

## Florida SRTS Updates

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### Florida Updates: State

**Update on Florida's SRTS Program:** Since we are now five years into Florida's SRTS program, I thought this was a great time for a comprehensive update. Since the beginning of the program, 198 projects totaling \$64,150,653 have been selected for funding and put into our Work Program! Some of these projects have been completed, some are being worked on now, and some are scheduled to be constructed or implemented in the next five years. This includes both Infrastructure projects (like sidewalks and traffic engineering support) and Non-Infrastructure programs like educational and encouragement programs.

Florida has 1,501 public schools serving grades K-8. In the first five years, 257 schools (10.3%) have directly benefitted from these projects and programs. These schools are listed in the Work Program project descriptions. Besides the schools which directly benefitted, many more schools have received educational and encouragement programs through SRTS-funded groups which are providing programs to multiple schools. Several FDOT Districts have developed District-wide educational and promotional programs which reach a large number of schools. Also, the 13 Walking School Bus Coordinators of the Communities Putting Prevention to Work program have worked with many more schools. And Florida's Pedestrian and Bicycling Safety Resource Center based at University of Florida: (<http://www.pedbikesrc.ce.ufl.edu/>) is helping to get information and resources out statewide. So statewide we estimate about 1,000 schools have benefitted from SRTS programs and projects.

You may wonder about the involvement of the 2,056 Florida private schools in SRTS programs. Although they are eligible for SRTS funding, private schools are much less likely to be located in neighborhoods where many children could walk to the school. So they are less likely to get Infrastructure funding, and I recall only one private school which has received this funding so far. However, we do want to teach bicycle and pedestrian safety to all children, so private schools can and should be included in Non-Infrastructure programs.

Over the last few years, Florida has been working on a Pool Funded Study on SRTS with Washington, Texas, Mississippi and Wisconsin. On our webinar/conference call yesterday, the researcher who has been working with GIS data bases demonstrated early results for each of the five states, including maps showing all public schools and all SRTS-project schools. Using Florida's SRTS project information, data from the National Center for Education Statistics (NCES) and the school neighborhood demographic and socio-economic characteristics from Census 2000, the researcher came up with some interesting findings.

For instance, she estimated that in Florida, 61% of elementary students, 29% of middle school students and 24% of high school students live within 1 mile of a public school they could attend. I was surprised that Florida's number for elementary students is so close to the 2001 national average of 63%, since most of Florida was built after World War II and much development is spread out. Of course there are some limitations to these estimates. Because of counties which offer school choice and the fact that 31% of Florida students (K-12) attend private schools, these students may live close to a school they could attend, but they may really be attending another school. However, the high percentage of estimated elementary students living near a school shows the huge potential to increase the number of elementary children walking and biking to school in Florida.

These GIS methods show great promise, not only in showing what we have done so far, but to help us select the SRTS projects which will help the most students walk and bike to school, and to target more of our funding to under-privileged schools. In Florida, the East Central Florida Regional Planning Council is working on a similar GIS-based approach to analyzing SRTS projects in that area of the state. I will keep you posted on the progress of both projects.

Overall, I feel that Florida has done an excellent job launching and sustaining its SRTS program. You can all be proud of the work you have done to help with this process. Let's all keep up the good work, and let's hope that the final new Transportation Bill will include funding to allow us to continue for at least another five years!

**PTA Leadership Conference's Healthy and Safe Kids Fair:** I recently hosted a booth at this fair, in conjunction with the annual Florida PTA Leadership Conference at Innisbrook Resort in Tarpon Springs. I was assisted by Jason Jackman from University of South Florida's Center for Urban Transportation Research, and Leah McNaughton from the Florida Department of Health's Communities Putting Prevention to Work Program, which has been working to implement Walking School Buses statewide. Our table included "all things pedestrian and bicycle": Safe Routes to School, Walking School Buses, Bike Trains, the Florida Traffic and Bicycle Safety Education Program, and general bicycle and pedestrian safety. The Fair organizer was very excited about the buzz surrounding our topics, and definitely wants to include SRTS again next year, as well as trying to get us on the program for the conference itself.

Although attendance was down a bit this year, from 1,000 to 800, the three of us were busy from 9:00 a.m. to 6:00 p.m. with just a few breaks in the crowd. We were right across the aisle from the All Children's Hospital's table, which also had information on Walking School Buses in the Tampa Bay area. So there was lots of cross-aisle networking as people who visited their table first got sent to our table, and those from Tampa Bay who visited our table first got sent to their table.

The most exciting thing is that, while last year I spent much of my time at this event explaining what SRTS and Walking School Buses were, this year almost everyone seemed to know about these programs already! Many participants said something like "We participated in Walk to School Day last year, and we are planning a Walking School Bus this year". So the word is getting out, thanks to the efforts of FDOT, FDOH, the Florida SRTS Network project and the many local SRTS proponents. Keep up the good work!

