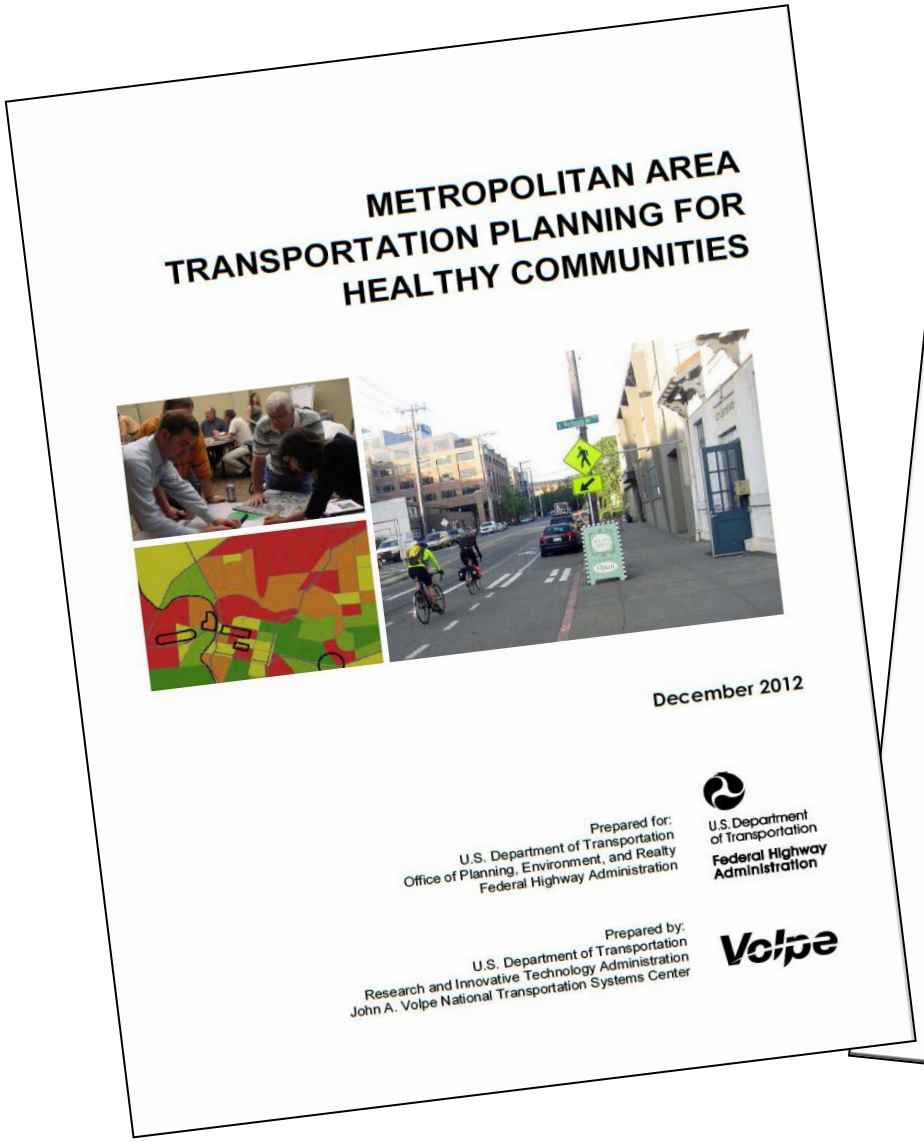
Welcome to

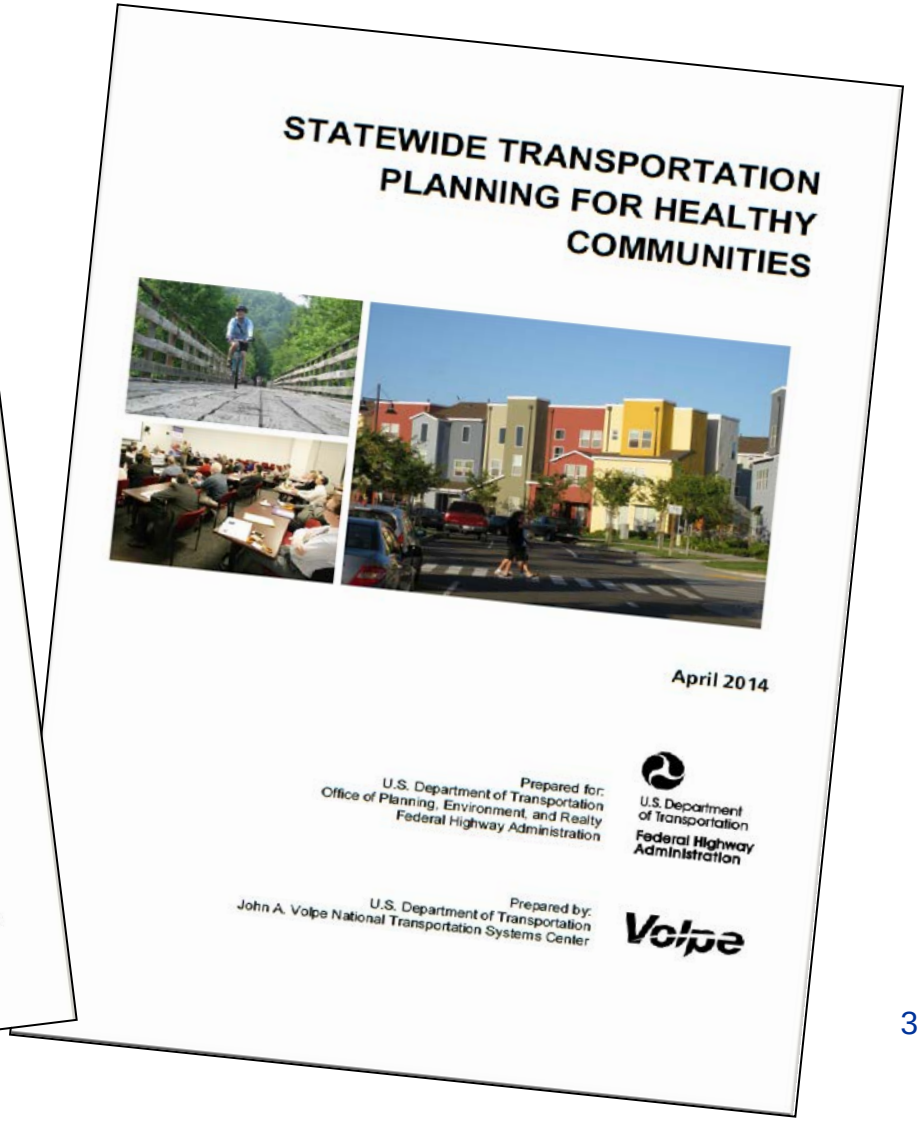
The Planning Exchange

