Ranata Reeder

Outreach Director
Transportation for America
Transportation for America is the alliance of elected, business and civic leaders from communities across the country, united to ensure that states and the federal government invest in smart, locally-driven transportation solutions — because these are the investments that hold the key to our future economic prosperity.

T4A is committed to helping your community create the transportation investments necessary for a prosperous future.
Today’s Presenters

Rochelle Carpenter
Senior Policy Analyst, Nashville MPO & Manager of Health & Transportation Programs for Transportation for America

Ken Rose
MPA, Senior Advisor, Physical Activity & Health Division of Nutrition, Physical & Obesity, National Center for Disease Control & Prevention (CDC)

Susan L. Polan
PhD Associate Executive Director, Public Affairs & Advocacy, American Public Health Association

Peter Gies
AICP, Regional Transportation Planner, Broward Metropolitan Planning Organization

Matt Carpenter
Director of Transportation Services, Sacramento Area Council of Government

Tram Truong
GISP, Transportation Planner, Greensboro Department of Transportation, Greensboro Urban Area MPO
Rochelle Carpenter

Senior Policy Analyst, Nashville MPO & Manager of Health & Transportation Programs
Transportation for America
Current Challenges in Healthy Transportation Planning?

1) What challenges does your metropolitan planning organization have in funding bicycling and walking projects and/or helping your members build them?

2) What information would be most helpful to you in a forthcoming guidebook for MPOs on planning for, funding, and helping your members build bicycling and walking projects?

Please send answers to these questions to T4America staff using the chat box to the left of your screen.
Ken Rose

MPA, Senior Advisor
Physical Activity & Health Division of Nutrition, Physical & Obesity, National Center for Disease Control & Prevention (CDC)
Incorporating Active Transportation into MPO Planning: CDC priorities to promote physical activity policies, systems and environments

Ken Rose, MPA
Senior Advisor, CDC Physical Activity and Health Program
Division of Nutrition, Physical Activity, and Obesity
National Center for Chronic Disease Prevention and Health Promotion
Centers for Disease Control and Prevention

Sept 2016
“National No Walk Campaign”

Land Use for Cars

Drive thrus for everything

Adapted from Howard Frumkin, PhD
Leading causes of death
- heart disease
- cancer
- chronic lower respiratory diseases
- stroke
- unintentional injuries (crashes)
- alzheimers disease; diabetes

Transportation Contributors
- air pollution (CVD; respiratory diseases; cancers)
- crashes (safety of active transport)
- lack of physical activity (chronic diseases)

http://www.cdc.gov/nchs/fastats/lcod.htm
Physical activity builds a healthy and strong America.

The problem:

1 in 2 adults live with a chronic disease. About half of this group have two or more.

Only half of adults get the physical activity they need to help reduce and prevent chronic diseases.

1 in 10 premature deaths could be prevented by getting enough physical activity. It could also prevent:

- 1 in 8 cases of breast cancer
- 1 in 8 cases of colorectal cancer
- 1 in 12 cases of diabetes
- 1 in 15 cases of heart disease

Physical activity is the closest thing we have to a wonder drug.

Dr. Tom Frieden, CDC Director

Active Transport/Healthy Community Design

- Evaluate and promote promising practices
- Safe and convenient opportunities for physical activity
- Increased resources to non-motorized transportation
- Incentives to reduce vehicle miles traveled
- Pedestrian and bicycle master plans
- Encourage “smart growth”, “complete streets” and “safe routes to schools”
- Safe, convenient, and affordable transportation options
- Policies to protect pedestrians and bicyclists from motor vehicle crashes
- Bicycling and walking accessibility to public transit
- Increase resources for public transit

www.cdc.gov/transportation
Goal 1. Make Walking a National Priority
Encourage people to promote walking and make their communities more walkable. Create a walking movement to make walking and walkability a national priority.

Goal 2. Design Communities that Make It Safe and Easy to Walk for People of All Ages and Abilities
- Design and maintain streets and sidewalks so that walking is safe and easy.
- Design communities that support safe and easy places for people to walk.

