

Transportation and Health Tool

The screenshot shows the homepage of the Transportation and Health Tool. At the top left is the Transportation.gov logo and the U.S. Department of Transportation name. A search bar is located at the top right. Below the header is a navigation menu with links for 'About DOT', 'Our Activities', and 'Areas of Focus'. On the left side, there is a vertical sidebar menu with options: 'Transportation and Health Tool Home', 'Indicator Data', 'Indicator Profiles', 'Strategies', 'Literature and Resources' (with a dropdown arrow), 'Scoring Methodology', and 'Background'. The main content area features a 'Home' heading, followed by the title 'Transportation and Health Tool' and a photograph of a cyclist riding through traffic. Below the photo is a photo credit: 'Photo credit: www.pedbikeimages.org / Laura Sandt'. Underneath is the section 'What is the Transportation and Health Tool?' with a paragraph explaining that the tool was developed by the U.S. Department of Transportation and the Centers for Disease Control and Prevention to provide access to data on health impacts of transportation systems. On the right side, there is a 'Contact Us' section with the following information: 'Transportation and Health Tool Office of Policy', '1200 New Jersey Avenue, SE, Washington, DC 20590, United States', and 'tht@dot.gov'. Below this is the 'Business Hours: 9:00am-5:00pm ET, M-F' and a 'Share' section with social media icons for Facebook, Twitter, Google+, and a plus sign for more options.



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

FHWA - Transportation and Health Reports

METROPOLITAN AREA TRANSPORTATION PLANNING FOR HEALTHY COMMUNITIES



December 2012

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



Prepared by:
 U.S. Department of Transportation
 Research and Innovative Technology Administration
 John A. Volpe National Transportation Systems Center



STATEWIDE TRANSPORTATION PLANNING FOR HEALTHY COMMUNITIES



April 2014

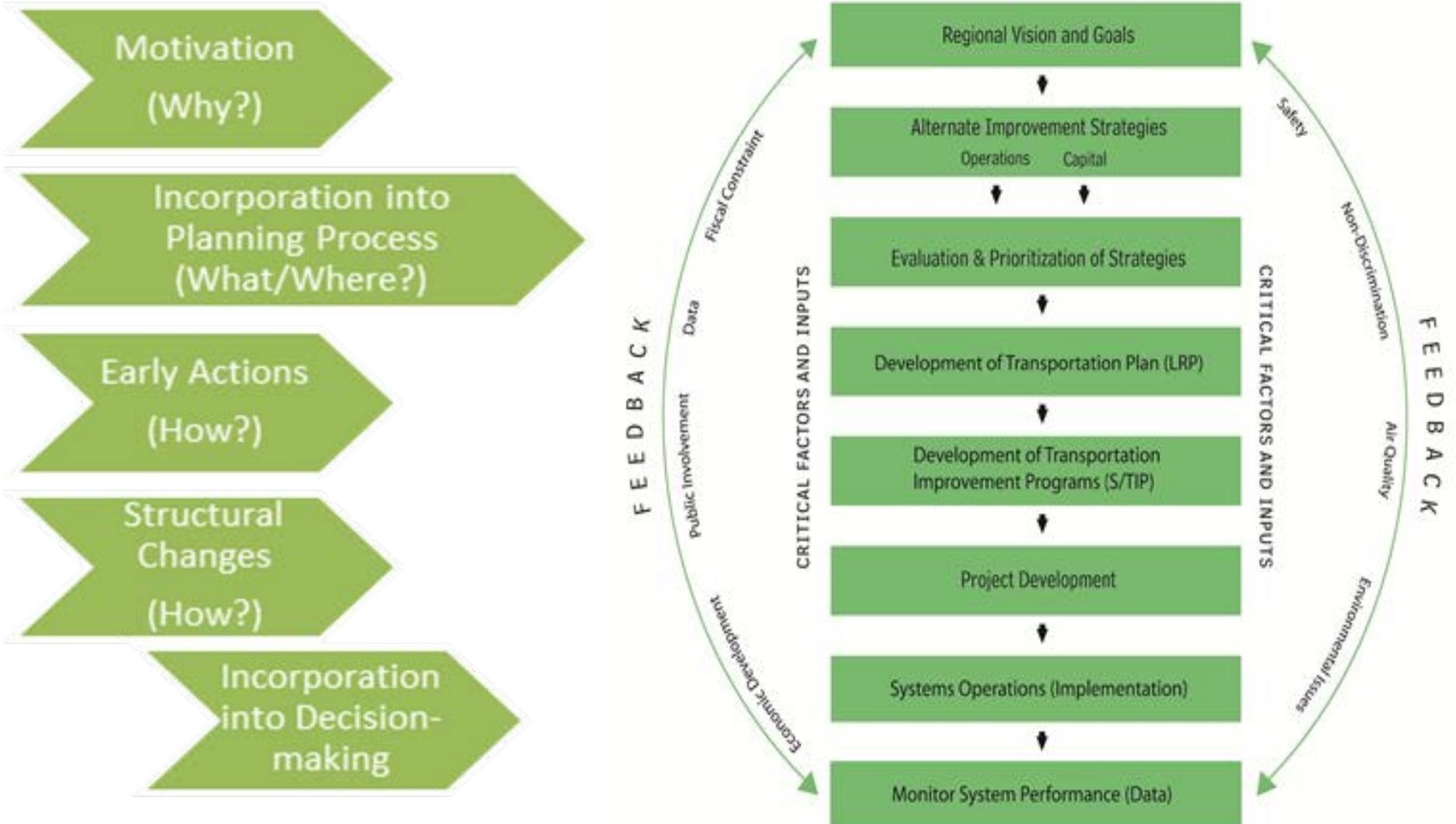
Prepared for:
 U.S. Department of Transportation
 Office of Planning, Environment, and Realty
 Federal Highway Administration



