The Wheels on the Bus go to the Grocery Store

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Sustainability & Multimodal Planning Workshop





The Wheels on the Bus Go to the

Grocery Store





Hello!

I am Marisa Jones.

I am the Healthy Communities Manager at the Safe Routes to School National Partnership.

I live in Philadelphia, Pennsylvania, where I use multiple modes of transportation to get around.

You can find me on Twitter at <a>@marisacjones

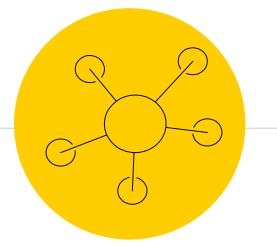


Safe Routes to School National Partnership

About the Safe Routes to School National Partnership

We improve quality of life for kids and communities by promoting healthy living, safe infrastructure, and physical activity, starting with bicycling and walking to school and beyond.





Transportation systems are networks





People

- Kids
- Millenials
- Elderly
- People with limited mobility
- People without vehicle access

Modes

- Walking
- Biking
- Transit
- Car-share
- Ride-hailing

Places

- Employment
- Enjoyment
- Education
- Health
- Opportunity



Healthy Food & Transpor tation Desert

Too Few Places Selling Nutritious Foods Not Enough Safe, Convenient Ways to Get Around

Lack of connectivity causes challenges to meet daily needs



Several studies have found that low-income neighborhoods, rural neighborhoods, predominantly Black neighborhoods, and predominantly Latino neighborhoods have **fewer supermarkets** and more convenience stores than higher income, urban, and white neighborhoods.



Source: Lovasi, G. S., M. A. Hutson, M. Guerra, and K. M. Neckerman. "Built Environments and Obesity in Disadvantaged Populations." Epidemiologic Reviews 31, no. 1 (2009): 7-20. doi:10.1093/epirev/mxp005. See also Lindsay, Ana C., Katarina M. Sussner, Mary L. Greaney, and Karen E. Peterson. "Influence of Social Context on Eating, Physical Activity, and Sedentary Behaviors of Latina Mothers and Their Preschool-Age Children." Health Education & Behavior 36, no. 1 (2009): 81-96. doi:10.1177/1090198107308375.



27%

of people living below the poverty line in the United States do not have cars.



Source: Clifton, Kelly J. "Mobility Strategies and Food Shopping for Low-Income Families: A Case Study." Journal of Planning Education and Research 23, no. 4 (2004): 402-13. doi:10.1177/0739456x04264919.



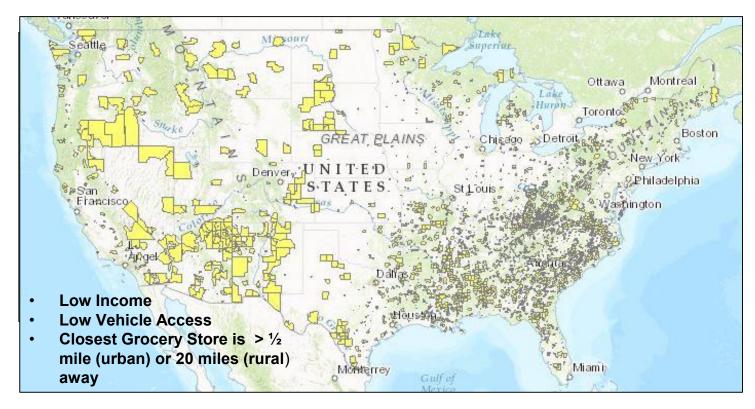
17.7%

of people in the United States have low-income, low vehicle access, and live more than ½ mile (urban) or 10 miles (rural) from the nearest supermarket.



Source: USDA Economic Research Service Food Atlas http://www.ers.usda.gov/data-products/food-access-research-atlas/go-to-the-atlas/

The Need for Safe Routes to Healthy Food Exists All Across the United States



Source: USDA Economic Research Service Food Atlas http://www.ers.usda.gov/data-products/food-access-research-atlas/go-to-the-atlas/

Grocery Race: How Long Does It Take To Ride The Bus To HEB?



