Open Space that covers 65 acres, seven parks ranging from .18 to 30.08 acres are located throughout the STaR area (see Figure 26). North Creek Park and Niver Creek Open Space are located west of I-25 while the other parks are east of I-25. 77% of south Thornton residents live within a ¼ mile of a park and 100% live within a ½ mile.

Although parks and open space are consistently mentioned as assets in south Thornton, paths connected to them are considered to be limited, especially to Community Park and Niver Creek Open Space. This makes connectivity and access a challenge. The Niver Creek Trail runs from northwest of the Niver Creek Open Space to the east side of I-25, ending just north of 84th Avenue on Grant Street. Community members often said that trails “lead to nowhere,” referring to the limited destination points on either end.

Figure 26. Parks, Trails, and Open Space



Recreation Facilities. The Senior Center and the Community Center were consistently reported to be assets in south Thornton by community members. There are four indoor and outdoor recreation facilities in the STaR area (see table E): Thornton Community Center, Thornton Senior Center, Thornton Arts and Culture Center and City Pool. 12.0% of residents live within a 1/4 mile of a recreation center and 29.1% live within 1/2 mile. In addition, every summer a mobile recreation program called the Portable Playground is taken to 10 high-density housing units, eight of which are within the STaR area. The portable playground is a vehicle that brings supplies for games and crafts and supervisory staff to kids that live in the apartment complexes and manufactured home communities.

Community members repeatedly referred to the lack of a recreation center in south Thornton like the Margaret Carpenter Recreation Center located further north as a challenge. Hispanic community members in south Thornton would like more soccer fields in the area. The capacity of City Pool was also reported as a challenge, as its size does not adequately accommodate the number of users.

Education Facilities

There are an estimated 9,393 children under six years of age living below the poverty level in Adams County. There are 236 child care homes and 75 child care centers in the county with 16,044 slots. The majority of child care facilities in the Adams County

area have slots for these children, but the cost (approximately \$9,900-\$12,800 per year) is too expensive for families with low incomes to afford. Thus most low income children in Adams County are without childcare (Early Childhood Leadership Commission & The National Network of Child Care Resource and References 2011; Red Rocks Community College Child Care Innovations 2012).

77.89% of households in south Thornton are within a ½ mile of a public elementary school. There are twelve schools and two school districts in south Thornton. Adams 12 schools are west of Corona and include: North Star Elementary, Thornton Elementary, Thornton Middle, Crossroads Middle, Thornton High, and Bollman Technical. Mapleton schools are east of Corona and include: Explore Elementary, Clayton Partnership, and Skyview High. Charter schools in south Thornton include York International and Pinnacle (just west of STaR area). There is one post-secondary school, ITT Tech, in the STaR area.

Mapleton and Adams 12 school districts, as well as Pinnacle Charter School were consistently mentioned as assets by community members. The Skyview campus has 7.3 acres of outdoor recreation space and York International has 1.1 acres.

Community members reported the lack of youth programs, school and non-school-based, as a challenge in south Thornton. Additionally, no schools in the STaR area have a community garden or a joint use playground. However, the City of Thornton’s Parks and Recreation Department is working with Mapleton School District on a joint use playground agreement which would allow for public use of school facilities. The agreement will likely not be completed for several months. Once completed, access to school recreation facilities will likely improve.

Table E. Parks, Open Space and Recreation Facilities: Acreage and Amenities

Name of Facility	Acreage	Amenities
North Creek Park	3.45	Playground, pavilion, open grass area
LuMurray Park	3.34	Playground, basketball court, pavilion, horseshoes, shuffleboard, open grass area
Loomis Park	.18	playground
Mountain View Park	.78	Playground, pavilion
Community Park	30.08	Lighted baseball fields, pavilions, basketball court, concrete walking trails, open grass areas, programmable sportfield areas
Sam Molinaro Park	7.04	Programmable sport field area at Clayton school, programmable sport field area at Bertha Heid school; open grass area between the two programmable fields
Lilly Park	1.1	Playground, pavilion, open grass area
Niver Creek Open	65	Concrete and crusher fines walking trails,

Table E. Parks, Open Space and Recreation Facilities: Acreage and Amenities

Space		educational signage, benches and picnic tables
Thornton Senior Center	-	Exercise room with machines and free weights, fitness classes
Thornton Arts & Culture Center	-	Space for additional senior center fitness classes
City Pool	-	Outdoor pool/water park
Community Center	-	Teen center, exercise room with machines and free weights, concrete skate park, concrete in-line hockey rink, lighted tennis courts, grass volleyball courts, community building including kitchen
Skyview Campus	7.3	Baseball field, stadium, programmable sport field area, practice field, future soccer area north of building
York International School	3.5	Programmable football field

City Services & Cultural Facilities

Fire and Police. There is one fire station in south Thornton on the east side of I-25 near the Senior Center. The Thornton Police Department is also just outside the STaR area near Thornton Parkway and I-25.

Libraries. The Anythink Library system, including the bookmobile, is seen as an asset in the community. 87.7% of south Thornton residents live within 1 mile of a library. 41.8% live within ½ mile of a library (see Figure 27).

Other cultural facilities. The Thornton Arts and Culture Center is located on the east side of I-25 on Dorothy Boulevard. It houses one of three public art pieces in south Thornton.

Figure 27. City Services and Cultural Facilities

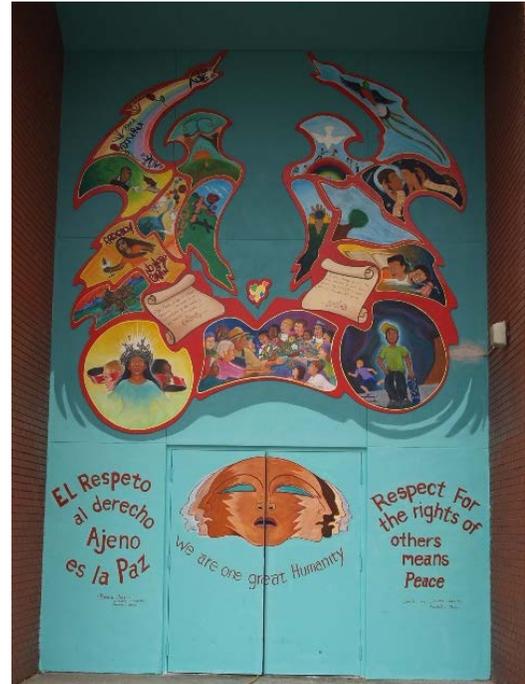


The other two pieces of public art are located at the Community Building and the Community Center, both within Community Park. The mural entitled “One Great Humanity” is on the side of the Community Center building and was created with the help of local high school students. It addresses topics including bullying, drinking, peer pressure, self-image and identity (City of Thornton 2010).

Another eight pieces of public art, just outside the STaR area, are featured at the Civic Center near Thornton Parkway and I-25. Community members who participated in the HIA did not mention the Thornton Arts and Culture Center or any other cultural events, public art, performing arts, or theaters during the data collection process. A relatively small amount of art or cultural facilities (14.8%) are within a ½ mile of a regional bus stop.

Local Health Care Institutions

The majority of community members viewed the local health care system as an asset in south Thornton, mentioning North Suburban and Clinica Family Health Services specifically. Health care is the fifth most common industry in Thornton after construction, profession, educational, and food services, and is one of the larger employers (4.8% of residents work in health care). 36.92% of public health facilities are within a ½ mile of a regional bus stop.



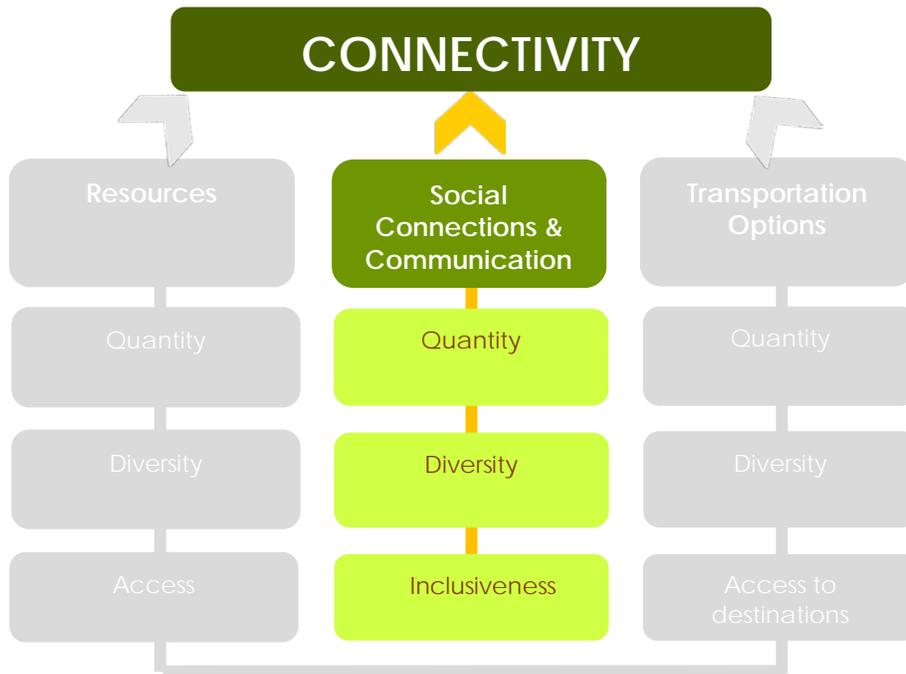
Mural entitled “One Great Humanity”, Community Center Building

II.C.3 Social Connections and Communication

This section explores connectivity as it relates to the look, quantity, diversity and inclusiveness of social connections and communication in south Thornton (see Figure 28).

“Communities that have strong social networks and foster social inclusion are healthier. Isolation and lack of support not only contribute to illness, they disempower individuals and communities. Neighborhoods where community members gather and help one another can foster belonging, affirmation and increased civic participation. They also have a bigger voice: organized groups can better advocate for their needs, reduce crime and increase safety, and bring health-promoting resources and services into their environment” (California Newsreel 2008).

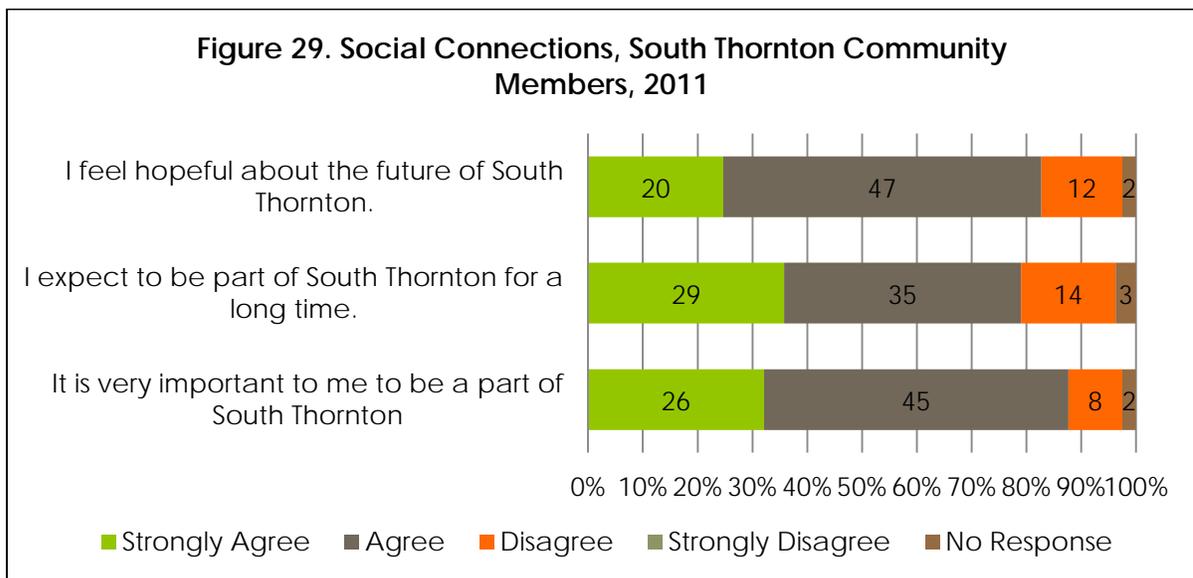
Figure 28. Framework for Connectivity: Social Connections and Communication



Diverse Residents with Common Ground

Community members in south Thornton are diverse in many ways including age, culture, language, and tenure. Many long-term residents are homeowners and are older adults who have lived in these neighborhoods for over 50 years. In general, they are well connected, know their neighbors and know how to access the resources they are seeking. Many newcomers are first time homeowners or renters that are attracted by a range of housing types and prices. They are often young families with children that may not have established connections. A growing population of non-English speakers may also mean language is a barrier to forming meaningful connections.

What these diverse community members have in common is their friendliness, their dedication to the community and their hopefulness about its future. When asked to rate the friendliness of south Thornton, 72% of community members asked said “very good” or “good”; 22% said “not good or bad” and 4% said “bad”. Respondents overwhelmingly “agreed” or “strongly agreed” with the statements: “it is very important to me to be a part of south Thornton” (82.7%); “I expect to be part of south Thornton for a long time” (79.0%); and “I feel hopeful about the future of south Thornton” (87.7%) (see Figure 29).



Gathering Spaces and Activities

To accommodate its diverse residents; south Thornton has a number of gathering spaces that create opportunities for social interaction. The City offers many programs, activities, and events to residents citywide, many of which take place in south Thornton gathering spaces including the Senior Center, the Community Center, schools, and parks. Social and recreational opportunities exist for seniors at south Thornton’s Senior Center including the senior center meal program, lectures, trips, fitness center and health clinic access, drop-in activities and special events. The Community Center,

including the teen center, skate park, and other amenities targets children, especially teens, providing them with space for programmed and more informal opportunities for socializing and recreating. The School Resource Officers program connects Thornton police officers with high school and middle school students, promoting safety in school and creating positive connections between students and law enforcement officers. Citywide events and festivals held in south Thornton include HarvestFest and the Easter Egg Scramble at Community Park, and concerts at Bertha Heid and Community Parks. Community members view these gathering spaces and events as assets and would like to see more in south Thornton.

Churches and community gardens also provide space in south Thornton that fosters social connections. There are 16 churches in south Thornton, two of which, Holy Cross Catholic Church and Thornton Presbyterian Church, were frequently mentioned by HIA participants as strong community service providers through linkages with the local food bank, providing resources to those in need, and providing community activities. The Eden We've Been Needin' community garden at the Church of God involved over 50 volunteers during construction and included church members, Volunteers for America volunteers, and persons doing community service. The community garden at Thornton United Methodist collaborates with kids from Mapleton schools as well as with seniors. The social impacts of community gardens were recently studied across Denver gardens. Studies have found that "gardeners are more involved in social activities, view their neighborhoods as more beautiful, and have stronger ties to their neighborhoods" (Comstock et al. 2010; Hale et al. 2010). "Community gardens [also] promote stronger neighborhood leadership, outreach, and volunteerism" (Teig et al. 2009).

Community members also noted some challenges in south Thornton related to gathering spaces and activities. Limited interactions between older adults and youth, as well as limited interactions between Hispanics and non-Hispanics are seen as challenges. Age and cultural differences naturally separate these groups. To address this, community members said they would like to see more events and opportunities for diverse groups to be able to come together and get to know one another. In addition, community members, particularly those living on the west side of I-25, stated that the majority of common gathering spaces are to the east of I-25 and are more difficult to access. Better connections to existing gathering spaces, as well as additional gathering spaces west of I-25, could address this challenge.

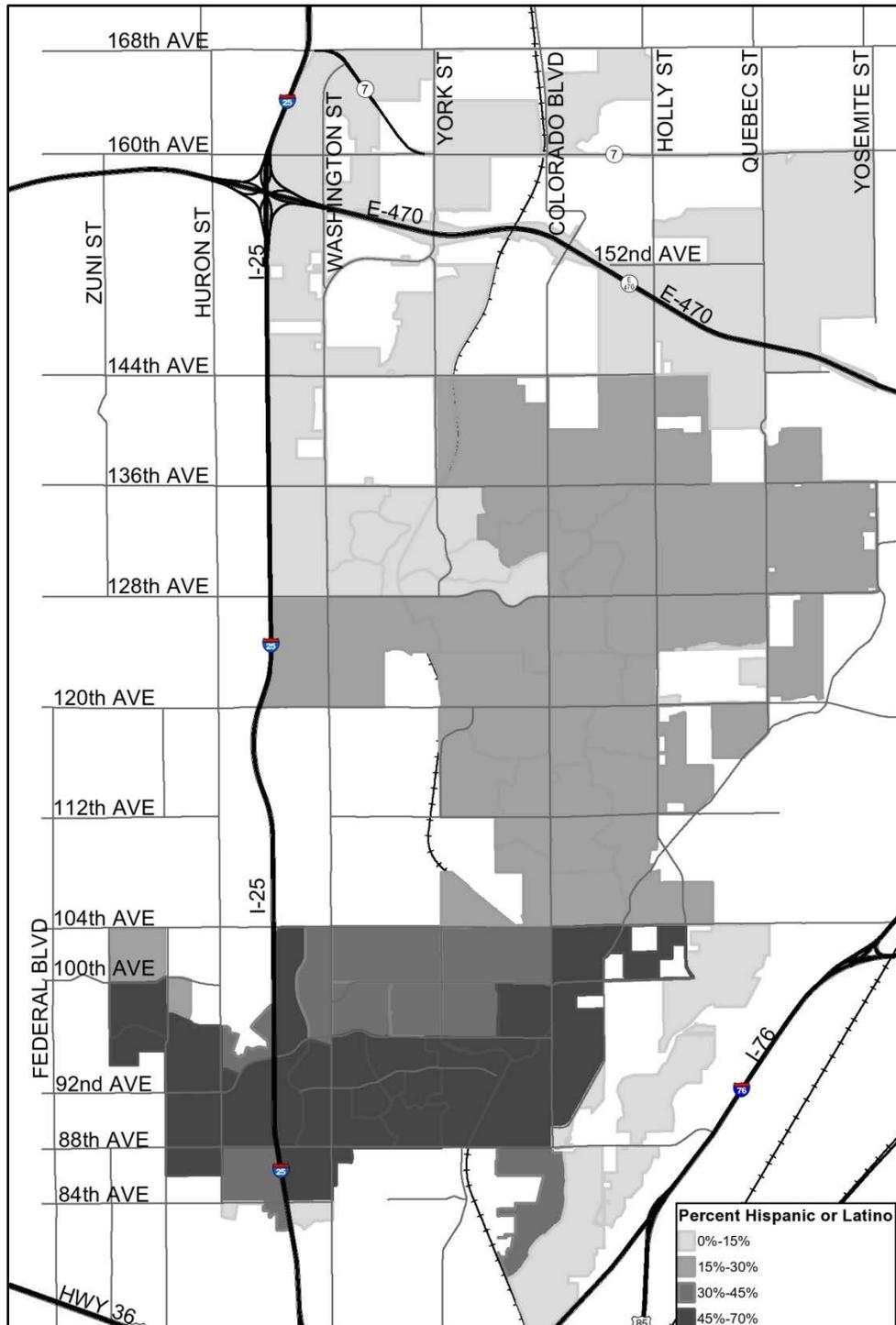
Channels for Communication and Cultural Inclusiveness

The Latino community has grown in the Thornton area. South Thornton has the highest concentration of Hispanics and Latinos in the City (see Figure 30).

