Integrating Health into Transportation Planning

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JULY 10, 2020
AAHSTO/AMPO EJ PEER EXCHANGE
Outline

Transportation and Public Health
Framework for Integrating Health Considerations into Transportation Corridor Planning
Case Studies
Outreach Brochures
Links
Questions and Contact
Transportation and Public Health: The New 3 E’s

Old
Engineer
Education
Enforcement

New
Equity
Ethics
Empathy

Source: Jennifer Toole
https://tooledesign.com/theneues/
Transportation ➔ Public Health Pathways

- General
- Safety
- Air quality
- Active Transportation
- Transit
- Equity

Source: https://www.fhwa.dot.gov/planning/health_in_transportation/planning_framework/
The Framework

Health in Transportation Corridor Planning Framework

- People first
- Six steps common to corridor planning studies
- Information to integrate public health at each step
- Practitioners apply information they need into the corridor study

Source: https://www.fhwa.dot.gov/planning/health_in_transportation/planning_framework/
Corridor Study Testing

2018-2020
-Bloomington, IL
-Forth Smith, AR
-Houston, TX
-Prince George’s County, MD
-San Luis Obispo, CA
-Summit County, UT
2015 Test Corridors

- South Arlington Corridor, Akron, OH
- SR 109, Nashville, TN
- Classen Avenue, OKC
- College Avenue, Appleton, WI
- Haddon Ave., Camden, NJ

Source: https://www.fhwa.dot.gov/planning/health_in_transportation/planning_framework/framework_test_cases/index.cfm
2020 Test Corridors

Rodgers Ave, Fort. Smith, AR
San Luis Obispo
US 101
Local Network Routes
Santa Maria

US 101 San Luis Obispo, CA

I-10 Corridor, Houston, TX

SR 224, Summit County, UT

Central Ave Trail, Prince George’s County, MD
Main Street, Bloomington-Normal, IL

Source:
https://www.fhwa.dot.gov/planning/health_in_transportation/planning_framework/connections.cfm
Lessons Learned

Community engagement health resonates with the public

Improve partnerships working with other agencies improves success

Institutionalize health partnerships, success stories, and public support help change the standard process

Source: https://www.fhwa.dot.gov/planning/health_in_transportation/planning_framework/framework_test_cases/index.cfm
Making the Connections – Economic Benefits of Access to Essential Services

Transportation and other basic infrastructure investments are the foundation of every successful community.

- Investments must be transparent, coordinated and coherent.
- Equitable investments improve wellbeing. Underinvestment leads to disenfranchisement.
- Making transportation investments that support more equitable and healthier outcomes are beneficial to the whole community.
- Including health outcomes will cultivate champions, increase participation and leverage support.
- Economic Benefits Outreach Brochures: Making the (Healthy) Connection
Making the Connections — Economic Benefits of Access to Essential Services

Six brochures about the economic benefits of including safe, multi-modal access and health consideration in transportation planning and programming

https://www.fhwa.dot.gov/planning/health_in_transportation/outreach/

Source
https://www.fhwa.dot.gov/planning/health_in_transportation/outreach/
Making the Connection: Complete Streets

BY THE NUMBERS

70% REDUCTION in commercial vacancies
Vacant locations offer opportunities for new development after corridor redesign. Multifamily developments reduce commercial vacancies by 70%.

20% INCREASE in jobs
Design changes within a new BRT corridor in Cleveland, Ohio led to an increase in jobs of 30% between 2010 and 2013. In Gainesville, Florida, corridor redesign increased jobs by 24%, compared to a citywide increase of 7%.

5% INCREASE in project cost
In 2012, the City of Charlotte’s Office of Transportation (NC) reported that bike lanes and sidewalks increased the cost of a project on the order of 3-5%.

COMPLETE STREETS

Streets designed and operated to enable safe use for walking, bicycling, driving, and transit, offering something for everyone. These “Complete Streets” provide safer places to travel and increase physical activity at the same time. In many cases, economic growth is enabled by connecting people to jobs, shopping, and services. Complete streets reflect the context of their environment and users. They offer design to support people of all ages and abilities.

What is the economic benefit of supporting complete streets designs?

FOR LOCAL GOVERNMENTS

LOWER COST
Biking and walking can save you money related to health care costs and civic costs. One study of the economic benefits in Gainesville found that the state saved $1.3 million on avoided health care costs and $11.4 million on reduced air pollution. Another study in Lincoln, Nebraska, found that every $1 invested in transportation projects returns $9 in social benefits.

DECREASED DEMAND FOR GOVERNMENT SERVICES
Parking and bicycle connections to accessible transit can reduce the need for paramedics or other government services. These multimodal connections bring transit service to other communities and increase the cost-effectiveness. Dark skies, lighting, and high visibility crossings can improve the perceptions of safety and reduce accidents for vulnerable populations, allowing them to travel independently.

