Health and Transportation

Where are we? – What is going on?

Ed Christopher
FHWA Resource Center
Planning Team
708-283-3534
Ed.Christopher@dot.gov
edc@edthefed.com

http://www.indianampo.com/
Why Public Health & Transportation?

Why is USDOT, FHWA, FTA or NHTSA interested?

DOT is the steward of the transportation system

The transportation system can promote healthy lifestyles

Transportation systems have the potential to significantly impact the health of their users, both positively and negatively. As the steward of the Nation’s transportation system, USDOT plays a key role in mitigating the negative health impacts of transportation and maximizing the positive influences through programs that protect the environment, improve air quality, reduce the prevalence and severity of crashes, and provides options for mode choice. Moreover, FHWA and FTA, for example, oversee a transportation planning process that ensures safe, equitable, and efficient access to vital services for all users of the transportation system.
What do we mean--Health & Transportation?

TRANSPORTATION

• Air Pollution
• Motor Veh Crashes
• Urban Form
• Noise
• Water Quality
• Bike/Ped Injuries
• Climate Change
• Mental Health
• EJ
• Access to Stuff
• Social Capital

PUBLIC HEALTH

Health is a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity

Public Health is the science and art of preventing disease, prolonging life and promoting health through the organized efforts and informed choices of society, organizations, public and private, communities and individuals

http://www.who.int/en/
Social Capital (Quality of Life)

The individual and communal time and energy that is available for such things as community improvement, social networking, civic engagement, personal recreation, and other activities that create social bonds between individuals and groups. Circumstances that prevent or limit the availability of social capital for a community and its members can have a negative effect on the health and well-being of the members of that community. These negative effects on health and well-being can in turn have negative effects on the community as a whole.

http://www.cdc.gov/healthyplaces/terminology.htm#p
Health Origins at FHWA

Sept 2011 Health in Transportation: a Review of Current FHWA Practice (internal report done by Volpe)

Jan 2012 HinT Working group formed (12 FHWA Offices)

Dec 2012 HinT expanded to FTA, NHTSA and OST

Working Definition for HinT

The provision of safe and reliable mobility and access influences, and is influenced by, health. The objectives of the Working Group are to (1) identify and recognize aspects of existing FHWA programs that relate to health and (2) build awareness of these programs and their impacts with FHWA leadership, staff, and stakeholders.
This document provides information on FHWA programs, initiatives, tools, and resources that influence or are influenced by health. Although FHWA does not have a single, specific program that focuses solely on health, it is implicit in a broad range of existing programs.
A Website

- Working Group
- FAQs
- Resources
- Annotated Links

http://www.fhwa.dot.gov/planning/health_in_transportation
Current HinT Activities

• Coordination/Information Sharing, Internal MailList
• Annotated Bibliography
• Advanced and Detailed FAQs
  ❖ Planning for Healthy Communities White Papers (Metro and State)
  ❖ Framework for Incorporating Health in the Transportation Corridor Planning Process
  ❖ Meetings with CDC
Describes some Frameworks/typologies for MPO involvement

Presents 4 in depth case studies (Nashville, PSRC, SACOG, SANDAG)

Discusses the context (key players, Data and Tools, Regulatory/Programmatic Setting, and Funding Sources)

For me the Metro area report is a...

Intro to Transportation Planning and its Process with a focus on Health

<table>
<thead>
<tr>
<th></th>
<th>Who Develops?</th>
<th>Who Approves?</th>
<th>Time Horizon</th>
<th>Content</th>
<th>Update Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>UPWP</td>
<td>MPO</td>
<td>MPO</td>
<td>1 or 2 Years</td>
<td>Planning Studies and Tasks</td>
<td>Annually</td>
</tr>
<tr>
<td>MTP</td>
<td>MPO</td>
<td>MPO</td>
<td>20 Years</td>
<td>Future Goals, Strategies, and Projects</td>
<td>Every 5 Years 4 years for nonattainment and maintenance areas</td>
</tr>
<tr>
<td>TIP</td>
<td>MPO</td>
<td>MPO/Governor</td>
<td>4 Years</td>
<td>Transportation Investments</td>
<td>Every 4 Years</td>
</tr>
<tr>
<td>LRSTP</td>
<td>State DOT</td>
<td>State DOT</td>
<td>20 Years</td>
<td>Future Goals, Strategies, and Projects</td>
<td>Not Specified</td>
</tr>
<tr>
<td>STIP</td>
<td>State DOT</td>
<td>US DOT</td>
<td>4 Years</td>
<td>Transportation Investments</td>
<td>Every 4 Years</td>
</tr>
</tbody>
</table>

