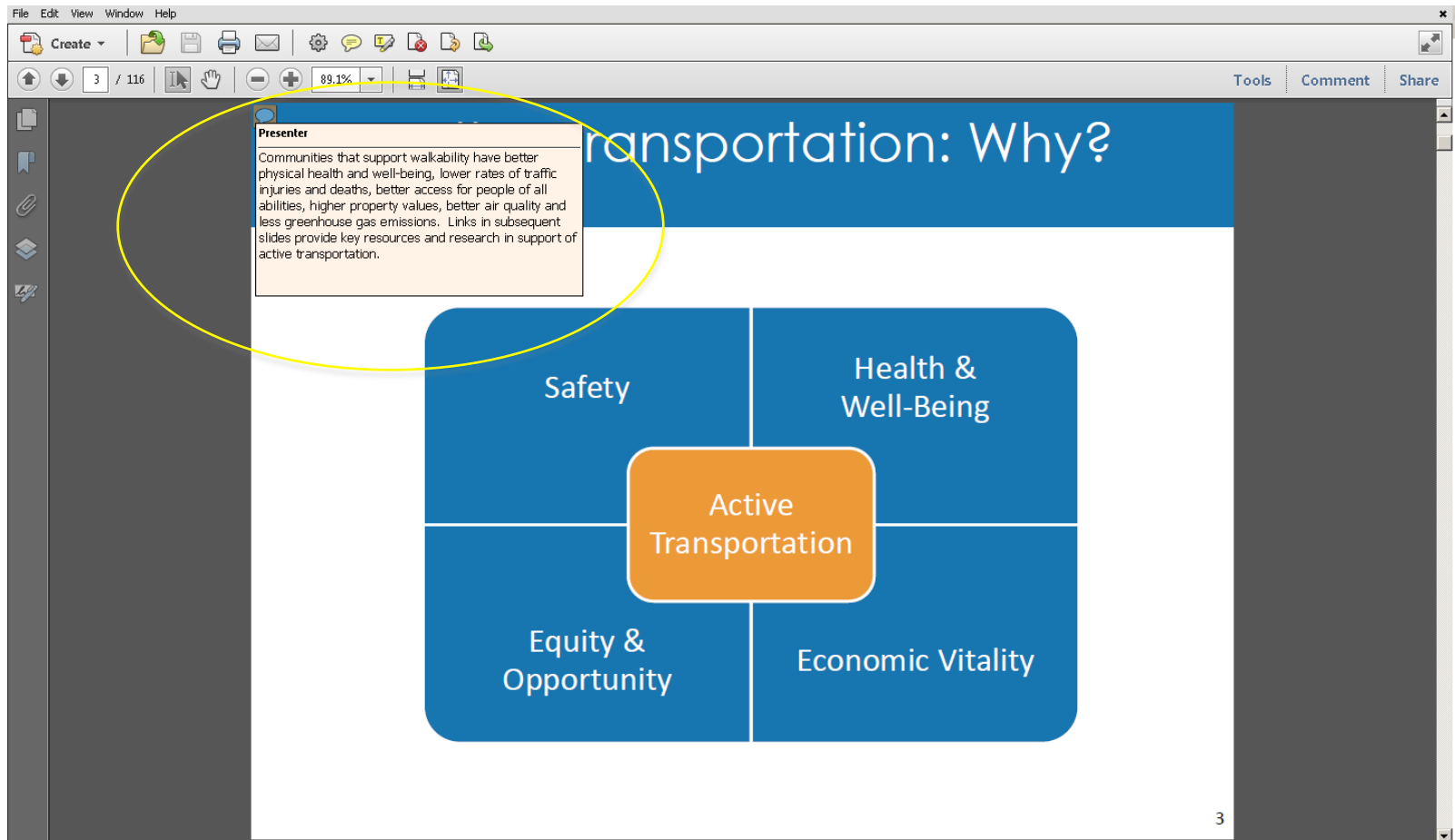




Toward Health and Well-Being in Muscatine

Built Environment: Opportunities for Change

How to Use this PDF



Many of the slides in this report include “Presenter notes” that explain the concepts or recommendations being discussed. To see the notes, ensure your PDF viewing software has the notes option toggled “on” and then scroll over the notes icon, as in the image above.

Toward Health and Well-Being in Muscatine

Built Environment: Opportunities for Change

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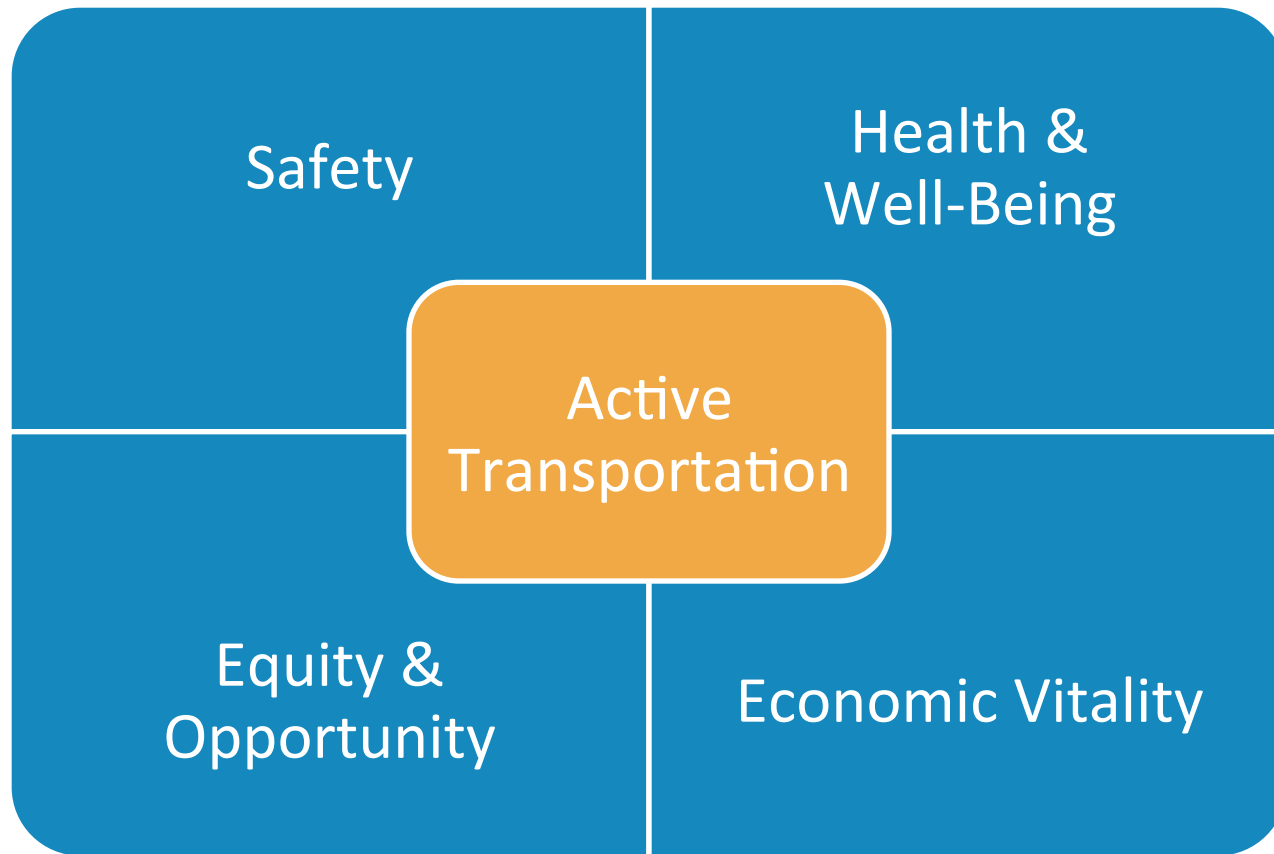
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Active Transportation: Why?



Streets Can be Dangerous

Safety

Health & Well-Being

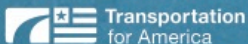
Equity & Opportunity

Economic Vitality

DANGEROUS BY DESIGN 2011



Solving the Epidemic of Preventable Pedestrian Deaths

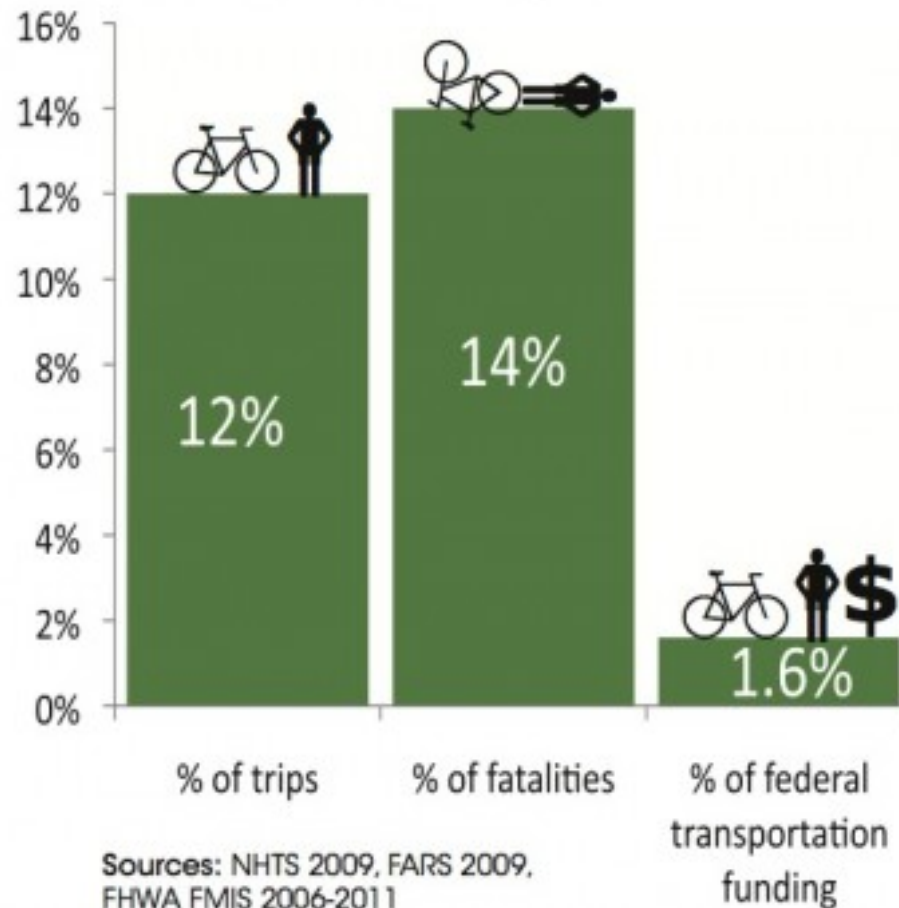


Over the past 12 years, more than **76,000 pedestrians** have died in America.

Walking is **10 times more dangerous** than driving a car and is the only travel mode that hasn't seen significant improvements in casualty rates in 40 years.

From 2000-2009, **219 pedestrians** died in Iowa, costing the state **\$941.7 million**

Levels of Bicycling and Walking, Bike/Ped Fatalities, and Bike/Ped Funding in the U.S.



