



**Materials will be available at:**  
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# Towards Healthier Outcomes in Surface Transportation

Thursday, April 10, 2025

# About EESI



## **Nonpartisan Educational Resources for Policymakers**

A bipartisan Congressional caucus founded EESI in 1984 to provide nonpartisan information on environmental, energy, and climate policies



## **Direct Assistance for Equitable and Inclusive Financing Program**

In addition to a full portfolio of federal policy work, EESI provides direct assistance to utilities to develop “on-bill financing” programs



## **Commitment to Diversity, Equity, Inclusion, and Justice**

We recognize that systemic barriers impede fair environmental, energy, and climate policies and limit the full participation of Black, Indigenous, people of color, and legacy and frontline communities in decision-making



## **Sustainable Solutions**

***Our mission is to advance science-based solutions for climate change, energy, and environmental challenges*** in order to achieve ***our vision of a sustainable, resilient, and equitable world***

# Polycymaker Education



## **Briefings and Webcasts**

Live, in-person and online public briefings, archived recordings, and written summaries

## **Climate Change Solutions**



Bi-weekly newsletter with everything policymakers and concerned citizens need to know, including a legislation and hearings tracker



## **Fact Sheets and Issue Briefs**

Timely, objective coverage of environmental, clean energy, and climate change topics



## **Social Media (@EESlonline)**

Active engagement on Bluesky, Facebook, LinkedIn, X, and YouTube



# Upcoming Briefings



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## Upcoming Briefings

4

**Risky Business: Insurance in the Era of Climate Change**

**Tuesday, May 06, 12:00 – 1:30 PM**

**Like Trains? Then Choo- Choose to Learn About Federal Rail Policy**

**Wednesday, May 28, 2:00 - 3:30 PM**

**Sign up for our *Climate Change Solutions* newsletter here: [eesi.org/signup](https://eesi.org/signup)**





**EESI**  
Environmental and  
Energy Study Institute



**APHA**

AMERICAN PUBLIC HEALTH ASSOCIATION  
*For science. For action. For health.*



**Transportation**  
for America

# What did you think of the briefing?

**Please take 2 minutes to let us know at:**

**[www.eesi.org/survey](http://www.eesi.org/survey)**

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**[www.eesi.org/041025transportation](http://www.eesi.org/041025transportation)**

***Post about the briefing:***

**#eesitalk @eesionline**



Thursday, April 10, 2025

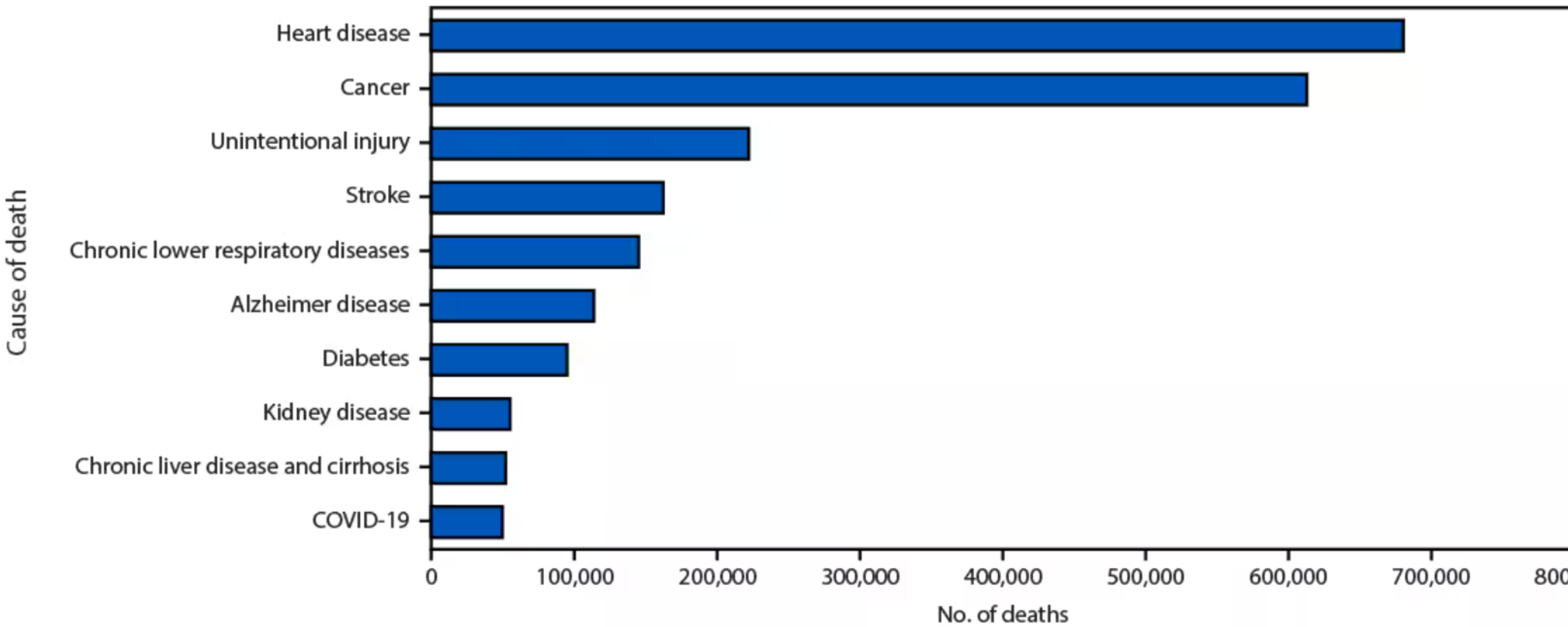
# Transportation & Health

Megan Weil Latshaw, PhD MHS

[mlatshaw@jhu.edu](mailto:mlatshaw@jhu.edu)

Johns Hopkins Bloomberg School of Public Health

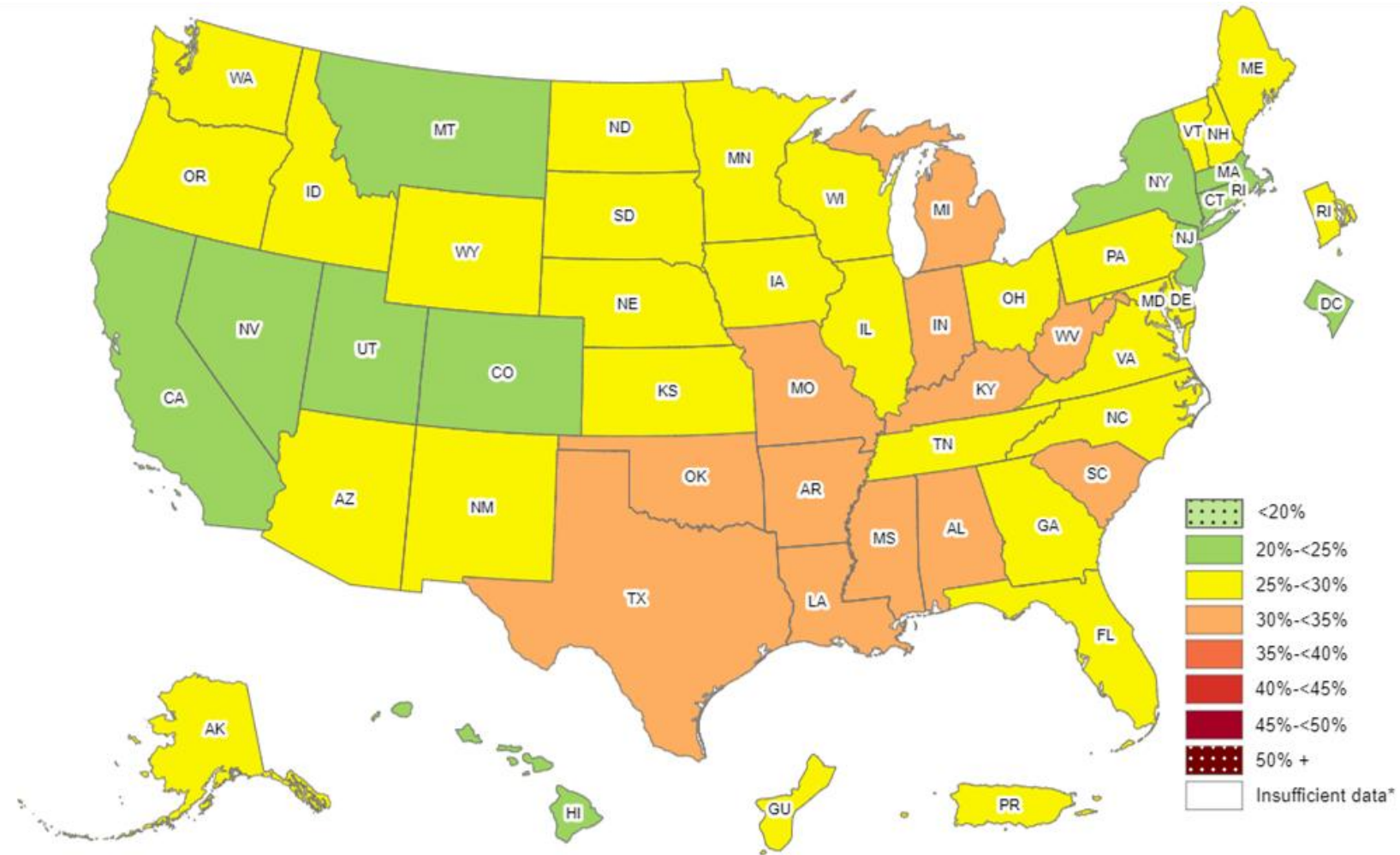
**FIGURE 2. Leading underlying causes of death\* — National Vital Statistics System, United States, 2023**



\* National Vital Statistics System provisional data for 2023 are incomplete. Data from December 2023 are less complete because of reporting lags. These data exclude deaths that occurred in the United States among residents of U.S. territories and foreign countries.