“Metropolitan area planning products and requirements can be vessels to formalize or communicate health considerations”

Key documents in metropolitan and statewide transportation planning processes. Source: FHWA/FTA TPCB Briefing Book
But it does bring Health in with specifics...

<table>
<thead>
<tr>
<th>MPO Name</th>
<th>Regional Vision and Goals</th>
<th>Development of Transportation Plan</th>
<th>Development of S/TIP</th>
<th>Monitor System Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nashville Area MPO</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PSRC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SACOG</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SANDAG</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Table 2 Incorporation of Health into the Transportation Planning Process by Case Study MPOs*

*Darker colors signify greater progression in activity*
Nashville Travel Survey Health Questions

Since the Report was done

• Daily time spent sitting on a typical weekday
• Daily time spent sitting on a specific weekday (last Wednesday)
• Overall level of physical activity
• Overall level of health
• Overall diet health
• Height and weight

California DOT (Caltrans)

Iowa DOT (IADOT)

Massachusetts DOT (MassDOT)

Minnesota DOT (MnDOT)

North Carolina DOT (NCDOT)

<table>
<thead>
<tr>
<th>Activity</th>
<th>Caltrans</th>
<th>Iowa DOT</th>
<th>MassDOT</th>
<th>MnDOT</th>
<th>NCDOT</th>
<th>Highlight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Health Initiative</td>
<td>X</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td>The governor’s public-private Healthiest State Initiative seeks to make Iowa the healthiest State in the country by 2016.</td>
</tr>
<tr>
<td>Legislative Requirements</td>
<td></td>
<td></td>
<td></td>
<td>x</td>
<td></td>
<td>The Massachusetts legislature established the Inter-agency Healthy Transportation Compact (HTC) and directed MassDOT to work with private, State, and Federal partners as part of the &quot;establishment of a healthy transportation policy.&quot;</td>
</tr>
<tr>
<td>Complementary State Goals (e.g., Sustainability, Serving Seniors, etc.)</td>
<td>X</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>Interest in and responsibility for health at Caltrans spans many priorities and initiatives such as active transportation, reduced air pollution, reduced greenhouse gas emissions, Complete Streets implementation, highway safety improvement planning, and SRTS.</td>
</tr>
<tr>
<td>DOT - State Health Agency Partnership</td>
<td>X</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>MnDOT regularly works with the MDH in coordinating activities, whether it is promoting walking and bicycling, providing input for MnDOT’s visioning effort, or identifying ways to expand technical assistance to MDH grantees that are responsible for transportation activities.</td>
</tr>
<tr>
<td>Formal, Broad Multi-Agency Health Partnership</td>
<td>X</td>
<td></td>
<td>x</td>
<td></td>
<td>x</td>
<td>Caltrans actively participates in the Health in All Policies Task Force, a group established in February 2010 under State Executive Order S-04-10, to coordinate State agency activities that promote health and sustainability goals in California.</td>
</tr>
<tr>
<td>Research and Partnerships with Academic Institutions</td>
<td>x</td>
<td></td>
<td></td>
<td>x</td>
<td>x</td>
<td>MnDOT partnered with the University of Minnesota on a study and survey to explore the relationship between quality of life and transportation in Minnesota. These results spurred agency discussions about how to address health in transportation activities.</td>
</tr>
<tr>
<td>SRTS - Health Coordination</td>
<td>X</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>An Iowa DOT grant in Northeast Iowa funded an SRTS liaison to coordinate between the rural planning organization, local municipalities, and a key local health partner on promoting rural youth health through physical activity.</td>
</tr>
<tr>
<td>Assistance to Local Partners Incorporating Health into Transportation Planning</td>
<td>X</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>NCDOT supports rural and metropolitan planning organizations seeking to include health as a planning goal through activities such as the 2012 workshop that outlined a strategy for considering health in rural/metropolitan planning documents.</td>
</tr>
</tbody>
</table>
Incorporating Public Health in the Transportation Corridor Planning Process ($400K)

