

MPOs as Catalysts for Health: Improving Community Health Through Complete Streets and Safe Routes to School



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Safe Routes to School National Partnership

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About the National Partnership

Our mission is to advocate for **safe walking and bicycling** to and from schools and in daily life, to **improve the health and well-being** of America's children, and to foster the creation of **livable, sustainable communities**.



What We Do

- Improve quality of life for kids, families, and communities
- Advance policy change
- Catalyze support for safe, healthy, active communities
- Share deep expertise



In 1969, nearly **50%** of all children walked or bicycled to school.

Today, just **13%** walk or bicycle.

All kids and communities deserve access to **safe, healthy streets** and opportunities for **physical activity**.



Childhood obesity has increased among children ages 6 to 11 from 4% in 1969 to 19.6% in 2007.

Walking one mile to and from school is two-thirds of the recommended 60 minutes of physical activity a day.

Children who walk and bicycle to school are more physically active, have lower body mass index scores, lower obesity levels and are more likely to meet physical activity guidelines.

Children in neighborhoods with sidewalks and safe places to cross the street are more likely to be physically active



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Bicycle and pedestrian infrastructure create more jobs per million dollars spent than road repair and construction projects.

Communities with Complete Streets have stronger real estate markets. Homes located near bicycle, pedestrian, and transit facilities are worth more and maintain their value.

Street design that is inclusive of all modes improves conditions for existing businesses and helps revitalize an area and attract new development.

Vehicle-dependent households devote 20% more income to transportation than households in communities with Complete Streets.



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Resources Available at www.saferoutespartnership.org

- National
- State
- Local
- Get Involved
- Blog
- Resource Center

Resource Center

Home » Resource Center » Resource Center

- ▶ Research
- Library of Resources
- ▶ Webinars
 - Upcoming Webinars
 - Archived Webinars
- Quick Facts
- Our Publications
- Safe Routes to School E-News Archives
- Books and Music for Kids
- ▶ Voices for Healthy Kids: Active Places



Library of Resources

Safe Routes to School is a comprehensive program that is supported by good policies. We believe that advocates and decision makers can benefit from resources that will continue the success of the Safe Routes to School movement.

Main Library

- I. Safe Routes to School Policies
- National Policies



Resource Center

The Safe Routes to School National Partnership provides relevant resources so you can succeed in your Safe Routes to School efforts – whether that is through implementing a program or be heard as an advocate or pushing for policy change. It is important to the success of the overall Safe Routes to School movement.



Safe Routes to School: Helping Communities Save Lives and Dollars

2011 Policy Report



Using Safe Routes to School to Combat the Threat of Violence



In some communities, the danger of violence and crime discourages children from walking to school and keeps people off the street, limiting physical activity and restricting errands and trips. Violent crime and conflict can cause death, pain, and trauma, both for those directly affected and for those who witness or learn of events. Preventing violence goes hand in hand with community betterment, public engagement, street scene enhancements, physical activity and improved economic opportunities.

In underserved communities, walking and bicycling are often major ways that people get around – a necessary part of getting to school, work, the grocery store, or to other key destinations. In addition, walking and bicycling may be a particularly affordable and accessible means to get physical activity. At the same time, there is often more danger from traffic and from violence on the street in underserved communities. This letter within a community address business, job access, healthy recreational choices, and physical activity. Addressing violence within underserved communities is critical to economic renewal and health.

Combating Violence Through Safe Routes to School

Violence and crime affect children in communities across the country. In many communities, the actual risk of harm to children is very low, and Safe Routes to School programs can play a crucial role in helping parents feel comfortable with children's active transportation to school. In other communities, however, children face very real dangers of robbery, harassment, gang intimidation and gang recruitment. Safe Routes to School programs can assist significantly in increasing the safety of children and teens in these communities.

How can Safe Routes to School programs help with these problems? A range of potential steps are provided below. Planning and community engagement can assist in determining which of the steps are most needed and appropriate for a given community. Using a framework known as the "Six Cs," we identify specific kinds of actions that



Complete Streets



Plan to adopt and implement a Complete Streets policy in _____ within 6 months
(Name of Municipality)

This worksheet will walk you through the steps to adopt a Complete Streets policy. It includes possible actions and recommended timeframes below.