# Prevalence<sup>†</sup> of Self-Reported Obesity Among U.S. Adults by State and Territory, BRFSS, 2011

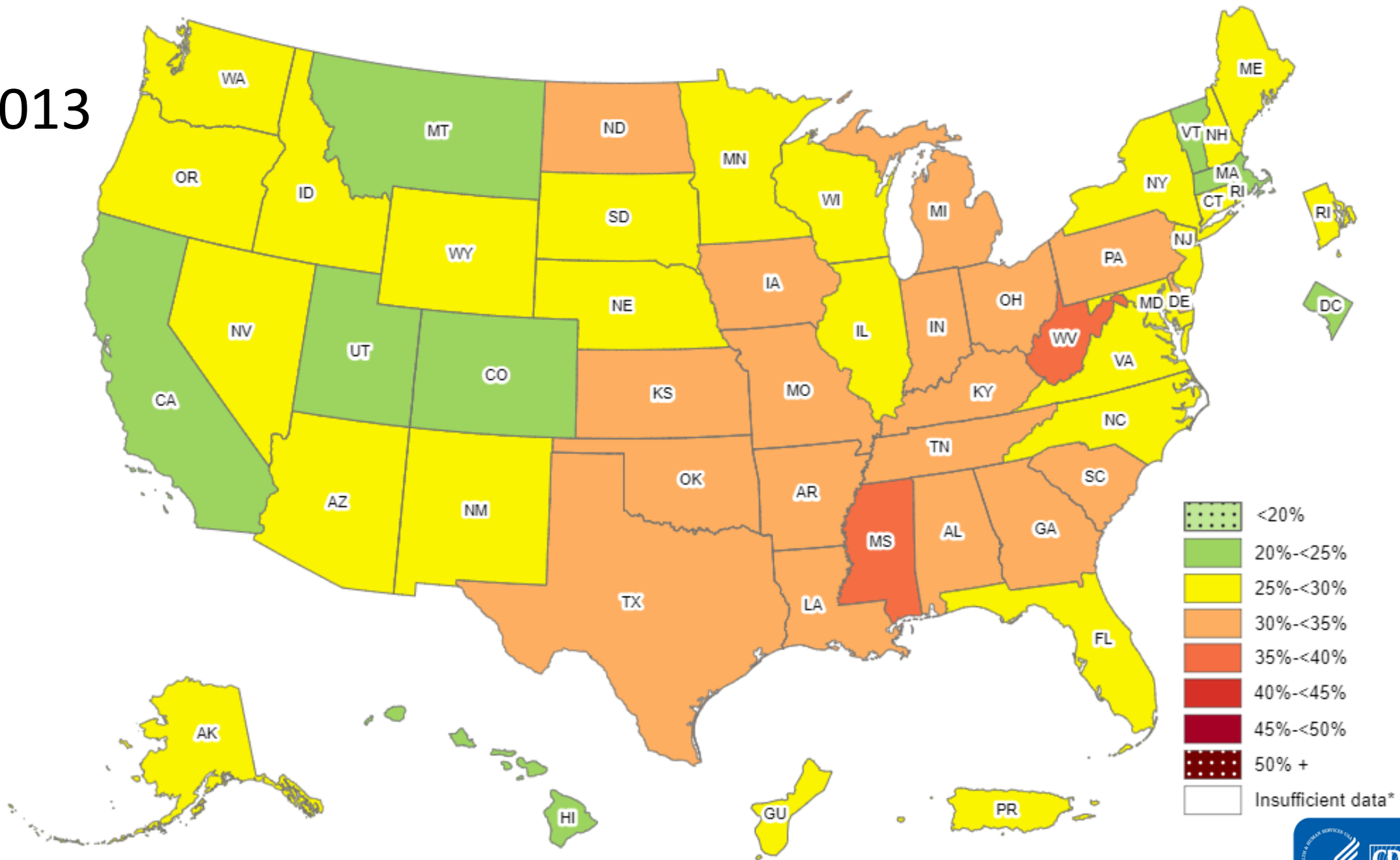
<sup>†</sup> Prevalence estimates reflect BRFSS methodological changes started in 2011. These estimates should not be compared to prevalence estimates before 2011.



\*Sample size <50, the relative standard error (dividing the standard error by the prevalence)  $\geq 30\%$ , or no data in a specific year.



2013

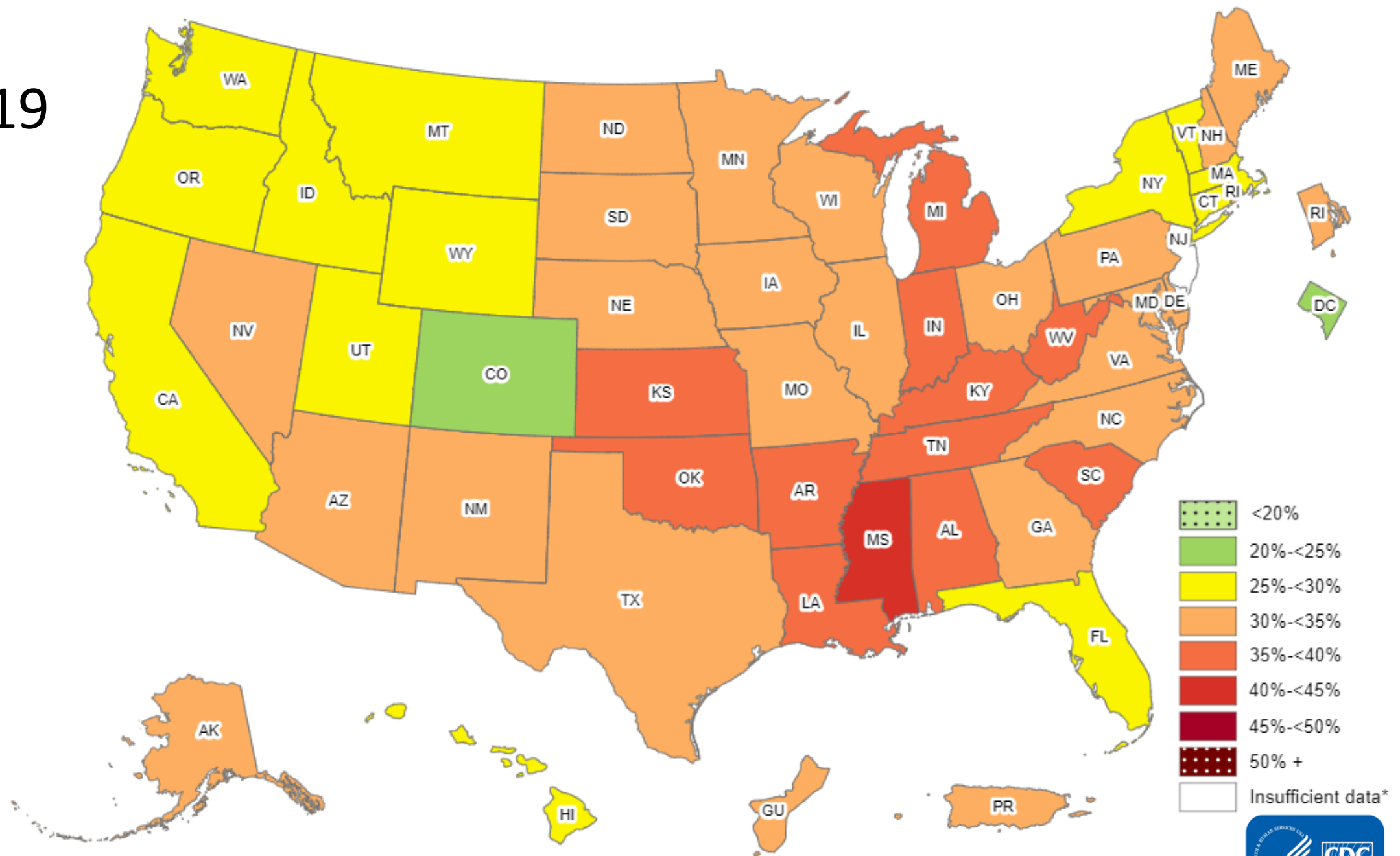


\*Sample size <50, the relative standard error (dividing the standard error by the prevalence)  $\geq 30\%$ , or no data in a specific year.