2013 to Mid 2016
ICF is contractor
Incorporated into Plan Works (formerly TCAP)

https://www.fhwa.dot.gov/planning/health_in_transportation/research_efforts/
Where is the Framework Today?

Being Beta Tested (2014-2015)

- Akron Metro Regional Transit Authority (METRO)
- Central Oklahoma Transportation and Parking Authority (EMBARK)
- Delaware Valley Regional Planning Commission (DVRPC)
- East Central Wisconsin Regional Planning Commission (ECWRPC)
- Tennessee Department of Transportation (TDOT)
Framework for....

Akron, OH

Appleton, WI
ULI Healthy Corridors Project

- Develop and refine approaches for creating healthy corridors
- Identify approaches that work
- Leverage new understanding around effective approaches
- Disseminate lessons learned throughout the ULI networks

http://uli.org/research/centers-initiatives/building-healthy-places-initiative/healthy-corridors
ULI Healthy Corridor Locations

Los Angeles

Boise

Nashville

Denver
Meetings with CDC

Two Projects of note

Linking of transportation variables to NHIS
National Personal Household Travel Survey

Staffs working together

Bike group
How funding programs work

NHTS: Health Condition, Walking/Biking for exercise, Walking/Biking prohibitions, difficulty traveling outside, mobility aids, physically active
One other BIG thing

TRANSPORTATION & HEALTH TOOL
Loaded with Indicators

Goals

- Help transportation decision-makers understand public health
- Inform health-supportive transportation policies and project decisions
- Strengthen collaborations between Trans. and PH sectors

Uses

- Online pre-loaded with region and state data
- Assess how state/MPO is performing/where to improve
- Offer policy recommendations
- Evidence base for integrating PH and Trans.

CDC and USDOT Jointly Funded Project

Scheduled release, October 20, 2015
14 Indicators
- Alcohol-impaired Fatalities
- Commute Mode Shares
- Complete Streets Policies
- Housing and Transportation Affordability
- Land Use Mix
- Person Miles Traveled by Mode
- Physical Activity from Transportation
- Proximity to Major Roadways
- Public Transportation Trips per Capita
- Road Traffic Fatalities by Mode
- Road Traffic Fatalities Exposure Rate
- Seat Belt Use
- Use of Federal Funds for Bike and Ped Efforts
- Vehicle Miles Traveled per Capita
Transportation Health Tool

What is the Transportation and Health Tool?

The “Transportation and Health Tool” provides easy access to a set of transportation and public health indicators, reported at the state and metropolitan level. You can use the tool to quickly see how your state or metropolitan area compares with others in addressing key transportation and health issues. It also provides information and resources to help agencies better understand the links between transportation and health and to identify strategies for improvement.

Photo credit: www.pedbikeimages.org / Laura Sandt

Indicator Profiles

~ Description
~ Transportation and Health Connection
~ About the Data
~ Moving Forward
~ Related Strategies
~ References

Complete Streets Policies

Indicator Description

The Complete Streets Policies indicator provides information on whether or not a state or the metropolitan planning organization that serves the region or a given metro area has adopted a complete streets policy that requires or encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation. Data come from the National Complete Streets Coalition’s list of complete streets policies. A score of either 0 (no policy) or 100 (policy in place) is provided for this indicator.

