


Southern California Association of Governments

Healthier and Safer Living in Regional Planning: Safe Routes to School and Safe Routes to Parks in SCAG



Southern California Association of Governments

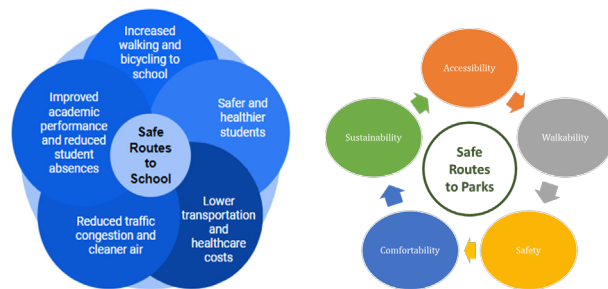
Healthier and Safer Living in Regional Planning: Safe Routes to School and Safe Routes to Parks in SCAG

Oscar Yeh

April, 2020

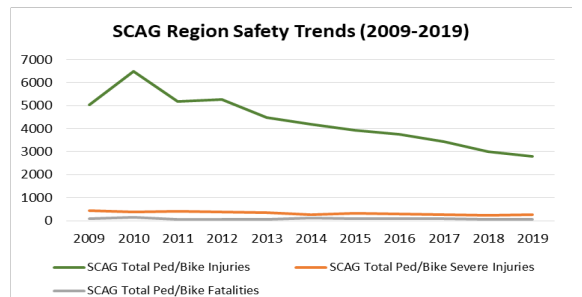
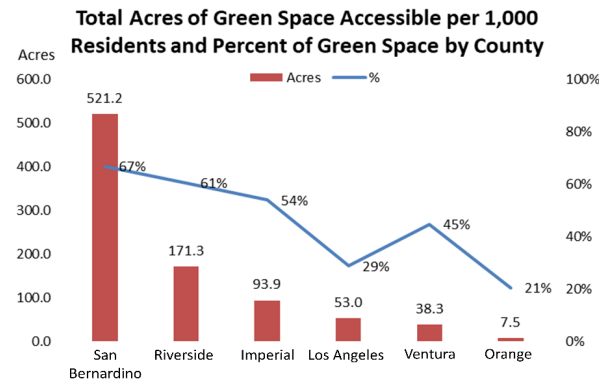
Background

This research aims to promote a public health perspective in regional planning; to explore how SCAG can further support jurisdictions in developing Safe Routes to School/Parks Programs; to support local jurisdictions as they take steps to develop healthy and equitable communities; and to improve access to essential services, transportation safety, and physical health.

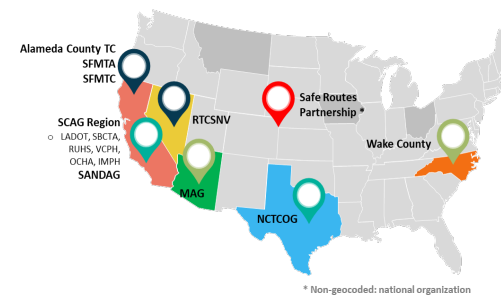


Existing Condition

The region is home to nearly four million public and private school K-12 students, representing about 21 percent of the region's population. The travel demands of these students have significant impacts on the regional transportation system. The SCAG region is also home to many parks, including protected open space, national parks, local parks, national forests and, state and federal open spaces.



Safe Routes to School



Safe Routes to School Strategies

- Develop publicly available SRTS tracking tools;
- Develop an overarching SCAG Safety Strategic Plan that includes SRTS components;
- Provide more funding to develop SRTS Plans and High Injury Network;
- Share best practices via stakeholder forums/working groups;
- Continue to offer SCAG's Go Human resources;
- Strategize with locals to sustain their programs;
- Provide technical assistance for developing active transportation or SRTS plans;
- Incorporate SRTS infrastructure, educational, and encouragement strategies in the long-range plan, Connect SoCal.



Safe Routes to Parks

Active Mobility	Minutes of physical activity for children and adolescents; Active commute associated with daily physical activity.
Safety and Health	Cardiovascular fitness, body composition, BMI, obesity for bikers and walkers; Traffic speed, traffic volume, lack of sidewalks (barriers to active travel to parks); Pedestrian injury rates; Asthma cases; heart and lung problems.
Costs	Cost of hazardous conditions; Cost of potential health problems.
Traffic and Environment	Engineering improvement; Whether private vehicles are replaced in a distance easily covered on foot or bike; Air pollution measurements.
Outcome and Satisfaction	Resident mental health; Resident satisfaction survey; Tourism development.

Safe Routes to Parks Strategies

- Develop publicly available SRTS tracking tools for programs;
- Develop an overarching SCAG Safety Strategic Plan that includes SRTS considerations;
- Provide technical assistance to develop SRTS Plans and High Injury Networks that consider serious injuries and fatalities near parks/open space;
- Share SRTS best practices and the use of prioritization criteria and methodologies;
- Hold Safe Routes to Parks stakeholder forums or working groups;
- Strategize with locals on ways to sustain their programs.