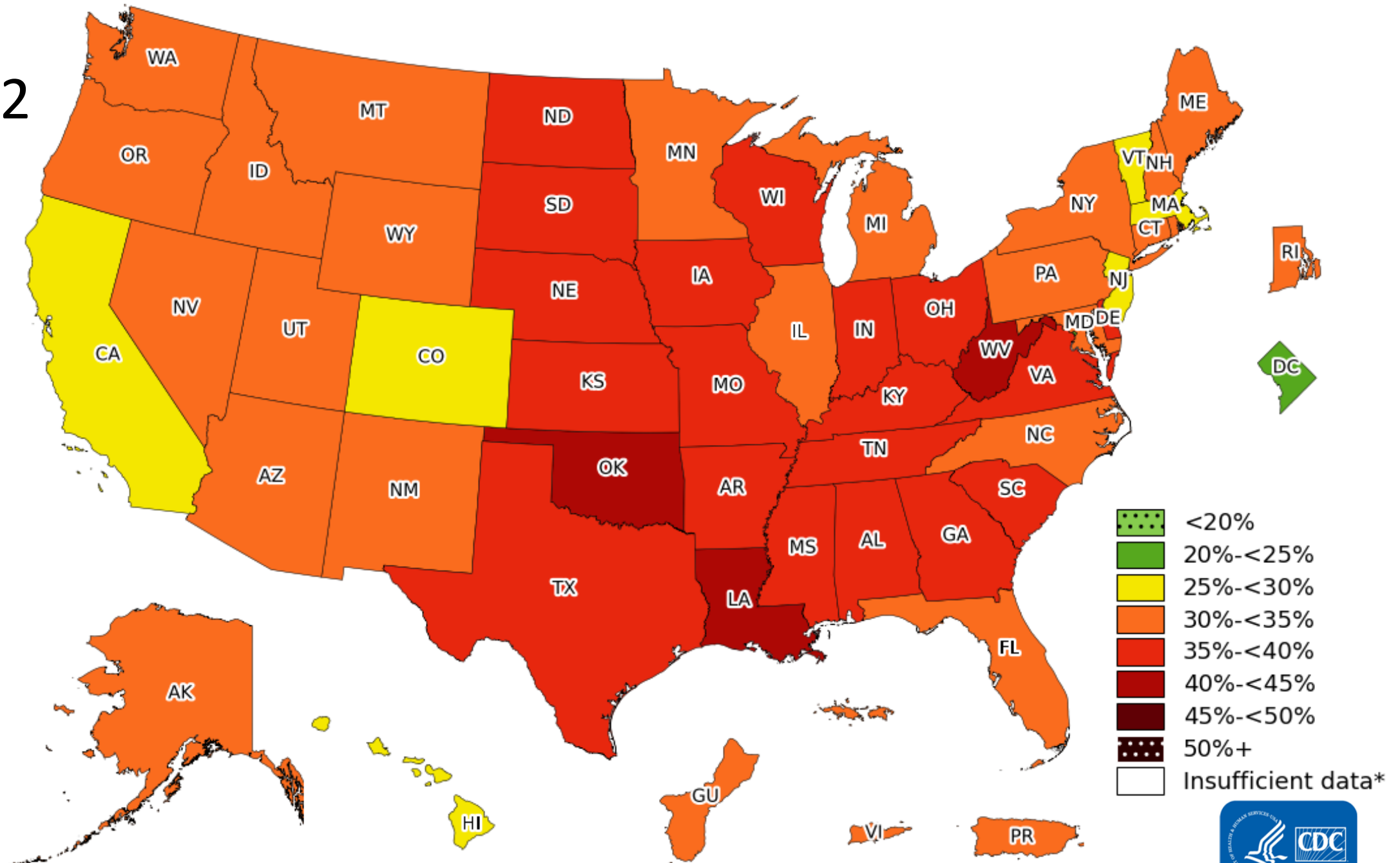
2019



\*Sample size <50, the relative standard error (dividing the standard error by the prevalence)  $\geq 30\%$ , or no data in a specific year.



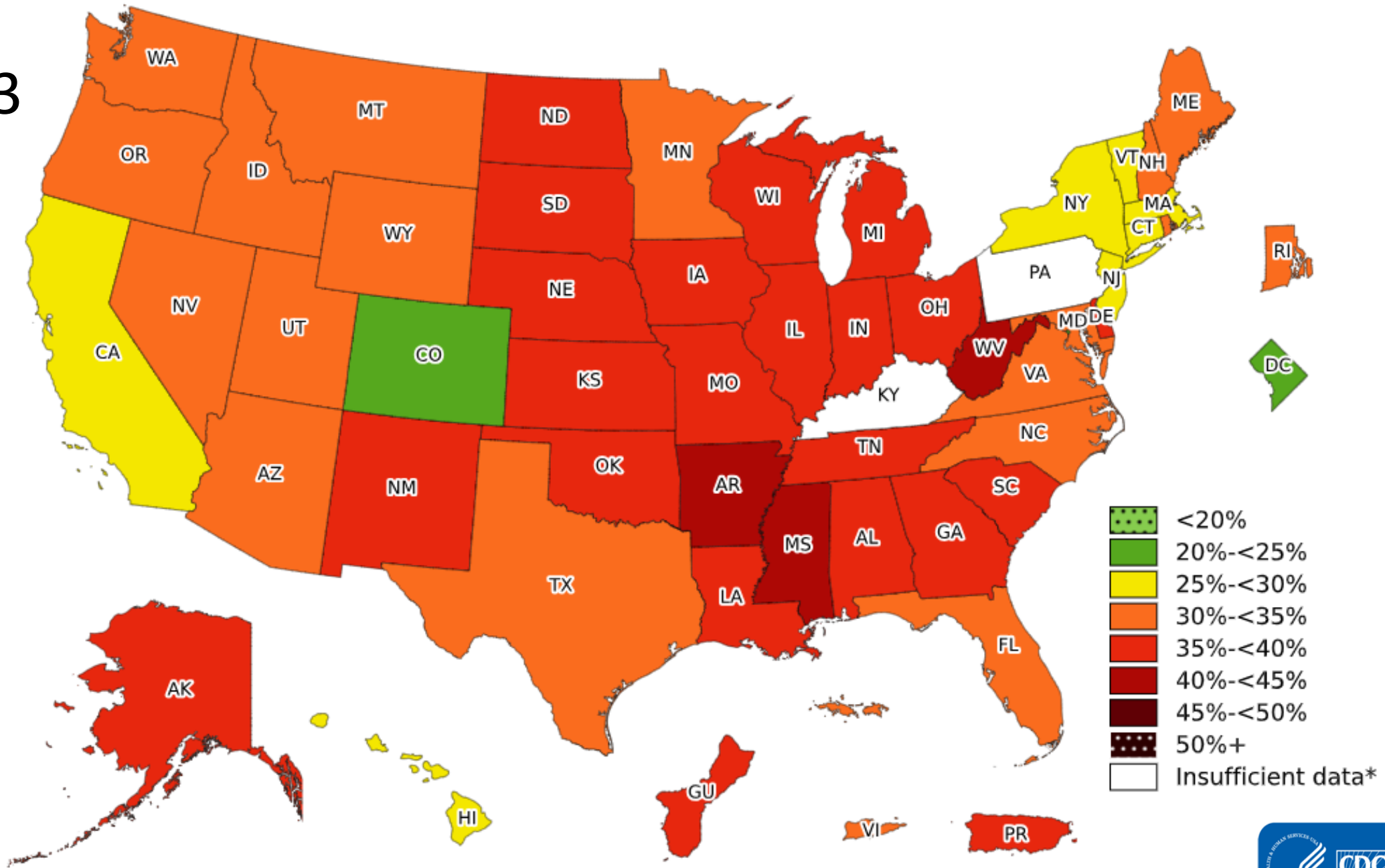
2022



\*Sample size <50, the relative standard error (dividing the standard error by the prevalence)  $\geq 30\%$ , or no data in a specific year.



2023



\*Sample size <50, the relative standard error (dividing the standard error by the prevalence)  $\geq 30\%$ , or no data in a specific year.





# Chronic Disease: Risk factors & causes

- Age
- Family history
- Diet
- Exercise
- Smoking
- Alcohol
- Environmental factors
- Stress
- Sleep



# Chronic Disease: Risk factors & causes

- ~~Age~~
- ~~Family history~~
- Diet ←
- Exercise ←
- Smoking ←
- Alcohol ←
- Environmental factors
- ~~Stress~~
- Sleep ←





# Risk factors & causes

- ~~Age~~
- ~~Family history~~
- Diet ←
- Exercise ←
- Smoking ←
- Alcohol ←
- Environmental factors ★
- ~~Stress~~
- Sleep ←

**How do we change our environment  
to make the healthy choice the easy choice?**





“We’ve built America not for human beings, but for cars.”

Los Angeles Image: <http://www.examiner.com/women-s-health-in-los-angeles/ucla-unearths-new-freeway-health-hazard-asthma-flare-ups>



**THIS ONE  
RUNS ON FAT  
AND SAVES YOU MONEY**



**THIS ONE  
RUNS ON MONEY  
AND MAKES YOU FAT**



*Photo: Carlton Reid via Flickr, Art: Peter Drew*

<http://www.grist.org/article/2010-08-26-when-streets-tell-the-truth-about-people-riding-in-cars-bikes/>

# Americans Drive a Lot

- Almost 14,500 miles per year (a 7% increase from 2021)
- 26.8 minutes commuting one-way to work (vs 26.4 minutes average in 2022)
- 4.5 million Americans travel 90 minutes to work – each way
  - vs 3.6 million in 2015
  - Equals more than a month each year just getting to the office.

\* Data from American Community Survey (aka the Census)



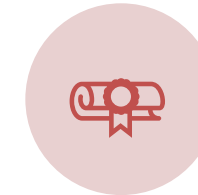
# Transportation & Health



**Driving (injuries, air quality & respiratory health)**



**Physical activity (cardiopulmonary health)**



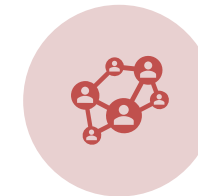
**Access to health care, jobs, education**



**Access to nature (physical & mental health)**



**Access to healthy food (nutrition, obesity)**



**Improved social capital (sense of well-being)**





# Motor Vehicle Crashes in US

- Unintentional injuries (which includes crashes) = leading cause of death in 1<sup>st</sup> three decades of Americans' lives
- ~ 42,000 people die each year
- ~ 2.4 million people are injured

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813560#:~:text=Sources:%20FARS%201975%2D2021%20Final,22>



# Air Pollution & Health



- Aggravates **asthma** symptoms (~600,000 Marylanders)
- Diminishes **lung function** (an additional 200k-400k people)
- Triggers **heart** attacks (~ 29,000 Marylanders each year)
- Causes adverse **birth outcomes** (~8,000 each year)
- Increases risk of **cancer** (~30,000 each year)
- Increases risk of **death** (~54,000 each year)

<https://www.niehs.nih.gov/health/topics/agents/air-pollution>



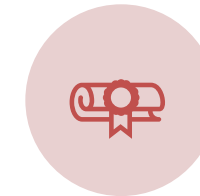
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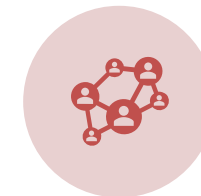
Access to health care, jobs, education



Access to nature  
(physical & mental health)



Access to healthy food (nutrition, obesity)



