ACTIVE TRANSPORTATION ACADEMY

Health and Equity in Transportation

Webinar
5/17/18

OHIO LTAP | Local Technical Assistance Program
Introductions

Michael Blau
AICP, LCI
Agenda

• Introductions
• Academy Updates
• Learning Outcomes
• Public Health 101: Introducing Health Disparities
• Active Transportation 101: Active Living = Healthy Communities
• Applying the Knowledge: Tools and Resources
• Implementation: Building Relationships
Changes at the Academy

- Adult School Crossing Guard Online Training
- Webinar series
- New courses
Course Offerings

Safe Routes to School Courses
- Walking School Bus Training
- Crossing Guard Training
- Girls in Gear Training
- Safe Routes to School Lesson Plans
- School Travel Plan Development
- Non-Infrastructure Implementation
- Incorporating SRTS into Wellness
- Safety in Active Transportation

New Courses
- Community Traffic Calming Programs
- Conducting Walk and Bike Audits
- Health and Equity in Transportation

Upcoming Courses
- Creating a Vision Zero Action Plan
- Complete Streets Implementation
- Advocating for Active Transportation

Application:
bit.ly/Active-Transportation-Academy-Application
Health and Equity in Transportation

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THE FOLLOWING PREVIEW HAS BEEN APPROVED TO ACCOMPANY THIS FEATURE
BY THE OHIO DEPARTMENT OF TRANSPORTATION

THE FILM ADVERTISED HAS BEEN RATED

ACTIVE TRANSPORTATION

MAY CONTAIN:
Pedestrian Language,
Bicycle Situations

This Program Is Free And Pretty Awesome

bit.ly/active-transportation-academy

http://www.dot.state.oh.us/pages/home.aspx
Health and Equity in Transportation

Learning Outcomes:

1. Understand the causes, significance, and implications of health inequities and disparities.
2. Identify the intersection between public health and active transportation.
3. Be familiar with health and transportation policy analysis tools.
4. Possess practical knowledge of how to establish working relationships between public health and transportation professionals and underserved communities.
5. Incorporate public health and equity considerations into transportation planning policies.
Part I: Public Health 101

Introducing Health Disparities
Differences in the incidence and prevalence of health conditions and health status between groups.
Health Disparities

Differences in the incidence and prevalence of health conditions and health status between groups.

- Race
- Ethnicity
- Sex
- Neighborhood
- Income
- Education
- Sexual orientation
- Gender identity
Vinton County Example

“Vinton County, Long A Food Desert, Welcomes First Grocery Store In Years”
Reflection Questions

• What are some health disparities that may have resulted from the lack of a grocery store?
• What are their causes?
Disparities
High rates of chronic disease, such as diabetes and obesity, in rural areas

Causes
• Food deserts
• Geography
• Poverty
Disparities
High rates of chronic disease, such as diabetes and obesity, in rural areas

Causes
• Food deserts
• Geography
• Poverty

Figure 1.2. Age-adjusted chronic disease death rate per 100,000 by county, Ohio, 2012
Disparities
High rates of chronic disease, such as diabetes and obesity, in rural areas

Causes
• Food deserts
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• Poverty
Disparities

High rates of chronic disease, such as diabetes and obesity, in rural areas

Causes

• Food deserts
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• Poverty
Health Equity

“Attainment of the highest level of health for all people. Achieving health equity requires valuing everyone equally with focused and ongoing societal efforts to address avoidable inequalities, historical and contemporary injustices, and the elimination of health and health care disparities.” – Healthy People 2020
## Determinants of Public Health

<table>
<thead>
<tr>
<th>Social</th>
<th>Physical</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Economic Stability</td>
<td>• Geography</td>
</tr>
<tr>
<td>• Education</td>
<td>• Natural environment</td>
</tr>
<tr>
<td>• Social and Community Context</td>
<td>• Built environment</td>
</tr>
<tr>
<td>• Health and Health Care</td>
<td>• Worksites, schools, and recreational settings</td>
</tr>
<tr>
<td>• Neighborhood</td>
<td>• Housing and community design</td>
</tr>
<tr>
<td>• Miscellaneous</td>
<td>• Exposure to toxic substances and other physical hazards</td>
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</table>
<pre><code>                                                             | • Physical barriers                                    |
                                                             | • Aesthetic elements                                   |
</code></pre>
Determinants of Public Health

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• Economic Stability
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Physical
• Geography
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• Housing and community design
• Exposure to toxic substances and other physical hazards
• Physical barriers
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Both: Transportation
Health and Equity in Transportation

Poll

• What are some examples of social and physical determinants of public health in your community?
Health and Equity in Transportation

Poll
• What are some examples of social and physical determinants of public health in your community?

