

Connecting the Dots between Transportation and Health Equity

October 18, 2016 1:00 pm Eastern

Diana Williams, Funders' Network for Smart Growth and
Livable Communities

Katy Smith, Piedmont Health Foundation

Dace West, Mile High Connects



THE HARDEST ROAD

Philanthropic Approaches to the
Evolving Field of Transportation Equity

Different Eras in US Transportation

Years	Transportation
1850 - 1910	Rise of the Railroads, Industrialization and Urbanization
1910 - 1945	Railroads and Streetcars Rule; Cars Are Growing But Not Dominant
1945 - 1990	Suburbanization; White Flight and the Age of Interstates and the Auto
1990 - 2015	Cities Begin a Comeback; New Generation of Light Rail in Cities; Walking and Bicycling Grow
2015 - 2030	The Age of Disruption

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.

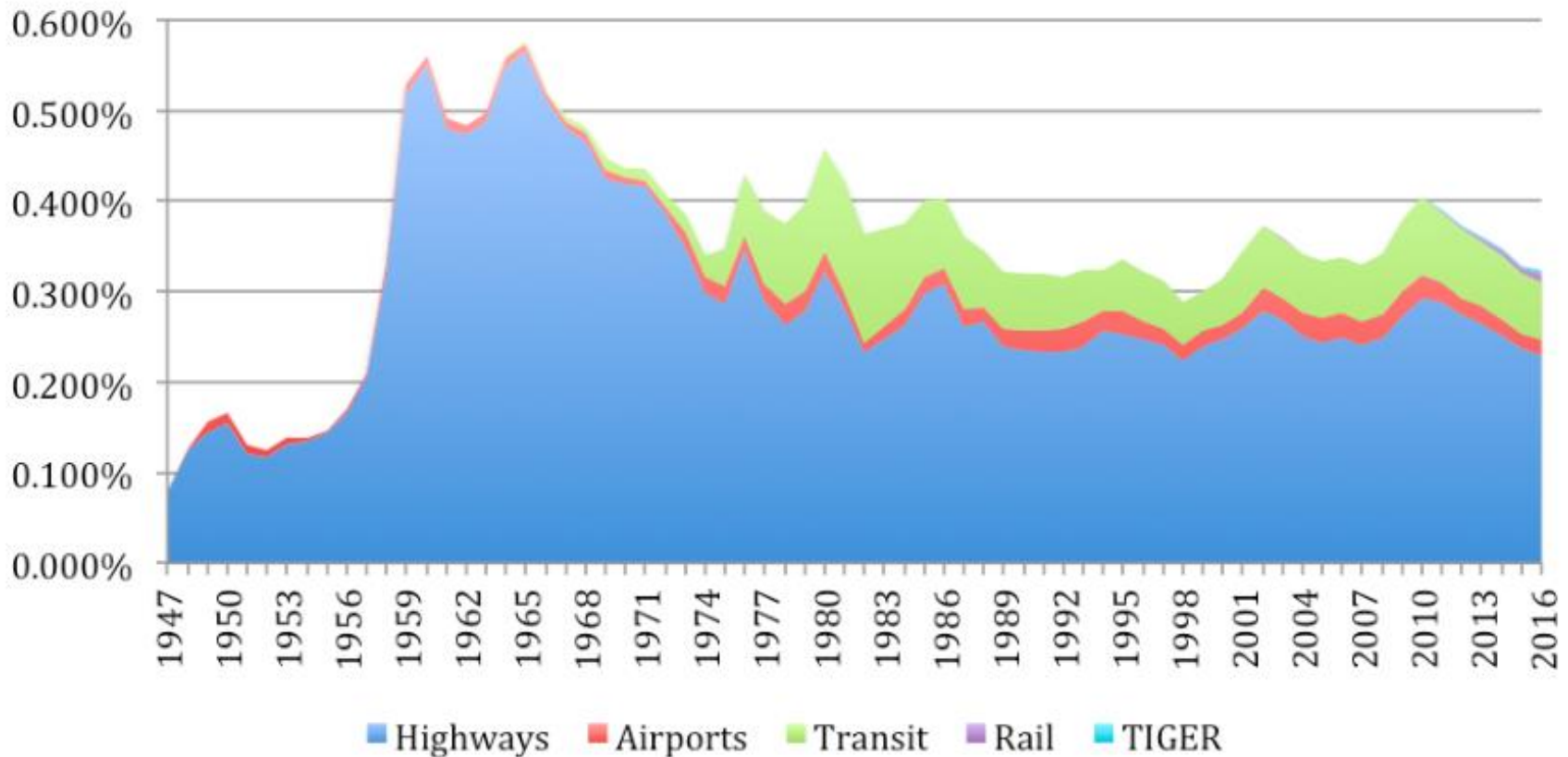
Active Living Research

www.activelivingresearch.org

Sources: SIDEWALKS: Sallis J, Boules H, Bauman A, et al. "Neighborhood Environments and Physical Activity among Adults in 11 Countries." *American Journal of Preventive Medicine*, 36(6): 484-490, June 2009. BIKE LANES: Dill J et al. "Bicycling for Transportation and Health: The Role of Infrastructure." *Journal of Public Health Policy* (2009) 30, 595-610. doi:10.1057/jphp.2008.56). TRAFFIC CALMING: Bush F, Collier T, Frost C, et al. "Area-Wide Traffic Calming for Preventing Traffic Related Injuries." *Cochrane Database of Systematic Reviews* (1), January 2003; Elvik R. "Area-Wide Urban Traffic Calming Schemes: A Meta-Analysis of Safety Effects." *Accident Analysis and Prevention*, 33(3): 327-336, May 2001. PUBLIC TRANSPORTATION: Edwards R. "Public Transit, Obesity, and Medical Costs: Assessing the Magnitudes." *Preventive Medicine*, 45(1): 14-21, January 2008.

Highways Ruled In the Mid 1950s

Outlays from Federal Grants for Transportation Infrastructure, as a Share of U.S. GDP, by Mode



Source: The Eno Center for Transportation





Map showing how the proposed 10-Lane North-Central Freeway would wreck Takoma Park. What kind of planning for progress is this?

Public Meeting to Save Takoma Park from Destruction!

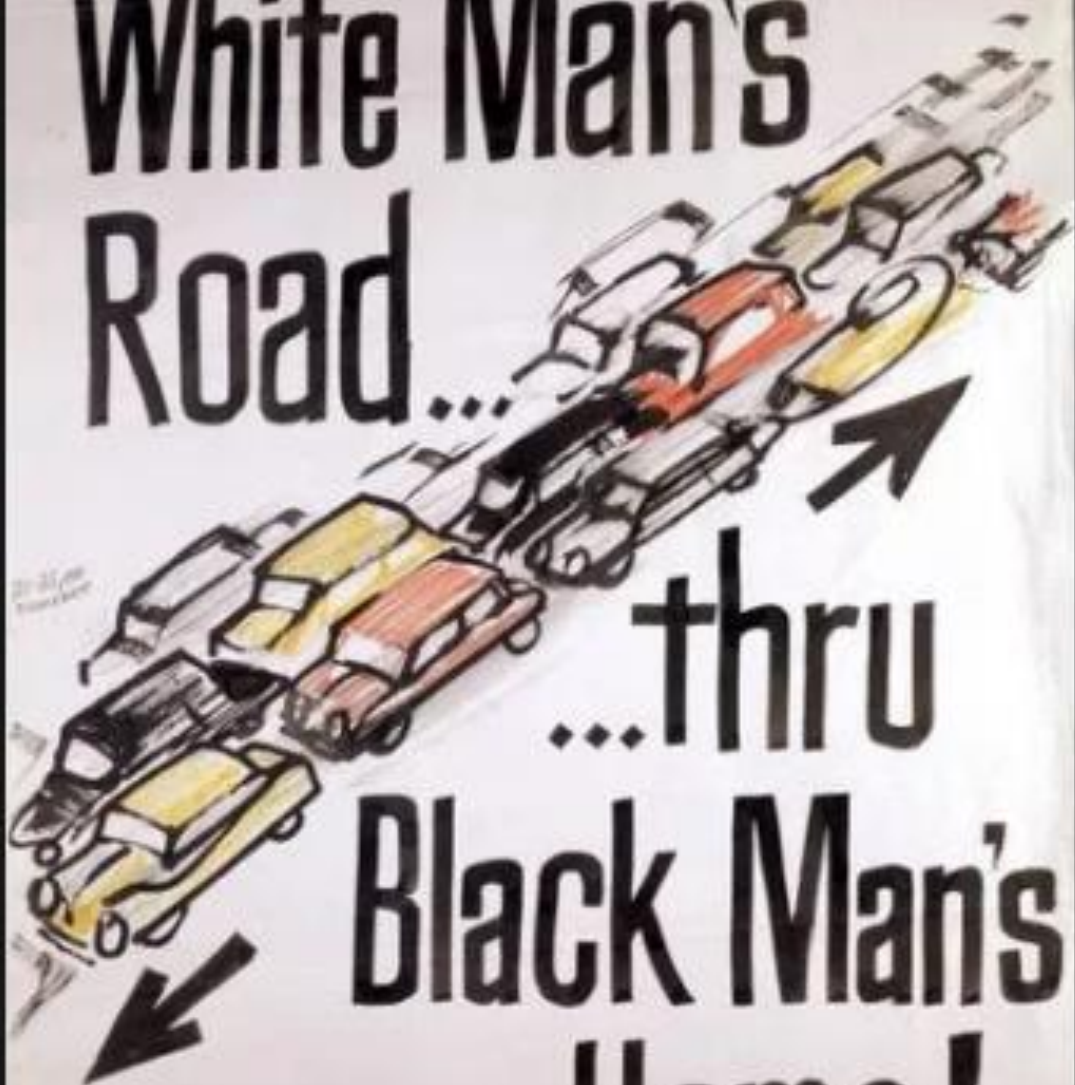
1 After taking 3 years to prepare this report, the State Roads Commission is giving the public only 4 weeks to study this literally earth-shaking plan. **The Dec. 15th Public Hearing must be postponed!**

