



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.



Health in All Policies Task Force

Active Transportation Action Plan: Table

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The actions listed below are all contingent upon available resources.

Short-Term Objectives and Actions	Participating Agencies	Short-Term Deliverables
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.		
1a. California Health in All Policies Task Force (Task Force) members will provide health, equity, and sustainability expertise in the development of grant guidelines and grant review including, but not limited to: <ul style="list-style-type: none"> • California Department of Transportation (Caltrans) Transportation Planning Grant • California Transportation Commission (CTC) Active Transportation Program (ATP) • Strategic Growth Council (SGC) Affordable Housing and Sustainable Communities (AHSC) Program 	CalSTA, Caltrans, CDPH, CNRA, HCD, OPR, SGC	<ul style="list-style-type: none"> • Health, equity, and sustainability language and requirements included • Task Force members (or designees) participate as grant reviewers
1b. To support Safe Routes to School (SRTS) programs, Task Force members will: <ul style="list-style-type: none"> • Work with local partners to gather lessons learned • Disseminate lessons learned to State agencies and local partners • Engage new State departmental partners in supporting SRTS 	Caltrans, CDPH/SRTS Technical Assistance Resource Center, CDE, DGS/State Architect	<ul style="list-style-type: none"> • Brief communications piece developed and disseminated
1c. SGC will reach out to past grantees to gather and disseminate case studies on how their funding programs have supported the development of complete streets in rural and urban areas. The case studies will focus on health, equity, and sustainability.	OPR, SGC	<ul style="list-style-type: none"> • Case studies developed and disseminated
1d. The Task Force will support the Office of Traffic Safety (OTS) to: <ul style="list-style-type: none"> • Expand outreach for grant applications for bike and pedestrian safety and ensure coordination with other State programs to maximize opportunities. 	CalSTA, Caltrans, OTS	<ul style="list-style-type: none"> • Increase the number of bike and pedestrian safety projects that apply for federal funding
2. Collect, develop, and disseminate tools, guidelines, and other materials that promote safe active transportation.		
2a. Task Force members will disseminate National Association of City Transportation Officials (NACTO) Street and Urban Bikeway Design Guide materials to relevant local counterparts in public health,	CalSTA, Caltrans, CDPH, OPR	<ul style="list-style-type: none"> • NACTO guidelines disseminated to local departments of public health, planning, transportation, housing, and education