Goal 3. Promote Programs and Policies to Support Walking Where People Live, Learn, Work, and Play
Promote programs and policies that make it easy for students to walk before, during, and after school.
Promote worksite programs and policies that support walking and walkability.
Promote community programs and policies that make it safe and easy for residents to walk.

Goal 4. Provide Information to Encourage Walking and Improve Walkability
Educate people about the benefits of safe walking and places to walk.
Develop effective and consistent messages and engage the media to promote walking and walkability.
Educate relevant professionals on how to promote walking and walkability through their profession.

Goal 5. Fill Surveillance, Research, and Evaluation Gaps Related to Walking and Walkability
Improve the quality and consistency of surveillance data collected about walking and walkability.
Address research gaps to promote walking and walkability.
Evaluate community interventions to promote walking and walkability.
T4A Beginners Guide to integrate active transportation into community planning

- Case Studies
- Toolkit targeting MPOs and Public Health Departments
- Final Product Spring/Summer 2017
The findings and conclusions in this report are those of the authors and do not necessarily represent the official position of the Centers for Disease Control and Prevention or the Agency for Toxic Substances and Disease Registry

Ken Rose, MPA (krose@cdc.gov)
Susan L. Polan

PhD Associate Executive Director
Public Affairs & Advocacy
American Public Health Association
Why does Public Health care about Transportation policy?

Susan Polan, PhD
AED, Public Affairs and Advocacy
Background
Who is APHA?

APHA champions the health of all people and all communities. We are the only organization that influences federal policy, has a 140-plus year perspective and brings together members from all fields of public health.

Our Mission

Improve the health of the public and achieve equity in health status

Our Vision

Create the healthiest nation in one generation
How our concerns differ?

Transportation?
- Accountability: Limited budget
- Efficiency: How to plan for existing cars on the road
- Flexibility: Offering options
- Safety and security: All modes of transportation

Health?
- Obesity/Chronic disease
- Safety
- Traffic injuries and fatalities ~ $200 billion
- Air Quality
- Access and Equity
- Exacerbating poverty and health inequities
- Communities without safe places to live, walk, play, congregate
Making the connection
Opportunity knocks

Working with community partners, planners and transportation engineers can help support development of safe, accessible, efficient and healthy communities for everyone.

We did some research to better understand the relationship between the two communities and here are the high points:

- According to transportation professionals public health advocates were unrealistic and extraneous.
- Key drivers of transportation policy: cars and money.
Digging deeper

What Impacts Transportation Planning?
• Everybody wants to keep cars moving, sometimes to the detriment of people.

What Issues Override Public Health?
• Everything. Domination by cars is entrenched in planning. It's common for planners to say they'll 'improve the roadways,' when all they're doing is widening the road, which creates more barriers to other modes of transportation, forcing more people into cars, and creates a future need to widen the road.

How is Public Health Viewed?
• As interlopers. I think that public health has a valuable message but is being pretty heavy-handed in pushing their agenda and demanding things be done their way.
• Mostly benign and somewhat naive and uneducated about the way things are…
Principle 1: Meet Them Where They Are
Principle 2: Talk in Terms They Understand
Principle 3: Then Own Your Own Space
MPOs can say

- People love their cars but hate traffic. By offering options, we can improve the transportation experience for drivers, riders, cyclists and pedestrians.
- Cars need to keep moving, roads and sidewalks need to be in good shape, people need to get around.
- Less traffic means fewer headaches for drivers, fewer road and car repairs and, in the long term, more money for other important transportation projects. It means less day-to-day upkeep and more improvement projects.
- Automobiles are a huge driver of transportation policy – but we all know they’re a demanding and costly mode of transportation, hard on the road as well as the environment and expensive to maintain. Incorporating the needs of public transit, pedestrians and cyclists into planning eases the pressure on streets and highways.
Public Health can say

- Choices that reduce congestion and keep roads in good shape can keep people in good shape, too! Well-maintained sidewalks, biking and walking trails get more people outside and active.
- Smart transportation planning can get a big boost in public and official support by tapping into the growing call for strategies that reduce the obesity rate and increase opportunities to incorporate physical activity into our daily lives.
- More choices about getting around means better access for all, less traffic congestion, less air pollution and a healthier environment.
APHA Transportation and Health Tools