Transportation and Health Tool

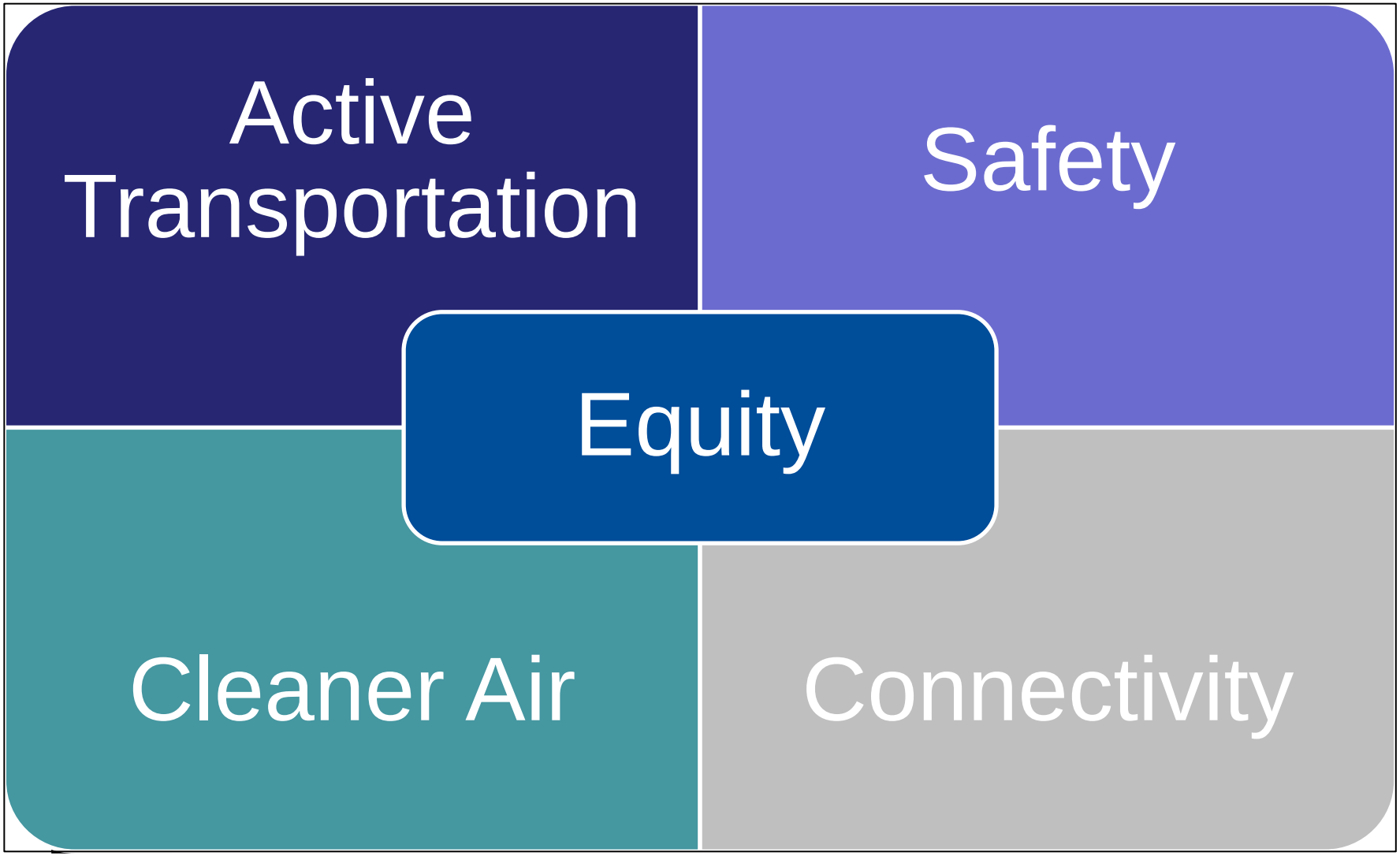
http://www.transportation.gov/transportation-health-tool

