



Health Equity Issues Related to Transportation

Public Health In 'Built Environment' Decisionmaking

California Conference of Local Health
Officers
May 13, 2010

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Natural Resources Services Division
Redwood Community Action Agency



HumPAL

Humboldt Partnership for Active Living

Mission: to improve individual, family and community health and well-being through the seamless integration of routine physical activity into daily life -- active living.

*A project of the Natural Resources Services Division of
Redwood Community Action Agency*

www.humpal.org



Photo:
Caltrans



Photo: Dan Nabors



Transportation Security

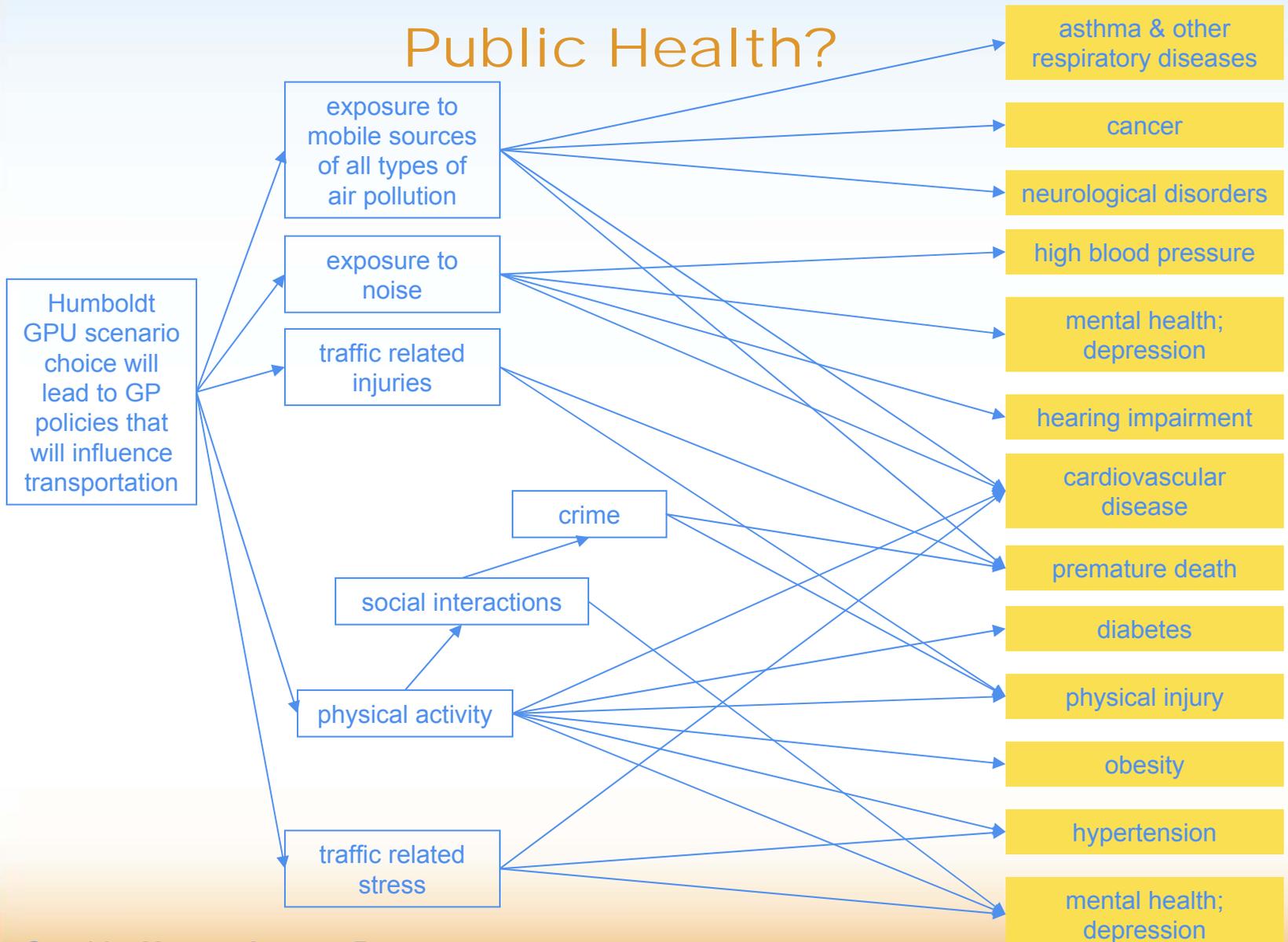
Equal access to goods, services, employment, education, and recreation, regardless of means or ability

How Does Transportation Relate To Public Health?