- Transportation and Health Toolkit

- Transportation and Health Tool
  - [https://www.transportation.gov/transportation-health-tool](https://www.transportation.gov/transportation-health-tool)

- Healthy community design initiatives
  - (ex. Plan4Health; Partner with America Walks, Safe Routes to School National Partnership, Partnership for Active Transportation Leadership Council, etc.).
ABOUT APHA

The American Public Health Association champions the health of all people and all communities. We strengthen the profession of public health, promote best practices and share the latest public health research and information. We are the only organization that influences federal policy, has a 140-plus year perspective and brings together members from all fields of public health. Learn more at www.apha.org.
Peter Gies

AICP, Regional Transportation Planner,
Broward Metropolitan Planning Organization
Bicycling and Walking Excellence by MPOs

Peter Gies, AICP
Broward MPO
PLANNING CONTEXT

- Developable Area: 470 s/m
- Conservation Area: 853 s/m
- Population: 1.8M
  - 14,700 unincorporated
- 31 Municipalities
THE FALLACY OF RELIEVING CONGESTION...
Adopted Transformation 2035 Long-Range Transportation Plan (Dec 2009)

Focus on moving people, not cars

Allocated large portion of funding to transit and bicycle/pedestrian projects (70%)

Foundation for our Complete Streets Initiative
HISTORY – GAINING MOMENTUM

• Joint award with the CDC/TOUCH Initiative to incorporate health into transportation (2011)
  • Working with non-traditional partners (health community)
  • Developed the Complete Streets Guidelines

• Partners formed our Complete Streets Advisory Committee (CSAC)
HISTORY - PARTNERING

- Broward MPO’s Technical Assistance
  - July 2012, Board Complete Streets Guidelines
  - Policy & Planning Framework Models in 2013
  - Multi-Modal Level of Service (MMLOS) tool in 2013

- To date, approximately 13 local partners have taken action to incorporate Complete Streets into their policy initiatives
COMPLETE STREETS – NOW WHAT?

• Established necessary support for Complete Streets
• 2035 LRTP Identified list of bicycle/pedestrian improvements, but no clear path for implementation
• Money exists

• FDOT as a partner and our construction wing
• Start with high priority projects (low-hanging fruit)
• Began programming projects in the 5-year Work Program
IMPLEMENTATION PROCESS

Internally provide FDOT prioritized list of projects

Projects are incorporated into the next Work Program

FDOT reviews and determines projects for feasibility

Meet with stakeholders (local agencies, roadway owners)

Develop and agree upon preferred solution/treatment

FDOT

Broward Metropolitan Planning Organization

BROWARD COMPLETE STREETS
The Result

- Broward MPO’s Mobility Program
  - $120 Million in Bicycle & Pedestrian improvements programmed for the next five years
    - 90 miles – bicycle
    - 34 miles – pedestrian
- First Phase (Construction FY 2015)
  - 48 projects
  - $15 million
AND A TIGER TOO...2016

- Broward Regional Complete Streets Initiative
- In partnership with 4 cities, Broward County, and the Florida Department of Transportation (FDOT)
- Connecting 5 existing gaps in the regional bicycle/pedestrian network
- $19.1M project, awarded $11.4M – remaining $7.7M in local match
- Builds upon MPO’s $120M Mobility Program investment
CHALLENGES

• Inter-agency Coordination (sometimes Intra-agency Coordination)
• Project Vetting and Public Outreach
• FDOT’s Institutional Memory
• Reality of incremental planning
• You don’t know what you don’t know
LESSONS LEARNED

• Political support is key
• Mutating Roles – The Dawn of the Plangineer
• Predatory Planning
• Work within the existing process, but don’t be afraid to forge a new path
THANK YOU & INFO:

Peter Gies, AICP

giesp@browardmpo.org
(954) 876-0048
Twitter: @PeterGies

Broward MPO:
@SpeakUpBroward/SpeakUpBroward (Twitter/Facebook)