Name/Role: _____

Section 1: Form of policy

City/Town Council adopted policy

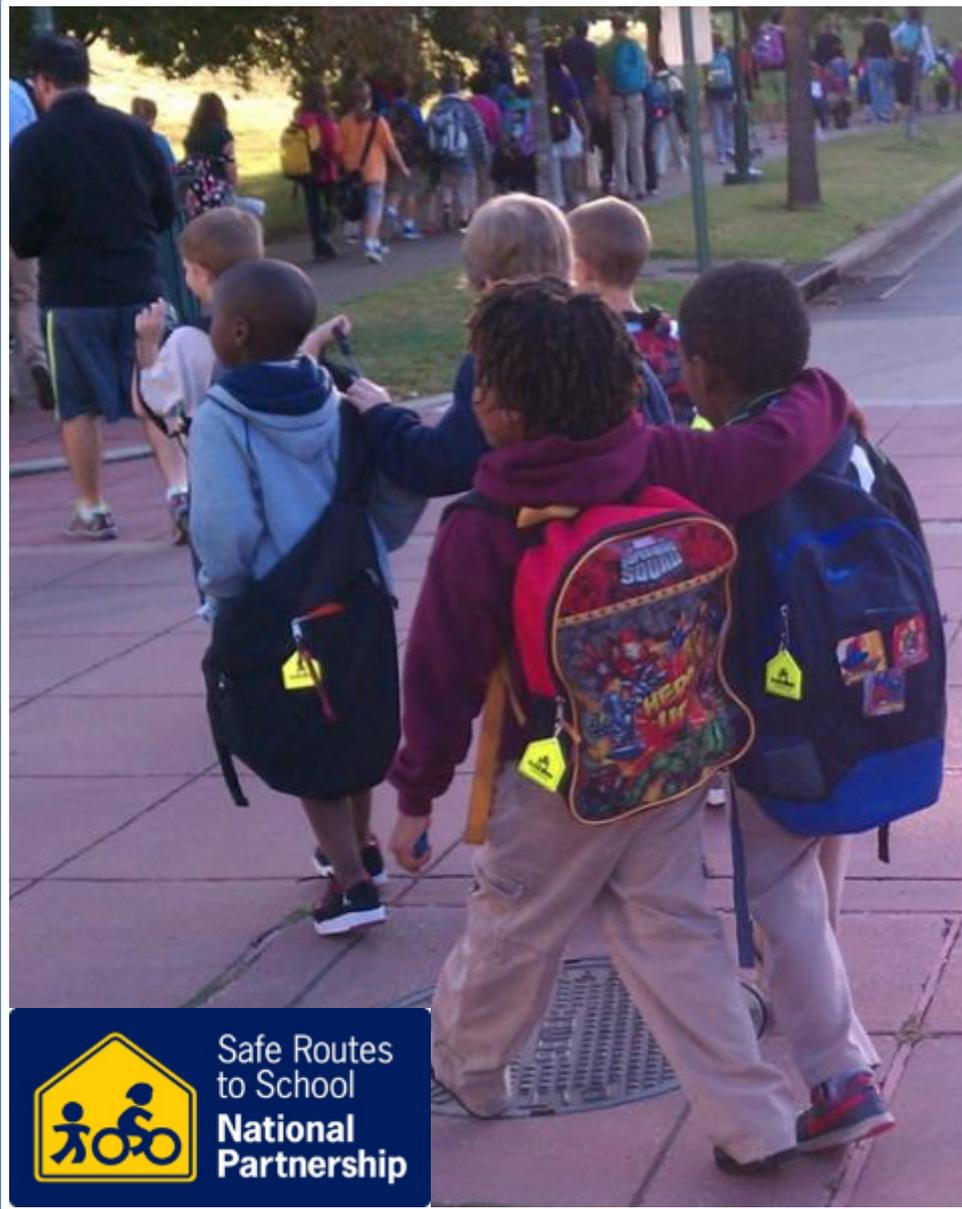
The screenshot shows the Citizen-Times website interface. At the top, the logo 'CITIZEN-TIMES' is displayed as 'A GANNETT COMPANY'. Below the logo is a navigation menu with categories: HOME, LOCAL, SPORTS, ASHEVILLE SCENE, LIFESTYLE, VOICES & VIEWS, OUTDOORS, and OBITUARIES. A search bar is located on the right. The main article is titled 'Every day should promise safe streets' and is dated 'ASH 4:50 p.m. EDT October 16, 2014'. The article features a photo of a group of people walking to school, with a caption '(Photo: Julie Ball/Citizen-Times)'. The article text begins with 'This year's Walk to School Day at Hominy Valley Elementary School was a great event! ("Asheville area students try walking to school", Oct. 8, 2014). It was wonderful to see students, parents, volunteers, elected officials, law-enforcement personnel, and state agency staff enjoying the many benefits of an early morning walk to school.' Social media sharing options for Facebook, Twitter (2 tweets), LinkedIn, Comment, Email, and More are visible.