Safety

Health & Well-Being

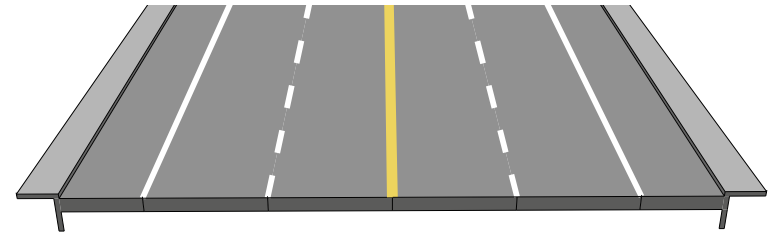
Equity & Opportunity

Economic Vitality

\$574.2
MILLION Federal transportation funding to Iowa in 2010

3.1% Portion of Iowa's federal funds spent on pedestrian projects

4.7% Portion of Iowa's traffic deaths that were pedestrians (2007-2008)



5.8% **5.8%**
US AVERAGE IOWA

Roads in 'poor' condition

\$3.92 Iowa spending per capita on walking and bicycling

\$2.17 National average

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality



Cities with a high bicycling rate among the population generally show a much lower risk of fatal crashes for all road users. Improving streets to better support bicycles may lead to a “self-reinforcing cycle that enhances overall safety for all road users.”

What is Health?

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality



Health is a state of complete physical, mental and social well-being and **not merely the absence of disease or illness.**

- *World Health Organization*



The 2011 Gallup-Healthways Well-Being Index ranked Iowa as **16th** in overall well-being.

The next year, the 2012 Gallup-Healthways Well-Being Index ranked Iowa as **9th** in overall well-being.

Activity and Obesity

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality



Nationally, cycling and walking levels fell **66%** between 1960 and 2009, while obesity levels increased by **156%**.

In 2012, **25%** of Iowa residents reported **no physical activity**.

Activity and Obesity

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality



Nationally, the number of children who walk or bike to school fell **75%** between 1960 and 2009. Childhood obesity rose **276%** during that same period.



Activity and Obesity

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality



Obesity is the nation's fastest-rising public health problem.

• **35.7%** of adults in the U.S. are obese; **29.4%** in Iowa.

- **32%** in Muscatine County
- **28%** in Linn County
- **26%** in Sioux County

Childhood obesity has **tripled** in the past 30 years. Overweight children are more likely to become obese adults.



- Every hour spent in a car is associated with a **6%** increase in the likelihood of obesity.
- Every **1%** rise in the urban sprawl index increases the risk of obesity by **0.5%**.

(Boston University School of Public Health)

Diabetes

Safety

Health & Well-Being

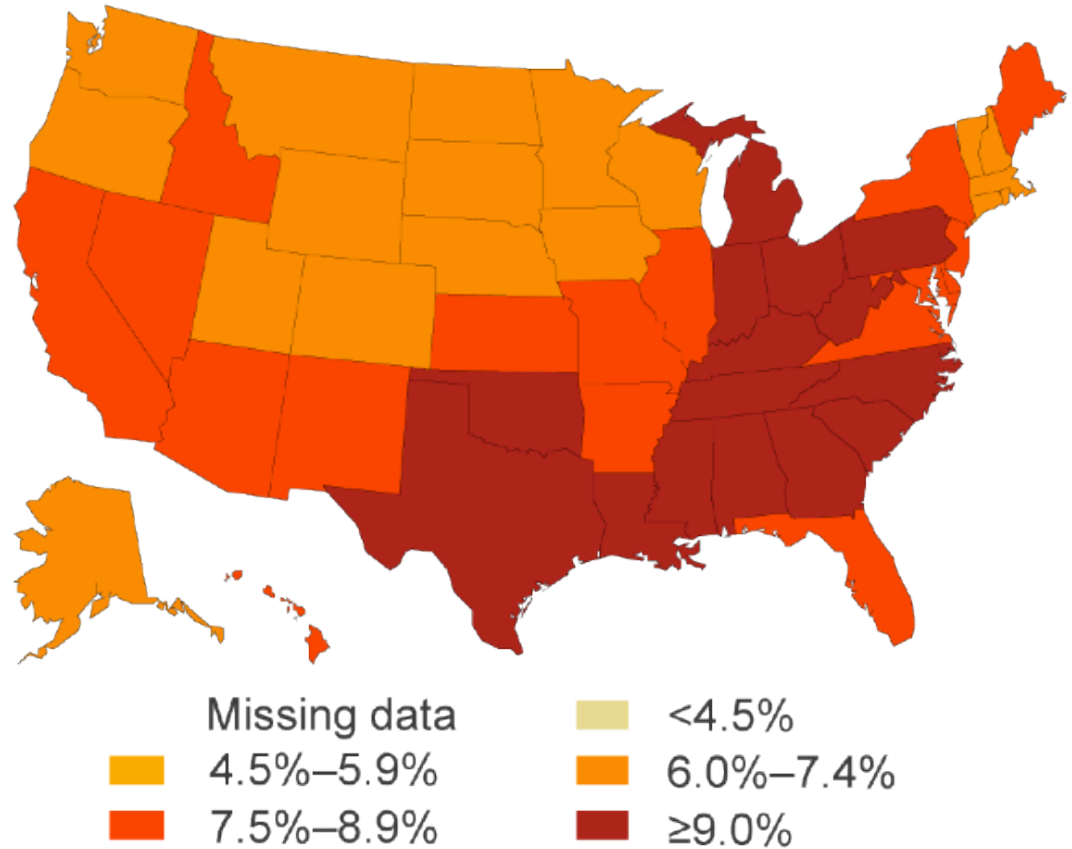
Equity & Opportunity

Economic Vitality

2010

Diabetes

Iowa:
6.9% Type II Diabetes



CDC's Division of Diabetes Translation. National Diabetes Surveillance System
available at <http://www.cdc.gov/diabetes/statistics>

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality

In October 2010, the CDC reported that if current trends continue, **one out of three** Americans will have diabetes **by 2050**.



Air Pollution

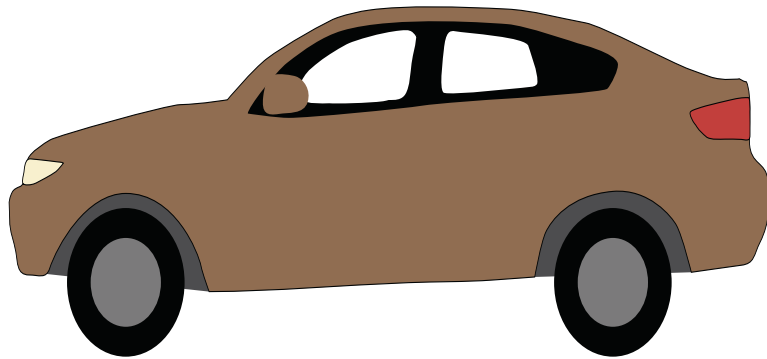
Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality

About 22 million people in the U.S. have asthma. Each year, asthma causes 14 million missed-school days.



Greenhouse Gas Emissions

(Metric Tons of Transportation-Related Carbon Dioxide, Per Capita)

7 TONS
IOWA

6.9 TONS
U.S. AVERAGE

Benefits of Active Transportation

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality



Walking and cycling for transportation can reduce cardiovascular risk by 11%.

Regular walking increases memory (hippocampus size) and decreases risk of dementia.

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality



For every **5% increase** in walkability, a community can expect:

- **32.1%** more minutes devoted to physically active travel.



- Women who walk or bike 30+ minutes a day have a lower risk of breast cancer.
- A 30-minute bike commute is associated with better mental health in men.
- Overweight kids who are active several times a week are 85% more likely to become normal-weight adults.

Social Equity

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality

Nearly $\frac{1}{3}$ of the U.S. population is transportation disadvantaged and without reliable access to food, medical care, employment or educational opportunities.



Population without a Driver's License

32%
U.S. AVERAGE

28%
IOWA

- 28% Muscatine County
- 24% Linn County
- 30% Sioux County

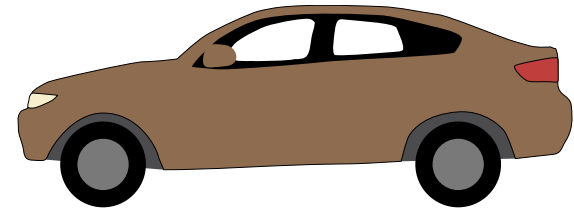


Average annual operating cost of a bicycle: \$308.



Average annual of owning a car: \$9,498.

Between 2000 and 2010, the number of bicycle commuters grew 40% in the US.



The average American household spends more on transportation than on food or healthcare.



Children, seniors and minorities are killed in crashes in disproportionate numbers.

Ability to “Age in Place”

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality

Half of all non-drivers age 65 and over – almost 4 million Americans – stay at home on a given day because they lack transportation.



Projected Growth in Iowa's 65+ Population

The U.S. Census Bureau projects that more than **663,186** seniors will be living in Iowa by 2030, a **68%** increase from the senior population in 2010.

Property Values

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality



A 5- to 10-mph reduction in vehicle speeds increased the value of nearby residential property by about 20%. Reduced traffic volumes on residential streets increased home values by an average of 18%.

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality



Homes in walkable urban neighborhoods have experienced less than half the average decline in prices from the housing peak in the mid-2000s.

A 10-percent increase in a “Walk Score” increases commercial property values by 5% to 8%.

Return on Public Investment

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality



An EPA study indicates that “compact” infrastructure, which generally is more walkable and bikeable, is up to **47%** less expensive than conventional development patterns.



For each **\$1 million** invested in FHWA-approved paved bicycle or multi-use trails, the local economy gains **65 jobs** and between **\$50 and \$100 million** in local economic benefits.

Cycling and walking investments return up to **\$11.80** for every **\$1** invested.

Retail and Sales

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality

Patrons of retail businesses that arrive by foot or bicycle in a neighborhood shopping area **visit the most often and spend the most money** per month.



Economic impacts of the West Orange Trail in downtown Winter Garden, FL

Category	Units	2010
Total Employment	Jobs	61
Output or Sales	Millions of Dollars	\$5
Personal Income	Millions of Dollars	\$1

The West Orange Trail revitalized downtown Winter Garden, FL: The average sales revenues of 31 businesses grew to \$470,000, bringing total business sales to \$14.6 million.

Employment per \$1 million expenditures

	Direct jobs per \$1 million	Indirect jobs per \$1 million	Induced jobs per \$1 million	Total jobs per \$1 million
Pedestrian projects	6.0	2.2	3.1	11.3
Bike lanes (on-street)	7.9	2.5	4.0	14.4
Bike boulevard (planned)	6.1	2.4	3.2	11.7
Road repairs and upgrades	3.8	1.5	2.0	7.4
Road resurfacing	3.4	1.5	1.9	6.8

Active transportation is good for tourism.
In 1992, an estimated 32,500 visiting cyclists spent
\$13.1 million in Vermont.

Overall Economic Impact of Orange County Trails in 2010

Category	Units	2010
Total Employment	Jobs	516
Output or Sales	Millions of Dollars	\$42.6
Personal Income	Millions of Dollars	\$10

Fuel and Time

Safety

Health & Well-Being

Equity & Opportunity

Economic Vitality

Simply increasing bicycling from 1% to 1.5% of all trips in the U.S. would save **462 million gallons of gasoline** each year.

The average person in North America spends **6.25 weeks** in their car every year.





Active transportation is an important component of livability. Livability means you can take your kids to school, go to work, see a doctor, shop, go out to dinner and a movie, and play with your kids at the park—all without having to get in a car, if that is your wish. By focusing on active transportation, **we can help transform the way transportation systems serve lowans,** and create safer, healthier communities with access to economic opportunities.



