



Health and Transportation Challenges and Opportunities

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Healthy Community Planning Team

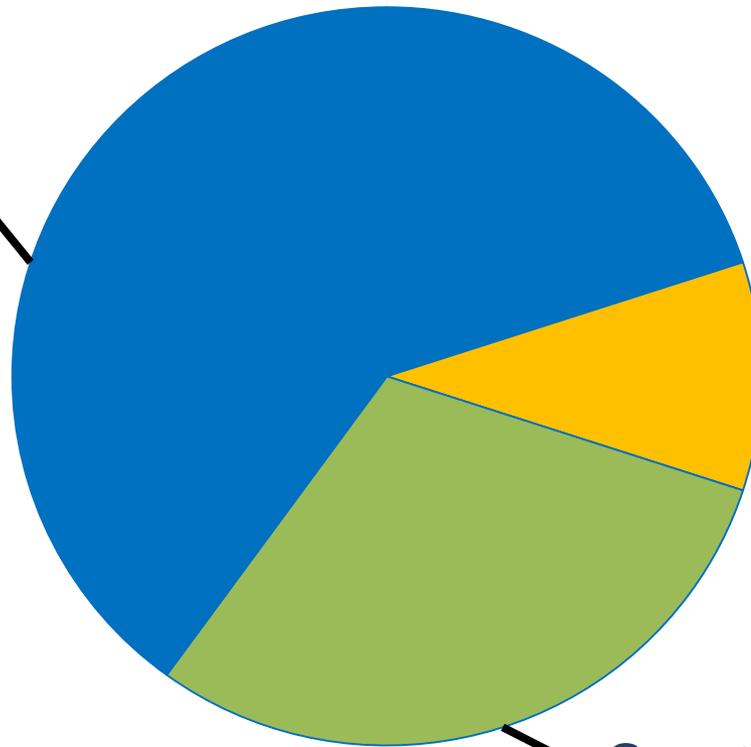
Technical assistance, policy analysis, education and outreach:

- Local, regional and state transportation planning
- Local comprehensive plans and other planning efforts



What we know about health

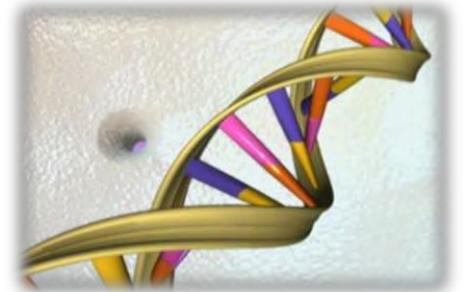
Where
People Live
60%



Health Care
10%



Genetics
30%





Health in All Policies

“Many Sectors Are Needed to Help America Become a More Walkable Nation” – U.S. Surgeon General Vice Admiral Vivek H. Murthy

- **Transportation, land use and community designers**
- Hospitals and clinics
- Community based organizations
- Schools
- Parks and recreation
- Work sites
- Media
- Criminal Justice
- Economic development



By working together, urban planning and public health professionals can create a smarter, healthier city environment for everyone. The following document details how strategic initiatives can lead to thriving healthy communities in King County.

History

In adopting "Planning for Healthy Communities Guidelines," King County Board of Health carries on a tradition that began over a century ago, when urban planners and public health collaborated to prevent infectious disease outbreaks. Public health professionals and policy-makers, including the Board of Health, have again turned their focus to factors that influence the quality and health-friendliness of urban environments. An emerging body of evidence and best practices increasingly links planning decisions associated with land use and transportation to environments that allow people to be physically active, eat nutritious food, and live in safe and healthy places. In essence, there is a growing realization that "place" does matter and that the leading and actual causes of death and disability are linked to the environments where we live, work, learn and play.

The Board of Health developed the Planning for Healthy Communities Guidelines using leading and actual causes of death and other factors known to impact health in King County. "Actual causes of death" are the behaviors and exposures to harmful conditions that underlie the chronic diseases and medical conditions that eventually lead to premature death (also known as the "leading causes of death"). Included among the actual causes are: tobacco use, poor diet and physical inactivity, alcohol consumption, microbial and toxic agents, and injuries due to motor vehicle collisions and violence. The Guidelines also utilize factors known to strongly affect overall health, including physical access to health services and conditions that lead to positive mental health.