Complete Streets in the South

Complete Streets policies improve transportation safety by requiring infrastructure that makes streets more accessible for all users, including pedestrians, cyclists and public transportation passengers. Complete

Innovative Collaborations: Case Studies



- Complete Streets in Tennessee
- Formalizing the Land Use/Transportation/Health Connection in Ohio
- Multi-State Collaboration: Southern States Forum



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Complete Streets in Tennessee



Photos: Ellen Zavisca, Knox Trans and Jessica Wilson TDOT

Tennessee has a total of **9** Complete Streets policies at all levels of government. Its five municipal policies cover 1,526,562 people, or 24% of the state population.

Tennessee's state-level Complete Streets policy was adopted in 2003, updated in 2010 and is currently under review at TDOT

August, 2013-article printed “Chattanooga Deserves Complete Streets”

January, 2014- Public Meeting to present Complete Streets concept

April 1, 2014 Chattanooga, TN passes a Complete Streets Ordinance



Photo: Jeff Gunn



Key members of a Complete Streets Team

- Engineers with experience in local codes and existing policy
- Planners with a passion for active and/or multi modal transportation
- Champions from local businesses
- Elected officials
- Health Educators
- Citizens
- Bicycle and Pedestrian Advocates



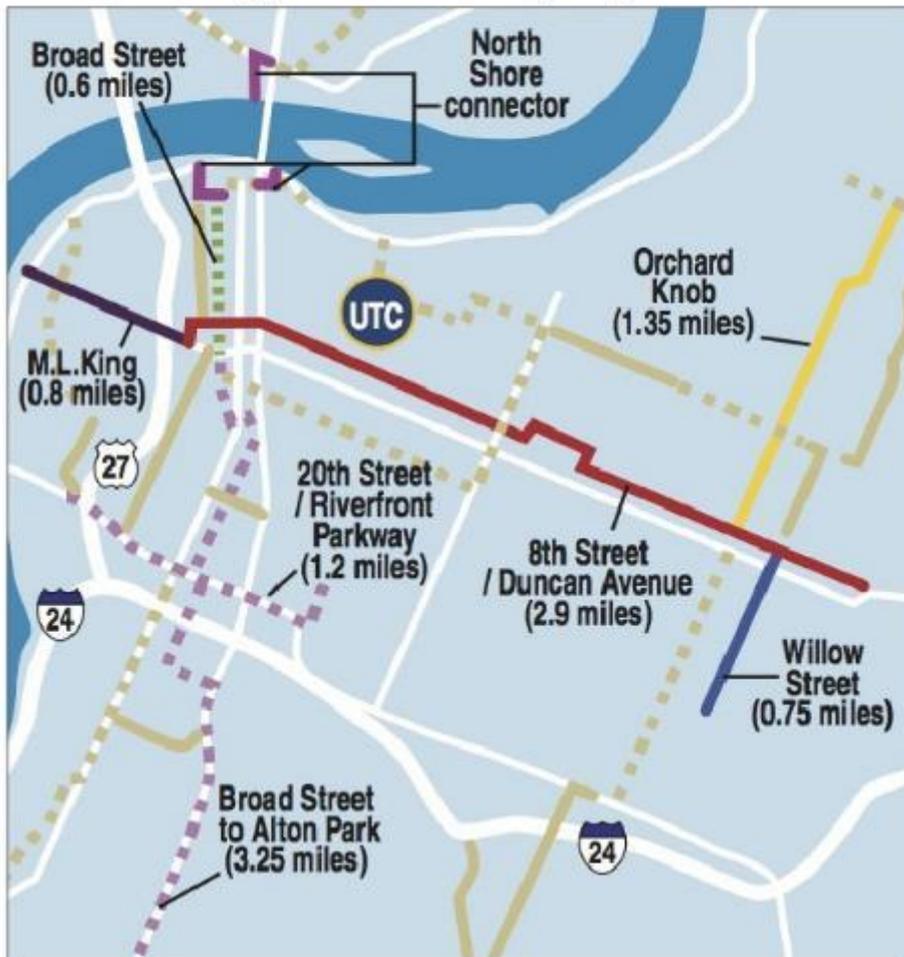


The Complete Streets Ordinance in Chattanooga “... tells the public that a balanced approach to transportation is a driving force for how we plan our roads.” Bert Kuykendall, City of Chattanooga Department of Transportation