- **Safety**
 - Reducing collisions, encouraging walking, cycling
- **Wellness**
 - Healthy, stress-free environments that encourage active lifestyles
- **Social well-being**
 - Friendly, inviting, people-oriented spaces
- **Economics**
 - Healthy environs are attractive to businesses, workers

How Does Transportation Relate To

Public Health?



Graphic: Human Impact Partners



Multi-disciplinary approach



Tools for Addressing Transportation Security

The PATH Guide

Planning ideas, tools and examples to achieve transportation access and equity in rural California.

Planning for Active Transportation and Health

an effort of the
Healthy Rural Roads Project

May, 2006

Prepared by

Natural Resources Services

A Division of Redwood Community Action Agency

Eureka, California - <http://www.naturalresourceservices.org/path.html>

With assistance from

Nelson/Nygaard Consulting Associates

TransForm (formerly Transportation & Land Use Coalition)

Alta Planning + Design

Victoria Transport Policy Institute

Planwest Partners

Advocacy Planning Award, 2007



CA Chapter of the
American Planning Association



Tools for Addressing Transportation Security

GIS: Data by Census Block Group to estimate 'transport disadvantage'

- **Carless Households: 9%**
– (High of 38%)

- **Low Income: 20% (91%)**

- **Youth: 20% (39%)**