Planning processes and decisions can help reverse trends in premature death and disability among King County residents. For example, people could conveniently and routinely increase their physical activity level if they lived in neighborhoods with well-connected, safe, inviting street networks that provided pedestrian and bicycle access to shopping, transit, schools and other daily destinations. Reducing dependency on cars also helps reduce people's exposure to toxic agents through improving air quality. Planning decisions can also help increase opportunities for family recreation and sports as well as improved mental health through regularly designing or retrofitting parks and trails into communities and neighborhoods.

Finally, the Board of Health intends that these Guidelines also support the reintegration of public health into planning decisions as a primary strategy for ensuring that all people and communities have the opportunity to make healthy choices regardless of their income, education or ethnic background.

DID YOU KNOW?

With strategic initiatives, we can reduce the following health risks:

- Tobacco use
- Poor diet
- Lack of physical activity
- Alcohol consumption
- Toxic agents
- Personal injuries

INTEGRATING PUBLIC HEALTH AND TRANSPORTATION PLANNING: PERSPECTIVES FOR MPOs AND COGs

Transportation Tools to Improve Children's Health and Mobility

Look What California Is Doing....



This fact sheet c
California Office
Safe Routes to S
California Depart
Local Governme

Prepared by:

Federal ASSOCIATE
transportation consultant



Sustainable Communities Series Regional Planning for Health Equity

Victor Rubin



PolicyLink is a national research and action institute advancing economic and social equity by *Lifting Up What Works*®.

Introduction

Where someone lives helps determine their health, from safety to chronic conditions to life expectancy itself and, in fact, this importance of place in promoting health is becoming increasingly recognized and understood. If you live in a neighborhood with safe access to parks, grocery stores, good jobs, good schools, public transit, and other services, you are more likely to be in good health. If your neighborhood lacks these amenities, you are more likely to suffer from chronic diseases, such as obesity, diabetes, asthma, and heart disease.¹ Neighborhoods without these essentials are home to a large percentage of people of color, many of whom are low income. Growing health inequities exist between racial groups and socioeconomic groups within the same region. These facts underscore the importance of considering health equity—the right for all people to have access to conditions that support good health—within the planning process.²

PolicyLink
Sustainable Communities
Learning Network



CREATING HEALTHY REGIONAL TRANSPORTATION PLANS

A Primer for Calif
Regional Transportation Pl



Integration of Health and Equity in the Central Puget Sound Region

The **purpose of this report** is to document current planning activities that address health and equity through various regional planning processes and to identify a near-term schedule and strategic entry points for partners interested in health and equity to become involved. As a collaborative effort, this report additionally provides the opportunity for health and equity partners to provide feedback and to identify measures of success. The intent is to provide a concise overview of the regional planning work at the Puget Sound Regional Council (PSRC) so that non-profits, advocates and the general public can better influence decision making.

The **structure of this report** begins with a summary of the overarching planning work which guides regional policy direction, VISION 2040, as well as information about the governing structure of PSRC and some history of the coordination with health departments. Then greater detail is given about how various planning processes within the transportation, growth management and economic development departments address health and equity. Each section has a brief summary, a strategic entry point for involvement and an opportunity for feedback.

CONTENTS

ABOUT PSRC
DECISION MAKERS

ECONOMIC DEVELOPMENT
DATA AND ANALYSIS
TIMELINE OF PAST ACTIVITIES
NEAR TERM STRATEGIC ENTRY POINTS
ATTACHMENTS:
DRAFT T2040 PERFORMANCE TRENDS
VISION 2040 HEALTH AND EQUITY GOALS

Active Communities Guidebook Approaches to Increasing Physical Activity in Central Puget Sound



Puget Sound Regional Council
PSRC
July 2012

STATEWIDE TRANSPORTATION PLANNING FOR HEALTHY COMMUNITIES



April 2014

Prepared for:
U.S. Department of Transportation
Office of Planning, Environment, and Realty
Federal Highway Administration

Prepared by:
U.S. Department of Transportation
John A. Volpe National Transportation Systems Center

Volpe

THE ROLE OF

Transportation

IN PROMOTING PHYSICAL ACTIVITY

SIDEWALKS

People who live in neighborhoods with sidewalks on most streets are

47%

more likely to be active at least 30 minutes a day.

TRAFFIC CALMING

Medians, speed bumps and other traffic-calming efforts can reduce the number of automobile crashes with pedestrian injuries by up to

15%

PUBLIC TRANSPORTATION

Public transit users take

30%

more steps per day than people who rely on cars.

BIKE FACILITIES

In Portland, Ore., bicycle commuters ride

49% of their miles

on roads with bike facilities, even though these are only 8% of road miles.