Reflection Question
• What are their causes?
Transportation and Public Health
A General Theory of Walkability

• Useful
• Safe
• Comfortable
• Interesting
Auto-oriented transportation networks and policies create barriers to walking and bicycling, encouraging the public to rely on motorized travel.
(un)Walkability: A Public Health Crisis

- Impacts on physical health
- Impacts on mental health
- Impacts on environmental health
(un)Walkability: A Public Health Crisis

• Impacts on physical health
• Impacts on mental health
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(un)Walkability: A Public Health Crisis

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(un)Walkability: A Public Health Crisis

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Common source epidemic
Health and Equity in Transportation

Poll

• What is your primary mode of transportation?
Health and Equity in Transportation

Poll

• What is your primary mode of transportation?

Reflection Questions

• What elements of your built environment encourage you to choose this mode?

• How does it affect your health?
Health and Other Inequities in Transportation

- Age
- Gender
- Race
- Income
Health and Other Inequities in Transportation

Age

Gender

Race

Income

AT THE INTERSECTION of Active Transportation and Equity

Joining Forces to Make Communities Healthier and Fairer

ACTIVE TRANSPORTATION ACADEMY
• Only 1.2 percent of seniors use public transportation on a daily basis.

• ¾ of outdoor falls occur on sidewalks, curbs, and streets and 47 percent occur while walking.

• 10 to 20 year-olds comprised the most common age range for bicycle fatalities (2012 to 2016).
By Gender

- Only 26 percent of bicyclists identify as female.
- 65 to 87 percent of all women have experienced street harassment.
- 90 percent of women reported harassment on the street in rural areas, 88 percent in suburban areas, and 87 percent in urban areas.
By Race

• People of color are more likely to be killed while walking and bicycling than White people.

• African Americans make up 33 percent of public transit riders, riding at a rate that is two and a half times more than their share of the population.

People Killed While Walking

- African American: 2x as likely
- Latino: 2x as likely
- White

Governing, August 2014

People Killed While Bicycling

- African American: 30% more likely
- Latino: 23% more likely
- White
By Race

- Bicycle and pedestrian laws are disproportionately enforced against people of color.
- Criminal activity, blight, police harassment and racial profiling, and other environmental factors that discourage active transportation are more prevalent in low-income and minority communities.
By Income

- Sidewalks, bike lanes, and traffic calming infrastructure are much more common in high-income areas than in low-income ones.

- Major arterial roadways and highways are also far more concentrated in low-income areas, creating more dangers for bicyclists and pedestrians.

<table>
<thead>
<tr>
<th>Communities with Requirements for Bike Lanes</th>
<th>Communities with Sidewalks</th>
</tr>
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<tbody>
<tr>
<td>high income</td>
<td>90%</td>
</tr>
<tr>
<td>low income</td>
<td>49%</td>
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- 14% of high-income communities require bike lanes.
- 5% of low-income communities require bike lanes.
By Income

• A high percentage of public transportation users are low- to moderate-income.

• 75 percent of high-income communities have street lights, compared to 51 percent of low income communities.

• Households in low-income areas typically own fewer vehicles, have longer commutes and have higher transportation costs.
By Income

- A high percentage of public transportation users are low-to moderate-income.
- 75 percent of high-income communities have street lights, compared to 51 percent of low-income communities.
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Transit Ridership by Income Level

- 42% under $25,000
- 25% $25,000 - $49,999
- 14% $50,000 - $74,999
- 19% $75,000+

Annual Income Spent on Transportation

- 42% Low-income Households
- 22% Middle-income Households
Health and Other Inequities in Transportation Summary

• Our transportation system suffers from severe and systemic inequities—both health and otherwise.

• Low-income people and people of color are more likely to be walking and bicycling in dangerous conditions.

• Transportation is a public health issue and public health is a transportation issue.
Part II: Active Transportation 101:

Active Living = Healthy Communities
## Active Transportation Benefits

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Active Transportation Policies and Programs: The 5 E’s

1. Engineering
2. Education
3. Encouragement
4. Enforcement
5. Evaluation and Planning
Engineering

- Creating safe and convenient places to walk and ride.
Education

- Giving people of all ages and abilities the skills and confidence to walk and ride.
Enforcement

- Partnering with local law enforcement to ensure traffic laws are enforced and initiating community enforcement such as crossing guard programs.

