Bringing Public Health to the Transportation Policy Table

PBIC Health + Transportation Webinar Series, Part 5

Roy Gothie  Pennsylvania Department of Transportation
Megan Wier  City of Oakland Department of Transportation
Wendy Landman  WalkBoston
Caron Whitaker  League of American Bicyclists
Renee Autumn Ray  Conduent Transportation
Housekeeping

⇒ Submit your questions
⇒ Webinar archive: [www.pedbikeinfo.org/webinars](http://www.pedbikeinfo.org/webinars)
⇒ Certificates and professional development hours
⇒ Follow-up email later today
⇒ Review previous episodes and sign up for upcoming sessions
Health and Transportation

Oct. 13: Confronting Power and Privilege for Equity
Oct. 15: Agency Structures for Collaboration
Oct. 22: Integrating Health Data
Oct. 27: Planning and Prioritizing Projects
Oct. 28: Bringing Health to Transportation Policy

#PBICWebinar
Transportation and health intersect in many ways
Series Motivation

- How are health and equity defined within the transportation community?
- How can transportation practices impact health?
- In what ways are transportation agencies considering health in current practices?
- What partnerships, research, and other resources are needed to improve practice?
Pathways to Health

- Improving access to opportunities and services
- Providing opportunities for physical activity
- Mitigating human exposure to environmental risks (air and noise pollution)
- Preventing injuries and improving safety
- Supporting resiliency to disaster and extreme weather events
- Promoting community connectedness and vitality
Roy Gothie
Pennsylvania Department of Transportation
Megan Wier
City of Oakland
Department of Transportation
Pennsylvania’s Active Transportation Plan

- Roy Gothie
- Statewide Bicycle and Pedestrian Coordinator
- rgothie@pa.gov

Active Transportation Plan - http://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20787.pdf
Oakland’s Slow Streets Corridors and Essential Places

Slow Streets Corridors are soft street closures to repurpose local streets for more space for physically-distant walking, biking, and other physical activity and alleviate crowding on sidewalks. The Department of Transportation implemented the Slow Streets program to create space for physical activity for physical and mental health benefits for residents during the pandemic.

Slow Streets Essential Places are temporary traffic safety improvements at pedestrian crossings to enable safer access for residents to the essential services including grocery stores, food distribution sites in public facilities, and COVID-19 test sites that overlay with the City’s High Injury Network and the highest-priority neighborhoods according to equity indicators such as race and income. The Slow Streets: Essential Places program was implemented after hearing feedback from East Oakland community leaders to meet the needs of more communities.

https://www.oaklandca.gov/projects/oakland-slow-streets
OakDOT’s Geographic Equity Toolbox

**Priority Factors:**
- People of Color
- Low Income
- Severely Rent Burdened Households
- Population with a Disability
- Low Educational Attainment
- Seniors 65 +
- Single Parent Households

**Other Layers:**
- Urban Displacement Project
- CalEnviroScreen
- Low English Proficiency

[Link to Map Series](http://oakgis.maps.arcgis.com/apps/MapSeries/index.html?appid=fd47784582294d7b87cfb3ee1b047ea8)
Health in All Policies (HiAP)

HiAP is a collaborative approach to improving the health of all people by incorporating health considerations into decision-making across sectors and policy areas.*

Health Impact Assessment (HIA)?

HIA is defined as a combination of **procedures, methods and tools** that systematically **assesses** the potential, and sometimes unintended, **effects of a policy, plan, program or project on the health of a population** and the distribution of those effects within a population. HIAs make **recommendations** with the aim of **maximizing positive health effects** and minimizing negative health effects.

What is the Value of HIA?

https://hiasociety.org/
Data/Tools/Evidence

Stakeholders

Policy Target

POLITICAL WILL

Data: critical but not sufficient
Core Principles of Vision Zero align with Public Health

- Saving Lives
- Prevention
- Equity
- Speed
- Safe Streets
- Safe People and Safe Vehicles
Transformative Policies are required to reach Vision Zero Goals

- SLOWING VEHICLE SPEEDS
- REDUCING VEHICLE MILES TRAVELLED

Urban Speed Limit Setting
Automated Enforcement
Pricing and Reducing Vehicle Miles Travelled
Local Regulation Of Transportation Network Companies
Complementary Goals for Safe, Healthy, Equitable Cities
The Inequities in our Transportation System Must Be Addressed to Achieve Health: Transportation Goals

Vision Zero High Injury Network:
13% of Streets, 75% of Severe and Fatal Injuries to all Modes

50% of the High Injury Network is in Communities of Concern – which include 31% of City Streets
- Low income communities
- Communities of color
- Seniors
- People with disabilities
- People reliant on walking, public transit
Thank You

Megan Wier, MPH
Safe Streets Division Manager
City of Oakland
Department of Transportation
mwier@oaklandca.gov
WalkBoston – Making Massachusetts more walkable

WalkBoston makes walking safer and easier in Massachusetts to encourage better health, a cleaner environment and more vibrant communities.
Work with Communities Across Massachusetts
Putting Health & Transportation together in MA

Healthy Transportation Compact - Created under the 2009 Transportation Reform Law; co-chaired by the Secretary of Health and Human Services and the Secretary of Transportation (MassDOT), the Compact includes the Commissioner of Public Health, MassDOT Highway Administrator, MassDOT Transit Administrator, Secretary of Energy and Environmental Affairs, and the Secretary of Housing and Economic Development.