Transportation and Health Connection

Roadways traditionally have been designed primarily for motor vehicles. A personal vehicle-centric design approach...
Transportation Health Tool

Strategies to Address Health

~ Description
~ Tie to indicators
~ Health Benefits
~ Resources-more Info
~ Evidence Base
~ Field Examples

- Built environment strategies to deter crime
- Child Passenger Safety laws, child safety seat distribution programs, education and enhanced enforcement
- Clean freight
- Complete Streets
- Distracted driving
- Encourage and promote safe bicycling and walking
- Expand bicycle and pedestrian infrastructure
- Expand public transportation
- Graduated driver licensing systems
- Health impact assessment (HIA)
- Health performance metrics
- High-occupancy vehicle lanes
- Impaired driving laws
- Improve roadway safety
- Improve vehicles and fuels
- Integrate health and transportation planning
- In-vehicle monitoring and feedback
- Multimodal access to public transportation
- Promote connectivity
- Ride sharing programs
- Rural public transportation systems
- Safe Routes to School programs
- Seat belt laws
- Strengthen helmet laws
- Traffic calming to slow vehicle speeds
Transportation Health Tool

**Scoring Methodology**

~ Raw Value
~ Score “0 to 100”
~ Percentile
~ Standardized “Z” Score
~ “Z” adjusted for outliers
~ Adjusted so a higher score is always better

**Tool Scoring Methodology**

A primary objective of the “Transportation and Health Tool” is to help users understand the connection between transportation and health. Many of the indicators used in the tool are technical. Users who are not transportation and health specialists might wonder if the indicator values for their state or urban area are “good” or “bad.” For some indicators, higher values are better. For other indicators, lower values are better. The range of results varies widely between indicators.

To make results easier to interpret, the website provides scores for states, metropolitan statistical areas, and urbanized areas on a scale of 0 to 100, where higher values are better. The score for a given state or area represents its percentile value. This is the percent of states or regions that score below it.
## Transportation Health Tool

### Indicators by Geography

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Geography</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commute Mode Share (Auto, Transit, Bike, Walk)</td>
<td>State X</td>
</tr>
<tr>
<td>Complete Streets</td>
<td>MSA X</td>
</tr>
<tr>
<td>DUI/DWI Fatalities</td>
<td>UZA X</td>
</tr>
<tr>
<td>Housing/Transportation Affordability</td>
<td></td>
</tr>
<tr>
<td>Land Use Mix</td>
<td></td>
</tr>
<tr>
<td>PMT (Auto, Walking)</td>
<td></td>
</tr>
<tr>
<td>Physical Activity from Transportation</td>
<td></td>
</tr>
<tr>
<td>Proximity to Major Roadways</td>
<td>State X</td>
</tr>
<tr>
<td>Road Traffic Fatalities (Auto, Bike, Ped)</td>
<td>MSA X</td>
</tr>
<tr>
<td>Seat Belt Use</td>
<td></td>
</tr>
<tr>
<td>Traffic Fatalities Exposure Rate (Auto, Bike, Ped)</td>
<td>State X</td>
</tr>
<tr>
<td>Transit Trips per Capita</td>
<td>MSA X</td>
</tr>
<tr>
<td>Use of Federal Funds for Bike/Ped</td>
<td>UZA X</td>
</tr>
<tr>
<td>VMT per Capita</td>
<td></td>
</tr>
</tbody>
</table>

Transportation Health Tool

Select a tab to view indicators at the State level, Metropolitan Statistical Area (MSA) level, or Urbanized Area (UZA) level.

Transportation Health Tool

A lower score and shorter bar indicates a lower health performer.

A higher score and longer bar indicates a better health performer.

For example, the bar below shows an 80th percentile score, meaning that this area performs better than 80% of others in terms of this indicator.