Interpretation or translation of materials for residents who have limited English proficiency can be a helpful service. When these services are not provided, it can result in language barriers between English and Spanish speakers and limited

knowledge about programs and events among Spanish speakers. City of Thornton representatives indicated that while services for non-English speaking residents are increasing, additional capacity is needed.

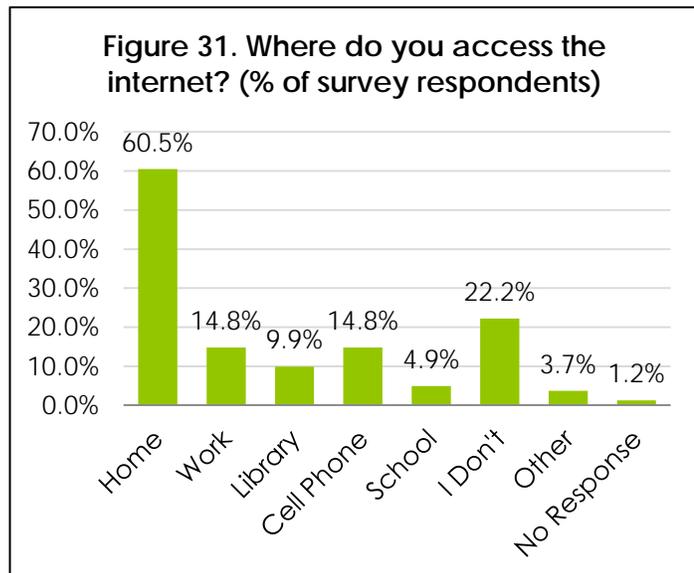
Figure 30. Proportion of Population Hispanic or Latino, Thornton, 2010



The City has been increasing outreach to the Spanish-speaking community. The City recently contracted with a translation service in order to translate informational material, ballots, and service notices, as well as provide translation at public meetings and some City service counters, as needed. The translation services provide translation into Spanish and other languages. Also, since the City receives Federal Community Development Block Grant (CDBG) funding, the City is required to develop and implement a Limited English Proficiency Plan. This plan identifies steps to communicate City actions with Federal funds to low and moderate income residents and those within a CDBG-eligible area. The STaR area includes a CDBG-eligible area.

Many types of communication channels exist in south Thornton (e.g., website, newsletters), particularly between the City and residents. Some are required by state law, and others are utilized in accordance with City policy. For public hearings, community members within a specific geographic area are notified through ads in the Sentinel newspaper and the City's website. For development and zoning projects, signs are posted on the subject property. For comprehensive planning, the public engagement process may include, but is not limited to, meetings, charettes, and community forums. Interpretation support for these engagement activities is advertised as being available upon request. The City also uses Facebook and Twitter, the KTTV bulletin board, posters in bus shelters, utility bill inserts and direct mail postcards to advertise activities and community events. Currently, the majority of outreach through these methods is only in English. However, the City's new translation service can now accommodate translation when feasible. Additionally, dual headset phones have recently been installed at the Planning and Building Inspection counters. These phones enable staff to communicate with Spanish-speaking residents on-site through the translation service.

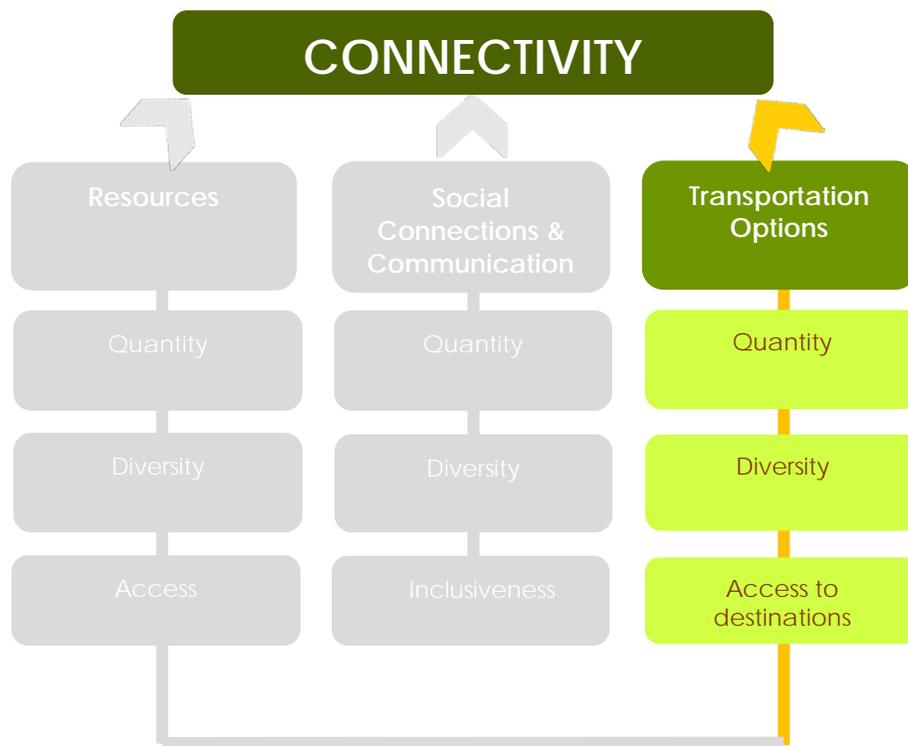
60.5% of south Thornton community members who participated in the HIA reported that they access the internet from home. 14.8% of community members use work computers and 14.8% also use cell phones as internet access points. 22.2% of respondents do not access the internet at all (see Figure 31).



II.C.4 Transportation Options

This section highlights connectivity as it relates to the extent and diversity of the existing transportation options in south Thornton. This includes multimodal options for vehicles, buses, rail, biking, and walking; as well as the connections to resources and destinations in the community (see Figure 32). Multimodal systems that offer transportation options for people of all ages and abilities are more equitable and can improve rates of physical activity. Increased physical activity, in turn, reduces rates of obesity and related chronic diseases. Many experts believe that increasing walking and cycling (together called “active transportation”) is the most practical way to improve public fitness (World Health Organization 2003; Gilbert & O’Brien 2005). Communities with transportation infrastructure that supports a variety of modes provide people more options for getting to where they need and want to go to.

Figure 32. Framework for Connectivity: Transportation Options

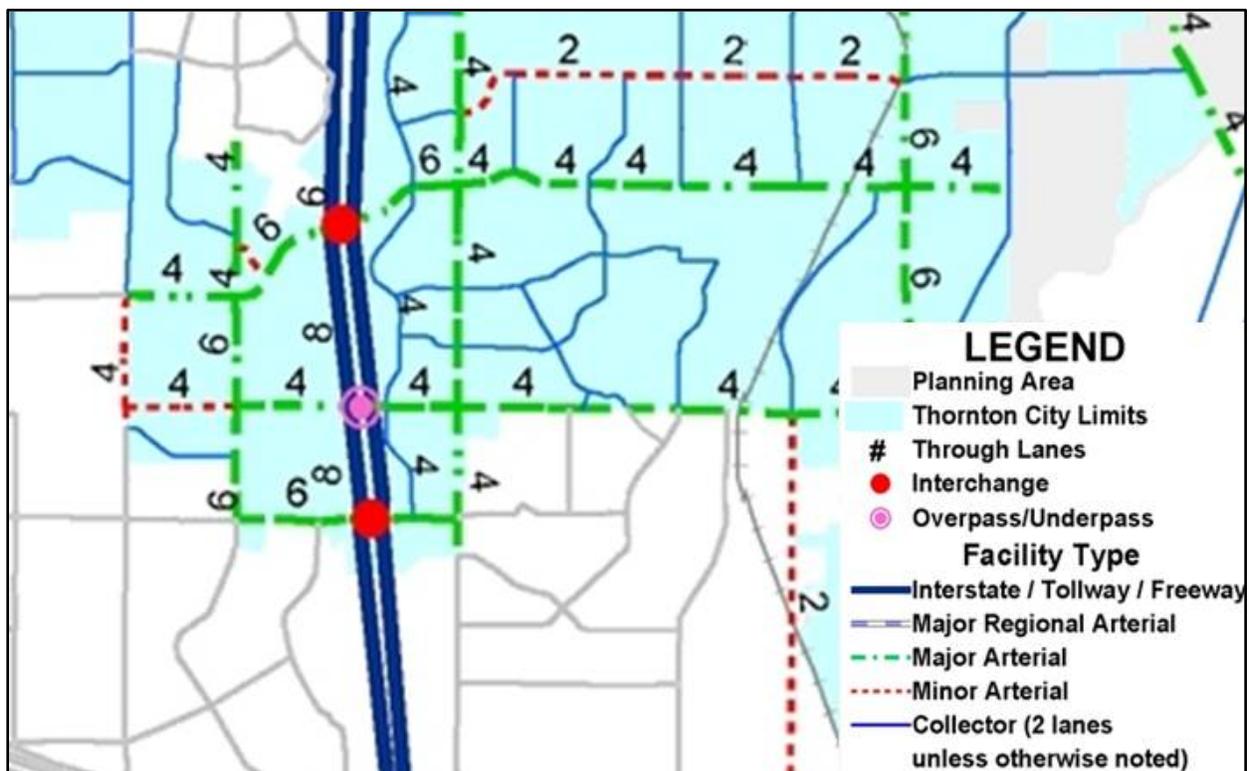


Street Network

Community members who participated in the HIA process consider interstate highway I-25 to be both an asset and a challenge. It is an asset in that it provides convenient regional connections to Denver. It is also a challenge because it acts as a physical barrier between the west and east sides of highway I-25, particularly for those without cars. This limits access to the many resources on the east side for those living on the west side.

Figure 33 shows the street network in south Thornton. Major streets, or arterials, carry significant traffic. Major arterials running north-south are Huron Street and Washington Street. Arterials running east-west are Thornton Parkway, 88th Avenue and 84th Avenue. Highway I-25 cuts through south Thornton with on- and off-ramps at Thornton Parkway and 84th Avenue. The bridge on 84th Avenue that goes over highway I-25 is currently being replaced. The new bridge will be wider and have an additional left turn lane. Sidewalks will also be widened to 10 feet to better accommodate pedestrians and bicyclists.

Figure 33. City of Thornton 2035 Roadway Plan



Collector streets connect residential streets to arterials and carry less traffic than arterials. Collector streets in south Thornton (see Figure 33) include Eppinger Boulevard, Russell Boulevard, Milky Way, Grant Street, Hoffman Way and York Street. As discussed in the STaR Plan Appendix A “The Nature of the Challenge”, collector streets in south

Thornton are limited. This is a circumstance that can increase local traffic on major arterials and lead to traffic congestion.

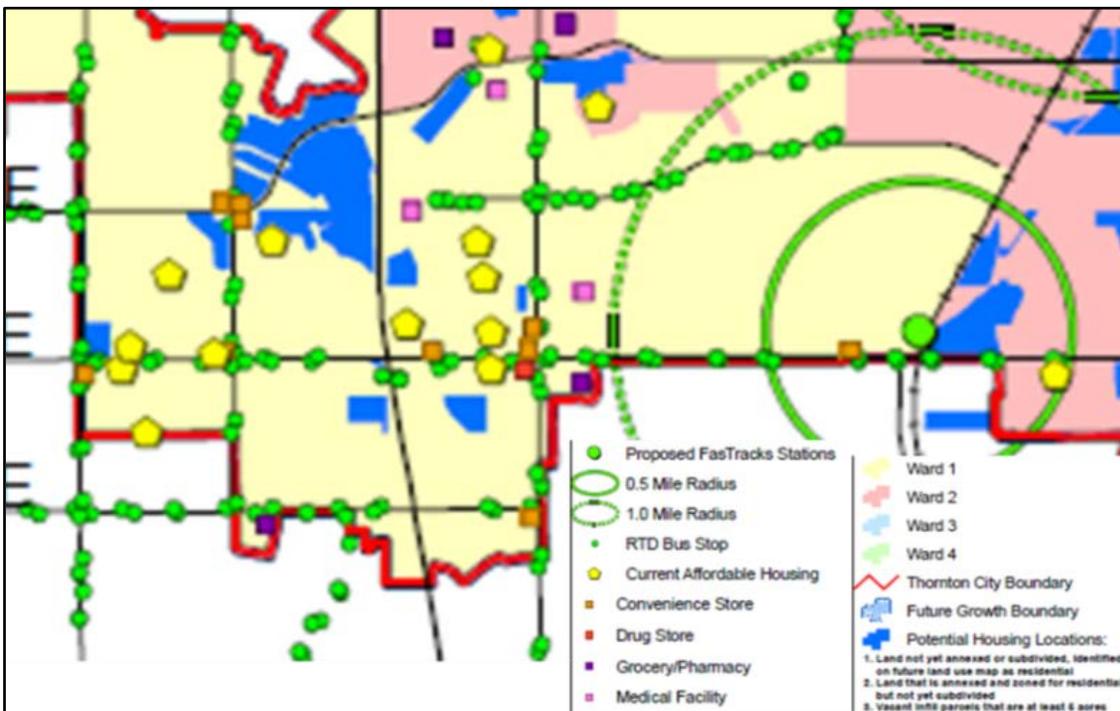
In general, streets east of Washington Street are better connected than those on the west of Washington Street, having fewer dead ends or cul-de-sacs. More street connectivity improves mobility and access to destinations as routes are less circuitous and more direct.

From 2008-2010, 78.7% of Thornton workers 16 years of age and over commuted to work by driving alone; another 10.7% carpooled (Census DP-02 2010). However, as one gets older and limits their driving, it may affect their “connectivity” to resources and social connections. A recent study found that people aged 65 and older who don’t drive make 15% fewer trips to the doctor, 59% fewer shopping trips and restaurant visits and 65% fewer trips for social, family and religious activities compared with those who drive (Bailey 2004).

Public Transportation

55% of community members who participated in the HIA rated access to public transportation as either “very good” or “good”. 22% rated it “neither good or bad” and 14% rated it “bad”.

Figure 34. Transit Stops and Affordable Housing



Five local bus lines and two regional bus lines run through the STaR area. The 80, 88, and 92 run primarily east-west and the 9 and 12 run primarily north-south. All have 30 minute headways, (meaning a bus comes every 30 minutes), except the 80, which has a 60 minute headway (comes once per hour). The 122x and 120x run north-south on I-25 between downtown Denver and 120th Avenue in Thornton and have between 15 and 30 minute headways, depending on the time of day. Bus stops in the STaR area are concentrated on Pecos Street, Huron Street, Grant Street, Washington Street, Eppinger Street, 88th Avenue, and 84th Avenue (see Figure 34). The Thornton park-n-Ride is in the STaR area at highway I-25 and 88th Avenue. It has 817 parking spaces, six bike racks, and 10 bike lockers (RTD 2011).

There is no commuter or light rail line in south Thornton. However, as part of the Regional Transportation District's (RTD) FasTracks Program, a commuter rail station is planned just east of the STaR area at 88th Avenue and Welby Road (see Figure 35). This station is located on the proposed North Metro Corridor that will run from downtown Denver's Union Station to 162nd Avenue and Colorado Boulevard in Thornton. Transit oriented development is planned for the station's site and will accommodate 550 parking spaces upon initial construction (originally scheduled for 2018, but due to a lack of funding may be delayed up to 2042). A pedestrian walkway will connect to the planned station from Yucca Way. Bus and car access will be from 88th Avenue and Welby Road via 88th Avenue or Thornton Parkway, respectively.

Figure 35. 88th Avenue and Welby Road Rail Station Site Plan



that it is especially difficult traveling from east to west across south Thornton and vice versa. Additionally, not all food sources are accessible using public transportation.