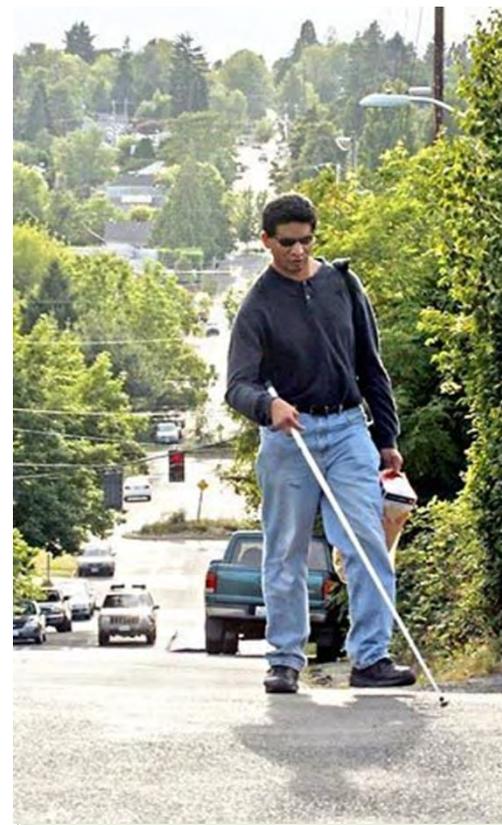
Active Living Research

www.activelivingresearch.org

Place Matters

57% of neighborhoods with a **1%** poverty level have bike paths or bike lanes

9% of neighborhoods with a **10%** poverty level have bike paths or bike lanes



In the St. Louis metro area African-American neighborhoods are **38x** more likely to have poor quality sidewalks than predominantly white neighborhoods