Improved social capital (sense of well-being)



“If you could package physical activity into a pill, it would be the most effective drug on the market”

-Dr. Ruth Petersen, former  
Director of CDC's Division of  
Nutrition, Physical Activity, and  
Obesity



# % of children who walk or bike to school

- Percent of children 5 to 14 years of age who usually walked or bicycled to school
  - 1969: 48%
  - 2009: 13%
- Percent of children in grades K–8 lived within one mile of school
  - 1969: 41%
  - 2009: 31%











# Physical Inactivity & Health

- Can contribute to **heart disease, type 2 diabetes, some cancers, & obesity**
- Associated with an estimated **\$117 billion in health care** costs each year
- Only **1 in 4 US adults**, and **1 in 5 high school students** meet the recommended guidelines
- **21% Maryland adults** report doing no physical activity in the past 30 days

\*<https://www.cdc.gov/chronicdisease/resources/publications/factsheets/physical-activity.htm> and <https://www.americashealthrankings.org/explore/measures/Sedentary/MD>

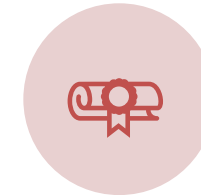
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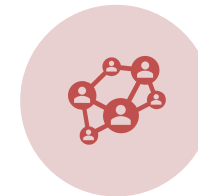
**Access to health care, jobs, education**



Access to nature (physical & mental health)



Access to healthy food (nutrition, obesity)



Improved social capital (sense of well-being)





# Johns Hopkins University data shows Red Line would significantly improve access to jobs in Baltimore

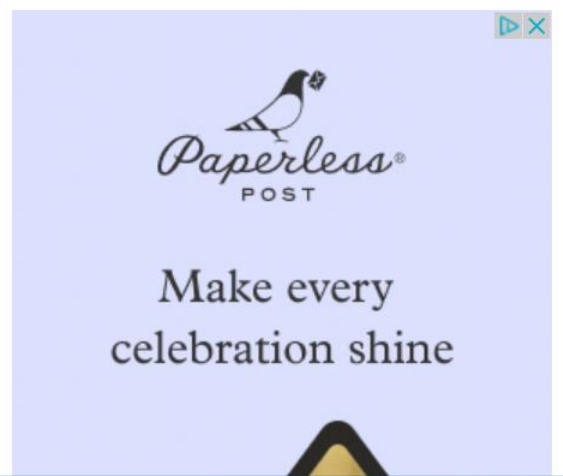
Data: 1 in 3 Baltimoreans do not have a car, 1 in 5 commute on public transit



Updated: 6:13 PM EDT Jun 7, 2024

Infinite Scroll Enabled

**Lisa Robinson** f t e  
Reporter





Maryland men's basketball upends No. 21 Northwestern, 75-59, to...



Editor's note: Comic strip Dilbert to be discontinued after creator's racist...



Ravens should say goodbye to both John Harbaugh and Lamar Jackson | READER...



MIAA A Conference boys basketball championship | PHOTOS



EDITORIAL

# Baltimore kids need a more reliable way to get to school | COMMENTARY

By Baltimore Sun Editorial Board  
Baltimore Sun • Jun 16, 2021 at 1:33 pm



Expand



An MTA bus is shown on Baltimore Street outside University of Maryland Medical Center. Baltimore City is the only public school system in the state that relies on mass transit to shuttle students (Karl Merton Ferron/Baltimore Sun Staff) (Karl Merton Ferron/The Baltimore Sun)

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She gets it.

**30 Million Seniors Rely on Medicare Advantage for Vital Health Care**

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With inflation already so high?

**30 Million Seniors Rely on Medicare Advantage for Vital Health Care**

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unicef USA

**ONE YEAR OF**

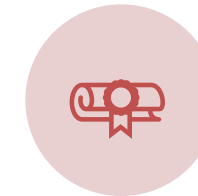
# Transportation & Health



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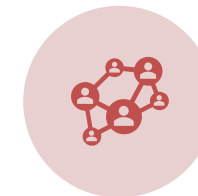
Access to health care, jobs, education



**Access to nature (physical & mental health)**



Access to healthy food (nutrition, obesity)



Improved social capital (sense of well-being)





# Health benefits of nature contact



REDUCED  
STRESS



IMPROVED  
SLEEP



REDUCED  
DEPRESSION  
AND  
ANXIETY



GREATER  
HAPPINESS



REDUCED  
AGGRESSION



REDUCED  
ADHD  
SYMPTOMS



REDUCED  
DIABETES



PROSOCIAL  
BEHAVIOR



LOWER  
BLOOD  
PRESSURE



↓ ASTHMA  
& ALLERGY



BETTER  
GENERAL  
HEALTH



SMOOTHER  
POST-  
SURGICAL  
RECOVERY



BETTER  
BIRTH  
OUTCOMES



IMPROVED  
PAIN  
CONTROL



LESS  
OBESITY



LONGER  
LIFE  
EXPECTANCY



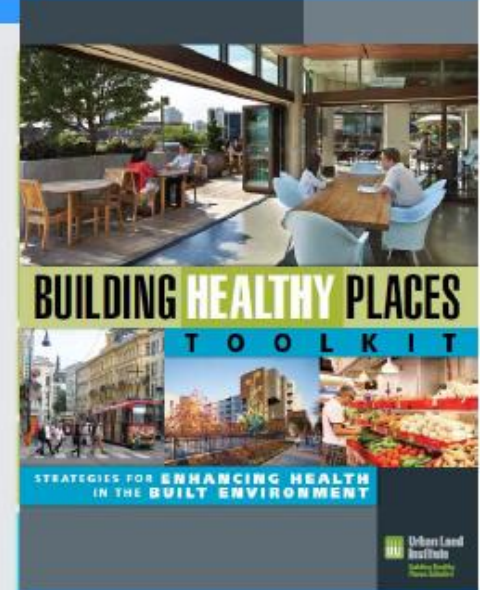


## Healthy Community Design

- Links destinations that promote health via a transportation network that facilitates safe travel
- Makes the healthy choice the easy choice

# Evidence-Based Recommendations

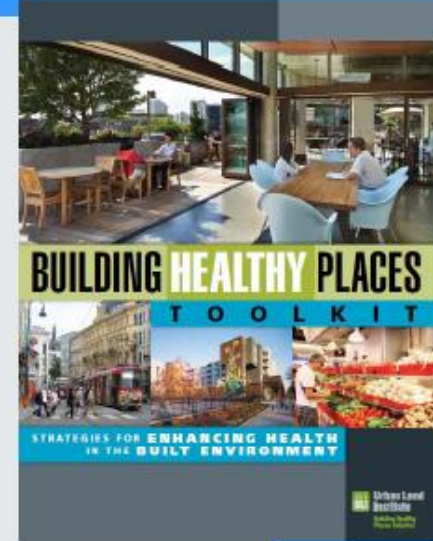
- 1 Incorporate a mix of land uses
- 2 Design well-connected street networks at the human scale ★
- 3 Provide sidewalks and enticing, pedestrian-oriented streetscapes ★
- 4 Provide infrastructure to support biking ★
- 5 Design visible, enticing stairs to encourage everyday use
- 6 Install stair prompts and signage
- 7 Provide high-quality spaces for multigenerational play and recreation
- 8 Build play spaces for children





# Evidence-Based Recommendations

- 9 Accommodate a grocery store
- 10 Host a farmers market
- 11 Promote healthy food retail
- 12 Support on-site gardening and farming
- 13 Enhance access to drinking water
- 14 Ban smoking
- 15 Use materials and products that support healthy indoor air quality
- 16 Facilitate proper ventilation and airflow
- 17 Maximize indoor lighting quality
- 18 Minimize noise pollution
- 19 Increase access to nature ★
- 20 Facilitate social engagement ★
- 21 Adopt pet-friendly policies



<http://www.uli.org/toolkit>

# We need to make active transportation easier ...

- Decreases cars
  - Lowers injuries
  - Reduces air pollution
  - Also reduces greenhouse gases
- Increases physical activity
- Increases access to healthy food, nature, jobs and education
- Increases social capital

**In order to improve physical & mental health!**





# Thank you!

**Many thanks to Drs. Brian Schwartz, Dick Jackson & Howie Frumkin, for many of these slides were adapted from lectures given by them.**

**[mлатshaw@jhu.edu](mailto:mлатshaw@jhu.edu)**



**JOHNS HOPKINS**  
BLOOMBERG SCHOOL  
*of* PUBLIC HEALTH

# CENTERING HEALTH IN TRANSPORTATION

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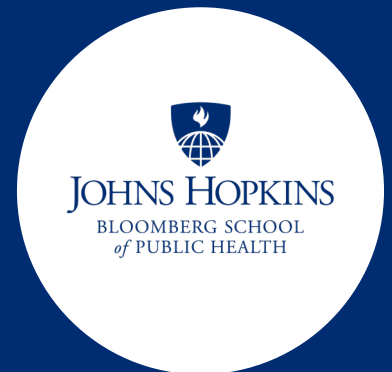
Keshia M. Pollack Porter, PhD, MPH

Bloomberg Centennial Chair & Bloomberg Centennial Professor

Department of Health Policy and Management

[kpollac1@jhu.edu](mailto:kpollac1@jhu.edu)

EESI Briefing  
Towards Healthier Outcomes in  
Surface Transportation  
April 10, 2025



# Multiple Sectors Influence Health

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<https://sl.bing.net/jBtUgVvQtTU>



# Health Equity

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“Health for everyone, everywhere”

-National Academy of Medicine



# Transportation & Health Equity

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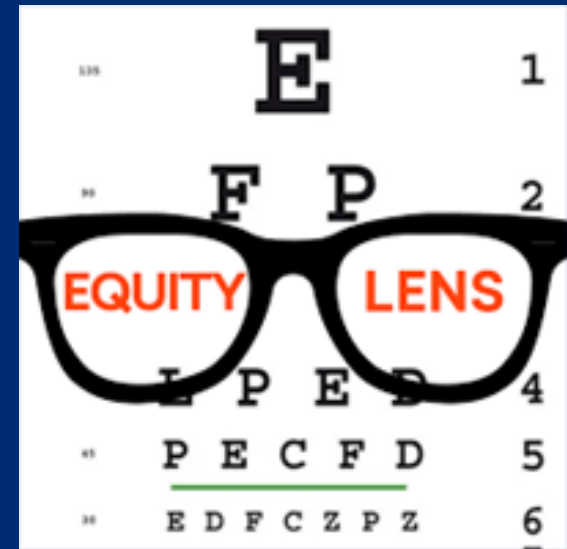
- Underresourced communities have less opportunity for physical activity, increased traffic crashes and fatalities, increased air pollution and greenhouse gas emissions.
- Neighborhoods have limited transportation options
  - Redlining
  - Highways to nowhere
  - Disparities in pedestrian and bicycle fatalities
  - Inability to consistently and reliably access healthcare, jobs, schools, etc.



