

# The Wheels On The Bus Go To The Grocery Store



**New Partners for  
Smart Growth  
2/3/2017**



# The Food Trust

Ensuring that everyone has access to affordable, nutritious food and information to make healthy decisions.



The Food Trust  
THEFOODTRUST.ORG

# CAROLINE HARRIES

ASSOCIATE DIRECTOR, NATIONAL CAMPAIGN FOR HEALTHY  
FOOD ACCESS  
THE FOOD TRUST



- Based in Philadelphia, PA
- Have worked at TFT for close to a decade
- Hired to help implement the PA Fresh Food Financing Initiative and have helped to advocate for, launch and implement similar healthy food retail programs across the country ever since.
- Certified by the American Institute of Certified Planners (AICP)
- Fun fact about me: I am an avid runner and my most unique road race was a 5K in Delhi, India.



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.



# MARISA JONES

## Healthy Communities Manager Safe Routes to School National Partnership

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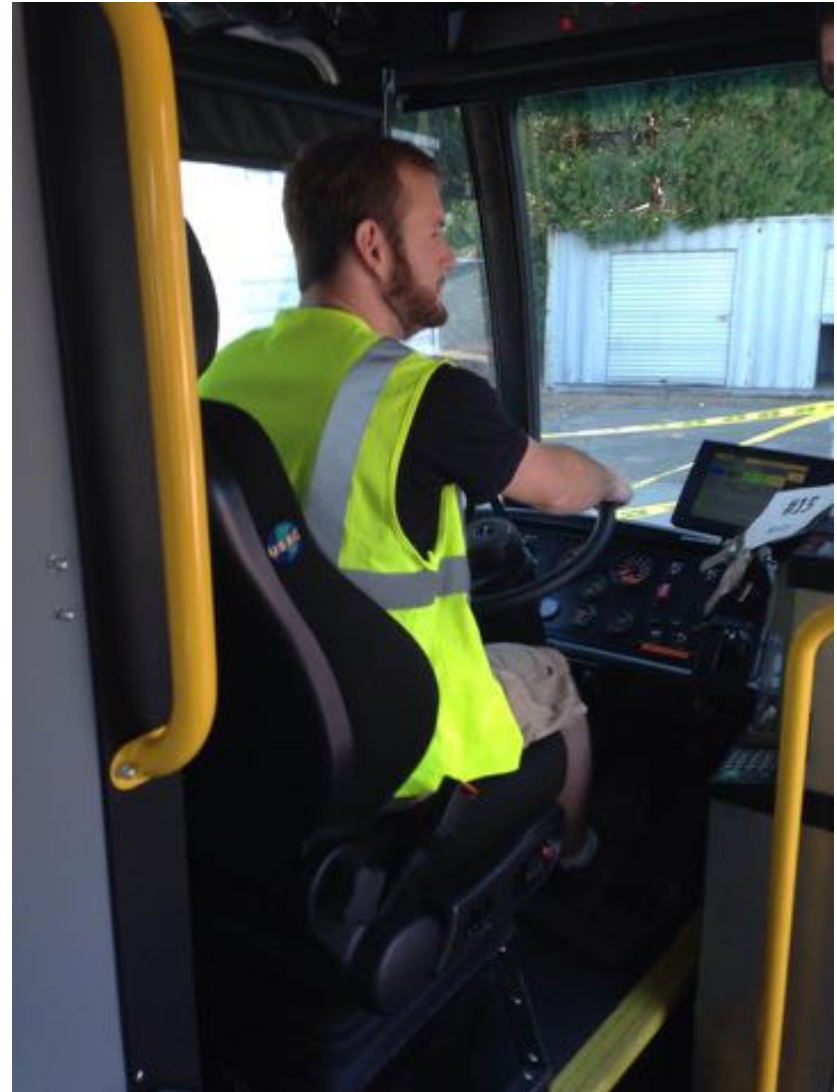
- **Based in Philadelphia, PA**
- **My work at the National Partnership involves supporting communities to adopt policies that create places for people to be physically active, access nutritious foods at prices they can afford, and understand and develop strategies that look at these fields simultaneously.**
- **Fun fact about me: besides bicycling and running, my favorite way to be physically active is by practicing handstands and aerial silks.**

# JAKE WARR

TITLE VI & EQUITY PROGRAMS ADMINISTRATOR  
TRIMET

---

- Based in Portland, Oregon
- Work centers around Title VI compliance and other equity-focused analysis to inform service planning, fare policy, and community engagement.
- About me: I live in the Pacific Northwest, so I'm contractually obligated to love camping and hiking.



*“I live in what's been called a **food desert**. And, without any **transportation** and with the **physical disability** I have, it's a matter of what I can carry back. And you **walk** back and forth. It's usually **multiple trips** throughout a week. Which is just **exhausting** and I just can't do it some days. I mean really, it's **getting to the food and back**.”*

*-Male, SE Portland*



# The Need for Safe Routes to Healthy Food

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# The Need for Safe Routes to Healthy Food





Photo Credit: Micah Bales





meckers  
LOW FOOD PRICES



Photo Credit: Nick Krug, [Lawrence Journal-World](#)



Photo Credit: Karen Beate Nøsterud - norden.org via Wikimedia Commons



# Safe Routes to Healthy Food



Healthy Food Access



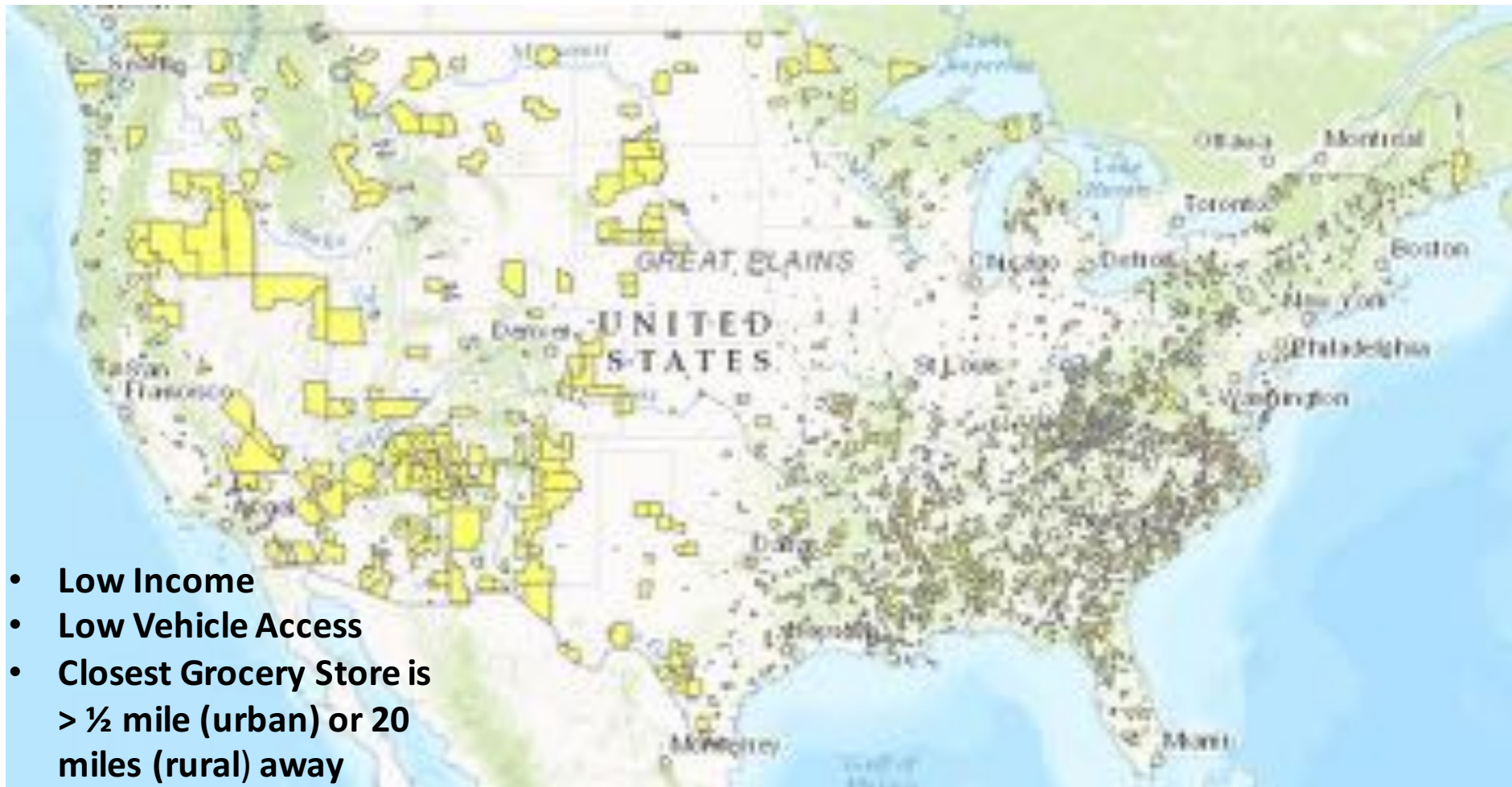
Active Transportation

Safe Routes to Healthy Food





# Food AND Transportation Deserts Exist All Across the United States



- Low Income
- Low Vehicle Access
- Closest Grocery Store is > ½ mile (urban) or 20 miles (rural) away

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





# What do we mean by healthy food access?



# Food Access Research



Accessing healthy food is a challenge for many Americans – particularly in low-income neighborhoods, communities of color, and rural areas.



**The USDA estimates that more than 29 million Americans live in low-income areas without access to a supermarket for more than a mile.**

**Low-income zip codes have 25 percent fewer supermarkets and 1.3 times as many convenience stores as middle-income zip codes.**





# THE FOOD ENVIRONMENT

## IMPACTS WHAT YOU EAT

# The alternatives in many places



# **Active transportation is human-powered transportation**

A photograph of a city street during the day. In the center, a person wearing a white sleeveless top, red shorts, and a black helmet is riding a bicycle towards the camera. The bicycle has a red triangular reflector on the front and two panniers on the rear rack. To the left, there is a row of parked cars, including a dark SUV in the foreground. A metal bike rack is visible in the lower-left corner. The street is lined with trees on the left and multi-story buildings on the right. The sky is bright, suggesting a clear day.