Another thing which seemed new is that all PTA Chapters are required to host a Healthy and Safe Kids Fair. So contact your local PTA and ask when their fair is. This is a great opportunity for you to share information on your local SRTS projects and bike/ped safety.

**Transplex Virtual Conference, fall 2011:** Some of you may have attended previous Transplex conferences (Florida's Transportation Planning Exchange) which have been held in Orlando every few years. Their website describes the conference this way:

*TRANSPLEX is a forum for individuals in the transportation planning community to share ideas, best practices, challenges and solutions. The goal of the Exchange is to build relationships and strengthen communication among Florida's transportation professionals.*

This year you can participate in this conference without travelling or paying for registration! The conference will be held as a virtual conference over a period of time this fall, probably in October. If you missed the kickoff session for the conference, you can see the archived webinar and read more about the different types of sessions planned at: [http://transplex.org/conference\\_11.asp](http://transplex.org/conference_11.asp). If you are interested in presenting on SRTS or other topics at this conference, or suggesting topics and/or speakers, you can fill out a Session Survey at <http://transplex.org/survey2011.asp>. To receive updates on the conference, you can subscribe to TranPlan News at: <http://www.dot.state.fl.us/planning/news/>.

**Meet Ken Foster-Bike Florida's New Ride Director!** This article is reprinted from the Share the Road newsletter:

*This month, we welcome our newest member to the Bike Florida Team- Ride Director **Ken Foster!** Ken is a long-time resident of Tallahassee, which will be a host city for Bike Florida 2012. Ken has spent years spearheading mountain biking activities in the busy Tallahassee cycling community. He currently holds his second term as President of the TMBA, the [Tallahassee Mountain Bike Association](#). Ken owned several bike shops in the Tallahassee area for 10 years.*

*As part of the Leon County elementary school curriculum, bicycle safety is being taught to thousands of children- and Ken is leading the charge! Ken has been educating children on the rules of the road, the importance of proper helmet fit, signaling, etc. After time in the classroom, the students then spend 3 weeks on bikes, getting familiar with cycling. Bringing the knowledge and appreciation of cycling to the next generation is his goal.*

*Ken is an avid cyclist, advocate, and educator and we are looking forward to having him with us! Welcome!*

Ken helped us out by leading an excellent bicycle education session at our Take Your Child to Work Day in April. We know Ken will be a great asset to Bike Florida in this statewide roll!

Other news from Bike Florida:

- Bike Florida received a Visit Florida Cultural Heritage and Nature Tourism Grant for marketing purposes in the amount of \$4,000, to continue promoting their "Share the Road" mission and Bike Florida's cultural and historic tours throughout Florida.
- Florida state parks will offer free admission on the following dates this fall:
  - **Sunday, September 11** – Literacy Month – Free with library card, library book or donation of family-friendly book
  - **Friday, November 11** – Veterans Day – Free for all

## Florida Updates: Local

**Pinellas to Host SRTS Conference:** The Pinellas County Communities Putting Prevention to Work program is sponsoring a SRTS Conference on Wednesday, August 3, to introduce local teachers to the program and how it can be implemented in local schools. Robert Ping and David Cowan from the SRTS National Partnership will be leading the conference and explaining the basics of SRTS, and Sara Zimmerman from Public Health Law and Policy will give a session on Liability. Breakout sessions include Heather Murphy on funding and resources, Robert and Jason Jackman on Walking School Buses, and Sara and David on Walk Audits. It should be a great conference!

## News from Other States and Countries

**Reduced Sensitivity to Visual Looming Inflates the Risk Posed by Speeding Vehicles When Children Try to Cross the Road:** This recent research published by the Association for Psychological Science studied the abilities of children to detect "looming" or fast-approaching vehicles at different speeds. The Discussion section of this report says, in part:

*In this study, we determined that children could not reliably detect a vehicle approaching at speeds higher than approximately 25 mph and did not reach adult levels of perceptual performance under most viewing conditions...*

*The thresholds suggest that when children do not fixate directly on approaching vehicles, or are in motion themselves, they cannot reliably detect the approach of vehicles that are 5 s [seconds] away and traveling at speeds of 30 mph or higher.*

*Our findings have important implications for road-safety policy in terms of the upper limits of vehicle speed that allow children to make accurate judgments, and these findings converge with evidence that the risk of pedestrian accidents involving children is nearly 3 times higher in places where mean speeds exceed 25 mph compared with places with lower mean speeds (Roberts, Norton, Jackson, Dunn, & Hassall, 1995). These data support the case for reduced speed limits outside schools and in other areas densely populated by children (Department of Transport, 1999). Existing research shows that reducing traffic speeds to 20 mph leads to a 50% reduction in the number of 6- to 11-year-olds who are killed or seriously injured in traffic accidents (Grundy et al., 2009). In part, this reduction is due to speed of impact: Pedestrians have a 90% chance of surviving being hit by a car traveling under 20 mph, but less than a 50% chance of surviving an impact with a car traveling at 28 mph or higher (Toroyan & Peden, 2007). However, our results suggest that children's perceptual limitations place them at greater risk of stepping out in front of cars that are traveling at higher speeds. The combined implication is that driving in excess of 20 mph in a residential or school area not only increases the potential severity of any impact with a pedestrian, but also increases the risk that a child will injudiciously cross in front of the vehicle.*

This research shows why it's so important for adults to accompany young children on their walks to school, and for them to explain what they are looking for and how they are making decisions about when to cross the street. Read more at: <http://pss.sagepub.com/content/22/4/429.full.pdf+html>.