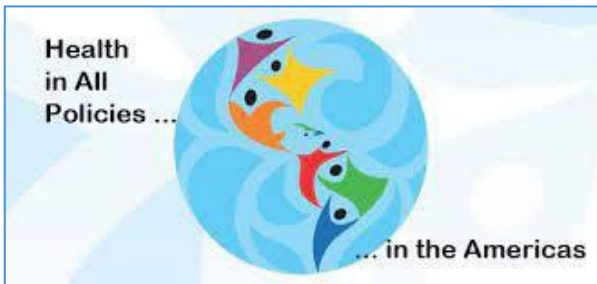
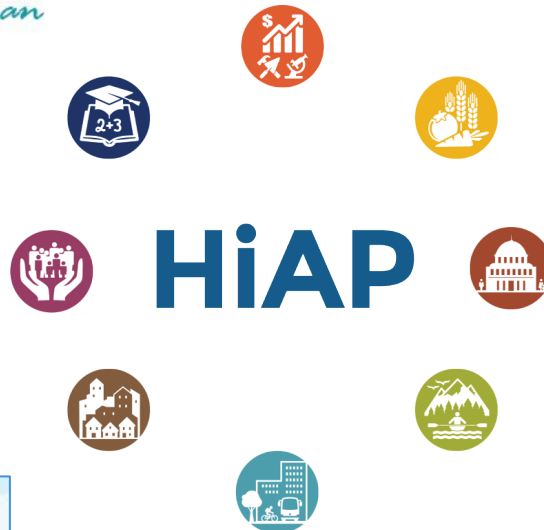
# How to Achieve Health Equity?

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- Working “upstream” as opposed to “downstream”
- Addressing structural drivers or social determinants of health, and “root causes”
- Centering community
- Promoting civic engagement
- Changing dominant narratives
- Changing policies and systems







# Key Elements of HiAP

---

- Promote health, equity, sustainability considerations
- Support interagency & intersectoral collaborations
- Create co-benefits for multiple partners
- Engage a broad array of stakeholders, including community
- Create structural or process changes
- Uses various types of data; data-driven



# Tools to Achieve HiAP

---

- There is no one single way to “do” health in all policies
- Creating cross-sector government structures
- Integrating health into planning processes including zoning updates and General Plans
- Integrating health language into Request for Funding proposals
- Developing health-related grant scoring criteria
- Using Health Impact Assessment (HIA) and related tools





<https://images.app.goo.gl/hZWPxjxEg8pqRkXM8>



# Learn More About HIAs:

hia.communitycommons.org

The screenshot shows the homepage of the Health Impact Assessment website. The header features the logo for "HEALTH IMPACT ASSESSMENT" with the tagline "A COMMUNITY COMMONS SPACE" and a navigation menu with links for "Home", "Learn", "Explore", and "About". The main content area has a teal and green background with the text "Health Impact Assessment" and a search bar containing the text "Search hundreds of Health Impact Assessments" and a "SEARCH" button. On the right side, there are three interactive buttons: "BROWSE ALL HIAs", "EXPLORE BY Vital Conditions", and "EXPLORE BY Priority Populations".

**HEALTH IMPACT ASSESSMENT**  
A COMMUNITY COMMONS SPACE

Home Learn Explore About

Examples of HIAs

## Health Impact Assessment

Search hundreds of Health Impact Assessments **SEARCH**

**BROWSE ALL HIAs**

**EXPLORE BY Vital Conditions**

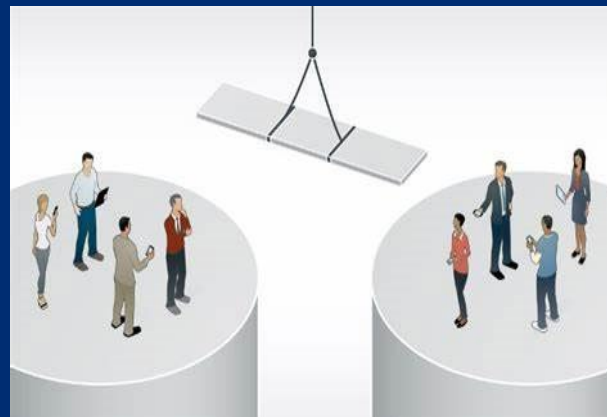
**EXPLORE BY Priority Populations**





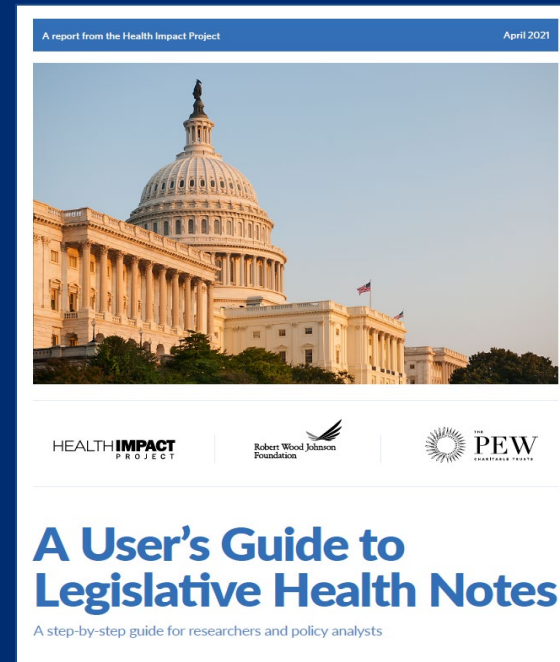
# Barriers to Implementing HiAP

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# Advancing Health in All Policies: Legislative Health Note

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# Health Note Pilot: What Did We Learn?

- Started in 2018-2019, pilot, intentionally worked with partners in Indiana and Colorado
- Partnered with the Center on Budget and Policy Priorities to work with partners in CA, NC, OH
- Convening held in December 2019 to share lessons learned
- 2020-2022 partnered with the DC City Council
- Completed 22 legislative health notes
- Evaluated our experience



# Conclusions

---

- HiAP can make policies from non-health sectors health and equity promoting and less harmful for health
- HiAP can be a successful strategy to expand collaborations between health and non-health sectors
- Acknowledge history and context of transportation decisions to rectify them
- Community participation and responsive, authentic engagement and inclusive processes are essential
- Health equity involves working with not *on* affected communities!



# Smart Surfaces for Healthier Outcomes in Surface Transportation

Jacob Miller, CEM  
[jmiller@smartsurfacescoalition.org](mailto:jmiller@smartsurfacescoalition.org)





The Smart Surfaces Coalition is made up of more than 40 leading national and international organizations with a shared commitment to creating **cooler**, **healthier**, and **more resilient** cities by cost-effectively reducing the impacts of extreme urban heat and flooding.

# What are Smart Surfaces?

Infrastructure strategies that cost-effectively manage urban heat and stormwater while maximizing health, climate, and equity co-benefits

**Reflective/Cool Roofs**



**Green Roofs**



**Porous & Permeable Pavements**



**Solar Photovoltaics**



**Reflective/Cool Pavements**



**Trees**



**Green Stormwater Infrastructure**



**Zero & Negative-Carbon Concrete**





# Smart Surfaces = Transportation Infrastructure

Incorporating smart surfaces into traffic calming measures **cost-effectively reduces traffic-related accidents, manages stormwater, reduces extreme heat, and improves air and water quality**



[Retrofitted intersection](#) with stormwater retention and traffic calming in DC  
*Image Credit: Toole Design*



[Solar reflective paint coating](#) in Los Angeles  
*Image Credit: GAF*



# Smart Surfaces = Transportation Infrastructure

Smart Surfaces can be used in:



[Curb Bumpouts](#) (GSI)

*Image Credit: Philadelphia Water Dept*



[Bus Lanes](#) (Solar Reflective Pavement Coating)

*Image Credit: HUBSS*



[Intersections](#) (Permeable Pavers)

*Image Credit: Ernest Maier*



[Traffic Calming Circles](#) (GSI)