Active Transportation in Iowa's
Blue Zones Communities™

Opportunities in Common

Overarching Opportunities in the Iowa Blue Zones Communities™

Address Design Speed and Posted Speed

Address Overly Wide Lanes

Provide More On-Street Parking

Bring Buildings to Front the Street

Provide Shade

Complete the Streets

Improve Connectivity

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives

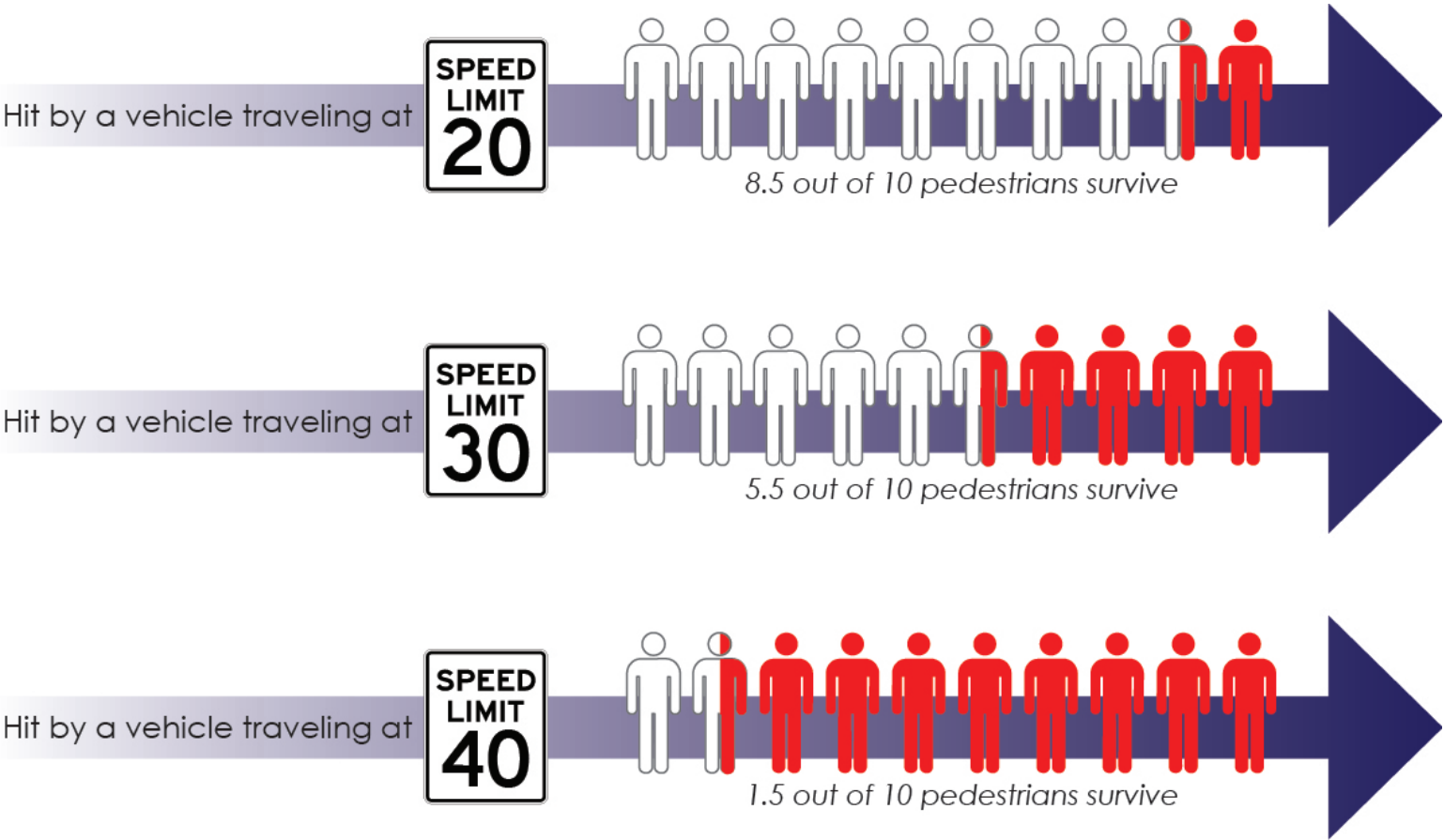


Overarching Opportunities

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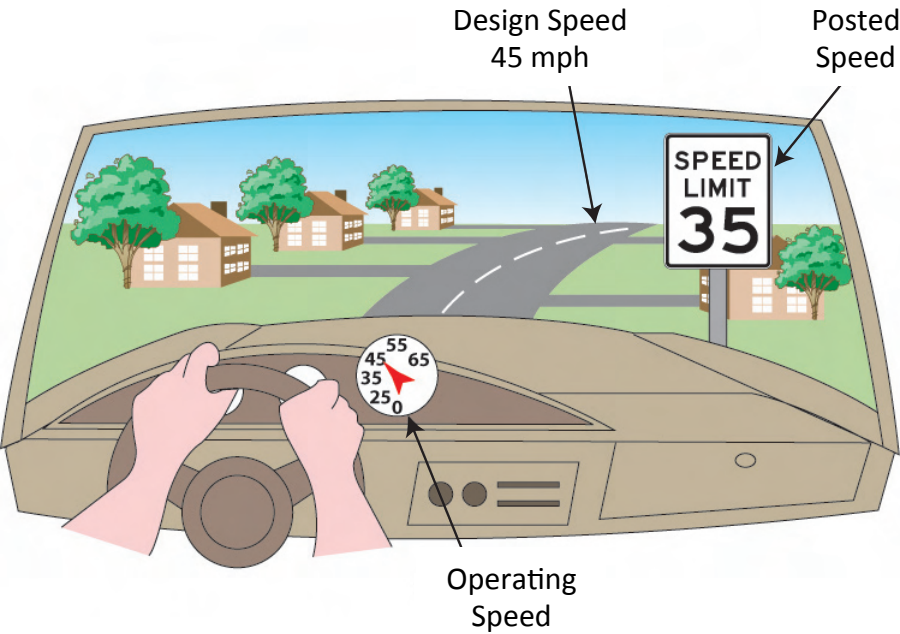


Overarching Opportunities

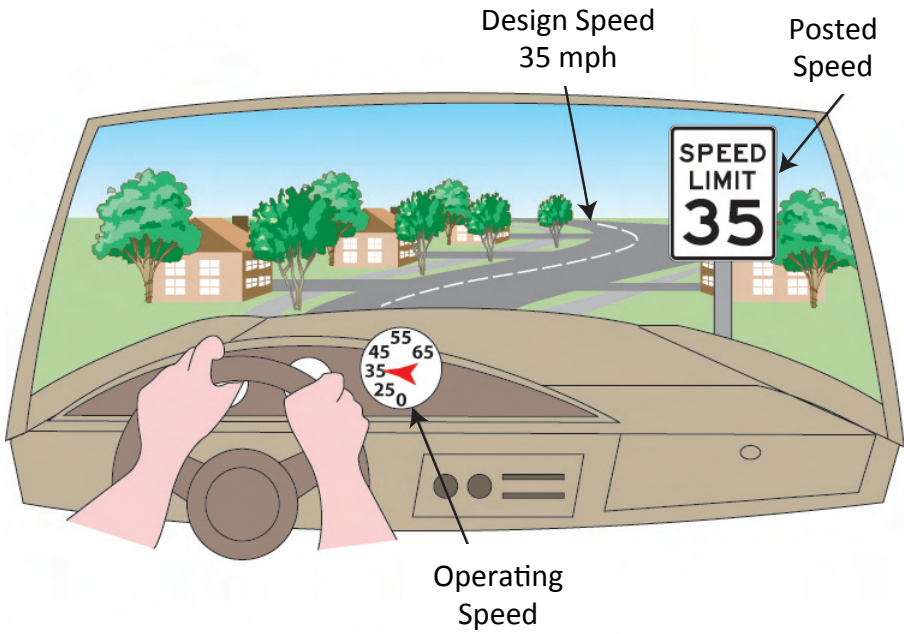
Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Conventional Design



Designing for Desired Operating Speed

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



The design of this roadway is consistent with the target speed desired. Note the treatments utilized:

- Sight distance
- Street trees
- Lane Widths
- Access density
- Median
- On-street Parking

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



- Curb extensions and midblock crossings reduce vehicle speeds and reduce the crossing distance for pedestrians
- Parked cars provide an important buffer between people on the sidewalk and vehicles moving in the travel lane
- Narrowed travel lanes at the intersection reduce vehicle speeds at key points of conflict between people and cars
- A bold, thick edge stripe delineates space for the moving cars and the parked cars

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Before

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



After

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives





Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives

Designed for Cars

Designed for People

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



- On-street parking (street parking) has many benefits over off-street parking (parking lots):
 - It generally uses less land than parking lots for the same number of parking spaces
 - It helps to calm traffic and reduce vehicle speeds
 - It provides an important buffer between people walking and cars passing by

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Designed for
People

Designed for Cars

- Head-out angled parking is the safest of street parking:
 - When parking, drivers control the traffic behind them as they do with parallel parking, but when pulling out, they can see what's coming, because they are *heading out*.
 - Opening the car door sends passengers toward safety – the sidewalk – and not toward moving traffic in the street.
 - The trunk is accessed from the sidewalk, not the street.

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

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Mid-Range Projects

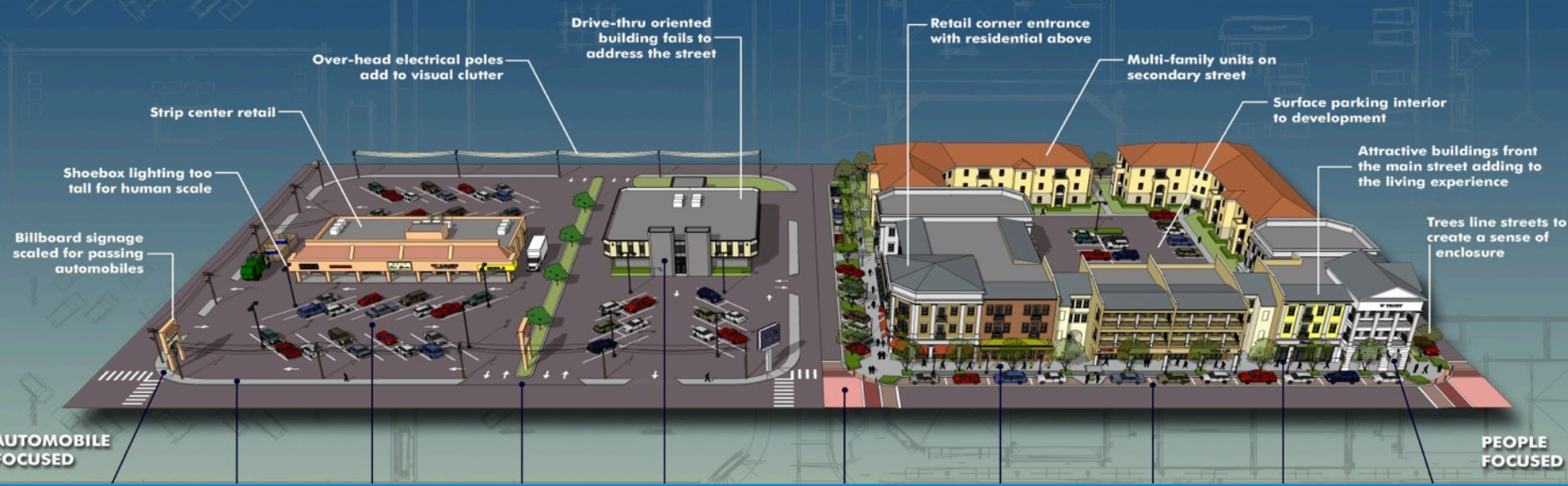
Long-Range Initiatives



- Overarching Opportunities
- Low-Hanging Fruit
- Mid-Range Projects
- Long-Range Initiatives

TOWN MAKER'S GUIDE: Healthy Building Placement

Walkable and Livable
Communities Institute



Overarching Opportunities

Low-Hanging Fruit

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Overarching Opportunities

Low-Hanging Fruit

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Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

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Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Designed for Cars

Designed for People

- Street trees not only provide shade and a nice environment, but also help protect pedestrians walking and bicycling. When placed within four to six feet of the street, trees create a vertical wall that helps lower vehicle speeds and absorb vehicle emissions.
- Street trees also provide a physical buffer between cars and children. On streets with narrow space between the sidewalk and curb, trees can be planted in individual tree wells placed between parking stalls, which further reduces travel speeds.