**U.K. study explains how and why to encourage walking:** This article is reprinted from the July 2011 issue of the *Transportation and Public Health E-Newsletter*: <http://tinyurl.com/3tmeykc>.

*[Living Streets](#), a U.K.-based organization dedicated to "putting people first" in the construction of streets, has recently released a report entitled [Making the Case for Investment in the Walking Environment](#), commissioned from the University of the West of England. This report reviews evidence in studies conducted by advocacy organizations, independent organizations and academic institutions that focus on the costs and benefits of investments in the walking environment. The reported benefits of walking and environments that support walking were extremely diverse; however, improvements to health due to increased physical activity provided the most significant financial benefit.*

Overall, it was reported that walking-friendly environments in urban areas are correlated with 24%-100% greater probabilities of walking. Walking has been shown to have significant mental and physical health benefits, including reductions in the risk of obesity, high blood pressure, diabetes, overall mortality, anxiety and depression. The development of environments that are supportive of walking has indirect benefits as well—by promoting walking above other modes of transportation, these environments can induce a shift from automobile dependence, thereby improving air quality.

The report also examined the specific projects and investments that have the greatest impact in the development of environments conducive to walking. These interventions include speed limits, safe routes to school, traffic calming and shared use paths. They have been shown to increase pedestrian activity and physical activity in general, improve safety and reduce noise.

**Pedal-Powered School Bus Cuts Kids' Calories:** While I don't usually include photos, I couldn't resist including the one below, showing a "pedaling school bus" from the Netherlands. The article includes this quote:

*The child-powered school bus is a rental vehicle, to be hired by the day for fun rather than work.*

Read more at: <http://www.wired.com/gadgetlab/2011/06/pedal-powered-school-bus-cuts-kids-calories/>.



**Beloved 'Rosie the Crossing Guard' dies at 83:** This article from Madison, Wisconsin is a tribute to a crossing guard who served for 47 years. The article reads, in part:

*...morning and afternoon, rain or shine, snow or heat, for 47 years, Rosie was always there to shepherd students safely across Old Sauk Road.*

*But after retiring at the end of the school year for health reasons, Rose Hiestand passed away Saturday after a short bout with cancer. She was 83.*

*Decked in a blaze orange vest with a stop sign in one hand and a cheery demeanor, Hiestand crossed nearly 10,000 children during her career, according to Madison police crossing guard supervisor Patti Knoche.*

*In 8,500 days of work over five decades, she likely missed fewer than 12 for illness. She never had a driver's license and walked twice each day up the hill on Old Sauk Road.*

Read more at: <http://tinyurl.com/3hr9mwn>. FDOT's Mary Anne Koos remembers her fondly, as Rosie was her crossing guard when she went to grade school in Madison. Mary Anne commented:

*Rosie supervised every driver and 300 plus kids each year, and knew us each by name and who our friends were. A constant force in our before and after school mischief!*

## National News

**Reliability and Validity of the Safe Routes to School Parent and Student Surveys:** This research funded by the Active Living Research program of the Robert Wood Johnson Foundation was done to test the reliability and validity of the SRTS surveys created by the National Center for SRTS. These excerpts from the research summary are from the Active Living Research website:

*METHODS: Students and parents from two Charlotte, NC (USA) elementary schools participated. Tallies were conducted on two consecutive days using a hand-raising protocol; on day two students were also asked to recall the previous days' travel. The recall from day two was compared with day one to assess 24-hour test-retest reliability. Convergent validity was assessed by comparing parent-reports of students' travel mode with student-reports of travel mode. Two-week test-retest reliability of the parent survey was assessed by comparing within-parent responses. Reliability and validity were assessed using kappa statistics...*

*CONCLUSIONS: The student in-class student travel tally exhibited high reliability and validity at all elementary grades. The parent survey had high reliability on questions related to student travel mode, but lower reliability for attitudinal questions identifying barriers to walking to school. Parent survey design should be improved so that responses clearly indicate issues that influence parental decision making in regards to their children's mode of travel to school.*

In plain English, to quote Austin Brown from the National Center for SRTS:

- *The Student Travel Tally showed a high reliability for all elementary school grades examined (K-5). In other words, the children gave the same response about their school travel mode that they had given when asked the day before.*
- *A comparison of the reported school travel modes on the Student Travel Tally and Parent Survey were shown to be valid. In other words, how a child reported getting to and from school matched the parent's response to how their child traveled to and from school.*
- *Parent Survey questions about their child's school travel mode showed high reliability in the study. In other words, parents' responses to the questions about their child's usual travel mode to and from school were nearly identical at one point in time as they were two weeks later.*
- *However, parents' responses to questions about barriers to allowing their child to walk/bicycle to and from school showed low reliability. In other words, the issues parents indicated as barriers to allowing their child to walk/bicycle to and from school at one point in time were not consistent with the responses parents gave when asked again later.*

*What does this mean for you?*

*These results support the idea that collecting school travel mode data by student hand-raising is a reasonably effective way of gathering such data, even among kindergartners. Moreover, Safe Routes practitioners and leaders should feel comfortable with the school travel mode information reported on the Parent Survey. The study's finding of poor reliability with regard to the barriers questions means that local programs should further explore the issues reported by parents to more accurately identify pertinent barriers. Conducting focus groups would be one method.*

To access the journal article visit <http://www.ijbnpa.org/content/8/1/56>.

**House Transportation Reauthorization Bill Slashes Spending, Consolidates Programs:** This is from a July 11 article on the National League of Cities website:

*House Transportation and Infrastructure Committee Chairman John Mica (R-Fla.) and other committee leaders last week outlined a \$230 billion six-year transportation authorization bill that would slash transportation spending by \$76 billion...*

*The House bill would slash current transportation programs by more than 33 percent, calling for consolidation of the current individual programs into a flexible state program that will allow states to maximize the available revenue...*

*The bill would consolidate 100 transportation-related programs into 30 and end programs such as transportation enhancements that have funded pedestrian walkways and bicycle paths in many cities, although the states would be allowed to spend funds on those programs if they wish.*

If passed, there would be no dedicated funding for SRTS. Read more at: <http://tinyurl.com/3uq63mb>.

The following articles are reprinted from the July 30, 2011 *Centerlines* E-newsletter:

- **ALR SEEKS CONFERENCE ABSTRACTS AND AWARD NOMINATIONS:**

*According to a recent announcement, "Active Living Research (ALR) announces a call for presentation and workshop abstracts, as well as a call for award nominations for its annual conference to be held March 12-14, 2012 in San Diego, CA. ALR invites abstracts to be considered for presentation at the 2012 Annual Conference. The theme of the 2012 conference, 'Disparities in Environments and Policies that Support Active Living,' recognizes the importance of engaging experts from multiple disciplines to address the inequities seen in many communities throughout the nation where childhood obesity and inactivity are the highest..."*

*"This year we will accept abstracts for workshop sessions. Workshops for researchers (e.g. methods, statistics) and practitioners (e.g. use of measures, dissemination or translation of findings to inform policy and practice) are encouraged. These sessions must be interactive and have clear learning objectives. Attendance will be limited (30) to allow presenters to engage the audience as much as possible."*

*"ALR seeks nominations for the fifth annual Translating Research to Policy Award to recognize innovative teams or individuals representing research, policy and/or advocacy who have had success in catalyzing policy or environmental change of relevance to youth physical activity, sedentary behavior and obesity prevention. In addition to a cash prize, the winner will be invited to present an oral presentation at the 2012 conference and the case study will be included in the ALR Annual Conference program."*

For details and deadlines, go to: <http://bit.ly/foFdg>

- **MICHIGAN'S COMPLETE STREETS TRAINING IS PAYING OFF**

*According to a July 7th Michigan Complete Streets Coalition blog entry, "The Michigan Department of Community Health (MDCH) recently released the following map\* overlaying complete streets ordinances and resolutions in Michigan against locations where complete streets trainings have occurred. It certainly appears that these trainings are having a dramatic impact. Of the 43 policies on the map, all but 16 are within counties where trainings have occurred. We are pleased to see such a strong correlation and commend the efforts of MDCH and all the partners involved in developing the Michigan Complete Streets Institute Training modules. The Michigan Trails and Greenways Alliance also have provided tremendous leadership in organizing local training sessions across the state the past few months. Likewise Michigan Citizen Planner offered an extensive Complete Streets Workshop Series across the state this Spring..."*

\*Go to <http://bit.ly/pEk9P3> for details and the map

- **BEYOND SAFETY IN NUMBERS: WHY BIKE FRIENDLY CITIES ARE SAFER**

*According to a June 27th Planetizen article "Davis, California, is widely celebrated as the bicycling capital of the United States with over 16% of the population commuting to work on bikes. What is less well known is the fact that the traffic fatality rate in Davis is also unusually low, at about 1/10th of the California statewide rate. Although this fact is not widely disseminated, there is growing data showing that cities with very high use of bikes for routine transportation almost always have much lower than average traffic fatality rates. The finding that most bike friendly cities are safer than average has been reinforced by the recent experience of cities such as Cambridge, MA, Portland, OR, and New York. These cities have garnered much press for their success in dramatically increasing bike use over the last several years. This increase in bike ridership has corresponded with an equally dramatic decrease in traffic fatality rates in all three cities. Interestingly, the decrease in fatality occurred not just for people on bikes, but for all classes of road users -- including people in cars and people on foot..."*