MA Bicycle and Pedestrian Advisory Board - legislative mandate, advocates and state agencies, managed by MassDOT

Mass in Motion - healthy eating and active living, under MA DPH

MA Healthy Aging Collaborative - Executive Office of Elder Affairs, elder services, advocacy and foundation participants

MassDOT Complete Streets - “...encourages an active transportation lifestyle and is supported by the United States Centers for Disease Control and the Massachusetts Department of Public Health”

MassDOT Shared Streets and Spaces Program - COVID-19 quick launch/quick-build grant program to implement improvements to sidewalks, curbs, streets, on-street parking spaces and off-street parking lots in support of public health, safe mobility, and renewed commerce in their communities.
WalkBoston's Greatest Hits for Age-Friendly Walking

Practical steps municipalities can take to help older adults age in community

**Infrastructure**

- Make street crossings safer with longer WALK times, raised crossings, bump outs, signals, and many other options
- Provide large type/well-lit street signs and wayfinding
- Identify and mark publicly accessible toilets
- Improve night lighting
  
- Make bus and transit stops fully accessible
- Provide lots of benches
- Plant lots of shade trees
- Make sure that parks are age-friendly (e.g. benches, shade, smooth walking paths)
What is still needed to put Health & Transportation together in MA

Taking the big steps necessary to reduce GHG emissions from transportation, the largest contributor to GHG in Massachusetts - COVID-19 has further revealed how significant the health impacts of GHG and particulates are on public health and how substantially we need to change our transportation investments to reduce emissions.

Investing in transit to ensure transportation is provided for essential workers - The more we learn about how critical transit is to serve the needs of essential workers and low-income people, the clearer the connection is between transportation and population health.

Ensuring that communities are walkable year-round - In addition to investing in sidewalks and safe crosswalks, we need to add shade in summer, snow clearance in winter, fully accessible networks, and long-term continuous maintenance of this critical component of a healthy transportation system.
TRANSPORTATION ALTERNATIVES COALITION

**What:** Coalition of mostly health organizations (some equity, enviro, etc.)

**Leads:** American Heart Association, League of American Bicyclists, Safe Routes Partnership

**Support:**
- Increase funding and improve policy for the Transportation Alternatives Program
- Active transportation issues in federal transportation reauthorization

**Activities:** Lobby days, action alerts, group letters,

**Lessons learned:** Meet them where they are
- Be strategic in how you deploy them
- Learn and use their language
- Make it as simple as possible
ACTIVE PEOPLE, HEALTHY NATION COALITION

What: Coalition of organizations promoting physical activity

Leads: YMCA, others?

Support:
- Increased funding for CDC program’s to state Depts of Health, High Obesity Counties, communities of color/ low income communities to promote access to physical activity and nutrition
- Activity-friendly routes to everyday destinations

Activities: Lobby days, action alerts, group letters,

Lessons learned:
- Health community is like transportation, multiple facets.
- No clear lead on physical activity, need help from our community.

data.bikeleague.org
State Physical Activity and Nutrition (SPAN) grants-
- State Department of Health

High Obesity Program
- To work in counties that have more than 40% adults with obesity

Racial and Ethnic Approaches to Community Health (REACH)
- To reduce health disparities among racial and ethnic populations with the highest burden of chronic disease

Map by Trust for America’s Health
Discussion

⇒ Send us your questions

⇒ Follow up with us:
  ⇒ Roy Gothie  rgothic@pa.gov
  ⇒ Megan Wier  mwier@oaklandca.gov
  ⇒ Wendy Landman  wlandman@walkboston.org
  ⇒ Caron Whitaker  caron@bikeleague.org
  ⇒ Renee Autumn Ray  reeneautumnray@gmail.com
  ⇒ General Inquiries  pbic@pedbikeinfo.org

⇒ Archive at  www.pedbikeinfo.org/webinars
Health and Transportation

Oct. 13: Confronting Power and Privilege for Equity
Oct. 15: Agency Structures for Collaboration
Oct. 22: Integrating Health Data
Oct. 27: Planning and Prioritizing Projects
Oct. 28: Bringing Health to Transportation Policy

#PBICWebinar
Take Action

⇒ **State DOTs and AASHTO members**: advance transportation health and equity research and evaluation through your state research program or AASHTO committee

⇒ **Planners, engineers, and others**: Join the ITE or TRB committees on Health and Transportation

  • [https://www.ite.org/technical-resources/topics/transportation-and-health/](https://www.ite.org/technical-resources/topics/transportation-and-health/)
  • [https://sites.google.com/site/trbhealthandtransport/](https://sites.google.com/site/trbhealthandtransport/)