2 **Send postponement letters, petitions and telegrams to** President Johnson, Congressmen Mathias & Sickles, Gov. Tawes, and the newspapers. Also John B. Funk, chairman Md. State Roads Commission, 300 W. Preston St., Baltimore, Md. 21201

3 Attend this meeting to Save Takoma Park. Organized citizens' action has stopped the Wisconsin Ave. Corridor, etc. **Urge the deferral of all road expansion plans until a balanced mass transit rail & subway system has been given a fair trial**

Thursday, Nov. 19 at Takoma Park Junior High 8 pm

**White Man's
Road...**



**...thru
Black Man's
Home!**

In 2016, We Are Still Stuck in the Past

The Problem:

A culture of building things rather than moving people

A belief that we can build our way out of traffic congestion

Denial about racial disparities and segregation

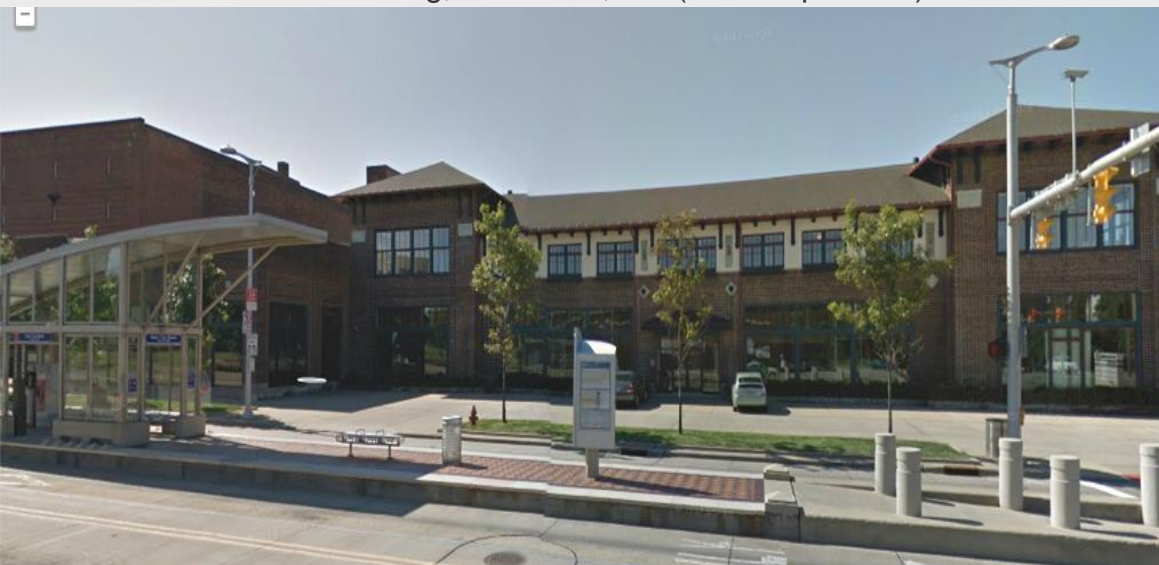
But Demographics Are Changing

“The young entrepreneurs, the young researchers, they want to be in a location where they can walk across the street, get a cup of coffee, take a quick public transit and go to lunch, be able to have everything walkable, accessible, bikeable. That’s where the new workforce wants to be..”

-Richard Pace, CEO, Cumberland Development LLC

Source: Crain’s Cleveland Business, October 29,2012

Baker Electric Building, Cleveland, OH (BRT stop on left)



Millennials Are Changing the Equation

4 in 5 want to live where they have a variety of options to get to jobs, school or daily needs;

3 in 4 say it is likely they will live in a place where they don't need a car



Apr 2014 survey Rockefeller Foundation and Transportation for America

- 18-34 year olds
- 10 U.S. cities (Chicago, NY, San Francisco, Charlotte, Denver, LA, Minneapolis, Nashville, Indianapolis, Tampa-St. Petersburg)
- 95% confidence with a $\pm 3.7\%$ margin of error

Demand for mass transit is booming

U.S. regions building or considering new bus rapid transit service - 2016

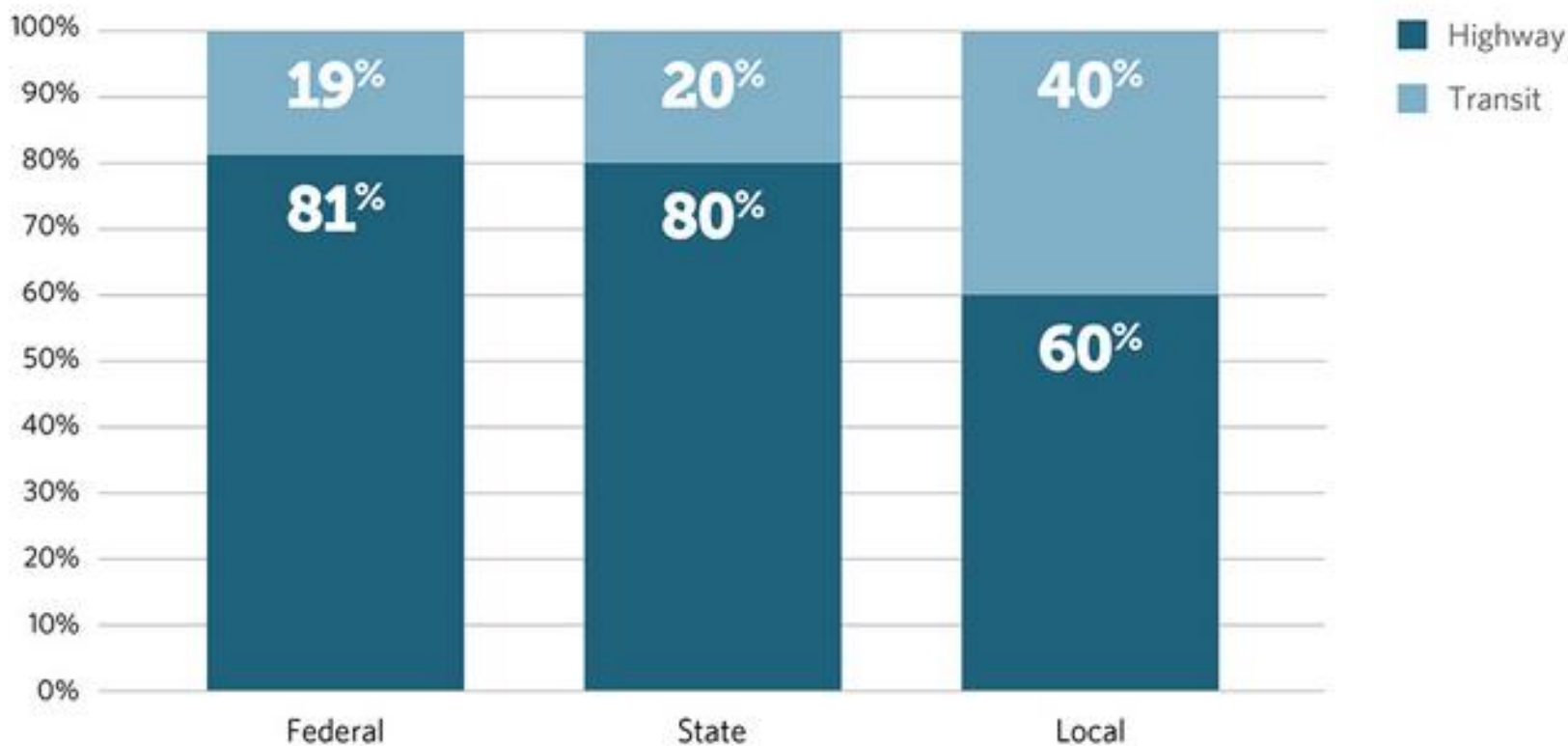


Data on BRT systems that are planned, funded or under construction comes from Yonah Freemark and Steven Vance's Transit Explorer project. January 2016.
<http://www.thetransportpolitic.com/transitexplorer/>

Source: Transportation for America

...But Most Funding Goes to Highways

Share of spending, 2008-12



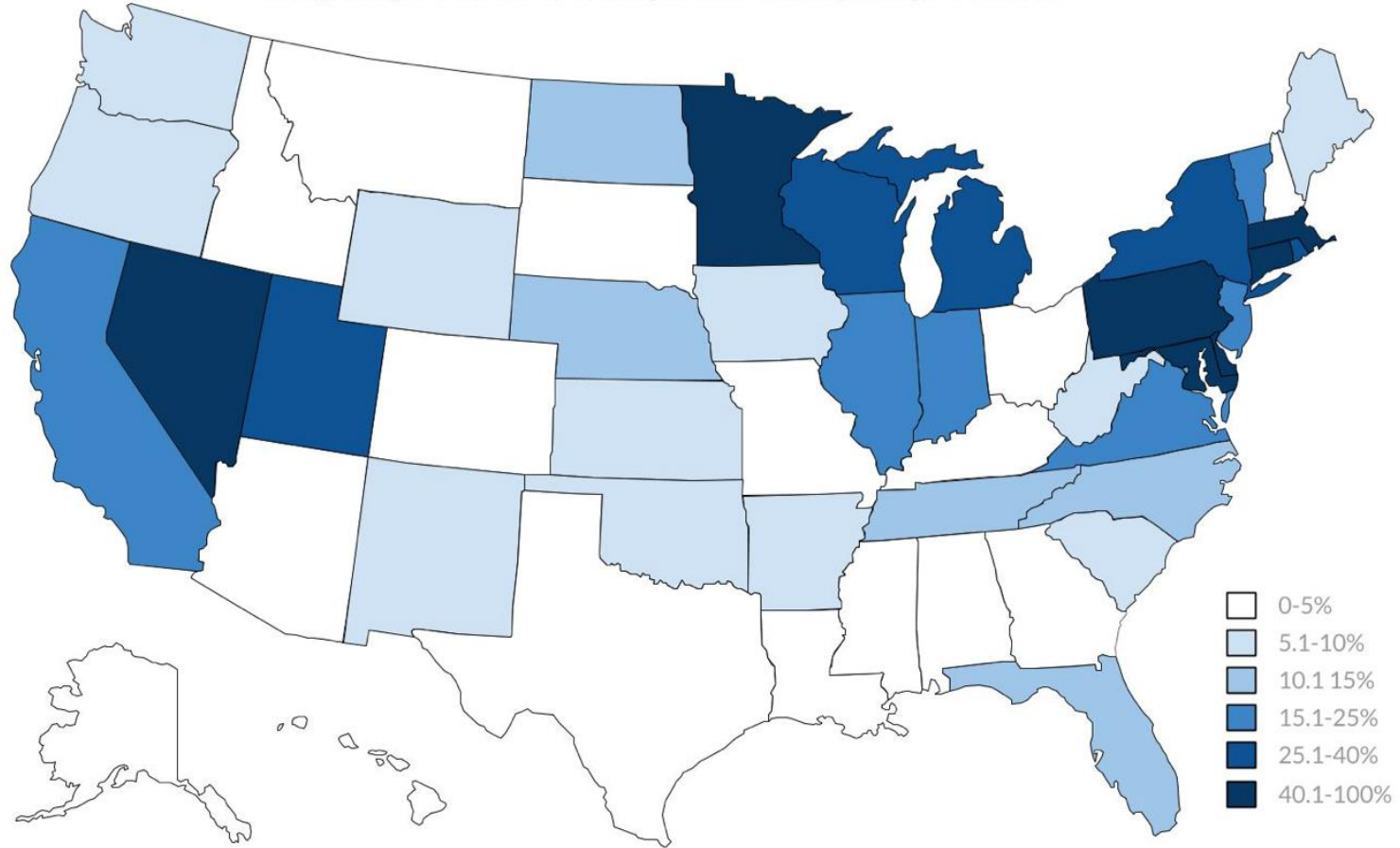
Note: This figure excludes the roughly 2 percent of federal spending that flows directly to highway and transit infrastructure.