98.56% of households in south Thornton are within a 1/2 mile of a public transit stop. 85.39% of households are within a 1/4 mile of a regional public transit stop. According to Center for Transit Oriented Development and Center for Neighborhood Technology “nationally, transportation is the second largest household expenditure after housing, ranging from less than 10 percent of the average household’s expenditures in transit-rich areas to nearly 25 percent in many other areas.” South Thornton residents spend between 18% and 21% of their income on transportation expenses. This is consistent with data for the entire Metro Denver region which indicates that, regionally, residents spend an average of 19.4% of their income on transportation expenses (CNT 2010). There is an opportunity to improve connectivity and affordability in south Thornton by supporting and advocating for investments in public transit and alternative transportation modes.

Bike Lanes, Sidewalks, and Multi-Use Trails

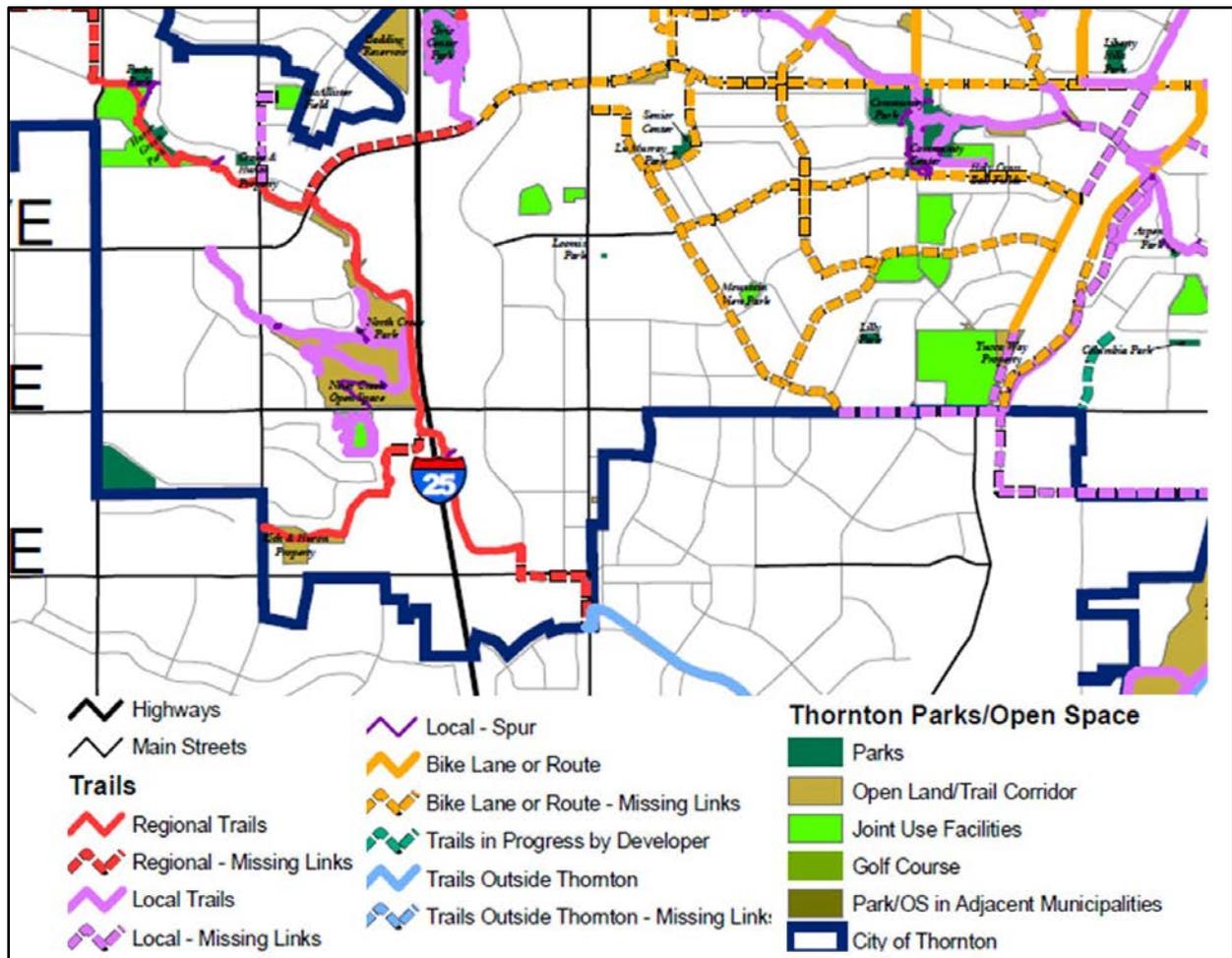
Community members who participated in the HIA frequently reported that the existing paths for walking and biking are insufficient, citing “narrow sidewalks” and paths that “lead to nowhere” as challenges. Limited connections between the east and west sides of south Thornton also came up repeatedly as a challenge. When walkability and bikeability assessment participants were asked, “For what reasons do you walk or ride a bike?” 30% said either “to shop” or “do things you need to do” or “to go to work or school”. 56% said “for fun” or “for fitness”. 74.6% of survey respondents stated that the places they walked or biked to in the last week were within one mile of their home or work. When asked to rate places to walk or ride a bike, 54% said “very good” or “good”, 22% said “not good or bad” and 17% said “bad”. Currently, the only designated bike lane or route in south Thornton is on Yucca Way between Eppinger Boulevard and Bradley Place. Additional bike lanes or routes are proposed in the Thornton Parks and Open Space Master Plan for the east side of Washington Street along Thornton Parkway, Eppinger Boulevard, Poze Boulevard, Hoffman Way, Russell Way, and Welby Road just east of the STaR area (see Figure 36). These proposed routes would connect to existing and proposed local trails and to areas north and east of the STaR area. There are no existing or proposed bike lanes or routes west of Washington Street.

There are multiple local and regional trails in the STaR area for walking and biking. A local trail exists west of I-25 in North Creek Park and Niver Creek Open Space. This trail connects to a regional trail on the east and dead ends at Thornton Parkway to the north. Another local trail exists east of I-25, running through Community Park to areas north of the STaR area. Proposed linkages in the Thornton Parks and Open Space Master Plan would connect these trails to proposed and existing bike lanes and routes.

One regional trail, the Niver Creek Trail, runs roughly north-south in the STaR area just west of I-25. This trail currently continues north of the STaR area and proposed linkages would connect it to an existing trail just south of the STaR boundary as well as to proposed and existing local trails and bike lanes or routes.

Sidewalks offer places for people to walk that separate them from street traffic. Detached sidewalks that have a buffer between the sidewalk and the street offer increased safety for the pedestrian since they are further removed from traffic. Hoffman Way has detached sidewalks with landscaped buffers, making for a more comfortable walking environment for community members. The majority of south Thornton streets have attached sidewalks with no buffer between the sidewalk and the street. There are few instances where the sidewalk is missing.

Figure 36. Parks and Trails Map



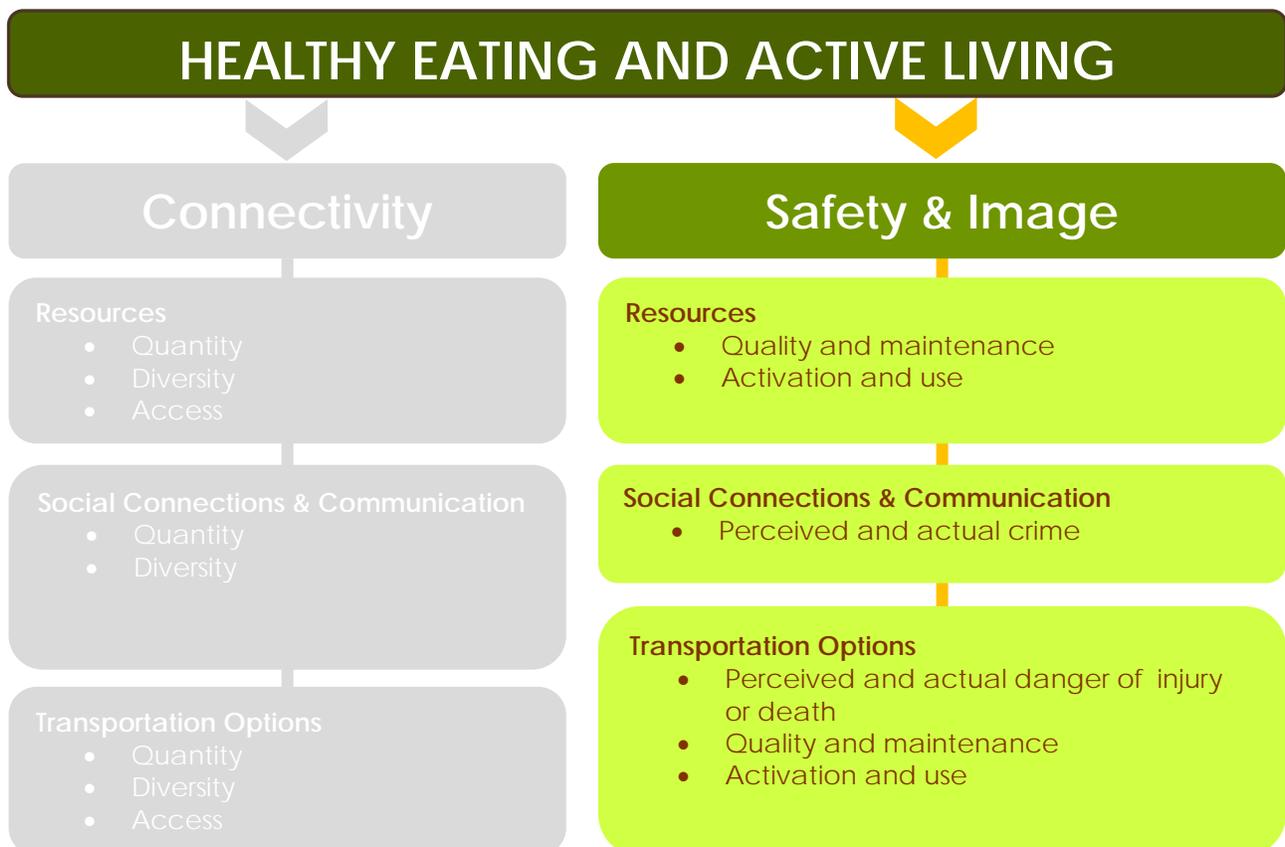
II.D Findings: Safety and Image

II.D.1 Introduction

The second of two key themes that emerged during the HIA data collection process was safety and image. Safety and image is defined as the features that contribute or take away from south Thornton being an aesthetically pleasing and safe place to live, work, and play. These features include: 1) the physical conditions of buildings, landscapes, and transportation infrastructure, 2) the use of public resources and transportation infrastructure by different groups of people, and 3) the perceived and actual amount of crime and danger of personal injury.

Assets and challenges related to safety and image are organized under three topic areas: 1) access to resources, 2) social connections and communication and 3) transportation options. Figure 37 shows the framework used for assessing and forming recommendations for the theme of safety and image, incorporating the three key indicators from HDMT.

Figure 37. How Safety and Image Provide the Foundation for Healthy Eating, Active Living



Based on primary and secondary data collection, a number of assets and challenges related to safety and image in the STaR area were identified. Table F summarizes the findings that are detailed in sections II.D.2 – II.D.4.

Table F: Summary of ‘Safety and Image’ Assets and Challenges

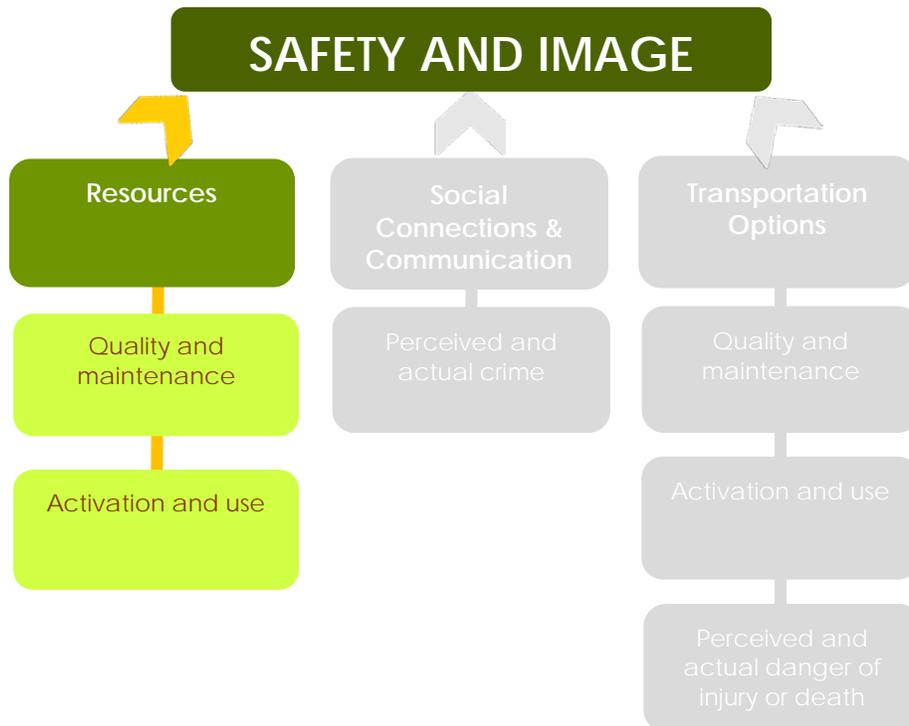
	ASSETS	CHALLENGES
Resources	<ul style="list-style-type: none"> • Quality of supermarkets • Quality of parks • Quality of education facilities 	<ul style="list-style-type: none"> • Limited healthy food options, especially restaurants
Social Connections and Communication	<ul style="list-style-type: none"> • Some well-maintained properties • General feelings of safety • Residents and organizations committed to improving safety and image (i.e. neighborhood watch, graffiti removal program) 	<ul style="list-style-type: none"> • Some poorly maintained properties • Vacant commercial and residential properties • Not enough police presence • Loitering • Gang activity • Graffiti • Insufficient lighting
Transportation Options	<ul style="list-style-type: none"> • Neighborhood streets perceived as safe for walkers 	<ul style="list-style-type: none"> • Traffic moving too fast • Dangerous intersections • Narrow and/or obstructed sidewalks • Limited safe places to bicycle

II.D.2 Resources

The quality and safety of resources is equally as important as the number and diversity of resources in a community. When buildings are vacant, deteriorating or covered with graffiti, they can create feelings of fear and increase perceptions of crime. Well maintained community resources can make neighborhoods feel safer and more inviting for outdoor activities. Resources (e.g., parks, schools, recreation centers, retail centers) that are activated, generating significant daytime and nighttime activity, create self-policing, safer neighborhoods (Loukaitou-Sideris & Eck 2007; Local Government Commission).

This section will highlight safety and image as it relates to the quality and maintenance of resources in south Thornton, as well as the activation and use of these resources (see Figure 38).

Figure 38. Framework for Safety and Image: Resources



Food Sources

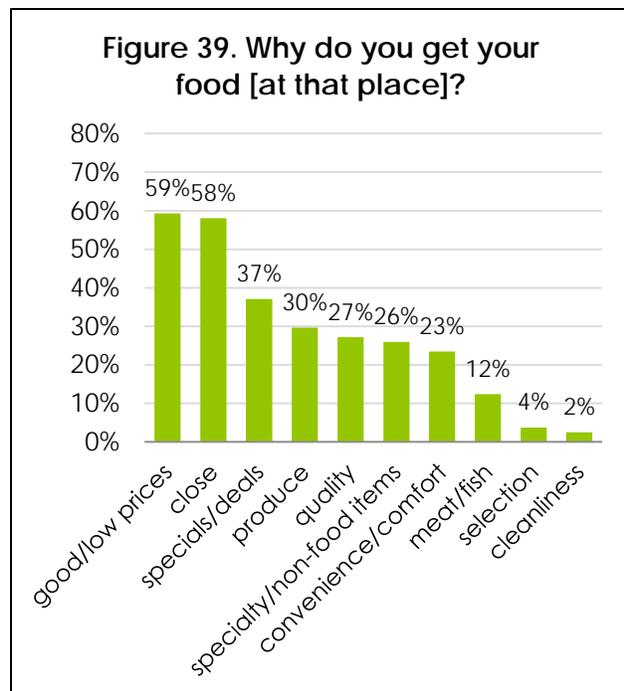
Community members who participated in the HIA said they want better access to healthy food sources including grocery stores, sit down restaurants, community gardens and farmer’s markets. Proximity to healthy food sources is positively related to consumption of healthy foods (Morland et al. 2002; Rose & Richards 2004; Caldwell et al. 2008; Treuhaft & Karpyn 2010). Higher density of healthy food outlets was associated with a lower mean BMI, a lower prevalence of overweight, and a lower prevalence of obesity (Rundle et al. 2009). Inversely, limited access to healthy food sources relates to lower consumption rates of healthy foods (Martin 2001).

Grocery Stores. 65% of the HIA survey respondents stated that the quality of local grocery stores was “very good” or “good”. 23% said the quality was “not good or bad” and 10% said it was “bad”. All of the places community members reported getting food at regularly offer fresh fruits and vegetables. The availability and quality of fresh fruits and vegetables is a deciding factor for some in determining where to shop. When asked, “Why do you get your food there (the place where you get most of the food that you eat at home)?” 29.6% responded “for produce” and 27.2% responded “the quality”.

Community members often commented on the need to revitalize the vacant Albertson’s building at 88th Avenue and Washington Street.

Restaurants. Community members recognize that the density of fast food outlets is high and want more healthy food options in general. Specifically, they want sit-down restaurants that offer healthy options. Most restaurants in south Thornton do not offer healthy food options.