- Law enforcement officers must apply traffic laws consistently and equitably to ensure safe roads for all users.
Evaluation (and Planning)

• Developing and adhering to planning documents that ensure consistent long-range policy and programming efforts for active transportation.

• Monitoring and documenting outcomes and trends by collecting data, including before and after implementation.
Encouragement

• Creating a strong active transportation culture that welcomes and celebrates bicycling and walking.
Encouragement

• Creating a strong active transportation culture that welcomes and celebrates bicycling and walking.

• Walk and Bike to Work Day in Columbus: https://www.eventbrite.com/e/columbus-bike-to-work-day-2018-tickets-45249166475
Equity: The 6th E

• Disparities in education, infrastructure, and health create more dangerous travel environments for low-income and minority communities.
Using equity for project prioritization

- A project prioritization process uses measurable data to determine which projects are both feasible, given real-world constraints, and adhere to certain principles, such as connectivity, safety, and equity.

- Proposed projects are assigned to a phase based on a scoring system.
<table>
<thead>
<tr>
<th>Principle Supported</th>
<th>Criteria</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access</td>
<td>Within 1/4 mile of bicycle and pedestrian generator</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Within 1/4 mile of population center</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Within 100 feet of recorded bicycle/pedestrian crash site</td>
<td>3</td>
</tr>
<tr>
<td>Safety</td>
<td>Traffic volumes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Under 3,000 AADT</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>3,001-10,000 AADT</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>10,001-15,000 AADT</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Great than 15,000 AADT</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Not on road</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>25 mph</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>30-35 mph</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>40 mph or greater</td>
<td>0</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Within 500 feet of existing active transportation facility (includes sidewalks) or completes a critical link in the proposed network (i.e. no alternative route)</td>
<td>3</td>
</tr>
<tr>
<td>Synergy</td>
<td>Shares ROW with programmed ODOT and/or Lawrence County projects</td>
<td>4</td>
</tr>
<tr>
<td>Incremental Integrity</td>
<td>Functions as standalone facility until connected with larger network</td>
<td>3</td>
</tr>
<tr>
<td>Equity</td>
<td>Majority of the route travels through or adjacent to census blocks with:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Median household income less than $43,000</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>More than 20 zero vehicle households</td>
<td>2</td>
</tr>
<tr>
<td>Sustainable Growth</td>
<td>Supports planned development</td>
<td>2</td>
</tr>
<tr>
<td>Metric</td>
<td>Purpose</td>
<td>Criteria</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>----------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Support Existing Multi-Modal Facilities</td>
<td>Proximity to Existing Sidewalk or Bicycle Lane</td>
<td>New sidewalk would connect to existing walk or extend an existing walk</td>
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<td>New bike facility would connect to existing bicycle facility or extend existing bicycle facility</td>
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<tr>
<td>Transit</td>
<td>One or more routes located along roadway</td>
<td>One or more routes traversed the roadway</td>
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<tr>
<td>Compatibility with Multimodal Transportation</td>
<td>Posted Speed</td>
<td>25-30 mph</td>
</tr>
<tr>
<td></td>
<td>35 mph</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>40-45 mph</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Over 45 mph</td>
<td>N/A</td>
</tr>
<tr>
<td>Traffic Volumes</td>
<td>Under 3,000 ADT</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>3,000 ADT to 16,000 ADT</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Over 16,000 ADT</td>
<td>0</td>
</tr>
<tr>
<td>Equity</td>
<td>At least one of the following within 1/4 mile: low-income, minority, or elderly/disabled residents (over 65), homes in need of repair</td>
<td>&gt;50 households below $25,000 annual income</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt;40% minority population</td>
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<td></td>
<td>&gt;20% age 65 and over population</td>
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<td></td>
<td>&gt;30% vacancy rate</td>
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<td>Metric</td>
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Figure D.4: Existing Multimodal Facilities, Housing Vacancy, and Crash Sites

Figure E.4 shows existing multimodal facilities: transit routes and sidewalks. It also shows elements that deter bicycle, pedestrian, and transit trips: housing vacancy rate and pedestrian/bicyclist crash locations.

