

Implementation & Equity 201:

The Path Forward to Complete Streets

The Role of Public Health in Complete Streets

Webinar begins at 1PM EST



Smart Growth America
Improving lives by improving communities



National Complete
Streets Coalition

The Role of Public Health in Complete Streets

February 15, 2017



National Complete Streets Coalition



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Improving lives by improving communities



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Emiko Atherton

Director

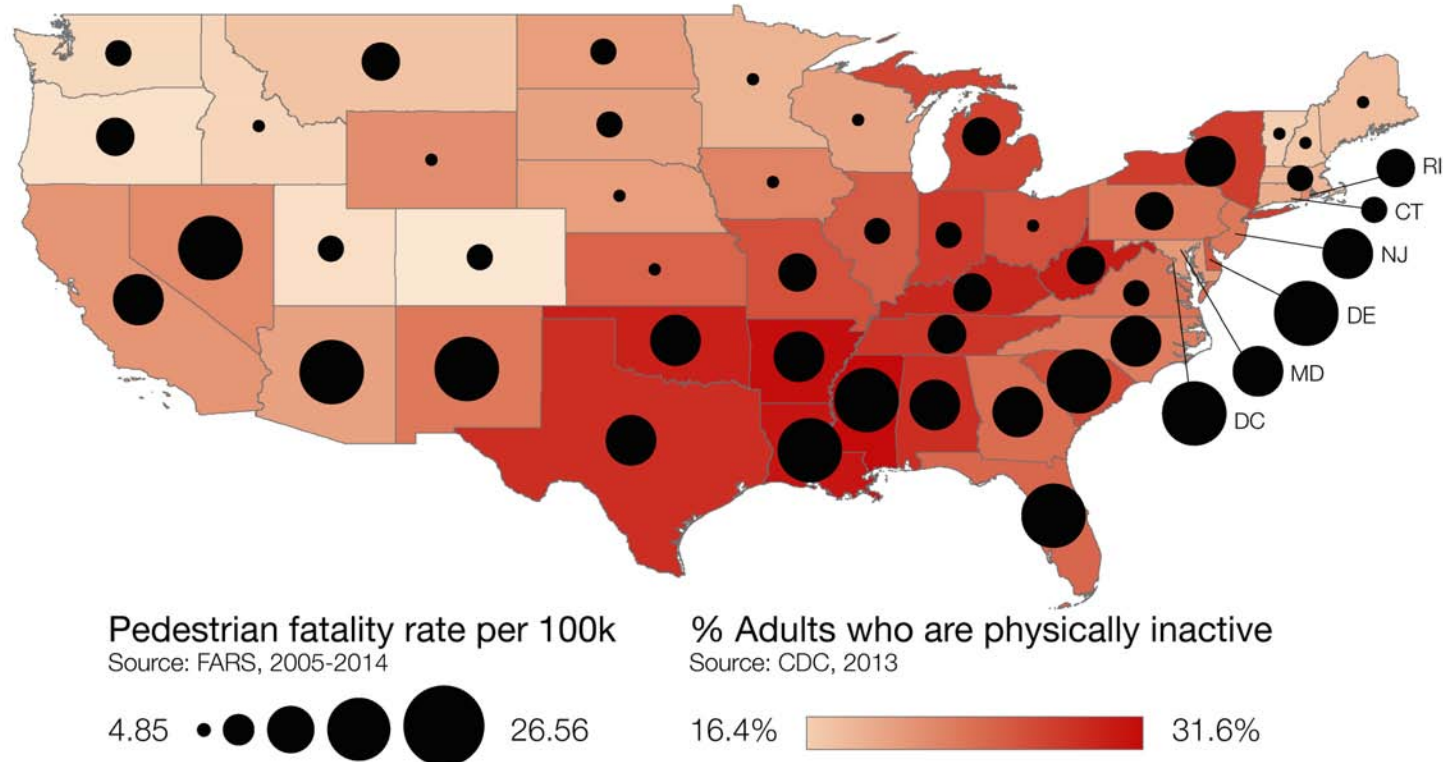