**Active transportation modes include walking, biking, scooting, rolling in a wheelchair, riding bike share, using public transit, car share**




**Approximately one-third of very low income and food insecure families have to use a means other than their own car to get food.**





Safe Routes  
to School  
National  
Partnership

**Only 49  
percent of low-  
income  
communities  
have sidewalks**

A photograph of a city sidewalk. On the left, a utility pole holds a banner that says "Celebrate Rockville" with a red and blue star design. Below the banner is a "No Parking" sign. In the background, there is a "M" transit sign and a green street sign. The sidewalk is paved and runs alongside a road with trees and buildings in the distance.

**Whereas 90 percent of high-income communities have sidewalks**



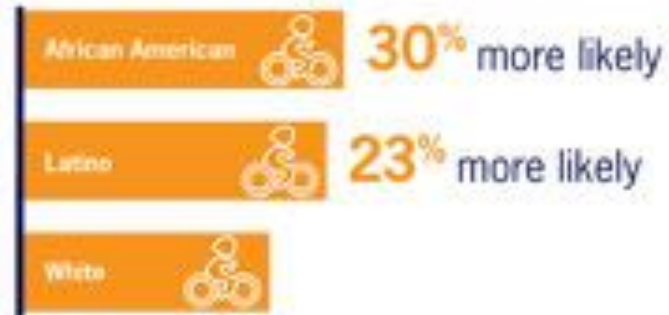
# Racial Disparities in Bicycling and Pedestrian Fatalities

## People Killed While Walking



Governing, August 2014

## People Killed While Bicycling



Centers for Disease Control and Prevention, 2001



Safe Routes  
to School  
National  
Partnership

**Black residents are  
six times more  
likely to use public  
transit than whites  
and Latinos are  
three times more  
likely.**





# Safe Routes to Healthy Food are needed in rural areas, too

**More than 1.6  
million rural  
households in  
the U.S. do  
not have  
access to a  
car**



Photo credit: [http://irjci.blogspot.com/2015\\_03\\_01\\_archive.html](http://irjci.blogspot.com/2015_03_01_archive.html)

*Because of the **location** I am in, certain things like the cheeses, the meats, **I have to wait** until I am already planning to be out and about that day and have a **bus pass**. You know sometimes it's a week or two between trips. But I wait until I can get to like a **Grocery Outlet** and see what's **discounted**, just so I can get a hold of that stuff and **not be broke** the next week. Because some of the prices at the other stores are just you know, forget about it -- **a week's worth of food for one meal**.*

*-Male, SE Portland*

# Gentrification: Can Portland give displaced residents a path back?



NEW: EARN 5  
MORE POINTS

WHAT DO PORTLAND  
EMPLOYEES MAKE?

Searchable datab

## Percent Change in Populations of Color (2000-2010)

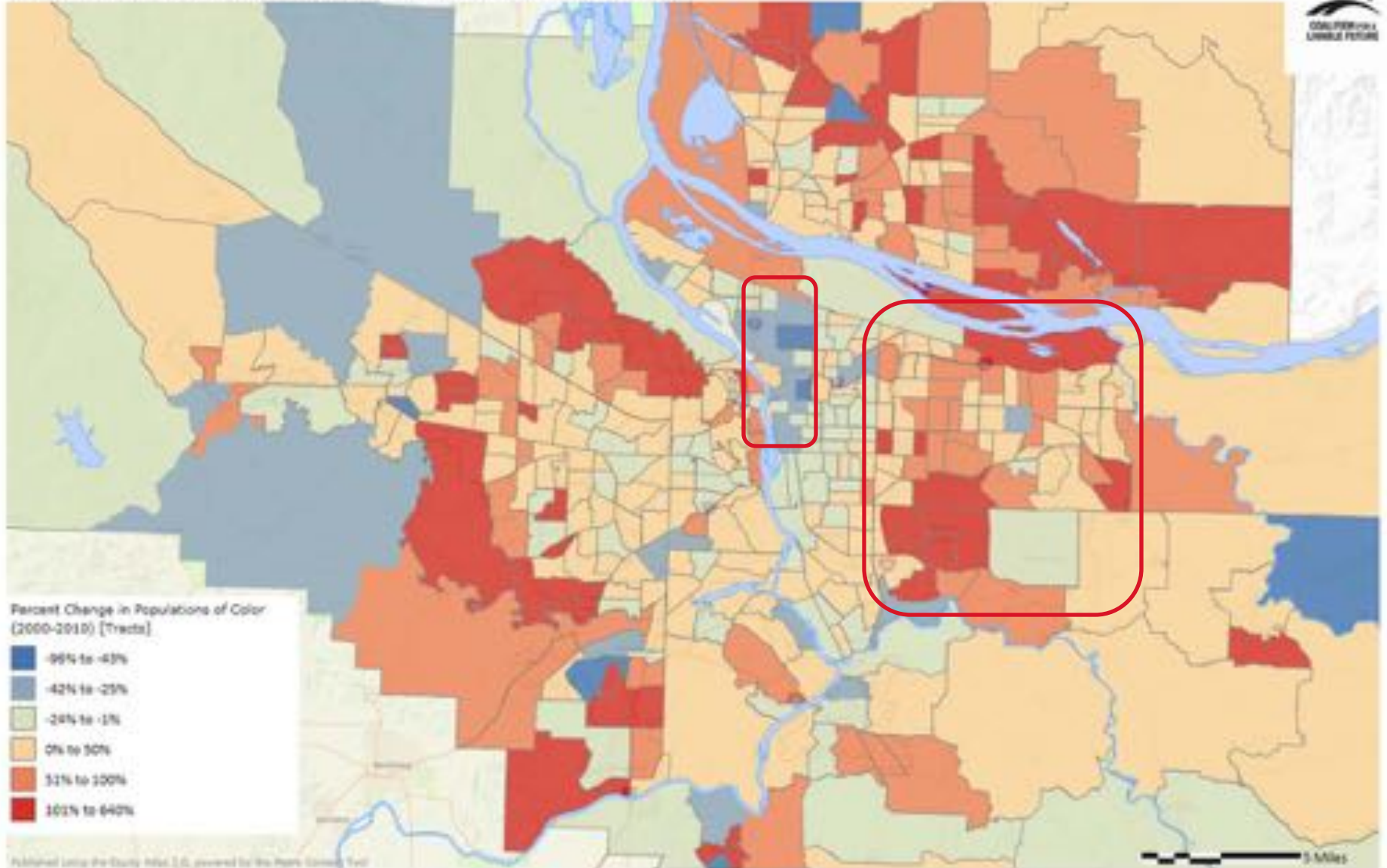
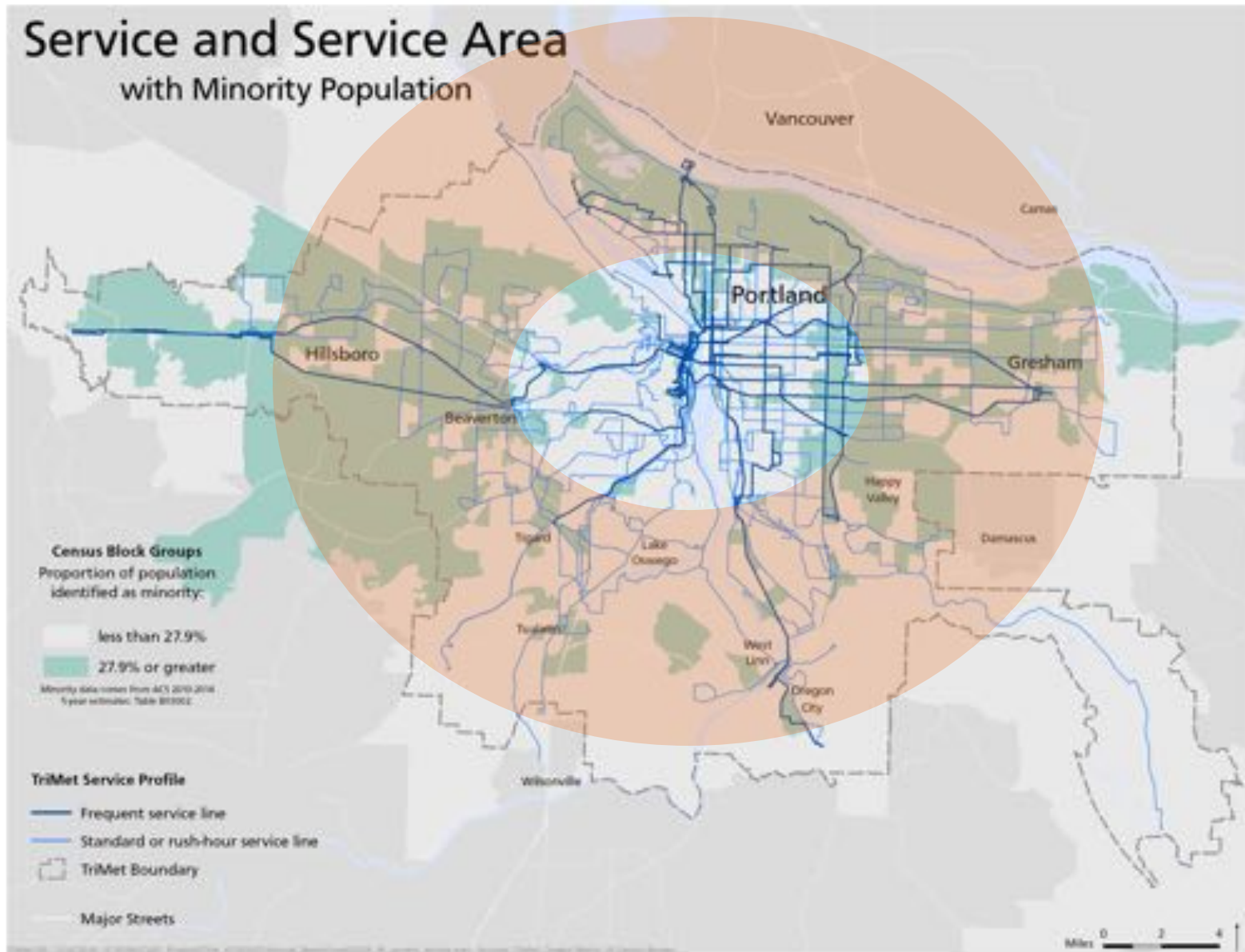