Of the STaR area restaurants that consented to a review of their menu, Tri-County Health Department identified only two restaurants that qualified for the statewide Smart Meal program: 5 J’s Family Italian Dining near W. 84th Avenue and Huron Street, and La Frontera Mexican Restaurant near Washington Street and Eppinger Boulevard (Smart Meal Colorado Find 2011). This program rewards restaurants that offer entrees that are “low in fat, calories, and sodium and include components such as beans, whole grain, fruits or vegetable” with a Smart Meals seal, approval and support from the Colorado



Department of Public Health and the Environment, and increased publicity and marketability as a source of healthy foods (Smart Meal Guidelines 2011).

Community Gardens. *The Eden We've Been Needin'* community garden at the Church of God and the community garden at Thornton United Methodist, both in south Thornton, each grew over 15 varieties of fruits and vegetables in the 2011 season. *The Eden We've Been Needin'* gardeners have grown over 850 pounds of produce since the garden was established three years ago and have donated over 650 pounds of it to local food banks. Additionally, the DUG garden at Renaissance 88 apartments provides produce to residents of that complex.

*"There are so many fast food places around here, and I don't see a lot of restaurants...you just see a lot of fast food, you don't see nice dining, or healthy dining."
-resident of south Thornton*

Community gardens offer an affordable and local source of fresh, and often organic, produce. Recent studies of Denver community gardens revealed that over half of community gardeners in Denver meet national guidelines for fruit and vegetable intake, compared to just a quarter of non-gardeners. The majority of gardeners give away some of the produce they grow to friends, family and people in need. 60% of gardeners specifically donate to food assistance programs (Litt et al. 2010).

Farmer's Markets and Community Supported Agriculture. Community members consistently reported the lack of a farmer's market in south Thornton as a challenge. Many would like to see one in south Thornton in the future.

Food Banks. As mentioned earlier, community gardens are a good source of fresh produce for local food banks. Collaboration between these food sources can increase access to healthy foods, especially for low-income families.

Parks and Open Space, and Recreation Facilities

65% of the HIA survey respondents rated the quality of parks as "very good" or "good". 15% rated the parks as "not good or bad" and 14% rated them as "bad". Parks and trails are a popular place for community members to walk or bike. When asked "where did you walk/bike in the last week?", 43.2% of survey respondents said "to a destination (e.g. grocery store, school, work)", and 29.6% said "at a park or trail".

Features reported as challenges in terms of park quality and maintenance include: perceived lack of park and trail maintenance, minimal lighting in parks and trails, youth loitering in parks, and a general low perception of safety in parks.

Education Facilities

When asked to rate the quality of schools, 47% of the survey respondents rated them as "very good" or "good". 19% rated them as "not good or bad" and 15% rated them as

“bad”. In November 2010, voters approved bond measure 3A and secured \$32 million in state grant funding to remodel Mapleton School District’s Skyview Campus and its five schools. The District is committed to keeping their facilities clean and in good shape for the students and community. The District considers itself “a model for community members to match” in terms of creating and maintaining an aesthetically pleasing property. Mapleton School District is also committed to sharing its buildings and activities with the entire community when possible and is working toward a number of community accessible services in its new facility.

A consistently reported challenge is the limited opportunities for youth, especially during the hours immediately after school gets out each afternoon. Community members reported gang activity, drugs, loitering and graffiti as consequences of not having sufficient after school youth programs.

City Services

Police. Community members consistently reported that there needs to be more police presence in south Thornton.

Cultural Facilities

The Anythink Library near 88th Avenue and Washington Street was recently renovated. The updated building is in good repair, and is an aesthetic improvement in an area otherwise dominated by deteriorated commercial buildings with a high vacancy rate. Public art contributes to community image and aesthetics. The concentration of public art near the Civic Center just north of the STaR area helps create a sense of identity.

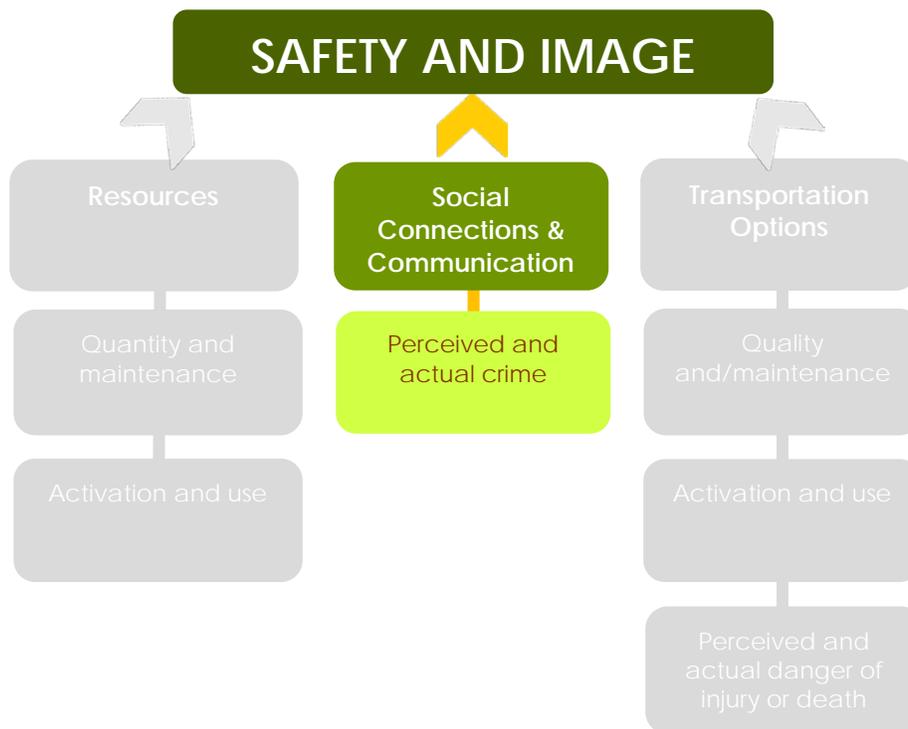


“Communis” by DiAnne L Cooper was installed at Thornton Parkway and Civic Center Drive in August 2010. The piece “celebrates the individuals of the City of Thornton and the limitless possibilities that can be achieved by a dynamic and united community (City of Thornton 2010).”

II.D.3 Social Connections and Communication

Studies have shown that resident tensions are often driven by a lack of social connections (or social cohesion) in one's neighborhood. This section highlights safety and image as it relates to the perceived and actual crime in south Thornton (see Figure 40). Risk factors for crime may include: 1) poverty, 2) lack of economic opportunity, 3) access to drugs, gun and alcohol, 4) poor response to community calls about blighted properties and nuisances by police and other City agencies, and 5) lack of programming for youth and parolees (Garcia 2002; Prevention Institute 2005; & Sherman et al. 2007).

Figure 40. Framework for Safety and Image: Social Connections and Communication



Vacant Buildings and Maintenance of Homes and Yards

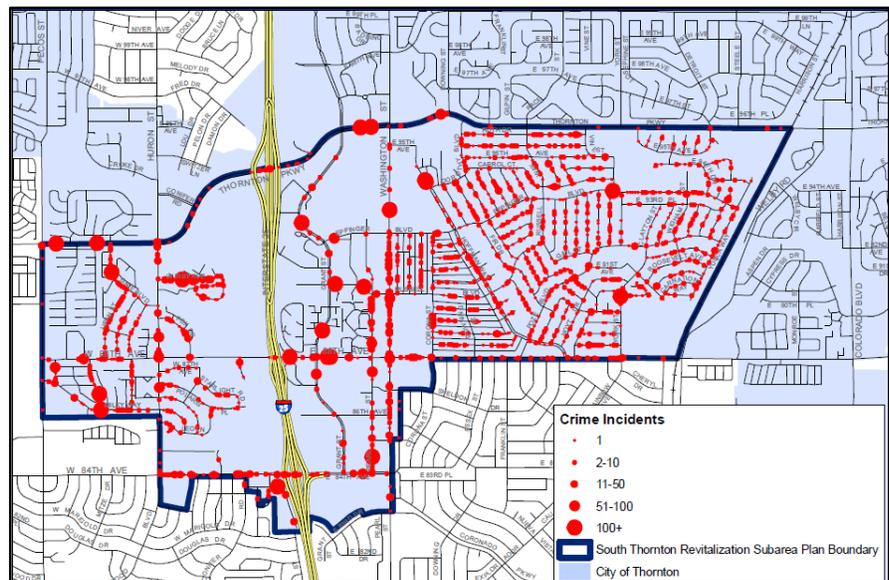
Vacant or poorly maintained properties contribute negatively to the image of a neighborhood and often times increase the perception that the area is unsafe and susceptible to criminal activity. Community members who participated in the HIA repeatedly reported that redevelopment of vacant buildings is needed.

When survey respondents were asked to rate the maintenance of homes and yards in south Thornton, 48% said “very good” or “good”. 33% said “not good or not bad” and 16% said “bad”. Many respondents clarified that there is a mix of well-maintained homes and yards with others in need of repair. Respondents perceived differences in how well homeowners maintained their property compared to renters. Similarly, it was generally thought that long-time residents maintained their homes better than newer residents. The perception is that newer residents and renters are less invested in the neighborhood and do not take care of their yards and homes as much as those who own their home and/or have been in the neighborhood for a long time. Many long-term community members reported being frustrated with the lack of maintenance of rental properties.

Crime, Perceived and Actual

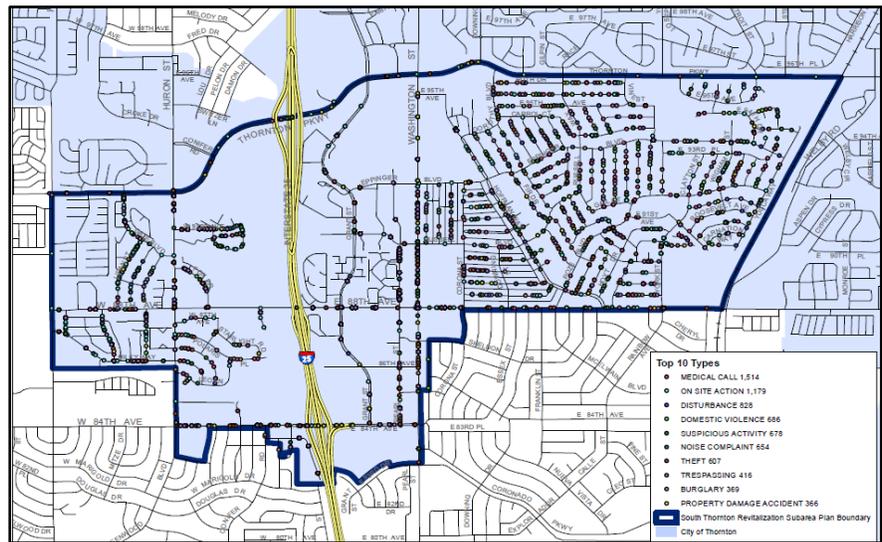
Figure 41 shows the distribution of 2010 crime incidents in the StAR area. Areas with 100 or more crime incidents are represented by the largest red circles, areas with fewer crime incidents are represented with smaller red circles. Incidents of crime are common along major arterials including Washington Street and 84th Avenue. There are more places with 100 or more crime incidents in the area west of Washington Street than in the area east of Washington Street.

Figure 41. Density of Crime Incidents



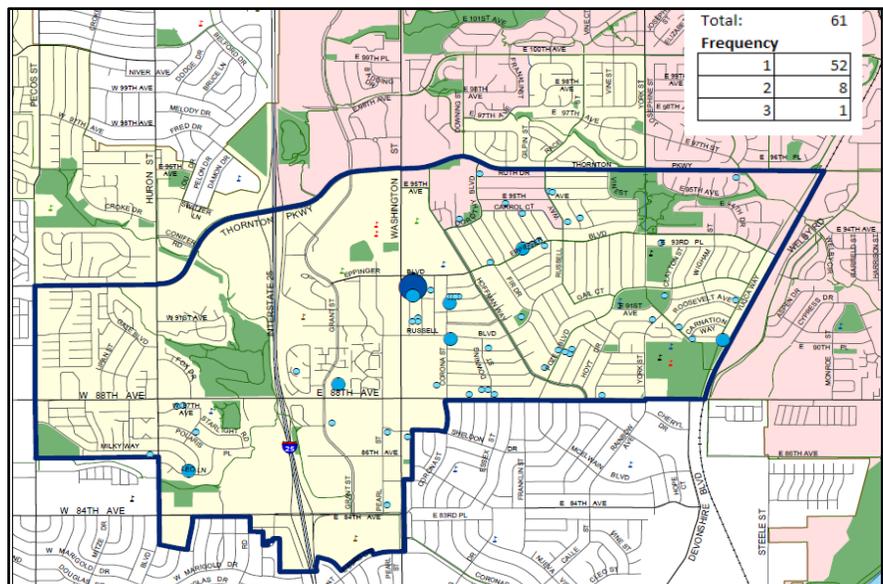
The top ten types of police calls in south Thornton include: medical call, on site action, disturbance, domestic violence, suspicious activity, noise complaint, theft, trespassing, burglary and property damage accident. Violent crimes are not in the top ten crimes. Property crimes include theft, trespassing, burglary, and property damage accident (see Figure 42).

Figure 42. Police Calls by Incident Type



Graffiti is a specific type of property damage. Figure 43 shows the frequency and distribution of graffiti in the STaR area.⁵ The area with the most graffiti is near Washington Street and Eppinger Boulevard, in close proximity to several schools, including Thornton High School.

Figure 43. Graffiti, January to June 2011



⁵ Note: Figure 44 only shows spots that have addresses associated with the violation. About 40% of the graffiti in the STaR area occurs in areas with no address and do not appear on the map.

Feelings of Personal Safety

62% of survey respondents reported that the level of safety is “very good or good”, while 19% said it is “not good or bad” and 14% said it is “bad”.

Community members reported feeling unsafe due to gangs, graffiti, loitering, unsafe walking environments, lack of police presence and enforcement, and slow response times by police. Community members cite the lack of safe places for children to hangout, particularly after school, as a contributing factor.

Residents and Organizations Committed to Improving Safety and Image

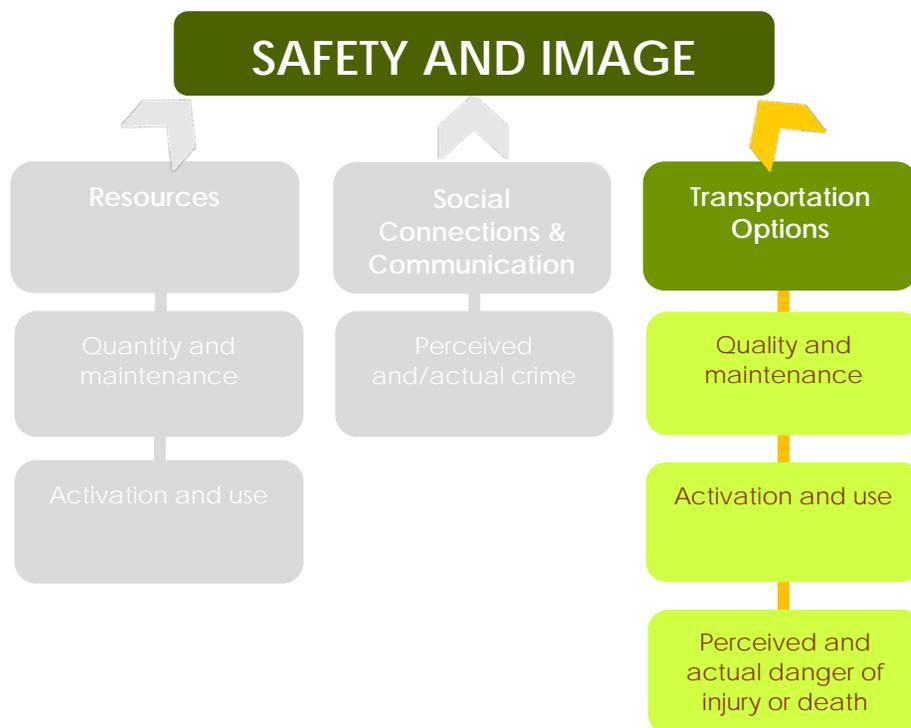
Several programs currently exist to improve safety and perceptions of safety among residents. There are 15 active neighborhood watch groups across the STaR area as well as several beautification programs like Keep Thornton Beautiful, Trees for Tomorrow, and a graffiti removal program. In addition, some churches in south Thornton have service-oriented groups that help improve the aesthetics of the neighborhood through painting and neighborhood clean-ups. These groups plan to continue with these types of efforts. The graffiti removal program, other City services programs, and the support of church groups were mentioned as assets by community members.

The City offers a “Meet the Neighbors” program in which residents are encouraged to host an event in their neighborhood. The goal is to bring neighbors together to have fun while improving their community. The City offers assistance with materials and information on how to host a block party, a clean up event, a community garden and other events. In 2011, eight different neighborhood groups hosted block parties and community garage sales. By getting to know each other, residents begin to feel a sense of community and safer in their own neighborhood.