@CompleteStreets

Complete Streets and Public Health



Incomplete Streets are Bad for Health

Pedestrian Fatalities and Physical Inactivity, 2005-2014





American
Heart
Association®

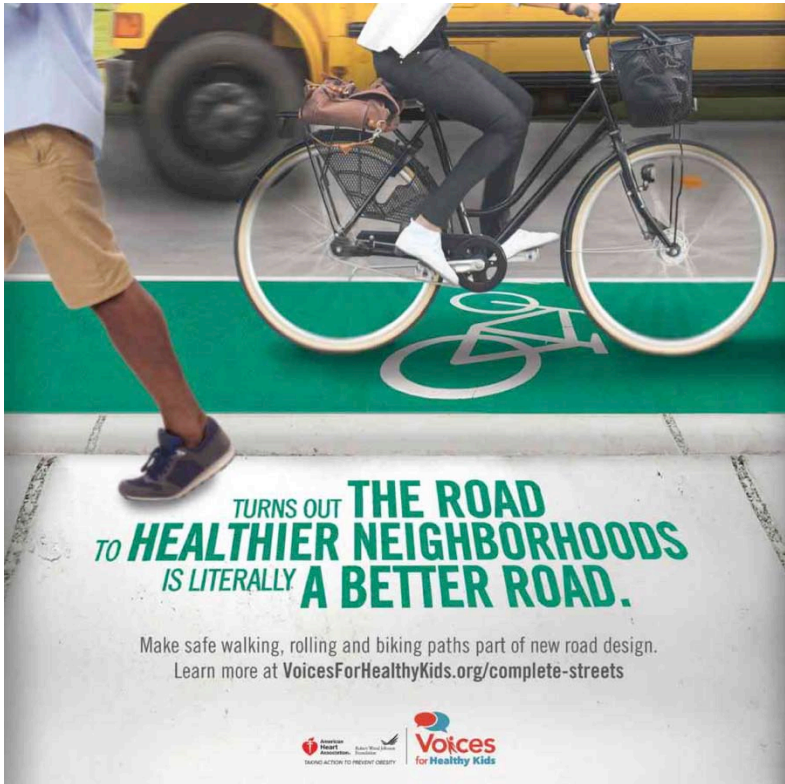
TAKING ACTION TO PREVENT OBESITY

Robert Wood Johnson
Foundation



Tim Vaske

State and Community Advocacy Manager
@Voices4HK



**Tim Vaske - State and Community Advocacy Manager
Voices for Healthy Kids, American Heart Association**

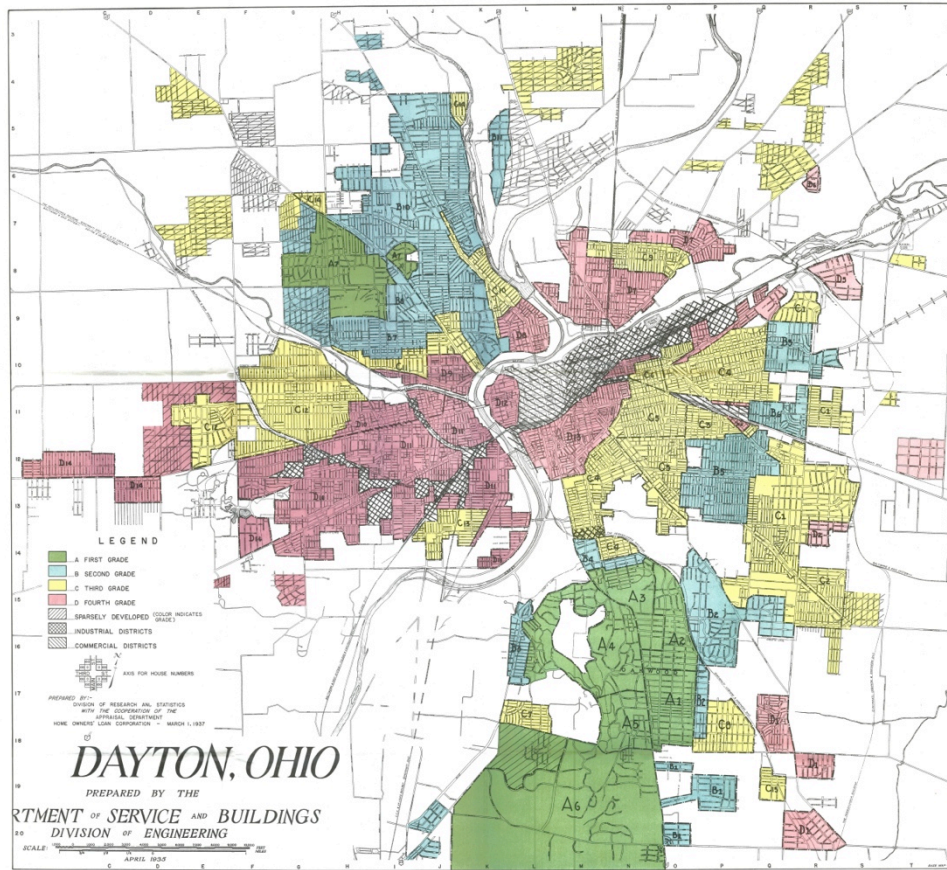




Complete Streets and Health Equity, What's the Connection?