FHWA – Planning for Healthy Communities



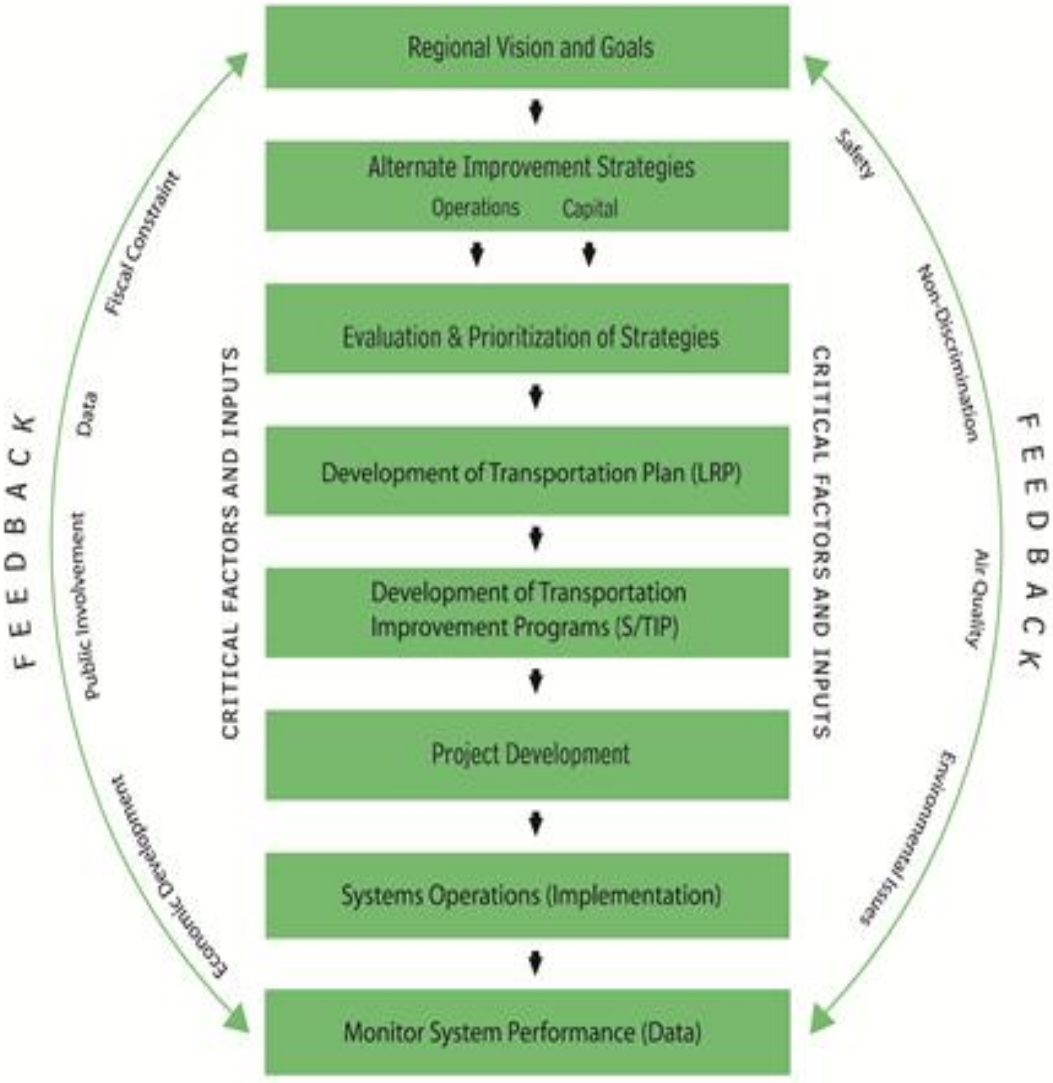


A Holistic Approach



Federal Planning Process

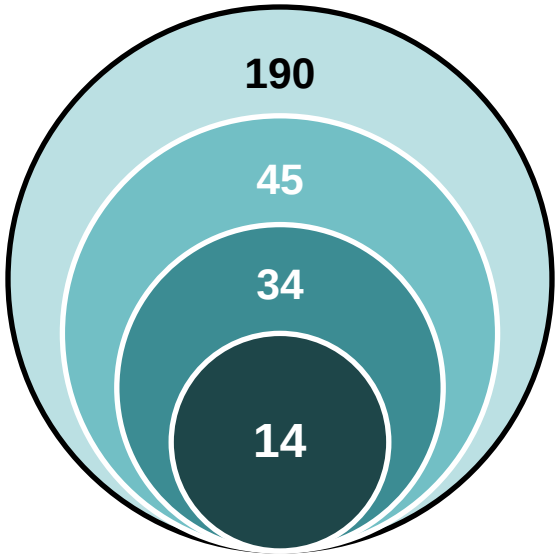
- Motivation (Why?)
- Incorporation into Planning Process (What/Where?)
- Early Actions (How?)
- Structural Changes (How?)
- Incorporation into Decision-making



Tool Development Workshop

- Expert workshop in April, 2013 with 48 subject matter experts
- Recommendations on:
  - Health & Transportation Categories
  - Indicators
  - Proposed tool design
  - Scoring and Rating

Refining the Indicators



Final 14 Indicators

Transportation

- Commute Mode Share
- Person Miles Traveled by Mode
- Public Transportation Trips per Capita
- Vehicle Miles Traveled per Capita
- Housing & Transportation Affordability
- Land Use Mix
- Proximity to Major Roadways