By RYLAND BARTON . AUG 6, 2014





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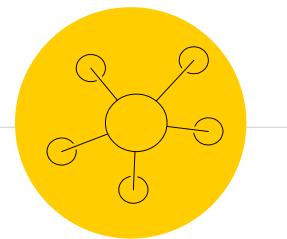
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This challenge affects real people







Transit agencies play a critical role in helping people overcome the transportation barriers to healthy food access.





Why improve transit access to healthy food?

Improve Service

- Offer amenities that riders want
- Get riders where they need/want to go

Generate Revenue

- Lease space
- Increase ridership

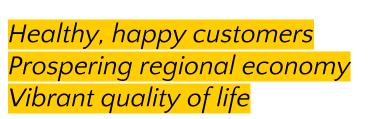
Promote Social and Economic Sustainability

- Local economy impacts
- Individual impacts: financial, physical



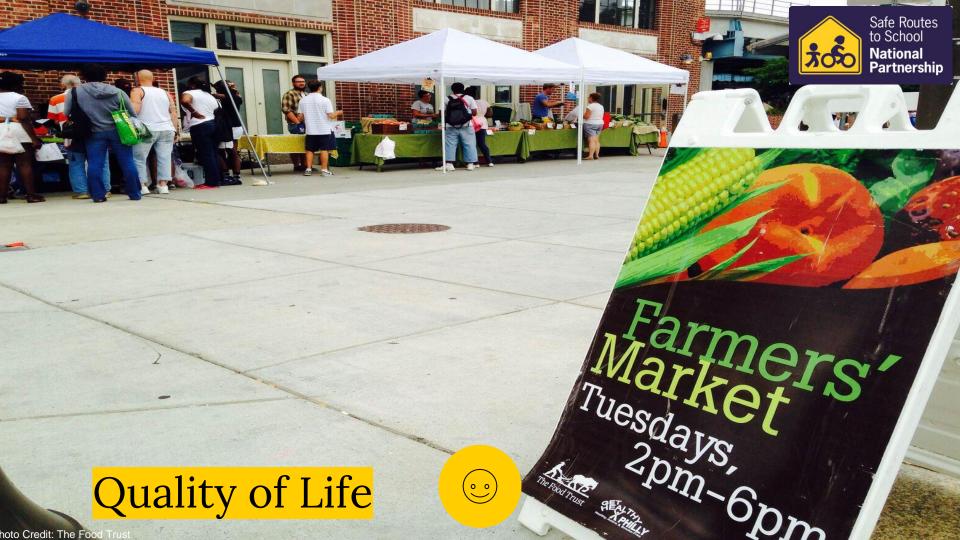


Boost social and economic sustainability by improving healthy food access















Grocery store developer, Jeff Brown, reached out to SEPTA to ensure the bus would reach his new store at Allegheny West to ensure the business viability – both customers and employees needed a way to get to the new Shop-Rite. (Philadelphia, Pennsylvania)







Through the Federal Transit Authority's Rides to Wellness Program, Flint **Mass Transit Authority** created a dedicated grocery bus line after a grocery store on the city's East side closed.

(Flint, Michigan)







Pioneer Valley Transit Authority developed a crosstown bus line to provide a one-seat ride to the grocery store instead the previously required two-seat ride. (Springfield, Massachusetts)

Photo Credit: https://www.yelp.com/biz/pioneer-valley-transit-authority-springfield-2/ Dan R.





How to improve transit access to healthy food

Service Planning

- Community
 Engagement
- Title VI of the Civil Rights Act
- Education

Co-Location

- Space for temporary sales of healthy foods
- Permanent structures within or connected to transit stations

Real Estate

- Unused parcels of land
- Transit-oriented development



Include in Long Range Plans



In its 2011 Sustainability Plan, Southeastern Pennsylvania Transportation authority set a goal that aligns with the City of Philadelphia's Greenworks sustainability plan goal to bring fresh food to within 10 minutes of 75 percent of residents by 2015.