Redlining in Dayton, OH



- Result of 1930's U.S. Federal Housing Administration Policy
 - Four Classifications were used: **Type A (Green)**, **Type B (Blue)**, **Type C (Yellow)** and **Type D (Red)**.
 - Red districts were neighborhoods that had any African-Americans
 - Used for determining home loan qualifications.
 - Fair Housing Act of 1968 made it illegal.

Source: The Kirwan Institute for the Study of Race and Ethnicity, Ohio State University, <http://guides.osu.edu/maps-geospatial-data/maps/redlining>



Lasting Impact of Redlining

- Lack of access to housing loans
- Limited Transportation Investment
- Access to Healthy Food (Limited Supermarket Areas)
- Access to Affordable Healthcare (Medically Underserved Areas & Health Professional Shortage Areas)
- Limited Access to Employment Opportunities & Centers
- Environmental injustice and racism (exposure to toxins in the water, air, and ground)

Interstate Highway System: 1950's to 1990's



I-94 Construction through Rondo, 1966
Photo Source: MN Historical Society



I-94, St. Paul, MN, Dec. 1968
Photo Source: MN Historical Society



Complete Streets Policies and Approaches

- More than 1,000 Complete Streets policies have been passed since 2005
- Most policies address the needs of all users and all modes, to varying extent policies define users.
- Varies across the country on level of implementation, enforcement and reporting.
- While implementation has been successful in many parts of the country, it has not always been equitable.



Complete streets Policies: Understanding Context and Equity

Study Team: University of Illinois at Chicago; Institute for Health Research and Policy

Jamie Chriqui, PhD (PI)

Emily Thrun, MUPP, GSAV (urban planner)

Meredith Perks, MUPP cand. (RA)

Julien Leider, MA (data manager and analyst)

Funding

Healthy Eating Research, a national program of the Robert Wood Johnson Foundation
National Cancer Institute (part of an R01 where we compiled the policies)

Centers for Disease Control and Prevention, Physical Activity Policy Research Network+
Collaborating Center Grant (to co-fund KI work)



Complete streets Policies: Understanding Context and Equity

Rapid Response Research Project – Concluding October 2016

1. Policy Analysis of 800 plus complete streets policies, as of May 2015
2. Qualitative Study exploring the implementation of the policies and assessing what, if any, equity approaches are being taken.

<http://go.uic.edu/TransportationEquity>



Policy Analysis of Complete Streets Policies – Key Findings

Jurisdiction	# adopting CS policy (% within jurisdiction type)	# adopters explicitly addressing equity in the policy (% of adopters)
Municipalities	649/20,733 (3.1%)	123/649 (19.0%)
Counties/Consolidated Cities	67/3,041 (2.2%)	9/67 (13.4%)
Towns	81*	8/81 (9.9%)
Metropolitan planning organizations	57*	15/57 (26.3%)
States	31/50 (62%)	4/31 (12.9%)
Overall	828	147/828 (17.8%)

Note: The overall row is not the sum of the rows above it as it only counts municipalities crossing county boundaries once but counts state and state Department of Transportation policies separately.

- We do not have appropriate denominator data for these jurisdiction types

Source: Chriqui, et al., unpublished data

Policy Analysis of Complete Streets Policies – Key Findings

- Complete Streets policies are:
 - Less likely in municipalities with small or medium as compared to large **population sizes**
 - Associated with **greater rates of walking or taking public transit to work**
 - There are **no significant regional differences or in the median age of the population** in municipal Complete Streets policy adoption.

