

Safe Routes to School

BOC Growth and Sustainability Committee



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NORTH CAROLINA Department of Transportation



Collaborative Partnerships: A Strategy for Improving Community Health

Ed Johnson, RLA, ASLA

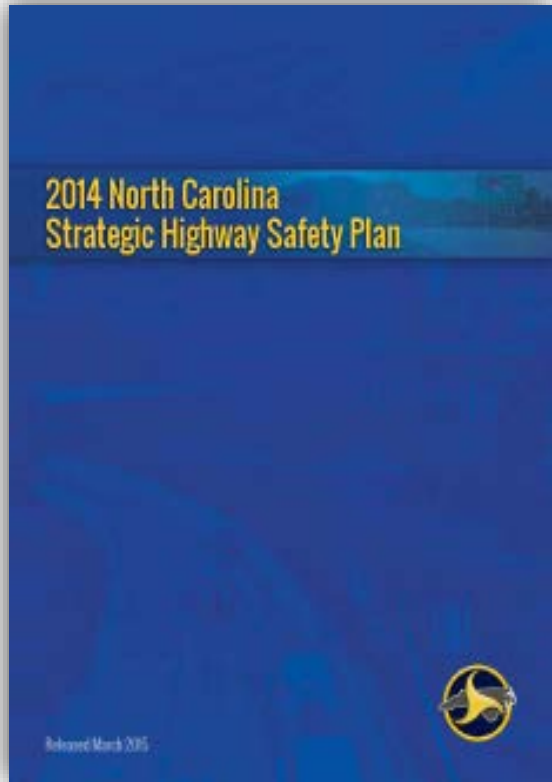
Safe Routes To School Coordinator

March 25, 2019

Objectives

- Community Health: Goals, Objectives, and Initiatives and the benefits for all citizens
- Making the Connection: Cross-sector partnerships for safety and active transportation
- Explain the NC Department of Transportation Safe Routes to School Program and Introduce the Non-Infrastructure Transportation Alternatives Program

Partnerships



Home

Transportation and Health Tool



Photo credit: www.pedbikemages.org / Laura Sandt

What is the Transportation and Health Tool?

The Transportation and Health Tool (THT) was developed by the U.S. Department of Transportation and the Centers for Disease Control and Prevention to provide easy access to data that practitioners can use to examine the health impacts of transportation systems.


The tool provides data on a set of transportation and public health indicators for each U.S. state and metropolitan area that describe how the transportation environment affects safety, active transportation, air quality, and connectivity to destinations. You can use the tool to quickly see how your state or metropolitan area compares with others in addressing key transportation and health issues. It also provides information and resources to help agencies better understand the links between transportation and health and to identify strategies to improve public health through transportation planning and policy.

How to Use the Tool

- View indicator data
- Learn more about the indicators used in the tool
- Identify strategies to improve transportation and health outcomes
- Explore information, resources, and research about the relationship between transportation and health
- Understand how the tool assigns scores to states and metropolitan areas
- Review how and why the tool was developed

Updated: Tuesday, October 27, 2015

CDC Recommendations for Improving Health through Transportation Policy

The U.S. transportation system has been shaped by multiple policy inputs and concrete actions which have arisen from transportation and community planners, funding agencies and others at Federal, state and local levels. Today, the system is designed to move people and goods efficiently; however, there is a growing awareness across communities of the impact that transportation systems have on quality of life and health. Government and non-government agencies are seeking innovative policies and programs that promote health while allowing for the efficient transportation of goods and people.


The Opportunity

Expanding the availability of, safety for, and access to a variety of transportation options and integrating health-enhancing choices into transportation policy has the potential to save lives by preventing chronic diseases, reducing and preventing motor vehicle-related injury and deaths, improving environmental health, while stimulating economic development, and ensuring access for all people.