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Before

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



After

9/29/1999 1:36pm

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



After

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



After

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

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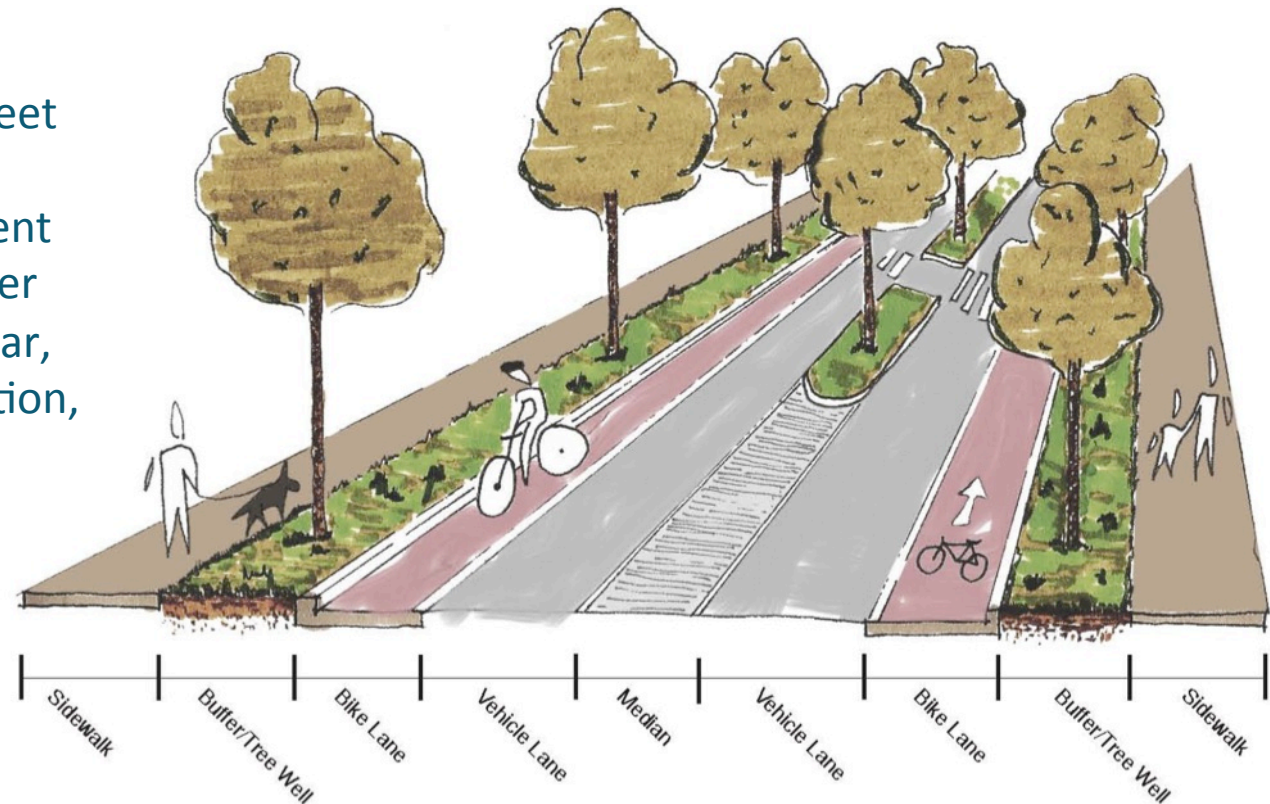
Overarching Opportunities

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A Complete Street is a street designed for safe, comfortable and convenient travel for all users, whether they choose to travel by car, bicycle, public transportation, or on foot.



Trees:

Tall trees of a species appropriate for the area are spaced 15 to 25 feet apart. The vertical wall helps calm traffic and encourages lower vehicle speeds.

Buffer:

If the buffer includes trees, they should be set back from the curb at least four feet and the total buffer should be at least six feet.

Bike lane:

To function well, bike lanes should be at least six feet wide.

Wide stripes:

Mark bike lanes with thermoplastic stripes eight to twelve inches wide.

Median widths:

Medians typically are six to eight feet wide, but can vary to allow for landscaping, maintenance and adequate "refuge" for pedestrians crossing.

Vehicle lanes:

Lane width analysis indicates that narrower lanes are associated with lower crash frequencies. Ten foot travel lanes reinforce a 25-35 mph design speed.

