

Complete Streets in the South



December 9, 2014

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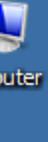
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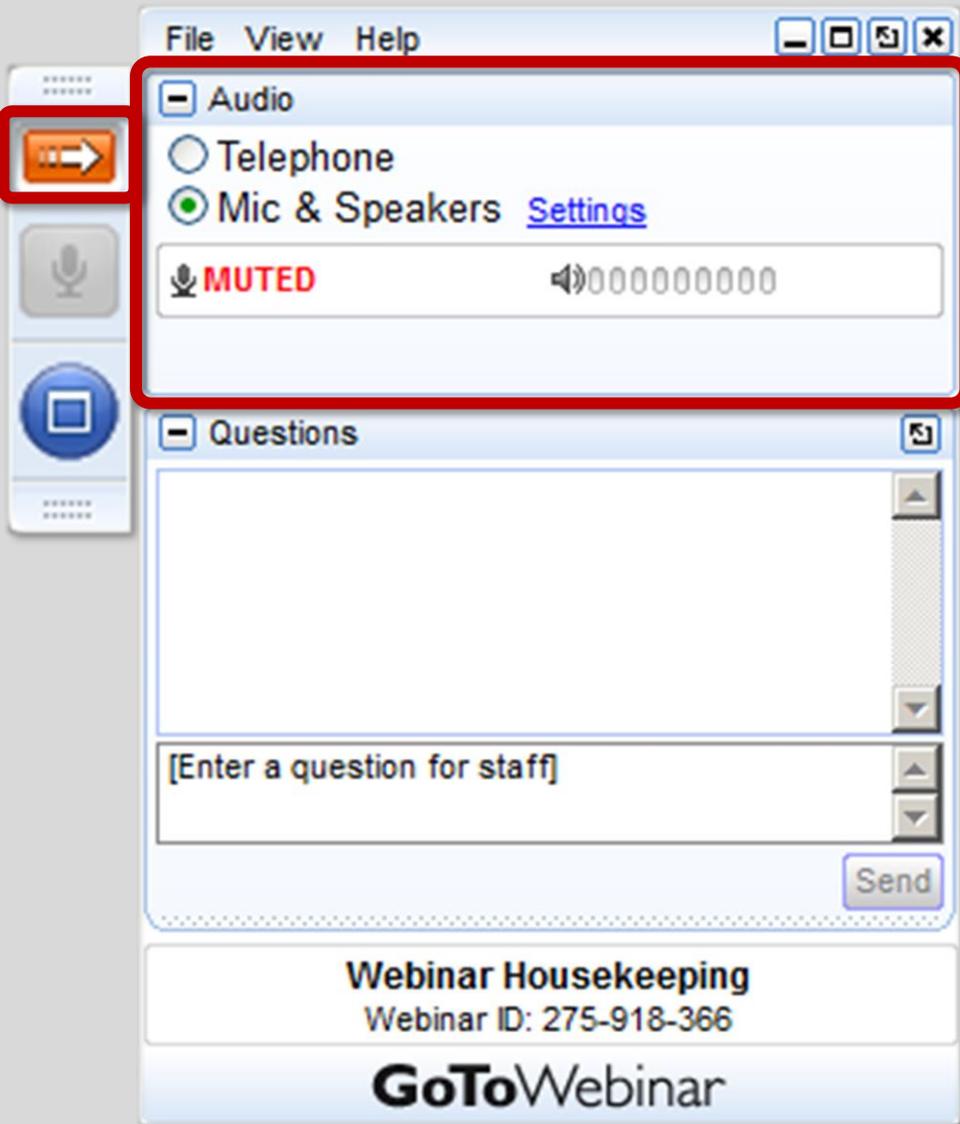
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QUESTIONS & COMMENTS

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Safe Routes
to School
**National
Partnership**

Webinar Agenda

- I. Intro
- II. Complete Streets –
Brief Overview
- III. Case Studies
- IV. Q&A
- V. Resources
Available
- VI. Adjourn



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**.





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 Streets benefit all age groups and all demographics – especially those without access to auto transportation or limited opportunities to exercise.



Photo: Christy Smith

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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“Of the more than 600 Complete Streets projects in place across the U.S., almost 20 percent can be found in the Southeast states of Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina and, last but not least, Tennessee.”

AARP Complete Streets in the South Toolkit



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Today's Speakers



Beth Willett, Program Officer, The Greater Clark Foundation, Clark County, KY



John Paul Shaffer, AICP
Livable Memphis Program Director
Community Development Council of Greater Memphis



Anamarie Garces, Executive Director, Urban Health Partnerships,
Broward County, FL

Beth Willett, Program Officer

The Greater Clark Foundation

Clark County, KY

John Paul Shaffer, AICP

Livable Memphis Program Director

Community Development Council of

Greater Memphis

Anamarie Garces

Executive Director

Urban Health Partnerships

Broward County, FL

Question & Answer

Resources Available at www.saferoutespartnership.org

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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

Policy

National

Policy

Buses, Boats, and Bicycles: Getting Safe Routes to School and Student Transportation Departments to Work Together



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, being 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 scale 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. Violence within a community inhibits business, job access, healthy nutritional choices, and physical activity. Addressing violence within underserved communities is critical to economic renewal and health.

Combatting 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 Es," we identify specific kinds of actions that

How Does the Threat of Violence Affect Safe Routes to School?

- There are 850,000 children living in gang violence "hot zones" all over the country, putting kids at risk on their way to school before they even get to the classroom.
- Parents report violence and crime as one of the five primary factors affecting children's walking or bicycling.
- Five percent of high school students report not going to school at least one day per month because they feel they would be



Complete Streets Resources



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. Complete Streets benefit all age groups and all demographics – especially those with disabilities or limited opportunities to exercise. There are many types of Complete Streets to fit the needs of your unique community.

Complete Streets Resolution

A resolution is non-binding, official statements of support for approaching community transportation projects as a way to improve access, public health, and quality of life. Resolutions are often a very helpful first step, providing the political support for a Complete Streets approach.¹

Local leaders in West Jefferson, NC and NCDOT staff partnered to use a routine resurfacing of Jefferson Avenue as an opportunity to create Complete Streets in downtown

Ordinance

Ordinances legally require the needs of all users be addressed in transportation projects and change city code accordingly. Ordinances may



TEN ELEMENTS OF EFFECTIVE COMPLETE STREETS POLICIES

Use this worksheet to record ideas for how a Complete Streets policy should address local needs, goals, and the current process for transportation projects.

- 1. Includes a VISION for the transportation system.** What long-term transportation goals should the policy address? Should it promote safety and modeshare? How can these issues be captured



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