To learn more about Broward’s Complete Streets efforts:
http://www.browardmpo.org/index.php/major-functions/complete-streets-initiative
Matt Carpenter

Director of Transportation Services
Sacramento Area Council of Government
PROMOTING HEALTH AND ECONOMIC PROSPERITY THROUGH DATA-DRIVEN DECISION-MAKING

Matt Carpenter, SACOG
mcarpenter@sacog.org
September 2016
22 Cities
6 Counties
2.4M People
MTP/SCS Principles & Associated Performance Outcomes

Smart Land Use
- Better Jobs/Housing Fit
- More Compact & Mixed Use Growth in Target Areas

Environmental Quality
- Protect Farmland
- Conserve Resource Lands

Financial Stewardship
- Increase % of Growth in Infill Areas
- Demonstrate Cost Effectiveness

Economic Vitality
- Support Goods Movement
- Catalyst for Growth

Access and Mobility
- Reduce VMT
- Increase non-auto travel
- Improve Safety

Equity and Choice
- Diversity of Housing Options
- Improve Options for the Transit Dependent
MTP/SCS: Performance-based Bicycle & Pedestrian Priorities

- Timing coordination between Fix-it-First maintenance & bicycle/pedestrian improvements
- Complete Streets to expand travel choices and improve roadway utilization
- First & Last Mile connections to transit
Performance Outcomes for Regional Funding

- Project supports a **regional reduction in VMT** per household/per capita?
- Project supports a **regional reduction in congested VMT** per household/per capita.
- Project supports an **increase in transit and/or active transportation**
- Project provides **long-term economic benefit** within the region, recognizing the importance of sustaining both the urban and rural economies.
- Project **improves goods movement** within the region, including first/last mile travel
- Project significantly **improves safety and security**
- Demonstrate **“state of good repair” benefits** that improve the efficiency of the existing transportation system
Does the Project support an increase in transit and/or active transportation?
Healthy Region Lessons Learned

- Collaborate Broadly and Communicate Often
- Select a Limited Number of Performance Measures
- Strive to Performance-Based but Acknowledge Technical Limitations
Tram Truong

GISP, Transportation Planner
Greensboro Department of Transportation,
Greensboro Urban Area MPO
Sidewalk/Bicycle Project Funding Sources

- Local Funding
  - Bond
- MPO Directed Funding
  - CMAQ
  - STP-DA
  - TAP-DA
- NCDOT Directed Funding
  - TAP
  - STP
  - SRTS
TAP OVERVIEW
SELECTION PROCESS REQUIREMENTS

Transportation Alternatives Program (TAP-DA)

Competitive Selection Process
FHWA reviews MPO process
Public Review
Transportation Alternatives Program (TAP-DA)

- Bicycle & Pedestrian Infrastructure
  - Safe Routes to School
    (Bike & Pedestrian Safety Education Program for K-8)
  - Environmental Mitigation
- Recreational Trails
- Historic Preservation
  (Related to Transportation Facility)
- Archaeological Activities
  (Related to Transportation Impact)
TAP SCORING METHODOLOGY

Four criteria:
1. Land Use Connectivity
2. Transportation System Connectivity
3. Safety & Mobility
4. Project Readiness & Viability
CONCEPTUAL MODEL

Land Use Connectivity

Transportation System Connectivity

Safety & Mobility

Project Readiness & Viability

GIS MODEL
GIS MODEL
91 Sidewalk Projects
10 Trail Projects
234 intersections
RESULTS

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<tr>
<th>Phillips Ave</th>
<th>Aycock Project</th>
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<th>Column 1</th>
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<th>Column 4</th>
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- Phillips Ave
- Aycock Project
### Bicycle and Pedestrian – SPOT 4.0 Criteria

<table>
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<tr>
<th>Criteria</th>
<th>Proposed Weight</th>
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<tr>
<td>Safety</td>
<td>15%</td>
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<tr>
<td>Demand</td>
<td>10%</td>
</tr>
<tr>
<td>Connectivity</td>
<td>10%</td>
</tr>
<tr>
<td>Cost Effectiveness</td>
<td>5%</td>
</tr>
<tr>
<td>Access</td>
<td>10%</td>
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59 Sidewalk Projects
93 Bike Projects
14 Sidewalk Projects
6 Bike Projects
This approach is consistent with the performance planning requirements of MAP-21 and good planning practice.