II.D.4 Transportation Options

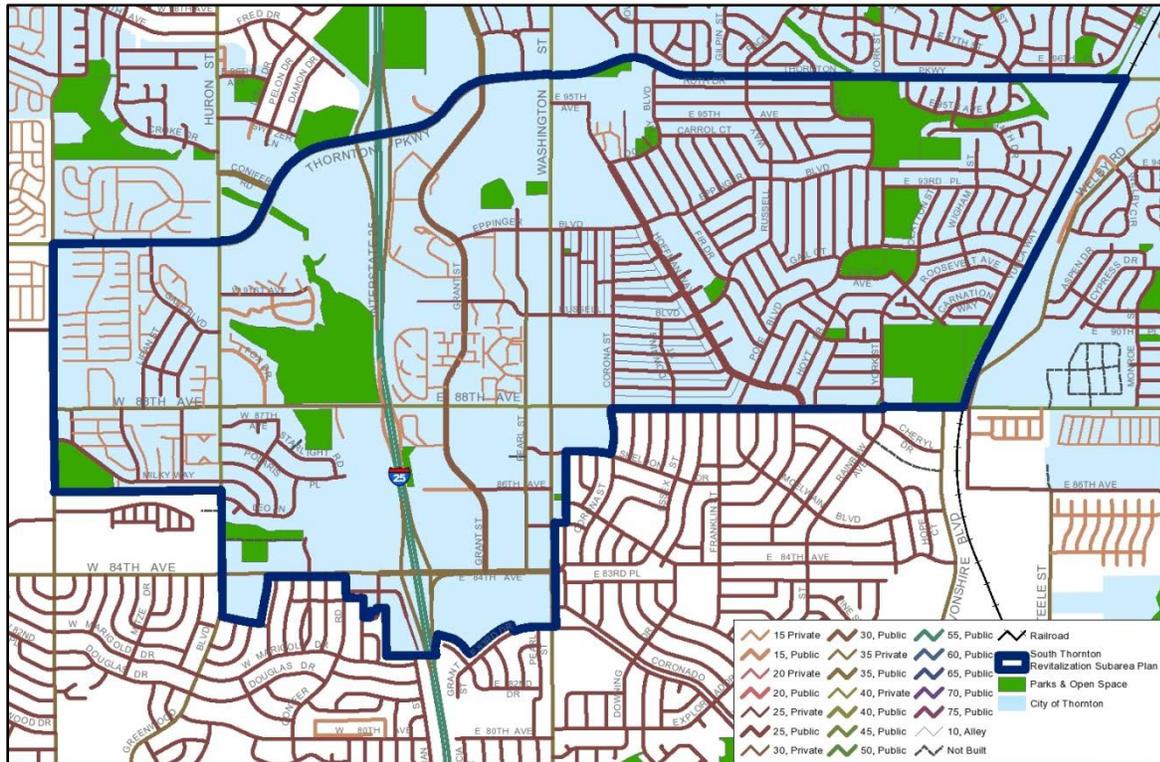
This section highlights safety and image as it relates to the quality and maintenance of existing transportation options, as well as their level of use by community members. It also considers perceived and actual dangers that can lead to injury or death. By increasing walking, cycling and public transit use, city streets and transit stops are more frequently monitored. This means that there are “eyes on the street”, which increases overall security and reduces crime rates (Hillier & Sahbaz 2006). In addition, reducing the amount of vehicle miles traveled decreases risk of unintentional injury and death as motor vehicle traffic is the leading cause of unintentional injury for people one to 44 years of age (National Center for Injury Prevention 2007).

Figure 44. Framework for Safety and Image: Transportation Options



speed limits by street. Posted speed limits on public streets range from 55 mph on I-25 to 25 mph on most residential streets. No public streets in south Thornton have a posted speed limit of 20 mph or less. Lowering speed limits on streets that have relatively high bicycle and pedestrian activity can improve safety for bicyclists and pedestrians.

Figure 46. Speed Limits



Dangerous Intersections and Accidents. Community members repeatedly reported that their perception is that there are dangerous intersections in south Thornton. Specifically, they perceived the following to be dangerous:

- 88th Avenue and Pecos Street
- 88th Avenue and Huron Street
- 88th Avenue and Washington Street
- Thornton Parkway and Washington Street
- 84th Avenue and Washington Street
- Highway I-25 and 84th Avenue
- Highway I-25 and Thornton Parkway

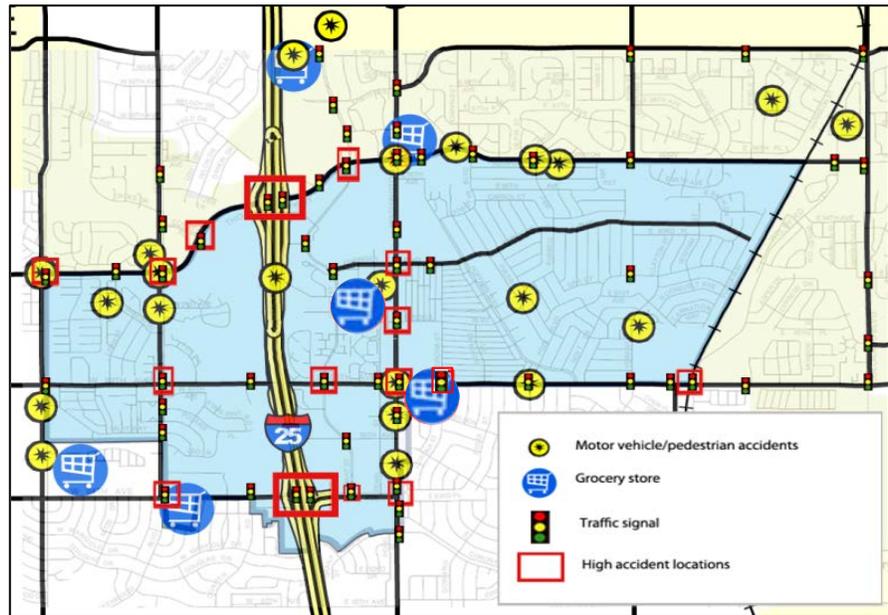
“Crossing the highway is scary; cars are too close to the pedestrian and the wind blows really strong.”
-resident of south Thornton

Community members mentioned the proximity of some of these dangerous intersections to food sources, noting them as barriers to food access particularly for those that do not drive. Highway I-25 is also a barrier for non-drivers. One community member said that “crossing the highway is scary; cars are too close to the pedestrian

and the wind blows really strong.” The highway is also seen as “a large, unsafe physical barrier between both sides [east of I-25 and west of I-25] of the community.”

Figure 47 shows high accident locations, motor vehicle and pedestrian accidents, and intersections with traffic lights in the StAR area. All high accident locations are at an intersection with traffic lights. Motor vehicle and pedestrian accidents primarily occur on busier arterial streets with ten out of 19 (52.6%) occurring either along Thornton Parkway or Washington Street.

Figure 47. Accidents and Traffic Lights



Community members who participated in walkability and bikeability assessments had a chance to evaluate specific blocks, primarily on residential streets in neighborhoods within south Thornton, near the Community Reach Center on the west side of I-25 and near the Community Center on the east side of I-25. Some findings from these assessments regarding street crossings are as follows:

Figure 48. Community Center Walkability and Bikeability Assessment: Select Findings



- When asked “were the streets easy or hard to cross?” 62% said the “streets were easy to cross”, 38% said the “streets were hard to cross”.
- When asked “why was the street hard to cross?” responses most frequently given were “no crosswalk or striping” (37.1%) and “traffic was too fast” (34.3%).

Figures 48 and 49 show the streets that were assessed and identify which were considered easy or hard to cross.

Community members did not assess busier streets like Washington Street or 88th Avenue, but it is likely that perceptions of safety walking along these streets would be lower than on residential streets.

Figure 49. Community Reach Center Walkability and Bikeability Assessment: Select Findings



Public Transportation

Community members had relatively little to say in regards to the safety and image of bus facilities in south Thornton. One regular transit user in south Thornton stated there is a need for more shelters at bus stops.

Off-Street Walking and Biking

Walking was the most common physical activity among HIA participants; two thirds reported walking 2-3 times per week. Biking is less common than walking. 59% of HIA participants reported never riding their bike. 53% of those who had walked or biked to somewhere in the past week did so for exercise or health.

49% of survey respondents said there are specific things that keep them from walking or biking. Of those, 46% reported environmental barriers and 43% were personal barriers. The most frequently mentioned environmental barrier was insufficient parks/trails (10.7%) and time of day/weather (14.3%). The most frequently mentioned personal barriers are health/injury/pain (23.2%) and time (16.1%).

Safety does not seem to be a primary barrier to walking in south Thornton. Of 35 participants in walkability and bikeability assessments, 94% said the block they assessed was a safe place to walk. When asked, "Are the streets in your neighborhood a safe place to walk and/or bike?" 50% said, "yes, it is a great place to walk and ride a bike", 27% said "sometimes, but it needs work", and 23% said "no, it is an unsafe place to walk and/or ride a bike". When asked, "What would make your neighborhood a safer place to walk and ride a bike?" the most frequent responses were: "cars that go slower" (48.7%), "more lights" (45.8%), and "safer places to cross streets" (31.4%).

People who ride their bikes in south Thornton have some safety concerns and do not prefer to ride on the street with cars. When asked, "Where do you ride the bike the most?" 44% said on a sidewalk, 38% said on a trail or path where cars are not allowed, and 19% said on the road with cars. One community member said of a friend, "she tries to ride on the sidewalk when she can, because she is scared to be riding in the street."

Other reported challenges related to walking and biking include: hilly terrain, bike paths and walking paths that need repair, narrow sidewalks, the presence of "scary" people, and poor lighting.

Chapter III. Conclusions & Recommendations



This chapter summarizes the HIA process and provides recommendations that support the STaR Plan goals and strategies and further enhance opportunities for positive health outcomes in south Thornton through revitalization efforts.

III.A Conclusions

From March to November 2011, a health impact assessment (HIA) was conducted in south Thornton to assess how the STaR Plan might impact the health and well-being of the area’s residents and employees. With a specific emphasis on healthy eating and active living (HEAL), 130 community members and agency representatives were purposefully engaged to provide their input about existing assets and challenges in the STaR area, the vision and goals of the STaR Plan, HEAL , and their vision for the future.

Using a community-based participatory approach, called an action-oriented community diagnosis, the HIA team utilized multiple methods to conduct the HIA including neighborhood tours, surveys, interviews, community mapping exercises and walkability and bikeability assessments. The culminating strategy was a community forum held on November 4th, 2011 which provided an opportunity for review and discussion about the preliminary findings of the HIA. Key findings from the HIA were strong related to 1) connectivity and 2) safety and image. These themes were explored through Indicators adapted from the Healthy Development Measurement Tool related to resources, social connections and communication, and transportation options.

To formulate recommendations, STaR Plan goals and strategies were analyzed to determine their relationship to, and potential impacts on, connectivity, safety and image, and ultimately, healthy eating and active living. Findings from this analysis show that in general, STaR Plan revitalization goals and strategies support positive health outcomes for south Thornton community members. An overview of health indicator alignment with STaR Plan goals is provided in Table E. STaR Plan Goals A – E are listed in detail in Appendix A.

Table G: Health Indicators and their alignment with STaR Plan Goals*

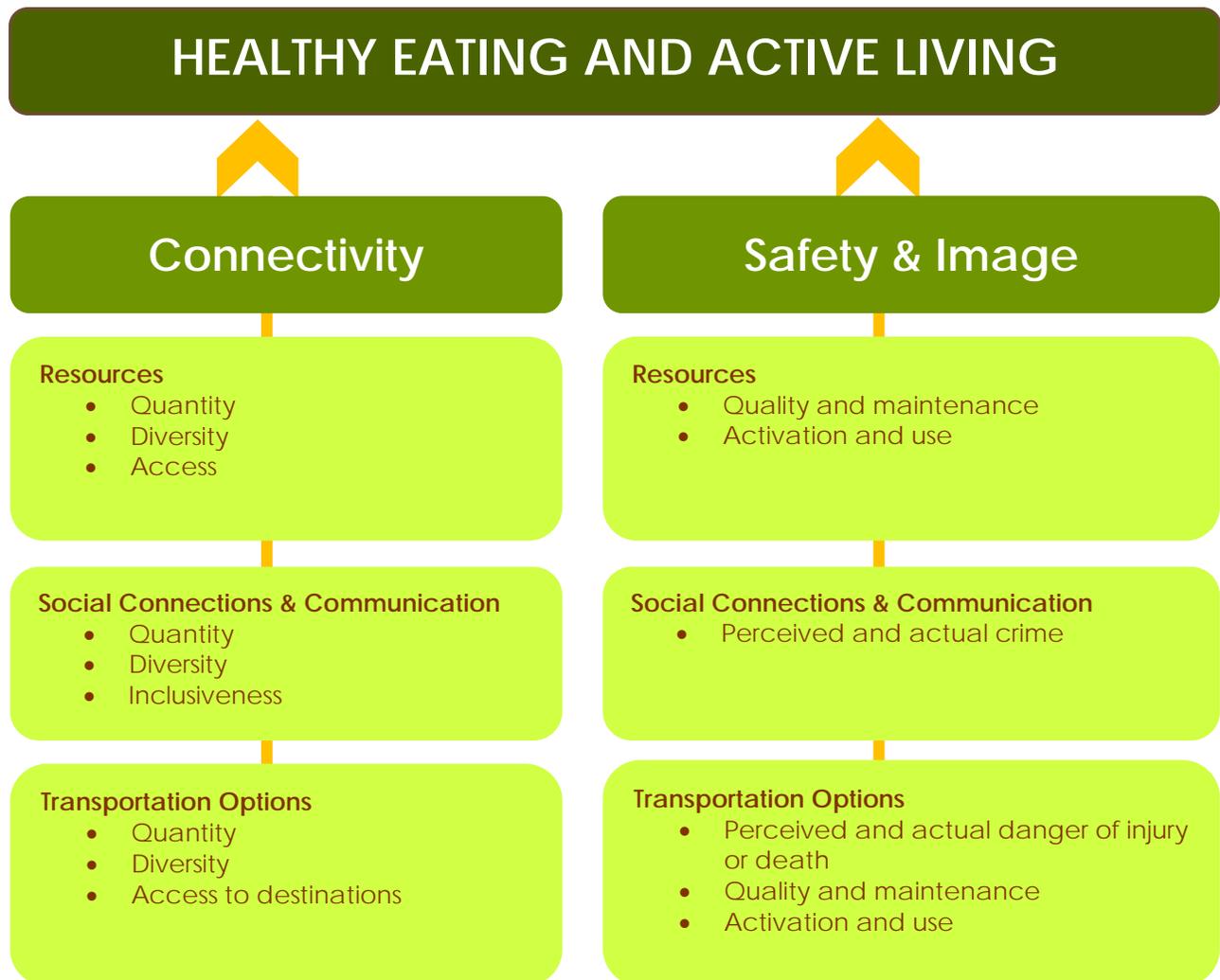
Health Indicators	STaR Plan Goals				
	A	B	C	D	E
Connectivity: Resources	X	X	X	X	X
Connectivity: Social Connections & Communication	X	X	X	X	X
Connectivity: Transportation Options		X	X	X	X
Safety & Image: Resources	X	X	X	X	X
Safety & Image: Social Connections & Communication	X	X	X	X	X
Safety & Image: Transportation Options		X	X	X	X

*An “X” indicates the presence of potential positive impacts on healthy eating and active living.

III.B HIA Recommendations

This section aligns HEAL-related recommendations with STaR Plan goals. Specific recommendations collected from community members during the HIA process are also highlighted along with a brief summary of the HEAL evidence-base for the recommendations.

Figure 50. Framework for Assessing and Recommendations



RECOMMENDATIONS TO INCENTIVIZE AND PROMOTE BUSINESSES THAT SUPPORT HEAL

HIA Recommendation 1: Consider providing grants or other incentives to businesses, commercial entities or nonprofit groups that promote access to nutritious food and physical activity.

HIA Recommendation 2: Support Tri County Health Department's efforts to recruit restaurants for the Colorado Smart Meal™ program. Advertise participating Smart Meal restaurants, with information about the program, on the City's website and in the City's restaurant guide.

Positively Advances the Following STaR Plan Goals:

- **Goal A:** Create more appropriate retail and reduce the number of vacant buildings.
- **Goal B:** Capitalize on the strengths and unique regional character of the area.

Supporting Indicators:

HEAL Evidence:

- Specific land uses most strongly linked to household trips made on foot are grocery stores, restaurants and taverns, parks, civic uses, educational facilities, office buildings, and neighborhood-scale retail establishments (Frank and Company, Inc. 2005, as cited in Public Health Law & Policy).
- The presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity (Inagami et al. 2006; Morland et al. 2006).
- Lower fruit and vegetable consumption was associated with limited access to supermarkets and transportation (Martin 2001).
- Retail destinations that are accessible by walking increases physical activity (Ewing and Kreutzer 2006).

Community Members Want:

- "Grocery stores with healthy foods (e.g. – Whole Foods, Sunflower Market, Sprouts)"
- "A variety of affordable and healthy food sources, including community gardens and farmer's market, restaurants and grocery stores"
- "More affordable and a variety of food sources (e.g. restaurants and grocery stores, community gardens and farmer's market)"
- "Affordable fitness, recreation spaces, and sports programs for physical activity"
- "Incentives for businesses that promote healthy eating and active living"
- "More shopping and spending in south Thornton (e.g. – "Community Bucks")"
- "Create and attract more jobs in south Thornton"
- "Indoor recreation spaces"

RECOMMENDATIONS TO PROMOTE HEAL THROUGH THE BUILT ENVIRONMENT

HIA Recommendation 3: Consider incorporating, as appropriate and feasible, the following elements in redevelopment and in the regulations of any overlay zoning district created in the STaR area:

1. Community gathering spaces.
2. Building design and infrastructure features that improve walkability and safety for people of all ages and abilities (e.g. pedestrian-scale lighting, landscaping, signage, traffic calming measures, and shelter and seating at transit stops).
3. 'Universal Design' elements that create a built environment that is aesthetic and usable to the greatest extent possible for people of all ages and abilities, including those with visual or mobility impairment. (Sacramento Transportation 2005).
4. 'Crime Prevention Through Environmental Design' (CPTED) strategies into design guidelines for commercial areas. CPTED is intended to prevent crime by designing a physical environment that positively influences human behavior.