<table>
<thead>
<tr>
<th>Lowest performer</th>
<th>25% percentile</th>
<th>National average</th>
<th>75% percentile</th>
<th>Top performer</th>
</tr>
</thead>
</table>

Commute Mode Share – Auto
- Raw Value = 92.1%  
- Score = 20

Commute Mode Share – Transit
- Raw Value = 1.1%  
- Score = 31

Commute Mode Share – Bicycle
- Raw Value = 0.5%  
- Score = 50

Commute Mode Share – Walk
- Raw Value = 2.2%  
- Score = 27
Transportation Health Tool

For example, the bar below shows an 80\textsuperscript{th} percentile score, meaning that this area performs better than 80\% of others in terms of this indicator.

| Lowest performer | 25\% percentile | National average | 75\% percentile | Top performer |

- **Commute Mode Share – Auto**
  - Raw Value = 92.1\% 
  - Score = 20

- **Commute Mode Share – Transit**
  - Raw Value = 1.1\% 
  - Score = 31

- **Commute Mode Share – Walk**
  - Raw Value = 2.2\% 
  - Score = 27

This indicator measures the percentage of workers who commute by public transportation, including bus, rail, and ferry. Data comes from the 2012 American Community Survey one-year estimates, table B08301.

# Transportation Health Tool

<table>
<thead>
<tr>
<th>Category</th>
<th>Value</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commute Mode Share – Auto</td>
<td>Raw Value = 92.1%</td>
<td>20</td>
</tr>
<tr>
<td>Commute Mode Share – Transit</td>
<td>Raw Value = 1.1%</td>
<td>31</td>
</tr>
<tr>
<td>Commute Mode Share – Bicycle</td>
<td>Raw Value = 0.5%</td>
<td>50</td>
</tr>
<tr>
<td>Commute Mode Share – Walk</td>
<td>Raw Value = 2.2%</td>
<td>27</td>
</tr>
<tr>
<td>Complete Streets Policies</td>
<td>Raw Value = No policy</td>
<td>0</td>
</tr>
<tr>
<td>DUI/DWI Fatalities per 100,000 Residents</td>
<td>Raw Value = 3.5</td>
<td>49</td>
</tr>
<tr>
<td>Person Miles of Travel by Private Vehicle</td>
<td>Raw Value = 26,200</td>
<td>76</td>
</tr>
<tr>
<td>Person Miles of Travel by Walking</td>
<td>Raw Value = 132</td>
<td>14</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
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<td>0.5%</td>
<td>50</td>
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<td>2.2%</td>
<td>27</td>
</tr>
<tr>
<td>Complete Streets Policies</td>
<td>No policy</td>
<td>0</td>
</tr>
<tr>
<td>DUI/DWI Fatalities per 100,000 Residents</td>
<td>3.5</td>
<td>49</td>
</tr>
<tr>
<td>Person Miles of Travel by Private Vehicle</td>
<td>26,200</td>
<td>76</td>
</tr>
<tr>
<td>Person Miles of Travel by Walking</td>
<td>132</td>
<td>14</td>
</tr>
<tr>
<td>Physical Activity from Transportation</td>
<td>7.08</td>
<td>27</td>
</tr>
<tr>
<td>Proximity to Major Roadways</td>
<td>0.01%</td>
<td>97</td>
</tr>
<tr>
<td>Road Traffic Fatalities/100,000 Residents – Auto</td>
<td>10.6</td>
<td>46</td>
</tr>
<tr>
<td>Road Traffic Fatalities/100,000 Residents – Bicycle</td>
<td>0.2</td>
<td>41</td>
</tr>
<tr>
<td>Road Traffic Fatalities/100,000 Residents – Pedestrian</td>
<td>0.9</td>
<td>53</td>
</tr>
<tr>
<td>Seat Belt Use</td>
<td>0.94</td>
<td>90</td>
</tr>
<tr>
<td>Road Traffic Fatalities Exposure Rate – Auto</td>
<td>11.5</td>
<td>51</td>
</tr>
<tr>
<td>Road Traffic Fatalities Exposure Rate – Bicycle</td>
<td>42.3</td>
<td>40</td>
</tr>
<tr>
<td>Road Traffic Fatalities Exposure Rate – Pedestrian</td>
<td>40.5</td>
<td>53</td>
</tr>
<tr>
<td>Transit Trips per Capita</td>
<td>11.7</td>
<td>55</td>
</tr>
<tr>
<td>Use of Federal Funds for Bike and Ped Efforts</td>
<td>3.10%</td>
<td>90</td>
</tr>
<tr>
<td>Vehicle Miles Traveled per Capita</td>
<td>11,737</td>
<td>18</td>
</tr>
<tr>
<td>Category</td>
<td>Raw Value</td>
<td>Score</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>-----------</td>
<td>-------</td>
</tr>
<tr>
<td>Commute Mode Share – Auto</td>
<td>89.5%</td>
<td>61</td>
</tr>
<tr>
<td>Commute Mode Share – Transit</td>
<td>1.7%</td>
<td>59</td>
</tr>
<tr>
<td>Commute Mode Share – Bicycle</td>
<td>1.0%</td>
<td>80</td>
</tr>
<tr>
<td>Commute Mode Share – Walk</td>
<td>5.2%</td>
<td>95</td>
</tr>
<tr>
<td>Complete Streets</td>
<td>No policy</td>
<td>0</td>
</tr>
<tr>
<td>DUI/DWI Fatalities per 100,000 Residents</td>
<td>2.6</td>
<td>61</td>
</tr>
<tr>
<td>Housing and Transportation Affordability</td>
<td>51.9%</td>
<td>48</td>
</tr>
<tr>
<td>Land Use Mix</td>
<td>0.49</td>
<td>47</td>
</tr>
<tr>
<td>Proximity to Major Roadways</td>
<td>0.00%</td>
<td>100</td>
</tr>
<tr>
<td>Road Traffic Fatalities/100,000 Residents – Auto</td>
<td>8.8</td>
<td>57</td>
</tr>
<tr>
<td>Road Traffic Fatalities/100,000 Residents – Bicycle</td>
<td>0.0</td>
<td>89</td>
</tr>
<tr>
<td>Road Traffic Fatalities/100,000 Residents – Pedestrian</td>
<td>0.3</td>
<td>95</td>
</tr>
<tr>
<td>Road Traffic Fatalities Exposure Rate – Auto</td>
<td>9.8</td>
<td>57</td>
</tr>
<tr>
<td>Road Traffic Fatalities Exposure Rate – Bicycle</td>
<td>0.0</td>
<td>97</td>
</tr>
<tr>
<td>Road Traffic Fatalities Exposure Rate – Pedestrian</td>
<td>6.6</td>
<td>98</td>
</tr>
</tbody>
</table>
THT ~ Muncie Urbanized Area