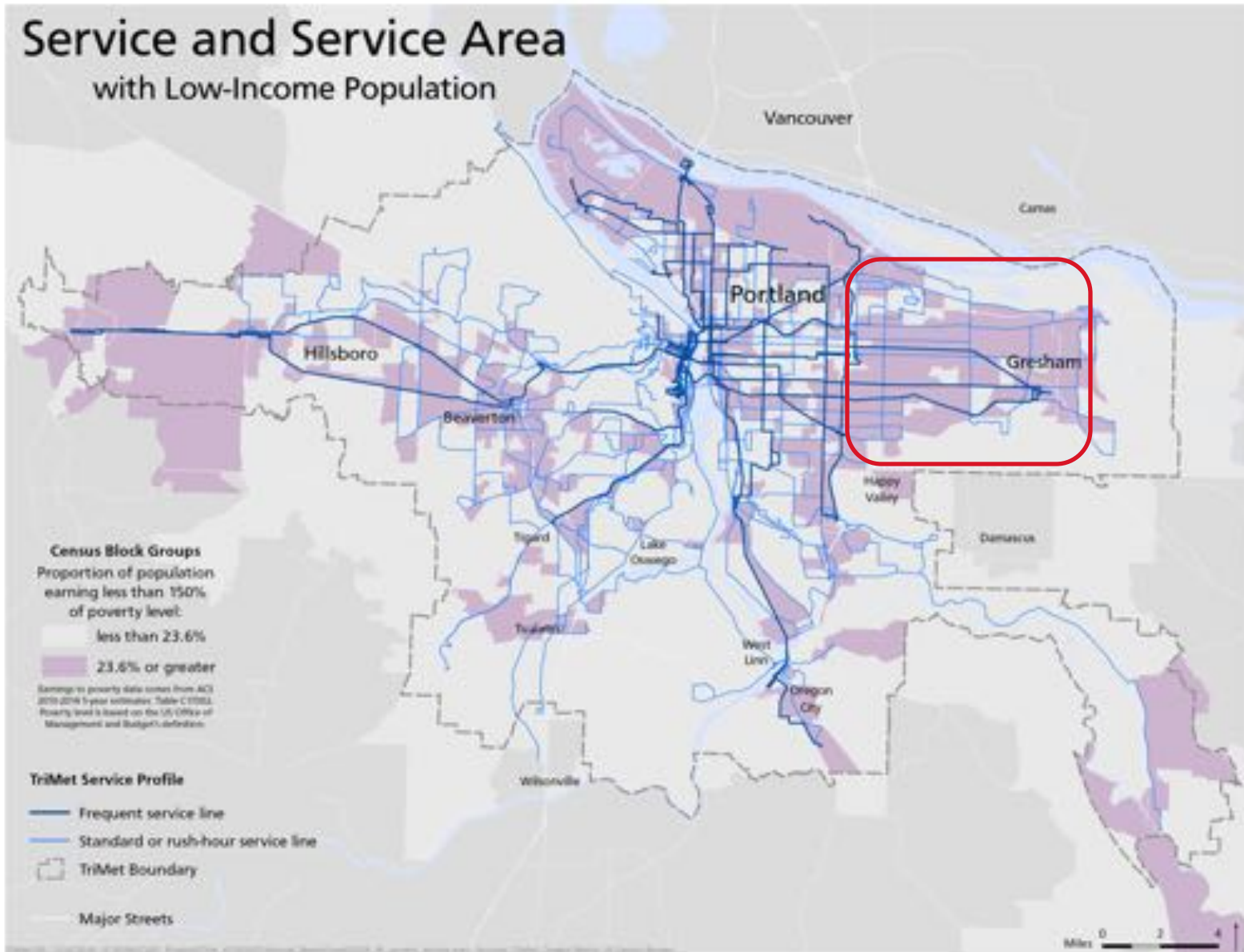


Photo credit: Jonathan House/Portland Tribune

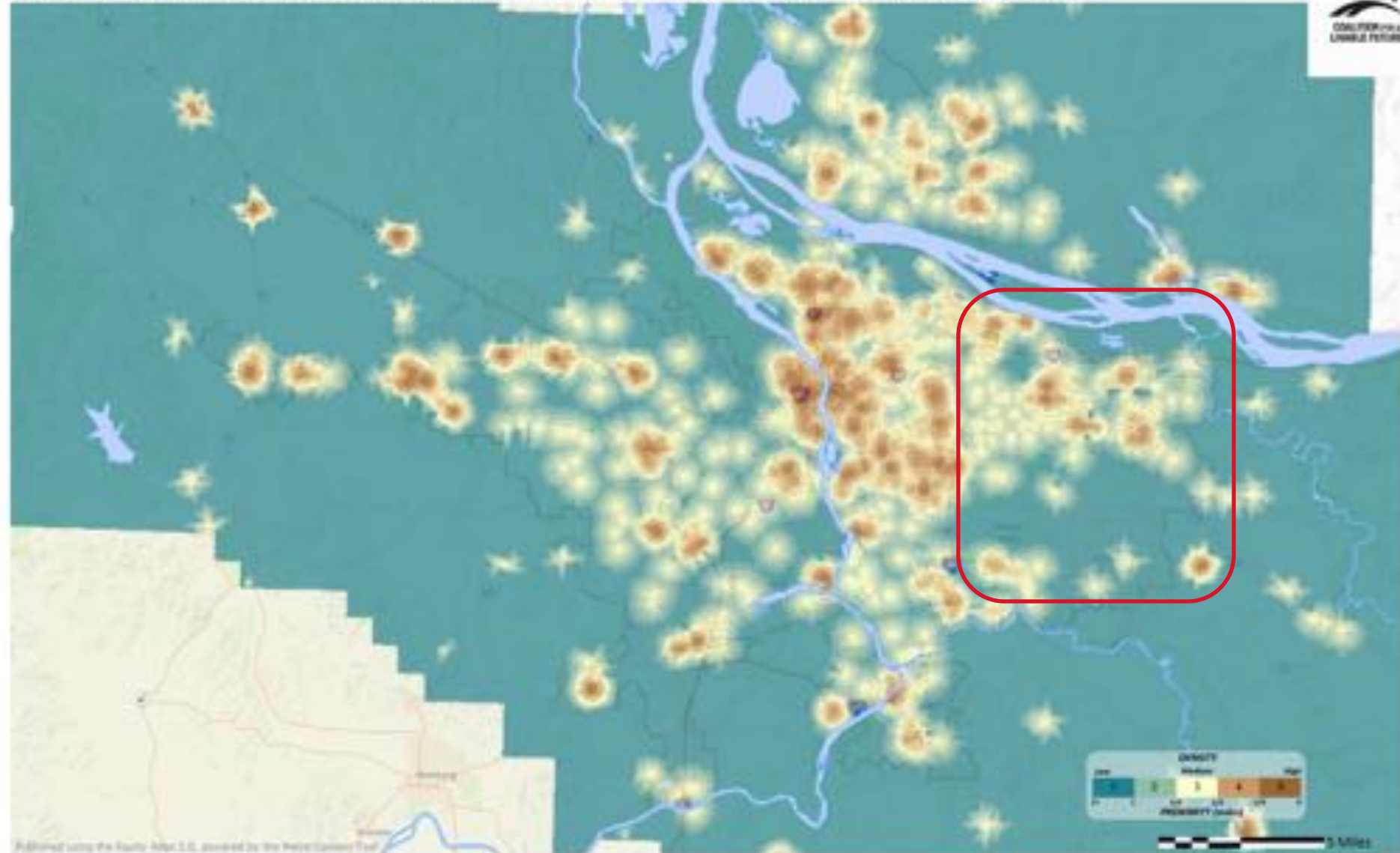
## Service and Service Area with Minority Population