The Fatality Rate for Bicyclists is

23%

**Higher for Hispanic than
White Bicyclists**

30%

**Higher for African-American
than White Bicyclists**

Source: 2001 CDC data via League of American Bicyclists

The Fatality Rate for Pedestrians is

43%

**Higher for Hispanic
than White
Pedestrians**

60%

**Higher for African-
American than White
Pedestrians**

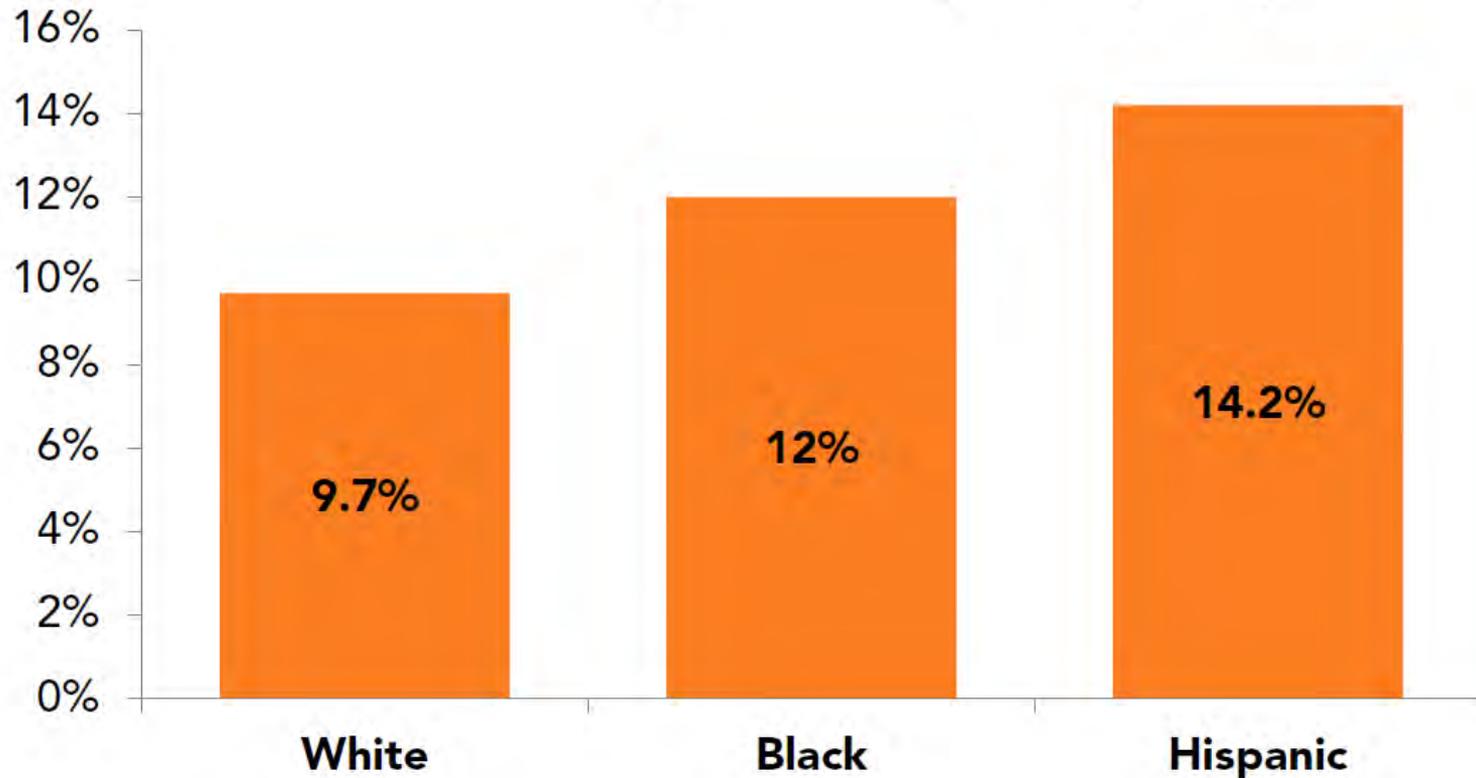
254%

**Higher for American
Indian/Alaska Native than
White Pedestrians**

Source: Smart Growth America

Who Walks?

Percent of All Trips Taken by Foot (2009)



Source: National Household Travel Survey via Smart Growth America

More Affluent Schools

<20% of Students Enrolled in Free Lunch Program

13.3%
of Students Walk
to School



54.9%
of Students Walk
to School

Less Affluent Schools

>80% of Students Enrolled in Free Lunch Program



Impacts of racism; we don't all face the same safety problems

The cover photo of a purported bike thief from the offending FB page “Black people with bikes that aren’t theirs”.

MARBLEHEAD goir
p.m.

Complaints

A report of a neighbor dispute at 7:52 a.m. Monday on Washington Street. A
p.m.
Anc

A report of a found wedding dress at 8:05 a.m. Monday on Pearl Street. Woman states she found dress on her porch. A
at 4
nut

A report of an abandoned vehicle at 9:28 a.m. Monday on Jersey Street. A
6:2
St.

A report of two kids bike riding at 9:34 a.m. Monday at Indianhead Circle. Caller reports it is suspicious because the kids on the bikes were black. hi
2

A report of a woman in need of medical attention at 11:05 a.m. Monday

Marblehead, MA



In Fort Lauderdale, 87% of people cited for lack of bicycle registration are African American

