



Health in All Policies Task Force Active Transportation Action Plan

Projected Timeline: October 2014-December 2016

Endorsed by the Strategic Growth Council October 6, 2014

Summary

Purpose Statement: The 2014 *California Health in All Policies Task Force Active Transportation Action Plan* seeks to increase opportunities for safe and accessible active transportation (e.g., walking, biking, rolling, or public transportation) to school, work, other essential destinations, and as a recreational activity for all people. This plan was developed by the Health in All Policies (HiAP) Task Force to direct their collaborative work around active transportation from October 2014-December 2016. Active transportation is an important strategy for promoting health, safety, and equity, and reducing greenhouse gas emissions, all of which have been identified as policy priorities by California's State government leadership. Recognizing that many factors contribute to active transportation behavior, this plan takes a multilevel and multifaceted approach, promoting policy and programs that encourage infrastructure improvement, enforcement, and cultural changes. This plan is not a comprehensive strategy, but is a collection of specific objectives and actions that reflect the Five Key Elements of Health in All Policies, are feasible based on current resources, and are aligned with the State's sustainability and health goals.

The short-term objectives of this plan are:

1. Promote safe and accessible active transportation through state grant-making programs in guideline development, selection of grantees, evaluation of outcomes, and identification of best practices.
2. Collect, develop, and disseminate tools, guidelines, and other materials that promote safe active transportation.
3. Support safe and accessible active transportation in school environments.
4. Promote safe and accessible active transportation through long-range planning documents, including California Transportation Plan 2040 and Regional Transportation Plans.
5. Promote active transportation as an attractive and viable form of commuting for employees at and visitors to state agencies.
6. Identify strategies to collect data, monitor progress, and evaluate outcomes for active transportation programs.



Short-Term Objectives and Actions	Participating Agencies	Short-Term Deliverables
<p>transportation, planning, housing, and education.</p> <p>2b. Task Force members will collect and disseminate best practice models and information about programs, strategies, and statutory updates, such as:</p> <ul style="list-style-type: none"> • First/last mile strategies • Active transportation in transit-oriented development (TOD) (e.g., programs offering transit passes in lieu of parking spaces). • Crossing Guard training opportunities, including the <i>California Adult School Crossing Guard Training Guidelines</i>. • Relevant statutory changes such AB-1371: "Vehicles: bicycles: passing distance" <p>2c. The Task Force will support the Strategic Highway Safety Plan (SHSP) challenge area workgroups 8 and 13 to:</p> <ul style="list-style-type: none"> • Enhance bicycle and pedestrian safety information available to the general public through the California Department of Motor Vehicles (DMV). Revise and update bicycling safety information for law enforcement, i.e. Bicycle and Pedestrian Education Handbook for law enforcement. 	<p>BCSH, CDPH/Safe and Active Communities Branch, HCD, Task Force</p> <p>Caltrans, CDPH/Safe and Active Communities Branch, CHP, DMV, SHSP Challenge Areas 8 and 13 Work Groups, OTS</p>	<ul style="list-style-type: none"> • Materials and information collected and disseminated • Enhance appropriate bicycling and pedestrian safety information in DMV materials and publications • Create and disseminate Bicycle and Pedestrian Education Handbook for law enforcement
<p>3. Support safe and accessible active transportation in school environments.</p>		
<p>3a. Convene the multi-agency Land Use, Schools, and Health working group to advance collaborative efforts in support of complete streets, active transportation, and SRTS.</p>	<p>Land Use, Schools, and Health workgroup (Caltrans, CDE, CDPH, DGS Division of the State Architect, OPR, SGC)</p>	<ul style="list-style-type: none"> • Increased coordination between participating agencies
<p>3b. Complete and disseminate Land Use, Schools, and Health working group School Siting paper.</p>	<p>Land Use, Schools, and Health workgroup</p>	<ul style="list-style-type: none"> • Paper completed and disseminated
<p>3c. Host a webinar(s) following release of the Governor's Office of Planning and Research's (OPR) General Plan Guidelines and the Department of Education's (CDE) Title V update for school planners, city/county planners, metropolitan planning organizations (MPOs), and local departments of public health highlighting opportunities to support healthy and sustainable schools.</p>	<p>Land Use, Schools, and Health workgroup</p>	<ul style="list-style-type: none"> • Webinar hosted
<p>3d. Support the review and dissemination of bicycle and pedestrian safety curriculum to be used in math, science, English language arts, physical education and health (conducting walk audits, etc.) classes.</p>	<p>CDE, CDPH/Safe and Active Communities Branch (SACB), SHSP Challenge Areas 8 and 13 Work Groups</p>	<ul style="list-style-type: none"> • Materials reviewed and disseminated
<p>4. Promote safe and accessible active transportation through long-range planning documents, including California Transportation Plan 2040 and Regional Transportation Plans.</p>		
<p>4a. Task Force members will participate in the development of the Caltrans California Transportation Plan 2040, with a focus on health, equity, and</p>	<p>CalSTA, Caltrans, Task Force</p>	<ul style="list-style-type: none"> • CTP 2040 fully recognizes the benefits of active transportation and includes



Short-Term Objectives and Actions	Participating Agencies	Short-Term Deliverables
<p>tracking in the Active Transportation Program SRTS grants).</p> <ul style="list-style-type: none"> Resources to support the administration and processing of the National Household Travel Survey - California add-on questionnaire (CA-NHTS) on a rolling basis. Improved or additional tools for assessing the health effects of mode shift. 		