- Housing vacancy rate (by census block):
  - 0-10%
  - 11-20%
  - 21-30%
  - 31-40%
  - >41%

- Pedestrian/bicyclist fatalities:
  - Green: 0 (non-fatal crash)
  - Yellow: 1
  - Red: 2

- Transit Routes
- Sidewalks
- Project Area
- 1/4 mile buffer
- Major Roads
- Corporation Boundary
- Water

Example Projects:
1. W Third Street
2. Salem Avenue
3. Washington Street
4. Warren/Brown Streets
5. Valley Street
6. Springfield Street
7. Smithville Road
Figure D.5: Income by Census Block

Figure E.5 shows low-income households, an important factor when considering a project’s impact on equity.

Example Projects
1. W Third Street
2. Salem Avenue
3. Washington Street
4. Warren/Brown Streets
5. Valley Street
6. Springfield Street
7. Smithville Road

Data Source: US Census
Figure D.6 shows minority population, an important factor when considering a project’s impact on equity.

Example Projects:
1. W Third Street
2. Salem Avenue
3. Washington Street
4. Warren/Brown Streets
5. Valley Street
6. Springfield Street
7. Smithville Road

Data Source: US Census
Figure D.7: Age by Census Block

Population 65 Years and Over (by Census Block)
- 0-5%
- 6-10%
- 11-20%
- 21-40%
- >41%

Project Area
1/4 Mile Buffer
- Major Roads
- Corporation Boundary
- Water

Figure E.7 shows elderly populations, an important factor when considering a project’s impact on equity.

Example Projects
1. W Third Street
2. Salem Avenue
3. Washington Street
4. Warren/Brown Streets
5. Valley Street
6. Springfield Street
7. Smithville Road

Data Source: US Census
Case Studies and Best Practices

Columbus Public Health Healthy Places Program

• Created in 2006
• Mission: enhance healthy and active living through the policies and practices that impact how we build the places we live, work and play.

• Programs
  • Health Impact Assessments
  • Rezoning and development reviews
  • Walking and biking tours
  • Safe Routes to School
  • Community walk audits
Part III: Applying the Knowledge

Tools and Resources
Online Tools

1. AARP Livability Index:
   https://livabilityindex.aarp.org/

2. US DOT Transportation Health Tool
   https://www.transportation.gov/transportation-health-tool

3. Bicycling & Walking in the U.S. Benchmarking Project:
   http://bikingandwalkingbenchmarkingbenchmarks.org/

4. The Heller School for Social Policy and Management Diversity Data Kids tool
   http://www.diversitydatakids.org/

5. PolicyLink’s National Equity Atlas
   http://nationalequityatlas.org/
Health Impact Assessments

- HIAs assess the impact of a proposed policy, plan, program, or project on community health.
- HIAs use a variety of data sources and input from stakeholders.
- HIAs provide recommendations on how to monitor and manage health effects that could occur.
- HIAs can identify the unintended consequences of a proposed plan, project, or policy; they can also raise awareness of potential positive health impacts.
Part IV: Implementation

Building Relationships
<table>
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<th>Action Steps</th>
<th>Month</th>
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<tr>
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<td>Continuing Education</td>
<td>📚</td>
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<tr>
<td>Make Contact</td>
<td>🙋‍♂️</td>
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<td>Professional Development</td>
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<tr>
<td>Take Action</td>
<td>✔️</td>
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<tr>
<td>Sustain Your Efforts</td>
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<tr>
<td>Share Your Success</td>
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## Action Steps

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<tr>
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<tr>
<td>Share Your Success</td>
<td>![People]</td>
</tr>
</tbody>
</table>

**End result:** a sustainable, interdisciplinary, collaborative commitment to local health and equity issues in transportation.
Communication Strategies

**Between public health and transportation officials:**
- Meet them where they are/find common ground
- Talk in terms they understand.
- Become an expert they can rely upon.

**Between local government and underserved communities:**
- Be weary of tokening.
- Make sure your intent is clear and genuine.
- Forge partnerships, not power trips.
Final Thought

“We want more leaders who are doing this work to be thinking about these conversations. We want more spaces where the folks talking about equity aren’t just the women or the people of color.”

– Tamika Butler, former Executive Director of Los Angeles County Bicycle Coalition
Thank You!
Questions?

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(919) 923-2165
Image Sources

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Health3: [http://www.huffingtonpost.ca/2016/07/22/cycling-losing-weight_n_11137786.html](http://www.huffingtonpost.ca/2016/07/22/cycling-losing-weight_n_11137786.html)
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Slide 35: ODOT
Slide 36: Walk With A Doc
Slide 37: ODOT
Slide 39: BPS
Slide 40: [https://www.intercitytransit.com/how-to-ride/bikes-on-buses](https://www.intercitytransit.com/how-to-ride/bikes-on-buses)
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