*Image Credit: City of Tucson, AZ*

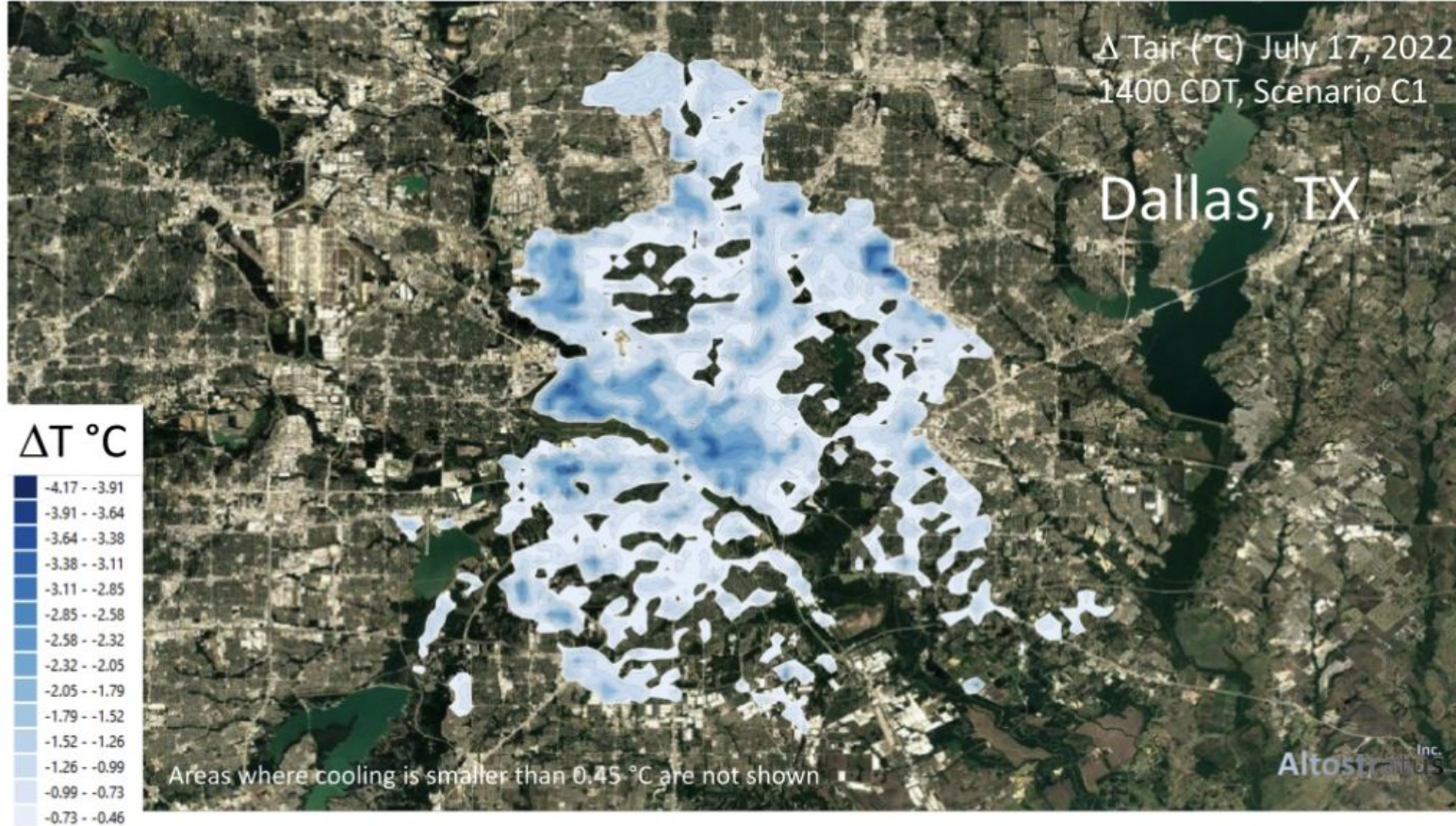


[Bus Shelters](#) (Green Roofs)

*Image Credit: City of Boston*



# Citywide Smart Surfaces for Heat Mitigation



Modeling shows that a combination of cool roofs, cool roads, and tree canopy in Dallas can deliver **up to 7.5°F cooling** on hot summer days

Reducing outdoor summer temperatures and providing shade for pedestrians is **critical to encouraging active transportation**



# Cities for Smart Surfaces Program

SSC is partnering with 10 metro areas across the US to facilitate the adoption of Smart Surfaces at the metropolitan level and working with communities in those regions to support community-led, local Smart Surface implementation projects.



# Examples from Smart Surface Cities



[Green infrastructure curb extension in Dorchester neighborhood of Boston, MA](#)

*Image Credit: City of Boston's Office of Green Infrastructure Instagram Account*

City design standards in **Boston** require that curb extensions use green infrastructure alternatives in place of impervious materials, such as:

- Rain gardens and bioswales in right-of-way
- Infiltration tree pits/tree trenches
- Porous Paving
- Stone subsurface infiltration area

The **City of Phoenix** released an updated shade plan that sets guidelines and targets for increasing shade in the city, and includes specific goals for transportation infrastructure such as:

- Tree canopy along transportation corridors
- Bus shelters at all feasible bus stops
- Pedestrian shade structures along heavily trafficked public rights-of-way
- Green stormwater infrastructure in public right-of-way



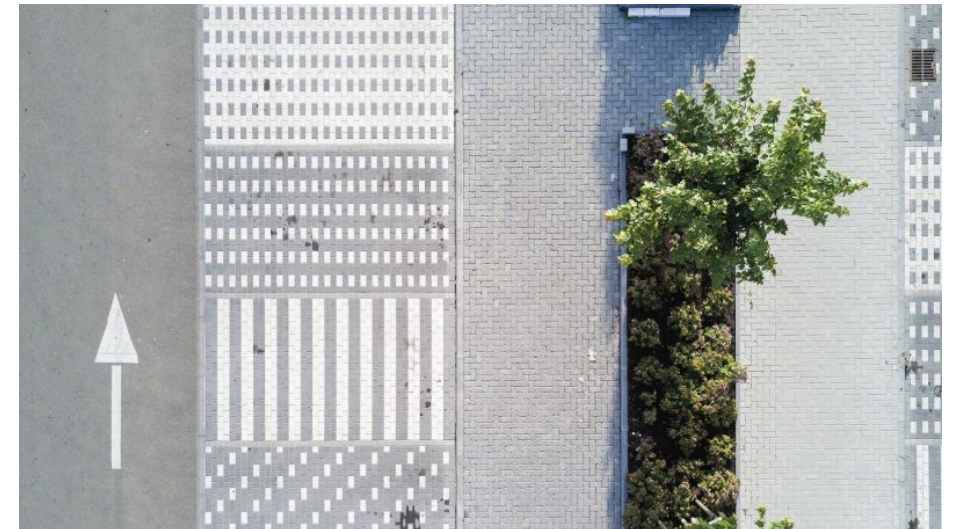
[Shade Phoenix Plan](#)  
*Image Credit: City of Phoenix*



# Cool Roadways Partnership



The [Cool Roadways Partnership \(CRP\)](#) is an SSC network that aims to scale the deployment of cool roadway options as a key strategy to manage rising urban temperatures and build heat-resilient communities. The CRP meets quarterly to share progress and learn from current projects and programs.



# Smart Surfaces Peer Learning Network

Connecting cities with strategies for urban climate resilience

- Virtual quarterly meetings for peer exchanges of best practices
- Hub site for Smart Surfaces resources
- Policy help desk



Scan to sign up!





# Heat Mitigation and Smart Surfaces at the Federal Level

MARCH 27, 2025

## MARKEY, GALLEGO INTRODUCE LEGISLATION TO COMBAT URBAN HEAT ISLANDS

[Excess Urban Heat Mitigation Act](#)

News

APRIL 07, 2025

## REPS. FOUSHEE, CLEAVER, RUIZ INTRODUCE THE COOL ROOF REBATE ACT TO LOWER COSTS FOR REFLECTIVE ROOFING INSTALLATION

[Cool Roof Rebate Act](#)



# Additional Resources



[Smart Surfaces and Lung Health](#)



[Heat Action Platform](#)



[Center for Climate, Health, and Equity](#)



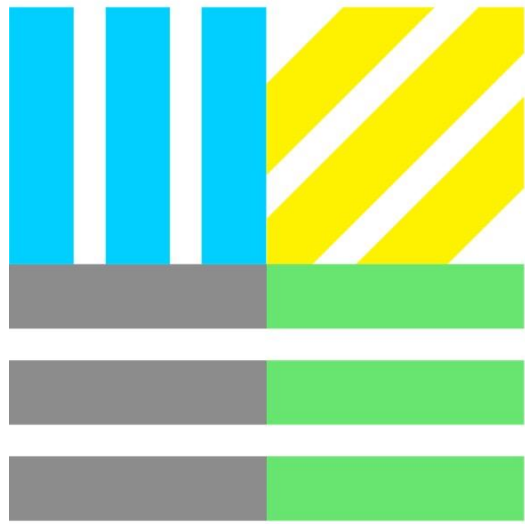
[GSI Impact Hub](#)



[Heat.gov](#)



[SSC Policy Help Desk](#)



**SMART  
SURFACES  
COALITION**



# Smart Growth America

Improving lives by improving communities

## Policy and Funding Advancing Public Health in Transportation

Towards Healthier Outcomes in Surface Transportation (10 April 2025)



# Presenter



**Benito O. Pérez, AICP CAPP**  
Policy Director  
Transportation for America  
[benito.perez@t4america.org](mailto:benito.perez@t4america.org)



# Smart Growth America

Improving lives by improving communities



**Transportation  
for America**



National Complete  
Streets Coalition



State  
**Smart Transportation  
Initiative**

**LOCUS**  
Responsible Real Estate  
Developers & Investors

**FBCI** Form-Based  
Codes Institute

“We envision a country where no matter where you live, or who you are, you can enjoy living in a place that is healthy, prosperous, and resilient.”



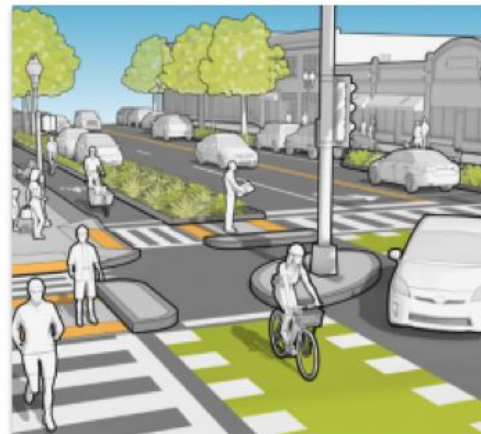
# What We Do



Technical Assistance



Advocacy



Thought Leadership



## Guiding principles for transportation investment

The time has come to elevate the national conversation about transportation beyond the cost—we need a vision for what we expect to accomplish.