Source: <http://bit.ly/oVXJBU>

Archive search: use "Search" window

Archive cost: No

Title: "Beyond Safety in Numbers: Why Bike Friendly Cities are Safer"

Author: Norman Garrick & Wesley Marshall

- **NEW NATIONAL PREVENTION STRATEGY INCLUDES SRTS:**

According to the July edition of Safe Routes to School E-News, "In June, the National Prevention Council released the National Prevention Strategy: America's Plan for Better Health and Wellness (<http://1.usa.gov/q9GgHa>). The National Prevention Strategy was authorized by the Affordable Care Act to help transform our health care system from a focus on sickness and disease to one that is focused on prevention and wellness. We are pleased to report that the National Prevention Strategy specifically highlights Safe Routes to School on page 39. It also highlights the concepts of school siting, joint use and Complete Streets and their impact on physical activity levels..."

Source: <http://bit.ly/nJxCqS>

**New Research Reports of Interest:** Below is a brief look at some research reports which may be of interest. These were all listed in one week of FDOT's Weekly Briefs, which indicates the level of interest in things related to livable communities and traffic safety. Click on the links to read more:

- [Public Perceptions on Transportation Characteristics of Livable Communities: The 2009 Omnibus Household Survey](#) - This BTS special report presents some of the key findings from the BTS Omnibus Household Survey conducted in October 2009 about transportation-related livability characteristics.

The report includes this quote:

*Responses to the 2009 OHS suggest that a majority of the public considered it important to have a wide range of transportation alternatives.*

85% of respondents felt that sidewalks, paths, or other safe walking routes to shopping, work, or school were important, and 69.8% felt that bike lanes or paths to shopping, work, or school were important. Among ages 18-34 (which includes parents of many school children), 91.5% felt that sidewalks were important.

- [Distracted Driving: What Research Shows and What States Can Do](#) - This report reviews and summarizes distracted driving research available as of January 2011 to inform states and other organizations as they consider distracted driving countermeasures.
- [Transportation and Health: Policy Interventions for Safer, Healthier People and Communities](#) - This report examines the effects of transportation policies on public health in three key areas - environment and environmental public health, community design and active transportation, and motor vehicle-related injuries and fatalities.

The Foreword includes these quotes:

*We know that community design and walking and biking accessibility affect physical activity levels and heart health...*

*Our analyses show that many of the policies in this document can have immediate, mid-term, or long-term effects. Installing streetlights, new sidewalks, and bicycle-friendly infrastructure can have positive effects that are felt immediately. Incorporating bicycle boulevards or greenways into comprehensive community plans will likely bring about changes over time. The health effects of these policies will also play out in different time frames.*

This report is worth a glance, especially at Chapter 2. *Policies that Enhance Community Design and Promote Active Transportation Policy*. Section 2-14 is entitled *Strengthen Safe Routes to School programs and improve infrastructure*. The conclusion for this section says:

*SRTS appears to lead to a decline in pedestrian injury and an increase in walking and bicycling, among a key population—school children—that is experiencing a sharp decline in physical activity. The large demand for project funds suggests that there is considerable local support and enthusiasm for SRTS.*

- [Multimodalism can move US to greater economic strength](#) - This HNTB white paper promotes multimodalism as a solution to our current transportation and economic woes.

**TIGER grants are here again:** On July 5, USDOT Secretary Ray LaHood wrote this article on the third round of these grants. His article included these quotes:

*I'm pleased to announce that we're making an additional [\\$527 million available](#) for a third round of TIGER funding. And we're encouraging states, cities, and local governments to [submit their applications](#)...*

*The TIGER program is already funding high-impact road, bridge, rail, transit, streetcar, port, pedestrian, and bicycle projects in all 50 states and right here in Washington, DC.*

Read more at: <http://fastlane.dot.gov/2011/07/tiger-3.html>. States, cities, and local governments should submit [pre-applications](#) by October 3, 2011 to be considered.