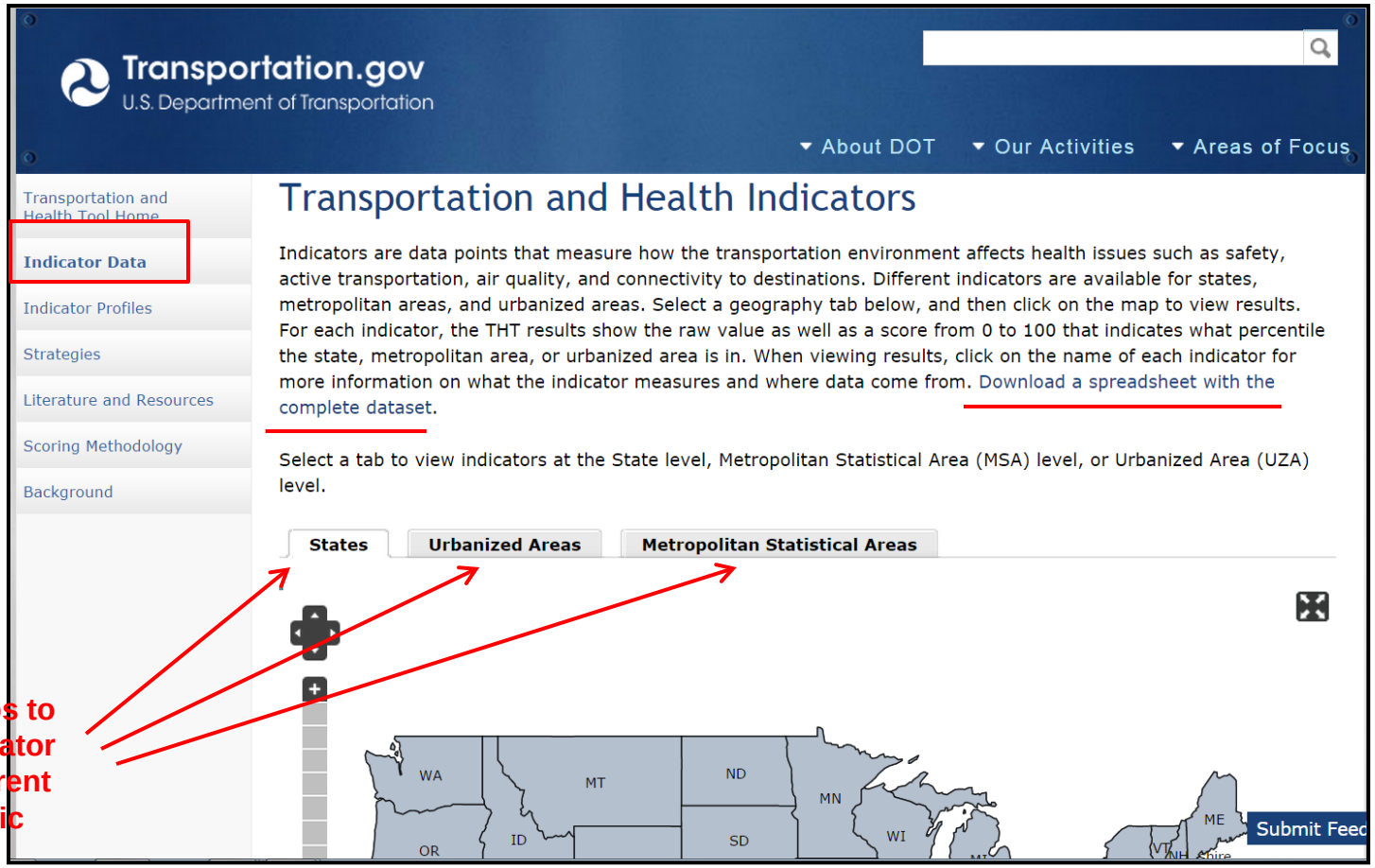
Health

- Alcohol-Impaired Fatalities
- Road Traffic Fatalities by Mode
- Road Traffic Fatalities Exposure Rate by Mode
- Physical Activity from Transportation

Policy

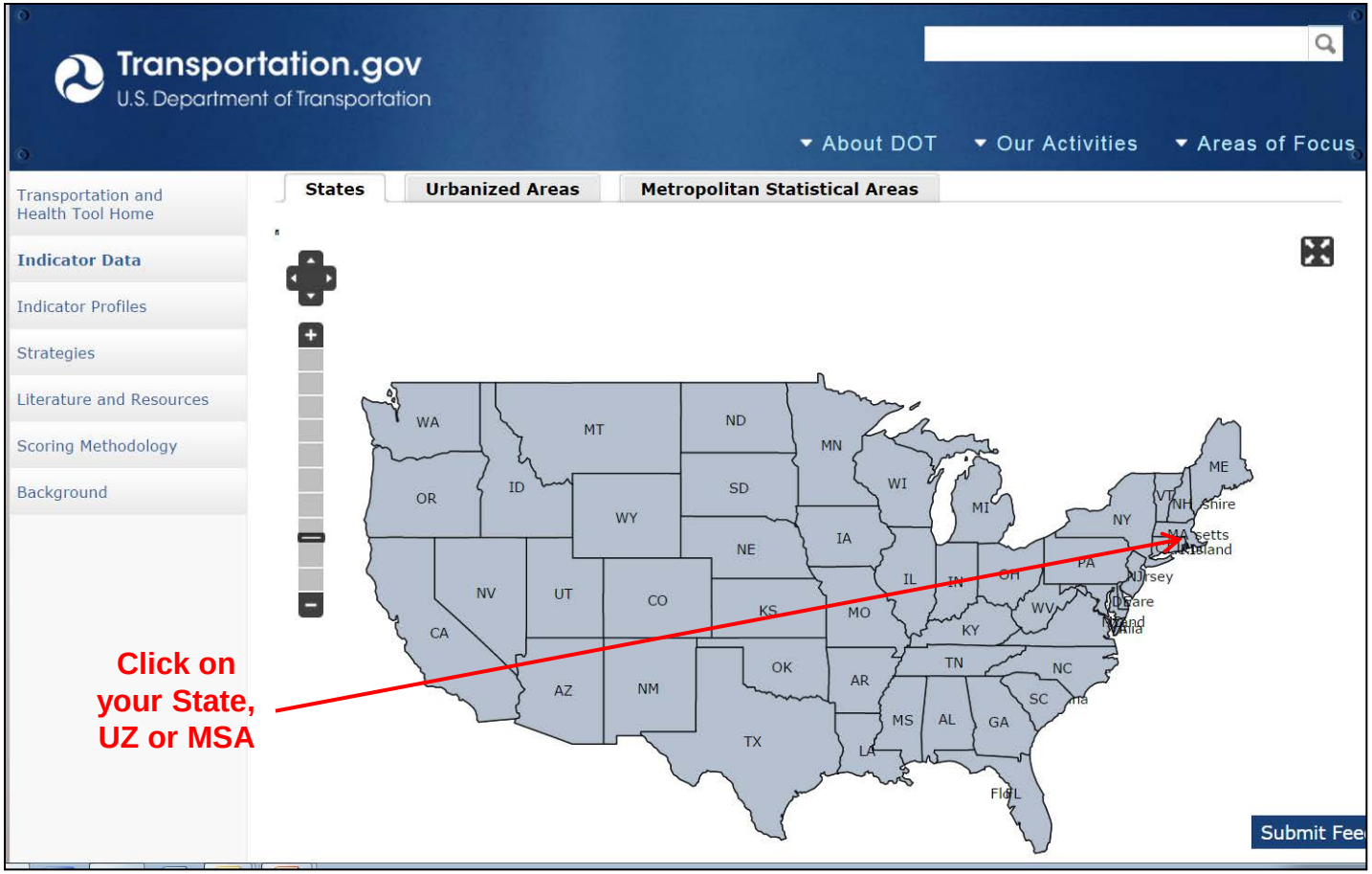
- Seat Belt Use
- Complete Streets Policies
- Use of Federal Funds for Bicycle and Pedestrian Efforts