Overarching Opportunities

Low-Hanging Fruit

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Long-Range Initiatives



Existing

Overarching Opportunities

Low-Hanging Fruit

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Proposed

Overarching Opportunities

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Opportunity

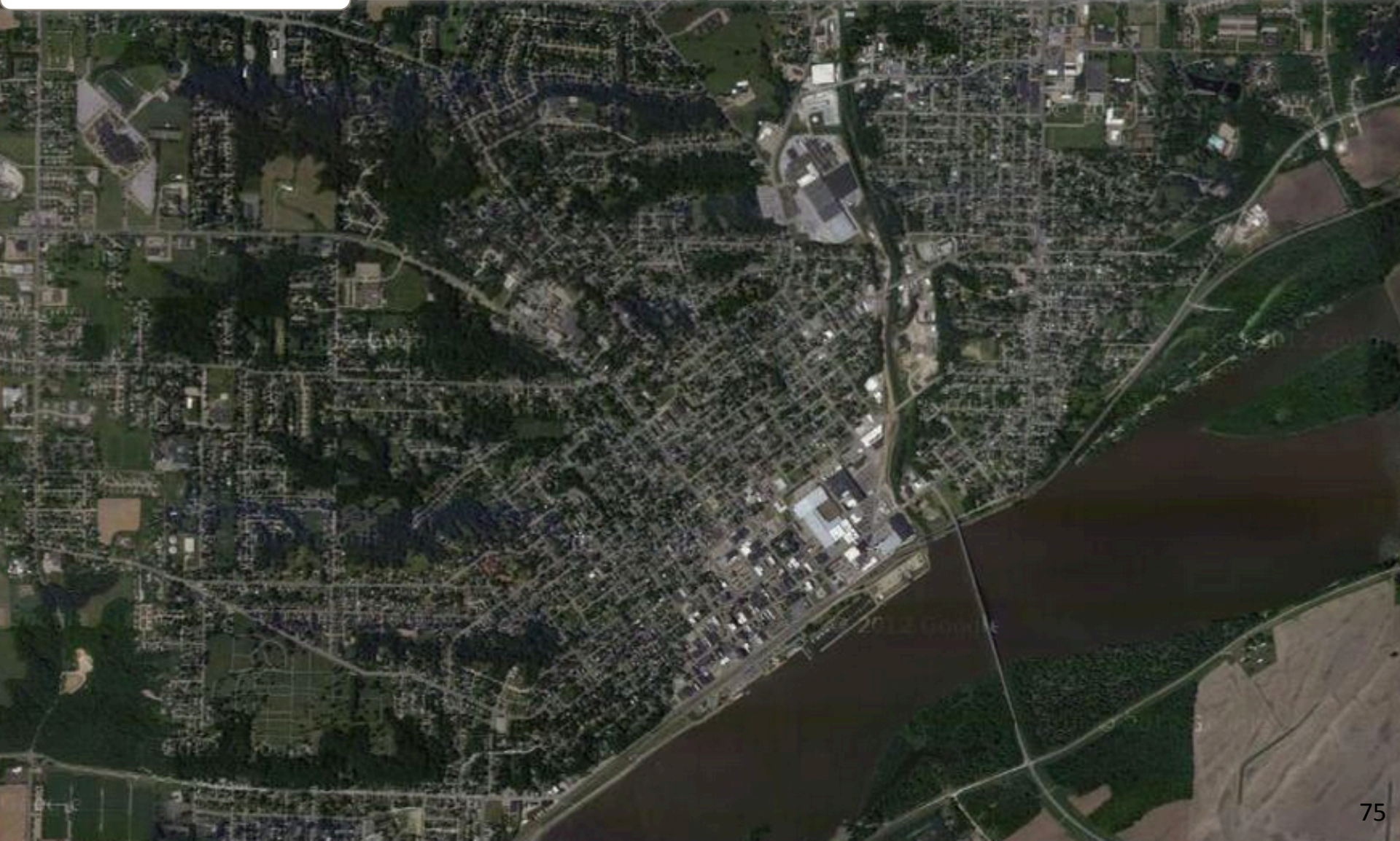
Improve Connectivity

Overarching Opportunities

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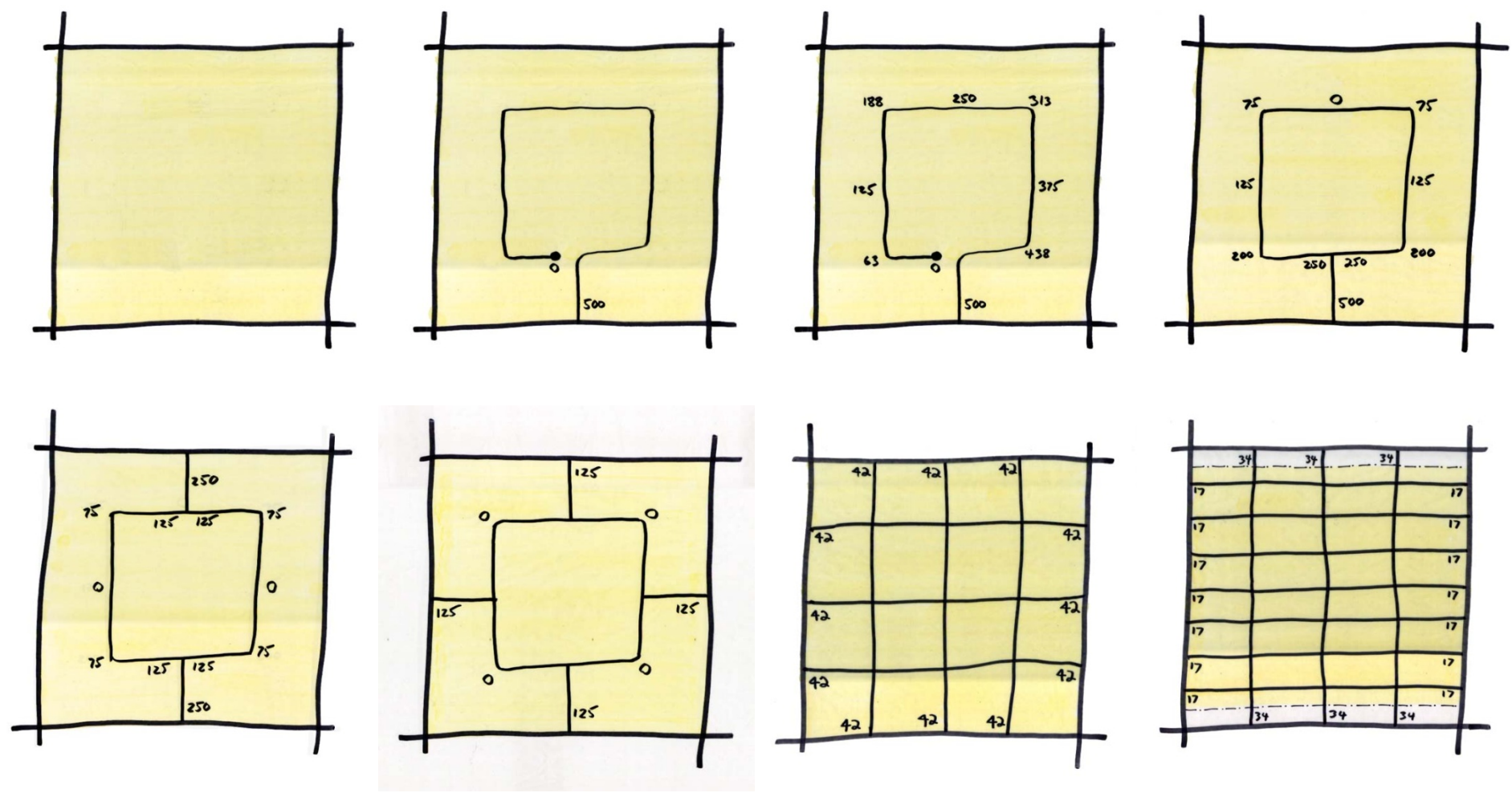


Overarching Opportunities

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Overarching Opportunities

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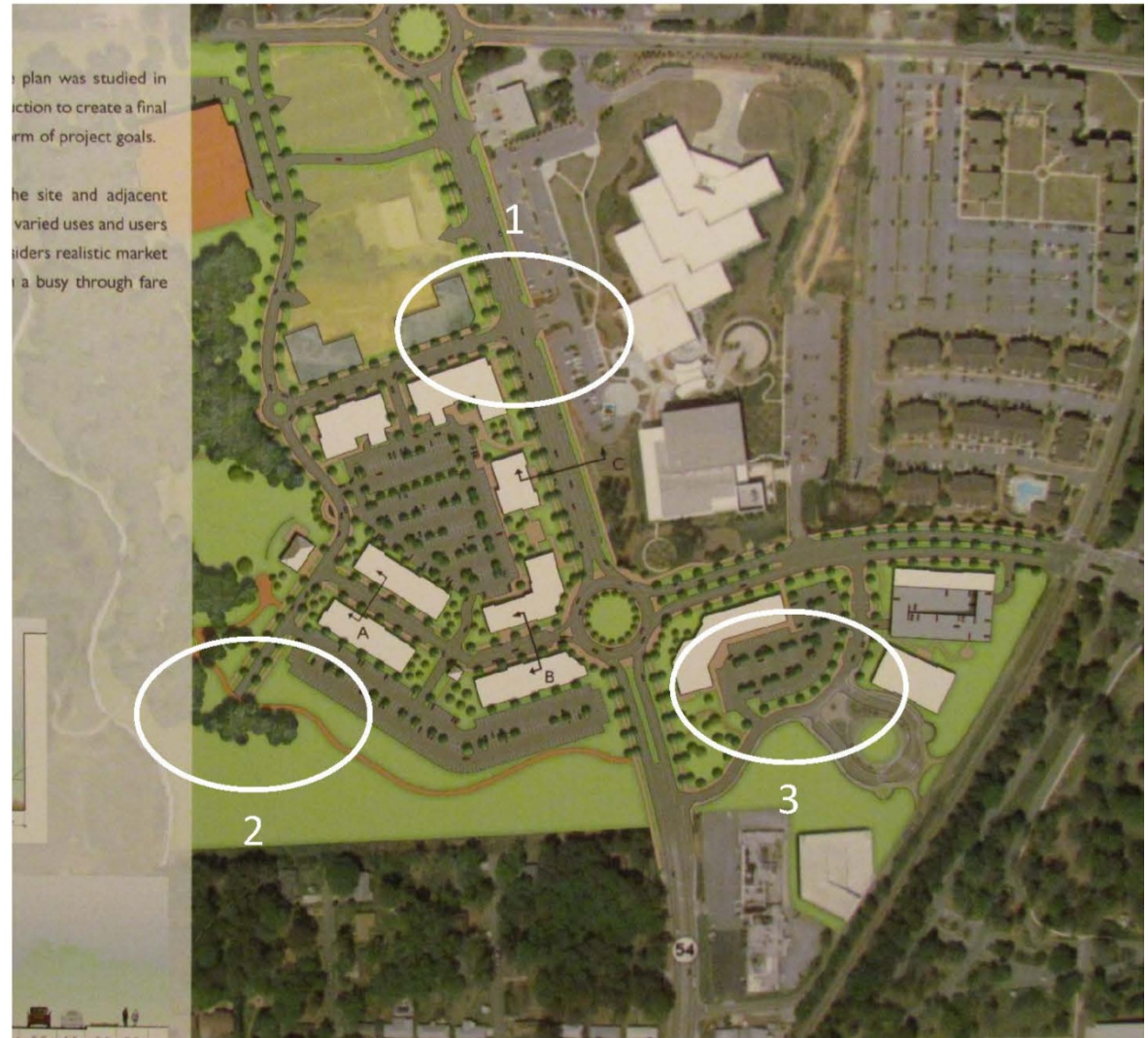
Long-Range Initiatives

Recommendations

1. Make Jonesboro/SR 54 a boulevard with a median and one more roundabout to connect the development to the archives, create a strong sense of place for the genealogy industry hub, and keep traffic calm between the roundabouts currently planned.

This series of roundabouts and the median will keep vehicles slow, at 25 mph or less, but still move traffic smoothly. Where the median prevents left turns, the series of roundabouts makes it easy for motorists to instead drive slightly past their destinations and loop back through the nearest roundabout to get to their location. See the photo-visualization for the additional roundabout.

2. Add streets and ensure they are "complete." The master plan shows an access road terminating behind the development without connecting to other roadways, in essence creating a cul de sac. This would be a mistake. Instead: (a) add access streets and connect them to the network; (b) orient the interior buildings to the access streets, which makes the streets more desirable and vibrant, (c) load the streets with on-street parking, and (d) eliminate some of the planned asphalt and parking from the interior area of the development and instead create a plaza or court. (See the appendix for best practices.) The access streets with on-street parking will alleviate the need for so much off-street parking. To do this, ensure code is updated to reduce the amount of parking spaces required per development or, even better, to provide for a *maximum* number of parking spaces per development.
3. Provide strong connectivity and a sense of place between the development and the passenger rail at Morrow Station. Don't let passengers stepping off the rail feel like an afterthought.

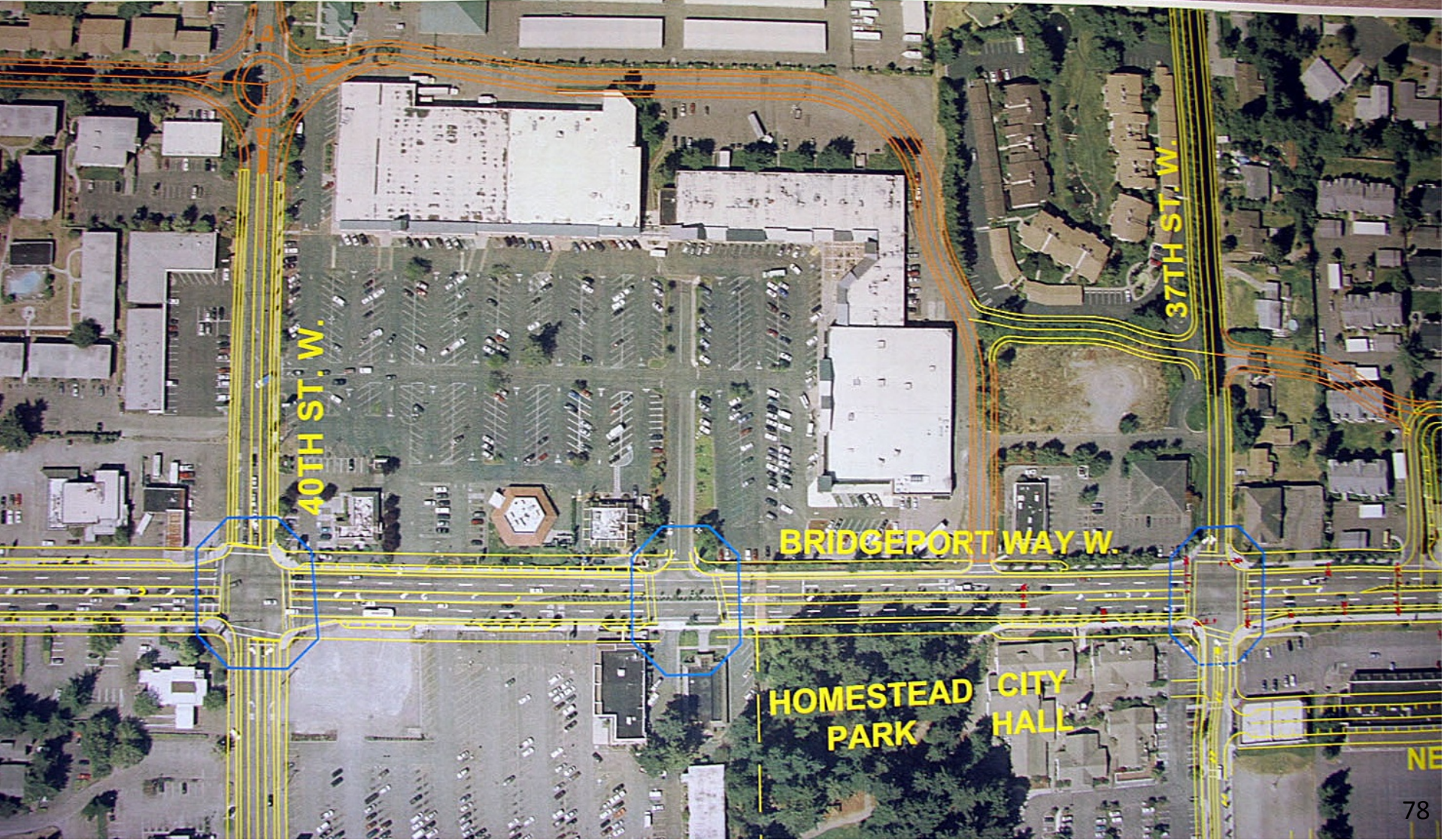


Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Improve Connectivity: Within Parking Lots

Overarching Opportunities

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Mid-Range Projects

Long-Range Initiatives





Active Transportation in Muscatine

Additional Opportunities

Low-hanging fruit

- Complete and Maintain the Sidewalks
- Create a Sense of Place
- Improve Trail Street Crossings
- Install “Sharrows”
- Reduce Lane Widths
- Improve Landscaping
- Improve Crosswalks