America's federal transportation program does not address basic needs, and more money alone poured into this broken federal program will not suffice. Billions of dollars are spent without clear desired outcomes, and there is far too little accountability for accomplishing anything measurable and tangible.

We need to reform the 70-year-old federal program to reflect today's needs and ensure a focus on fixing our existing system first, on improving safety, and on accountability.

Learn more: [t4america.org/platform](https://t4america.org/platform)

### PRINCIPLE #1

## Design for safety over speed

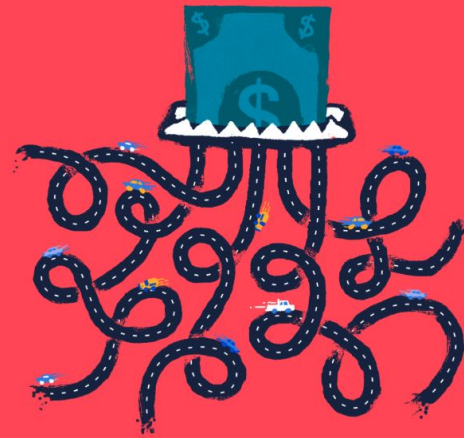
Any serious effort to reduce deaths on our streets and roads requires slower speeds. Federal funding should require approaches and street designs that put safety first.



### PRINCIPLE #2

## Fix it first

If your house has a leaky roof, you fix that before remodeling your kitchen. The federal transportation program should do the same and prioritize existing maintenance needs ahead of building new things which require decades of additional repair costs.



### PRINCIPLE #3

## Invest in the rest

For 60 years we've invested hundreds of billions of dollars in highways. Now it's time to **invest in the rest** to create a complete transportation network so more Americans can safely travel by foot, bike, bus, or train.





*Who are we designing for?*







*Vehicles, or People?*



# No two communities are the same



# Federal Policy and Funding Reflections

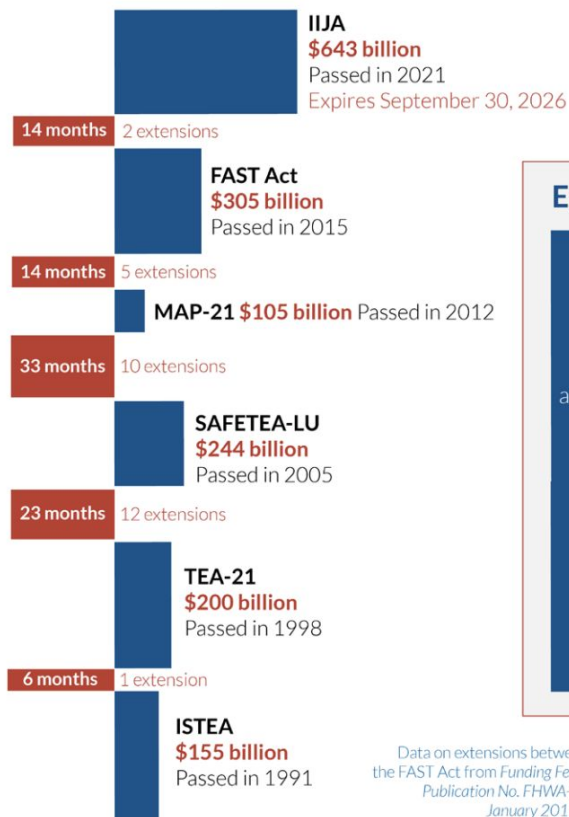


Smart Growth America  
Improving lives by improving communities





# Past reauthorizations



### Expect extensions

The federal transportation program has operated on a **short-term extension a third of the time** since 1997.

**23 yrs** of normal authorizations

**7.5 yrs** of extensions

Data on extensions between ISTEA and the FAST Act from *Funding Federal-aid Highways* Publication No. FHWA-PL-17-011 January 2017





# Past reauthorizations





# IIJA Reflections





# Fueling the Crisis

# Fueling the Crisis

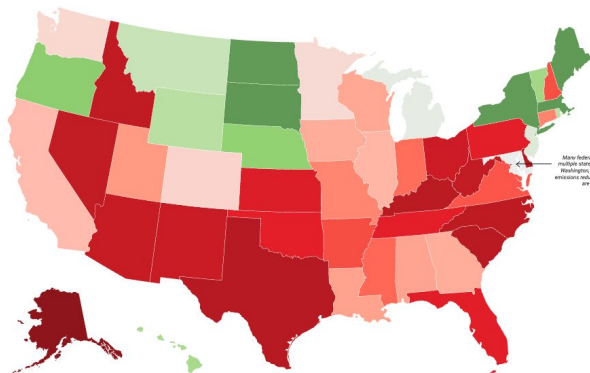
## Climate consequences of the 2021



### How are IIJA investments affecting carbon emissions shifts in states, per capita?

The IIJA provided states flexibility to spend federal dollars in ways that could either **reduce emissions\*** (with investments in electrification, transit, walking, and biking) or **produce emissions\*** (investments like highway widening that increase car usage and dependency).

Cumulative, per capita net tonnes CO<sub>2</sub>e increase or reduction compared to baseline projections through 2040



\*More federal aid investments covering multiple states were logged as increase. Washington, DC, total emissions and emissions reduction attributable to CO<sub>2</sub>e are lower than listed.



<https://t4america.org/fueling-the-crisis/>





# IIJA Policy Changes



NOVEMBER 2023

## PENNSYLVANIA CARBON REDUCTION STRATEGY (CRS)

In Support of the Federal Carbon Reduction Program (CRP)

**pennsylvania**  
DEPARTMENT OF TRANSPORTATION

IN CONSULTATION WITH PENNSYLVANIA METROPOLITAN AND RURAL PLANNING ORGANIZATIONS (MPOs/RPOs)

### RECONNECTING COMMUNITIES & NEIGHBORHOODS (RCN) GRANT Program

FY23 Awards Factsheets

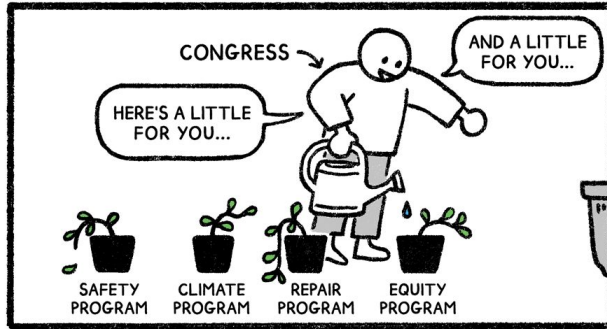
U.S. Department of Transportation



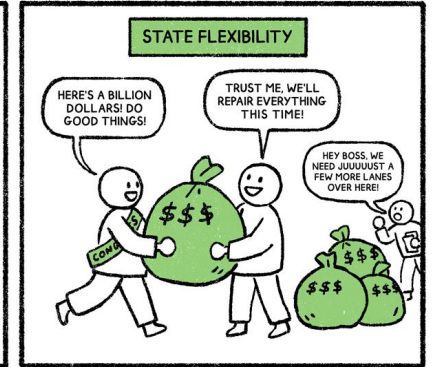
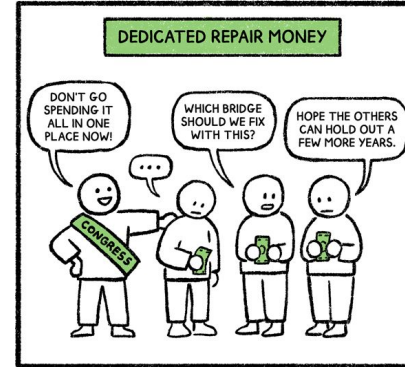


# IIJA Policy Changes

## WHEN CONGRESS TRIES TO SOLVE BIG TRANSPORTATION PROBLEMS

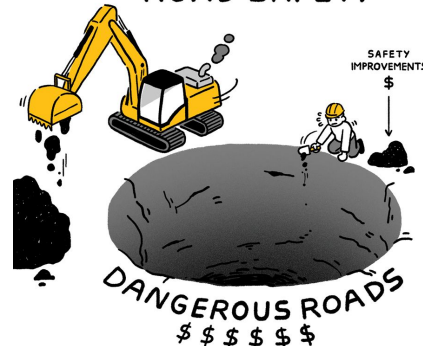


## MONEY FOR REPAIRS



BY JEAN WEI FOR Transportation For America

## U.S. APPROACH TO ROAD SAFETY







# Other Recent Policy Changes



## Manual on Uniform Traffic Control Devices for Streets and Highways 11th Edition



U.S. Department of Transportation  
Federal Highway Administration

December 2023

# Policy and Funding Strategies advancing Health in Transportation



# Rethink Transportation Decision Making



**Siloed approach to the built environment perpetuates livability challenges**





# Invest in the Rest







# Streetscape Accessibility



# Encouraging Community Physical Activity



## State Physical Activity and Nutrition

### KEY POINTS

- CDC funds 17 states to carry out the current 5-year State Physical Activity and Nutrition (SPAN) program.
- Recipients use proven strategies to reduce health disparities related to nutrition, physical activity, and obesity.
- The SPAN program (CDC-RFA-DP-23-0012) runs from 2023 to 2028.





# Policy Opportunities in Reauthorization

WORLD DAY OF REMEMBRANCE

## An Open Letter to the New U.S. Congress and the New Administration: It's Time to Unite to Solve America's Roadway Crisis

"Just as we know the top factors causing roadway deaths, we also have the solutions to stem the traffic safety crisis. The key now is leadership – to act on this knowledge and put proven, life-saving tools in place."