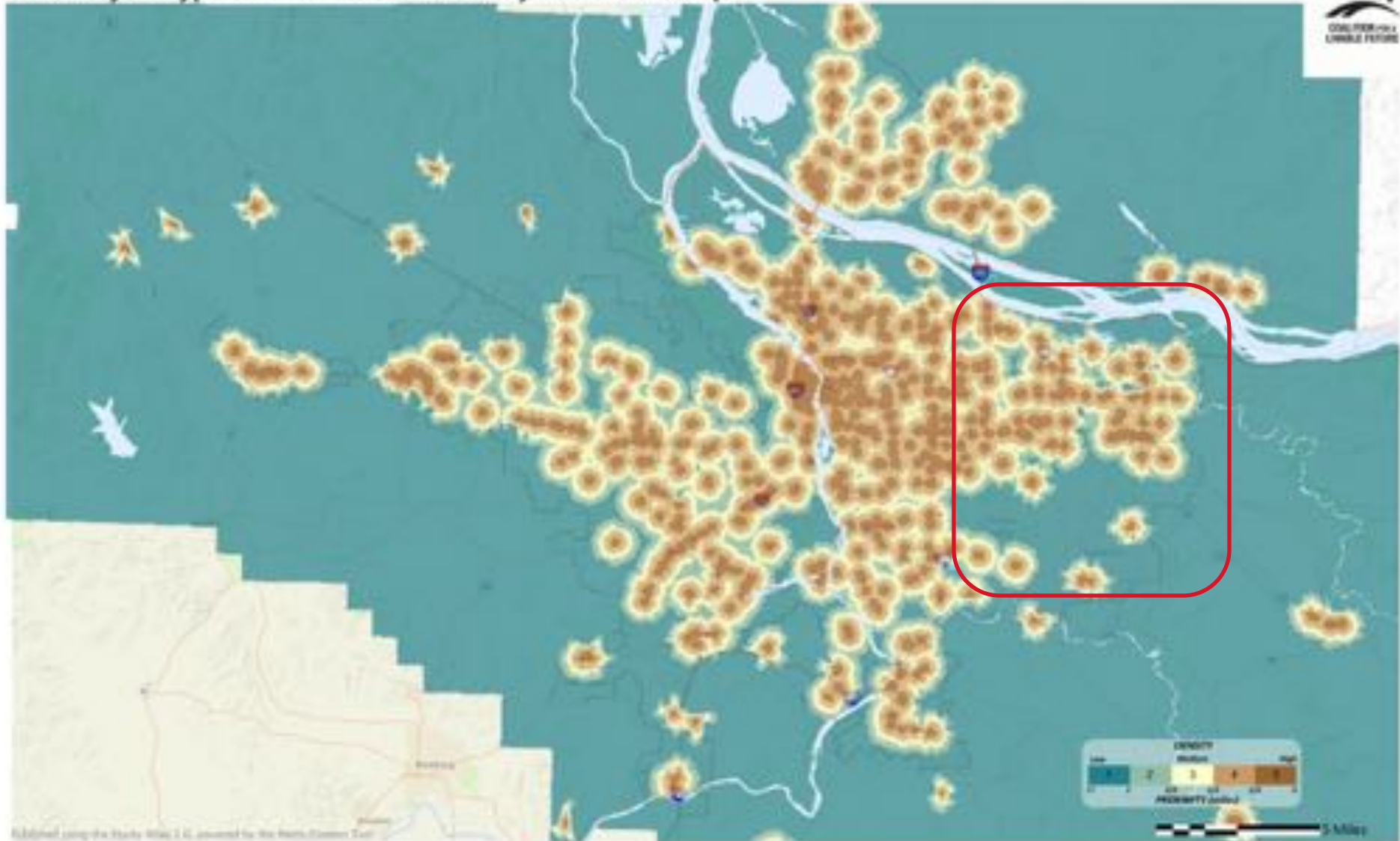
## Service and Service Area with Low-Income Population



## Proximity to Supermarkets, Grocery Stores and Fresh Food Composite Heatmap

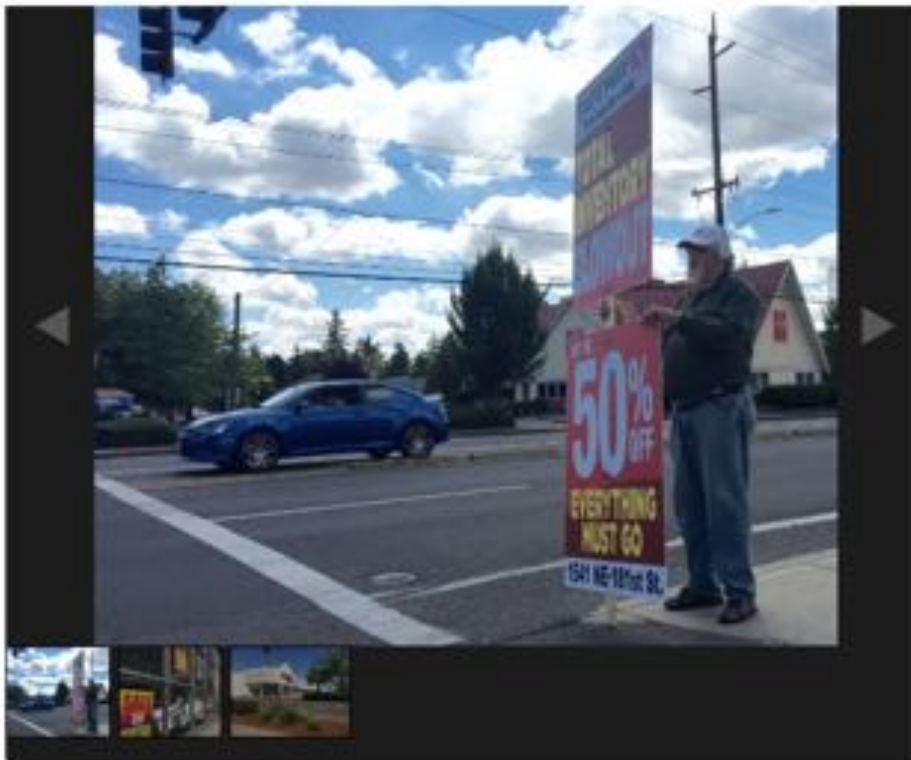


## Proximity to Typical Sources of Unhealthy Food Heatmap



Reprinted using the Shady Side, LLC, licensed by the North Common Trust.

## Gresham's pending Safeway closure hurts options for healthy food

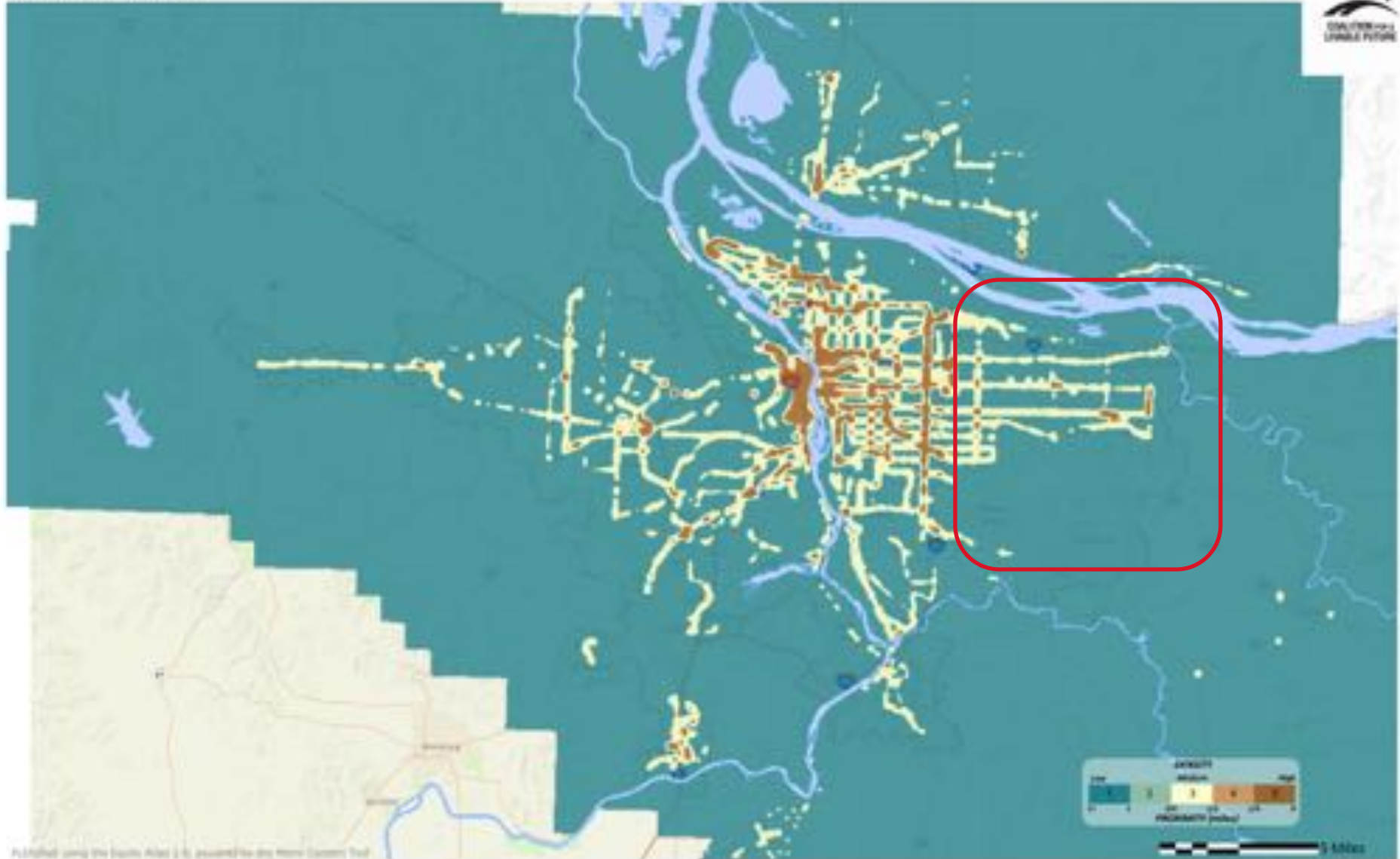


Steve Wilson holds a sign announcing discounts on July 23, 2015 at Gresham's Safeway on Northeast 181st Avenue after company officials announced the store will close next month.