Positively Advances the Following STaR Plan Goals:

- **Goal B:** Capitalize on the strengths and unique regional character of the area.
- **Goal C:** Improve physical conditions of the area.

Supporting Indicators:

HEAL Evidence:

- A high quality pedestrian environment can support walking both for utilitarian purposes and for pleasure. Recent studies in the United States have demonstrated that people walk on average 70 minutes longer in pedestrian-oriented communities (Saelens et al. 2003; Frank et al. 2005).
- Neighborhoods with attractive and comfortable pedestrian facilities and local destinations (such as shops and public transport) are associated with walking near home (HDMT 2006).
- Universal Design can increase use of pedestrian facilities and public transit services, reduce need for automobile chauffeuring trips and paratransit services, and make destinations directly accessible by walking and wheelchair (Sacramento Transportation 2005).
- Universal Design standards help reduce pedestrian falls, and create a more convenient and safer pedestrian network for all users (Sacramento Transportation 2005).

HEAL Evidence:

- Evaluations of CPTED strategies have shown a 30-84% reduction in robberies, depending upon how many CPTED components were implemented (Casteel & Peek-Asa 2000).
- Increased walking, cycling and public transit travel tends to increase overall security and reduce crime rates by providing more monitoring of city streets and transit waiting areas (Hillier & Sahbaz 2006).

Community Members Want:

- "Vacant buildings turned into community gathering spaces"
- "More community gathering spaces"
- "Increased police presence"
- "Security in parks"
- "Stronger relationships between police and community members"
- "Increased lighting"
- "Decreased graffiti"
- "Improved sidewalks and crosswalks (e.g. wider, fewer obstructions, better condition)"

RECOMMENDATIONS TO BUILD PARTNERSHIPS THAT ADVANCE HEALTHY EATING, ACTIVE LIVING

HIA Recommendation 4: Strengthen and expand City partnerships to include those with a focus on healthy eating and active living such as Live Well South Adams County Coalition, bicycle advocacy organizations, food banks, and community gardening or Community Supported Agriculture groups. Consider appointing a City representative to join the LiveWell South Adams County Coalition.

HIA Recommendation 5: Explore the potential for strengthening the collaborative partnership between school districts, Thornton School Resource Officers, the City's Infrastructure Department and bicycle advocacy organizations to promote Safe Routes to School, potentially as an element of a Bicycle/Pedestrian Master Plan.

HIA Recommendation 6: Establish joint use agreements with Mapleton and Adams 12 school districts for shared recreational and community (i.e. library, health center) facilities.

Positively Advances the Following StaR Plan Goals:

- **Goal B:** Capitalize on the strengths and unique regional character of the area.
- **Goal C:** Improve physical conditions of the area.

Supporting Indicators:

HEAL Evidence:

- In an evaluation of a Safe Routes to School program, the presence of pedestrian safety measures at street crossings was associated with a greater likelihood of walking to school for children (Boarnet et al. 2005).
- Long distances to school and traffic-related dangers are a primary barrier to walking to school (Dellinger and Staybtib 2002).
- Changes in the physical environment, such as sidewalks, traffic calming measures, and well-designed crosswalks, can make walking and biking to school more desirable and safer (Ewing et al. 2004).
- There is a tremendous opportunity for diverse sectors to forge effective partnerships that bring together their varied, yet intersecting interests. Ultimately, it is the convergence of efforts and partnerships that will make it more likely to achieve the larger vision of community health (Prevention Institute 2008).

Community Members Want:

- "Youth activities and programs, especially after school"
- "Intergeneration programs to increase understanding and communication between youth and older adults"
- "More community gathering spaces"
- "Improved relationships between police and community members"

RECOMMENDATIONS TO STRENGTHEN SOCIAL CONNECTIONS THROUGH INCLUSIVE COMMUNITY BUILDING

HIA Recommendation 7: Establish community connections and character through:

- 1) Engaging diverse stakeholders (e.g. age, culture, language and ability) in identifying the unique character of the STaR area.
- 2) Translating important City documents into Spanish and working with non-English speaking community members and business owners to prioritize additional materials for translation.
- 3) Identifying community resources that people need.

HIA Recommendation 8: Build and/or strengthen opportunities for seniors who want increased interaction with youth (e.g. through schools, the Senior Center, the Senior Hub, community gardens). Educate seniors on existing programs such as the Senior Hub's 'Schools Where All Thrive Program' that places older adult volunteers within the school districts of Adams County.

HIA Recommendation 9: Consider creating strategies and programs that encourage and recognize excellence in exterior home/yard improvements. This may include:

- 1) Block- or neighborhood-specific celebrations to publicly recognize participants and promote interactions and relationship-building among residents.
- 2) A parade of homes which could incentive multimodal transportation to and from the event (e.g. offer prizes for those who walk or bike to the event, or organize a group ride to the event).
- 3) Incorporating a tour of revitalized STaR neighborhoods into the City's existing Community Walk program.

Positively Advances the Following STaR Plan Goals:

- **Goal B:** Capitalize on the strengths and unique regional character of the area.
- **Goal D:** Increase the buying power of the neighborhood by inspiring residents to improve their existing homes and neighborhoods.

Supporting Indicators:

HEAL Evidence:

- Neighborhoods in which residents feel social cohesiveness toward their neighbors (through mutual trust and exchanges of aid) tend to have lower mortality rates compared to neighborhoods that do not have strong social bonds (Lochner et al. 2003).
- Community participation in the planning process may promote increased collective efficacy, safety/security, housing adequacy, secure livelihoods, access to health care, and improved environmental quality (Bandura 1997).
- Community participation in the planning process enhances social capital, thus reinforcing civic participation, norms of reciprocity, and trust in others, which facilitates cooperation for mutual benefit (Putman 1993; Kawachi et al. 1997)
- Deteriorated buildings, vacant lots, litter, and graffiti creates feelings of risk and fear. On the other hand, safe and clean neighborhoods invite outdoor activity (Loukaitou-Sideris & Eck 2007).

Community Members Want:

- "More interaction between the City and Hispanic residents"
- "More culturally and linguistically appropriate communication (i.e., City documents translated into Spanish and interpreters at community meetings)"
- Community events and festivals (e.g., cultural celebrations such as "Cinco de Mayo") on both sides of I-25
- "A defined heart of south Thornton"
- "Intergenerational programs to increase understanding and communication between youth and older adults"

RECOMMENDATIONS TO IMPROVE MULTIMODAL TRANSPORTATION OPTIONS

HIA Recommendation 10: Advocate for additional public transit opportunities in Thornton by:

- 1) Continuing to partner with regional transportation agencies such as RTD, DRCOG and Transit Alliance.
- 2) Building support among community members for the FasTracks North Metro Line.

HIA Recommendation 11: Consider the installation of traffic calming measures and streetscaping elements along Washington Street, Thornton Parkway, and 88th Avenue to improve walkability, bikeability and safety. Work with stakeholders to identify preferred measures.

HIA Recommendation 12: Seek funding opportunities to implement the City's Complete Streets Policy that ensures "that roadways are signed and operated to be safe, comfortable, and convenient for drivers, bicyclists, transit vehicles and users, trail users, and pedestrians of all ages and abilities."

HIA Recommendation 13: As a component of the next Parks and Open Space Master Plan, or through a separate grant opportunity:

- 1) Prepare a Bicycle and Pedestrian Master Plan to identify and prioritize bicycle and pedestrian infrastructure improvements based on input from diverse stakeholders.
- 2) Conduct a bicycle rack audit of commercial, recreational and civic areas in south Thornton to determine if there is sufficient rack availability for cyclists to bike to destinations and safely lock up their bikes. In areas that are determined to be deficient, look for grant funding to purchase bike racks.

Positively Advances the Following STaR Plan Goals:

- **Goal C:** Improve the physical conditions of the area.
- **Goal E:** Enhance access between and within the east and west sides of south Thornton.

Supporting Indicators:

HEAL Evidence:

- Cities that invest in bicycle facilities exhibit higher levels of bicycle commuting (Rietveld & Daniel 2004, as cited in Rodriguez 2009).
- A review of 33 studies showed that sidewalks and destinations within walking distance were linked with greater physical activity among children, while traffic hazards and unsafe intersections were linked with lower levels of physical activity (Davison & Lawson 2006).
- Traffic calming tends to provide the greatest benefits to pedestrians, bicyclists and local residents, while imposing the greatest costs on motorists who drive intensively (i.e., as fast as possible (VTPI 1999).
- Implementation of Thornton's Complete Streets Policy will improve the accessibility, livability, and safety for all roadway users, while better positioning the City to receive future Federal funding (City of Thornton 2009).

Community Members Want:

- "Expanded public local and regional transportation system (e.g., more buses, light rail, more frequency, fewer transfers) that accommodates all ages and abilities"
- "More bus stops with shelters"
- "More walking paths and bike lanes"
- "The implementation of traffic calming measure to slow traffic along major arteries"
- "More enforcement of speed limits"
- "Better connections between parks, trails and open space and destinations"
- "More and safer pedestrian crossing over I-25 (e.g. pedestrian bridge, higher barrier, wider sidewalks)"
- "Safer places to cross the street"
- "Enhanced transportation options for older adults and people with disabilities"
- "A strong community and City of Thornton voice with RTD FasTracks project"

RECOMMENDATIONS TO CONNECT PEOPLE TO LOCAL RESOURCES

HIA Recommendation 14: Better promote and connect people to south Thornton resources and destinations through

- 1) Wayfinding elements (e.g. identifying and marking spaces, grouping spaces, and linking and organizing spaces through architectural and graphic means) to increase awareness about, and connections to, resources on the east and west sides of I-25. Wayfinding elements allow people to: (1) determine their location within a setting, (2) determine their destination, and (3) develop a plan that will take them from their location to their destination.
- 2) Signed, safe bicycle routes, where absent, to commonly-accessed destinations.
- 3) Incorporating symbols in signage, including bicycle route signs, to increase readability for non-English speaking community members or visitors.

HIA Recommendation 15: Continue to support and incentivize community gardens and amend the City Code to facilitate 'urban farming' as a way for residents to grow, and locally share, their own food. This could include ordinances that allow:

- 1) Community gardens in all zoning districts.
- 2) Farming, with limitations, on single-family residential properties.
- 3) Seasonal sales stands, where locally-grown produce can be sold, in all zoning districts. In districts where sales stands are less appropriate, consider allowing stands in conjunction with community gardens.
- 4) Beekeeping to promote pollination of fruit and vegetable plants and the production of honey.

Positively Advances the Following STaR Plan Goals:

- **Goal B:** Capitalize on the strengths and unique regional character of the area.
- **Goal C:** Improve the physical conditions of the area.
- **Goal E:** Enhance access between and within the east and west sides of south Thornton.

Supporting Indicators:

HEAL Evidence:

- Through common use in transportation, parks, and institutional buildings, universal symbols and pictograms have become familiar sights. Since their development in the early and mid-1970s, universal symbols have been used in over 90% of American international airports and most significantly in large immigrant hubs like New York's John F. Kennedy Airport (Hablamos Juntos 2005).
- Locally produced, fresher and seasonally available food reduces food transport miles, thus reducing environmental impacts from transport pollution, as well as costs to the consumer (La Trobe 2001).

Community Members Want:

- "More signage to raise awareness about resources in both the east and west sides of south Thornton"
- "More destinations for walkers and bicyclists"
- "More marketing of events and opportunities to get more people involved in the community"
- "Increase affordability and variety of food sources (e.g. restaurants and grocery stores, community gardens and farmer's market)"

RECOMMENDATIONS TO EDUCATE THE COMMUNITY AND STAKEHOLDERS ABOUT HEALTHY EATING, ACTIVE LIVING

HIA Recommendation 16: Communicate the importance and relevance of HEAL when discussing revitalization to the community or City decision-making entities by:

- 1) Including key HEAL-related recommendations in presentations to reinforce the health benefits of revitalization efforts.
- 2) Making the presentation available to community members in English and Spanish.

Positively Advances the Following STaR Plan Goals:

- **Goal B:** Capitalize on the strengths and unique regional character of the area.
- **Goal C:** Improve the physical conditions of the area.

Supporting Indicators:

HEAL Evidence:

- Studies show that health education programs increase awareness and result in behavior changes that support health (Abood, Black & Feral 2003; Contento 2007)
- Building community networks among community leaders, role models gate keepers and program participants to support health initiatives can leads to sustainable impacts on community health (Institute for Alternative Futures 2008)

Community Members Want:

- "More interaction between the City and Hispanic residents"
- "More culturally and linguistically appropriate communication (i.e., City documents translated into Spanish and interpreters at community meetings)"

Chapter IV. References



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Chapter V. Appendices



Appendix A. STaR Plan Goals and Strategies

Appendix B. Surveys

Appendix C. Key Informant Interviews

Appendix D. Walkability & Bikeability Assessments

Appendix E. Community Mapping

Appendix F. Community Forum

Appendix A. STaR Plan Goals & Strategies

Goal A: Create more appropriate retail and reduce the number of vacant buildings.

Priority Strategies:

- A1 Conduct a commercial demand study to identify neighborhood-serving retail and markets suitable for the area.
- A2 Continue to provide financial assistance or other incentives to existing and desired businesses and commercial entities.

Secondary Strategies:

- A3 Develop a commercial development concierge service to assist developers, property owners and business owners through the process of (re)development and (re)design

Goal B: Capitalize on the strengths and unique regional character of the area.

Priority Strategies:

- B1 Rezone and/or create overlay zoning districts in the area to spur revitalization, guide development and encourage desired uses.
- B2 Continue to partner with other government entities and organizations to maximize revitalization efforts.

Secondary Strategies:

- B3 Identify an area's unique character and utilize and interpret those qualities to create market material.
- B4 Leverage funded expansion projects, such as Clinica Family Health Services, York International and Skyview Campus, to assist in redevelopment and revitalization of the area.
- B5 Continue to design and install City signage at prominent gateways.
- B6 Create a revitalization presentation for various City decision-making entities that will explain the rationale and provide data for supporting the revitalization efforts in south Thornton.

Goal C: Improve physical conditions of the area.

Priority Strategies:

- C1 Use Urban Renewal to assist in redeveloping difficult properties in the south Thornton area including the Thornton Shopping Center.
- C2 Encourage local businesses, property owners and developers to work together toward common objectives through a Business Improvement District (BID), Downtown Development Authority (DDA), or other mechanism for cooperative action.
- C3 Install streetscape and sidewalks to improve aesthetics, safety and walkability.

Secondary Strategies:

- C4 Develop design guidelines for the south Thornton commercial areas to encourage attractive and visually consistent development and redevelopment of commercial properties, including facades and signage.
- C5 Require owners of vacant, abandoned or rental homes and business properties to register with the City.

Goal D: Increase the buying power of the neighborhood by inspiring community members to improve their existing homes and neighborhoods.

Priority Strategies:

- D1 Engage stakeholders in a neighborhood enhancement campaign, future community planning and revitalization efforts.

Secondary Strategies:

- D2 Hold a design competition to create a single-family home renovation pattern book and provide workshops on home improvements and energy efficiency.
- D3 Explore amending the City Code to increase or decrease the required level of property maintenance, and/or set higher penalties for repeat offenders and on-compliant property owners, and/or increase the number of Cod Compliance officers.
- D4 Hold a competition that recognizes homeowners, blocks, and neighborhoods that make significant improvements to the exterior of homes or yards.
- Conduct a "parade of homes" – a public open house of select homes and properties exemplifying high quality interior, exterior or landscaping upgrades and improvements.
- D6 Create a program that increase the feeling of safety within the subarea.

Goal E: Enhance access between and within the east and west sides of south Thornton.

Priority Strategies:

- E1 Improve the pedestrian, bicycle, and bus circulation throughout the area.

Appendix B. Surveys

South Thornton community members completed short surveys, or intercept interviews, between July and September of 2011. The survey tool consists of questions developed by Community Enterprise focusing on personal habits related to healthy eating and active living. Additional questions developed by the City of Thornton about quality of services and ties to the south Thornton neighborhood were included as well. Intercept interviews were conducted in both English and Spanish by Community Enterprise staff with south Thornton community members and employees at a variety of high-traffic venues in south Thornton. A total of 98 surveys were completed, 81 were analyzed. The remaining 17 surveys were not included as they were completed by persons not living or working in or within a few blocks of the STaR Area boundary.

Survey Location	Date	# of People
Rancho Liborio	7/22/2011	4
Senior Center	7/27/2011	15
Rancho Liborio	7/28/2011	8
Thornton Presbyterian Church	8/02/2011	13
Holy Cross Church	8/06/2011	4
Holy Cross Church	8/07/2011	11
Swimming Pool	8/10/2011	9
Save-a-Lot	8/30/2011	8
Race Street	8/7/2011–8/30/2011	6
Other	9/9/2011–9/20/2011	3
Total:		81

Date: _____

Location: _____

Neighborhood: _____

Interviewer: _____

INTRODUCTION

“Hello, My name is _____ and I am with CE. Would you be willing to take part in a 10 minute interview about how you access healthy food and physical activity in your neighborhood? YES NO

For your time you will receive a \$5 gift card to _____. We are working with the City of Thornton on a plan to revitalize South Thornton and improve access to healthy foods and physical activity. Your responses will be kept confidential.”

ELIGIBILITY

1. We are only interviewing people over the age of 18, do you mind telling me your age?
 < 18 18-24 25-34 35-44 45-54 55-74 75 or <
2. Do you live or work in South Thornton? Yes No

If UNDER 18 and/or answered NO:

“Thank you for your interest, but we are only interviewing people who are over 18 years of age and live or work in South Thornton”

AFFILIATION

1. How long have you lived/worked in South Thornton?
 Live _____ (years/months) Work _____ (years/months)
2. What is the nearest cross street where you currently live/work? (write in)
 Live: _____ AND _____
 Work: _____ AND _____

ACCESS TO HEALTHY FOODS:

“The following questions are about the foods you eat.”