Photo: City of Chattanooga

Chattanooga bike lane projects



Key	
	Protected bike lane (funded separately)
	Proposed North Shore connector PBL
	Proposed M.L. King PBL
	Existing bike lane
	Proposed 8th Street / Duncan Avenue PBL
	Proposed Willow Street PBL
	Proposed Orchard Knob PBL
	Future PBL
	Existing bike route

Complete Streets Outcomes In Chattanooga

- Extensive Bike Lane Plan
- 1.4 M Grant for protected bike lanes
- Bicycle and Pedestrian counts
- Safe Routes to School Grant
- Multimodal Access Grant Applications
- Funding for new bus route
- MAP 21 Grant Applications
- TIGER Grant Application





Formalizing the Land Use/Transportation/Health Connection in Ohio

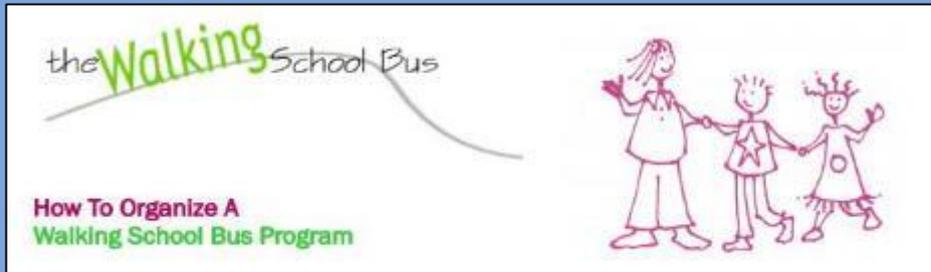


Ohio MPOs with Complete Streets Regional Policy:

- MORPC/Columbus area
- MVRPC/Dayton area
- NOACA/Cleveland Area
- TMACOG/Toledo Area

Other MPOs/RPOs are considering policy for their regions.

Ohio MPO: Safe Routes to School Support



- MORPC – SRTS Forums, supports Walk to School/Bike to School days, provides teacher toolkits and assistance, walk audits
- MVRPC – annual forum, provides community support and walk audits
- NOACA – participates in NE Ohio SRTS Forum



Ohio Safe Routes Network Health Benchmarks

- “Ohio’s Plan to Prevent and Reduce Chronic Disease: 2014-2018”
- Assisting the Ohio Department of Health’s **Creating Healthy Community (CHC) program**: in 16 counties in Ohio, health and economic inequity areas
- Assisting with first **Health Impact Assessment (HIA)** developed in conjunction with the development of a Safe Routes to School Travel Plan (Columbus)



Fostering Multi-State Collaboration: Southern States forum

Southern States Active Transportation Focus Groups

By the numbers:

- 4 calls
- 43 participants
- 8 states represented (FL, GA, LA, MS, NC, SC, TN, TX)