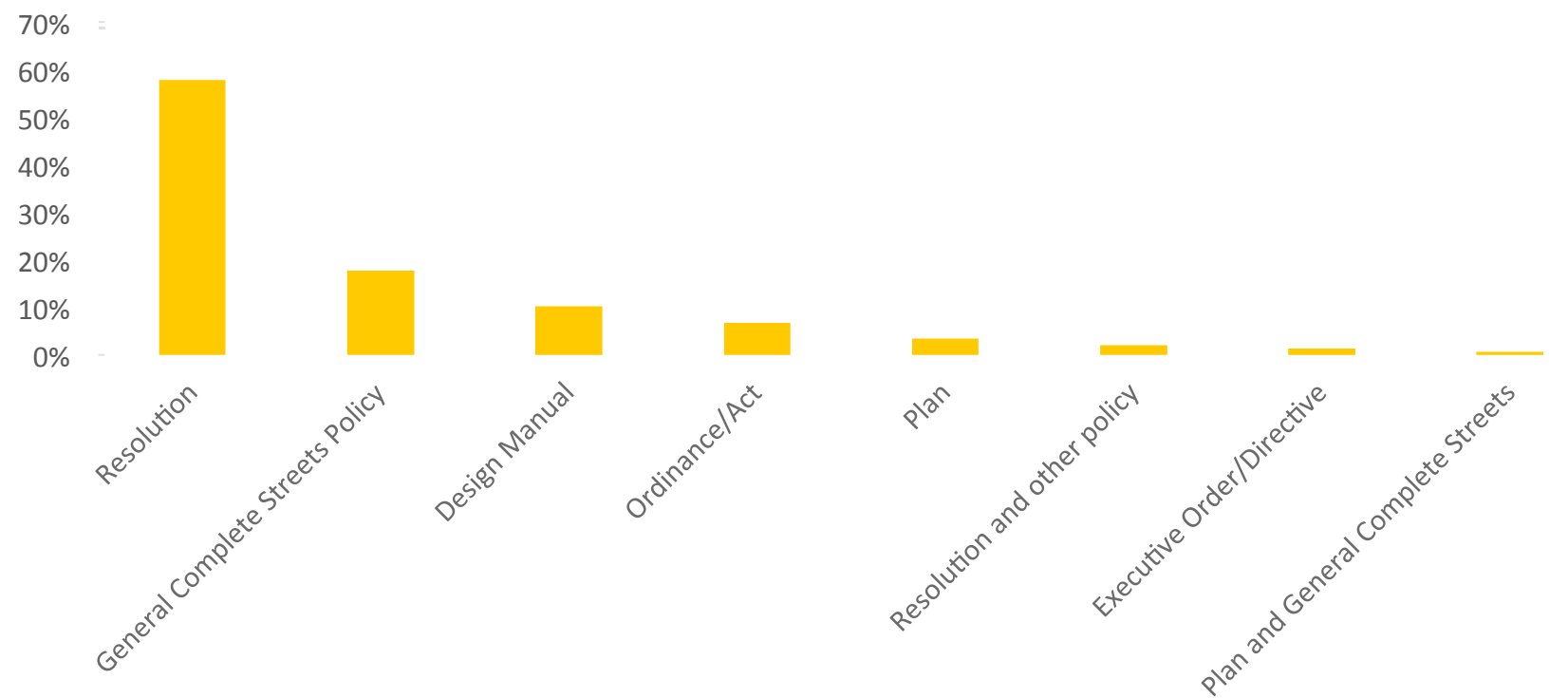


www.pedbikeimages.org/ Laura Sandt

Source: Chriqui, et al., unpublished data



PREVALENCE OF explicit EQUITY language BY POLICY TYPE



N = 147 states, MPOs, counties/consolidated cities, municipalities, and towns with explicit equity language

Source: Chriqui, et al., unpublished data



Thrun E, Perks M, Chriqui J. Prioritizing Transportation Equity through Complete Streets. Research Report. Chicago, IL: Institute for Health Research and Policy, University of Illinois at Chicago, 2016.

Available at: <http://go.uic.edu/TransportationEquity>



“Prioritizing Transportation Equity through Complete Streets”

Successes and Challenges:

1. Focusing on equity is the “right thing to do”
2. Stakeholder communication about what equity means is critical
3. Communities are trying to ensure equitable access for all neighborhoods
4. Equity can be prioritized through other policies and programs
5. Funding and resources are vital to successful equitable project prioritization
6. Project prioritization is based on the most pressing needs

Source: Chriqui, et al., unpublished data



Role of the Public Health Community

1. Connect with the community to bring the community voice into the transportation planning discussions. **Learn the history.**
2. **Be the Expert.** Connect the transportation leaders with the work happening around Community Health Assessments (CHAs), chronic disease planning.
3. **Build public support** and awareness around the needs and disparities in relation to how the streets and communities are designed and built.
4. **Connect other stakeholders** into the policy work, including social justice, housing, education, aging, healthy food access and healthcare advocates.

