A SRTS National Partnership Project, implemented through the National Association of Chronic Disease Directors (NACDD)
SRTS National Partnership

- Launched in August 2005, the Safe Routes to School National Partnership is a fast-growing network of hundreds of organizations, government agencies and professional groups working to set goals, share best practices, secure funding, and provide educational materials to agencies that implement Safe Routes to School programs.

- The Safe Routes to School National Partnership’s **mission** is to serve a diverse national community of organizations that advocates for and promotes the practice of safe bicycling and walking to and from schools throughout the United States.

www.saferoutespartnership.org
The National Association of Chronic Disease Directors (NACDD) is a national public health association for chronic disease program directors of each state and U.S. territory.

Founded in 1988, NACDD links together more than 1,400 members to advocate for preventive policies and programs, encourage knowledge sharing and develop partnerships for health promotion.

www.chronicdisease.org
Florida Network Project

- In January 2007, the SRTS National Partnership initiated the State Network Project in nine states and the District of Columbia.

- In 2010 and 2011, the project is funded in the District of Columbia and nineteen states: Arkansas, California, Colorado, District of Columbia, Florida, Georgia, Hawaii, Illinois, Kentucky, Louisiana, Maryland, Minnesota, Mississippi, Missouri, Montana, Oklahoma, Pennsylvania, Tennessee, Virginia, and Wisconsin.
Florida Network Project

• The project brings together advocacy groups, government agencies and other leaders to ensure that the SRTS federal program succeeds

• Project also works to leverage additional resources, remove barriers to walking and bicycling to schools, and to create an institutional framework for generating long-term policy changes.

• The Robert Wood Johnson Foundation provides funding for 15 state Networks and Kaiser Permanente provides funding for another 5 states. The Centers for Disease Control and Prevention also provided financial support for the project.
2010–2011 State Network Project Participants

Kaiser Permanente States
California
DC
Georgia
Maryland
Virginia

Robert Wood Johnson Foundation States
Arkansas
Colorado
Florida
Hawaii
Illinois
Kentucky
Louisiana
Minnesota
Mississippi
Missouri
Montana
Oklahoma
Pennsylvania
Tennessee
Wisconsin
Network Project Goals

- Increase physical activity in school-aged children grades K–8 by improving safety and increasing the number of children walking and bicycling to schools
- Help to ensure success of the federal SRTS program
- Institutionalize the SRTS program at the state level so that it is not dependent on (and does not end after) one short burst of federal funding
Network Project Methods

- Create a network of partners including government agencies, non-profits and policy-makers
- Research state policies to identify best practices for the network
- Prioritize state policies based on opportunities and need
- Develop and implement a state action plan to address state policies and engage partners
- Ongoing - Evaluate progress by looking for new state policy and funding opportunities and revising the state action plan regularly
FL Network Project – Priority Policy Areas

- Complete Streets
- School Siting and Site Design Guidance
- Wellness Policies
- Legislation
- Curriculum and Training Programs
- Joint Use Agreements
- School Bus Cuts / Hazardous Walking Conditions
Complete Streets

- Serve the needs of all transportation users including pedestrians, bicyclists, people with disabilities, transit riders, and automobile users.
- Improve safety by providing dedicated facilities for pedestrians and bicyclists.
- Are an important strategy for Safe Routes to School, as children are our most vulnerable roadway users, and roads leading to schools are regularly built and reconstructed.
FL SRTS Network Complete Streets Action Team

- Established in May 2010

- Goal - “institutionalizing planning for complete streets in all transportation facilities planning programs at the state, regional, and local levels (by making such planning a state minimum requirement) as outlined in Florida Statute 335.065 - Bicycle and pedestrian ways along state roads and transportation facilities.”
FL SRTS Network Complete Streets Action Team

- Tasks –
  - educating and informing key individuals on Florida’s design criteria for roads;
  - reviewing state policy framework and addressing a policy for incorporating complete streets within a two mile radius around schools;
  - and, creating incentives for non-motorized transportation between neighborhoods and schools.
FL Regional Planning Councils

- *(Ch. 186, *Florida Statutes*) to address problems and plan solutions that are of greater-than-local concern or scope, and are to be recognized by local governments as one of the means to provide input into state policy development.