1:00 PM EST on November 15, 2024



Photo: Brian Rimm

- Community Driven and People oriented speed limits and road design.
- Require automatic emergency braking for bikes and pedestrians.
- Driver education reform to regularly cover bikes and pedestrians.
- Supportive funding and technical assistance for small community projects promoting safety and physical activity.
- Repeal “value of time” or significantly reform it to account for all roadway users.
- Disallow negative safety performance targets.

# Resources



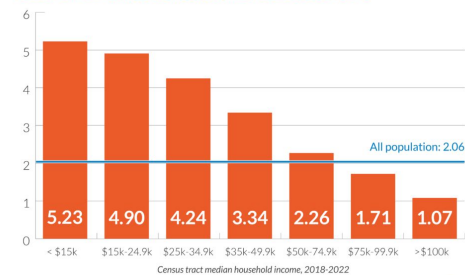
# Dangerous by Design



- Drastic rise in roadway injuries and fatalities from walking and biking since 2010.
  - Design that prioritizes speed over safety
- Income, race, and age are significant predictors of current exposure to roadway safety risk, with low-income, people of color, especially above 50 years being the most vulnerable.
- Significant omission in roadway design and data is accounting for all people, regardless of physical, visual, hearing, or cognitive ability.

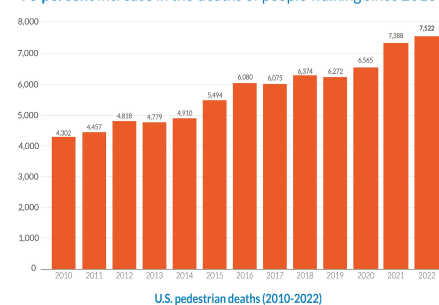
## Lower-income areas have far higher rates of pedestrian deaths

Pedestrian fatalities per 100,000 people by census tract income



Source: National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System

## 75 percent increase in the deaths of people walking since 2010

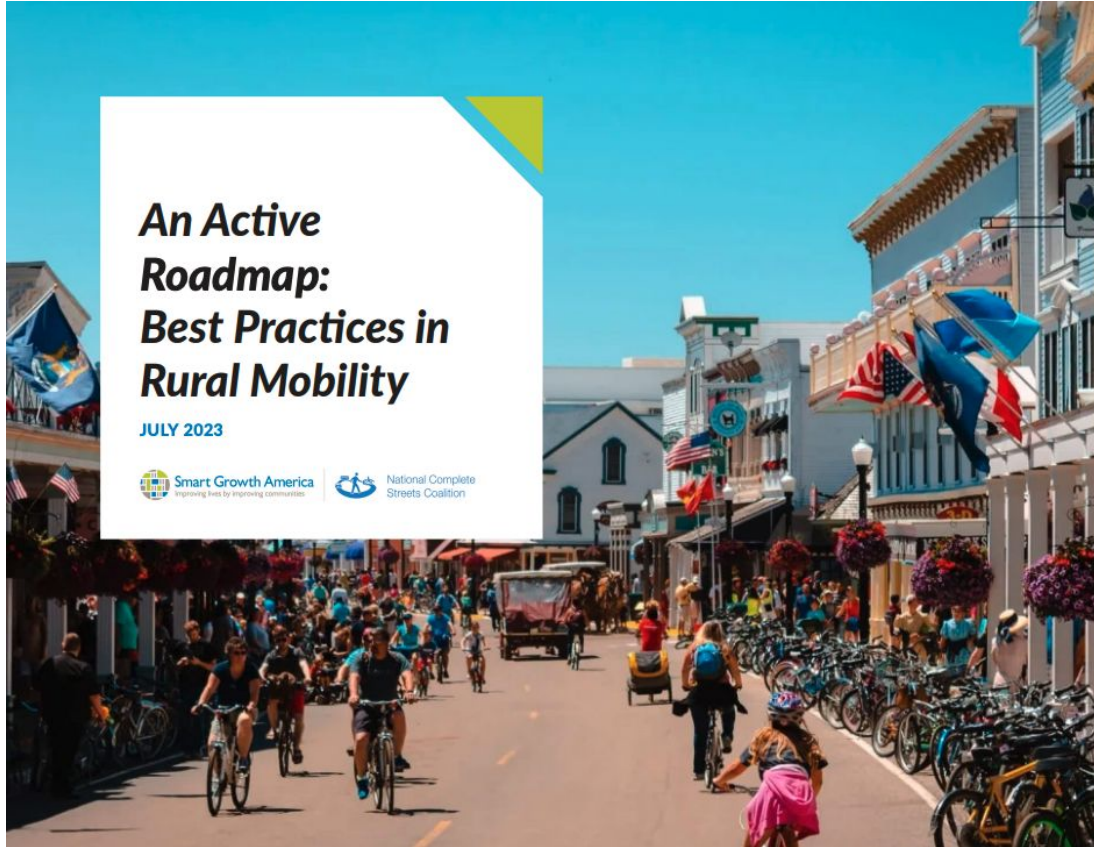


U.S. pedestrian deaths (2010-2022)

Smart Growth America



# Active Roadmap



- Defines the variety of rural typologies, their demographics, and mobility patterns.
- Nearly a third of rural residents do not have access to and/or can't operate a vehicle
- The importance of scaled relationship between landuse and multimodal transportation (i.e. rural transit, active transportation networks)



# Community Connectors



This Community Connectors portal is our evolving tool for explaining:

- 1) Who is involved,
- 2) How the process unfolds, and
- 3) What DOTs really mean when they say, and then sharing
- 4) Real world stories from advocates—both successes and looming challenges.

**Ever growing resource, both in T4A content and connecting to partner content.**

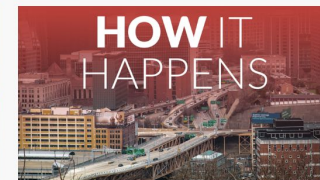
**<https://t4america.org/community-connectors/>**



## Explaining the actors

Who has control over the hundreds of billions in federal and state transportation dollars for transportation projects? Who are the entities involved in spending this money? Who are the agencies involved in making the decisions? Start here to find out more about the people you need to know: **who is involved.**

- State DOTs
- USDOT
- Metropolitan planning organizations (MPOs)



## Demystifying the process

How does transportation money get spent? Where does the money come from? What things *can* federal transportation money be spent on? Start here to find out more about the process: **how it happens.**

- How are projects chosen for funding? (Programming)
- A plethora of plans: what do they all mean? (Planning)
- The limits of environmental laws (like NEPA) to protect communities



## Decoding common terms

Transportation engineers, planners, and decision makers often bury advocates in a sea of jargon and acronyms, accompanied by an explicit message that you *can't* possibly understand things well enough to suggest a different path. Start here to learn about the obscure, complex measures and models that have incredible influence over what gets built and where: **things DOTs say.**

- "We have to preserve level of service (LOS)"
- "Widening this road is guaranteed to improve traffic"
- "Sorry, our street design standards don't allow that"
- "The transportation models tells us that we have to..."
- "This project will definitely save people time"
- "We can't do that, we'd get sued!"



## Advocate stories

"Community Connectors" all across the country are **fighting divisive, destructive, and unaffordable freeway expansions**, advancing projects to remove old highways, making wide, dangerous arterial roads a little safer for people to cross, or just improving basic infrastructure people depend on each day. These battles are won and lost—often on the same project. **Read a growing list of profiles** our team is producing about these stories.

### Stories of success

- Greenville, SC: Out with the cars, in with the people
- Gretna, LA: Tracking a downtown divide
- Milwaukee, WI: The long fight for connectivity



# Additional Resources



## More than One in Five Adults with Limited Public Transit Access Forgo Health Care Because of Transportation Barriers

Laura Barrie Smith, Michael Karpman, Dulce Gonzalez, and Sarah Morriss

April 2023

## The Association between Public Transportation and Social Isolation in Older Adults: A Scoping Review of the Literature

Madeline Lamanna <sup>1</sup>, Christopher A Klinger <sup>2 3</sup>, Anna Liu <sup>3</sup>, Raza M Mirza <sup>2 3</sup>



► [Innov Aging](#). 2020 Dec 16;4(Suppl 1):299–300. doi: [10.1093/geroni/igaa057.959](#)

## Influence of Driving and Transportation Access on Social Isolation Risk Among Older Adults

[Matthew Smith](#) <sup>1</sup>, [Caroline Bergeron](#) <sup>2</sup>, [Matthew Barrett](#) <sup>1</sup>, [Leigh Ann Eagle](#) <sup>3</sup>, [Sue Lachenmayr](#) <sup>3</sup>



PREVENTING CHRONIC DISEASE  
PUBLIC HEALTH RESEARCH, PRACTICE, AND POLICY

## Prevalence of Municipal-Level Policies Dedicated to Transportation That Consider Food Access

ORIGINAL RESEARCH — Volume 18 — November 18, 2021 33

Brianna L. Dumas, MPH, RD<sup>1</sup>; Diane M. Harris, PhD, MPH, CHES<sup>1</sup>; Jean M. McMahon, PhD, MS<sup>2</sup>; Thomas J. Daymude, MPA<sup>3</sup>; Amy Lowry Warnock, MPA<sup>4</sup>; Latetia V. Moore, PhD, MSPH<sup>5</sup>; Stephen J. Onufrak, PhD, MPH<sup>1</sup> (VIEW AUTHOR AFFILIATIONS)

Suggested citation for this article: Dumas BL, Harris DM, McMahon JM, Daymude TJ, Warnock AL, Moore LV, et al. Prevalence of Municipal-Level Policies Dedicated to Transportation That Consider Food Access. *Prev Chronic Dis* 2021;18:210193. DOI: <https://doi.org/10.5888/pcd18.210193>





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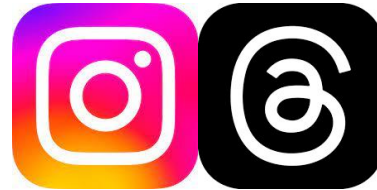
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# QUESTIONS