“we need to be discussing
**school siting policies
and allowable land
uses”**

-Shared Use Focus Group

“A policy is a
**beginning, not an
end.”**

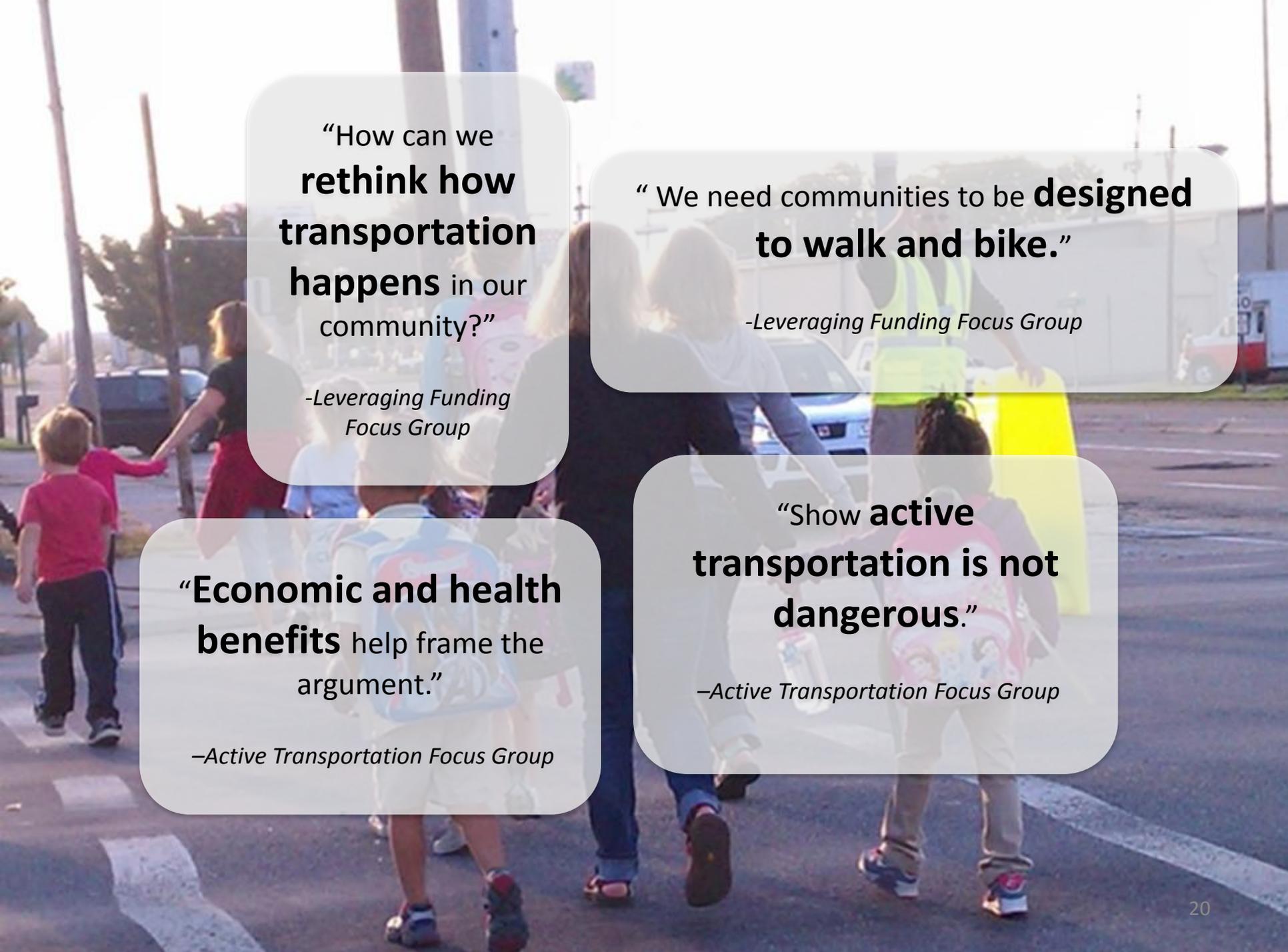
-Complete Streets Focus Group

“We need more
**Southern
examples and
success stories.”**

*-Complete Streets Focus
Group*

“It’s really important to
provide training
along with passing
Shared Use agreements”

-Shared Use Focus Group



“How can we
**rethink how
transportation
happens** in our
community?”

*-Leveraging Funding
Focus Group*

“ We need communities to be **designed
to walk and bike.**”

-Leveraging Funding Focus Group

“**Economic and health
benefits** help frame the
argument.”

-Active Transportation Focus Group

“Show **active
transportation is not
dangerous.**”

-Active Transportation Focus Group

Focus Group Input

Barriers & Challenges

- Public perceptions, myths and misconceptions
- Environment, climate, and topography
- Land Use, school siting, and sprawl
- Lack of access
- Project delivery and implementation challenges
- Political challenges
- Policy challenges
- Incomplete or unavailable data

Needs

- Funding
- Data and Technical Assistance
- Fact Sheets and Materials
- Innovation



Focus Group Input

Opportunities

- Show smart use of taxpayer funds
- Partner with sports league for maintenance and volunteer coaches
- Build bridges between public health, planners, and engineers
- Fund needed/desired infrastructure through private-sector/developer investment