Mid-range projects

- Convert to Two-Way Streets
- Right-Size and Right-Scale Streets
- Install Curb Extensions
- Build Additional Roundabouts

Long-range initiatives

- Change Code for Parking Policy
- Restore Place with Liner Buildings
- Engage the Community

Priority Outcomes from Community Leaders

Muscatine Policy Ideas and Priorities		
Votes	Policy	Comments/clarifications
17	Complete Streets	
15	Comprehensive sidewalks	
14	Vision/Master Plan	
14	Retail Recruitment	
12	Better branding and marketing	
11	Safe routes to school	
7	Outdoor dining guidelines	<i>Define what is permitted, what parameters we have to work within</i>
6	Parking policy	<i>Assess current overall parking situation and develop ideas for improvements</i>
5	Public Wi-fi	
4	Downtown housing	
4	Public art	
3	Neighborhood revitalization	
1	Empty storefront plan	

Priority Outcomes from Community Leaders

Muscatine Project Ideas and Priorities		
Votes	Projects	Comments/clarifications
17	Riverfront corridor	
15	More Trees	
15	Gateway feature	
14	Roundabouts	<i>Cedar Street; Grandview and Mississippi; Park Avenue and 2nd</i>
13	Enhance crosswalk markings	<i>On streets</i>
12	Activate riverfront	
11	Extend trails	<i>Hershey – Environment center</i>
11	2 nd street one to two-way traffic	
6	Dog park	
6	Safe routes to school	
6	More angle parking	
5	Lighting	
3	Curb extensions	

Priority Outcomes from Community Leaders

Muscatine Short-term Possibilities/Deliverables

Projects

Dog Park

Public Wi-fi

Enhance crosswalk markings

Gateway treatments for Cedar Street and Colorado Street

Sidewalk master plan

Outdoor dining/seating

Parklet plan

Safe routes to school/non-infrastructure

Complete and Maintain the Sidewalks

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Complete and Maintain the Sidewalks

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

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Complete and Maintain the Sidewalks

Overarching Opportunities

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Overarching Opportunities

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Overarching Opportunities

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Overarching Opportunities

Low-Hanging Fruit

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Opportunity

Improve Trail Street Crossings

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Improve Trail Street Crossings

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

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Overarching Opportunities

Low-Hanging Fruit

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Overarching Opportunities

Low-Hanging Fruit

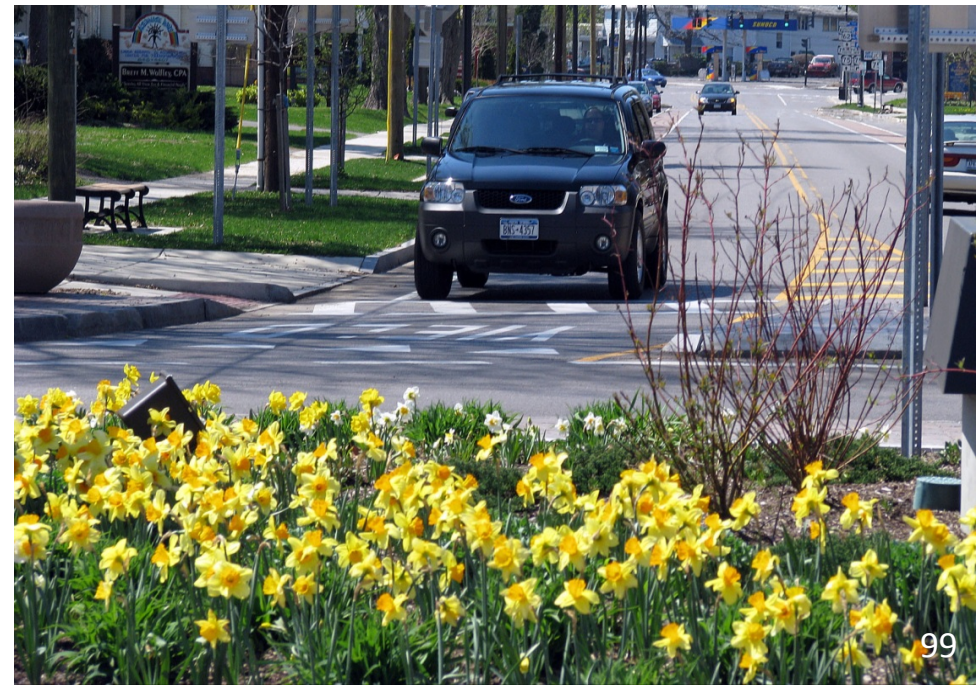
Mid-Range Projects

Long-Range Initiatives



Note the benefits of greening the street:

- Improve the environment, cleans the air
- Aesthetic improvement
- Creates a sense of enclosure and human scale to the sidewalk.