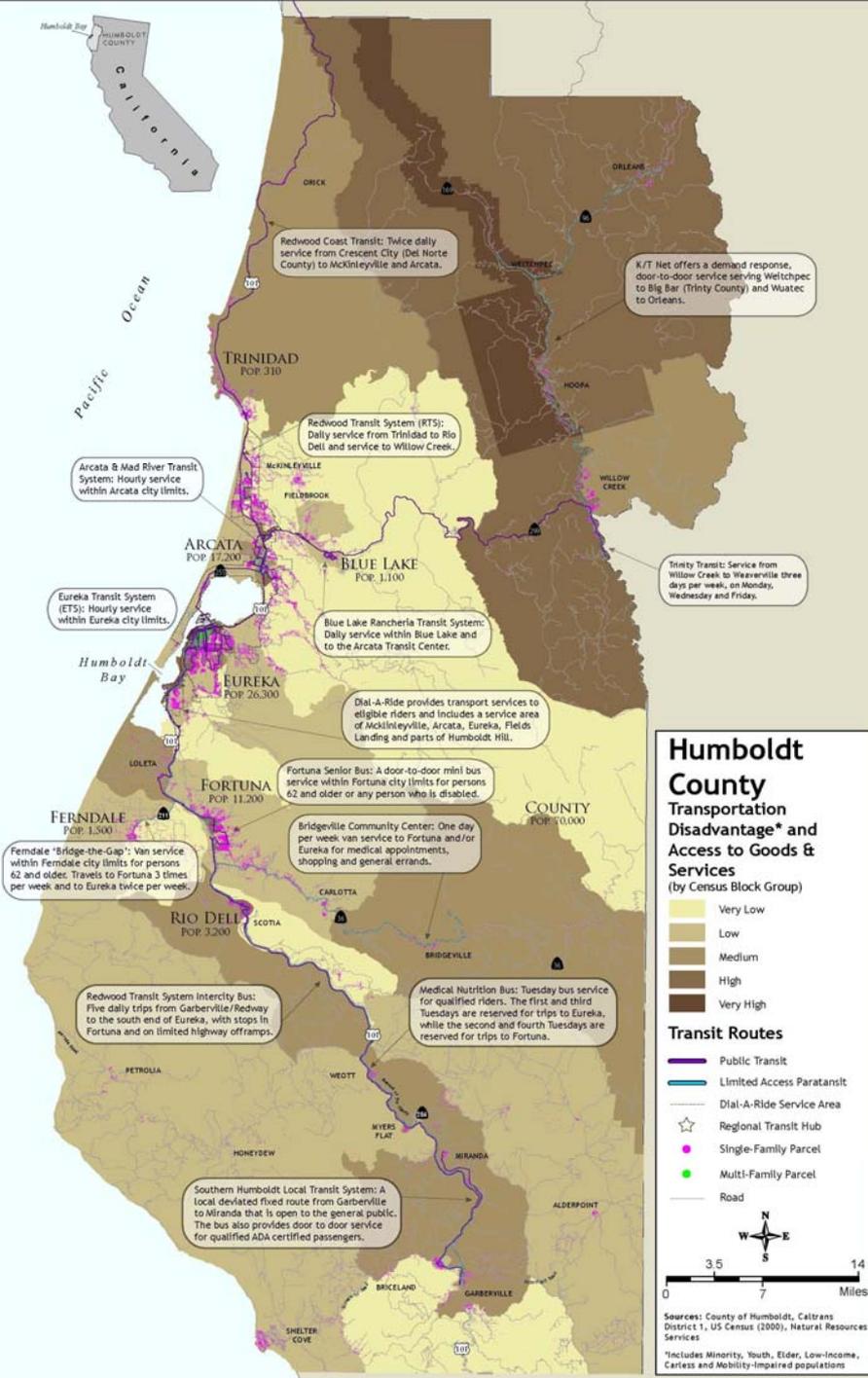
- **Seniors: 13% (34%)**

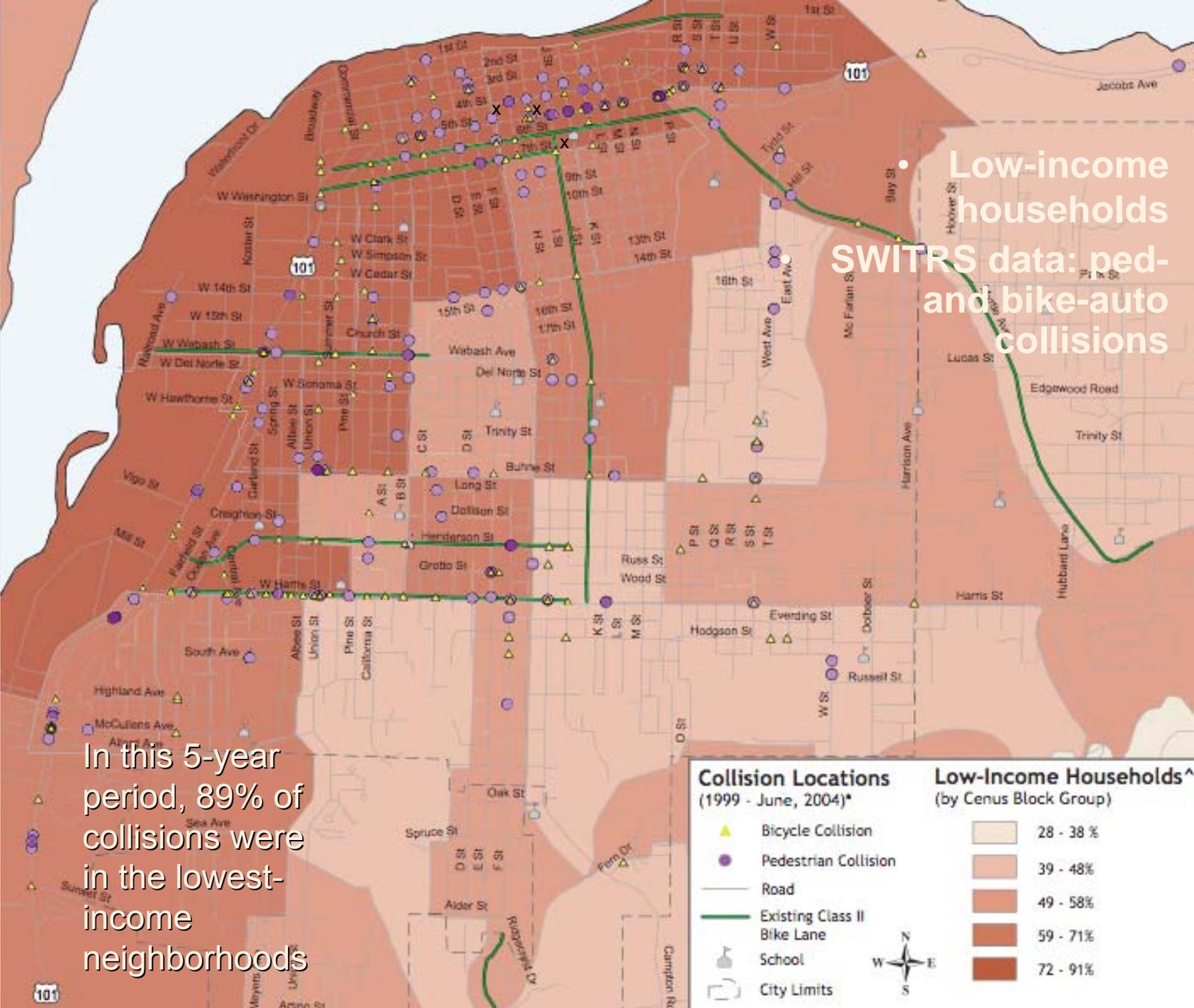
- **Minorities: 18% (90%)**

- **Physical or Mental Disability: 19% (41%)**

- **Unmapped...**

- **Geographic Isolation: 20%**



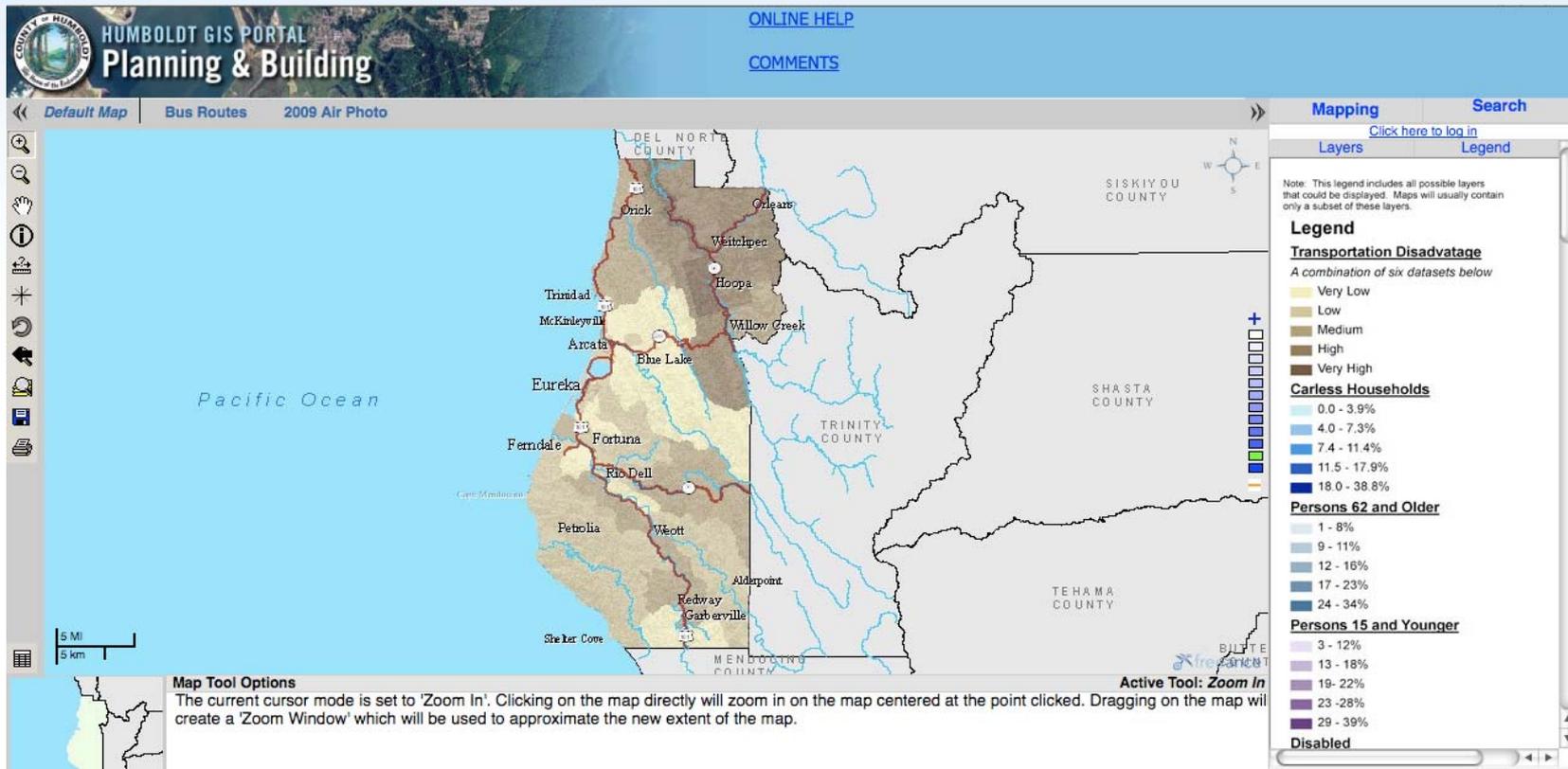


Low-income households
 SWITRS data: ped- and bike-auto collisions

In this 5-year period, 89% of collisions were in the lowest-income neighborhoods

Collision Locations (1999 - June, 2004)*		Low-Income Households [^] (by Census Block Group)	
	Bicycle Collision		28 - 38 %
	Pedestrian Collision		39 - 48%
	Road		49 - 58%
	Existing Class II Bike Lane		59 - 71%
	School		72 - 91%
	City Limits		