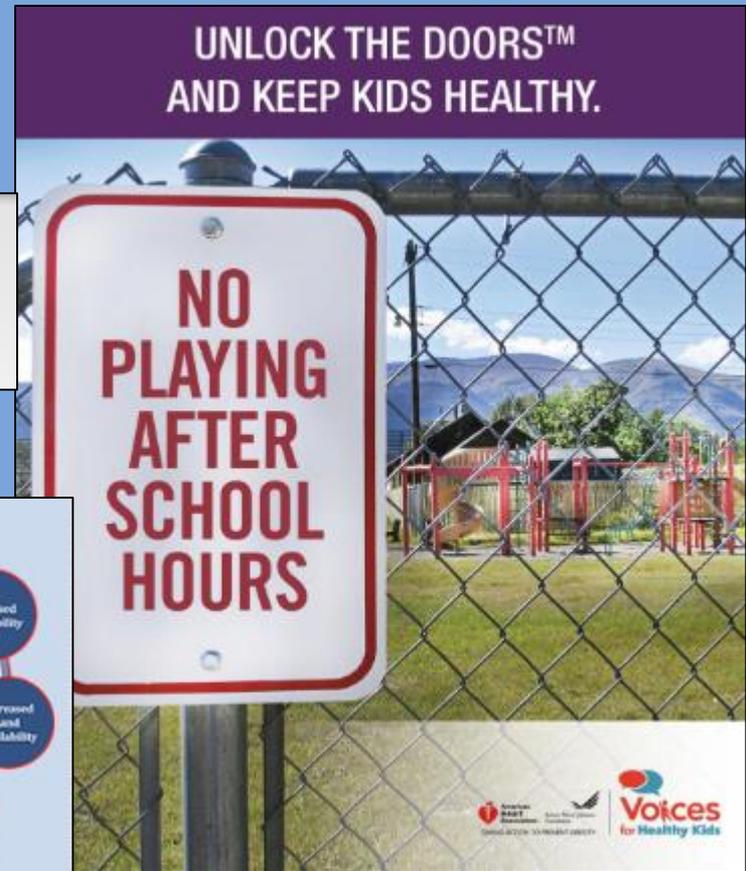
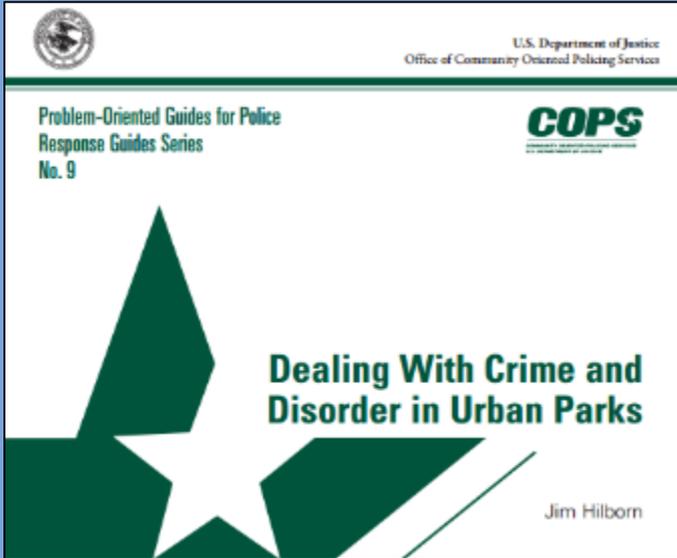
Potential Partners