Overarching Opportunities

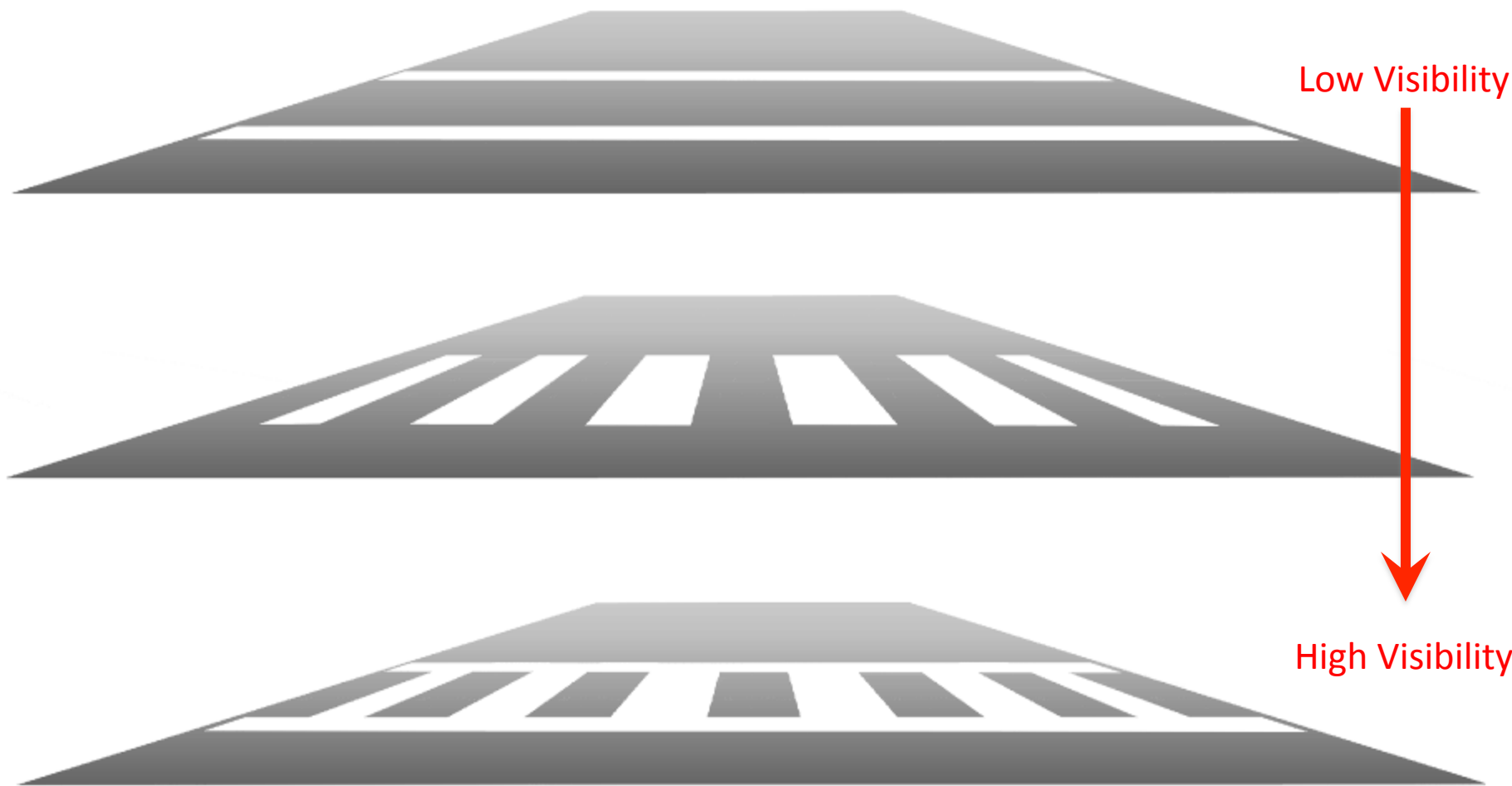
Low-Hanging Fruit

Mid-Range Projects

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Crosswalk Marking Types



Overarching Opportunities

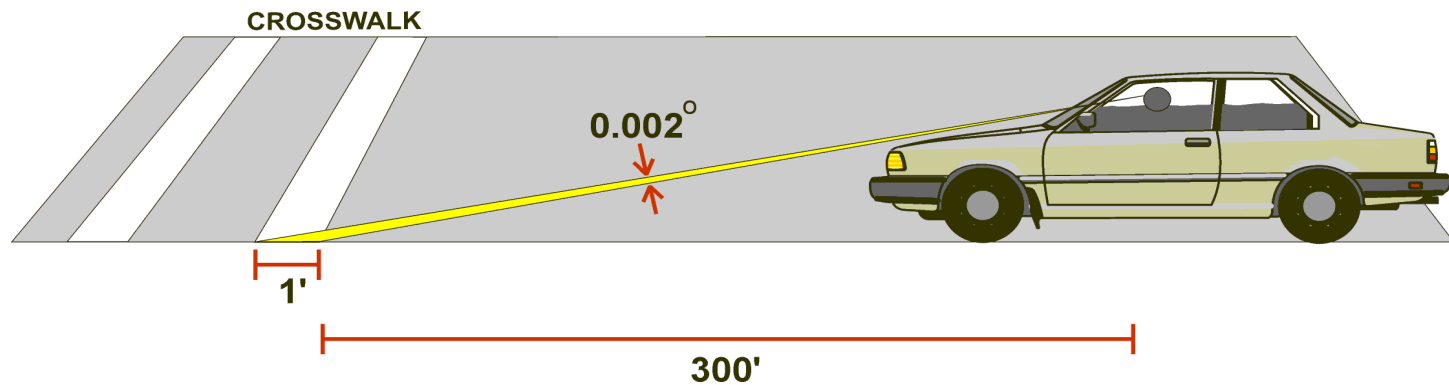
Low-Hanging Fruit

Mid-Range Projects

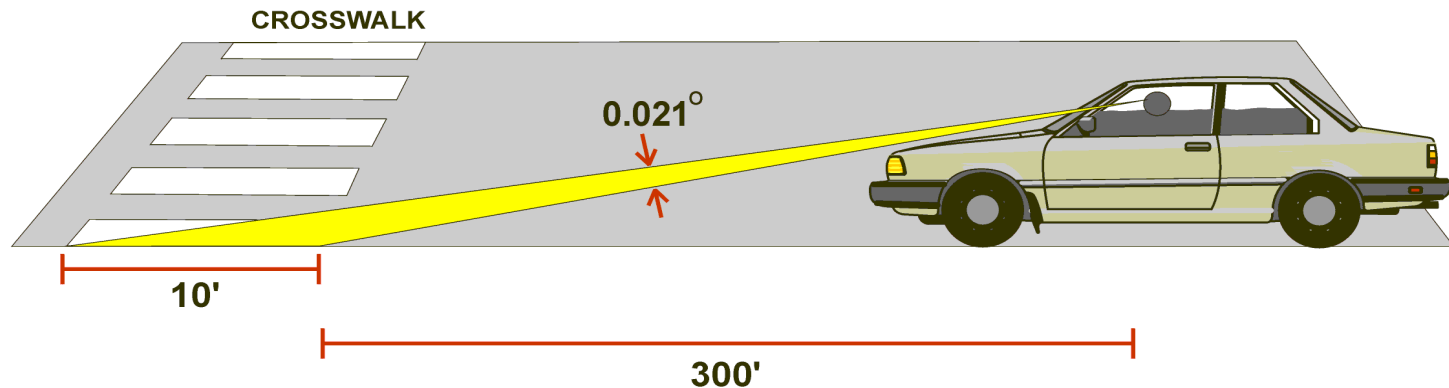
Long-Range Initiatives

Longitudinal markings are more visible to a driver from afar

LATERAL 12" STRIPE



LONGITUDINAL MARKING



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Opportunity

Convert to Two-Way Streets

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Solution

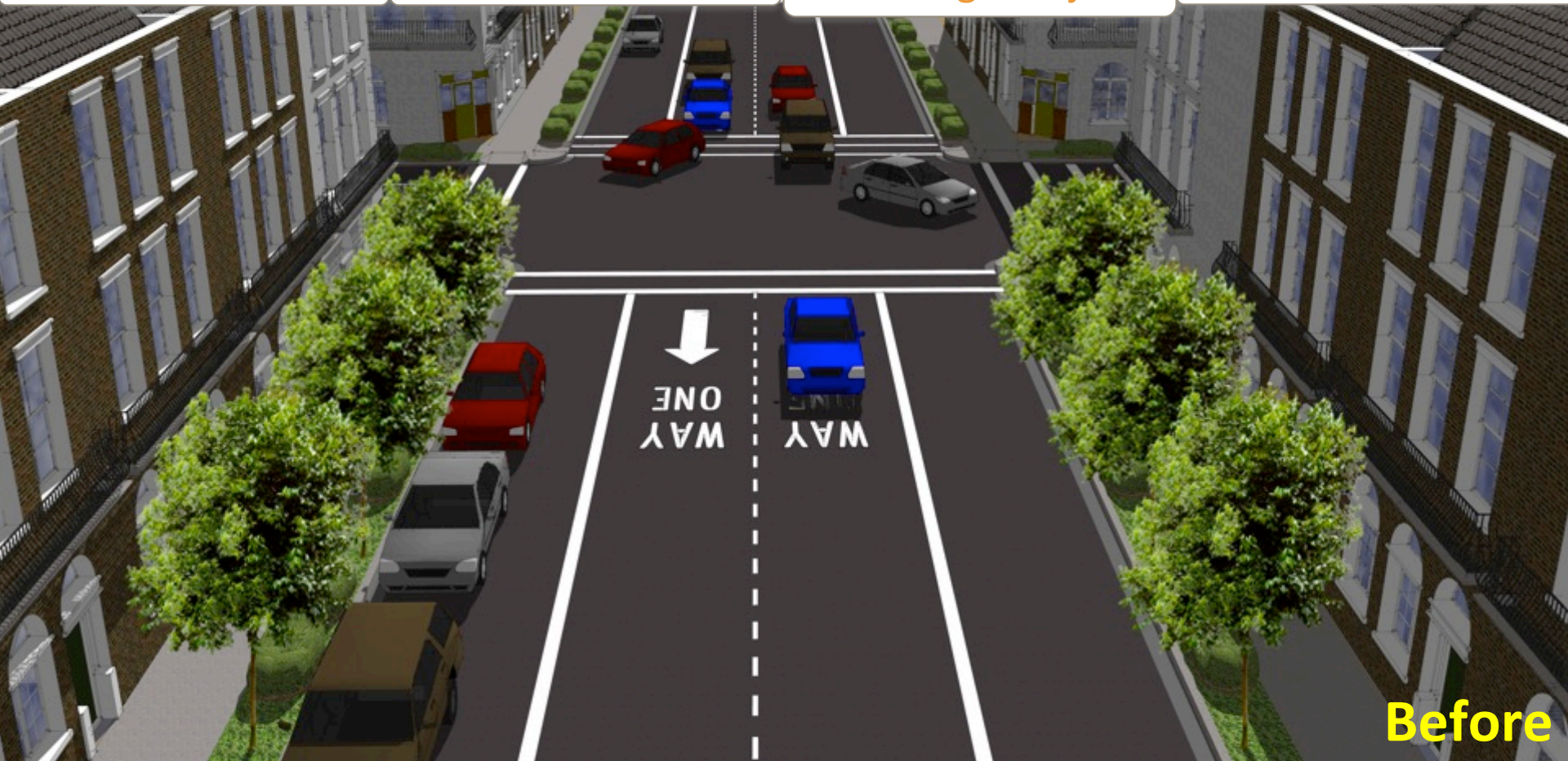
Convert to Two-Way Streets

Overarching Opportunities

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Before

One-way streets move cars at fast speeds, are not customer-friendly, and should be removed from most downtowns. One-way street grids cause “dead blocks” that require circuitous routing to arrive at a destination.

Overarching Opportunities

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After

A two-way downtown grid allows for simple design and navigation for drivers. Narrowing the lanes can also help calm traffic and add important buffer space.

Overarching Opportunities

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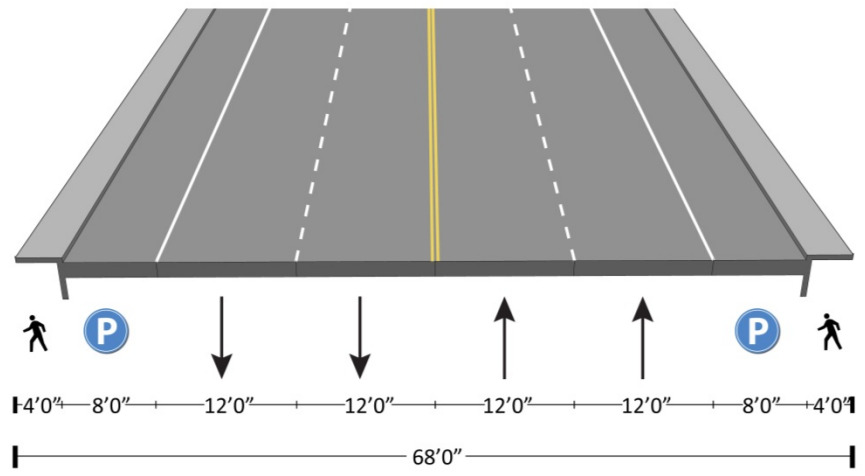


Solution

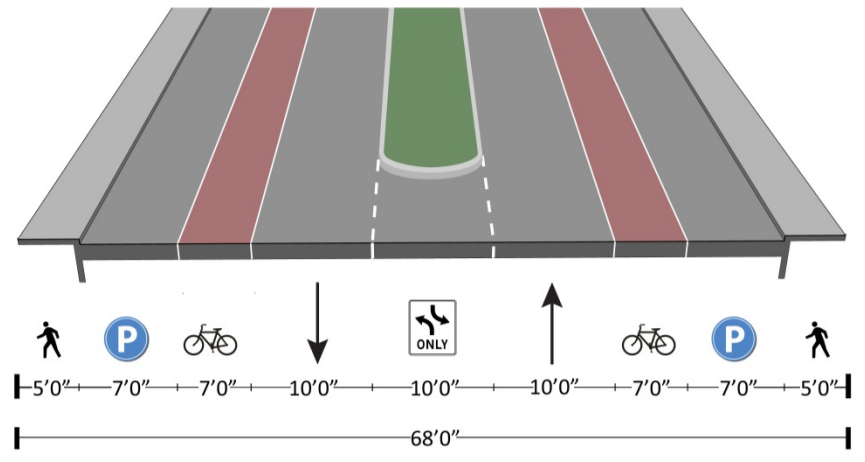
Right-Size and Right Scale Streets

- Overarching Opportunities
- Low-Hanging Fruit
- Mid-Range Projects
- Long-Range Initiatives

Before Road Diet



After Road Diet



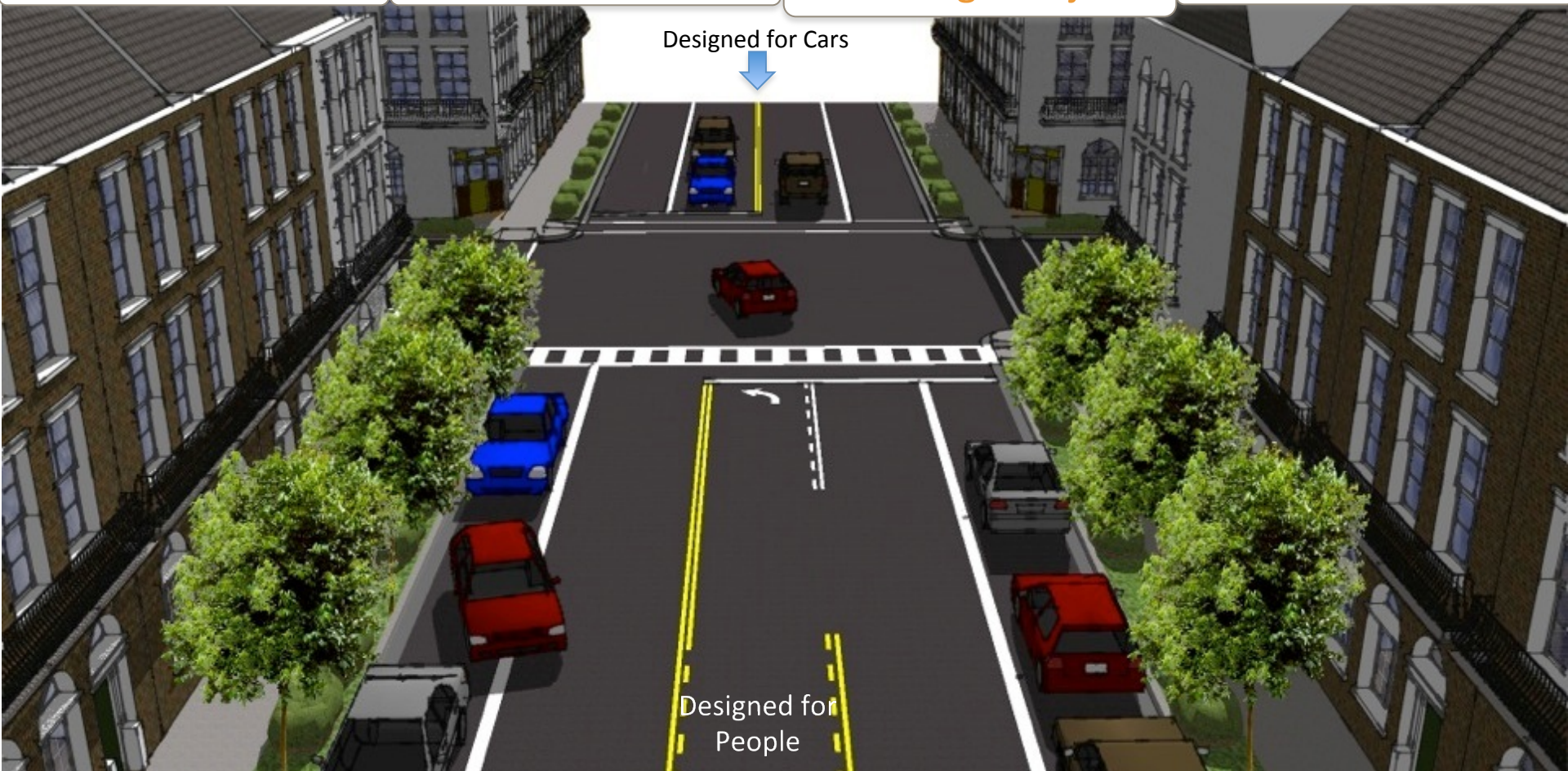
The wider a roadway, the faster people tend to drive. In many downtowns, the desire to speed motorists out of town at the end of the workday led to roads being built too wide, with too many lanes. This is detrimental to commercial activity and walkability. One possible solution is a road diet.

