

Integrating Health into Transportation Planning

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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

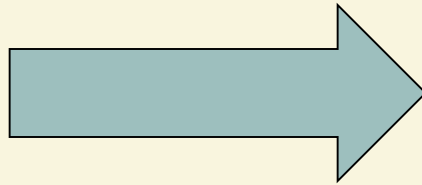
Transportation and Public Health: The New 3 E's

Old

Engineer

Education

Enforcement



New

Equity

Ethics

Empathy

Source: Jennifer Toole

<https://tooledesign.com/thenewes/>

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

Define
Transportation
Problems and
Public Health
Issues



Identify
Transportation
and Health Needs,
Resources, and
Priorities



Develop Goals
and Objectives
that Promote
Health in the
Community



Establish
Evaluation Criteria
that Include
Public Health



Develop and
Evaluate
Alternatives
and their
Health Impacts

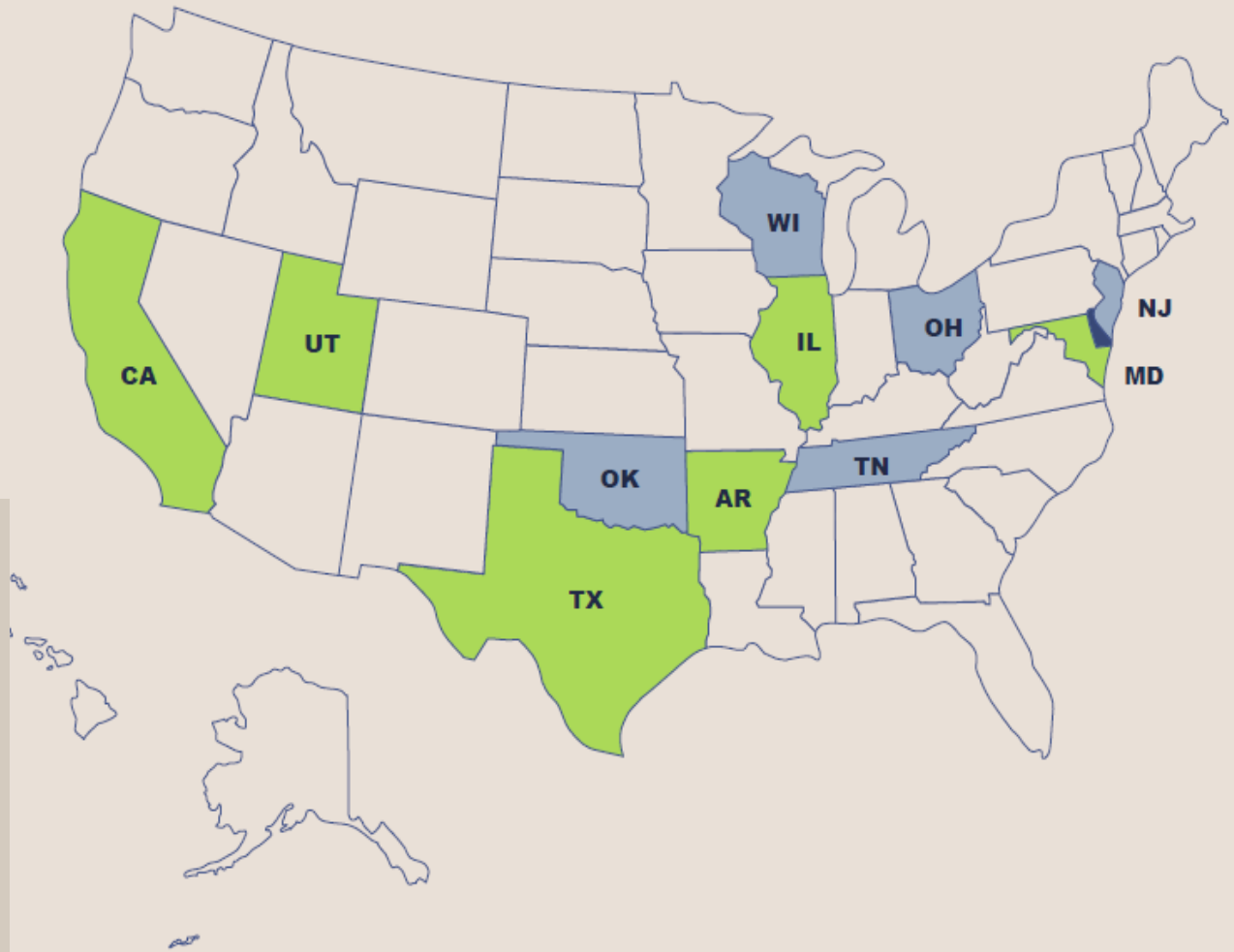


Identify
Alternatives that
Support Health in
the Community



- 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

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



Classen Avenue, OKC



South Arlington Corridor, Akron, OH



SR 109, Nashville, TN



College Avenue, Appleton, WI



Haddon Ave., Camden, NJ

2020 Test Corridors



Rodgers Ave, Fort. Smith, AR



US 101 San Luis Obispo, CA



I-10 Corridor, Houston, TX



Main Street, Bloomington-Normal, IL



SR 224, Summit County, UT



Central Ave Trail, Prince George's County, MD

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

BY THE NUMBERS

40 SPONSORED
public transit systems



Montana DOT worked with local councils on aging to rapidly expand public transit service in the state between 2008 and 2015. Jointly sponsored public transit systems grew from 9 to 40.

14,000



more jobs

When the Hiawatha light rail line in Minneapolis, Minnesota opened, transit accessible jobs increased by 14,000.

191%

INCREASE



in property values

Land use and transportation agencies in Evanston, IL coordinated policies to increase property values, allowing the city to lower its tax rate.

\$700

MILLION



in savings

A study from the Transit Cooperative Research Program found that coordinating transportation and health services can save millions nationwide.

Access is an essential service common to all communities. Residents need access to healthy food, healthcare, social connections, and jobs or education. Businesses need a productive workforce and consistent customer base. Workers need reliable access to jobs at an affordable commuting cost. Communities that integrate transportation and business interests tend to be economically robust – which translates into a continuously increasing tax base. When all transportation modes are safe and convenient, residents need government services less. Everyone can access a greater number and variety of jobs and support a thriving local economy.

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

ECONOMIC BENEFITS IN TRANSPORTATION

MAKING CONNECTIONS

What can you do to support your local economy?