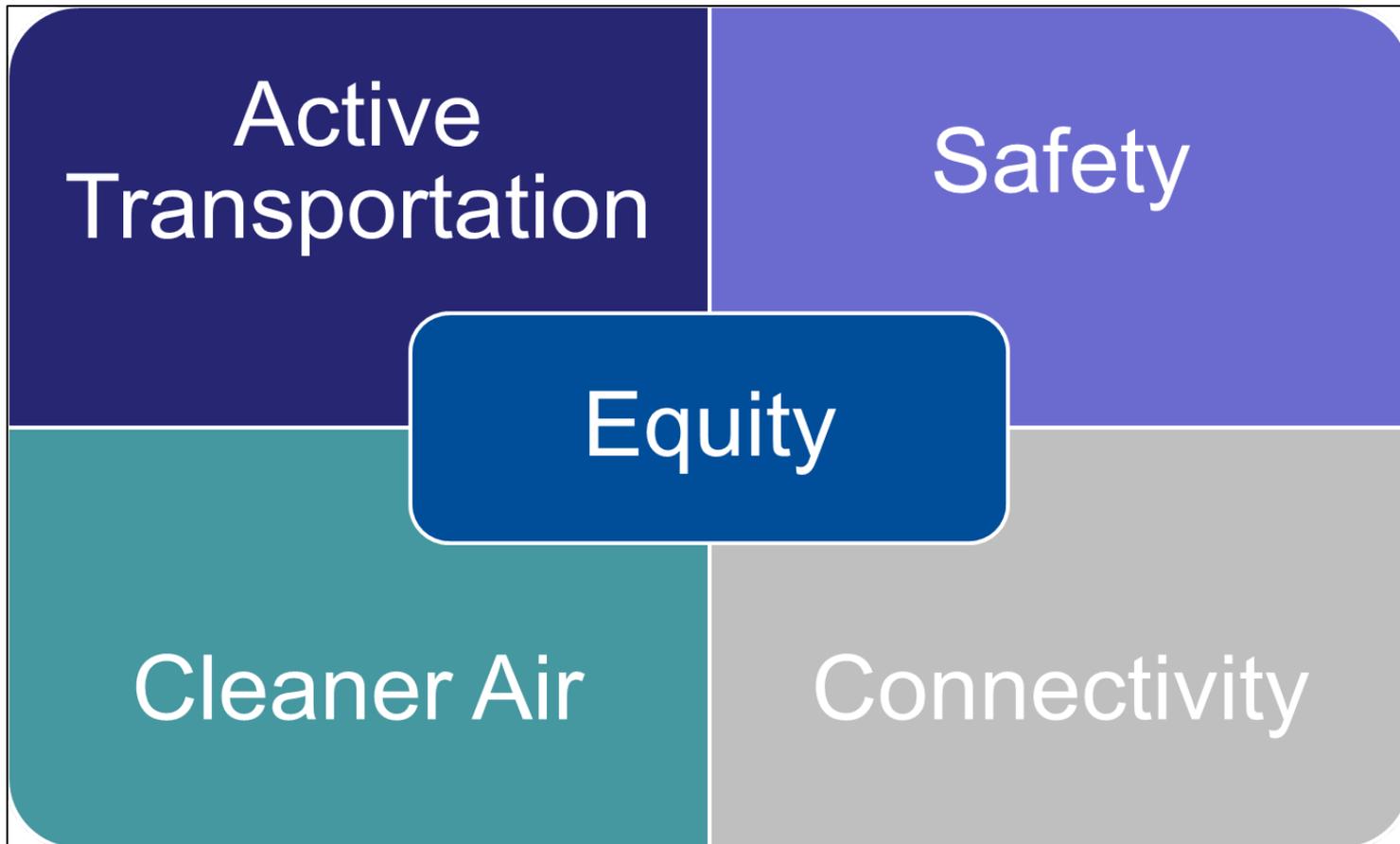
Prepared by:
 U.S. Department of Transportation
 John A. Volpe National Transportation Systems Center