FOR COMMUNITY MEMBERS

INCREASED JOBS
Investing in Complete Streets designs can bring new business and generate new jobs. A Complete Street corridor in Gainesville, Florida, has enhanced safety and mobility, leading to a 24% increase in jobs in the corridor, compared to a citywide increase of 7%. Similarly, a new bus rapid transit (BRT) corridor with a Complete Streets design in Cleveland, Ohio, brings an increase in jobs of 14% from 2005 to 2013, compared to a citywide decrease of 4%.

SAVINGS TRANSPORTATION COSTS
It’s cheaper to walk, bike, or take transit than it is to drive. If there are alternative travel options to get around, New Orleans saves about $5 billion annually in transportation costs by walking, bicycling, and taking transit.

INCREASED RESIDENTIAL PROPERTY VALUES
According to a survey from the National Association of Realtors, over 50% of people look for a home with a walkable neighborhood to walk comfortably and safely. Investing in a new BRT Complete Street corridor in Cleveland home is more than 15% of its current home value in the market of the city. When West Palm Beach, Florida, implemented a walking measure to a residential neighborhood, it saw only a 3 years for the average home price to rise from $185,000 to $227,000.

FOR BUSINESSES

ATTRACT NEW BUSINESS AND INCREASE PRODUCTION
Street redesign, including adding sidewalks, bike lanes and traffic calming, can reduce commercial vacancies by 70%. Complete streets approach with traffic calming in Lancaster, California, encouraged 30 new businesses and private investment that exceeded $16 million. After sidewalk, curbside, and transit stop improvements in downtown Denver, Colorado, over 100 new housing units were built and the number of retail, office, and restaurants doubled.

INCREASED PROPERTY VALUES
Industrial and other property values along a new complete streets corridor in Cleveland rose 10% and 12% respectively during a period in which the citywide rate was only 1%.

Source: https://www.fhwa.dot.gov/planning/health_in_transportation/outreach
Making the Connection: Interagency Partnerships

What can you do to support your local economy?

Reach out to local public health, public works, housing, economic development, and other public agencies to learn about plans or programs that may need input on your transportation goals and objectives. Develop relationships with people in those agencies. When you're starting a new project, they may be more interested in getting involved. Think about private and nonprofit sector agencies that may also have overlapping interests. Whenever you coordinate efforts, save resources, and align projects, you are doing a service for your agency and community.

Community partnerships consist of integrated systems of land use, transportation, and the built environment. How one system is managed impacts all other systems—increasing the need to work together to make positive change. As a result, health and transportation concerns can be found in different public agencies with similar or supportive goals. By working together, agencies can meet these goals faster and with fewer resources. Decision makers are more inclined to support new initiatives that show a larger benefit to the community.

What are the benefits of Interagency Cooperation?

For Community Members

We'll need safe and convenient ways to get around—especially people who don't drive (marginal people, elderly, and others). Other conditions could be addressed by transportation, too: public health, education, and economic agencies.

Incorporate [City] transportation to improve mobility and access options for residents, especially those with disabilities. Public transportation systems can provide school, work, or other services without the long waits and delays that private vehicles experience. Older patients can travel together in the same vehicles to get to appointments, and access other destinations. The [City] worked with local councils to integrate cross-sector efforts and apply them to projects to rapidly expand public transportation services to the state. The [City].

For Local Governments

When multiple agencies are working to improve the quality of life within their community, they're more likely to face additional challenges. In such cases, interagency cooperation is key. By working together, local governments can provide better transportation services to their residents. This can help reduce costs by sharing resources and avoiding duplication of efforts.

Beneath Business Investment

Coordinating land use, transportation, and other infrastructure investments can create more attractive communities for new businesses. Small businesses are more likely to choose locations that offer easy access to neighborhoods with robust infrastructure services. Therefore, transportation initiatives depend on strong interagency coordination between land use and transportation agencies.

Beneath Businesses

For many businesses, transportation services are crucial to their success. For example, businesses need access to transportation networks to be able to move goods and services effectively. By coordinating transportation services, businesses can reduce costs and improve efficiency. This can help attract new businesses to the area.

Improving connections with the business community

Interagency cooperation programs are a great way to provide the business community and encourage investment. Land use and transportation agencies are good partners in identifying areas to improve transportation infrastructure. They can help to align efforts to provide more attractive communities for businesses to locate in.

Projects can be designed for many purposes—often due to lack of public support or lack of funding. Including transportation is one way to ensure projects are sustainable and work more effectively. Every agency can leverage existing assets to provide support to others.

Source: https://www.fhwa.dot.gov/planning/health_in_transportation/outreach/
Links

Framework

https://www.fhwa.dot.gov/planning/health_in_transportation/planning_framework/

Case Studies

https://www.fhwa.dot.gov/planning/health_in_transportation/planning_framework/framework_test_cases/index.cfm

Outreach Brochures

https://www.fhwa.dot.gov/planning/health_in_transportation/outreach/

Health in Transportation

https://www.fhwa.dot.gov/planning/health_in_transportation/

PlanWorks

https://fhwaapps.fhwa.dot.gov/planworks/Application/Show/22
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