Planning for a Healthier Future

AMPO Annual Conference – Savannah, GA

October 19, 2017

Puget Sound Regional Council
Central Puget Sound Region

- 3.8 million population
- 4 counties
- 82 cities & towns
- Urban & rural
Our Region is Growing

Regional Growth Estimates

Population: 5 million
Forecast:

36% population increase

Jobs: 2.9 million

50% jobs increase

In millions
VISION 2040 – Regional Growth Strategy

- Develop compact communities and centers
- Promote growth in Metropolitan, Core and Larger Cities
- Minimize incompatible rural development
- Improve regional jobs-housing balance
- Develop consistent regional targeting methods and planning horizons
Integrated Plan for Sustainable Development

REGIONAL POLICY DIRECTION

VISION 2040
— MULTICOUNTY PLANNING POLICIES —
— REGIONAL GROWTH STRATEGY —
— ENVIRONMENTAL FRAMEWORK —

DETAILED FUNCTIONAL IMPLEMENTATION PLANS

Transportation 2040
— METROPOLITAN TRANSPORTATION PLAN —

Regional Economic Strategy
— COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY —
There are **over 10 goals** and policies in VISION 2040 that explicitly mention health.

**Transportation Goal:**
Develop a transportation system that minimizes negative impacts to human health.

**Environmental Goal:**
Ensure that all residents of the region, regardless of social or economic status, live in a healthy environment, with minimal exposure to pollution.

**Built Environment and Health Goal:**
Incorporate provisions addressing health and well-being into appropriate regional, countywide, and local planning and decision-making processes.
Goal: Improve health outcomes for all of the region’s populations, particularly for people in places of concern.
Equity considerations in transportation planning include income, race and place.

Health considerations in transportation planning include safety, air quality and physical activity.
Integrating Health in Planning

What have we done?

• VISION 2040 includes a focus on the importance of health for people, prosperity, and the planet

• Increased involvement at PSRC with public health partners who have seats on PSRC Policy Boards and Committees

• Developed new resource tools: Planning for Whole Communities Toolkit, Transit Supportive Planning Toolkit

• Engagement with PSRC Transportation Policy Boards on Health

• Coordination with peer MPO’s and advocacy partners on health and equity topics

• Improved modeling and analysis tools
Regional Outcome Framework – Throughout Planning Stages

Planning Stages

Long Range Planning
- T2040 Project Evaluation
- T2040 Scenario Analysis

Short Range Planning/ Federal Funding Process
- TIP
- Project Selection

Performance Trends
- Observed Information

VISION 2040
REGIONAL OUTCOMES
Congestion Management Process
T2040 Performance Framework

Regional Outcomes (expanded due to board input)

<table>
<thead>
<tr>
<th>VISION 2040</th>
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</thead>
<tbody>
<tr>
<td>Air Quality and Climate Change*</td>
</tr>
<tr>
<td>Freight*</td>
</tr>
<tr>
<td><strong>Health</strong></td>
</tr>
<tr>
<td>Jobs</td>
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<tr>
<td>Multimodal</td>
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<tr>
<td>Puget Sound Land and Water</td>
</tr>
<tr>
<td>Safety and Security*</td>
</tr>
<tr>
<td>Social Equity and Access to Opportunity</td>
</tr>
<tr>
<td>State of Good Repair*</td>
</tr>
<tr>
<td>Support for Centers</td>
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<tr>
<td>Travel*</td>
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</tbody>
</table>

**Planning Stages**

**Long Range Planning**
- T2040 Project Screening
- T2040 Network Scenario Analysis

**Short Range Planning**
- TIP
- Project Selection

**T2040 Network Performance Trends**

* MAP 21 Performance Measure
Project Screening for Capacity Projects

Safety and System Security
• How a project improves safety related to geometric issues to avoid future crash incidences.

Social Equity and Access to Opportunity
• How a project improves environmental health and avoids /eliminates negative impacts for minority, low-income, elderly, youth, people with disabilities and households without vehicles.
• How a project improves access to opportunity

Air Quality
• How a project reduced air quality related impacts to people and the environment.