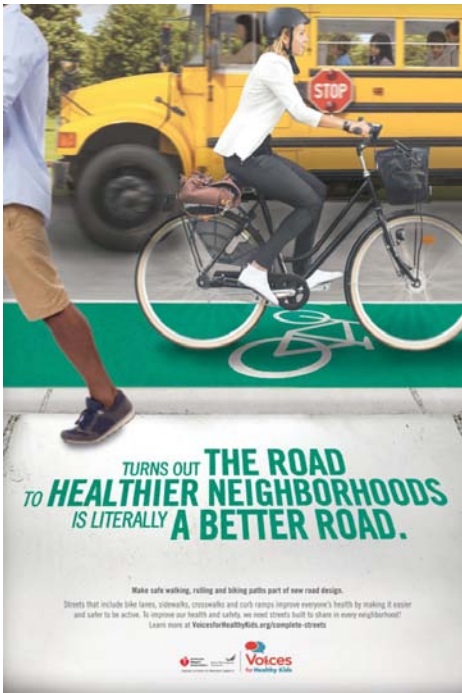
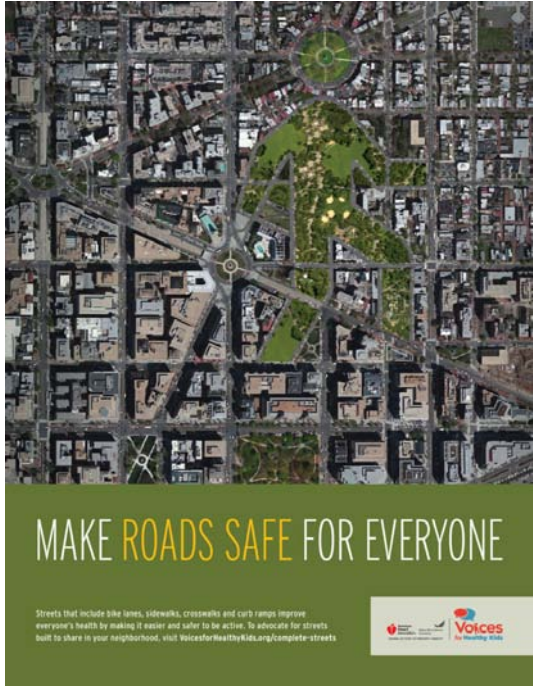


Role of the Public Health Community

6. **Be prepared** for tough discussions around the need for equitable implementation and also around community concerns around displacement / gentrification.
7. Help communities identify their spokespeople and help those spokespeople **prepare the story**.
8. Leverage your subject matter expertise with media, community groups and decision-makers. **Helps others leverage** their own subject matter expertise.
9. Ensure that municipalities and states develop performance measures around equitable implementation; **ensure there is accountability** with those measures.



Voices for Healthy Kids Complete Streets Toolkit:



STRONG COALITION ENABLED CITY OF PRYOR CREEK TO PASS FIRST COMPLETE STREETS ORDINANCE IN OKLAHOMA

CHANGE CAN HAPPEN

PRYOR CREEK CASE STUDY

This case study describes the successful adoption and implementation of a Complete Streets ordinance where a coalition of supporters had a strong influence.

The City of Pryor Creek became the first city in Oklahoma to approve a Complete Streets ordinance with the unanimous approval of Ordinance No. 2016-01.

Pryor, where more than 16 percent of the population is Cherokee Indian, has worked closely with the Cherokee Nation to address childhood obesity, and identified stronger Complete Streets policies as a promising strategy to increase physical activity for community members, making sure they could safely walk, bicycle, and be active on the streets. Recognizing that the community would be more successful in passing a strong Complete Streets policy with expert assistance, Pryor reached out to the Safe Routes to School National Partnership for technical assistance, and obtained assistance from the National Partnership in 2014 and 2015 to shape the Complete Streets ordinance and develop a robust campaign.

The National Partnership worked closely with Doug Moore of the Community Development Department for the City of Pryor Creek. Under the Cherokee Nation and Moore's leadership, the city was a strong advocate for bicycling and walking and had engaged in Safe Routes to School programming and youth engagement activities such as walking school buses. City leaders felt that a Complete Streets ordinance would be an added component to a healthier community.

Pryor celebrates a Complete Streets ordinance that will help kids safely walk to school.

The overall goals for the campaign were as follows:

1. Improve walkability and bikeability throughout the community by enhancing or creating connections between neighborhoods, schools, parks, commercial areas and employment centers in hopes of creating an alternate "active" transportation system.
2. Improve safety and awareness of safety for people walking and bicycling.

Logos for Safe Routes to School National Partnership, Voices for Healthy Kids, and the City of Pryor Creek are at the bottom.