Acronyms Key:

- BCSH: California Business, Consumer Services and Housing Agency
- CalSTA: California State Transportation Agency
- Caltrans: California Department of Transportation
- CDE: California Department of Education
- CDPH: California Department of Public Health
- CHP: California Highway Patrol
- CNRA: California Natural Resources Agency
- CTC: California Transportation Commission
- DGS: California Department of General Services
- DMV: California Department of Motor Vehicles

- HCD: California Department of Housing and Community Development
- GovOps: California Government Operations Agency
- MPO: Metropolitan Planning Organization
- OPR: Governor's Office of Planning and Research
- OTS: Office of Traffic Safety
- RTPA: Regional Transportation Planning Agency
- SACB: CDPH, Safe and Active Communities Branch
- SGC: Strategic Growth Council
- SHSP: Strategic Highway Safety Plan
- SRTS: Safe Routes to School

Several non-governmental partners have indicated interest in supporting these Task Force actions by providing research, staff time, or other resources. These include the Safe Routes to School National Partnership, Transform, California Walks, UC Berkeley Safe Transportation Research & Education Center (SafeTREC), the UC Berkeley Center for Cities and Schools.

For more information about the purpose of this plan, its goals, development process, and research supporting this approach, please see the accompanying Active Transportation Action Plan: Background and Narrative (page 6).



In addition, Task Force members are placing a growing emphasis on safety as a necessary element of active transportation to ensure that communities reap the wide variety of positive health, equity, and sustainability impacts that active transportation promises, while protecting all users. The risk of injury and fatality can increase as active transportation increases, unless appropriate safety infrastructure and non-infrastructure changes accompany increased biking and walking. This potential for increased risk highlights the importance of creating a culture of safety, and infrastructure that reinforces that culture. The Task Force has elevated these issues in the 2014 Action Plan.

Finally, it is important to note that the Task Force includes public transit in active transport. Recent studies have provided evidence for the relationship between traveling by transit and increased daily physical activity. Moreover, it is widely recognized that all transit riders are pedestrians or cyclists for some part of each trip, and accommodating pedestrian access to transit stops is a recommended best practice.

This 2014 Action Plan was developed over a nine month period through an in-depth collaborative process. More than sixty individuals participated from across State government, local departments of public health, regional planning organizations, and non-government stakeholders, through more than 30 one-on-one and small working group meetings. This process was facilitated by Task Force staff, and final decisions were made by Task Force members using a consensus process.

The 5 Key Elements of Health in All Policies

Five Key Elements have been identified as essential for ensuring success of Health in All Policies' efforts. All objectives and action steps in the 2014 Action Plan reflect some, if not all, of these elements:

1. Promote health, equity, and sustainability
2. Support intersectoral collaboration
3. Benefit multiple partners
4. Engage stakeholders
5. Create structural or procedural change

Theory of Change

While the Task Force is a State-level body, much of the work of building healthy communities takes place at the local and regional level. The Task Force works at the State-level to facilitate and create opportunities for regional and local entities to promote health, equity, and sustainability.

The simple model below illustrates the connection between the Task Force's "upstream" State-level activities and the "downstream" community-level goals resulting from increased opportunities for safe and accessible active transportation. As the model demonstrates, state entities provide policies, guidance, and funding that support healthy decision-making in communities. This leads to communities with policies, programs, and infrastructure that facilitate healthy behaviors, equity, and environmental sustainability. As a distal outcome, health and sustainability are improved and equity is increased.



perceptions of co-workers or spouse engaging in active transportation), institutional practices (e.g., workplace policies, culture, and physical supports), community characteristics (e.g., real or perceived safety concerns), the built environment (e.g., walking and biking infrastructure, walkability, presence of trees and other vegetation, or recreational space), and the physical environment (e.g., weather, trip distance) can all influence an individual's mode choice.^{xiv·xv·xvi·xvii·xviii·xix} For example, a 2013 study found that for socio-economically disadvantaged women, addressing community factors (perception of personal safety, neighborhood social cohesion, and aesthetics) is as important as improving built environment conditions to increase walking.^{xx} Given the diverse nature of California's population, transportation policies and programs to increase active transportation must be multilevel and multifaceted to effectively reach and protect the health and safety of all transportation system users.

Agency Commitments: A Narrative Description of Specific Objectives and Actions

This plan guides the Task Force's actions to promote active transportation through 2016, and represents a significant commitment to active transportation across a wide variety of government institutions. Due to the many factors outside the control of the Task Force, this plan is non-binding and is a "living document" that allows for the Task Force to remain flexible and pursue opportunities as they arise.