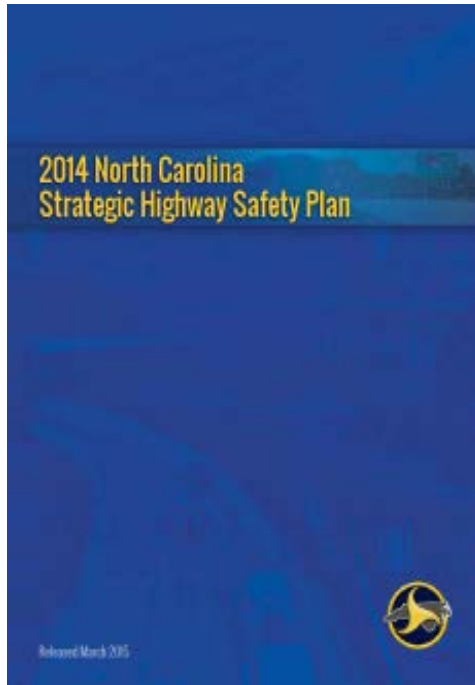
Recommendations

The document **CDC Recommendations for Improving Health through Transportation Policy** (<http://www.cdc.gov/transportation/>) gives specific recommendations for including the consideration of public health within transportation issues. Key high-level areas include:

- Reduce injuries associated with motor vehicle crashes. Examples of interventions include:
 - Restraint laws; alcohol-impaired driving laws;
 - Comprehensive graduated driver licensing systems;
 - Community designs that promote reduced traffic speeds in neighborhoods; and
 - Addressing roadway safety issues through community design, and policies which improve driver behavior.
- Promote active transportation. Examples of interventions include:
 - Well-lit sidewalks, shared-use paths, and safe roadway crossings;
 - Bicycle-supporting infrastructure such as shared-use paths, protected bikeways, cycletracks and programs that reduce motor vehicle traffic and vehicle speed on neighborhood streets (e.g. bicycle boulevards);
 - Creating safe pedestrian and bicycling connections to schools, public transportation and public park and recreation areas;
 - Reducing vehicle miles traveled per capita;
 - Using comprehensive street design measures, such as "complete streets";
 - Safe Routes to Schools programs; and
 - Federal guidelines for the inclusion of active transportation infrastructure in building and development efforts.

 U.S. Department of Health and Human Services
Centers for Disease Control and Prevention

The North Carolina Strategic Highway Safety Plan



Strategy 1 - Continue to develop training and education programs for pedestrian and bicycle safety.

- Expand education in schools through the implementation of Let's Go NC! and other programs that encourage safe walking and riding behaviors.

Strategy 3 - Continue to develop communication and leadership support for pedestrian and bicycle safety.

- Demonstrate support for pedestrian and bicycle safety through continued investment in Complete Streets and Safe Routes to School.
- Continue to develop interdepartmental and interagency coordination to improve safety and efficiency for pedestrian and bicycle efforts.

Transportation and Health Tool

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Photo credit: www.pedbikeimages.org / Laura Sandt

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Strategies that transportation practitioners can use to address health

- Safe Routes to School

CDC Recommendations for Improving Health through Transportation Policy



Transportation can have a positive impact on health by:

- Reducing injuries associated with motor vehicle crashes
- Encouraging healthy community design
- Promoting safe and convenient opportunities for physical activity by supporting active transportation infrastructure
- Reducing human exposure to air pollution and adverse health impacts associated with these pollutants
- Ensuring that all people have access to safe, healthy, convenient and affordable transportation

Transportation and Public Health

Public health and transportation – the opportunity

Expanding the **availability** of, **safety** for, and **access** to a variety of transportation options and integrating health-enhancing choices into transportation policy has the potential to save lives **by preventing chronic diseases, reducing and preventing motor-vehicle-related injury and deaths, improving environmental health, while stimulating economic development, and ensuring access for all people.**

Source: Centers for Disease Control and Prevention. CDC Transportation Recommendations.
Available at: <http://www.cdc.gov/transportation/>. Accessed April 2015.

What Works – Opportunities for Collaboration

- Strategies to increase Physical Activity
 - Community-scale urban design and land use
 - Street-scale urban design and land-use policies
 - Active transport to, from and at school

Sources: Community Preventive Services Task Force. The Guide to Community Preventive Services.