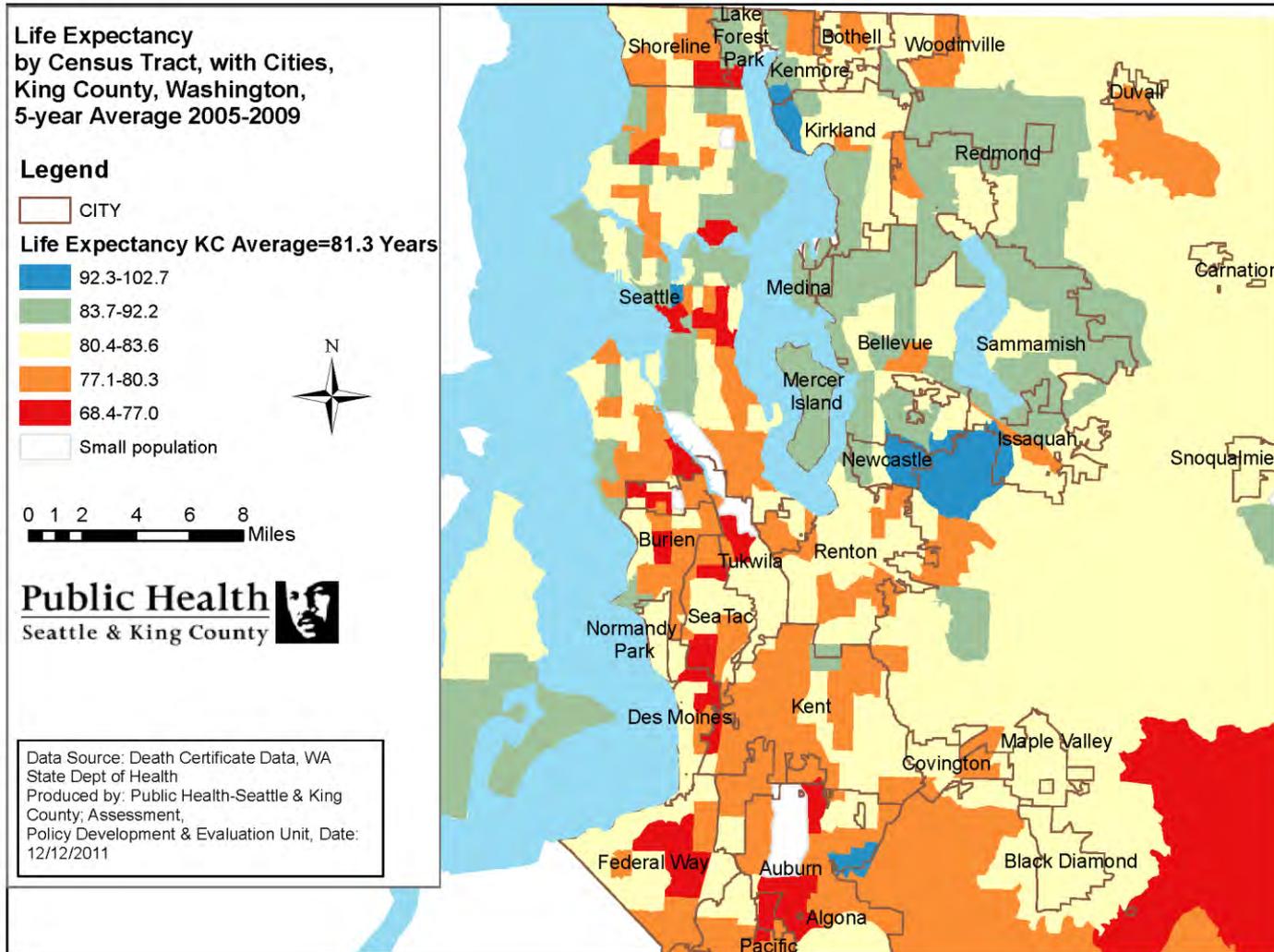
The community is just 31% African American

Tampa Bay Times investigation:

- *Tampa police enforce a “stop and frisk” policy*
- *Targets the city’s poor, African-American residents who ride bicycles.*

The screenshot shows the Tampa Bay Times website interface. At the top left, there is a weather forecast for 75° and a link to the full forecast. To the right is the newspaper's masthead, 'Tampa Bay Times', with a gold Pulitzer Prize award icon and the text 'WINNER OF 10 PULITZER PRIZES'. Below the masthead is a '40 Years in Business' logo and a 'Make us your home page' button. A navigation bar contains links for HOME, MY EDITION, NEWS, POLITICS, SPORTS, THINGS TO DO, VIDEO, and OPINION. A secondary navigation bar lists categories like BREAKING NEWS, LIVE BLOG, WEATHER, OBITUARIES, BUSINESS, PINELLAS, HILLSBOROUGH, PASCO, and HERNANDO. A banner for 'NIE Teacher of the Year' is visible. The main article headline is 'How riding your bike can land you in trouble with the cops – if you're black', written by Alexandra Zayas and Kameel Stanley. The article is dated Friday, April 17, 2015, at 3:46pm. Social media sharing options for Facebook (0), Twitter (2,571), and Email (0) are shown, along with a comment count of 174. The article's lead image is a night-time photograph of a person on a bicycle with a bright headlight, with a 'SPEED LIMIT 25' sign in the foreground.

Health inequities in King County



Health Costs and Benefits of Transportation Investments

Opportunities:

HEAT – Health Economic Assessment Tool for cycling and walking

Developed by World Health Organization

ITHIM - Integrated Transport and Health Impact Modeling tool

Developed by the Centre for Diet and Activity Research (UK)

THT - Transportation and Health Tool

Developed by the U.S. DOT and the Centers for Disease Control and Prevention



Challenges:

- The costs of public health impacts are **externalized** - they are not accounted for in the current framework of planning, funding and building highways, bridges and public transit.
- Data availability

Opportunity: transportation planning for health and equity

- Authentic, sustained engagement of leaders of low-income communities of color at every stage
- Comprehensive, insightful documentation of existing conditions, both socioeconomic and health
- Strong partnerships between public health and planning
- Tools that measure health impacts – especially by race and income
- Policy recommendations which reflect the priorities and needs of low-income communities in the context of regional growth and change