Short-Term Objectives and Actions	Participating Agencies	Short-Term Deliverables
transportation, planning, housing, and education.		
2b. Task Force members will collect and disseminate best practice models and information about programs, strategies, and statutory updates, such as: <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” 	BCSH, CDPH/Safe and Active Communities Branch, HCD, Task Force	<ul style="list-style-type: none"> • Materials and information collected and disseminated
2c. The Task Force will support the Strategic Highway Safety Plan (SHSP) challenge area workgroups 8 and 13 to: <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. 	Caltrans, CDPH/Safe and Active Communities Branch, CHP, DMV, SHSP Challenge Areas 8 and 13 Work Groups, OTS	<ul style="list-style-type: none"> • Enhance appropriate bicycling and pedestrian safety information in DMV materials and publications • Create and disseminate Bicycle and Pedestrian Education Handbook for law enforcement
3. Support safe and accessible active transportation in school environments.		
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.	Land Use, Schools, and Health workgroup (Caltrans, CDE, CDPH, DGS Division of the State Architect, OPR, SGC)	<ul style="list-style-type: none"> • Increased coordination between participating agencies
3b. Complete and disseminate Land Use, Schools, and Health working group School Siting paper.	Land Use, Schools, and Health workgroup	<ul style="list-style-type: none"> • Paper completed and disseminated
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.	Land Use, Schools, and Health workgroup	<ul style="list-style-type: none"> • Webinar hosted
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.	CDE, CDPH/Safe and Active Communities Branch (SACB), SHSP Challenge Areas 8 and 13 Work Groups	<ul style="list-style-type: none"> • Materials reviewed and disseminated
4. Promote safe and accessible active transportation through long-range planning documents, including California Transportation Plan 2040 and Regional Transportation Plans.		
4a. Task Force members will participate in the development of the Caltrans California Transportation Plan 2040, with a focus on health, equity, and	CalSTA, Caltrans, Task Force	<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
sustainability through at least two orientation and/or input sessions, or other methods as appropriate for Task Force members.		<ul style="list-style-type: none"> • strategies to increase its mode share
4b. Task Force members will participate in the development of the next update to the California Transportation Commission's (CTC) Regional Transportation Plan (RTP) Guidelines, with a focus on health, equity, and sustainability through at least two orientation and/or input sessions, or other methods as appropriate for Task Force members. Actions include: <ul style="list-style-type: none"> • The Task Force will provide input directly to CTC and Caltrans, with a focus on health, equity, sustainability, and opportunities to promote active transportation through RTPs. • The California Department of Public Health (CDPH) will provide technical assistance to the Task Force on health, safety, and equity connections to the RTP Guidelines. 	CalSTA, Caltrans, CDPH, Task Force, SGC	<ul style="list-style-type: none"> • Guidelines fully recognize the benefit of active transportation and support investment in that mode
4c. HiAP staff will partner with stakeholder organizations and local/regional governmental organizations to educate stakeholders about the links between health, equity, and transportation, and about the regional and state transportation planning process, and to encourage public health practitioners and other stakeholders to provide input to the RTP guidelines and engage in the local RTP process. Actions will include: <ul style="list-style-type: none"> • Create and disseminating written materials • Hold at least one webinar 	Task Force, MPOs	<ul style="list-style-type: none"> • Materials developed and disseminated • Webinar hosted
4d. Task Force members will support the CTC stakeholder engagement process for the next update to the Regional Transportation Plan (RTP) Guidelines by encouraging their local government counterparts and other stakeholders to participate and provide input.	Task Force, SGC, CalSTA, Caltrans, CARB, CDE, CDPH, HCD, OPR, SGC	<ul style="list-style-type: none"> • Input strategy and/or events held
5. Promote active transportation as an attractive and viable form of commuting for employees at and visitors to state agencies.		
5a. Expand pilot bicycle share program for employees at state agencies.	CDPH/Nutrition Education & Obesity Prevention, CHP, DGS, GovOps	<ul style="list-style-type: none"> • Bicycle share pilot program initiated at 3 new departments
5b. Develop bicycle facility standards for State properties (e.g., number of bike racks, type of racks, showers and lockers, safety features, etc.).	DGS, GovOps	<ul style="list-style-type: none"> • Bicycle facility standards
6. Identify strategies to collect data, monitor progress, and evaluate outcomes for active transportation programs.		
6a. Convene a multi-stakeholder working group to address data needs/gaps, monitor progress, and evaluate outcomes for active transportation. Topics may include, but are not limited to: <ul style="list-style-type: none"> • A numerical long term goal for mode shift in California. • Approaches for quantifying the benefits and outcomes of SRTS. • Transportation mode distribution to and from schools (including data 	CalSTA, Caltrans, CDE, CDPH, MPOs, OPR, OTS, RTPAs, Task Force, SGC	<ul style="list-style-type: none"> • Group convened • 10 year mode shift identified



Short-Term Objectives and Actions	Participating Agencies	Short-Term Deliverables
tracking in the Active Transportation Program SRTS grants). <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).



Health in All Policies Task Force Active Transportation Action Plan: Background and Narrative

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Following is a summary of the purpose and history of this Action Plan, a summary of research supporting this work, and a description of the goals and objectives highlighted in the preceding table.

California Health in All Policies Task Force Background

Recognizing that health is largely shaped by the environments in which people live, work, learn, and play, the [California Health in All Policies \(HiAP\) Task Force](#) was created as a multi-agency effort to identify priority programs, policies, and strategies of State-level government agencies to improve health, equity, and sustainability in California across policy fields that fall outside of the traditional realms of public health and health care. The Task Force is comprised of 22 state agencies, departments, and offices, and seeks to establish multi-agency goals, identify and leverage co-benefits, and create win-win solutions to some of California's greatest challenges such as growing inequities, chronic disease, injury, environmental degradation, and climate change. The Task Force is facilitated by the California Department of Public Health (CDPH) and current staffing is provided through a partnership with the Public Health Institute (PHI), with funding from multiple sources including The California Endowment and Kaiser Permanente Community Benefit.

Purpose Statement

The 2014 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 its 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.

Plan Development

This is the second Active Transportation plan that the Task Force has created. The 2012 plan, titled "Support Active Transportation through SB 375 and Complete Streets Implementation," largely focused on complete streets and other infrastructure projects. As described below, the 2014 Action Plan takes these efforts further by establishing a workgroup to identify a goal to shift mode of travel from automobile to active transportation (referred throughout as "mode shift"), and moves beyond infrastructure improvements, to also promote non-infrastructure strategies such as education and enforcement. This represents a significant shift in overall strategy, and reflects California's growing commitment to active transportation as a goal across government entities.