<http://completestreets.voicesforhealthykids.org/>



Voices for Healthy Kids Complete Streets Toolkit:

 An isometric illustration of a city street intersection. On the left, a red car is in a "BUS LANE". A person on a bicycle is riding in a designated green bike lane. A person in a wheelchair is crossing the street. A blue car is driving in the main road. A yellow bus is stopped at a crosswalk. Pedestrians, including a person with a stroller, are walking on the sidewalk. The scene includes buildings, trees, and a clear sky. In the top right corner of the illustration, there are logos for "American Heart Association", "Voices for Healthy Kids", and "SAFELY TAKING ACTION TO PREVENT OBESITY".

A Complete Street

Sidewalks that connect to parks, public transportation, and schools; roads that include designated and protected bike lanes; and streets that accommodate all people, can help us safely be active and improve our quality of life.

People who live in neighborhoods that are safe and offer opportunities for walking, biking, and other physical activity, weigh less and are less likely to have heart disease.

<http://completestreets.voicesforhealthykids.org/>

The Healthier Way is the **Easier Way**
When We Have Better Bike Lanes and Sidewalks.

 A hand is holding a smartphone that displays a map application. The map shows a route from point A to point B. Below the map, there are three options with icons and text:

- Walking icon: .5 MILES | 9 MINUTES
- Biking icon: .5 MILES | 3 MINUTES
- Driving icon: .5 MILES | 15 MINUTES

If we plan right, the easy way will be walking or biking for most of our daily trips. That will encourage more physical activity, and reduce crashes - keeping us all safer and healthier.

Too often, getting from point A to point B requires kids and families to navigate unsafe routes that lack proper lighting, sidewalks, crosswalks, and bikelanes, making crashes more likely and exercise less likely.

To improve our health and safety, learn what your neighborhood can do to create streets built to share! Learn more at [URL Placeholder].

 The bottom of the graphic features the same logos as seen in the top right of the slide: the American Heart Association logo and the "Voices for Healthy Kids Action Center" logo.



***Tim Vaske, State and Community Advocacy
Manager, Voices for Healthy Kids***

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AMERICAN PUBLIC HEALTH ASSOCIATION

For science. For action. For health.



Kate Robb

Policy Analyst

@PublicHealth

Advancing healthy communities through partnerships

**The Role of Public Health in Complete Streets,
Wednesday, February 15, 2017**

Kate Robb, MSPH

American Public Health Association, Center for Public
Health Policy, Environmental Health, Policy Analyst



Plan4Health

Full integration of planning and public health to benefit people where they live, learn, work, and play.