GIS models can be effective to help implement conceptual model to analyze large amount of projects automatically, systematically, and efficiently.

Criteria and their weights are the most important part of any conceptual model.

Validation is important.
Rochelle Carpenter

Senior Policy Analyst, Nashville MPO & Manager of Health & Transportation Programs
Transportation for America
Prioritizing Healthy, Equitable Transportation Projects

Rochelle Carpenter
T4America “Metropolitan Planning for Healthier, Safer, More Prosperous Regions” Webinar
September 22nd, 2016
Middle Tennessee: History of Expansive Development

- 15th highest pedestrian fatality rate (Smart Growth America report, Dangerous by Design 2014)
- 6th highest for sprawl (Smart Growth America report, Measuring Sprawl 2014)
Middle Tennessee Connected: Points for Health Equity and Active Transportation Potential

Projects Scored on Criteria – 100 points

- Quality Growth and Sustainable Development – 15pts
- Multi-Modal Options – 15pts
- Health & Environment – 10pts
- Safety & Security – 10pts
- Congestion Management – 10pts
- System Preservation & Enhancement – 15pts
- State & Local Support/Investment – 15pts
- Freight & Goods Movement – 10pts
Data Collection: Middle Tennessee Transportation and Health Study

Transportation, Physical Activity and Health Data Collection and Analysis
2040 Plan Prioritization: Health Priority Areas

Health Priority Areas
3 out of 4:
- Poverty
- Unemployment
- Carless Household
- Aging (over age 65)
Bicycle/Pedestrian Trip Potential: Green Hills
Columbia, TN: James Campbell Boulevard
Projects: Complete Streets

2040 Plan: 77% of roadway projects include sidewalks, bicycle lanes, or shared-use lanes (up from 2% in 2030 Plan and 70% in 2035 Plan)
## Impacts of Physical Activity via Transportation on Disease Rates

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<tr>
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<th>Δ Disease Burden</th>
<th>Δ Premature Deaths / Year</th>
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<tr>
<td><strong>Cardiovascular Diseases</strong></td>
<td>-3.1% ↓</td>
<td>85.6</td>
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<tr>
<td><strong>Diabetes</strong></td>
<td>-3.0% ↓</td>
<td>9.3</td>
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<tr>
<td><strong>Depression</strong></td>
<td>-1.1% ↓</td>
<td>0.0</td>
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<tr>
<td><strong>Dementia</strong></td>
<td>-1.3% ↓</td>
<td>11.6</td>
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<tr>
<td><strong>Breast Cancer</strong></td>
<td>-1.2% ↓</td>
<td>2.2</td>
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<tr>
<td><strong>Colon Cancer</strong></td>
<td>-1.1% ↓</td>
<td>2.0</td>
</tr>
<tr>
<td><strong>Road Traffic Crashes</strong></td>
<td>0.0% ↔</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>-1.0% ↓</td>
<td>112.3</td>
</tr>
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1) What challenges does your metropolitan planning organization have in funding bicycling and walking projects and/or helping your members build them?

2) What information would be most helpful to you in a forthcoming guidebook for MPOs on planning for, funding, and helping your members build bicycling and walking projects?

Please send answers to these questions to T4America staff using the chat box to the left of your screen. Also let us know what questions you have for our presenters.
REGISTER: t4america.org/capital-ideas

C A P I T A L  I D E A S II

The 2nd edition of the premier conference on state transportation funding and policy
November 16-17, 2016 // Sacramento, CA

Congress passed a five-year transportation bill in late 2015. Now states have an opportunity to lead the way on policy and funding for transportation. A range of experts will cover emerging innovations at the state level and what state legislators and advocates can do to increase transparency, get better returns on their investments and raise new money for transportation.

$250 for T4A members/$350 for non-members