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

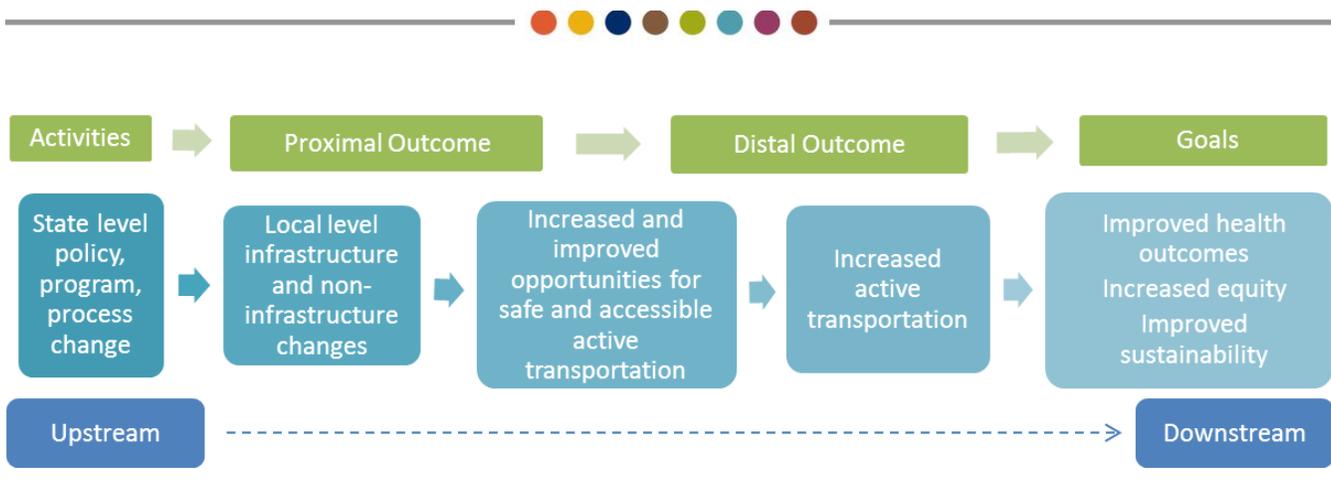
Five Key Elements have been identified as essential for ensuring success of Health in All Policiesⁱ efforts. All objectives and action steps in the 2014 Action Plan reflect some, if not all, of these elements:

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.



Research and Rationale

Health and Active Transportation

Policies and programs to support active transportation have a range of beneficial health, equity, and sustainability impacts. There is strong evidence that active transportation is positively associated with better cardiovascular health, lower risk of diabetes, and lower risk of hypertension,ⁱⁱ and some evidence of an association between active transportation and body weight.ⁱⁱⁱ For example, the Integrated Transport and Health Impacts Model (I-THIM), developed by CDPH, found that in the San Francisco Bay Area an increase in daily walking and biking per capita from 4 to 22 minutes would reduce cardiovascular disease and diabetes by 14%, would decrease greenhouse gas emissions by 14%, but would also result in increased traffic injury by 39%.^{iv} This data highlights the important role that active transportation can play in improving health and reducing the harmful emissions that contribute to climate change, and also the need to provide supportive infrastructure, education, programs, and policies to promote safety.

Comprehensive investments in both active transportation infrastructure and non-motorized education, outreach, and encouragement programs have been shown to significantly increase walking, biking, and use of transit (i.e., public buses, subways, rails, etc.).^{v,vi} In addition to directly addressing opportunities for and barriers to active transportation, it is as important and often necessary to address community factors such as perception of personal safety, neighborhood social cohesion, and aesthetics to facilitate increased active transportation.^{vii}

Safety and Equity

As of 2012, pedestrian and cyclist fatalities continued to comprise a disproportionate percentage (25.7%) of all traffic-related fatalities.^{viii} Traffic related injuries and deaths disproportionately impact older adults, children, communities of color, and low-income communities.^{ix} Adults aged 65 and older account for 24.1% of pedestrian fatalities across the state, despite comprising only 10.9% of the population.^x People of color are also disproportionately represented among California's pedestrian fatalities. For example, from 2003-2010, the pedestrian fatality rate for American Indians and Alaska Natives was 3.68 per 100,000 people, 3.25 for African Americans, and 2.48 for Hispanics of any race, as compared to 2.08 for non-Hispanic Whites.^{xi}

Many things contribute to the inequities in traffic related injuries and deaths. For example, one study from the University of Illinois at Chicago found that people living in low-income communities are less likely to encounter sidewalks, sidewalk lighting, marked crosswalks, and traffic calming measures.^{xii} Because low-income individuals tend to bike, walk, and utilize public transit more often, investing in safety improvements that support active transportation is likely to disproportionately benefit these users.^{xiii}

Influencing Mode Choice

When considering *how* to encourage a mode shift from single passenger vehicle trips to walking, biking, rolling, and public transportation, it is necessary to consider the larger context in which individuals make transportation decisions. Factors such as individual demographics (e.g., age, sex, income), interpersonal relationships (e.g., California Health in All Policies Task Force



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.