Source: Pew's analysis of U.S. Census Bureau's Annual Survey of State and Local Government Finances, 2008-12

Most States Don't Fund Mass Transit

How Much Do States Spend of Their Own Dollars on Transit?

State spending on transit as a percentage of total transit spending, FY 2010-2012



Source: National Transit Database

Leaving Local Communities on the Hook

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Mass transit battle's next stop: ballot boxes

By Barb Berggoetz and Tony Cook 10:53 a.m. EDT March 27, 2014



(Photo: Matt Detrich/The Star 2010 file photo)

The fight over whether to expand mass transit in Central Indiana could be coming to a ballot box near you.

If voters approve, it will hit your wallet.

After three years of Statehouse lobbying by local government officials and other backers, Gov. Mike Pence signed a bill Wednesday allowing six counties to take steps to enlarge their mass transit systems.

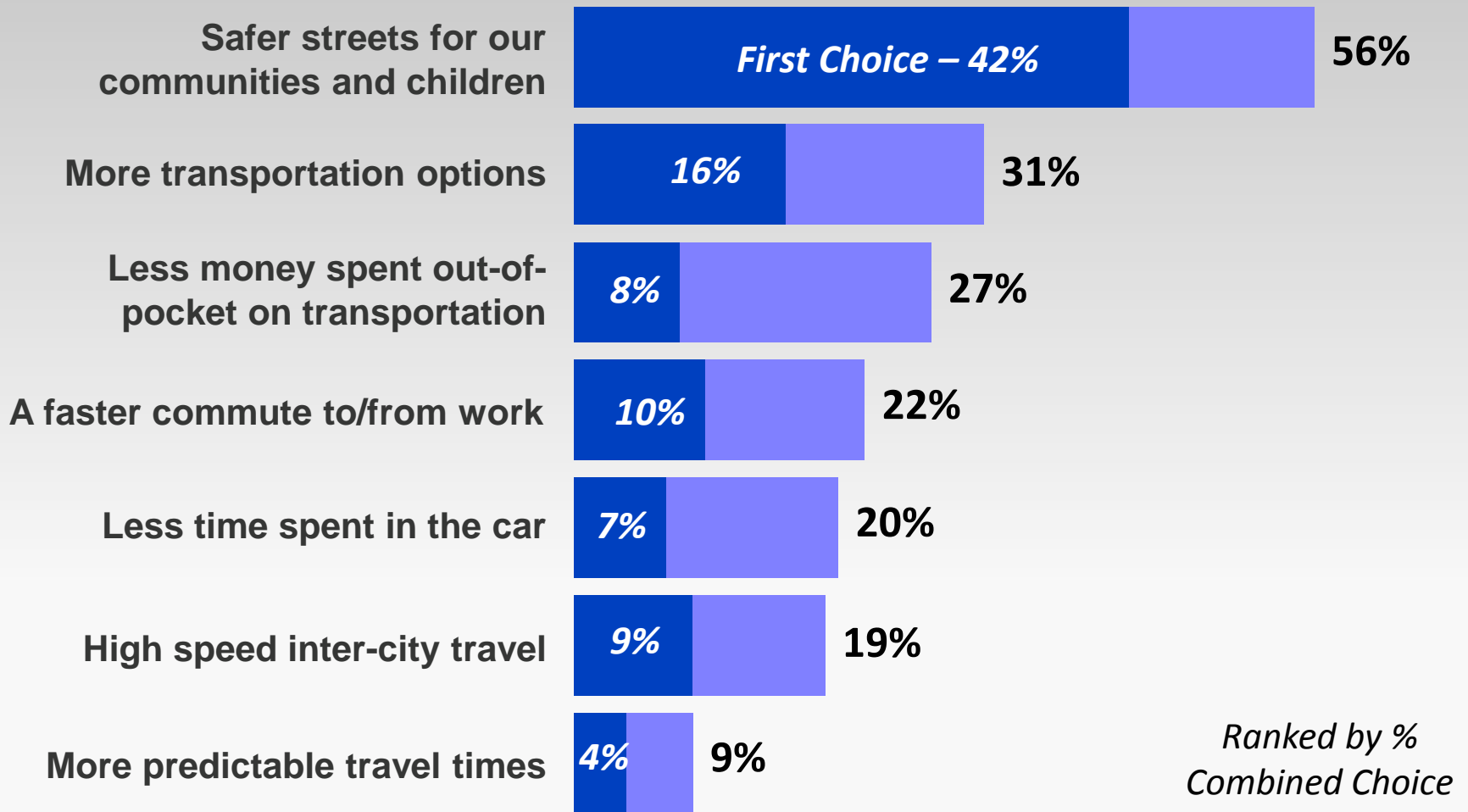
"Our capital city is a world-class destination and needs a world-class transit system," Pence said in a statement. "While I still have reservations about the sustainability of expanded mass transit services, I signed this bill because the General Assembly made significant improvements during the legislative process, bringing to closure years of debate on this issue."

Bill sponsors and many — but not all — local officials were grateful that local governments and citizens can now decide on the fate of mass transit.

The law — scaled back from its original form — affects Marion, Hamilton, Hancock, Johnson, Delaware and Madison counties. They can now opt to conduct voter referendums on funding mass transit projects, primarily by increasing income taxes.

But transit backers say it's unlikely local governments will move to bring the issue to

Public Demand for Safer Streets and Walkable Communities is Strong and Growing



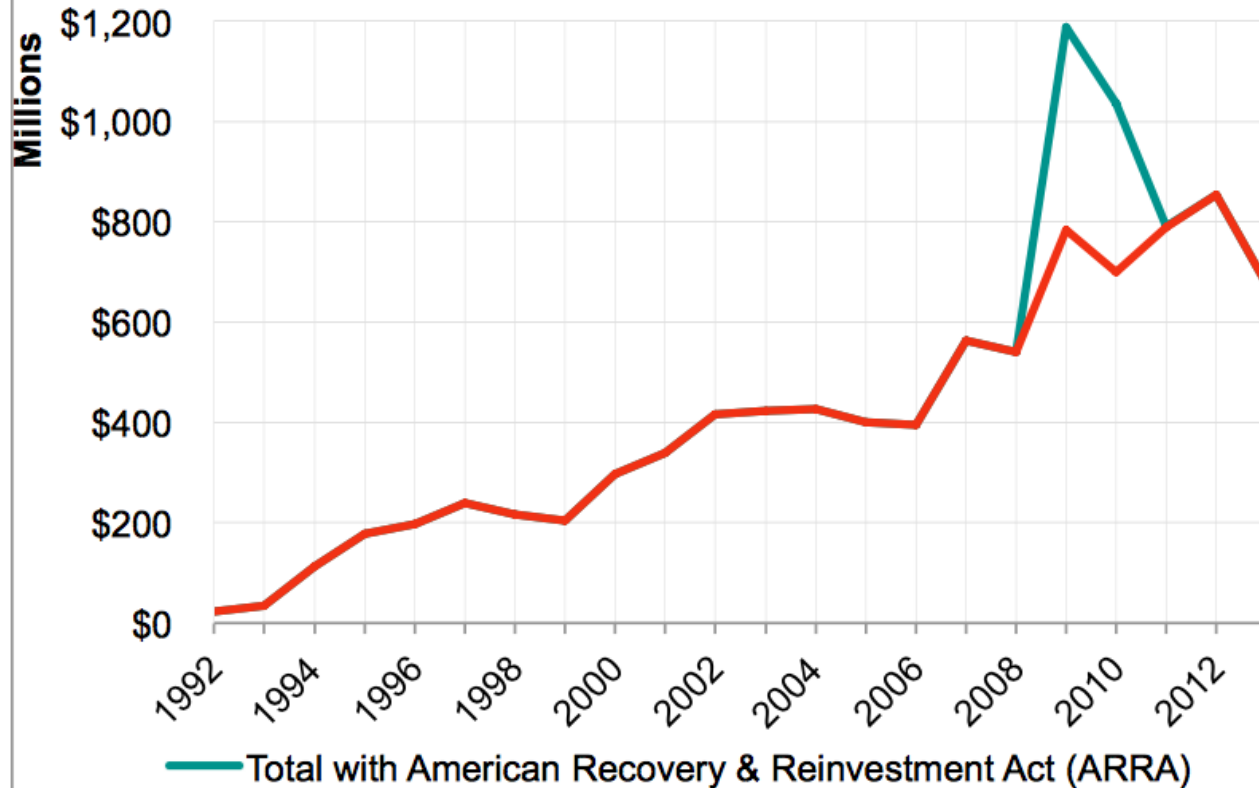
Source: Transportation for America

Spending on Bicycling and Walking Has Increased



Bicycling and Walking Spending

State spending of Federal-Aid Highway Funds from 1992 to 2013



Data Source: FHWA Financial Management Information

BUT We Spend Very Little Relative to the Problem

Safety Funding and Bicycle and Pedestrian Fatalities

	2008	2009	2010	2011
Percent of roadway fatalities that were bicyclists and pedestrians	12%	13%	14%	15%
Percent of HSIP funding spent on bicycling and walking projects	0.35%	0.14%	0.63%	0.37%

Streets Are Still Very Dangerous...