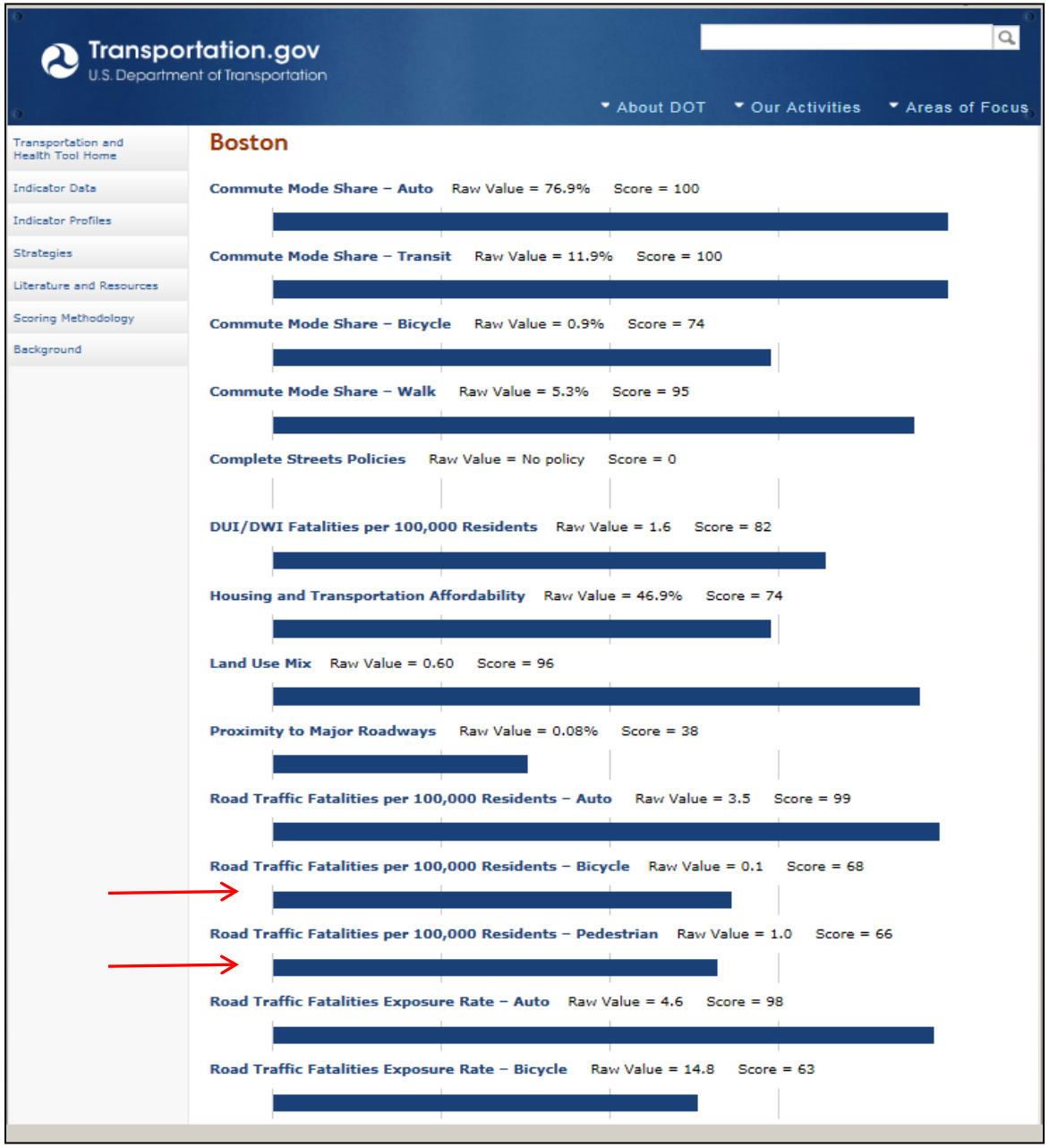
Finding the Indicator Data



- Click on tabs to access indicator data at different
  - geographic
  - scales

Looking Up Indicators by Area

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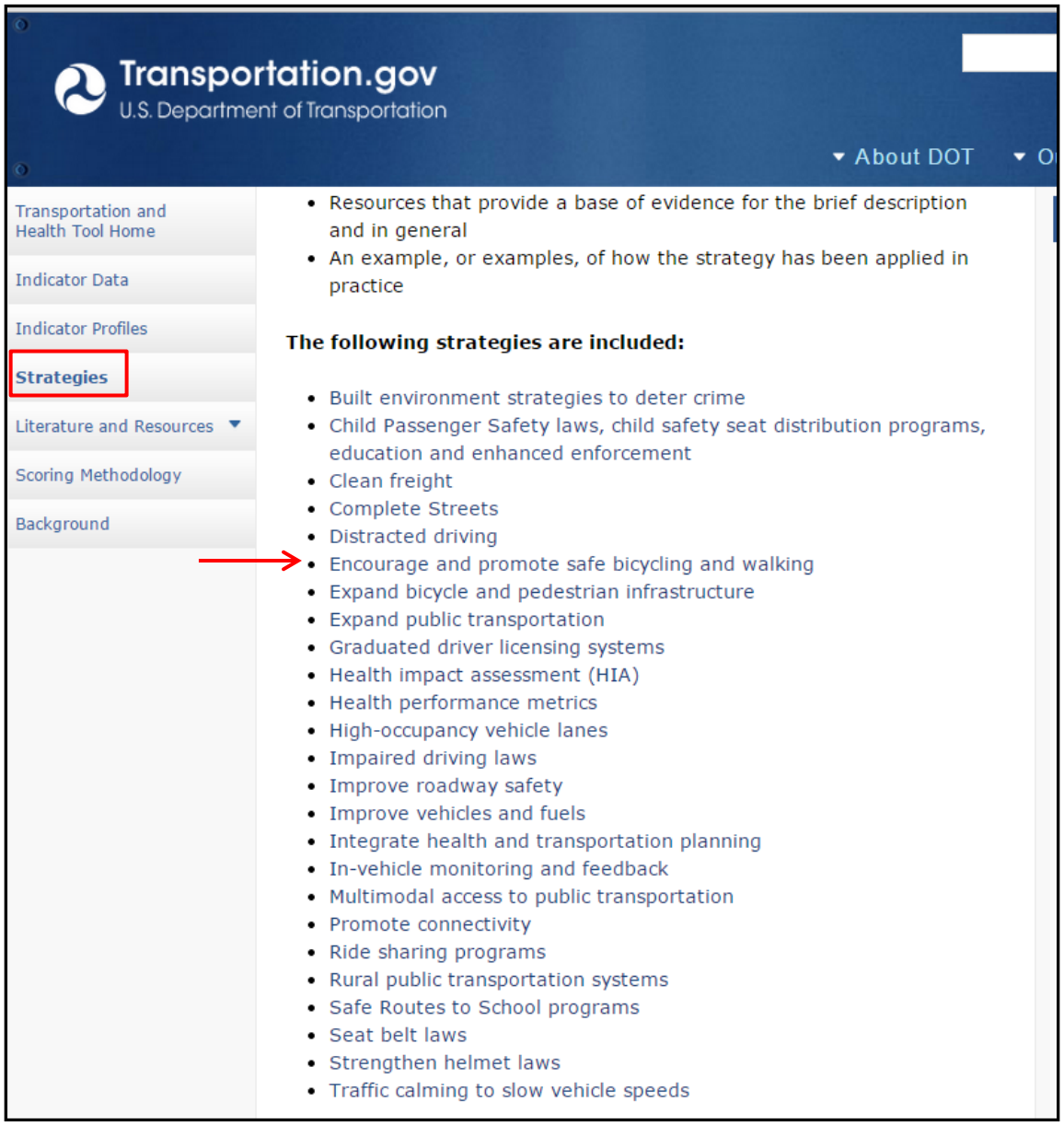
Boston
Commute Mode Share – Auto Raw Value = 76.9% Score = 100
Commute Mode Share – Transit Raw Value = 11.9% Score = 100
Commute Mode Share – Bicycle Raw Value = 0.9% Score = 74
Commute Mode Share – Walk Raw Value = 5.3% Score = 95
Complete Streets Policies Raw Value = No policy Score = 0
DUI/DWI Fatalities per 100,000 Residents Raw Value = 1.6 Score = 82
Housing and Transportation Affordability Raw Value = 46.9% Score = 74
Land Use Mix Raw Value = 0.60 Score = 96
Proximity to Major Roadways Raw Value = 0.08% Score = 38
Road Traffic Fatalities per 100,000 Residents – Auto Raw Value = 3.5 Score = 99
Road Traffic Fatalities per 100,000 Residents – Bicycle Raw Value = 0.1 Score = 68
Road Traffic Fatalities per 100,000 Residents – Pedestrian Raw Value = 1.0 Score = 66
Road Traffic Fatalities Exposure Rate – Auto Raw Value = 4.6 Score = 98
Road Traffic Fatalities Exposure Rate – Bicycle Raw Value = 14.8 Score = 63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Resources that provide a base of evidence for the brief description and in general
An example, or examples, of how the strategy has been applied in practice
The following strategies are included:
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

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Encourage and Promote Safe Bicycling and Walking

Educating people about safe bicycling and walking, enforcing laws that make it easier and safer for people to bicycle and walk, and encouraging people to bicycle and walk, may help increase walking and bicycling activity, especially when combined with infrastructure improvements. This strategy is related to and supports such programs as Safe Routes to School, Complete Streets, and Expand and Improve Bicycle and Pedestrian Infrastructure.

Education programs may involve

- teaching walking and bicycling skills to adults and children,
- training law enforcement officials on bicycling and walking laws, and
- developing campaigns to promote safety awareness.