### ACTIVE DISCUSSIONS

- 1 [How Donald Trump and Vladimir Putin 'assert power over truth': News analysis](#)  
(1270 comments)
- 2 [PCC's board chair resigned in protest over 'sanctuary college' designation](#)  
(176 comments)
- 3 [Mayor Ted Wheeler calls for inclusive Portland in inauguration ceremony](#)  
(119 comments)
- 4 [Prosecutors: Refuge employees should be allowed to testify about fears over occupation at 2nd trial](#)  
(143 comments)
- 5 [Mark Helfrich's next move; how](#)

## Transit Access



**Improve  
health**





# Increase efficiency



# Build social capital



RANCHO LAS POSITAS  
COMMUNITY GARDEN

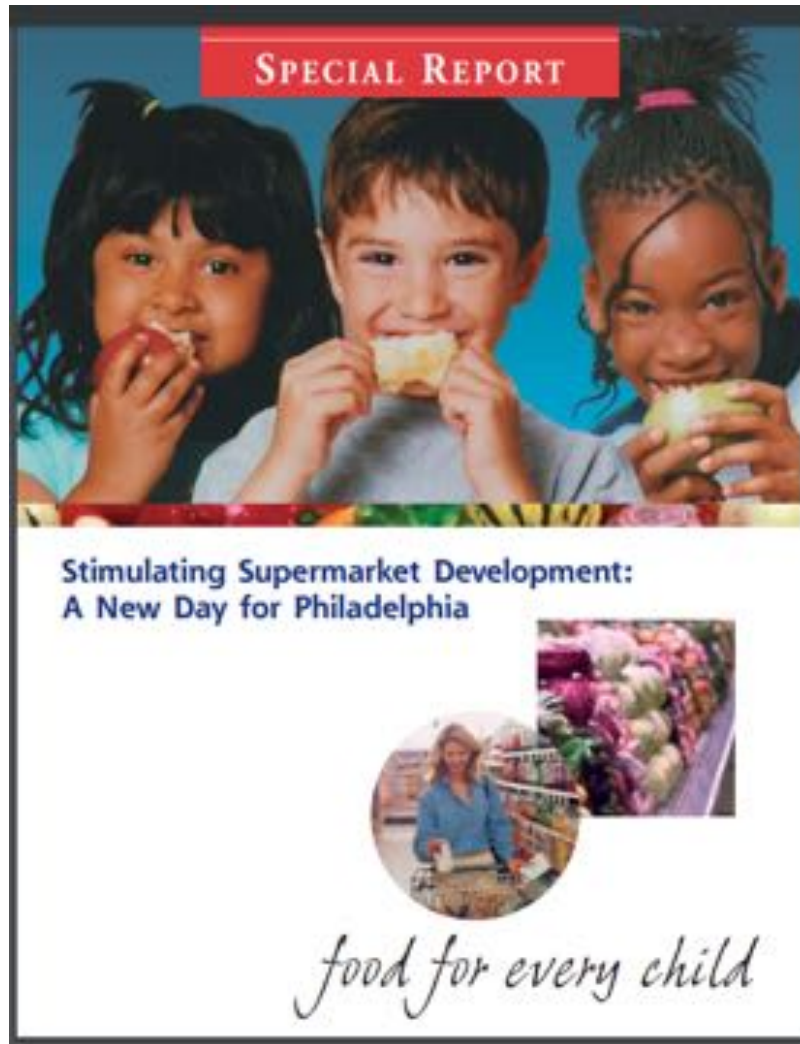


**Improve connectivity**

A photograph of a Supercenter Pharmacy building. The building has a textured, light-colored facade. A sign on the left side of the building reads 'Supercenter Pharmacy'. A large yellow banner hanging from the building reads 'Double Coupons 99¢'. In the foreground, there is a paved area with a bike-sharing station containing several blue bicycles. The sky is clear and blue.

**Promote  
economic equity  
and vitality**

# Why this matters to Food Access



**SPECIAL REPORT**

**Stimulating Supermarket Development:  
A New Day for Philadelphia**

*food for every child*

The cover features a photograph of three diverse children smiling and eating fruit. Below the title, there are two smaller images: a woman in a blue shirt standing in a supermarket aisle, and a close-up of a produce display with various colorful vegetables.

## FOOD MARKETING TASK FORCE

**Bill Anderson**  
President  
League Development of  
Langhorne

**Murray Boffman**  
Chair  
Boffman Shop & Eat

**William Bruffler**  
Senior VP Market  
Neighborhood  
Transformation Initiative

**Laraine Brucke-Baily**  
Site Location Advisor  
Starbucks Food Corporation

**Jeffrey Brown**  
Chair  
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**Cathy Caffery**  
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Drapkin

**James Cooper**  
Chair  
Governor's Policy Office

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Chairman  
New Jersey Trust

**Christina James-Brown**  
Vice President and CEO  
United Way of  
Southwestern Pennsylvania

**President and CEO**  
United Way International

**Peter Langbehn**  
President  
Philadelphia Industrial  
Development Corporation

**Joseph Maloney**  
Vice President, Public Policy  
Director Philadelphia  
Chamber of Commerce

**Michael Maloney**  
Senior Staff Counsel  
Representative  
Starbucks Food Corporation

**David McCarty**  
President and CEO  
Perryman  
Real Estate/Financial Services

**Rob Miller-Kovach**  
Chair  
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**Stephen Miller**  
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and Community Relations  
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**Rob Zinner**  
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**Mark Schreiber**  
President and CEO  
Greater Philadelphia  
Chamber of Commerce

**Patricia Smith**  
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**David Thomsburgh**  
Executive Director  
Pennsylvania Economic League

**Shelly Yarnoff**  
Executive Director  
Philadelphia County  
for Children and Youth



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## SUMMARY OF RECOMMENDATIONS

To protect the health of children and families by ensuring access to affordable nutritious food, and

To identify neighborhoods with unmet demand for food retail, where the development of new stores would create jobs and contribute to the revitalization of Philadelphia.

### **The following recommendations should be enacted:**

1. The City should adopt food retailing as a priority for comprehensive neighborhood development.
2. The City should employ innovative, data-driven market assessment techniques to highlight unmet market demand in urban neighborhoods.
3. The City should identify targeted areas for supermarket development and promote them to real estate developers and the supermarket industry.
4. The City should give priority to assembling land for supermarket development.
5. The City should reduce regulatory barriers to supermarket investment.
6. The City should market the available public incentives to maximize impact on supermarket site location decisions.
7. City and State economic development programs should be made available to the supermarket industry.
8. The Commonwealth of Pennsylvania should develop a business financing program to support local supermarket development projects.
9. The appropriate city, regional, and state transportation agencies should develop safe, cheap, and convenient transportation services for shoppers who do not have access to a full service supermarket.
10. The City should convene an advisory group of leaders from the supermarket industry and the civic sector to guide the implementation of these recommendations.



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9 The appropriate city, regional, and state transportation agencies should develop safe, cheap, and convenient transportation services for shoppers who do not have access to a full service supermarket.





ShopRite

56 BAKERS CENTRE

3601

6254

SEPTA

56

R

Express  
Route

Harry Truman  
Memorial  
Transportation  
Center

WILMINGTON, DE

# Operationalizing Equity

## 1. Equity Index

### *What is it?*

A tool that uses 10 indicators to assess potential equity impact of service changes.

### *How does it incorporate food access?*

One of the ten indicators includes access to supermarkets, grocery stores, and farmers markets.

# Operationalizing Equity

## 2. TriMet's Title VI Policies

### *What are they?*

Refers to Title VI of the Civil Rights Act of 1964. Transit agencies are federally required to analyze equity impacts of proposed service and fare changes. Public input must inform how this is done.

### *How do they incorporate food access?*

With TriMet's 2016 Title VI update, access to **food** for low-income and populations of color was added as an equity analysis consideration.

# Operationalizing Equity

## 3. Transit Equity Advisory Committee

### *What is it?*

A panel of community representatives who advise TriMet on issues related to service, fares, civil rights, contracting, and community engagement.

### *How does it incorporate food access?*

Committee chair is the Public Policy Advocate for the Oregon Food Bank. Others on committee also conscientious of disparities in food access.

# Portland **Tribune**

ES SPORTS SUSTAINABLE BUSINESS INSIDERS SHOP LOCAL OBI

## TriMet moves to raise payroll tax to expand regional service

Created on Thursday, 25 June 2015 | Written by [Jim Redden](#) | 

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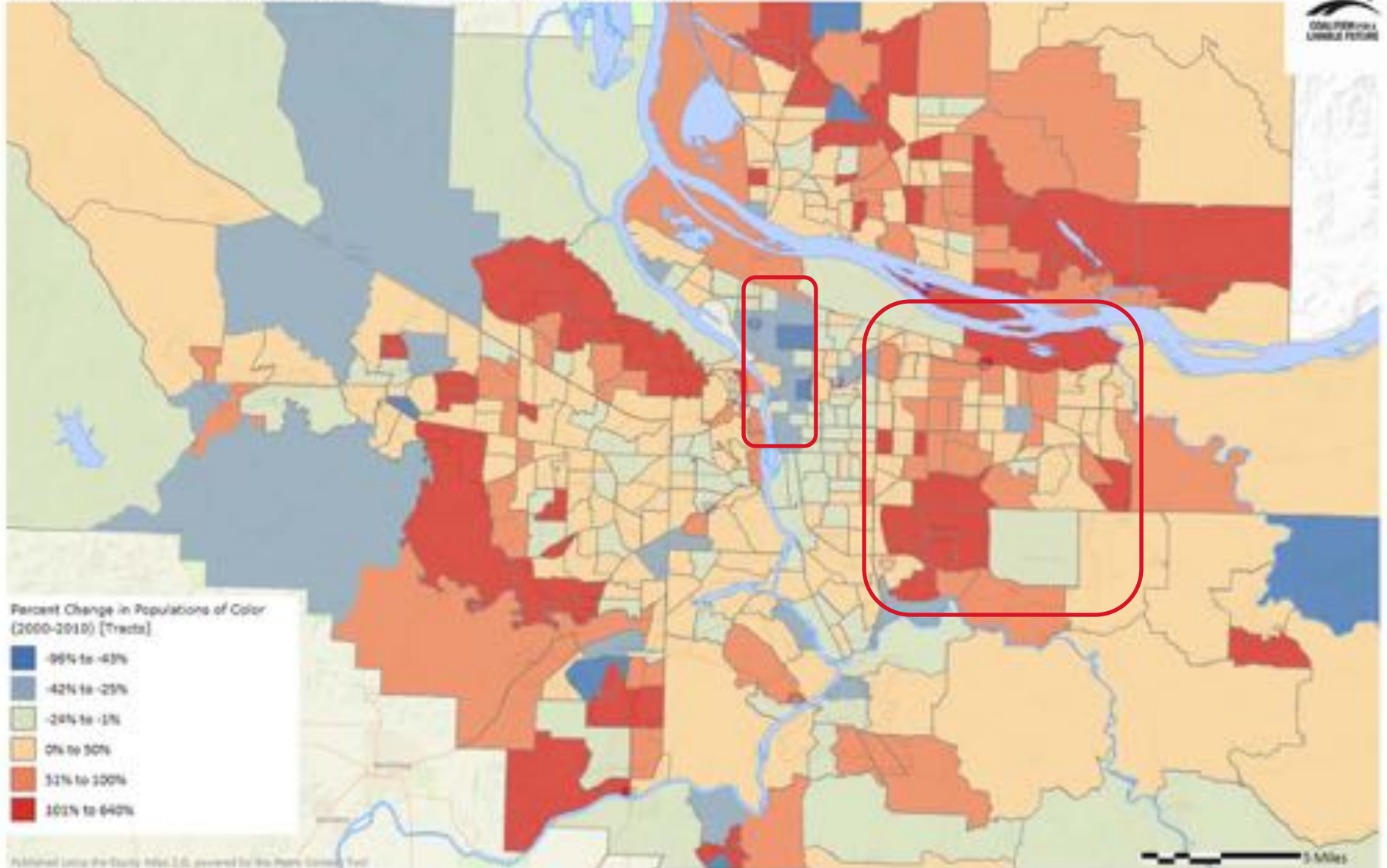
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 [JW\\_DROUE](#) [VIEW COMMENTS](#)