Louisiana pedestrian deaths fifth worst in nation

Lack of sidewalks, bike paths cited

REBEKAH ALLEN | R.ALLEN@THEADVOCATE.COM



Don't forget to look both ways before crossing the street – especially if you're walking the streets in Louisiana. According to a recent study, the Pelican State has the fifth highest pedestrian death rate in the country.

The **report**, prepared by the Center for Planning Excellence and the Louisiana Public Health Institute, evaluated 10 years of federal fatality data from the National Highway Traffic Safety Administration and the federal Centers for Disease Control and Prevention.

The report demonstrates a need for more state and city planners to incorporate pedestrian and cyclist safety into traffic plans, according to Rachel DiResto, CPEX executive vice president.

"You drive around and see people walking in the roads, and crossing the streets and you think it looks so unsafe," she said. "But if you look, there's no safe way for them to cross six lanes of cars."

Sidewalks, crosswalks and bike paths are valuable tools to protect pedestrians and cyclists from vehicular traffic, but they also are frequently the first elements cut from a road project to save money, DiResto said.

Louisiana has a pedestrian death rate of 2.29 per 100,000 residents. The report also said the Louisiana is third in the nation for child pedestrian deaths, with a fatality rate of 1.43.

Pedestrian deaths are on the rise even as vehicular deaths overall have decreased in Louisiana over the past 10 years. Between 2003 and 2012, there were 1,028 total **pedestrian fatalities** statewide, accounting for 12 percent of traffic deaths.

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5 Features That Will Take Your Entertainment to the Next Level

By Comcast – No one wants a boring gift this holiday season.

Here's one that will take your entertainment to the next level. **CONTINUE READING →**

And The Worst Streets Are In Communities of Color

GOVERNING

THE STATES AND LOCALITIES

FINANCE | HEALTH | INFRASTRUCTURE | MANAGEMENT | ELECTIONS | POLITICS | PUBLIC SAFETY | URBAN | EDUCATION

PUBLIC SAFETY & JUSTICE

Pedestrians Dying at Disproportionate Rates in America's Poorer Neighborhoods

Many cities have made pedestrian safety a priority, but their efforts rarely focus on poorer areas, which have approximately double the fatality rates of wealthier communities.

BY MIKE MACIAG | AUGUST 2014



How Health Funders Engage in Transportation

- Colorado Health Foundation
- California Endowment
- Kresge Foundation

To Read More

The Funders' Network for Smart Growth and Livable Communities

The Hardest Road – TFN publication

http://www.fundersnetwork.org/files/learn/TFN_HardestRoad_Print_LowRes.pdf

Mobility in Greenville, SC: How a small health funder is addressing transportation