Enforcement strategies include

- refining existing laws,
- stepping up enforcement of traffic safety laws,
- targeting issues such as equipment theft and assaults on pedestrians and bicyclists,
- using non-motorized patrols, and
- collaborating with law enforcement officials and community members.

Encouragement programs can encompass a wide range of strategies such as

- broad or targeted media campaigns,
- public service announcements,
- bicycling or bike-sharing education,
- special events, such as community rides or walks,
- commuter benefit programs,

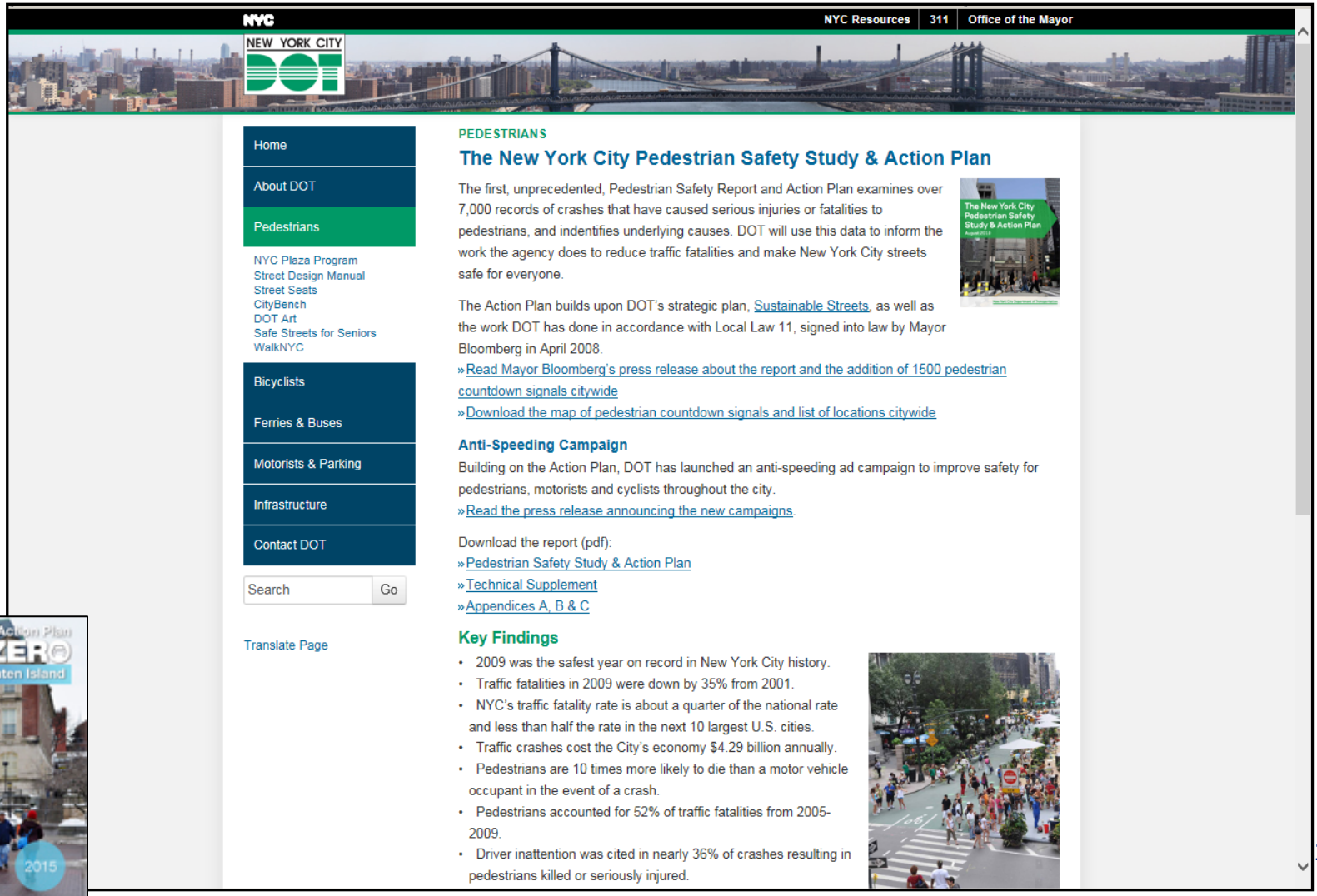
Related Links

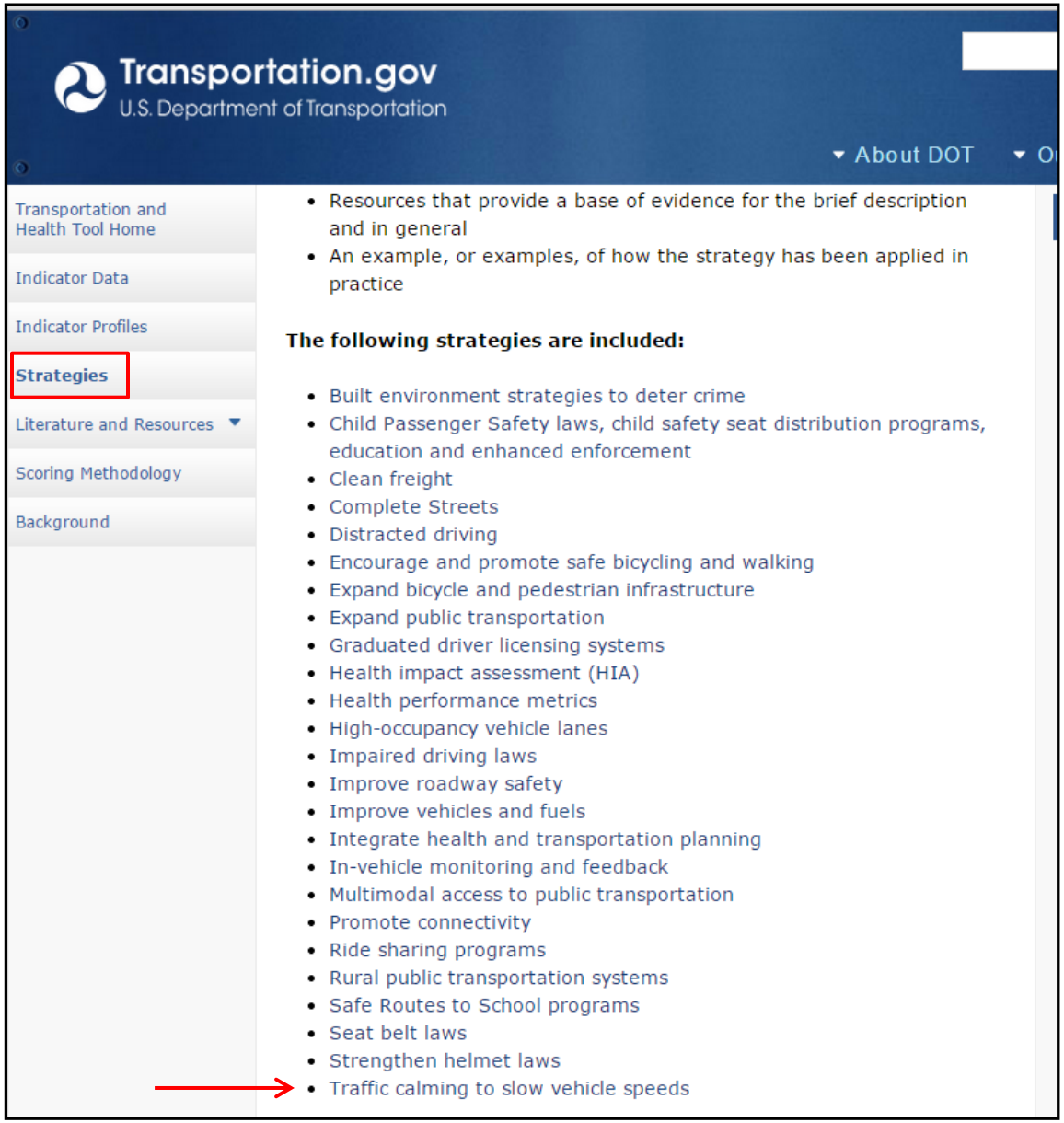
- Strategies

Share

/tool-scoring-methodology

Case Study - NYC Pedestrian Safety Study and Action Plan

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Traffic Calming to Slow Vehicle Speeds

The Institute of Transportation Engineers defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. For example, vertical deflections (speed humps, speed tables, and raised intersections), horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorists. Closures that obstruct traffic movements in one or more directions, such as median barriers, are intended to reduce cut-through traffic. Traffic calming measures can be implemented at an intersection, street, neighborhood, or area-wide level.

"Road diets" are one approach to traffic calming. Road diets involve a reduction in the width or number of vehicular travel lanes and reallocate that space for other uses such as bicycle lanes, pedestrian crossing islands, left turn lanes, or parking. Safety and operational benefits for vehicles and pedestrians include