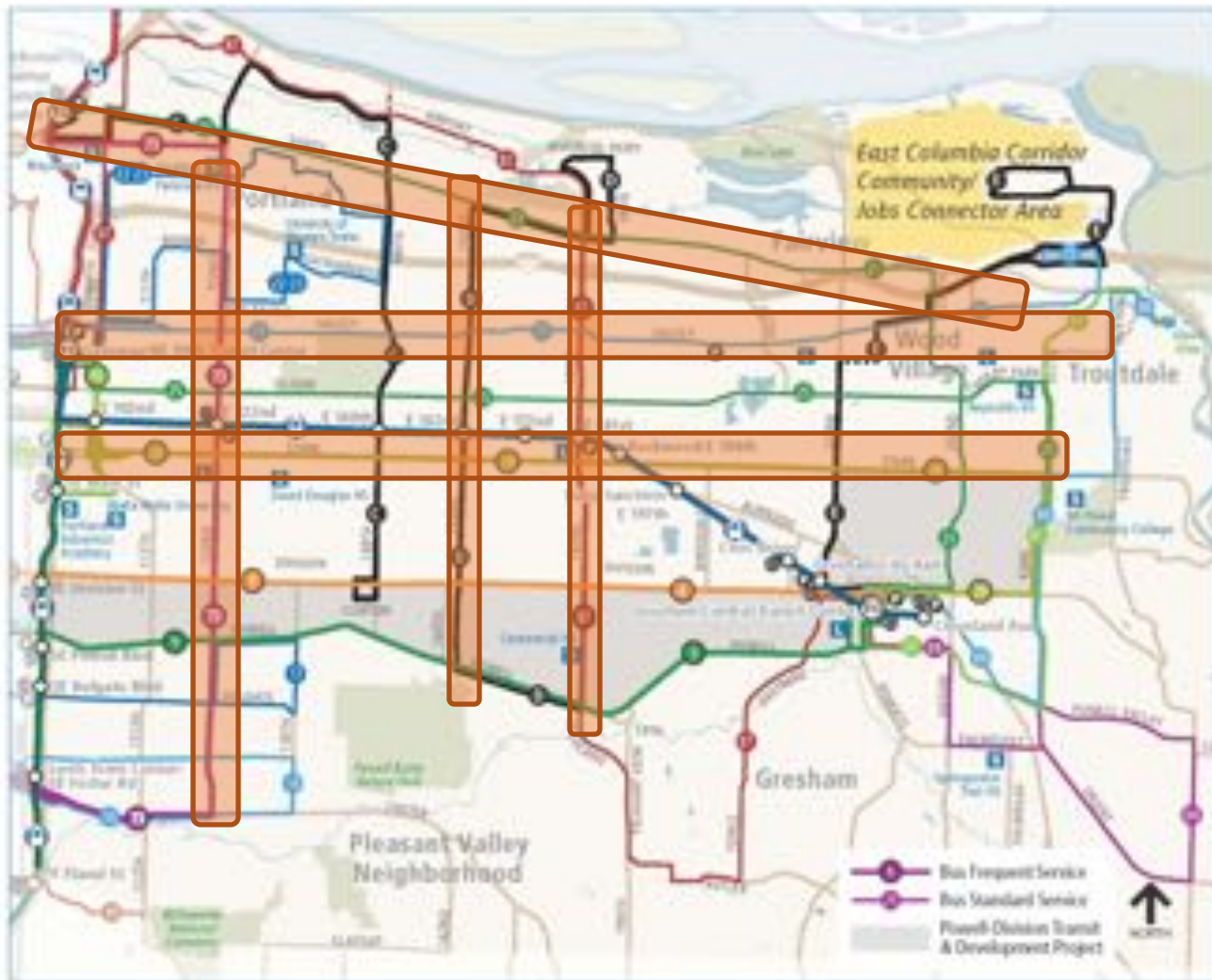
**UPDATE:** Board told 2015 Oregon Legislature could increase transit funds but final decision uncertain



## Percent Change in Populations of Color (2000-2010)



## Future Vision for Eastside Bus Service



*“Usually what I do is ride the MAX all the way out to Hillsboro and go to the old Winco out there. I find myself not going grocery shopping for week at a time because it costs twice as much to shop at the Safeway that is ten minutes from my building.”*

*-Female, Portland*





# Setting food access as a goal for a transit system

## Philadelphia, Pennsylvania



- Southeastern Pennsylvania Transportation Authority (SETPA) identified “Improving Access to Local Food Via Transit” as a goal in its Sustainability Plan.
- The stated goal is to bring fresh food within 10 minutes of 75% of residents.

# Incorporating healthy food access into pedestrian master plan Siler City, North Carolina





# Analyzing food environments as part of regional transportation planning

## Nashville, Tennessee

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Photo Credit: [www.walkbikenashville.org](http://www.walkbikenashville.org)



# Connecting food assets with active transportation infrastructure

## Rosebud Indian Reservation, South Dakota



Site plan photo credit: REDCO (Rosebud Economic Development Corporation <http://www.sicanguscribe.com/keya-wakpala.html>)



# Incentivizing walking & biking to farmers markets

## Spartanburg, South Carolina

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# Co-locating edible foods along multi-modal trail Palmer, Alaska





# Providing accommodations & services for people on bikes

## Portland, Oregon





# Providing free public transit to summer meal sites Huntsville, Alabama



Source: <http://www.fns.usda.gov/sites/default/files/sfsp/SMT-Transportation.pdf>



# **Recommendations for Putting Safe Routes to Healthy Food into Action**



**Healthy Food Access**

**Active Transportation**

# Perspective transformation



**SALCON VALLEY**  
**Farmers' Market**  
Miller Street Park  
St. Louis, MO 63104

**Sundays**  
May 1 - Nov 20  
9 a.m. - 1 p.m.

Market Hours: 9 a.m. - 1 p.m. on Sundays from May 1 to November 20. The market is closed on the following dates: June 10 (Juneteenth), July 4 (Independence Day), August 1 (Labor Day), and September 8 (Labor Day). The market is also closed on the first and last days of the month. For more information, visit [www.salconvalleyfarmersmarket.com](http://www.salconvalleyfarmersmarket.com).

Market Vendors: The market features a variety of vendors including local farmers, growers, and producers. Vendors include: [List of vendors]

Market Features: The market offers a wide selection of fresh produce, including fruits, vegetables, and herbs. Other features include: [List of features]

Market Location: The market is located at Miller Street Park, 1001 Miller Street, St. Louis, MO 63104. The market is accessible by public transportation and is free of charge.

Market Contact: For more information, contact the market at (314) 435-1234 or visit [www.salconvalleyfarmersmarket.com](http://www.salconvalleyfarmersmarket.com).