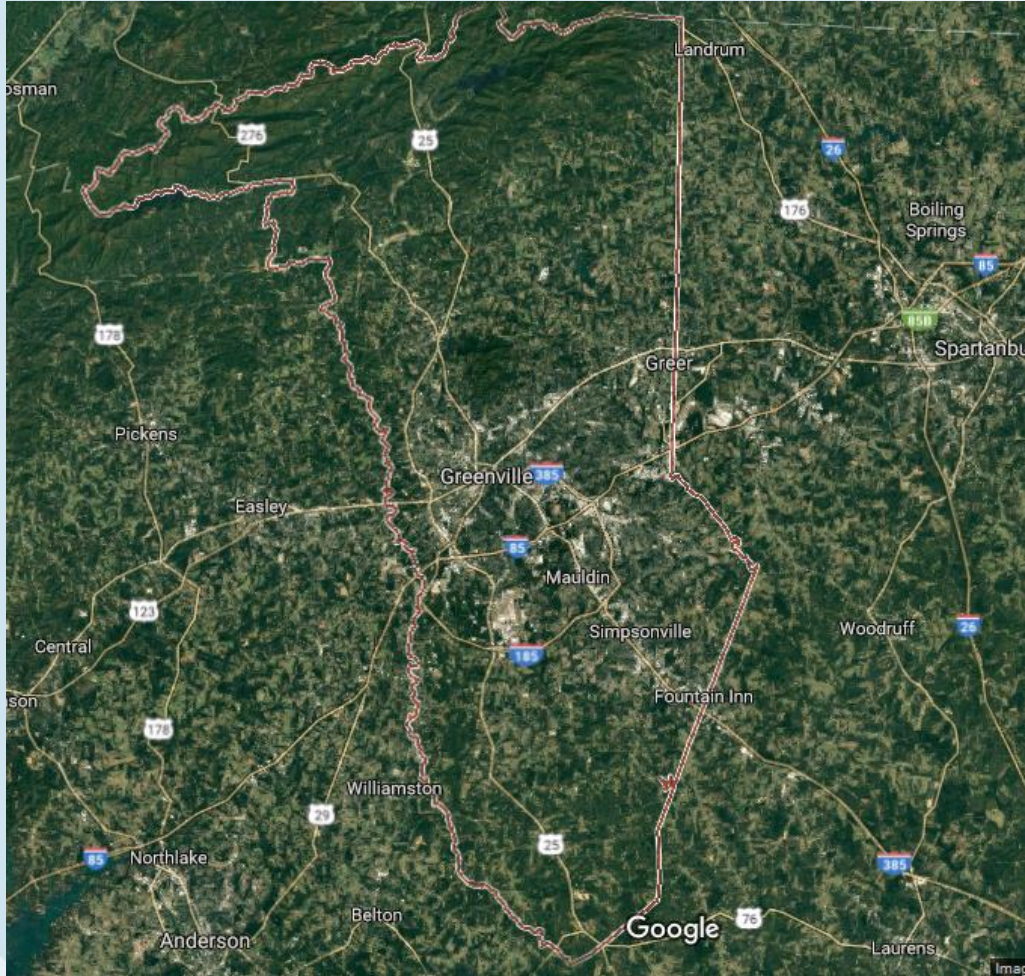
Katy Pugh Smith, MSW

Executive Director

Piedmont Health Foundation



Greenville County, SC



Transaction



Transformation

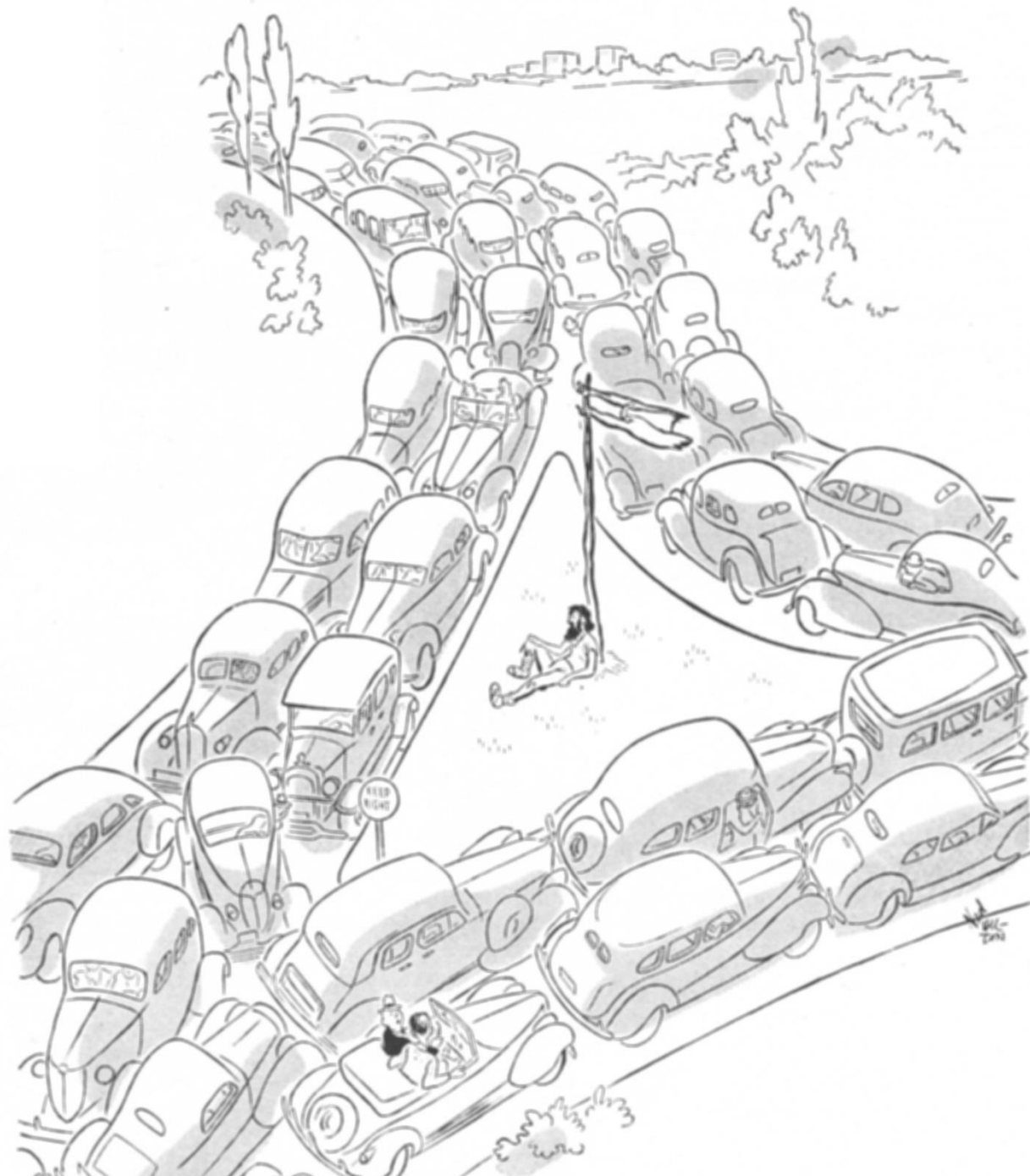


2010

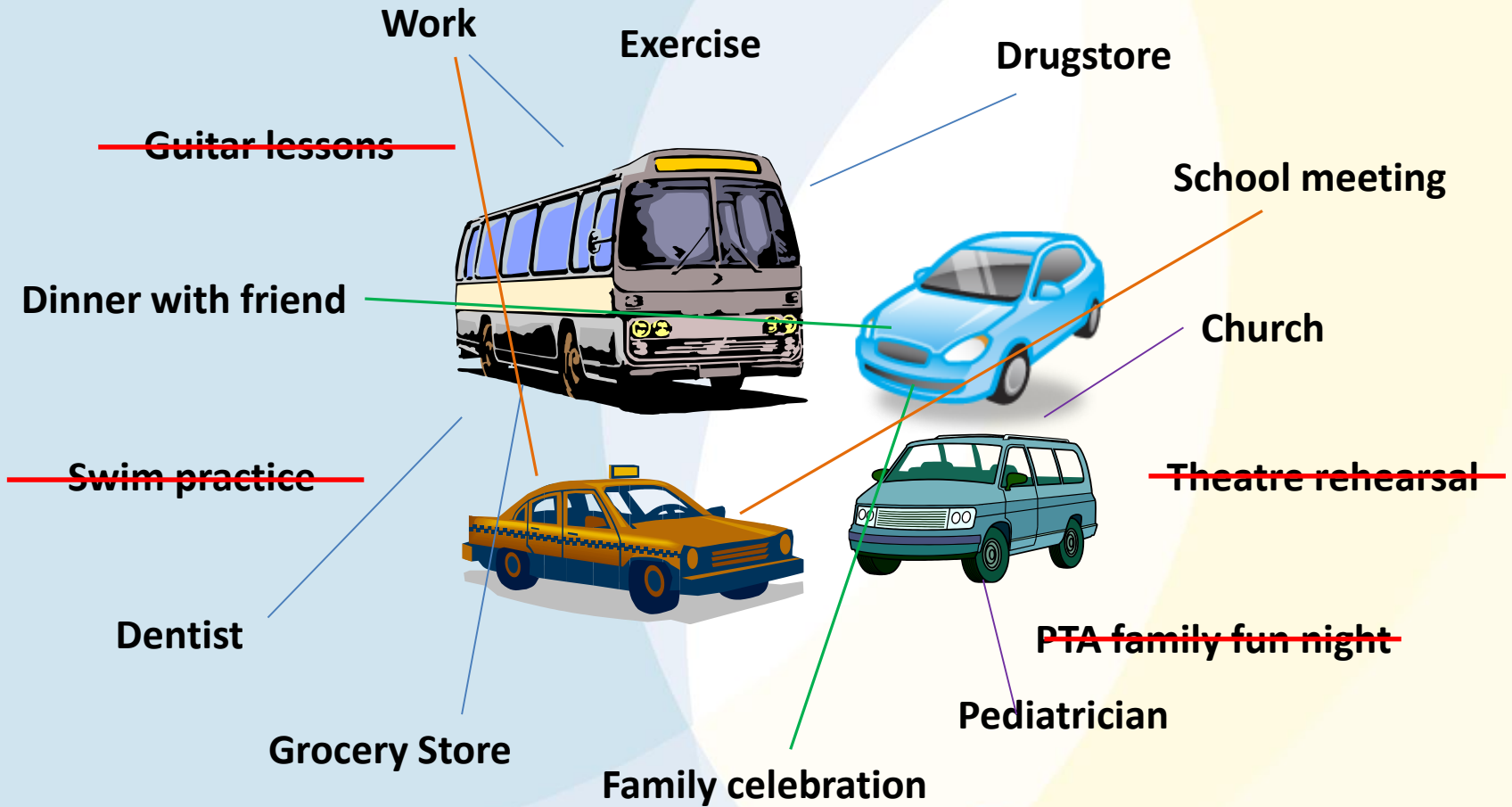


2016

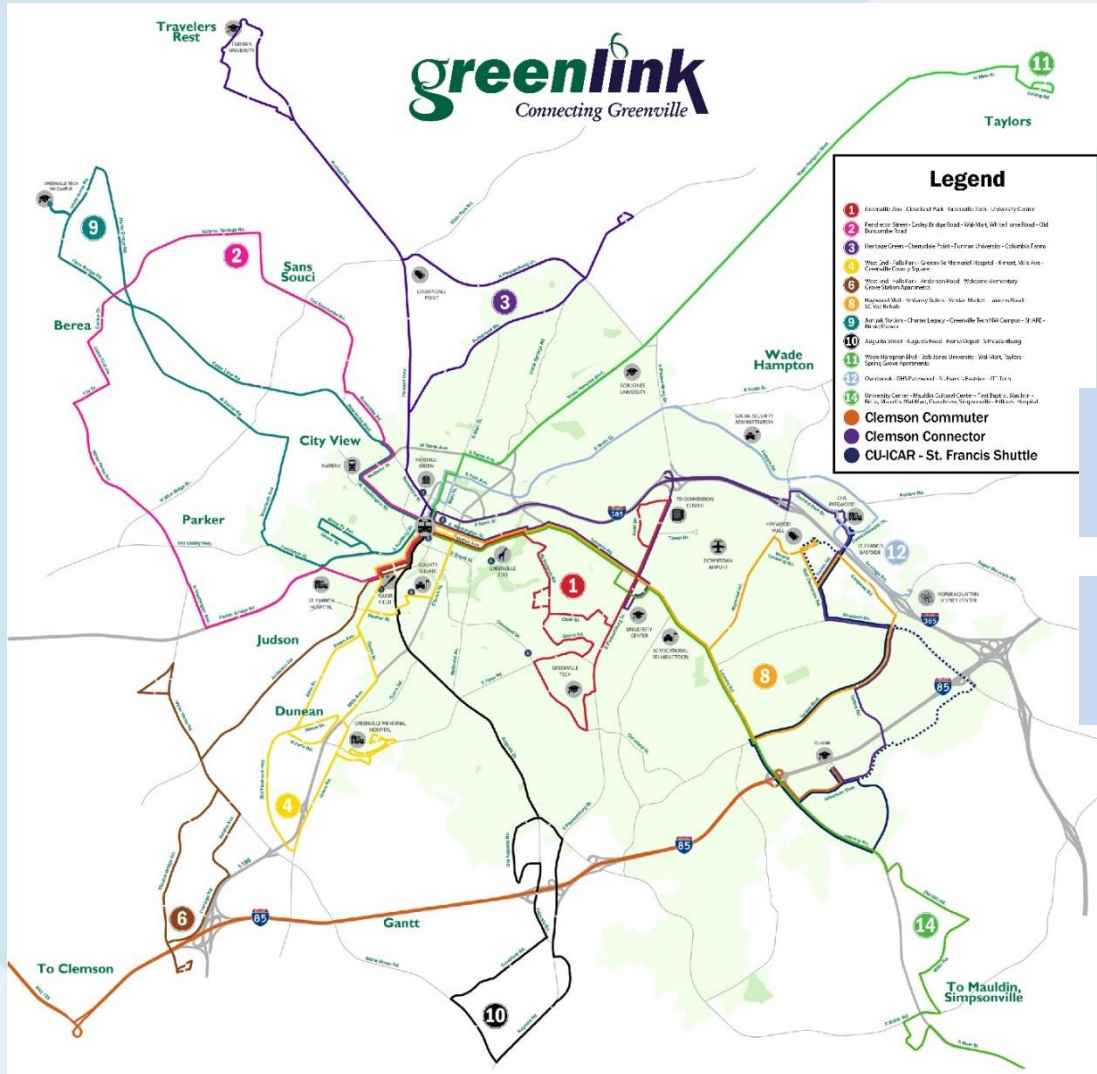




How does someone without a car get around?



Limitations in Services



M-F – 5:30 a.m. – 7:30 p.m.
 Sat – 8:30 a.m. – 6:30 p.m.

Fares
 \$1.50 regular, \$3 paratransit

Infrastructure, land use, and displacement



"I can remember when this was all farmland."