Federal Planning Process



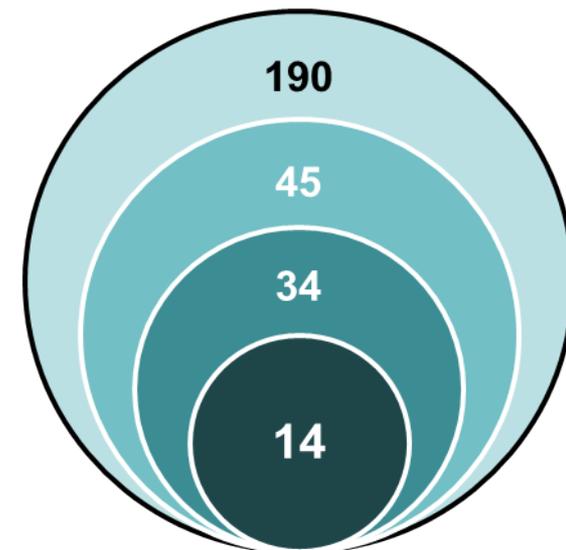
A Holistic Approach



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.

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

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



Finding the Indicator Data

Transportation.gov
U.S. Department of Transportation

▼ About DOT ▼ Our Activities ▼ Areas of Focus

Transportation and Health Tool Home

Indicator Data

Indicator Profiles

Strategies

Literature and Resources

Scoring Methodology

Background

Transportation and Health Indicators

Indicators are data points that measure how the transportation environment affects health issues such as safety, active transportation, air quality, and connectivity to destinations. Different indicators are available for states, metropolitan areas, and urbanized areas. Select a geography tab below, and then click on the map to view results. For each indicator, the THT results show the raw value as well as a score from 0 to 100 that indicates what percentile the state, metropolitan area, or urbanized area is in. When viewing results, click on the name of each indicator for more information on what the indicator measures and where data come from. [Download a spreadsheet with the complete dataset.](#)

Select a tab to view indicators at the State level, Metropolitan Statistical Area (MSA) level, or Urbanized Area (UZA) level.