<http://www.thecommunityguide.org/pa/environmental-policy/index.html>. Accessed 07/2014.

Physical Activity Guidelines for Americans Midcourse Report: Strategies to Increase Physical Activity Among Youth. United States Department of Health and Human Services. <http://www.health.gov/paguidelines/midcourse/pag-mid-course-report-final.pdf>. Accessed 07/2014.

SRTS Project Goals

- Enable and encourage children, including those with disabilities, to walk and bicycle to school
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.



Available Funding and Timeline

Available funds:

- \$1,500,000 per year
- This is a cost reimbursement program – 80% Federally funded – 20% locally matched

Non-Infrastructure Program Timeline*

February 18 Call for Proposals opens

February 26 Informational Webinar

March 29 Applications due by 11:59 PM

April 12 Eligible applications distributed to review committee for scoring

April 30 Review committee makes recommendations

June 5/6 NCDOT presents awardee information to Board of Transportation (BOT) and applicants are notified of award

July Reimbursement agreement executed

*This schedule is provided here to assist you in your planning. The actual dates may be subject to change.

Eligible Programs and Activities

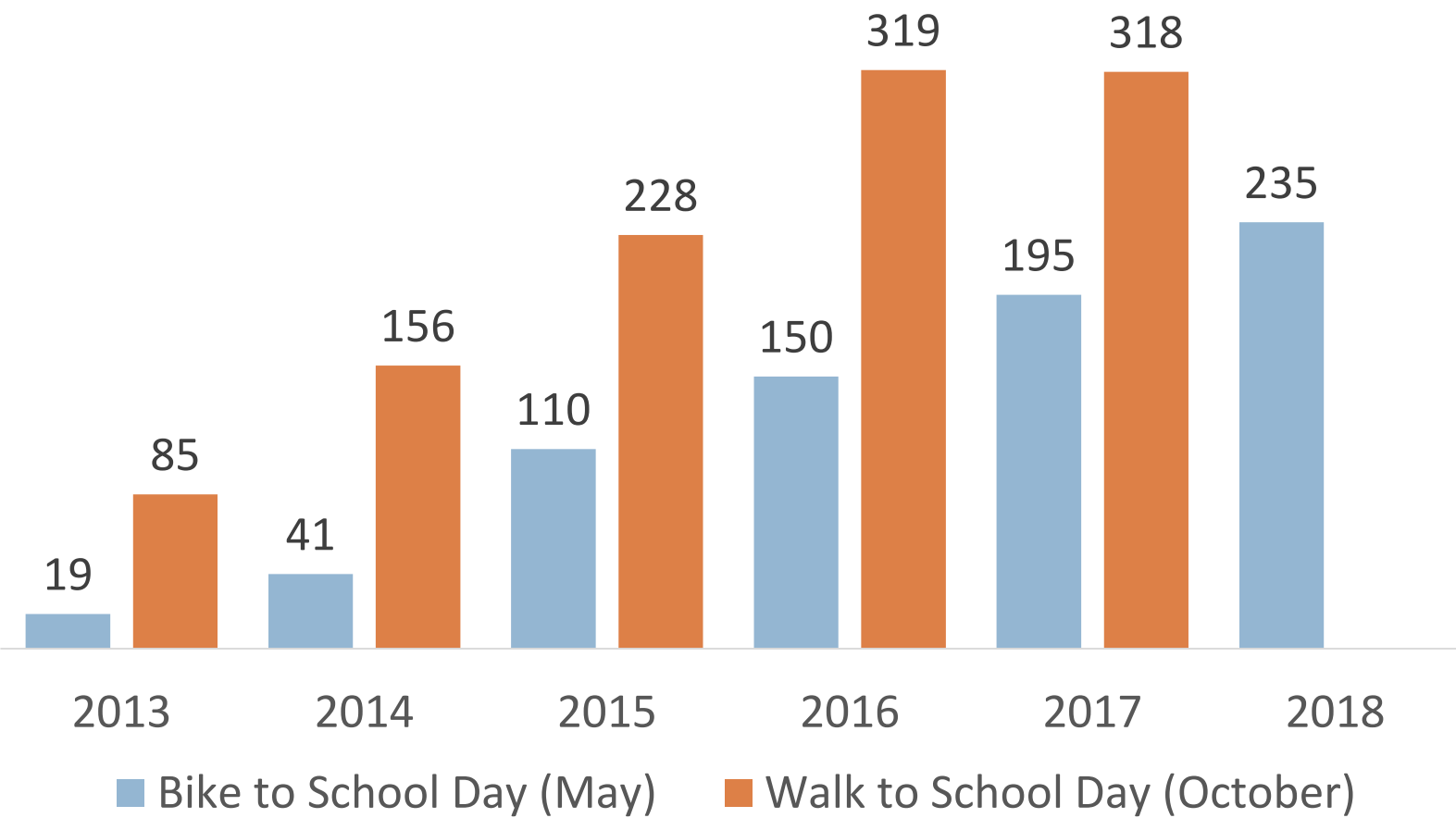
Eligible programs consist of:

- Community behavior change
- A shift in attitudes and social norms through education, encouragement and enforcement strategies

What can we learn?

- Physical activity behavior
 - Parents, caregivers, students, siblings
- School Readiness
 - What are schools interest and level of engagement in walking and biking to school?
- What works in supporting school's walking and biking efforts

Partnerships in Action



Source: Schools registered on www.walkbiketoschool.org. Accessed 4/25/16

Making the connection: How can WE engage with Safe Routes to School?

- Response to Growth
 - incorporate elements that support bicycle and pedestrian activity and connectivity to schools
- Response to Sustainability
 - include Safe Routes to School on your committees (e.g., bicycle and pedestrian plans, school siting, etc.)
- Support and promote
 - Walk to School Day, Bike to School Day and on-going Safe Routes to School Programs

Thank you

Ed Johnson, RLA, ASLA

Safe Routes To School Coordinator

North Carolina Department of Transportation

Division of Bicycle and Pedestrian Transportation

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A faint, light blue map of Wake County is centered in the background of the slide.

Growth and Sustainability Committee Discussion

PlanWake is Gathering Feedback



Connecting Our People to Places



BACKGROUND INFORMATION

Wake County is now home to more than one million people.

NCDOT estimates that 11.5 Billion miles were driven in Wake County in 2018.

In our first PLANWake survey, residents of Wake County identified a strong interest in having additional ways (biking, walking, transit) of getting to work, shopping, and other destinations.

1. Should Wake County be focused on ensuring that residents and commuters have options and choices on how to move around?

Yes

No

Not Sure

2. Should Wake County be focused on ensuring that all modes of travel are safe like biking, walking, and transit?

Yes

No

Not Sure

3. Which of the following two approaches for improving how we connect our people to places in Wake County do you most support? [pick 2]

- ☐ Ensure that all neighborhoods have more opportunities to safely connect to schools, shopping, employment and to adjacent neighborhoods.
- ☐ Consider reducing or eliminating required parking for new housing and commercial centers.
- ☐ Encourage larger and more mixed clusters of employment and commercial centers.
- ☐ Promote the development of compact housing and commercial centers in key locations like transit corridors.
- ☐ Other [Please describe]

ABOUT ME

Age: ☐ 0-19 yrs ☐ 20-34 yrs ☐ 35-49 yrs ☐ 50-64 yrs ☐ 65+ yrs

Rent/Own: ☐ Rent ☐ Own ☐ Not Applicable

Home Zip Code: _____



Committee Discussion and Next Steps

- Does the committee need additional information?
- Does Vision Zero fit into Wake County's current activities?
- What are potential next steps for integrating bike and pedestrian infrastructure?
- Should the Board encourage school policies that support these programs?
- Should a resolution come before the Board supporting these initiatives?