- decreasing vehicle travel lanes for pedestrians to cross,
- providing room for a pedestrian crossing median,
- improving safety for bicyclists when bicycle lanes are added,
- providing an opportunity for on-street parking (which also serves as a buffer between pedestrians and vehicles),
- reducing rear-end and side-swipe crashes,
- improving speed limit compliance, and
- decreasing crash severity when crashes do occur.

Implementation of traffic calming measures can reduce traffic speed, reduce motor-vehicle collisions, and improve safety for pedestrians and cyclists. These measures can also increase pedestrian and bicycling activity.

Related Transportation and Heath Tool Indicators

- Commute Mode Share
- Complete Streets Policies
- Person Miles Traveled by Mode
- Physical Activity from Transportation
- Road Traffic Fatalities by Mode
- Road Traffic Fatalities Exposure Rate
- Use of Federal Funds for Bicycle and Pedestrian Efforts
- VMT per Capita
- Land Use Mix

How can this strategy result in health benefits?

Related Links

- Strategies

Contact Us

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9:00am-5:00pm ET, M-F

Share

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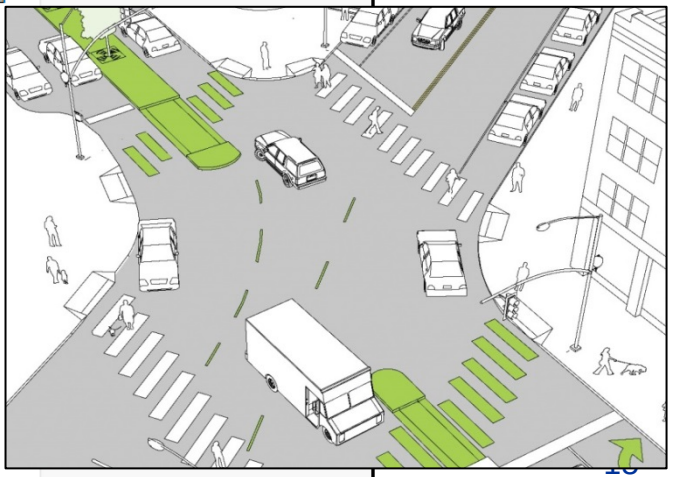

Traffic Calming - Case Study

Seattle, Washington – A Multi - Faceted Approach to Speed Reduction

http://www.fhwa.dot.gov/planning/health_in_transportation/

Thank you!

My contact Info

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