**Weight of the Nation: Moving Forward, Reversing the Trend:** This national conference which will be held next year may be of interest to SRTS advocates. The description says, in part:

*On May 7-9, 2012, the Centers for Disease Control and Prevention Division of Nutrition, Physical Activity and Obesity, will host Weight of the Nation™, at the Omni Shoreham Hotel, Washington, D.C. Planning for the 2012 conference is being done by CDC with members of the planning committee.*

*Weight of the Nation™ is designed to provide a forum to highlight progress in the prevention and control of obesity through policy and environmental strategies, and is framed around five intervention settings: early care and education; states, tribes and communities; medical care; schools; and workplaces. Plenary and concurrent sessions will highlight impactful strategies implemented in these settings that have lead to policy and environmental supports that have improved population-level health....*

*Two outcomes are expected from Weight of the Nation™. First, in collaboration with partners, CDC will synthesize lessons learned from the conference to identify the challenges to obesity prevention and control, identify setting appropriate policy and environmental strategies to overcome these challenges and determine indicators of progress in implementing these strategies, and then disseminate policy and environmental best practices for obesity prevention and control. Then, CDC will utilize this information to produce its "National Road Map for Obesity Prevention and Control"; guidelines for investing in integrated obesity prevention and control initiatives.*

In the 2009 Weight of the Nation conference, a panel moderated by SRTS advocate Mark Fenton included Deb Hubsmith, Founding Director of the Safe Routes to School National Partnership. I recommend reading the transcript of the session. You can also see the accompanying slides or see and hear the session by clicking on the Agenda tab at <http://www.weightofthenation.org/>, clicking on the 2009 conference and looking for *Health in All Policies I: Nexus Between Transportation and Obesity Prevention*. In this session, Deb Hubsmith made this memorable remark:

*So, when someone says: We can't afford this. How can we do this? My answer to that is: We cannot afford not to invest in our communities and in walking and bicycle and pedestrian pathways. Think about these numbers. Only one percent of transportation funding from the last federal transportation bill went to walking and bicycling, when those modes of transportation represent 10 percent of all trips in America. And then when you analyze the fatalities, bicyclists and pedestrians represent 13 percent of all trips. So, if we want to start talking about equity in terms of safety and the transportation system, we need to be able to boost what we are investing in those modes in order to make it safer. And studies have shown time and time again that when you actually begin to create the networks, you not only get more people walking and bicycling, using public transit, getting to their schools on feet and bikes, but you are also have a healthier population, more people that are participating in those activities, and injuries and fatalities go down. And then just one other number is that 50 percent of trips in the United States are three miles or less in length. Just imagine how we could be meeting the Surgeon General's recommendations, the minimum recommendations for physical activity, if we just spent an incremental amount of more federal funding to completing our transportation networks throughout the United States. And how would that revitalize our communities and create an economic stimulus for people to get out there and patronize their local businesses and make our communities safe or healthier places to live? We can't afford not to invest in this.*

Proposals for next year's conference can be submitted online beginning between August 1 and October 1, 2011. Read more about next year's conference at: <http://www.weightofthenation.org/>.



**American Public Health Association Launches Online Transportation and Health Toolkit:** The APHA website introduces the Toolkit this way:

*As leaders of the public health community, you know what an enormous impact transportation decision making can have on a range of critical issues: public safety, air pollution, physical activity and obesity, built environment, equity and accessibility – to name just a few. This toolkit is an attempt to build a bridge between the public health and transportation communities, to create a common language for use by public health advocates that ensures our voices are heard by those who need to hear them.*

*The health and transportation toolkit includes talking points, outreach materials and resources. All are available for download below.*

You can view and download the materials at: <http://www.apha.org/advocacy/priorities/issues/transportation/Toolkit.htm>.

**The Nation's Health focuses on National Public Health Week 2011:** The July American Public Health Association newsletter focused on the celebration of National Public Health Week which was held April 4-10, 2011. Two long articles highlighted activities around the U.S. in celebration of this week, whose theme was *Safety is No Accident: Live Injury-Free*. A number of celebrations around the United States included bicycle and pedestrian safety, bike rodeos, bike helmet giveaways and fittings, distracted driving awareness activities, bike rides, walks and runs. Florida was well represented in these celebrations. Here are some excerpts:

- *At the Florida International University Robert Stempel College of Public Health and Social Work in Miami, Fla., National Public Health Week events focused on the issue of pedestrian and driver safety on campus and in the surrounding communities.*

*With a large percentage of the university's 42,000 students commuting to campus daily, the issue was of primary concern and led the school's student organization, the Stempel Public Health Association, to put together a campaign titled "Look Up!" The campaign encouraged students, faculty and staff to look up from their cellphones and other distractions while walking and driving on campus, especially when crossing major intersections...*

- *The University of South Florida College of Public Health in Tampa, Fla., celebrated National Public Health Week with a variety of activities that emphasized the importance of safety, incorporated the key components of public health and showed that safety is fun.*

*Public health students volunteered alongside other health students through the University of South Florida Health Service Corps in community outreach events. Those included a bike rodeo and "passport to safety" event, in collaboration with Safe Kids Tampa, where student volunteers taught more than 350 children, teachers and parents at two local public schools about staying safe at home, at school and at play...*

*At Safety on the Move Day, university students, faculty and staff and community members participated in a free defensive bicycling lesson and interactive games and displays led by the school's Center for Urban Transportation Research, Safe Kids Tampa, the Florida Department of Transportation and campus police. Safety at Play Day featured a national injury prevention expert and other professionals with the university's Sports Medicine and Athletic Related Trauma Institute discussing current research projects and community outreach initiatives.*

Read more at: <http://thenationshealth.aphapublications.org/content/current>.