For example, the bar below shows an 80th percentile score, meaning that this area performs better than 80% of others in terms of this indicator.

Transit Trips per Capita
Raw Value = 21.9
Score = 81

Vehicle Miles Traveled per Capita
Raw Value = 22
Score = 49
Transportation Health Tool


This URL will change when the site is OFFICIALLY released on October 28, 2015
How Does Transportation Affect PH?

Article with MPO and state DOT examples of where public health is an active component of the organization

**MPOs** tend to be programmatic focused

**State DOTs** tend to be process and goal oriented.

[https://www.fhwa.dot.gov/publications/publicroads/13mayjun/05.cfm](https://www.fhwa.dot.gov/publications/publicroads/13mayjun/05.cfm)
What about Health Impact Assessments?

**HIA** is a process to analyze and evaluate the potential effects that a proposed policy or project may have on human health and to help determine the best approach to *mitigate* those effects.

**Major Steps**

1. Screen
2. Scope
3. Assess
4. Recommend
5. Report Results
6. Monitor/Evaluate

[http://www.cdc.gov/healthyplaces/hia.htm](http://www.cdc.gov/healthyplaces/hia.htm)

Who has done HIAs?

54 Completed Transportation-Related HIAs in the U.S., 2004–2015 (18 in Progress)

Source: Health Impact Project HIA database

Proposed Bus Routes Expansion (Marion Cnty)

IN Univ Dept of Public Health
Marion County Health Department
Indianapolis MPO

Graduate level HIA course
First half learned HIA
Second half hands-on experience

Students conducted a rapid assessment
Focused on physical activity, obesity, and diabetes.