Plan4Health Coalitions



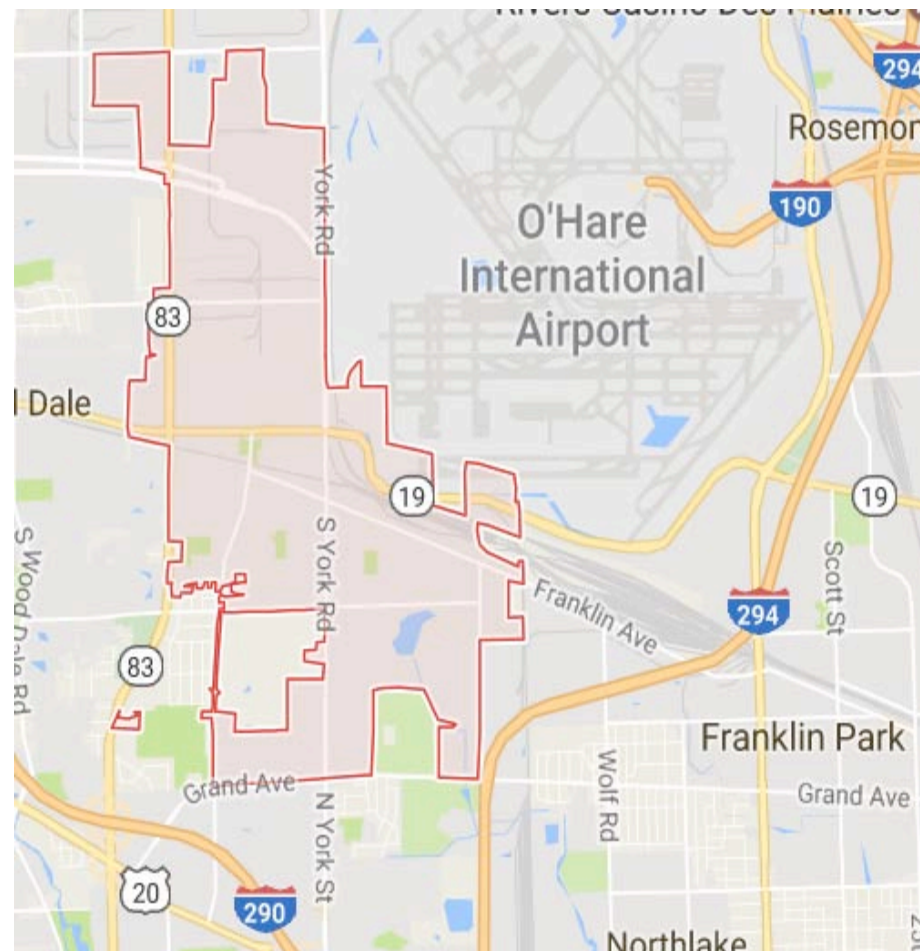
<http://plan4health.us/>

Bensenville, IL



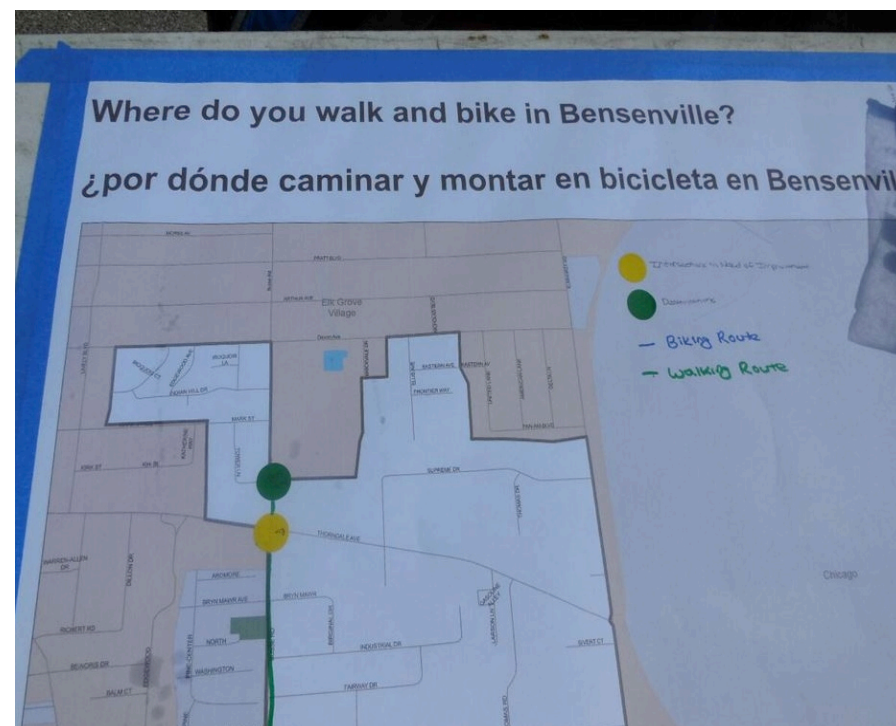
Bensenville, IL

- Healthy Living Coalition, B-Well Bensenville, focuses on increasing physical activity
- Coalition comprised of:
 - DuPage County Health Dept.
 - Village of Bensenville
 - Bensenville Park District
 - Active Transportation Alliance



Bensenville, IL

- Launched community-wide survey to determine specific policy recommendations and prioritize community change.
- Materials in Spanish and English.



Bensenville, IL

- Created an Active Transportation Plan and a Complete Streets Policy.
- Survey feedback incorporated into Complete Streets priorities and active transportation policies.



Photo by Alex Garcia

Columbus, IN

Columbus, IN

- Reach Healthy Communities Columbus focuses on increasing physical activity.
- Coalition comprised of:
 - City of Columbus-Bartholomew County Planning Department
 - Columbus Parks and Recreation Department
 - Healthy Communities
 - Various Community Members

"Beyond safety and congestion, many of our most pressing health challenges are related in some way to our relationship with the street, including such challenges as reduced physical activity, widespread social isolation, mental illness, increased vehicle emissions and lack of transportation options." – Laura Garrett, Community Initiatives Lead for Reach Healthy Communities

Columbus, IN



Photo obtained from:
http://www.therepublic.com/2015/08/29/focus_on_safer_healthier_ways_to_travel_in_city/

PUBLIC INPUT STATIONS

PLAN4HEALTH Public Open House
 August 27, 2015

Station 1: What Route Would You Take?