**Centers for Disease Control and Prevention Launches Expanded Grant Tool:** A recent announcement said:

*Today, CDC has launched the first enhancements to the existing CDC FY2010 Funding Profiles tool at <http://wwwn.cdc.gov/FundingProfiles/FundingProfilesRIA/>. The tool now contains a "Query View" that offers the ability to view and download the detailed grants information behind the state and territorial summaries available through the "Map View." The query function offers details about each grant, such as grantee name, address, Congressional District and more. Users can view and download the full data set or the results of their specific searches.*

*The following new reference resources are available within the tool: (1) [Summary of What's New](#), (2) [Query Tips](#), and (3) a [Data Dictionary](#). As reminder, the [About the Data](#) file contains the parameters for this data set.*

Some of these grants may offer partnership opportunities for local SRTS programs.

**Recent research on health and transportation:** The listing of research from the July 2011 issue of the *Transportation and Public Health E-Newsletter* includes these excerpted reports which may be of interest to readers:

- **Distance between speed humps and pedestrian crossings: Does it matter?** - Johansson C, Rosander P, Leden L. 2011. [Accident Analysis & Prevention](#). 43(5): 1846-51.
- **Assessing the impact of road traffic on cycling for leisure and cycling to work.** - Foster CE, Panter JR, Wareham NJ. 2011. [International Journal of Behavioral Nutrition and Physical Activity](#) . 8(1): 61.
- **Use of a new public bicycle share program in Montreal, Canada.** - Fuller D, Gauvin L, Kestens Y, Daniel M, Fournier M, Morency P, Drouin L. 2011. [American Journal of Preventive Medicine](#).
- **Physical activity levels of high school students—United States, 2010.** – 2011. [CDC Morbidity and Mortality Weekly Report](#). 60(23): 773-777.
- **An Applied Ecological Framework for Evaluating Infrastructure to Promote Walking and Cycling: The iConnect Study.** Ogilvie D, Bull F, Powell J, Cooper AR, Brand C, Mutrie N, Preston J, Rutter H, and on behalf of the iConnect Consortium. 2011. [American Journal of Public Health](#). 101: 473 - 481.

**More Miles on the Road Translates to More Pounds, Study Finds:** This article begins:

*Americans' love affair with their cars is putting record numbers of miles on their odometers, but it might also be putting record numbers of pounds around their middles.*

*Suggesting that Americans' expanding waistlines are linked to increased automobile usage, a new study from the University of Illinois presents a compelling argument for driving less and walking or cycling more. Published online in May in the journal Transport Policy, the study points to lower rates of automobile use in regions of the United States that exhibit lower levels of obesity...*

*"You can think of obesity as an energy imbalance," said lead study author Sheldon Jacobson, a professor of computer science and the director of the simulation and optimization laboratory at the University of Illinois. "People consume food, which is a form of energy, and then they expend it in their activities. But if you look over the last 60-plus years, the automobile has become our primary mode of transportation — so much so, in fact, we have literally designed our way of life around it. It is that energy imbalance that ultimately may lead to obesity."*

Read more at: <http://thenationshealth.aphapublications.org/content/41/5/E22.full>

**Practicing Courtesy to Keep Kids Alive:** This article was written by Tom Everson of Keep Kids Alive, Drive 25 ([www.KeepKidsAliveDrive25.org](http://www.KeepKidsAliveDrive25.org)):

*This morning at a local YMCA I noticed a lesson that can be applied to our driving behaviors.*

*An older gentleman held the door open for a troop of kids participating in summer camp. The first 10 or so walked through without saying a word. Then, one young boy - probably 7 years-old - said "thank you." Every child who followed him thanked the man for holding the door. That young boy had set courtesy in motion with two simple words - thank you.*

*Opportunities present themselves every day to start a wave of courtesy on roadways throughout the world. What do these opportunities look like?*

*They look like stopping at stop signs, using turn signals, obeying speed limits, and setting cell phones aside to concentrate on the task at hand - driving.*

*What drives you to courtesy behind the wheel? Your examples are welcome.*

## Florida & National Calendar of Events & Training Opportunities

❖ Indicates new items      Calendar items are repeated until events are held      All times are Eastern unless noted

- **July 28-30, World Symposium on Transport and Land Use Research**, Whistler (BC) Canada. Info: Center for Transportation Studies, Univ. of Minnesota. Info: <http://tinyurl.com/2azxuv8>.
- **August 16-18, 3rd Safe Routes to School National Conference**, Minneapolis, MN. This is the premier conference for SRTS advocates and practitioners. Info: <http://tinyurl.com/ajk7jy>.