3. On average, how many fruits and vegetables do you eat per day? 5 or >/day < 5/day none
4. WHERE do you get most of the food that you eat at home? Why do you go there? How do you get there?

WHERE do you go?	WHY do you go there?	HOW do you get there?
		if bus, # _____
		if bus, # _____
		if bus, # _____

ACCESS TO COMMUNITY RESOURCES

“The following questions are about how you access different resources in your community.”

5. Do you take part in at least 30 minutes of physical activity at least 3 to 5 days per week? Yes No

6. If yes, what kinds of activities do you do? Where do you do them?

7. Where did you walk/bike in the last week? Why did walk/bike there? Is it within 1 mile of your home/work?

WHERE did you walk/bike?	WHY did you walk/bike?	Is it <1 mile of home/work?

8. Is there anything specific that keeps you from walking or biking more often in South Thornton?

Anything else? _____

Anything else? _____

9. Where do you access the internet?

Home Work Library Cell phone School I don't Other _____

QUALITY OF LIFE

“The following questions are about how you feel about South Thornton”

10. *“I am going to list some features in South Thornton and I would like you to rate them as: **Very good, Good, Not Good and Not Bad, Bad, or No Opinion**”*

Features	Very good	Good	Not Good and Not Bad	Bad	No Opinion
Range of housing types and sizes					
Maintenance of homes and yards					
Shopping opportunities					
Quality of food sources; supermarkets					
Work opportunities					
Business opportunities					
Level of traffic congestion					
Amount of parks and areas for play					
Quality of parks					
Places to walk or ride a bike					
Access to public transportation					
Quality of schools					
Feeling safe					
Friendliness					

11. *“I am going to read some statements and I would like for you to tell me if you **Strongly Agree, Agree, Disagree, or Strongly Disagree.**”*

Statements	Strongly Agree	Agree	Disagree	Strongly Disagree
It is very important to me to be a part of South Thornton.				
I expect to be part of South Thornton for a long time.				
I feel hopeful about the future of South Thornton.				

DEMOGRAPHICS

“We are almost done, just a few more questions.”

12. What is your race/ethnicity?

- African American or Black
- Asian American/Pacific Islander
- American Indian/Alaska Native
- White, non-Hispanic
- White, Hispanic
- Other _____

“In the next few months there will be additional opportunities for you to share your ideas, stories, and expertise about how to make South Thornton a great community and improve access to healthy foods and physical activity.”

13. Would you like to be involved? Yes No

If yes to 14, "Would you mind sharing your name and phone number or email with me so we can contact you when opportunities arise? It will be kept strictly confidential."

NAME: _____

PHONE OR E-MAIL: _____

"Thank you for taking the time to answer these questions. Here's some additional information about the STaR Plan and CE, and your \$5 gift card. Please sign this receipt in return for your voucher."

Fecha : _____

Lugar: _____

Vecindario: _____

Entrevistador: _____

INTRODUCTION

“Hola, Mi nombre es _____ y soy parte de CE. ¿Estaría dispuesto en participar en una entrevista de 10 minutos para saber cómo usted tiene acceso a los alimentos saludables y a la actividad física en su vecindario?
 SI NO

Por su tiempo usted recibirá una tarjeta de regalo \$5 de _____. Estamos trabajando con la Ciudad de Thornton en un plan de revitalización del Sur de Thornton y mejorar el acceso a los alimentos saludables y la actividad física. Su respuesta será mantenida en forma confidencial.”

ELIGIBILIDAD

3. Estamos entrevistando a personas mayores de 18 años ,¿Le importaría decirme su edad?
 < 18 18-24 25-34 35-44 45-54 55-74 75 or <

4. ¿Usted vive o trabaja en el Sur de Thornton? Si No

Si es MENOR de 18 y/o respondió NO:

“Gracias por su interés, pero solo estamos entrevistando a personas mayores de 18 y que vivan o trabajen en South Thornton”

AFILIACION

5. ¿Hace cuánto tiempo que vive/trabaja en el Sur de Thornton?
 Vive _____ (años/meses) Trabaja _____ (años/meses)

6. ¿Cual es la intersección más cercana de donde usted vive/trabaja? (escriba)
 Vive: _____ y _____
 Trabaja: _____ y _____

ACCESO A LOS ALIMENTOS SALUDABLES:

“Las siguientes preguntas son acerca de los alimentos que usted”

7. ¿En promedio, cuántos vegetales/verduras usted come al día? 5 o >/día < 5/día ninguna

8. ¿DONDE consigue usted la mayoría de los alimentos que consume en casa? ¿Cómo llega a ese lugar?

¿DONDE va a comprar?	¿PORQUE va a ese lugar?	¿COMO usted llega allá?
		Si es en autobus, # _____
		Si es en autobus, # _____
		Si es en autobus s, # _____

ACCESO A LOS RECURSOS DE LA COMUNIDAD

“Las siguientes preguntas son acerca de como usted accede a los diferentes recursos en su comunidad.”

12. ¿Participa usted de por lo menos 30 minutos de actividad física por lo menos 3 a 5 días por semana?

- Si No

13. ¿Si es si, que tipo de actividades hace? ¿Dónde las hace?

14. ¿Dónde usted caminó/manejó bicicleta la semana pasada? ¿Por que caminó/manejó bicicleta hacia allá?
¿Estuvo a una milla de su casa o trabajo?

¿A DONDE usted caminó/manejó bicicleta?	¿POR QUE usted caminó/ manejó bicicleta?	Estuvo <1 milla de su casa/trabajo?

15. ¿Hay alguna cosa más que lo mantiene alejado de caminar o manejar bicicleta en forma más frecuente en el Sur de Thornton?

¿Alguna cosa más?

¿Alguna cosa más?

16. ¿En dónde usted accede a internet?

- Casa Trabajo Biblioteca Telefono Celular Escuela No accedo Otro _____

CALIDAD DE VIDA

“Las siguientes preguntas son acerca de lo que siente usted del Sur de Thornton”

*“Voy a nombrar algunas de las características del Sur de Thornton y me gustaría que usted las califique como: **Muy Bueno, Bueno, No Bueno y No Malo, Malo o No opino”***

Características	Muy Bueno	Bueno	No Bueno y No Malo	Malo	No Opino
Rango y variedad de casas					
Mantenimiento de las casas y sus jardines					
Oportunidades de hacer compras					
Calidad de los alimentos en los supermercados					
Oportunidades de trabajo					
Oportunidades de negocios					
Nivel de congestión vehicular					
Cantidad de parques y áreas para jugar					
Calidad de los parques					
Lugares para caminar o manejar bicicleta					
Acceso al transporte público					
Calidad de las escuelas					
Seguridad					
Amistades					

17. *“Voy a leerle unas declaraciones y me gustaría que me dijera si usted esta **Completamente de acuerdo, De acuerdo, en desacuerdo o completamente en desacuerdo**”*

Declaraciones	Completamente De acuerdo	De acuerdo	En desacuerdo	Completamente en desacuerdo
Es muy importante para mi ser parte de South Thornton				
Espero ser parte de South Thornton por un periodo largo de tiempo				
Me siento optimista sobre el future de South Thornton.				

DEMOGRAFIA

“Ya casi terminamos, solo faltan unas pocas preguntas”

13. ¿Cuál es su raza/etnicidad?

- Afro Americano o Negro
- Asiático Americano/Islas del Pacífico
- Indio Americano/Nativo de Alaska
- Blanco, no-Hispano
- Blanco, Hispano
- Otro _____

“En los próximos meses habrá oportunidades para que usted pueda compartir sus ideas, historias y experiencias acerca de cómo hacer de South Thornton una gran comunidad y mejorar el acceso a los alimentos saludables y mejorar la actividad física.”

14. ¿Le gustaría participar? Si No

Si respondió si a la pregunta #14, “Le importaría compartir su nombre y teléfono o correo electrónico conmigo para contactarlo cuando esas oportunidades aparezcan? Su información será mantenida en forma confidencial.”

NOMBRE: _____

TELEFONO O CORREO ELECTRONICO: _____

“Gracias por tomarse el tiempo de responder a las preguntas. Aquí tiene información adicional del Plan de Revitalización del Area del Sur de Thornton, CE, y su certificado de regalo por \$5. Por favor firme este recibo por el voucher que va a recibir.”

Appendix C. Key Informant Interviews

South Thornton community members and service providers who have first-hand knowledge about the community participated in qualitative in-depth interviews, known as key informant interviews, between July and September of 2011. South Thornton community members and service providers were purposefully recruited by sector to participate in a one-hour face-to-face interview. The key informant interview tool was developed by Community Enterprise and explores the assets and challenges of south Thornton, the goals of the STaR Plan and the plan's potential impact on healthy eating and active living. A total of 10 key informant interviews were completed with 11 south Thornton community members and service providers.

Sectors	Date	# of People
City of Thornton Service Providers	08/2011	2
Faith Based Organizations	08/2011	1
Health Care Providers	09/2011	2
School Districts	08/2011 – 09/2011	3
Real Estate	08/2011	1
Business Owners	08/2011	1
Services Providers for People with Disabilities	08/2011	1
Total:		11

Agency Representative Interview Guide

Date: _____

Location: _____

Interviewer: _____

Interviewee: _____

Introduction:

Hello, my name is _____ and I am with CE. Thank you for your willingness to take part in this interview. Just as a reminder, we are asking people about their perspectives about the City of Thornton's plan to revitalize South Thornton with a special emphasis on how to improve access to healthy foods and physical activity in neighborhoods around Thornton.

The interview will take about one hour, but may take more or less time depending on how much you have to share. Your responses will be kept confidential and your name will never be connected with anything we put in a report. This interview is totally voluntary, so you can pass on any question or stop the interview at any time.

I'd like to record our conversation to ensure I'm getting all of your thoughts down. Would that be ok?

Do you have any questions about the interview process before we begin?

NOTE: If ok to record, start by providing the date, location, and names of interviewer and interviewee before asking questions.

Personal/Agency Background and Services

For clarification, here is a map showing the boundary of South Thornton (NOTE: provide map). Please feel free to refer to it at any time. We have trace paper and markers as well if you'd like to point out anything specific.

These first questions are about you and/or your organization.

1. Briefly tell us about your agency and describe its role in South Thornton.
2. What is your role within your agency?
3. How long have you lived and/or worked in South Thornton?

Strengths and Weaknesses of South Thornton

These questions are about how you view South Thornton.

4. In your opinion, what are South Thornton's strengths/assets?
 - a. What other strengths?
 - b. What else?
5. What do you think can be done to build upon/celebrate the strengths of South Thornton?
6. What role does your organization play or what role could your organization play in the future to build upon/celebrate the strengths of South Thornton?
7. In your opinion, what are South Thornton's weaknesses/challenges?
 - a. What other challenges?
 - b. What else?
8. Why do you think these challenges exist?
9. What do you think can be done to overcome/mitigate these challenges?
10. What role does your organization play or what role could your organization play in the future to overcome/mitigate challenges in South Thornton?

Social Cohesion

These questions are about how community members in South Thornton interact with one another.

12. In your opinion, how do people in S. Thornton from different backgrounds (races/ethnicities) get along?
 - a. If positive answer: What are your ideas for building on these good relations among residents?
 - b. If negative answer: What are your ideas for improving relationships among residents?

13. How do you think we can increase health equity and improve health outcomes for disparate communities in South Thornton including low income, seniors, children, minorities, and people with disabilities?

South Thornton Subarea Revitalization Plan

These questions are about the South Thornton Subarea Revitalization Plan.

The Thornton Revitalization Advisory Board defines revitalization as:

“an ongoing process that concentrates on specific areas within the community where the goal is to create a vibrant, lively, safe, well-kept, clean and inclusive environment that both commercial and residential neighbors take pride in being a part of.”

14. How does this definition align with your vision of a “revitalized” South Thornton?
 - a. What’s missing?

Now I am going to walk you through each of the 5 goals in the STaR Plan. For each goal, I would like for you to answer:

- a. *What role can you and/or your agency play to accomplish this goal?*

15. Goal A: Create more appropriate retail and reduce the number of vacant buildings.
 - a. *What role can you and/or your agency play to accomplish this goal?*

16. Goal B: Capitalize on the strengths and unique regional character of the area.
 - a. *What role can you and/or your agency play to accomplish this goal?*

17. Goal C: Improve physical conditions of the area.
 - a. *What role can you and/or your agency play to accomplish this goal?*

18. Goal D: Increase the buying power of the neighborhood through inspiring resident to improve their existing homes and neighborhoods.
 - a. *What role can you and/or your agency play to accomplish this goal?*

19. Goal E: Enhance access between and within the east and west sides of South Thornton.
 - a. *What role can you and/or your agency play to accomplish this goal?*

Access to Healthy Foods and Physical Activities

These next questions are about how people in South Thornton access healthy affordable foods (e.g., fresh fruits and vegetables) and opportunities for exercise and physical activity (ideally 30 minutes a day).

20. In your opinion, does South Thornton have sufficient sources of healthy affordable foods for its residents? Why or why not?
 - a. What barriers exist that make it difficult for residents in South Thornton to access healthy, affordable foods?
 - b. What would make it easier for residents in South Thornton to access healthy, affordable foods?
 - c. What role does your agency play or what role could your agency play in the future to improve access to healthy affordable foods for residents in South Thornton?

21. In your opinion, does South Thornton have sufficient infrastructure and/or facilities for recreation for its residents? Why or why not?
 - a. What barriers exist that make it difficult for residents in South Thornton to get at least 30 minutes of exercise/physical activity each day?
 - b. What would make it easier for residents of South Thornton to get at least 30 minutes of exercise/physical activity each day?
 - c. What role does your agency play or what role could your agency play in the future to make it easier for residents in South Thornton to get at least 30 minutes of exercise/physical activity each day?

Referral and Continued Participation Request

We plan to conduct a town hall forum in the fall to share the information we have gathered with the community.

22. What ideas do you have about getting people to attend such a forum in the fall (for example, time, place, publicity)?
23. How would you like to be included in attending and/or helping to plan this event?
24. Who else should we speak with in South Thornton about revitalization, healthy eating and active living?
 - a. Would you be willing to share the contact information for that person/organization?
 - b. Can we use your name when we contact them?
 - c. Name, contact information:
25. What other things would like to share about the community that we didn't cover during the interview?

That is the last of the questions. Thank you so much for your participation. We will follow up with you to share our findings.

Appendix D. Walkability & Bikeability Assessments

South Thornton community members participated in two walkability and bikeability assessments in September 2011. The two assessments took place in a neighborhood on each side of I-25 and included both English and Spanish-speaking community members. Recruitment for these sessions occurred at Thornton Harvest Fest, in front of local grocery stores, and by door knocking in the neighborhoods where the assessments would take place. The tool consists of questions developed by Partnerships for Healthy Communities and Community Enterprise to determine how bike and pedestrian friendly an area is for local community members. A total of 35 walkability and bikeability assessments were completed.

Location	Date	# of People
Community Center	9/15/2011	21
Community Reach Center	9/20/2011	14
Total:		35

Produced by



NEIGHBORHOOD WALKABILITY & BIKEABILITY ASSESSMENT

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Publication Page

Developed by Partnerships for Healthy Communities, the Neighborhood Walkability & Bikeability Assessment tool combines a community-based participatory approach with the latest research on health outcomes and the built environment.

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Acknowledgements

The development of the Neighborhood Walkability & Bikeability Assessment tool was made possible by the dedication and leadership of our partner organizations: Commerce City Community Enterprise, Tri-County Health Department, the City of Commerce City, Georgia Southern University and the IMAGINE! Coalition.

Without the leadership of our pilot neighborhoods in Commerce City, there would be no tool. We owe a debt of gratitude to the over 300 residents from Alsup, Central, Dupont, Hanson, Kemp, Monaco, Rose Hill neighborhoods and the Derby District for their time and feedback about the assessment tool.

The activities currently underway to improve the health and aesthetics in Commerce City were catalyzed by the Photovoice project of 2009 led by members of the IMAGINE! Coalition. The energy and expertise of Sage Health Consulting allowed residents and agency partners to take full advantage of the results of the Neighborhood Walkability & Bikeability Assessments.

This tool was adapted from assessments developed by the US Department of Transportation and National Highway Safety Administration. Using data gathered from resident input, the process of community engagement has been developed by Community Enterprise and Partnerships for Healthy Communities.

Funding for the Neighborhood Walkability & Bikeability Tool was made possible by LiveWell Commerce City, a LiveWell Colorado community.



South Thornton, Colorado USA

Assess how safe it is to walk and ride a bike in your neighborhood

Date: _____

Block(s) surveyed: _____

Thank you for filling out this assessment. Please fill in all the information. We will not share your name and contact information with anyone.

Name: _____

Phone number: _____

E-mail: _____

Address: _____

I would like more information about Partnerships for Healthy Communities and these programs (CHECK ALL THAT APPLY):

- Schools Crime prevention/Safety Recreation Jobs Transportation
- Nutrition/cooking classes Neighborhoods Streets Community garden
- Walk/running/biking club

The next four questions tell us a bit about you.

A. What language do you prefer to speak? English Spanish Other _____

B. What is your gender? Male Female

C. What is your age? _____

D. What is your race/ethnicity? African American

Asian

Hispanic / Latino

Native American

White/Caucasian

Other _____

The next four questions tell us about your neighborhood.