Tools for Addressing Transportation Security



- **Humboldt County Online GIS**

- <http://gis.co.humboldt.ca.us>
- 'Rural Transportation & Access Partnership' (RTAP) link
- Census data, transit, destinations, more

Tools for Addressing Transportation Security

The screenshot displays a GIS application interface. The main map area shows a geographic region with several labeled locations: Eureka, Fairhaven, Myrtle town, Buckspport, Bayview, Rosewood, Pine Hill, Cutten, Spruce Point, Elk River, and Ridgewood Heights. The map features a network of colored lines (red, orange, yellow, green, purple) with triangular markers, representing different transportation routes or service areas. A legend on the right side of the map shows various colored squares corresponding to different data layers. At the bottom of the map, it says "Active Tool: Pan / Recenter".

Mapping **Search**

[Click here to log in](#)

Map Themes

Transportation Disadvantaged Populations
(from 2000 U.S. Census)

- Transportation Disadvantage
A combination of six datasets below
- Carless Households
- Persons 62 and Older
- Persons 15 and Younger
- Disabled
- Minority Populations
- Low Income Households

Economic Development

- Parcels
- Single Family Parcels
- Multi Family Parcels
- County Zoning
- County General Plan Land Use
- Business and Service Locations**

- Food Pantries
- Health Services
- Social Human Services
- Hospitals
- Schools
- Major Employers

Tools for Addressing Transportation Security



More in the PATH Guide...

- **Public participation**
 - More fun, more thorough, more effective

Tools for Addressing Transportation Security

More in the PATH Guide...

- **Project identification & prioritization**
 - New rubric for determining which projects get built

Table BP3. Humboldt County Non-Motorized Planned Projects

PLANNED PROJECTS	
Project Description	
Eureka	
H Street/ Campton Road Harris Street to City limit Class II Planned for 2008. City has applied for grant funding to upgrade bike lane markings to thermoplastic. If money exists we will include H Street with this project.	46,425
Arcata	
Arcata Pedestrian and Bicycle Master Plan 2009 Update and CIP *	25,000
11th Street Q Street Janes Road Class II In Progress Š Complete 04/08	22,727
Alliance Rd. Spear Avenue 14th Street Class II In Progress Š Complete 08/08	89,489
Samoa Blvd. K Street Buttermilk Ln. Class II. NKŠNH Streets with Samoa Blvd. Improvements (2009) Union Š Buttermilk Ln - 2010 STIP	85,938
10th Street Q Street L Street Class III Fund 2008 for Bike Blvd.	50,000
11th Street Corridor Class II / III Janes Road to Bayview Street	22,500
Sunset Avenue Class II / III Western Avenue to H Street	4,750
F Street Class II / III 7 th Street to 11 th Street	7,650
Citywide Bicycle Parking Bike Racks & Bike Lockers	42.50
Bike Routes Class II / III city wide	217,500
Bike Boulevards w/ calming Class III city wide	73,250
Hammond Trail (on RR ROW) Class I west Arcata city limit to Annie & Mary Rail Trail	770,000
Annie & Mary Rail Trail Arcata Reach Class I north Arcata city limits to Marsh / South G Street	700,000
Arcata-Eureka 101 Corridor Bike Path Class I / II H Street to South Arcata City Limit	687,000

Tools for Addressing Transportation Security

More in the PATH Guide...

- **Delivery assurance**
 - Don't lose the best parts of a project behind the scenes
- **Interdisciplinary planning considerations**
 - Does a project meet needs other than transport?



- **Others that you use?**

Willow Creek, SR 299:
Before & After
Caltrans photos

Assets You Bring

- **Public health knows what transportation and land use disciplines need to learn:**
 - Equity, security
 - Thinking upstream
 - Behavior change
 - Partnership
 - Emergent process thinking
 - Adaptive management



What Does Public Health *Need* to Focus on Transportation Security?

- Dedicated staff, programs at state and local levels
- Training
- Mechanisms to integrate with local, regional and state transportation and land use planning processes
- Funding
- What else do you need?