Multimodal
• How a project provides alternatives to driving alone.
Transportation 2040 Project Screening Evaluation Questions: Health

Does the project improve opportunities for bicycle and pedestrian travel?

If yes: Has design on this project begun yet? Yes/No

If yes and this project is located within the Urban Growth Area, do you plan to follow the Urban Bikeway Design Guide and/or the Urban Street Design Guide from the National Association of City Transportation Officials? These guides provide information related to the safety and comfort of bicycle and pedestrian facilities relative to the adjacent roadway environment. Yes/No

These guides provide information related to the safety and comfort of bicycle and pedestrian facilities relative to the adjacent roadway environment.

Does the project improve bicycle and pedestrian access within ¼ mile of a (MTS) transit stop?

If yes: Has design on this project begun yet?

If yes and this project is located within the Urban Growth Area, do you plan to follow the Urban Street Design Guide from the National Association of City Transportation Officials? This guide provides recommendations for safe and accessible pedestrian crossings.
Travel Model Improvements

- Activity-based model means:
  - Person-oriented
  - Can describe travel by:
    - Income
    - Home location
    - Age
  - No longer bound to “areas of concern,” can directly analyze population groups
## Percent of People walking and biking for transport

<table>
<thead>
<tr>
<th></th>
<th>Today</th>
<th>2040</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region</td>
<td>31%</td>
<td>36%</td>
<td>+14%</td>
</tr>
<tr>
<td>People of Color</td>
<td>32%</td>
<td>39%</td>
<td>+22%</td>
</tr>
<tr>
<td>People with Low Income</td>
<td>35%</td>
<td>44%</td>
<td>+26%</td>
</tr>
</tbody>
</table>
Travel Model Improvements

Percent of People walking and biking for transport
### Health / Equity: Example Metrics

#### Transportation 2040 Forecasts and Modeling

<table>
<thead>
<tr>
<th>Active Transport</th>
<th>2014</th>
<th>2040 Plan</th>
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</thead>
<tbody>
<tr>
<td>Number of Walkers, including Walking to Transit</td>
<td></td>
<td>1,710,545</td>
</tr>
<tr>
<td>% of Population who Walks</td>
<td>28%</td>
<td>35%</td>
</tr>
<tr>
<td>Number of Bikers</td>
<td></td>
<td>206,209</td>
</tr>
<tr>
<td>% of Population who Bikes</td>
<td>4%</td>
<td>4%</td>
</tr>
<tr>
<td>Average daily time spent Walking per Walker (minutes)</td>
<td>52</td>
<td>52</td>
</tr>
<tr>
<td>Average Time Spent Biking per Biker(minutes)</td>
<td>31</td>
<td>31</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Low Income Active Transport</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Walkers, including Walking to Transit</td>
<td></td>
<td>250,606</td>
</tr>
<tr>
<td>% of Population who Walks</td>
<td>34%</td>
<td>42%</td>
</tr>
<tr>
<td>Number of Bikers</td>
<td></td>
<td>32974</td>
</tr>
<tr>
<td>% of Population who Bikes</td>
<td>4%</td>
<td>6%</td>
</tr>
<tr>
<td>Average daily time spent Walking per Walker (minutes)</td>
<td>57</td>
<td>56</td>
</tr>
<tr>
<td>Average Time Spent Biking per Biker(minutes)</td>
<td>31</td>
<td>31</td>
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Peer Networking

• Health and Equity in Regional Planning – 2014 Report and Event

• Integrated Transportation and Health Impact Modeling Tool (ITHIM) Staff Training

• Metropolitan Transportation Commission (MTC) Peer Exchange – staff day with Dave Vautin, May 2015


• Peer Networking Series – Health and Equity in Transportation Planning (discussed performance measures) - Oct 2015

• Transportation Leadership Academy - T4 America, May and Oct 2016

• Walkability Action Institute - CDC, NADCC in Decatur, GA - April 2017
The primary **GOALS** are to support **equity**, improve **safety and comfort**, **complete networks** and **access to opportunity** while increasing the **number of people** walking and bicycling.