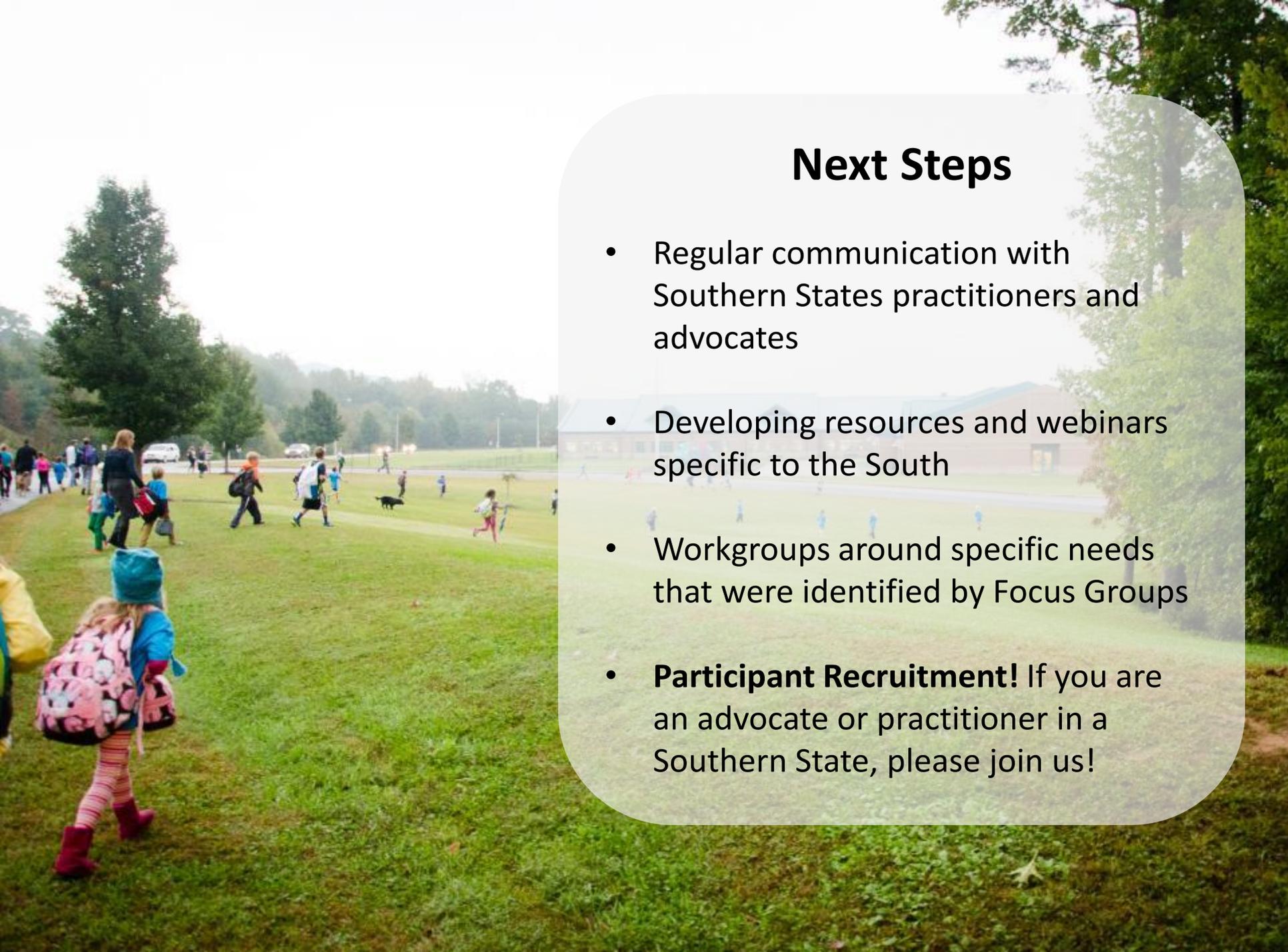
- Municipal leaders in rural areas
- Youth and adult sports leagues
- Cooperative Extension
- City agencies
- Habitat for Humanity
- AARP
- Transit agencies
- Businesses
- Private developers
- Transportation planning agencies (MPOs and RPOs/TPOs)
- Non-profits and other advocacy organizations

Best Practices



Take a **STEP** toward better **HEALTH**



The background image shows a schoolyard with a large green lawn. In the foreground, a young girl with a pink and black patterned backpack and a blue hat is walking away from the camera. Other children are scattered across the lawn, some playing. In the background, there are trees and a building, possibly a school. The sky is overcast.

Next Steps

- Regular communication with Southern States practitioners and advocates
- Developing resources and webinars specific to the South
- Workgroups around specific needs that were identified by Focus Groups
- **Participant Recruitment!** If you are an advocate or practitioner in a Southern State, please join us!

Next Steps: Furthering MPO Involvement in Active Transportation

- 
- A group of people, including a child in a bright green safety vest and a person in a blue jacket, are walking across a wooden bridge with a metal railing. The bridge spans a river, and the background is filled with dense green foliage and trees. The scene is bright and natural.
- Serve as local catalysts
 - Ensure ongoing expenditure of funds (SAFETEA-LU, MAP-21)
 - Establish a specific SRTS set-aside
 - Incorporate Active Transportation or Safe Routes to School components into project prioritization



Contact Us

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