(Philadelphia, Pennsylvania)



Title VI – Civil Rights Act of 1964



In 2017, TriMet completed a Title VI updated, which now includes access to food for low-income and populations of color as considerations in its equity analyses.

(Portland, Oregon)



Community Engagement



TriMet's Equity Advisory Committee is comprised of community members who advise the transit agency on issues related to service, fares, civil rights, contracting, and community engagement.

(Portland, Oregon)







Valley Metro participated as a stakeholder in a Health Impact Assessment conducted by the Maricopa County Department of Public Health, which recommended "strengthening community engagement plans and protocols for bus level of service modifications in the study area."

(Phoenix, Arizona)



📮 Service Planning

2 East End connects downtown Altoona to Valley View Shopping Center (including Weis Market).

The route runs from the Transit Center out 17th Street along 1st and 2nd Avenues to Lloyd Street to Kettle Street and down Pleasant Valley Boulevard to Valley View Shopping Center to 7th Street to the 10th Avenue Expressway back to the Transit Center.

Click for #2 East End schedule.

3 Flash connects <u>Penn State Altoona</u> and <u>Fairview</u> to <u>Martin's Chestnut Avenue</u> to <u>downtown Altoona</u> to <u>Logan Town Centre</u> (including <u>Giant Eagle</u>) with no transfer needed.

The route runs from Penn State Altoona down Ivyside Drive across to Broadway to Cherry Avenue past Cherry Grove Apartments through Fairview down First Street to Martin's Chestnut Avenue to UPMC Altoona to the downtown Towers to the downtown Transit Center out 17th Street to Station Medical Center to Logan Town Centre then back downtown and to Penn State Altoona via the same route.

Click for #3 Flash schedule.

The Evening Flash runs 5:00 -10:00 p.m. and connects Penn State Altoona to Cherry Grove, Fairview, Martin's Chestnut Avenue, UPMC Altoona, to downtown Altoona and back.

Click for #14 Evening Flash schedule.

In 2011, in response to customer feedback, Amtran planned bus routes to ensure that all bus routes stop at a grocery store to provide all riders with a one-seat ride to a grocery store.

(Altoona, Pennsylvania)



Educate about Existing Connections to Food



The Huntsville Shuttle provides free bus passes to school-aged youth and create maps of where summer meal sites are located along existing bus routes.

(Huntsville, Alabama)



Provide Space for Temporary Sales of Healthy Foods



Metropolitan Atlanta Rapid **Transit Authority (MARTA)** launched Fresh MARTA Market at the West End Rail Station in 2015. The farmers market was so successful that MARTA has expanded from one station to four: West End, College Park, H.E. Holmes and Five Points. (Atlanta, Georgia)

Photo Credit: Facebook.com/FreshMARTAMarket







Société de Transport de Montréal partnered with a local nonprofit to identify transit stops located in food deserts, and now provides land, electricity, and water to provides food markets at nine transit stops.

(Montréal, Canada)

Photo Credit: https://www.facebook.com/pg/paysagesolidaire



Unused Parcels of Land



SEPTA leases a parcel of land to the Enterprise Center for use as an urban farm, the Walnut Hill Farm. The produce grown on the farm is then sold as community-supported agriculture at SEPTA's headquarters downtown. It distributed over 2,000 lbs of food in 2015.

(Philadelphia, Pennsylvania)

Photo Credit: http://farmtophilly.com/index.php/site/walnut_hill_community_farm





The rehab of this blighted store created 60 new jobs at the grocery store and provides increased food access in a low-income urban neighborhood. The grocery store is located along a transportation corridor with bus service. (Cleveland, Ohio)

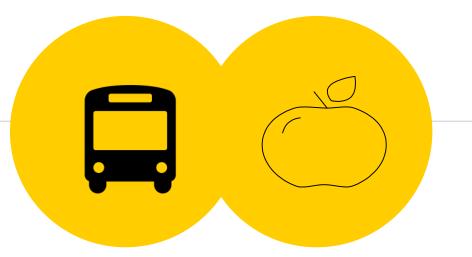


📮 Transit Oriented Development



When expanding into and improving service in the Columbia Heights neighborhood, Washington Area Metropolitan Transit Authority catalyzed public and private investment in the neighborhood, yielding over \$900 million in investment, including a 53,000 square foot Giant supermarket. (Washington, District of Columbia)





Sustain Riders. Sustain Regions.