States Urbanized Areas Metropolitan Statistical Areas

Submit Feedback

Click on tabs to access indicator data at different geographic scales



Looking Up Indicators by Area

Transportation.gov
U.S. Department of Transportation

▼ About DOT ▼ Our Activities ▼ Areas of Focus

States Urbanized Areas Metropolitan Statistical Areas

Transportation and Health Tool Home

Indicator Data

Indicator Profiles

Strategies

Literature and Resources

Scoring Methodology

Background

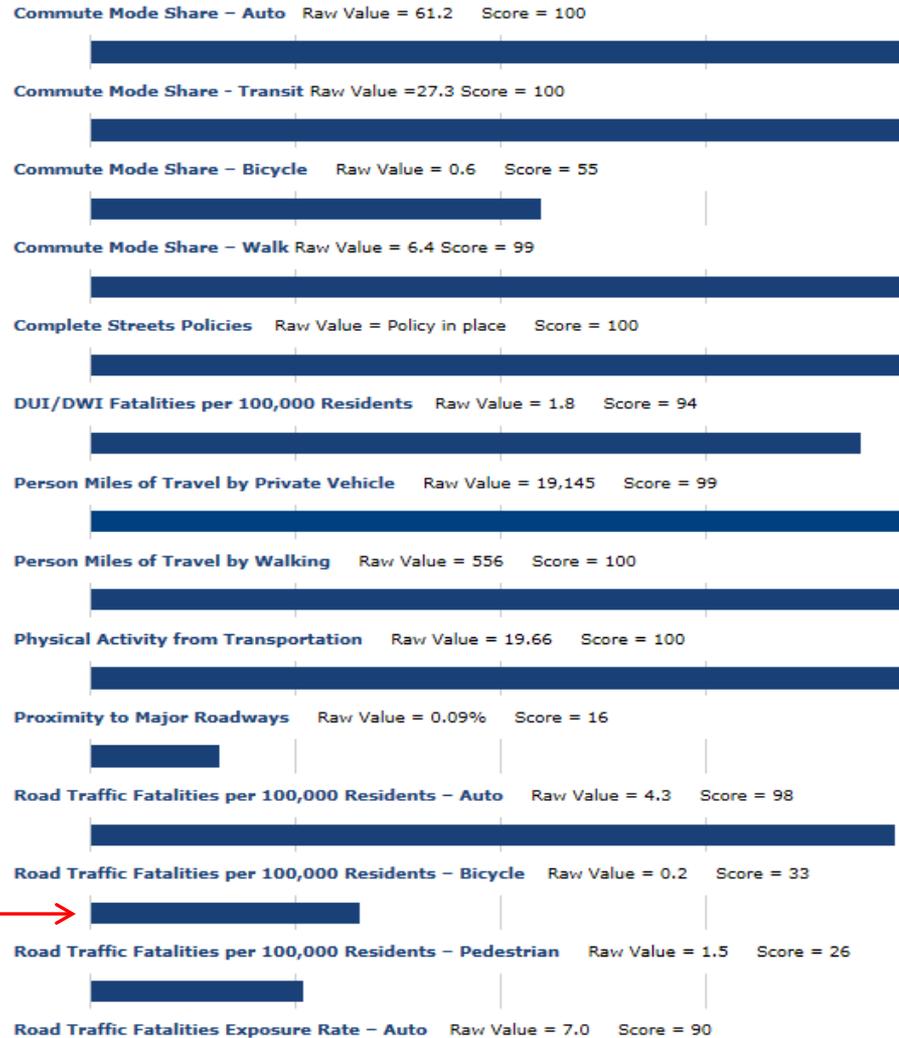
Click on your area

Submit Fee



- Transportation and Health Tool Home
- Indicator Data
- Indicator Profiles
- Strategies
- Literature and Resources
- Scoring Methodology
- Background

New York





Transportation and Health Tool Home

Indicator Data

Indicator Profiles

Strategies

Literature and Resources ▼

Scoring Methodology

Background

- 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



- Transportation and Health Tool Home
- Indicator Data
- Indicator Profiles
- Strategies
- Literature and Resources ▼
- Scoring Methodology
- Background

Home

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



Case Study - NYC Pedestrian Safety Study and Action Plan

NYC
NEW YORK CITY
DOT

NYC Resources 311 Office of the Mayor



Home

About DOT

Pedestrians

NYC Plaza Program
Street Design Manual
Street Seats
CityBench
DOT Art
Safe Streets for Seniors
WalkNYC

Bicyclists

Ferries & Buses

Motorists & Parking

Infrastructure

Contact DOT

Search Go

Translate Page

PEDESTRIANS

The New York City Pedestrian Safety Study & Action Plan

The first, unprecedented, Pedestrian Safety Report and Action Plan examines over 7,000 records of crashes that have caused serious injuries or fatalities to pedestrians, and identifies underlying causes. DOT will use this data to inform the work the agency does to reduce traffic fatalities and make New York City streets safe for everyone.

The Action Plan builds upon DOT's strategic plan, [Sustainable Streets](#), as well as the work DOT has done in accordance with Local Law 11, signed into law by Mayor Bloomberg in April 2008.

» [Read Mayor Bloomberg's press release about the report and the addition of 1500 pedestrian countdown signals citywide](#)

» [Download the map of pedestrian countdown signals and list of locations citywide](#)



Anti-Speeding Campaign

Building on the Action Plan, DOT has launched an anti-speeding ad campaign to improve safety for pedestrians, motorists and cyclists throughout the city.

» [Read the press release announcing the new campaigns.](#)

Download the report (pdf):

» [Pedestrian Safety Study & Action Plan](#)

» [Technical Supplement](#)

» [Appendices A, B & C](#)

Key Findings

- 2009 was the safest year on record in New York City history.
- Traffic fatalities in 2009 were down by 35% from 2001.
- NYC's traffic fatality rate is about a quarter of the national rate and less than half the rate in the next 10 largest U.S. cities.
- Traffic crashes cost the City's economy \$4.29 billion annually.
- Pedestrians are 10 times more likely to die than a motor vehicle occupant in the event of a crash.
- Pedestrians accounted for 52% of traffic fatalities from 2005-2009.
- Driver inattention was cited in nearly 36% of crashes resulting in pedestrians killed or seriously injured.