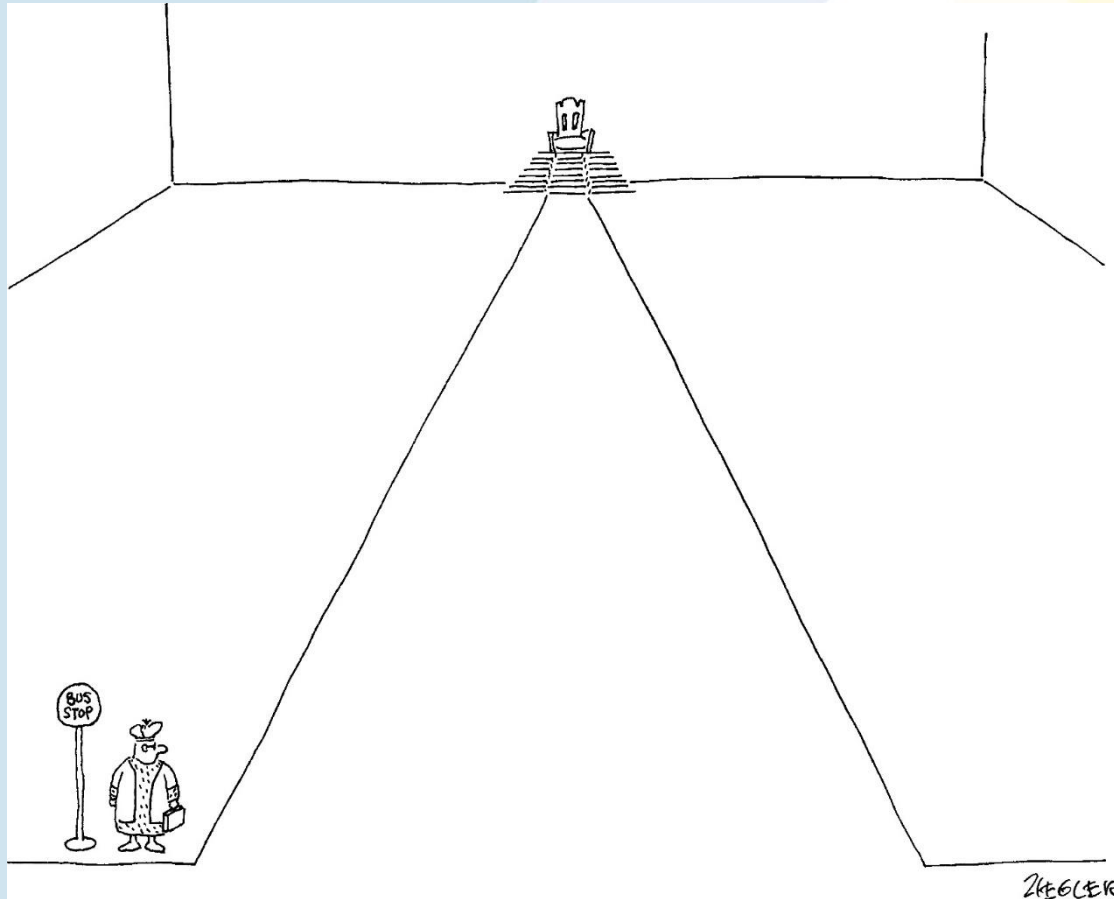
Car-centric Culture



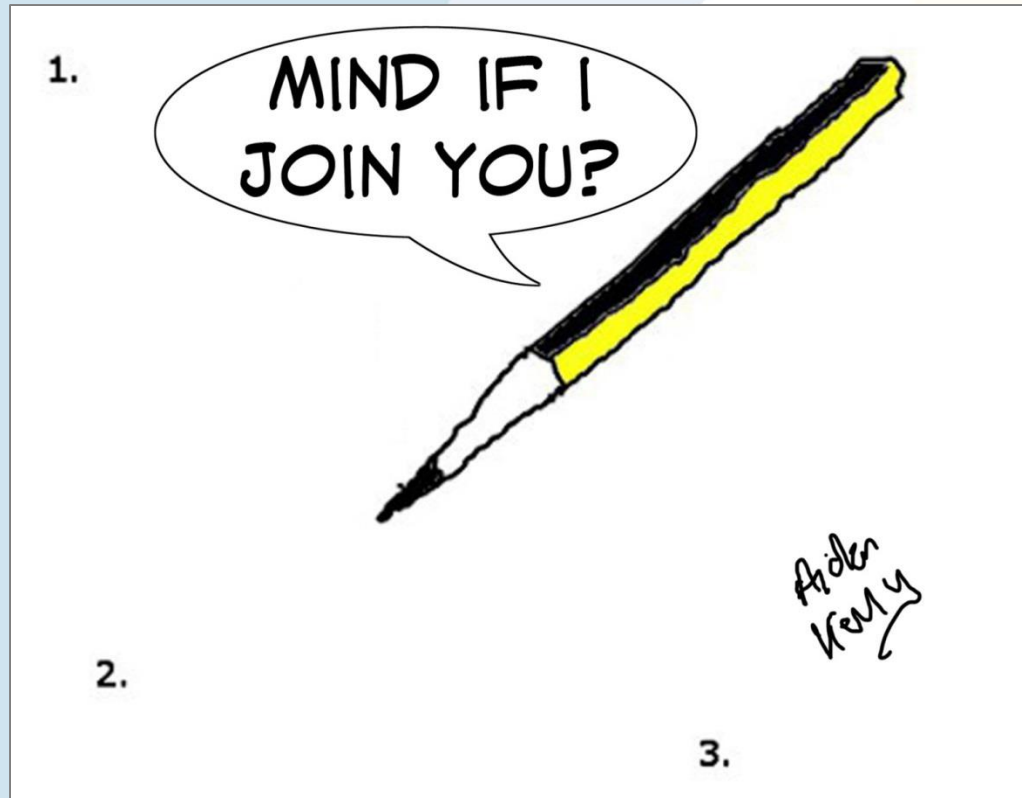
"At this time I'd like to welcome our gold-medallion passengers on board."

PAUL
NUTH

Lack of Leadership



Transportation Focus: Considerations for Funders



How do you define the issue of transportation?

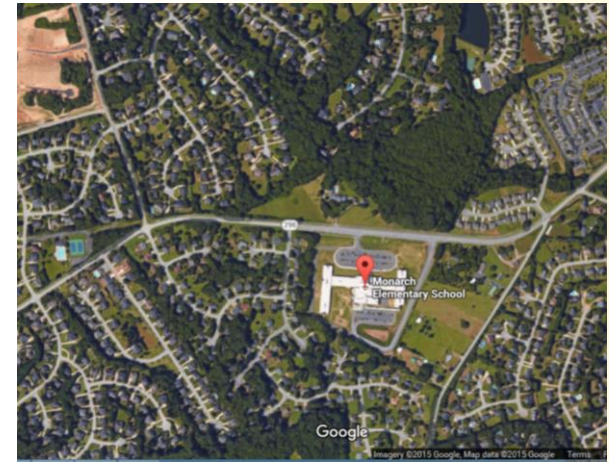


Study of public transit and health and human services transportation

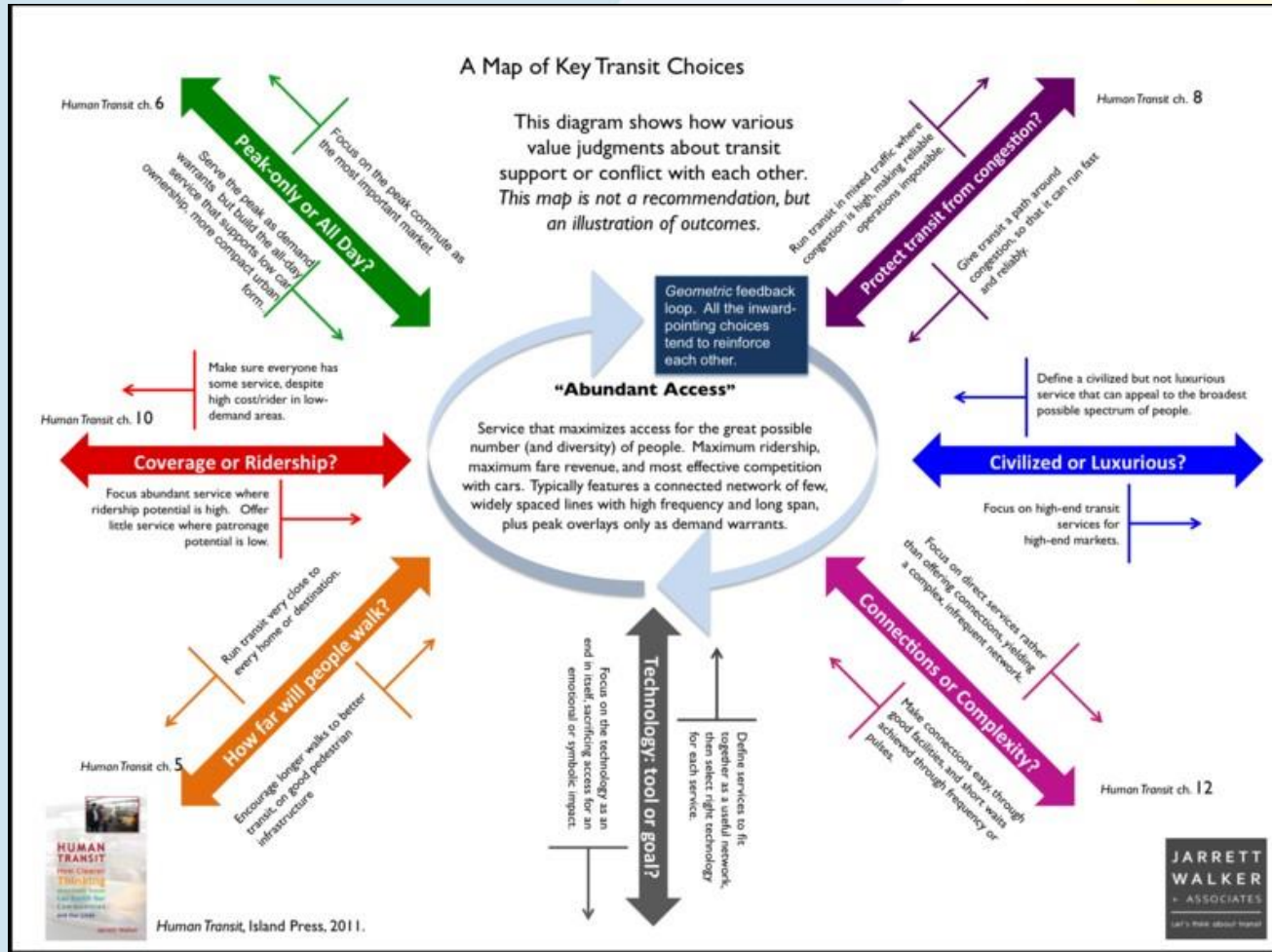
- 12 focus groups
- 3,500 community surveys
- Surveys of current transportation providers
- Expert interviews
- Review of existing plans and studies