Improve transit access to healthy foods



Next Steps

- 1. Take inventory of what you're already doing
- Educate riders about existing connections and meaningfully engage them to hear what more is needed
 Include food access in long-range plans
 Tie improvements into existing efforts
 Innovate! Share your strategies





Resources to promote transit access to healthy foods & multi-modal solutions

- Fact sheets
- Reports
- Webinars
- Consulting and fee-for-service work



Safe Routes to Healthy Food Resources and Info Briefs for Transit Agencies

Everyone has to eat; it's not an option to go without food. Whether people Everyone has to eat; it's not an option to go without tood, whether people shop at a supermarket or comer store, access food at a lood parity, eat at snop al a supernamet or come store, access toot at a toot parmy, eat al a local relational, order takeout, or pick up ordate at a samets market a local ressaurant, order suscess, or pick up produce at a samers market or community garden, everyone needs a safe and reliable way to get to the or community garoen, everyone needs a sale and resame way to get an one places where they obtain loads – ideally healthy loads. Not everyone has

Safe Routes to Healthy Food

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with public transportation, trainin agenci can play a critical role in helping people overcome the transportation barriers to healthy food access. Why Public Transportation Matters for Food Access

Traveling Outside the Neighborhood

When grocery stores aren't close to home,

for Food Access Can Be

Complicated Without a Car

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Partnership

 Several studies have found that low-income neighborhoods, rural neighborhoods, predominantly Black and more convenience stores than

Mind the Gap: Using Public Transportation to Connect Neighborhoods and Grocery Stores

Strategies for Transit Agencies to Improve Healthy Food Access Transit agencies have a unique opportunity transit agencies nave a unique opportunity to create vital linkages between where people increase visus intrages between write e people live and where they get healthy food. Transit agencies can improve access to healthy food if they

 Include improving food access as a goal in long range plans. The Southeastern Pennsylvania Transit Authority in Philadelphia, Pennsylvania prioritized making healthy lood accessible within ten minutes of public transportation as a goal in its Sustainability Plan, which allowed the agency to pursue strategies that make it easier for Philadelphians to access nutritious loods via public transportation.* Transit agencies can incorporate food access as a goal in long range plans to set a vision for how their agency meets the needs of its riders and then works toward those goals.

· Engage community members and community based organizations when changing routes and service schedules. In Phoenix, Arizona, Valley Metro participated as a stakeholder in a Health Impact Assessment conducted by the Maricopa County Department of Public Health, which recommended *strengthening community engagement plans and protocols for bus level of service modifications in the study area." recycle mountainants in the natury area. Transit agencies can hold locus groups and meetings with food advocacy organizations, such as lood policy councils and neighborhood associations, that can provide leedback on how a that can provide securace on now a changed bus route will affect their ability where a opportunities for paysion accurity, which creates the potential to improve health. to access proceries and other essential services."

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Does Public Transit Count as Active Transportation?

People often ask why riding public transportation counts as active transportation. The answer is that the transit ride is usually the middle leg of a journey. Very few people catch the bus at their front door and get off at the front door of their destination. As research shows, most people walk to a station to catch the bus, subway. or train and then walk from their stop to their destination. Half of transit riders spend 19 minutes or more per day walking to and from transit,* and compared to people who rely on cars, transit riders take 30 percent more steps per day.⁹ Public transit helps people achieve the Center for Disease Control and Prevention's recommendation to get an average of 22 minutes per day of moderate aerobic activity, which includes walking