**Engage  
community  
members**



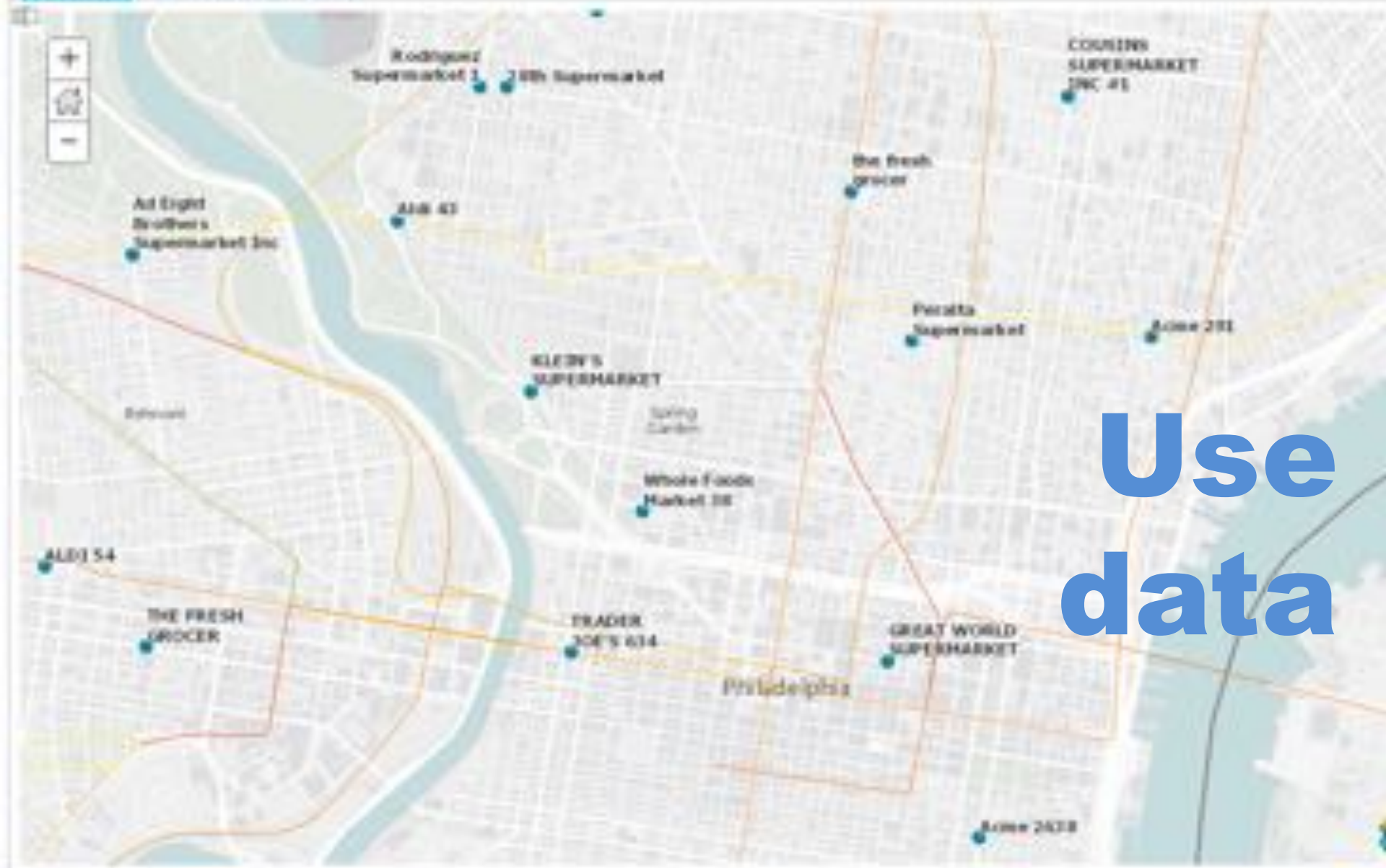
**Convene  
stakeholders**



Add Data

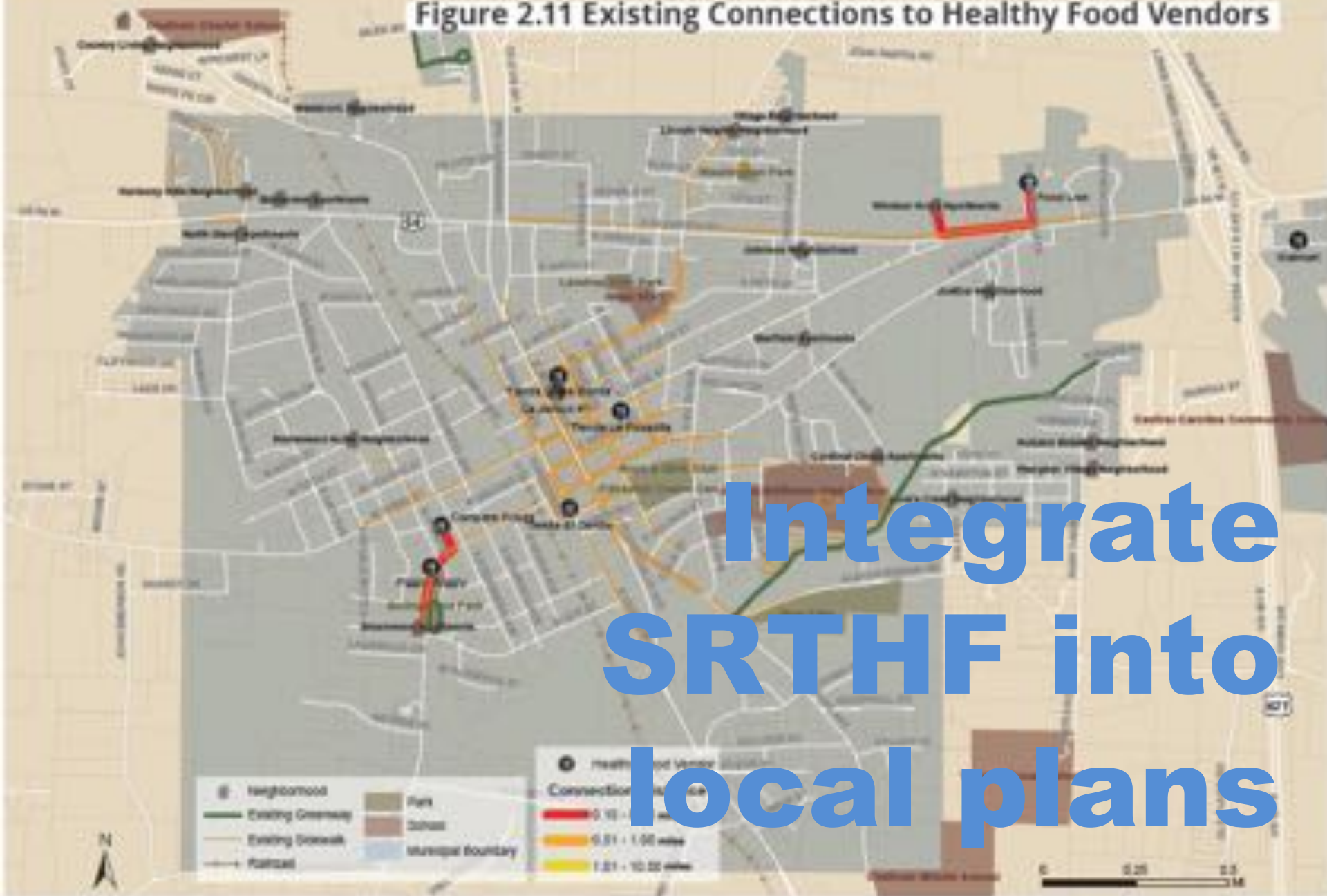
Map Gallery

Tools



Use data

Figure 2.11 Existing Connections to Healthy Food Vendors



**Integrate  
SRTHF into  
local plans**

# Seek community input on site accessibility



## Recommendations for Transit/ Transportation Professionals

1. It's easier to innovate within existing processes/policy frameworks than create from scratch
  - a) Ex: Title VI, Service Planning Guidelines
2. Find where benefits coincide. For example, food access may also:
  - a) Expand job access
  - b) Grow off-peak ridership (LA Go Metro to Farmers Markets web tool)
  - c) Decrease need for parking at grocers
  - d) Support livability goals
  - e) Increase transit pass sales outlet locations





Safe Routes to School  
National Partnership

# The Wheels on the Bus go to the Grocery Store

## Safe Routes to Healthy Food



Everyone has to eat, it's not an option to go without food. Whether people shop at a supermarket or corner store, access food at a food pantry, eat at a local restaurant, order takeout, or pick up produce at a farmers market or community garden, everyone needs a safe and reliable way to get to the places where they obtain foods – ideally healthy foods. Not everyone has a car, and many people rely on walking, bicycling, or public transportation to access food. Everyone deserves a transportation system that can conveniently, safely, and affordably link them to the places they need to go, especially to healthy food.

Increasing access to healthy food can be achieved not only by bringing healthy foods closer to people, but also by making walking, biking, and transit a safer and more viable option to link people to where they get or shop for food. The work of overcoming the transportation challenges to getting healthy food is called safe routes to healthy food. Safe routes to healthy food aims to strengthen policies and practices that make it safer and more convenient to walk, bike, and use transit to healthy foods.

2014

[www.saferoutespartnership.org](http://www.saferoutespartnership.org) | Facebook.com/saferoutespartnership | Twitter @SaferoutesPartnership



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



### Traveling Outside the Neighborhood for Food Access Can Be Complicated Without a Car

When grocery stores aren't close to home, people have to travel outside of their neighborhoods to access nutritious foods. Without a vehicle, people must walk, bike, rely on family or friends, or hire a cab to take them to the grocery store. In communities with public transportation, transit agencies can play a critical role in helping people overcome the transportation barriers to healthy food access.

### Why Public Transportation Matters for Food Access

Many communities, especially low-income communities and communities of color, lack healthy food retail options close to home, requiring them to travel outside their neighborhoods to access nutritious choices.

- 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.<sup>1</sup>

Low income residents, Black residents, and Latino residents are less likely than other residents to shop for food close to home – probably because limited options mean they have to travel further to find adequate or appealing food options.<sup>2</sup> Many of these communities rely on active transportation modes like walking, bicycling, and public transportation due to lack of vehicle access.

- Low income residents rely heavily on transit and walking to reach basic needs, including food: 27 percent of people living below the poverty line in the U.S. do not have cars.<sup>3</sup>
- Black residents are six times more likely to use public transit than whites. Latinos are three times more likely.<sup>4</sup>

In addition, strengthening the transit link between neighborhoods and grocery stores improves opportunities for physical activity, which creates the potential to improve health.

- A study of low-income African American neighborhoods in Philadelphia found that residents who use public transit to get to their primary food store have lower BMI than those who use cars, perhaps because they walk more in order to reach public transit stops.<sup>5</sup>

### Strategies for Transit Agencies to Improve Healthy Food Access

Transit agencies have a limited window of time and when they get agencies can improve a lot they:

- Include improving a goal in long range Southern Power Authority in Philadelphia potential making accessible within public transportation Sustainability Plan, the agency to give make it easier for access nutritious in transportation.<sup>6</sup> incorporate food a range plans to set agency means the then works toward**

### Engage transit community when changing schedules.

In the 100th anniversary of the M-100, a health impact of a public health, strengthening and proactive service modified transit agencies and organizations, see consultants and staff that can provide a changed bus route to access grocery services.



### Does Public Transit Count as Active Transportation?

People often ask why riding public transportation counts as active transportation. The answer is that the transit mode 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, walkway, or train and then walk from their stop to their destination. Most of transit riders spend 19 minutes or more per day walking to and from transit.<sup>7</sup> and compare to people who rely on cars, transit riders take 30 percent more steps per day.<sup>8</sup> 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 country, getting to the grocery store, farmers market, or food pantry is a challenge. Uneven conditions for walking or biking, inaccessible or unaffordable public transit services, and lack of access to cars can make getting to healthy food stores dangerous, time-consuming, and expensive.<sup>1</sup> The challenge is twofold: too few stores sell healthy food in many neighborhoods and there is inadequate transportation to places selling nutritious foods. Transit agencies can play an important role in overcoming these challenges.