Planning and Infrastructure



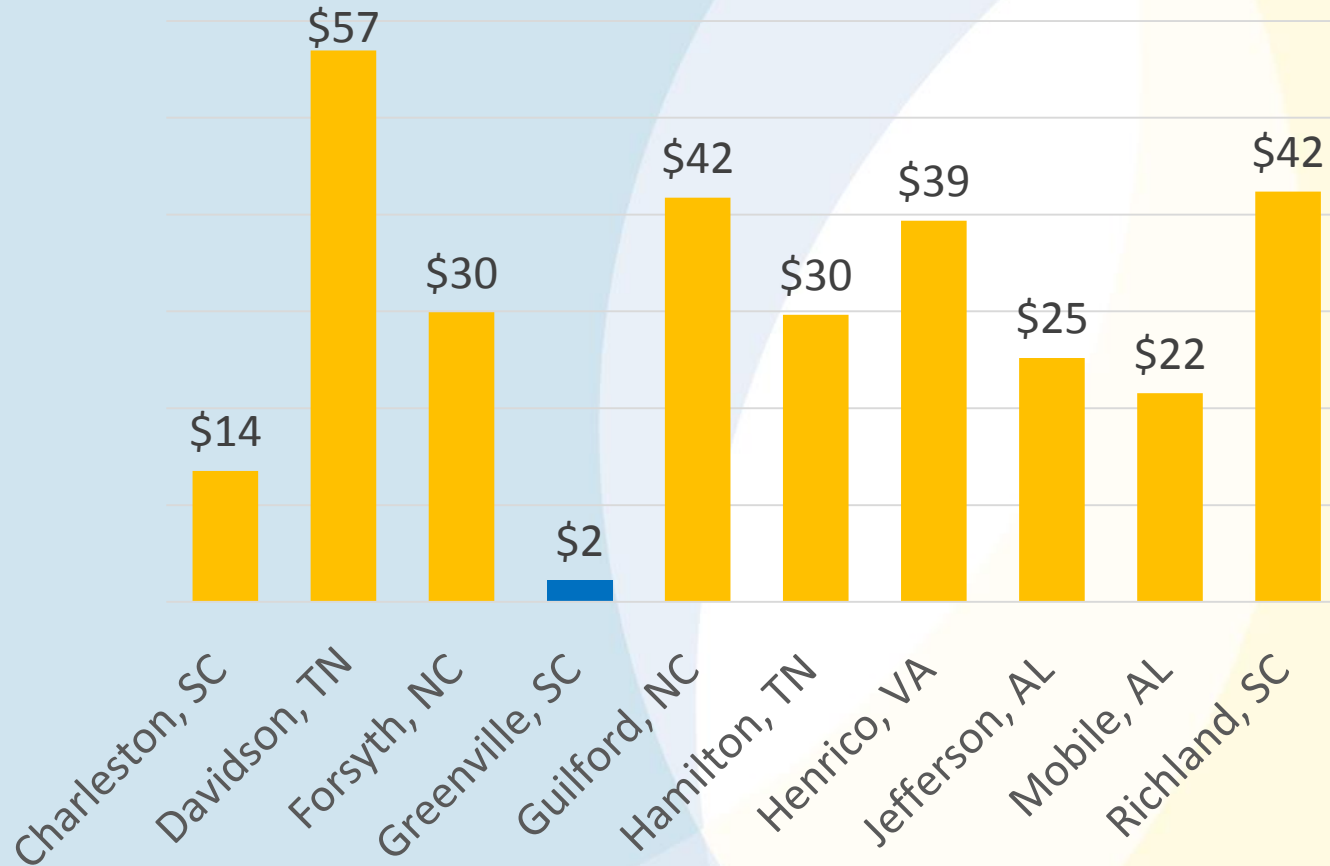
Public Transit



Health and Human Services



Funding



Local funding per capita by service area, 2014

Source: FTA, National Transit Database

How involved do you want to be and in what way?

Social	Utilizes networks and relationships to foster change
Moral	Takes courageous, sometimes counter-cultural positions on important issues
Intellectual	Disseminates data and meaningful information to community partners and grantees
Reputational	Changes the civic conversation about the future direction of the community
Financial	Makes grants and program/mission-related investments

Piedmont Health Foundation to-do list

- Lead steering committee for transit operations analysis
- Support improved governance at Greenlink
- Convene steering committee for health and human services
- Meet one-on-one with elected officials
- Release report on local transit funding
- Meet with local media
- Hire consultant to develop policies for coordination among local jurisdictions
- Coordinate local nonprofits to speak about transit funding
- Speak to civic groups about mobility
- Engage employers in transit discussion

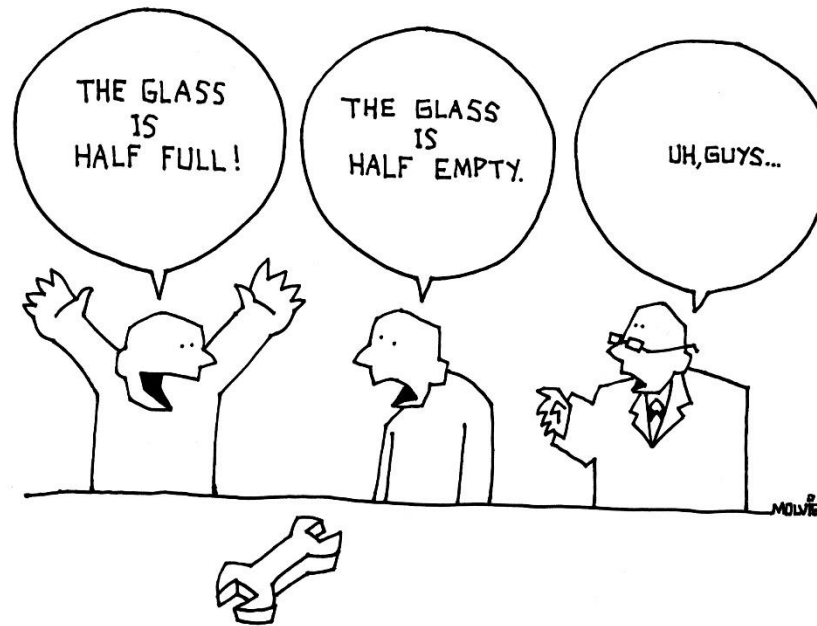
What do you know and what DON'T you know?



With which allies do you need to engage?

- Usual suspects – consumer groups
- Transit agency
- Local government – planning, zoning, public works
- State Department of Transportation
- Metropolitan Planning Organization
- Economic development organizations
- Employers
- Environmental groups

AN OPTIMIST, A PESSIMIST & AN OPTOMETRIST



Questions? Ideas? Contact me!

Katy Pugh Smith, MSW

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www.piedmonthhealthfoundation.org