In order to make bicycle and pedestrian improvements where they are needed most, we'd like to gain a better understanding of the streets that bicyclists and pedestrians use when traveling east and west in the area near Noblitt, Donner, and Lincoln Parks. At this station, please obtain a *Preferred Route Survey* and a colored marker. Then draw the route that you prefer when walking and/or biking in this neighborhood. If you don't currently walk or bike in this area, please indicate the route that you would take if you did. On the back of the survey, please describe why you prefer this route.

Station 2: 17th Street / Washington Street Intersection

This station features several survey questions that focus specifically on the 17th Street / Washington Street intersection. Please answer the survey questions by placing 1 "dot" in the box near your answer. See the staff person at this station to discuss specific concerns or thoughts about this intersection.

Station 3: Central Avenue Intersections

This station features several survey questions that focus on two major intersections on Central Avenue: 17th Street / Central Avenue and 19th Street / Central Avenue. Please answer the survey questions by placing 1 "dot" in the box near your answer. See the staff person at this station to discuss specific concerns or thoughts about these intersections.

Station 4: Hawcreek Avenue Intersections

This station features several survey questions that focus on two major intersections on Hawcreek Avenue: 17th Street / Hawcreek Avenue and 19th Street / Hawcreek Avenue. Please answer the survey questions by placing 1 "dot" in the box near your answer. See the staff person at this station to discuss specific concerns or thoughts about these intersections.

Station 5: Conceptual Intersection Improvement Options

This station features conceptual intersection improvement options that could be completed at 1 or more of the 5 intersections highlighted during this open house. The featured improvement options range in complexity and cost but all are intended to make walking and biking through intersections safer and easier. Please review the 8 improvement options and consider which options you believe would, generally, be the most compatible with the intersections highlighted during this open house and the most effective at making biking and walking in this area safer. Please vote for your top 2 choices by placing 1 "dot" near each of the 2 improvement options.

INDOT Intersection Survey

In addition to the 5 intersections discussed during this open house, the Columbus Plan4Health Project is taking a closer look at the bicycle and pedestrian features of 3 INDOT-controlled intersections: (1) U.S. 31 / Westendedge Drive, (2) S.R. 46 / Goeller Boulevard, and (3) S.R. 46 and Westwood Boulevard. Please take a few moments to complete a survey that focuses on the bicycle and pedestrian usage of these intersections. You can find a copy of this survey at the entrance table. Please leave the survey in the provided box near the exit. Instead of completing the survey this evening, you may also complete it online at: www.surveymonkey.com/r/ColumbusIntersections

PLAN4HEALTH

PUBLIC INPUT HOUSE
AUGUST 27, 2015



Columbus, IN



Photo obtained from:
http://www.therepublic.com/2015/08/29/focus_on_safer_healthier_ways_to_travel_in_city/

Potential
INTERSECTION IMPROVEMENT OPTIONS

Striped Crosswalk with Signs and Advance Warning Signs



Striped crosswalks with signs and advance warning signs involve pavement striping and signage on both sides of the street that alert drivers to expect crossing pedestrians.

Place Data Here

Colored and Textured Crosswalks



Colored and textured crosswalks are pavement treatments that alert drivers to expect crossing pedestrians.

Place Data Here

PLAN4HEALTH HEALTHY
MINDS

Columbus, IN

- Successful community engagement:
 - Have conversations rather than ‘public input’
 - Be flexible
 - Offer multiple opportunities for input



Working together

- Collaborate to achieve health equity
- Understand roles
- Leverage existing resources
- Work towards a shared vision



Contact information:

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Special thanks to Elizabeth Hartig, Project Coordinator of the Plan4Health Project, American Planning Association



ABOUT APHA

The American Public Health Association champions the health of all people and all communities. We strengthen the profession of public health, promote best practices and share the latest public health research and information. We are the only organization that influences federal policy, has a 140-plus year perspective and brings together members from all fields of public health. Learn more at www.apha.org.



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Questions?

Type your questions in
the ReadyTalk chat box



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Want to learn more?

Stay tuned for upcoming webinars

How are MPOs prioritizing health?

Join Transportation for America next **Tuesday, February 21**, for the launch webinar for this new paper produced with APHA.

It examines **four** policy levers MPOs have at their disposal to build more walking & biking projects — with specific short real-life stories to go with each.

MEASURING WHAT WE VALUE

Policies to prioritize public health and build prosperous regions



HOW REGIONAL TRANSPORTATION PLANNING AGENCIES ARE PROMOTING PHYSICAL ACTIVITY AND HEALTH



Sign up: t4america.org/healthy-metros

Implementation & Equity 201:

The Path Forward to Complete Streets

Creating value: Assessing the return on investment in Complete Streets

1PM EST on March 23, 2017



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