Informed transportation decisions ensure safe and reliable transportation access for the entire community. Individual transportation agency staff contribute to decisions that promote job access, improve exercise, and sustain a healthy lifestyle. In other words, decisions that positively impact health and the local economy.

The Federal Highway Administration has gathered noteworthy facts and real-world examples into a series of short brochures to help transportation practitioners improve access options, while promoting health and supporting the local economy. Look for individual brochures on - Active Transportation, Complete Streets, Rural and Small Town Transportation, Interagency Cooperation, and Public Transit.



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/

What Are the Economic Benefits of Transportation?

FOR COMMUNITY MEMBERS

Increased residential property values and neighborhood stability

Homes located near transit-rich or walkable areas are in demand! Generally speaking, homes near rail or bus rapid transit have 8% higher property values than similar properties without transit access. And, according to a survey from the National Association of Realtors, over 80% of people look for a home with sidewalks and places to walk. Several studies have also shown increased property values of homes located near trails.

Improves wellbeing of residents

Being in good health can be good for your wallet! Exercise, including walking and bicycling, improves a person's overall health, and can reduce illness and related medical expenses. One study found that people living near a trail were more likely to exercise than those living farther away.

Connects people to jobs

Land use and transportation planning decisions can improve mobility, by providing safe and convenient travel options. Access to school, work, affordable housing, or critical services can make a major difference in people's lives. For example, public transit can produce up to 23 times more jobs in areas with high unemployment, compared to areas with low unemployment.

FOR LOCAL GOVERNMENTS

Increased tax revenues

Communities thrive when increased tax revenues provide opportunities for local governments to invest. Sidewalks, bike lanes, and trails can revitalize a neighborhood, attracting new businesses and investments, and increased retail sales. With increased sales and property taxes, local governments will receive more in tax revenue without raising rates.

Decreased demand for government services

Public transit can be a lifeline to finding and holding a job. Targeted public transit systems have shown \$1.60 and \$1.70 in user and societal benefits for every \$1 invested in the transit service. Improved or expanded service can attract higher ridership rates, which can reduce overall operating costs.

Attracts Business Investment

Coordinating land use planning and transit services can create attractive neighborhoods for new businesses. Small businesses are more likely to choose locations in mixed use neighborhoods with robust transit services. Resilient transit oriented neighborhoods depend on careful coordination between land use and transportation agencies.