The Wheels on the Bus Go to the Grocery Store

For too many people across the county, getting to the grocery store, for two meny people across the county, getting to the grocery sume, farmers market, or food pantry is a challenge. Unsafe conditions for walking or biking, inaccessible or unaffordable public transit service, and lack of access to cars can make getting to healthy food stores and taken of adverse of their trans getting to relating tood stores dangerous, time-consuming, and expensive.¹ The challenge is twodangerous, unre-cultaurining, and expensive. The character is read fold: too few stores sell healthy food in many neighborhoods and there is inadequate transportation to places selling nutritious foods. Tansit agencies can play an important role in overcoming these

This fact sheet outlines the role of transit agencies in improving food the fact since outputes the fore or transit agencies across the country. access, oners exemples from trainin againes across the county , and shares solutions that will allow transit agencies to create or strengthen the connection between neighborhoods and grocery

Challenge: Lack of Healthy Food Options in Neighborhood

Nearly one in ten Americans love in communities where there are no headby faod stores within Nearly one in ten Americano use in commaniano water usere are on second second and and one of the second and people and their bornet - "good deserve" (consistence people, people, does, ad people one mue ou their home --- 'acou diserts'' Lowencome people, people di color, and hring in traik places are all more likely than other people to live in food deserts.³ Without a generry store numbry, people laving in food desense must travel outside their

vitante a goocry same nearoy, people aveng ut aost oestets mast east meane tota neighborhoods, or where available, rely on corner sores, which tend to sell limited neighborhoods, or where available, rely on corner source, which tend to set its more healthy faed options and load that it hold poort in quality and more expensive relative to neatury load openns ana load mai to non poere as quany ana nore capacity to a approximates - Low-account enderes, Back readents, and Laino readents are less likely that supermanents.* Low-encome residents, pack residents, and Lainto residents are (see havy my other residents to shop for lood in their own centus trust - meaning that they have to travel other endoerns to anop tor most in their own centus tract – meaning that ney have to travel a long target for a populating load options.⁶ Is a kandalop to have to travel a long storer en une anequate se appeantes loss options. I is a tausdate to have to treed a long distance en opti-babley local, and one has particularly affects low-ancente people, people of

color, and people living in rural places. For low-income individuals, the challenge of traveling outside the neighborhood to go grocery Challenge: Inadequate Transportation Options

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convenient montiny." Without venicle access, americonne renard bicycling, and/ee transit to reach basic needs, including lood." The Opportunity: Strengthen Public Transit to Grocery Stores

In communities with public transportation, transit often plays a critical role in connecting

In commenses with public transportation, transe oten pays a created role in connecting, people and rengthenheads to the places where they buy and obtain load. In addition to propie and neighnormoons to the places where they day and onean user, on asomoto to other destinations needed to line a beaking tile, such as places of employment, parks, and

community services.

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to walk, bike, and use transit to beakly loads.

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to access tood. Everyone deserves a transportation system that can conveniently, safely, and alfordably link them to the places they need to

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Many of these communities rely on acrive transportation modes like walking, bicycling, people have to travel outside of their neighborhoods to access nutritious foods. orignormosas to access mantious toors. Without a vehicle, people must walk, brite, witnessi a venicie, peopie musi waik, bike, rely on family of friends, or hire a cab to take them to the grocery sore. In communities with public transportation, transit agencies

communities and communities of color, lack healthy food resail options close to ack nearny 1004 rean options close to home, requiring them to travel outside their nome, requiring them to travel outside iner-neighborhoods to access nutritious choices.

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In addition, strengthening the transit link Many communities, especially low-income in addition, strengthening the transit due between neighborhoods and grocery stores nerween neighbornoous and grocery sones improves opportunities for physical activity.

neighborhoods in Philadelphia lound that residents who use public transit to get to their primary lood store have lower BMI than those who use cars, perhaps because they walk more in order to reach public transit stops."

vehicle access.

Low-income residents, Black residents,

and Latino residents are less likely than

other residents to shop for food close to

mean they have to travel further to find

adequate or appealing food options.1

Many of these communities rely on active

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three times more likely."

A study of two African American

do not have cars.

Low-income residents rely heavily on

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townshouse resources any many on transit and walking to reach basic needs, including lood; 27 percent of people living below the poverty line in the US. Black residents are six times more likely to use public transit that whites, Latinos are

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