This section provides a discussion of the six objectives and the many actions listed in the table at the start of this document. While the Task Force is committed to completing all actions, additional resources will be required for some items.

Objective 1: Promote safe and accessible active transportation through state grant-making programs in guideline development, selection of grantees, evaluation of outcomes, and identification of best practices.

Background: Health and health equity are critical components of sustainable communities, and can be considered in the development of grant guidelines, selection of grantees, evaluation of outcomes, and identification of best practices. Combined with strategically-targeted technical assistance, health and health equity criteria can ensure that state funding supports measurable improvements to communities and directs funds toward projects that promote equity in active transportation. Health equity criteria are one way that the State can help vulnerable and disadvantaged communities receive the resources and technical assistance they need.

Activities: Task Force members will provide health, equity, and sustainability expertise in the development of new grant guidelines. Staff and Task Force members will gather and disseminate information about data, lessons learned, and best and promising practices to support state agencies in improving their grant-making programs.

Objective 2: Collect, develop, and disseminate tools, guidelines, and other materials that promote safe active transportation.

Background: State agencies, departments, and offices have an existing wealth of resources including best practice examples, guidelines, and tools that support active transportation. Local communities and the organizations that support local communities may not always be aware of these resources. As an inter-agency body, the Task Force provides an opportunity to coordinate dissemination across agencies and to improve outreach to local and regional stakeholders.

Activities: Task Force members will collect and disseminate information about best practices to support complete streets, first/last mile policies, transit-oriented development, and relevant statutory changes that support bicycle and pedestrian safety.

Objective 3: Support safe and accessible and active transportation in school environments.



Objective 6: Identify strategies to collect data, monitor progress, and evaluate outcomes for active transportation programs.

Background: In order to ensure accountability, it is important that State agencies ensure that resources are used to promote activities that, when feasible, are data-driven, and that those activities are monitored and evaluated. Data is essential for setting goals, identifying priorities, and monitoring progress. Stratified data is particularly important for the promotion of social and health equity. Task Force member agencies have identified a number of data gaps that, if filled, would support their ability to promote active transportation.

Activities: The Task Force will convene a variety of stakeholders to consider improved systems for data collection and monitoring to support active transportation, including youth transportation to/from school. Several nonprofit organizations, including the National Safe Routes to School Partnership, have indicated interest in partnering with the HiAP Task Force on this objective.

Evaluation and Accountability

There is value in tracking and evaluation for several reasons: 1) To demonstrate accountability to these commitments; 2) To determine whether the listed objectives and actions in fact lead to meaningful change in policy, programs, and ultimately population health, equity, and environmental sustainability; and 3) To learn from this process, because the Task Force is an important “learning laboratory” for the Health in All Policies approach, and has a role to play in contributing to the national and international body of knowledge about this field. Evaluation of this Action Plan will be quite limited unless additional resources are secured. The HiAP Task Force will report out periodically on progress toward the listed objectives, through written reports to the SGC. These will become part of the public record. HiAP staff will pursue grant funding for some of these activities, and if grants are awarded, they are likely to include evaluation components.

Additional Information

Links to guides, plans, programs, and tools in the Action Plan:¹

- Regional transportation Plan Guidelines: <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/>
- Active Transportation Program: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>
- Affordable Housing and Sustainable Communities Program: http://sgc.ca.gov/s_affordablehousingandsustainablecommunitiesprogram.php
- Safe Routes to School: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>
- NACTO Street and Urban Bikeway Design Guide: <http://nacto.org/usdg/>
- CDE Title V: <http://www.cde.ca.gov/ls/fa/sf/title5regs.asp>
- National Household Travel Survey – California: http://www.dot.ca.gov/hq/tsip/otfa/tab/chts_travelsurvey.html
- ITHIM (Integrated Transport and Health Impact Modelling tool): http://www.cdph.ca.gov/programs/CCDPHP/Documents/ITHIM_Technical_Report11-21-11rev3-6-12.pdf

Relevant Legislation:

- AB 32 (California Global Warming Solutions Act of 2006): Requires California to reduce its GHG emissions to 1990 levels by 2020.^{xxi}
- SB 375 (Sustainable Communities Act): Supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities.^{xxii}
- AB 441: Requires that the next revision of the RTP guidelines include a summary of policies, practices, or projects that have been employed by MPOs to promote health and health equity.^{xxiii}

Contact

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¹ Updated September 26, 2014
California Health in All Policies Task Force



^{xxi} California Air Resources Board. Assembly Bill 32 Overview. August 5, 2014 [cited 2014; Available from: <http://www.arb.ca.gov/cc/ab32/ab32.htm>.

^{xxii} California Air Resources Board. Sustainable Communities. August 25, 2014 [cited 2014; Available from: <http://www.arb.ca.gov/cc/sb375/sb375.htm>.

^{xxiii} Assembly Bill No. 441, Chapter 365. An act to add Section 142522.3 to the Government Code, related to planning. 441, State Assembly § 14522.3 (2012).

MEETING
HANDOUT