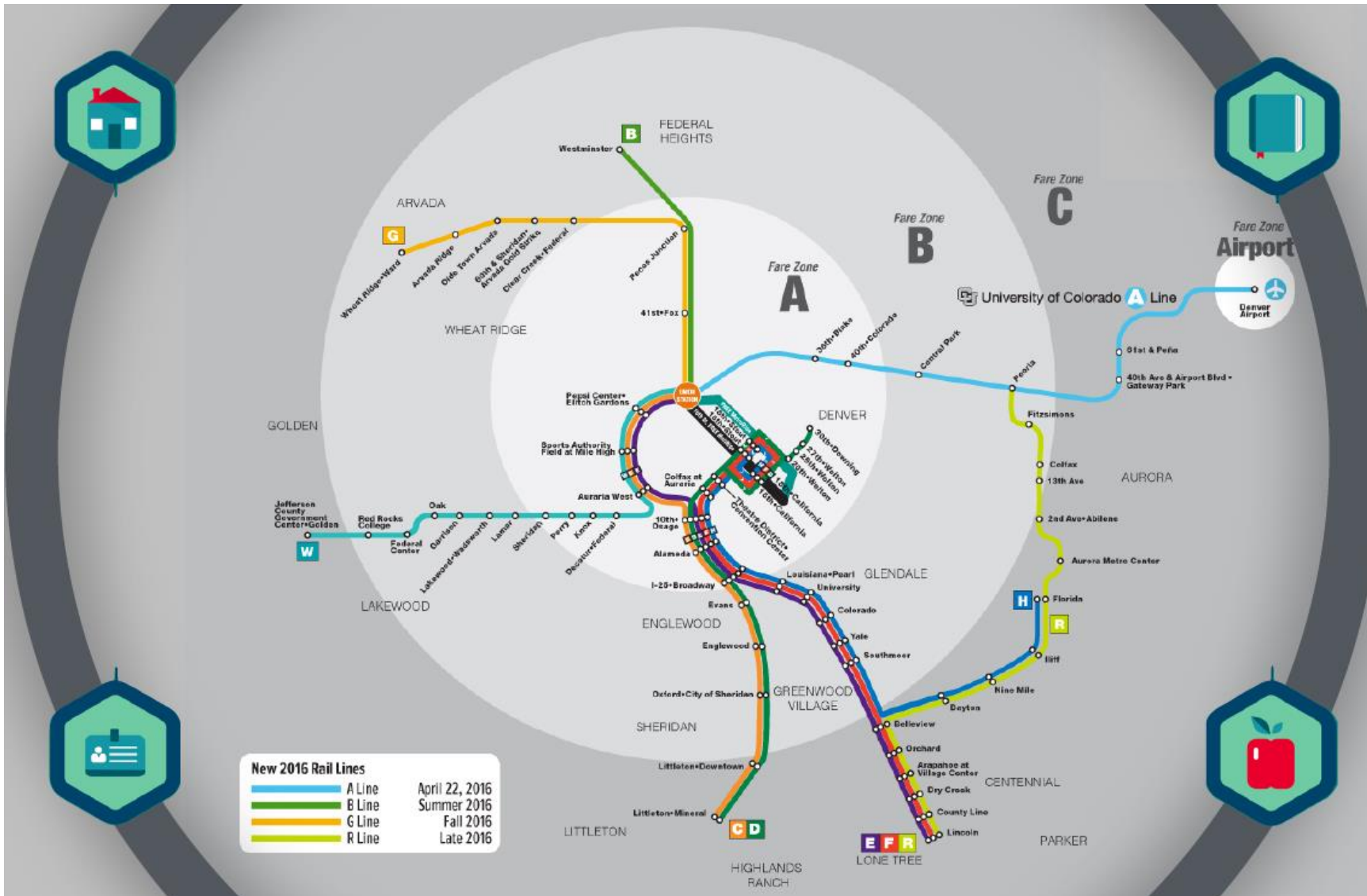
Mile High Connects

Opportunity for all through transit

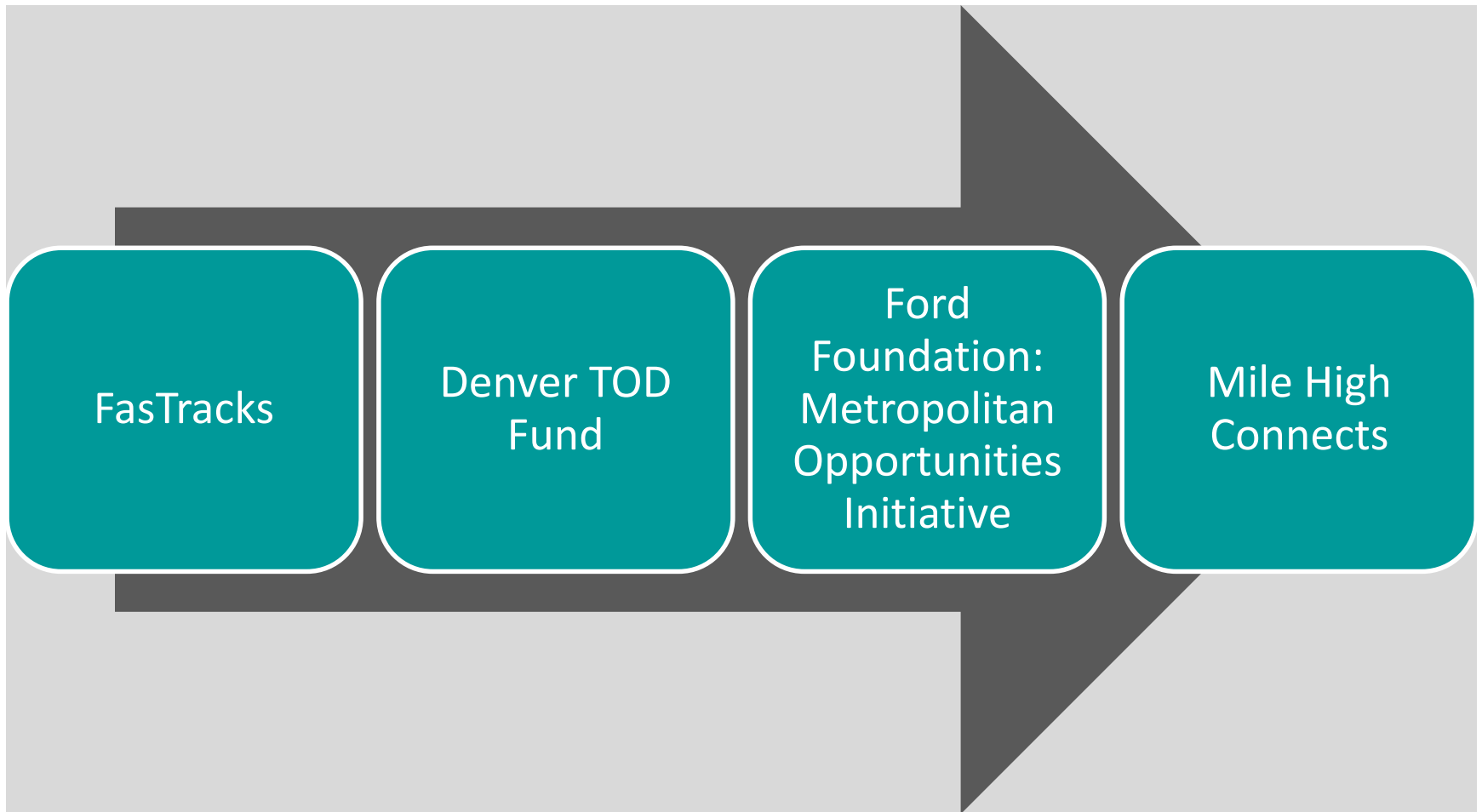


Mile High Connects
Opportunity for all through transit

The Moment



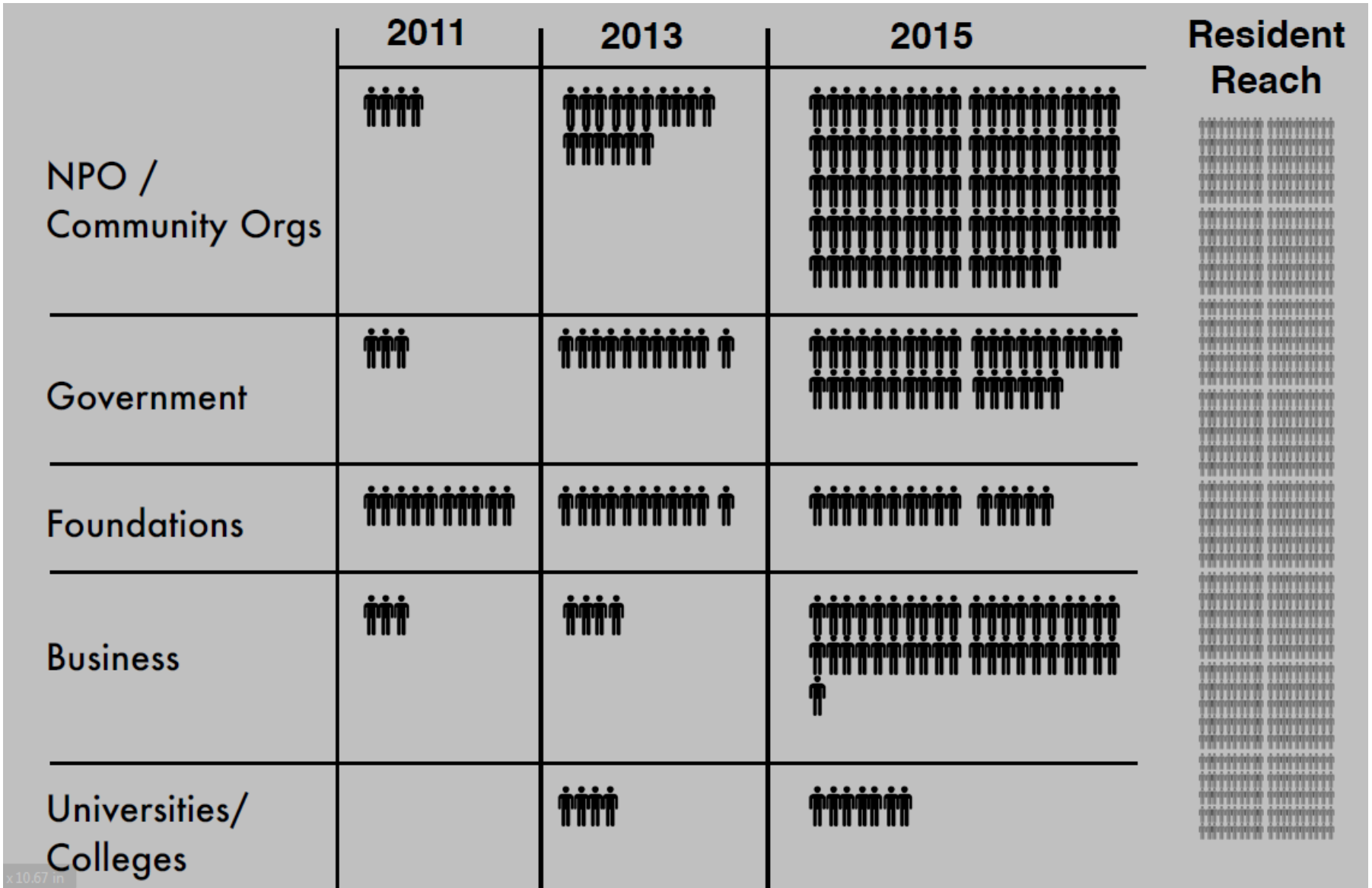
The Formation



Mile High Connects



A Growing Network



Social Determinants :

Affordable Housing and Community Facilities



- Preserve and create affordable housing and community serving commercial space near transit
- Strengthen and promote renter protections for communities near transit
- Increase and align financial resources for affordable housing and community serving commercial



Mile High Connects
Opportunity for all through transit

Social Determinants: Economic Opportunity and Education

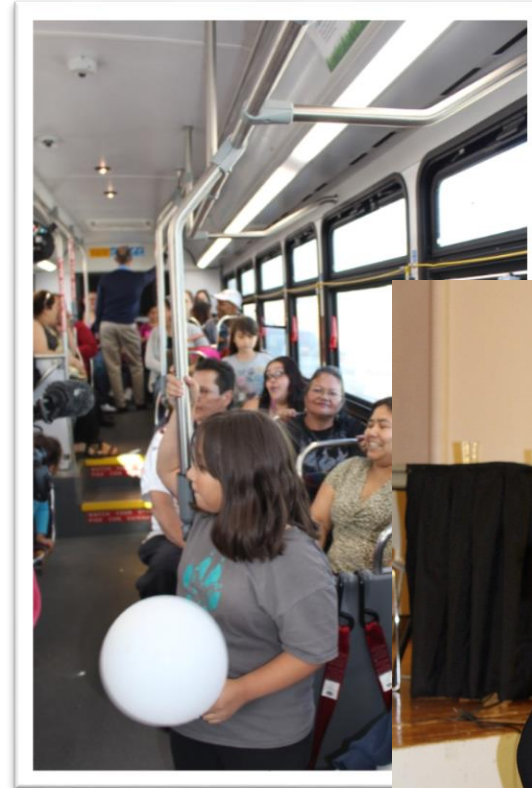




MileHighConnects
Opportunity for all through transit

Access to Health: Affordable Fares and Service Routes

- Promote affordable bus and light rail fares for low-income riders and students
- Ensure accessible bus service routes for low-income communities and communities of color



Promoting Health: First and Last Mile Connections

- Enhance regional understanding of resources and strategies for first and last mile solutions
- Improve first and last mile connections in neighborhoods and job centers
- Increase and align financial resources for first and last mile infrastructure



Philanthropic Role

- Not just resources:
 - Education/Case Making
 - Convener
 - Advocacy
- But also resources:
 - Grantmaking
 - Leveraged capital – PRIs, MRI, Guarantees
 - Organizing, Infrastructure, Program/Services



Thank You!



MileHighConnects

Opportunity for all through transit

Dace West, Executive Director

Mile High Connects

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dwest@denverfoundation.org

Question?

Please type your question into the Chat Box or press
*6 to unmute your phone line

- More webinars on this topic?
- New topics you want to tackle or learn more about?
- Innovative work that you want to share?
- A question you want to pose to your colleagues?

Contact GIH at equity@gih.org.