Local Opportunities

- Interest in diversifying funding sources
- More awareness of other objectives (AB 32, SB 375)
- SR2S, Walkability Assessments, CX3 studies, HIAs
- Environmental Justice, Community-Based Transportation Planning grants
- CDC interested in helping bridge common disconnects between planning and engineering



Regional Opportunities

- Blueprint plans, performance measures
- Strategic Growth Council funding programs
 - Urban Greening: planning and projects funds
 - Sustainable Communities: regional planning activities with multiple partners, PHBs
- Regional Transportation, Bike Plans



State Opportunities

- Seek funding to help local programs: ARRA, prevention monies in health reform
- Caltrans' Complete Streets Deputy Directive 64R2
- California Transportation Commission: capacity-building, support
- Support for HIAs on policy documents, projects?
- Statewide 'Street Smarts' program?



National Opportunities

- Office of Sustainable Housing & Communities
 - ‘Livability’ is a key focus, interagency partnership
- Prevention funding in Health Care Reform
- Transportation bill reauthorization
 - T4America partnership (done!)
 - Active Community Transport Act (Blumenauer & Rails-To-Trails Conservancy)

Active Transportation is the missing piece in our transportation system.



“Active Transportation for America” quantifies for the first time the profound benefits our nation would see with increased walking and bicycling. Never before has the case been made so clearly that relatively modest federal investment in bicycling and walking can save Americans tens of billions of dollars each year.

The report pulls success stories from communities across the country that are actively engaged in improving their active transportation networks. These stories come from community case statements that are part of their participation in Rails-to-Trails Conservancy’s 2010 Campaign for Active Transportation.

For more about the report, including access to case-making graphs, summaries and opportunities to take action, visit the report Web site: www.railstotrails.org/ATEA

For more information, contact: Thomas Gotschi (thomas@railstotrails.org)

Summary of the Benefits from Bicycling and Walking Quantified in this Report

- This report provides quantitative assessments and an overall estimation of the monetary value of the benefits of current and future bicycling and walking in the United States.
- The main premise of the analysis is that short trips of three miles or less, which currently make for about half of all trips taken in the United States, cars, to some extent, be shifted from driving to bicycling and walking.

Benefits from bicycling and walking are quantified in the areas:

- transportation
- oil dependence
- climate change
- public health

Benefits are quantified for:

- the Status Quo (9.6 percent mode share)
- a Modest Scenario (13 percent mode share)
- a Substantial Scenario (25 percent mode share)

The Status Quo is exclusively based on direct benefits from short bicycling and walking trips, while the future Modest and Substantial scenarios also include secondary benefits from increasing the bicycling and walking mode share relative to the Status Quo.

Factor of Interest	Status Quo	Modest Scenario	Substantial Scenario
Avoided driving (billion miles per year)	23	69	199
Fuel savings (billion gallons per year)	1.4	3.8	10.3
CO ₂ emission reductions (million tons per year)	12	33	91
Physical activity leverage (daily minutes per person)	3	5	9
Monetary value of the above benefits (\$ billion per year)	4.1	10.4	65.9



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www.railstotrails.org



Other Ideas

- **Creating opportunities for PH staff to work with planning, engineering, COG, MPO staff**
 - Co-host webinars, brown-bag discussion/training events
 - Caltrans: SR2S, EJ, CBTP proposal review teams
 - Alliances to address ped/bike collision challenges
 - Get on committees, become a resource
 - Help them develop, put tools into practice



Other Ideas

- **Planning/engineering conferences: health themes**
 - CA APA ‘sustainability’ conference, Carlsbad, Nov. 1-4
 - Work with APA: establish a 2011 conference health track
 - Society of Civil Engineers conferences
 - Present/attend LGC’s annual Smart Growth conference

9th Annual New Partners for Smart Growth

[HOME](#) | [CONTACT](#) | [2011 CONFERENCE](#)

Building Safe, Healthy and Livable Communities

February 4-6, 2010
Seattle, Washington

Presented by the
 Local
Government
Commission



Photo Courtesy of Seattle's Convention and Visitors Bureau

Let's Work On It!

- **Webinar for PH Officers & Departments**
 - Later this year, funded by TCE
 - Possibilities abound: partnerships with NGOs
 - Based on a survey you completed
 - Contacts: reaching out to find out who in your departments we should engage in this effort... focus on Health Ed?

Photo:
Jeannette Quinn





Vision for a different path





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