A. What is the name of your neighborhood? _____

B. Are the streets in your neighborhood a safe place to walk and/or ride a bike? (CHECK ONE BELOW)

YES, it is a great place to walk and ride a bike

SOMETIMES, but it needs work

NO, it is an unsafe place to walk and/or ride a bike

C. What would make your neighborhood a safer place to walk and ride a bike?

Less cars

Cars that go slower

Nicer people

Fenced in dogs

More sidewalks or paths to walk or bike on

More sidewalks or paths leading to where you need to go

More lights

Safer places to cross streets

Cleaner air from cars or less trash

Other (WRITE IN REASON): _____

To assess how safe it is to walk in your neighborhood, answer the questions below.

1. Please write in the place and/or names of cross streets where you went for a walk.

(Example: Race and Eppinger)_____

2. Was it a safe place to walk? YES NO

3. Did you walk on a sidewalk or on the road? (CHECK "A" or "B" BELOW)

A. On a sidewalk, path, or trail where cars were not allowed

B. On the road with cars

Why did you have to walk on the road with cars? (CHECK ALL REASONS)

No sidewalk path

Sidewalk path was blocked with things like cars, shrubs, poles

Sidewalk path started and stopped

Sidewalk path was too narrow and/ too crowded

Sidewalk path did not go where you needed to go

Other (WRITE IN REASON):_____

4. Were the streets easy or hard to cross? (CHECK "A" or "B" BELOW)

A. The street was easy to cross WRITE NAME OF STREET:_____

B. The street was hard to cross WRITE NAME OF STREET:_____

Why was the street hard to cross? (CHECK ALL REASONS BELOW)

Street was too wide

Traffic was too fast

Traffic light made you wait too long or didn't give you enough time to cross

View of traffic was blocked

No ramp, or ramp needed repair

No crosswalk or stripping

Other (WRITE IN REASON):_____

To assess how safe it is to ride a bike in your neighborhood, please answer the questions below.

5. Where do you ride a bike most often?

- I do not ride a bike (GO TO QUESTION 8)
- In my neighborhood (WRITE NAME OF NEIGHBORHOOD) _____
- On a trail or path (WRITE NAME OF TRAIL) _____
- Another place (WRITE IN ANSWER): _____

6. Where do you ride the bike the most? (CHECK "A," "B," or "C" BELOW)

- A. On a sidewalk
- B. On a trail or path trail where cars were not allowed
- C. On the road with cars

7. What places would you like to go on a bike?

- Work (WRITE IN NAME) _____
- School (WRITE NAME OF SCHOOL) _____
- Recreation Center
- Parks
- Wal-Mart
- Other (WRITE IN ANSWER) -

The next questions are about your walking and biking habits.

8. How often do you go for a walk?

- Never
- Every day
- 1 time a week
- 2-3 times a week
- 2-3 times a month

9. How often do you ride a bike?

- Never
- Every day
- 1 time a week
- 2-3 times a week
- 2-3 times a month
- Other (WRITE IN ANSWER): _____

10. For what reasons do you walk or ride a bike? (CHECK ALL REASONS BELOW)

For fun and/ fitness reasons

To go to work or school

To shop or do things you need to do (example: shop, do laundry, buy food)

You don't own a car

Other (WRITE IN REASON): _____

11. What keeps you from walking and/or riding a bike in your neighborhood?
(CHECK ALL REASONS BELOW)

- Too many cars
- Cars go too fast
- Scary people
- Scary dogs
- No sidewalks or paths to walk on
- No sidewalks or paths leading to where you need to go
- No lights
- No safe places to cross streets
- Dirty air from cars or lots of trash
- Other (WRITE IN REASON): _____

Thank you for filling out this assessment.



Producido por



EVALUACIÓN: CAMINAR Y ANDAR EN BICICLETA EN LA VECINDAD

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Página de Publicación:

Desarrollado por Asociaciones a favor de Comunidades Saludables, la herramienta de evaluación referida a la vecindad y las posibilidades de caminar y andar en bicicleta combina un enfoque basado en la participación de la comunidad con las últimas investigaciones sobre los resultados de salud y el medio ambiente construido.

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Para obtener permiso para usar o duplicar materiales de este trabajo o para un entrenamiento sobre cómo la comunidad podría utilizar esta herramienta, póngase en contacto con nosotros en:

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Agradecimientos

El desarrollo de la herramienta para la evaluación de las caminatas y la bicicletas en las vecindades fue hecho posible por la dedicación y el liderazgo de nuestras organizaciones asociadas: Empresas Comunitarias de Commerce City, Departamento de Salud Tri-County, la Ciudad de Commerce City, la Universidad del Sur de Georgia, y la coalición de IMAGEN!

Sin el liderazgo de nuestras comunidades piloto en Commerce City, no habría ninguna herramienta. Tenemos una deuda de gratitud con los más de 300 habitantes de las vecindades de Alsup, Central, Dupont, Hanson, Kemp, Mónaco, Rose Hill y el Distrito Derby por su tiempo y sus comentarios acerca de la herramienta de evaluación.

Las actividades actualmente están en curso para mejorar la salud y la estética de la ciudad de Commerce City y fueron catalizadas por el proyecto Fotovoz de 2009 dirigido por miembros de la Coalición del grupo de IMAGEN. La energía y la experiencia de Sage Health Consulting le permitió a los habitantes y socios de la agencia a sacar el máximo provecho de los resultados de la posibilidad de caminar y andar en bicicleta en la Vecindad y de esta forma crear la herramienta de evaluación.

Esta herramienta fue adaptada de las evaluaciones desarrolladas por el Departamento de Transporte de E.U. y la Administración de seguridad Nacional de las carreteras. Utilizando los datos obtenidos por la participación de los habitantes, el proceso de participación de la comunidad ha sido desarrollado por Empresas Comunitaria de Commerce City y Asociaciones a favor de comunidades saludables.

La financiación/ fondos para la herramienta de evaluación tocante a la posibilidad de caminar y andar en bicicleta en las vecindades fue posible gracias de LiveWell Commerce City, una comunidad LiveWell Colorado.



South Thornton, Colorado USA

Evalúe que tan seguro es caminar y andar en bicicleta en su vecindad

Fecha: _____

Cuadras caminadas / encuestadas: _____

Gracias por llenar esta evaluación. Por favor completar toda la información. No compartiremos su nombre ni su información de contacto con nadie.

Nombre: _____

Número de Teléfono: _____

Correo Electrónico: _____

Dirección: _____

A mi me gustaría tener mas información acerca de las asociaciones de comunidades saludables y de los siguientes programas. (Marque todo lo que le aplique):

- Escuelas Prevención de delito/ Seguridad Recreación Trabajos
- Transportación Nutrición/cursos de cocina Vecindades Calles
- Jardín Comunitario Clubs de Caminatas/ Maratones, andar en bicicleta

Las siguientes cuatro preguntas nos habla acerca de usted.

A. ¿Cuál es su idioma de preferencia al hablar? Inglés Español Otro _____

B. ¿A qué género pertenece? Masculino Femenino

C. ¿Cuál es su edad? _____

D. ¿Cuál es su raza/ origen étnico?

Afro Americano

Asiático

Hispano / Latino

Nativo Americano

Blanco/ Anglosajón

Otro _____

Las siguientes cuatro preguntas nos habla de su vecindad.

A. ¿Cuál es el nombre de su vecindad? _____

B. ¿Son las calles de su vecindad seguras para caminar o para andar en bicicleta? (elija una)

- Si, es un gran lugar para caminar y andar en bicicleta
- A veces, pero necesita trabajo
- NO, es un lugar inseguro para caminar y para andar en bicicleta

C. ¿Que haría a su vecindad un lugar más seguro para caminar y andar en bicicleta?

- Menos carros
- Carros más despacio
- Gente amable
- Perros encorralados
- Más baquetas/ aceras para caminar y o andar en bicicleta
- Más aceras/ banquetas con senderos guiando hacia lugares donde uno tiene que ir
- Más luces/ alumbramiento
 - Lugares más seguros para cruzar las calles
 - Aire más (menos contaminado) por los carros y menos basura
 - Otro (escriba una razón): _____

Para evaluar que tan seguro es de caminar en su vecindad conteste las siguientes preguntas.

1. Por favor escriba los nombres de las calles que camino/ las calles principales.

(Ejemplo: Race y Eppinger)_____

2. ¿Es un lugar seguro para caminar? SI NO

3. ¿Usted caminó en la acera o en la calle? (seleccione "A" o "B")

A. en la acera/banqueta, sendero o camino donde los carros no son permitidos

B. en la calle/ carretera con carros

¿Por qué tuvo que caminar usted en la carretera/calle con los carros?
(seleccione todas las que apliquen)

No existe una banqueta/acera

Las aceras estaban cubiertas por cosas carros, ramas, postes

Aceras/ banquetas empiezan y terminan

Las aceras/ banquetas estaban muy angostas y muy saturadas

Las banquetas no llevan a donde uno tiene que ir

Otro (escriba una razón):_____

4. ¿Fue fácil o difícil cruzar las calles? (marque "A" o "B")

A. La calle fue fácil de cruzar. Escriba el nombre de la calle: _____

B. La calle fue difícil de cruzar. Escriba el nombre de la calle: _____

¿Porque fue difícil cruzar la calle? (seleccione todas las que apliquen)

La calle es muy ancha

El tráfico pasa rápido

Las luces de tráfico me hicieron esperar mucho tiempo o no me dieron tiempo de cruzar

La vista del tráfico fue obstruida

No hay rampa, o la rampa necesita reparación

No hay señal de cruce o designación de cruzar

Otro (escriba la razón): _____

Para evaluar que tan seguro es andar en bicicleta en su vecindad, por favor conteste las siguientes preguntas.

5. ¿En dónde monta usted su bicicleta con frecuencia?

Yo no ando en bicicleta (continúe en la pregunta 8)

En mi vecindad (escriba el nombre de su vecindad) _____

En un sendero/ camino (escriba el nombre de este _____)

Otro lugar (escriba respuesta): _____

6. ¿En dónde monta usted bicicleta con frecuencia? (marque "A," "B," o "C")

A. en la acera/ banqueta

B. en un sendero/ camino donde los carros no son permitidos

C. en la carretera con los carros

7. ¿A qué lugares le gustaría ir en bicicleta?

Trabajo (escriba el nombre de este) _____

Escuela (escriba el nombre de la escuela) _____

Centro de Recreación

Parques

Wal-Mart

Otro (escriba respuesta) -

Las siguientes preguntas son acerca de sus hábitos de caminar y andar a bicicleta.

8. ¿Qué tan seguido sale usted a caminar?

- Nunca
- Todos los días
- 1 vez por semana
- 2-3 veces a la semana
- 2-3 veces al mes

9. ¿Qué tan seguido monta usted bicicleta?

- Nunca
- Todos los días
- 1 vez a la semana
- 2-3 veces a la semana
- 2-3 veces al mes
- Otro (escriba respuesta): _____

10. ¿Por qué razón usted camina o monta su bicicleta? (indique sus razones)

Por diversión y razones de salud

Para ir al trabajo y o la escuela

Para comprar o hacer cosas que tengo que hacer (ejemplo: compras, lavar ropa, comprar comida)

No es dueño de un carro/ automóvil

Otro (escriba la razón): _____

11. ¿Qué es lo que lo previene de caminar o de montar su bicicleta en su vecindad?
(Seleccione todas las que apliquen)

- Muchos carros
- Los carros pasan muy rápido
- La gente me da miedo
- Los perros me dan miedo
- No hay aceras/ banquetas donde uno pueda caminar
- No hay aceras/ senderos que lo guíen a donde uno quiere ir
- No hay luces de cruce
- No hay lugares seguros para cruzar las calles
- Aire sucio de los carros o mucha basura
- Otro (escriba razón): _____

¡Gracias por completar esta evaluación!



Appendix E. Community Mapping

This report summarizes the results of three small group community mapping sessions held in October 2011. The three two-hour community mapping sessions, one conducted in Spanish, asked community members to list and prioritize strengths, challenges, and strategies for being healthy in South Thornton.

Location	Date	# of People
West - Anythink Library	10/4/2011	5
Central - Thornton Middle School (Spanish Speaking Only)	10/11/2011	6
East - York International School	10/13/2011	7
Total:		18

Method

The goal of each session was to answer, with the use of a map, the guiding question of “How do we create an environment that supports being healthy in South Thornton?” To answer this overarching question, community members answered the following three questions:

- 1) What about south Thornton supports you and your community in being healthy?
- 2) What about south Thornton contributes to you and your community being healthy?
- 3) What strategies can be used to make it easier for you and your community to be healthy?

Steps in the Process

To answer each question a facilitator guided the community members through the following steps:

- 1) **Idea Generation:** The facilitator guided community members to use the map as a reference for specific places and then write down as many ideas (places, things, aspects) about south Thornton that supported them and their community in being healthy.

- 2) **Round Robin Recording:** The facilitator asked each participant to give one summarized idea, and then proceeded around the room. The facilitator asked each participant until all ideas had been heard.
- 3) **Discussion and Clarification:** The community members, facilitator, and note taker spent some time clarifying ideas generated at the front of the room. The facilitator encouraged a discussion about the meaning of the ideas and to cluster ideas into general themes
- 4) **Narrowing Focus and Rank:** The facilitator asked community members to rank the top five most important ideas to them.
- 5) **Group Ranking:** The facilitator and note taker then totaled the numbers for each idea ranked. The top five ranked suggestions were recorded and ideas that could be drawn on the map were drawn.

Questions 2 and 3 followed the same steps. A final visualization of the top 5 ideas for each question was facilitated and time for discussion was allowed.

All ideas generated and the top 5 rankings for each question were entered to an Excel spreadsheet. Individual session results were analyzed and aggregated.

Appendix F. Community Forum

Partnership for Healthy Communities brought south Thornton community members together at a community forum to share and apply what was learned about the STaR Plan and healthy eating and active living through the data collection and review process.

The forum was held on Thursday November 3rd 2011, from 6 to 8 pm, at the cafeteria of the Skyview High school. Flyers and posters were made in English and Spanish to recruit community members. Forty-seven people attended the event.

Activity	Date	# of People
Skyview High School Cafeteria	11/03/2011	Community Members (25)
		City of Thornton staff (4)
		Parks & Recreation (2)
		Tri-County Health Department (1)
		Colorado Department of Public Health & Environment (1)
		Community Enterprise staff (5)
		Community Enterprise Consultants & Partners (2)
		Childcare (2)
		Food (2)
		Translators (4)

During the meeting, City of Thornton representatives presented on the STaR Plan and Community Enterprise representatives presented on their data collection efforts and preliminary findings. Following the presentation, community members chose one of four topics: transportation, social connections, access to existing resources, and access to new and renewed resources; and participated in a small group discussion. Each small group answered the following questions:

1. How does this HEAL (healthy eating and active living) issue relate to the goals of the STaR Plan?

A Health Impact Assessment of the South Thornton Revitalization Subarea Plan

2. Where do you see examples of this HEAL (healthy eating and active living) issue in south Thornton?
3. What strategies could be used to address this HEAL (healthy eating and active living) issue?

Afterwards, one representative from each small group reported out to the larger group on the key points of their discussion.

Finally, at the end of forum, we asked participants to complete a Call to Action form if they are interested in continuing the conversation around revitalization and improving access to healthy eating and active living in south Thornton. Ten participants completed the form.

CALL TO ACTION

Do you want to make positive changes in south Thornton? If the answer is "YES!" please provide the following information so we can keep you informed and involved in your areas of interest. This information will be kept strictly confidential.

Name: _____

Phone number: _____

E-mail: _____

Address: _____

What topics are you interested in working on? (CHECK ALL THAT APPLY):

- Transportation – Connectivity
- Transportation – Safety
- Social Connections – Safety
- Social Connections – Community Building
- Social Connections - Aesthetics
- Access to Resources - Identity
- Access to Resources – Existing Resources
- Access to Resources – New and Renewed Resources
- South Thornton Revitalization Subarea (STaR) Plan
- Other, please specify: _____

What sectors are you interested in working with? (CHECK ALL THAT APPLY):

- Schools
- Parks & Recreation
- Law & Code Enforcement
- Public Works, Planning, Community Development
- Faith-Based Organizations
- Businesses
- Real Estate/Housing
- Economic Development
- Health Care Providers
- Other, please specify: _____

Thank you for your willingness to participate!

LLAMADO A LA ACCION

¿Quiere usted hacer cambios positivos en el Sur de Thornton? Si su respuesta es "¡SI!" por favor proporciónenos sus datos para mantenerlo informado y pueda participar en las áreas que le interesan. Esta información será mantenida en forma estrictamente confidencial.

Nombre: _____

Número de Teléfono: _____

Correo Electrónico: _____

Dirección: _____

¿En qué temas usted está interesado en trabajar?(CHEQUE TODAS LAS CASILLAS QUE QUISIERA):

- Transporte-Conectividad
- Transporte-Seguridad
- Conexiones Sociales – Seguridad
- Conexiones Sociales – Construyendo una comunidad
- Conexiones Sociales - Estética
- Acceso a los recursos - Identidad
- Acceso a los recursos – Recursos existentes
- Acceso a los recursos – Recursos nuevos y renovados
- Plan de Revitalización de la Subárea del Sur de Thornton(STaR)
- Otro, por favor especifique: _____

¿En qué sectores le gustaría trabajar? (CHEQUE TODAS LAS CASILLAS QUE QUISIERA):

- Escuelas
- Parques y Recreación
- La ley y cumplimiento del código
- Obras Públicas, Planeamiento, Desarrollo Comunitario
- Organizaciones basadas en la Fe
- Negocios
- Bienes raíces/Vivienda
- Desarrollo Económico
- Proveedores de salud
- Otro, por favor especifique: _____

¡Muchas gracias por su voluntad de participar!