Background: The quality and location of school facilities have significant population health implications, including the potential to promote active transportation. It is important that school planning processes consider the land use and travel impacts of where new schools are located, as well as upgrades, rehabilitation, and other investments in existing schools. However, school land use decisions are frequently disconnected from broader community land use and transportation decisions. The Task Force has formed a multi-agency working group, made up of transportation, education, public health, and land use agencies, to encourage collaborative land-use and transportation planning that includes school districts/local education agencies, cities, counties, Metropolitan Planning Organizations (MPO), and other stakeholders.

Activities: HiAP staff will actively facilitate the Land Use, Schools, and Health working group. HiAP staff will support the California Department of Education (CDE) to integrate active transportation considerations into their revised school siting guidelines, support the working group to release a multi-agency paper on best practices for healthy land use and schools, and partner with CDE to organize opportunities in communities across California to bring together land use planners, health departments, and schools. The Task Force provides an opportunity to coordinate this work with the state's General Plan Guidelines update. The University of California, Berkeley Center for Cities and Schools has served as a partner to the Task Force and SGC in this area previously, and has indicated interest in continuing to partner with the Task Force to carry this work forward.

Objective 4: Promote safe and accessible active transportation through long-range planning documents, including California Transportation Plan 2040 and Regional Transportation Plans.

Background: The California Transportation Plan 2040 (CTP 2040) is a statewide, long-range transportation plan developed to meet the State's future mobility needs and reduce greenhouse gas (GHG) emissions. CTP 2040 envisions a sustainable transportation system that improves mobility and enhances communities and quality of life. Regional Transportation Plans (RTPs) provide the blueprints of a region's transportation system, and because they are tied to state and federal transportation funds, the inclusion of health, equity, and sustainability in these plans can have an enormous impact on the health of individuals and communities. The State produces California Regional Transportation Plan Guidelines which are used by all MPOs or Regional Transportation Planning Agencies (RTPAs) in developing their RTPs. Both CTP 2040 and the RTP Guidelines are currently being revised or will be revised in the next few years, which provides an opportunity to add language that supports the State's health, equity, and sustainability goals.

Activities: Task Force members will participate in the development of CTP 2040 and the RTP Guidelines update, and HiAP staff and Task Force members will support the RTP Guidelines update by encouraging stakeholder participation in the public input process. Staff will gather information about the links between health, equity, and active transportation; gather best practices; engage stakeholders to provide input; and review documents to ensure that health, equity, and safety are considered for inclusion in the guidelines update. Several nonprofit organizations, such as TransForm, have indicated interest in partnering with HiAP staff on outreach. MPOs and other local entities will play an important role by sharing best and promising practices and lessons learned from their own experiences. Task Force members will have opportunities to provide input to CTC and Caltrans, including considering the links between active transportation goals and their own priorities, such as access to healthy food, affordable housing, social services, etc.

Objective 5: Promote active transportation as an attractive and viable form of commuting for employees at and visitors to state agencies.

Background: California has over 200,000 state employees. Employee policies to support active transportation have the potential to have significant impacts on health, equity, and sustainability, and can provide a model for local agencies and private businesses. CDPH is already partnering with two state agencies to pilot a bike share program for employee use, and opportunities exist to expand this program to other agencies in the Sacramento area. Encouraging employees to use bicycles for errands, meetings, and other short trips during the workday promotes active transportation, supports health, and reduces GHG emissions.

Activities: Task Force members and staff will identify three additional state agency buildings to host a bike share for their employees. CDPH and HiAP staff will provide those agencies or departments with information and technical support to aid in securing leadership buy-in. The Department of General Services will work with partnering departments and agencies to streamline the facilities process in order to make it easier to promote safety and designate space for bike parking.



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}

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- ^v Wanner M, Götschi, T, Martin-Diener E, Kahlmeier S, Martin BW. Active transport, physical activity, and body weight in adults: a systematic review. *Am J Prev Med*. 2012; 42(5):493-502.
- ^{vi} Lyons W, Rasmussen B, Daddio D, Fijalkowski J, Simmons E. *Nonmotorized Transportation Pilot Program: Continued Progress in Developing Walking and Bicycling Networks - May 2014 Report*. U.S. Department of Transportation, Federal Highway Administration, 2014. www.fhwa.dot.gov/environment/bicycle_pedestrian/ntpp/2014_report/hep14035.pdf
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