FOR BUSINESSES

Increased sales and decreased vacancies

Active streets with foot traffic are attractive to businesses and safe, multimodal street designs encourage people to get out of their cars. Many towns have seen new businesses set up after adding sidewalks, bike lanes, transit, or traffic calming measures. In fact, multimodal redesigns can reduce commercial vacancies by 50-70%.

Expanded labor pool

Public transit connects more people to jobs, providing options for job seekers and hiring companies alike. A study of three innovation districts found that removing public transit investment from their plans would reduce their labor pool by over 2.4 million collectively, due to increased travel times.

Supports tourism and related spending

Bicycling is now a growing industry in many small towns and rural areas. Trails and other bicycle facilities can draw visitors and create opportunities for supportive services and retail.



Source

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

Source: U.S. Census Bureau, HUD (2007); Cuddy (2011); Boomer, (2017); LCC (2018); Transportation (2018); 1. Mile Transportation Role in the Knowledge Economy (2017) and HDR Group (2019); Center for Transportation Studies (2019); Economic Benefits of Coordinating Human Services Transportation and Transit Services, Brookings, J. Hoffman, L. Moring (2018); APTA (2017); Saunders-Burns, Ogden (2018); FHWA (2018); FHWA (2018); Photo: Shutterstock.

Making the Connection: Complete Streets

BY THE NUMBERS

70% REDUCTION
in commercial vacancies



Vacant locations offer opportunities for new development after corridor redesign. Multimodal redesigns can 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 29% between 2003 and 2013. In Gainesville, Florida corridor redesign increased jobs by 21%, compared to a citywide increase of 17%.

5% INCREASE
in project cost



In 2012 the City of Charlotte Department of Transportation (NC) reported that bike lanes and sidewalks increased the cost of a project on the order of 3–5%.

Streets designed and operated to enable safe use for walking, bicycling, driving, and transit offer 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 designs to support people of all ages and abilities.

COMPLETE STREETS

— MAKING CONNECTIONS —

What can you do to support your local economy?

Think about places in your community where sidewalks, bike lanes, and other improvements can make a difference. Partner with organizations such as schools, churches, senior centers, and neighborhood associations that can help gather input from residents on their needs. Where would people like to walk but feel unsafe? Are there barriers between neighborhoods or corridors that could use a boost in retail activity? Consider neighborhoods or organizations that may need support for improvements. Can you organize a pedestrian/biking road safety audit? What technical assistance can you offer? Sometimes the first step may be to include complete street elements in larger reconstruction projects.

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



What are the economic benefits of supporting complete streets designs?

FOR LOCAL GOVERNMENTS

Lower cost

Biking and walking can save you money related to health care costs and sick leave. One study of the economic benefits in Michigan found that the state saved \$256 million on avoided health care costs and \$187 million from reduced absenteeism. Another study in Lincoln, Nebraska, found that every \$1 invested in trails resulted in \$2.70 in medical benefits.



Decreased demand for government services

Pedestrian and bicycle connections to accessible transit can reduce the need for paratransit or other government services. These multimodal connections bring transit service to a larger community and increase its cost effectiveness. Curb cuts, lighting, and high visibility crosswalks can improve the perception of safety and remove barriers for vulnerable populations, allowing them to travel independently.



FOR COMMUNITY MEMBERS

Increased jobs

Investing in Complete Streets designs can bring in new businesses and grow existing ones, generating new jobs. A Complete Street redesign in Gainesville, Florida that enhanced safety and mobility led to a 21% increase in jobs in the corridor, compared to a citywide increase of 17%. Similarly, a new bus rapid transit (BRT) corridor with a Complete Streets design in Cleveland, Ohio, led to an increase in jobs of 29% from 2003 to 2013, compared to a citywide decrease of 4%.

Saves transportation costs

It's cheaper to walk, bike, or take transit than it is to drive if there are attractive alternative options to get around. New Yorkers save about \$20 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 80% of people look for a home with sidewalks and places to walk comfortably and safely. Homes along a new BRT, Complete Streets corridor in Cleveland have a price premium of 30% over home values in the rest of the city. When West Palm Beach, Florida implemented traffic calming measures in a residential neighborhood, it took only three years for the average home sale price to rise from \$85,000 to \$108,000.

FOR BUSINESSES

Attracts new business and decreases vacancies

Street redesigns, including adding sidewalks, bike lanes and traffic calming, can reduce commercial vacancies by 50–70%. A complete streets approach with traffic calming in Lancaster, California encouraged 40 new businesses and private investment that exceeded \$100 million. After sidewalk, crosswalk, and transit stop improvements in downtown Decatur, Georgia over 700 new housing units were built and the number of retail shops and restaurants doubled.