Overarching Opportunities

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- Space is reallocated for uses that increase “foot traffic,” such as wider sidewalks, buffers between travel lanes and sidewalks, on-street parking, bike lanes, landscaped medians or some combination thereof.
- The center lane allows emergency vehicles to pass and allows cars to go around cars parking and un-parking.

Right-Size and Right Scale Streets

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Overarching Opportunities

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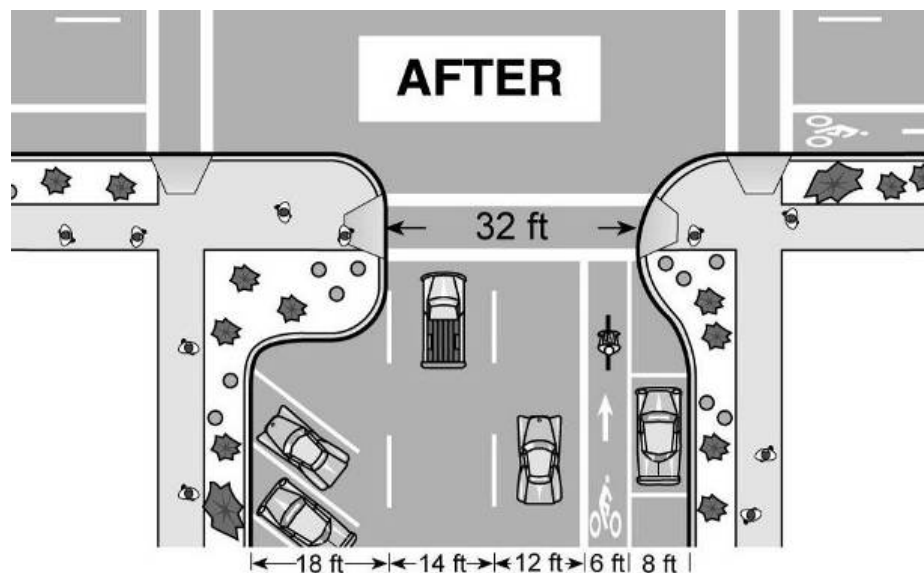


Overarching Opportunities

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The proper use of curb extensions:

- Reduces crossing distance
- Improves safety for pedestrians and motorists at intersections
- Increases visibility and reduces speed of turning vehicles
- Encourages pedestrians to cross at designated locations
- Prevents motor vehicles from parking at corners

Overarching Opportunities

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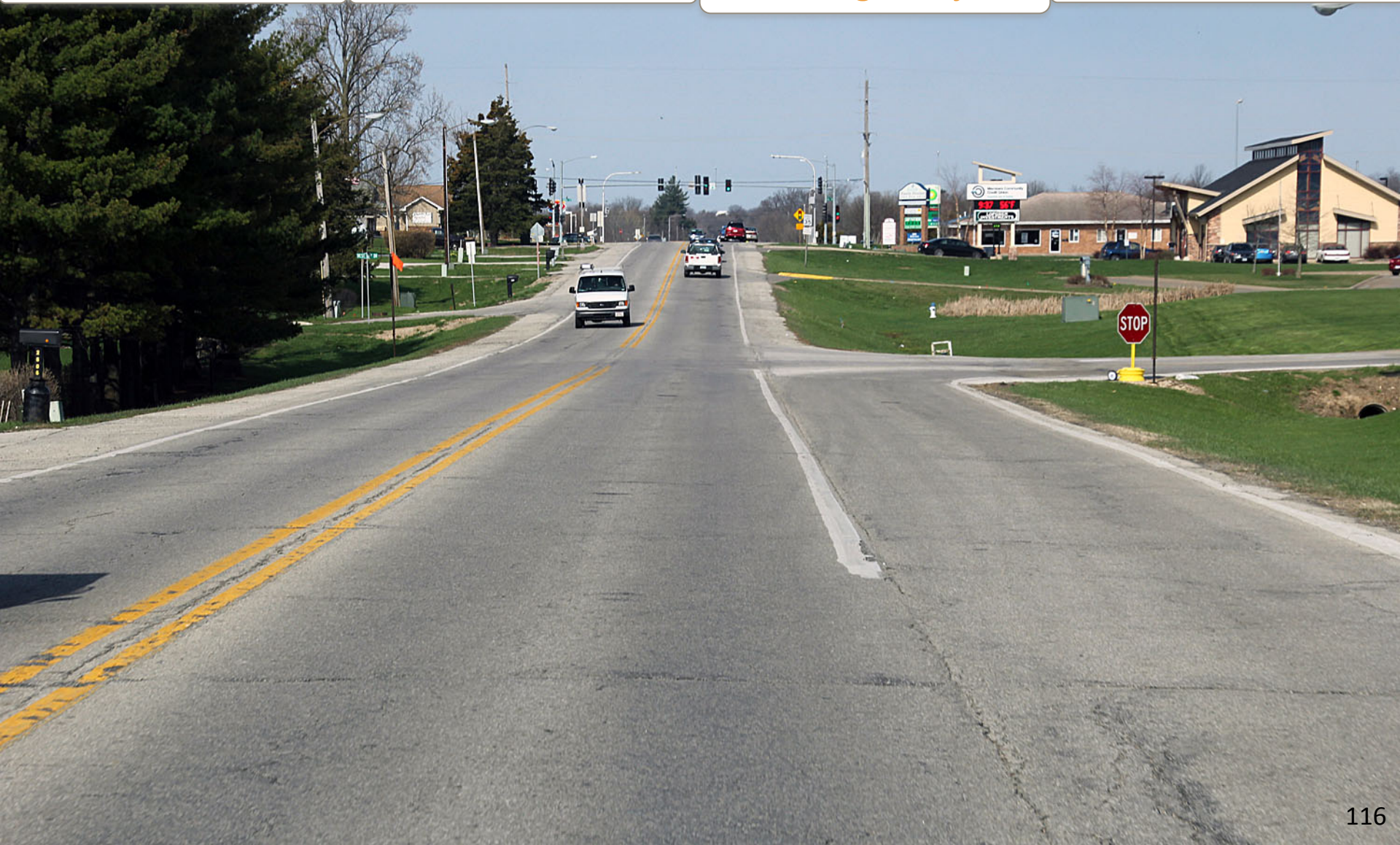


Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives

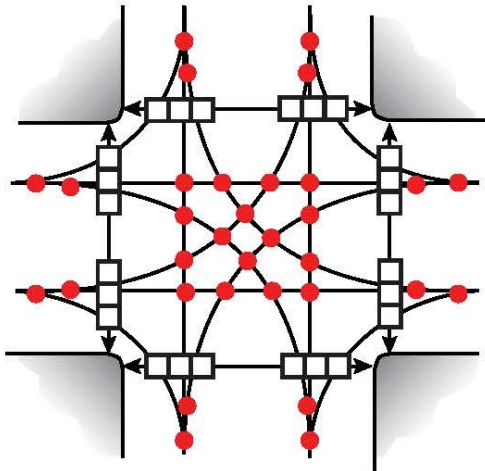


Overarching Opportunities

Low-Hanging Fruit

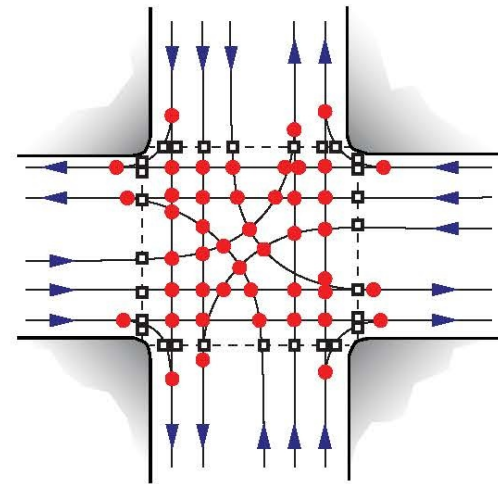
Mid-Range Projects

Long-Range Initiatives



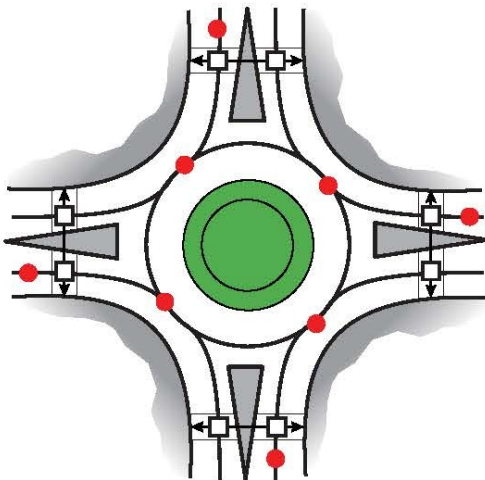
Conflicts at a conventional intersection with single lanes in each direction

- 32 vehicle-to-vehicle conflicts
- 24 vehicle-to-person conflicts



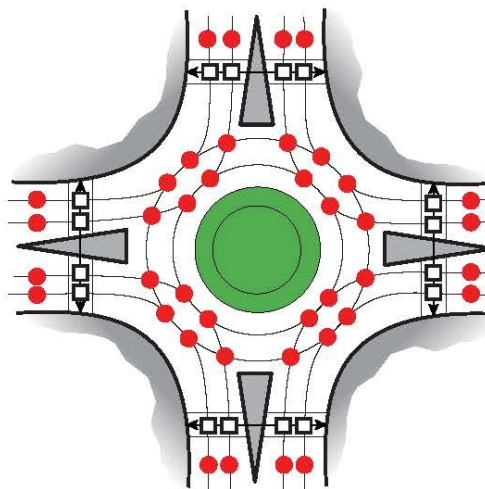
Conflicts at a conventional intersection with double lanes and left-turn lane in each direction

- 46 vehicle-to-vehicle conflicts
- 28 vehicle-to-person conflicts



Conflicts at a single-lane, modern roundabout

- 8 vehicle-to-vehicle conflicts
- 8 vehicle-to-person conflicts



Conflicts at a double-lane, modern roundabout

- 24 vehicle-to-vehicle conflicts
- 16 vehicle-to-person conflicts

Overarching Opportunities

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Overarching Opportunities

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Opportunity

Change Code for Parking Policy

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Initiatives



Overarching Opportunities

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Overarching Opportunities

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Long-Range Initiatives



Solution

Engage the Community

- Overarching Opportunities
- Low-Hanging Fruit
- Mid-Range Projects
- Long-Range Initiatives





What Do We Want to Protect and Preserve?



INSERT BLUE ZONES
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