- provide technical assistance to local governments on growth management matters;

- coordinate land development and transportation policies in a manner that fosters region-wide transportation systems;

- review local government comprehensive plan amendments, evaluation/appraisal reports, and Developments of Regional Impacts for consistency with state and regional plans; and,

- review the plans of independent transportation authorities and metropolitan planning organizations to identify inconsistencies between those plans and applicable local government plans.
East Central Florida Regional Planning Council

- Conducted a review on Florida Complete Streets and SRTS policies

- No policies that combined Complete Streets and SRTS were found

- Letter sent to Regional Planning Council’s in Florida to request participation in a conference call to discuss the inclusion of complete streets and SRTS policies in Strategic Regional Policy Plans (SRPPs)
Coordination with RPCs

- Met with representatives from the Florida Regional Planning Councils on January 10, 2011, to promote the inclusion of street scale improvements and Safe Routes to School policies into the RPC Strategic Regional Policy Plans (SRPPs).

- November 2011, the East Central Florida Regional Planning Council adopted their 2060 SRPP which included several CS/SRTS policies outlined in several chapters, as well as transportation indicators that will help evaluate progress.

- The East Central FL RPC was the first Florida RPC to update/adopt their SRPP for the current timeframe.
Florida Network Project

For more information contact:
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Safe Routes to Schools: A Regional Approach
East Central Florida 2060 Plan
Implementing the Regional Vision
From Vision to Implementation
Q: What is the SRPP (East Central Florida 2060)?

A: Broad regional policies intended to be result oriented and used to inform local planning and major capital improvement projects.
Sounding Boards
(300+ members)
Plan Elements

Core Group
NRORS
Economic
Housing
Emergency Prep
Transportation

Energy and Climate Change

Community Design

Vision to Policy

Agriculture

Demographics

Water
Chapter 1 – Vision to Policy

Sets regional context and asks....Are our current development patterns sustainable?

- Auto oriented and sprawling
- Street connectivity and constrained roads
- Land consumptive and energy inefficient
- Costly to maintain
Chapter 5 – Transportation

• Complete streets
• Safe routes to school
• Walkable neighborhoods
• Traffic calming and street design
  • Multi-modal transportation alternatives
  • Mix of uses and compact development
Benefits of Interconnected - Complete Street Network

- Walking/biking/transit mode share
- Traffic forced to arterial roads
- Dangerous arterial and collector roads
- Link between community design and transportation
Include bicycle and pedestrian accommodations on roadways, utility easements where feasible, and mass transit stations.
Policy 5.11
Encourage public buildings (ie. Schools, post office, church, city hall) to locate in urban centers that become the “heart” of the community.
Policy 5.17

Include Safe Routes to School guidelines and ‘complete street’ strategies in local comprehensive plans, school designs, transportation improvements, and land use planning.

Source: Ruth Steiner, Ph.D, UF, 2006)
Encourage the removal of requirements for walls around residential neighborhoods along streets where children walk to school.
Policy 5.25
Encourage the development of sidewalks to establish greater connectivity.
Chapter 10 – Community Design

• Interconnect street networks

• Incorporating complete streets and access management

• Subdivision for small and varied lot sizes (housing variety)

• Practice great place-making
Policy 10.10

Promote and implement Safe Routes to School Programs and Guidelines in comprehensive plans and transportation and school planning.
Schools should be sited as community anchors, located within walking distance of their students and co-located with other public facilities where possible.
Avoid prescribing minimum acreage requirements for new school sites
Policy 10.10

Renovation of existing structures for schools should take precedence over new construction where feasible.
Encourage schools to integrate into the surrounding neighborhoods by removing physical barriers (ie. walls), engaging in and hosting shared community activities, and collocating with parks and other public facilities.