Increases property values

Industrial and office property values along a new complete streets corridor in Cleveland saw 20% and 11% increases respectively during a period in which the prices citywide rose only 7%.



Sources in this brief include: Strategies for Accelerating Multimodal Project Delivery FHWA (2018); The Economic Benefits of Complete Streets, Safe Routes to School National Partnership (2013); The New Road Entry Market Location, New Public Transportation, APFA (2013); Active Transportation Alliance, Complete Streets Make Economic Sense, NTC (2017); The Visibility Premium in Commercial Real Estate Investments, Journal of Real Estate Economics (2017); Photos: Shutterstock.



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

Making the Connection: Interagency Partnerships

BY THE NUMBERS

191% INCREASE
in property values

In Evanston, IL, land use and transportation agencies coordinated land use and transportation policies to increase property values, allowing the city to lower its tax rate.

NEARLY 40 
rural public transit systems

The Montana DOT worked with local councils on aging to coordinate efforts and apply jointly for grants to rapidly expand rural public transit service in the state between 2008 and 2015.

\$700 MILLION
in savings

A study from the Transit Cooperative Research Program found that coordinating transportation services among agencies can save millions nationwide.

74% 
of people value short commutes

Based on a national community preference survey conducted by the National Association of Realtors, short commutes are popular. Coordinating land use and transportation services can reduce commutes and increase transportation options.

Communities consist of intertwined 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.

INTERAGENCY PARTNERSHIPS

MAKING CONNECTIONS

What can you do to support your local economy?

Reach out to land use, public health, public works, housing, economic development, and other public agencies to learn about plans or programs that may overlap with 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.

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



What are the benefits of Interagency Cooperation?

FOR COMMUNITY MEMBERS

We all need safe and convenient ways to get around – especially people who don't drive. Getting people to work, school, and other destinations should be a priority for transportation, land use, public health, education, and economic agencies.

Increases mobility and access options

Partnerships between land use and transportation can improve mobility and access options for residents, especially those who don't drive. Safe and convenient options to get to school, work, or critical services can make a major difference in people's lives. Older adults can age in place longer if they have opportunities to walk or take transit to visit friends, make doctor's appointments, and access other destinations. The Montana DOT worked with local councils on aging to coordinate efforts and apply jointly for grants to rapidly expand public transit service in the state between 2008 and 2015.

Source: This list includes David Holt's presentation on "Water for Innovation: A Quantitative Study of the People's Access to Innovation" in the United States, Transportation Research Board (2015); "Women in the Land of Opportunity: The Geography of Homeownership Mobility in the United States" National Bureau of Economic Research (2014); "Reconnecting Social-Tribe America by Bus: New Federal Transit Rules Spur Investment" AARP Center for Economic Research & Consulting; "Transit Service Transportation and Transit Services (2010); Photos: Shutterstock.



FOR LOCAL GOVERNMENTS

When multiple agencies are working to improve the quality of life within their community, why not coordinate efforts? No single agency is responsible or able to make holistic changes to a community's design alone—they need to work together to make sure all aspects of a healthy community are being considered, from safety, to transit access, to equity concerns.

Reduces costs of government programs

Agencies can pool resources and coordinate activities to meet joint goals. One study found that partnerships between transit agencies and health and human services agencies can save \$700 million across the United States through trip coordination and streamlining paratransit services. Including private businesses on project steering committees can encourage partnerships and sometimes financial support from the private sector.

Expedites project delivery

Projects can be delayed for many reasons – often due to lack of public support or a lack of funding. Bringing all important parties to the table early can move projects from conception to reality more quickly. Each agency can also provide support and outreach to prioritize and fund projects.

Attracts Business Investment

Coordinating land use planning and transit services can create attractive communities for new businesses. Small businesses are more likely to choose locations in mixed use neighborhoods with robust transit service. Resilient transit oriented neighborhoods depend on careful coordination between land use and transportation agencies.

FOR BUSINESSES

For many businesses, new transit service or other infrastructure project alone is not enough to entice new investment. Coordinated land use and transportation policies must also be in place.

Improves connections with the business community

Interagency programs are a great way to involve the business community and encourage investment. Land use and transportation agencies can put forward strong initiatives around transit oriented development or other planning efforts designed to improve public health opportunities and attract new businesses. Campbell Soup Company, as an "anchor institution" in Camden, NJ, is encouraging other businesses to support the city's "Road to Health" initiative.

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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