- ❖ **August 17, 2:00-3:30 pm, free Webinar: *Promising Practices and Solutions in Accessible Transportation: Crossing Solutions at Roundabouts and Channelized Right Turn Lanes for Pedestrians with Visual Impairments.*** Presenters: Bastian Schroeder, NC State University; Janet Barlow, Accessible Design for the Blind; Lee Rodegerdts, Kittelson, Inc. More info and register at: <http://bit.ly/r03AIH>.
- ❖ **August 21-25, International Conference on Ecology and Transportation, Seattle, WA.** Info: <http://tinyurl.com/27lm4sl>.
- **September 7-8, Conference on Performance Measures for Transportation and Livability, Austin TX.** Info: Tara Ramani, Conference Coordinator <[t-ramani@ttimail.tamu.edu](mailto:t-ramani@ttimail.tamu.edu)>; Katie Turnbull, Conference Planning Committee Chair [k-turnbull@tamu.edu](mailto:k-turnbull@tamu.edu). Info: <http://tinyurl.com/4pgecsl>.
- ❖ **September 17-18, Wheels in Motion Conference, Sydney, NSW, Australia.** Info: <[TomT@bicyclensw.org.au](mailto:TomT@bicyclensw.org.au)> <http://tinyurl.com/4hvsphq>.
- **September 22-23, 4th International Urban Design Conference, Gold Coast, QLD, Australia.** Info: Sarah Hoekwater, Conference Secretariat, PO Box 29, Nerang QLD, 4211, Australia; phone: +61 7 5502 2068, fax: +61 7 5527 3298, email: <[conference@urbandesignaustralia.com.au](mailto:conference@urbandesignaustralia.com.au)>. More info: <http://tinyurl.com/7z6ukf>.
- ❖ **October 2-5, 5th Mid America Trails and Greenways Conference, Fort Wayne, IN.** Info: Amy Hartzog, City of Fort Wayne, phone: (260) 427-6228; email: <[amy.hartzog@cityoffortwayne.org](mailto:amy.hartzog@cityoffortwayne.org)>. More info: <http://tinyurl.com/4cofdy7>.
- ❖ **October 3-5, Walk 2, the International Conference on Walking and Liveable Communities, Vancouver, Canada.** More info and registration is now open at: <http://tinyurl.com/4ysp5xj>.
- ❖ **October 16-19, Rail-Volution Conference, Washington, D.C.** This conference focuses on the relationship between rail, other forms of mass transit, and livable communities. More info: <http://www.railvolution.org/conference-program/schedule-of-events>.
- ❖ **October 25-27, Using Census Data for Transportation Applications Conference, Irvine, California.** Info: Transportation Research Board, Thomas M. Palmerlee, <[TPalmerlee@nas.edu](mailto:TPalmerlee@nas.edu)>. More info: <http://tinyurl.com/676ngsa>.
- ❖ **October 29-November 2, American Public Health Association's Annual Meeting 2011: Washington, DC.** The theme this year is *Healthy Communities Promote Healthy Minds and Bodies*. More info: <http://www.apha.org/meetings/AnnualMeeting/> .
- ❖ **November 8–11 - PolicyLink Equity Summit 2011, Detroit.** This conference focuses on creating a more sustainable and equitable development with access to jobs, transportation, education, health, and housing for all. More info: <http://www.equitysummit2011.org/>.

**2012:**

- ❖ **January 22-26, TRB 91st Annual Meeting, Washington, D.C.** Info: <http://tinyurl.com/4vk6jw8>.
- ❖ **March 12-14, Active Living Research Conference, *Disparities in Environments and Policies that Support Active Living*, San Diego, CA.** Info on Call for Abstracts and nominations for awards at: <http://bit.ly/foFdg>.
- ❖ **April 16-19, National Association of Recreation Resource Planners (NARRP) Annual Conference, Baton Rouge, LA.** More info: <http://bit.ly/pVVUOV>.
- ❖ **May 7-9, 2012, Weight of the Nation Conference: *Moving Forward, Reversing the Trend*, Washington, D.C. ,** sponsored by the Centers for Disease Control and Prevention Division of Nutrition, Physical Activity and Obesity. Call for Papers accepted between August 1 and October 1, 2011. More info: <http://www.weightofthenation.org/>.
- ❖ **June 24-27, 4th Urban Street Symposium, Chicago, IL.** Info: TRB flyer <http://tinyurl.com/4p2yoc8>. Submit abstracts by Oct. 31, 2011.
- ❖ **September 10-13, Pro Walk/Pro Bike® 2012, Long Beach, California,** produced by the National Center for

Bicycling & Walking, and Project for Public Spaces: email Mark Plotz, [mark@bikewalk.org](mailto:mark@bikewalk.org).