This fact sheet outlines the role of transit agencies in improving food access, offers examples from transit agencies across the country, and shares solutions that will allow transit agencies to create or strengthen the connection between neighborhoods and grocery stores.

### Challenge: Lack of Healthy Food Options in Neighborhood

Nearly one in ten Americans live in communities where there are no healthy food stores within one mile of their home – “food deserts.”<sup>1</sup> Low-income people, people of color, and people living in rural places are all more likely than other people to live in food deserts.<sup>2</sup>

Without a grocery store nearby, people living in food deserts must travel outside their neighborhoods, or where available, rely on corner stores, which tend to sell limited healthy food options and food that is both poorer in quality and more expensive relative to supermarkets.<sup>3</sup> Low-income residents, Black residents, and Latino residents are less likely than other residents to shop for food in their own communities.<sup>4</sup> It is a hardship to have to travel further to find adequate or appealing food options.<sup>5</sup> It is a hardship to have to travel a long distance to get healthy food, and one that particularly affects low-income people, people of color, and people living in rural places.

### Challenge: Inadequate Transportation Options

For low-income individuals, the challenge of traveling outside the neighborhood to go grocery shopping is often compounded by lack of vehicle access. Approximately one-third of very low-income and low-income families have to use a means other than their own car to get food. That means that the same people experience barriers to accessing food and barriers to convenient mobility.<sup>6</sup> Without vehicle access, low-income residents rely heavily on walking, bicycling, and/or transit to reach basic needs, including food.<sup>7</sup>

### The Opportunity: Strengthen Public Transit to Grocery Stores

In communities with public transportation, transit often plays a critical role in connecting people and neighborhoods to the places where they buy and obtain food, in addition to other destinations needed to live a healthy life, such as places of employment, parks, and necessary services.

# Collective Brainstorming and Questions

grow  
FROM THE FARM TO THE TABLE

## Blanching

Blanching is a process of cooking vegetables in boiling water for a short period of time. This process helps to soften the vegetables and makes them easier to digest. It also helps to preserve the color and flavor of the vegetables.



## Waxed Apples

Waxed apples are apples that have been treated with a thin layer of wax. This wax helps to protect the apples from bruising and extends their shelf life. However, some people are concerned about the safety of the wax used.



## Wax

Wax is a natural substance that is used to coat the surface of many fruits and vegetables. This coating helps to protect the produce from bacteria and mold, and it also helps to keep the produce fresh for a longer period of time.



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STIMULATING  
**SUPERMARKET**  
**DEVELOPMENT**  
IN GEORGIA

*A report of the  
Georgia Supermarket Access  
Task Force*

## Task Force Members

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Dorothy Yates Kirkley, Esq., Board Member

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Sydne Smith, Policy Advisor

### Georgia Department of Community Affairs

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Brian Williamson, Assistant Commissioner

### Georgia Department of Economic Development

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### Voices for Georgia's Children

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### Wayfield Foods, Inc.

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# SUMMARY OF RECOMMENDATIONS

Improving access to supermarkets and other stores selling healthy and affordable food is a critical component of a comprehensive strategy needed to reduce rates of childhood obesity and other diet-related diseases, create jobs and ensure the health and economic vitality of our communities. Success depends on coordinated action from a broad range of partners including government agencies, community development entities, public health organizations, the grocery industry and others. We, the Georgia Supermarket Access Task Force, present 12 recommendations for action to state and local governments in Georgia.

- 1 Federal, state and local governments should make available and aggressively market economic development programs and other existing public incentives to the grocery industry for supermarket and other healthy food retail projects in underserved areas.
- 2 The State of Georgia should develop a flexible business financing program that provides grants and loans to support the development, renovation, expansion and energy-efficient enhancement of supermarkets and other healthy food retail projects in underserved communities.
- 3 The State of Georgia should modify the Special Supplemental Nutrition Program for Women, Infants and Children (WIC) requirements to reduce the barriers to healthy food vendor participation in lower-income, underserved communities.
- 4 The State of Georgia should partner with local government and grocery retailers to prioritize increasing the rates of SNAP and WIC enrollment for eligible individuals.
- 5 Local governments, the grocery industry and research institutions should use data-driven market information and innovative market assessment techniques to identify demand for healthy food retail and buying power in communities.
- 6 State and local governments should implement a fast-tracked permit process and provide assistance with land assembly for supermarkets and other healthy food retail projects that want to locate in underserved communities.
- 7 State and local governments along with other workforce training groups should partner with supermarket and other healthy food retail operators to support workforce development programs that ensure local residents are trained and qualified to work in the grocery industry.
- 8 State and local governments should partner with grocers, developers, commercial and retail security, law enforcement and community groups to create a safe and secure environment for customers and store personnel.
- 9 State and local governments, in partnership with supermarket and other healthy food retail operators, should work with transportation agencies and private carriers to develop safe, affordable and convenient transportation for shoppers with limited access to a supermarket or other healthy food retail outlet.
- 10 State and local governments should partner with local community groups to provide nutrition education for residents in underserved communities where fresh food financing projects exist.
- 11 The State of Georgia should encourage all projects receiving assistance through a state fresh food financing program to carry local food products.
- 12 The State of Georgia should partner with charitable institutions to create workgroups consisting of leaders from the supermarket industry and civic sector to advance the public policy recommendations set forth by the Georgia Supermarket Access Task Force.

## RECOMMENDATION 9:

State and local governments, in partnership with supermarket and other healthy food retail operators, should work with transportation agencies and private carriers to develop safe, affordable and convenient transportation for shoppers with limited access to a supermarket or other healthy food retail outlet.

*Good transportation policy should support transit for area residents to nearby grocery stores. Lower-income households are less likely to own a car or live in a neighborhood with a supermarket. Regional and state transportation agencies in Georgia should recognize when there is need for better services and create efficient ways to transport shoppers to full-service supermarkets.*



### Success Stories

**Connecticut:** In Hartford, the L-Train Avenue Cross-town bus route plays an important role in increasing access to major supermarkets for residents who rely on public transportation. Designed as part of the Jobs Access program to link lower-income residents with jobs, shopping and medical services, the L-Train Avenue Cross-town bus route serves the dual purpose

of connecting employees to their job sites and Hartford residents to supermarkets.

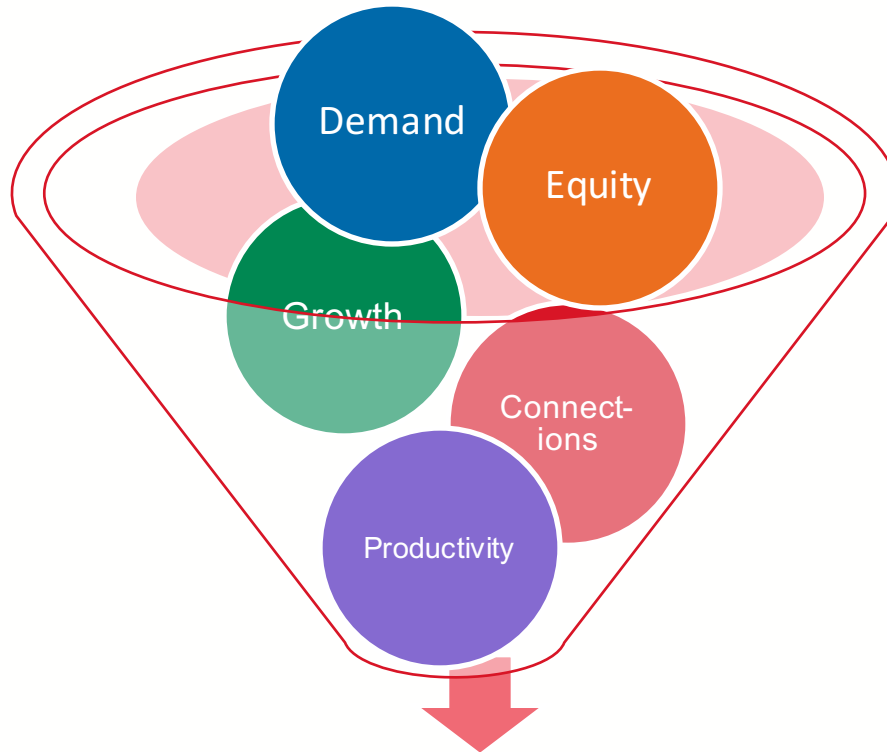
**Texas:** In Austin, Capital Metro, working with the Austin/Traill County Food Policy Council, started a "grocery bus" line in 1996 to provide residents of a lower-income area with better access to area supermarkets. The bus route continues to run four days a week.

**Massachusetts:** In Springfield, community members, public officials and store management developed a shuttle service to ensure that area residents in an underserved community have better access to supermarkets in outlying areas.

**Wisconsin:** The Madison Area Public Transit "Ride Guide" includes routes to area grocery stores and supermarkets among other popular destinations.

# **EXPANDING SERVICE EQUITABLY**





## Service Improvement Priorities

# How incorporating equity includes food access

- Title VI
  - Access to food called out as a consideration in addition to jobs, education, and health care
- Equity Index
  - “Services” indicator includes access to supermarkets, grocery stores, and farmers markets
- Transit Equity Advisory Committee
  - Committee chair is the Public Policy Advocate for Oregon Food Bank

# Portland **Tribune**

ES SPORTS SUSTAINABLE BUSINESS INSIDERS SHOP LOCAL OBI

## TriMet moves to raise payroll tax to expand regional service

Created on Thursday, 25 June 2015 | Written by [Jim Reinken](#) | 

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**UPDATE:** Board told 2015 Oregon Legislature could increase transit funds but final decision uncertain



## Future Vision for Eastside Bus Service