- Inform PSRC’s Work Program
- Emphasize best practice serving all ages and abilities.
- Data Collection
- Regional Bicycle Network
Promoting best practice

Resources

<table>
<thead>
<tr>
<th>RESOURCE CATEGORY</th>
<th>Description</th>
<th>Resource Title</th>
<th>Resource Details</th>
<th>Recommendation Details</th>
</tr>
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<tbody>
<tr>
<td>Guardian Angel</td>
<td>Pedestrian safety at crosswalks, vehicle strikes, and pedestrian vehicle collisions. Pedestrians can be visibility impaired or non-compliant.</td>
<td>Crosswalks</td>
<td>Pedestrians should be made aware of their surroundings and their own safety.</td>
<td>Pedestrians should be made aware of their surroundings and their own safety.</td>
</tr>
<tr>
<td>Neighborhood Design</td>
<td>Pedestrian safety at crosswalks, vehicle strikes, and pedestrian vehicle collisions. Pedestrians can be visibility impaired or non-compliant.</td>
<td>Crosswalks</td>
<td>Pedestrians should be made aware of their surroundings and their own safety.</td>
<td>Pedestrians should be made aware of their surroundings and their own safety.</td>
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<tr>
<td>Street Lighting</td>
<td>Pedestrian safety at crosswalks, vehicle strikes, and pedestrian vehicle collisions. Pedestrians can be visibility impaired or non-compliant.</td>
<td>Crosswalks</td>
<td>Pedestrians should be made aware of their surroundings and their own safety.</td>
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</tr>
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</table>

*Note: This table is a summary of resources available for promoting best practice in pedestrian safety. For detailed information, please refer to the respective resource titles provided.*
Opportunity Mapping

The Growing Transit Communities Partnership, partnered with the Kirwan Institute to develop maps building off the Institute’s work on “Communities of Opportunity” across the country.

“Opportunity” is a situation or condition that places individuals in a position to be more likely to succeed or excel.

These thematic maps show level of access to opportunity by a series of 20 indicators that represent five major categories of opportunity:

- education
- economic health
- housing and neighborhood quality
- transportation/mobility
- health and environment
PSRC has been working on a **coordinated effort with transit agencies** to share tools and work together to identify how our perspective agencies can address equity in our planning processes.

**Non-Motorized Transit Access Tool** – developed by Sound Transit and King County Metro. PSRC is considering helping to expand the data (and tools) outside of the current study area.

**Transit Service Planning tools** – King County Metro and PSRC have been coordinating and sharing information about tools so as to better coordinate with modeling and network sharing including new REMIX tool.
PSRC Bike/ Pedestrian Set-Aside

Since 1993, the Puget Sound Regional Council has allocated 10% of FHWA funds as a set aside for bicycle / pedestrian investments

- 50 / 50% split between regional and countywide competitions
  (set-aside goes to the countywide competitions)

- Additionally, bicycle and pedestrian projects are also supported in the general competition
- Increased emphasis on safety, health and equity
Increasing number of multimodal projects

Stand Alone Bike/Pedestrian Projects

- Trails: 45.8%
- Bike Lanes: 25.3%
- Sidewalks: 22.9%
- Other: 5.9%

Roadway Projects with Multimodal Elements, 1992-Present

- Includes Bike/Pedestrian Elements: 46.9%
- Includes ITS Elements: 14.7%
- Includes Transit Elements: 13.0%
- Includes Other Elements: 25.4%
Increasing trend of bike/ pedestrian elements

Increasing Trend of PSRC Funding to Projects Also Containing Bicycle / Pedestrian Elements, 1992-Present
Criteria Improvements in 2016

Existing project evaluation criteria address:

- Support for centers, **safety**, **mobility**, populations served, **accessibility**, reduction of emissions, project readiness, etc.

**2016 process incorporated additional emphasis**

- Strengthened criteria related to **health** and equity
- Air quality score for CMAQ projects incorporated cost-effectiveness
New Features

Where are we going?

- Worked with the PSRC policy boards to **add health** as a new measure
- Continue to evaluate the best ways to determine **accessibility** (looking at peer examples of access to jobs, social equity accessibility and mobility as a proxy for accessibility)

How do we get there?

- Continue dialogue with community partners
- Learn from our peers, national dialogue
Questions?

Kim Scrivner, Senior Planner