TRB Activities

Formed 5 Years ago
Co-Chairs
Ed Christopher
Eloisa Raynault formerly
with APHA

Co-Sponsoring Committees
- Urban Data and Information Systems (ABJ 30)
- Travel Behavior and Values (ADB10)
- Transportation and Sustainability (ADD40)
- Environmental Justice in Transportation (ADD50)
Typical committee activities

Website
ListServe (over 380 subscribers)
http://www.chrispy.net/mailman/listinfo/H+T--Friends

Follow @TRBhealth on Twitter

Facebook https://www.facebook.com/groups/trbhealthandtransportation/

Newsletter, Research Statements, Paper Calls

Review Papers, sponsor Sessions and Workshops

http://www.trbhealth.org
Notable progress

Navigating the Intersection of Transportation and Public Health
A Cross-Cutting Session
TRB Annual Meeting
Monday, January 14, 2013
Washington Hilton Hotel
Washington D.C.

Session Proceedings
and
Survey of TRB Committees’ Interest in Public Health

Prepared by
Ed Christopher
Casey McAndrews
Eloisa Raymond

The information presented here is the sole responsibility of the authors and does not represent the views, opinions or policies of the Transportation Research Board. It was developed for the sole purpose of exchanging information on a very timely and emerging topic.

Raising Public Health Issues to a Higher Level in the Transportation Sector
Session Proceeding
TRB Annual Meeting
Monday, January 13, 2014
Washington Hilton Hotel
Washington D.C.

Prepared by
Ed Christopher
Megan Wier
May 5, 2014

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http://www.trbhealth.org/highlights

http://www.trbhealth.org
Sampling of articles
Setting the Stage: Why Public Health (PH) and Transportation
Health Impact Assessment. What is it? When, where and why do them?
How to connect with the PH Community
Health in Transportation: An MPO and State DOT Focus
Incorporating Health in an MPO Planning Process
Perspectives from the TRB Committees that sponsor the subcommittee
…and more
January 2015 TRB approved a new Task Force

**Task Force on Arterials and Public Health (ADD55T)**

...to inform the Planning, Design, and Operation of arterials while considering the implications to Public Health

- 3 year Life
- Vetted research agenda
- Very broad support
- Just forming

All Roads Lead to the Future

2016 Annual Meeting

Subcommittee
Sunday Workshop
Institutionalizing Health in Transportation Agencies

Poster Session
Innovations in Health and Transportation

Subcommittee Meeting

Task Force Meeting

TRB Executive Board (Special Health focus)
Surgeon General's Call to Action

Surgeon General Announces His Call to Action to Promote Walking and Walkable Communities

The U.S. Surgeon General's Call to Action campaign, called "Step It Up!," recognizes the importance of physical activity for people of all ages and abilities. "Step It Up" includes five strategic goals: 1) make walking a national priority; 2) design communities that make it safe and easy to walk for people of all ages and abilities; 3) promote programs and policies to support walking where people lie, learn, work, and play; 4) provide information to encourage walking and improve walkability; and 5) fill surveillance, research, and evaluation gaps related to walking and walkability.

Social Determinants of Health

Economic Stability
- Poverty -- Employment
- Food Security -- Housing Stability

Education
- High School Graduation
- Enrollment in Higher Education
- Language and Literacy
- Early Childhood Ed. and Development

Social and Community Context
- Social Cohesion -- Civic Participation
- Perceptions of Discrimination and Equity
- Incarceration/Institutionalization

Health and Health Care
- Access to Health Care/ Primary Care
- Health Literacy

Neighborhood and Built Environment
- Access to Healthy Foods
- Quality of Housing
- Crime and Violence
- Environmental Conditions

http://www.healthypeople.gov/2020/topics-objectives/topic/social-determinants-health
Thank you

Is your MPO/DOT doing anything with Public Health? Let me know. Let's Talk

Ed Christopher
FHWA Resource Center
Planning Team
708-283-3534
Ed.Christopher@dot.gov

After December 31 edc@edthefed.com

http://www.americashealthrankings.org/

http://www.countyhealthrankings.org/

Step it Up!

https://www.youtube.com/watch?v=mg3DxArKAEo