Transportation and Health Tool Home

Indicator Data

Indicator Profiles

Strategies

Literature and Resources

Scoring Methodology

Background

Commute Mode Share – Auto Raw Value = 57.8% Score = 100



Commute Mode Share – Transit Raw Value = 30.8% Score = 100



Commute Mode Share – Bicycle Raw Value = 0.5% Score = 51



Commute Mode Share – Walk Raw Value = 6.2% Score = 98



Complete Streets Policies Raw Value = No policy Score = 0



DUI/DWI Fatalities per 100,000 Residents Raw Value = 1.3 Score = 88



Housing and Transportation Affordability Raw Value = 47.9% Score = 69



Land Use Mix Raw Value = 0.45 Score = 22



Proximity to Major Roadways Raw Value = 0.11% Score = 33



Road Traffic Fatalities per 100,000 Residents – Auto Raw Value = 3.0 Score = 100



Road Traffic Fatalities per 100,000 Residents – Bicycle Raw Value = 0.2 Score = 51



Road Traffic Fatalities per 100,000 Residents – Pedestrian Raw Value = 1.7 Score = 27



Road Traffic Fatalities Exposure Rate – Auto Raw Value = 5.1 Score = 97



Road Traffic Fatalities Exposure Rate – Bicycle Raw Value = 43.2 Score = 41



Road Traffic Fatalities Exposure Rate – Pedestrian Raw Value = 27.4 Score = 74





Transportation and Health Tool Home

Indicator Data

Indicator Profiles

Strategies

Literature and Resources ▼

Scoring Methodology

Background

- 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





Transportation and Health Tool Home

Indicator Data

Indicator Profiles

Strategies

Literature and Resources

Scoring Methodology

Background

Home

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 speeds, reduce motor-vehicle collisions, and improve safety for pedestrians and cyclists. These measures can also increase pedestrian and bicycle activity.

Related Transportation and Health 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

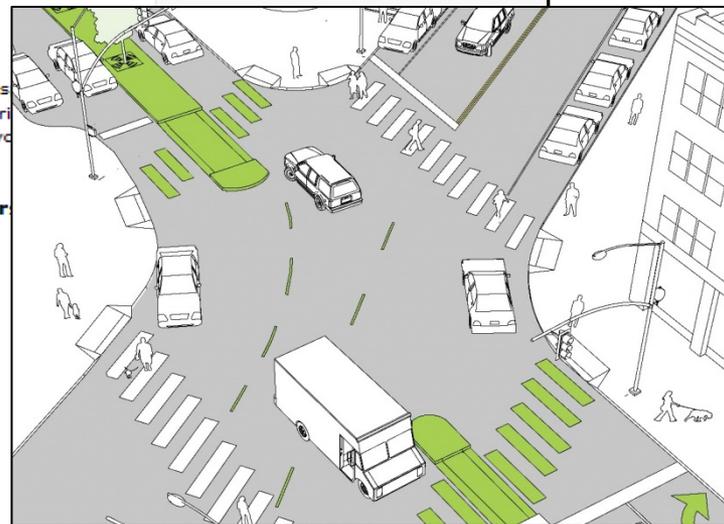
- Strategies

Contact Us

Transportation and Health Tool
Office of Policy
1200 New Jersey Avenue, SE
Washington, DC 20590
United States
ttht@dot.gov

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

Share



Traffic Calming - Case Study

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



Transportation and Health Tool Home

Indicator Data

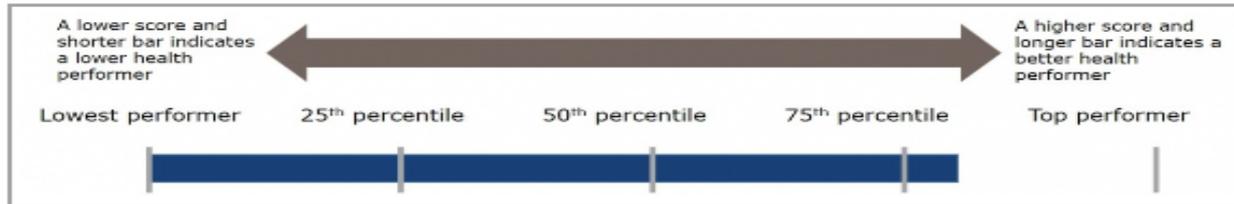
Indicator Profiles

Strategies

Literature and Resources

Scoring Methodology

Background



New York

Transit Trips per Capita Raw Value = 223.4 Score = 100



Vehicle Miles Traveled per Capita Raw Value = 16 Score = 82



Health in Transportation



Health in Transportation Working Group

Frequently Asked Questions

Planning Framework

Resources

Contacts

For more information, please contact:

- Frederick Bowers
- Tameka Macon
- Victoria Martinez
- Aung Gye
- Jill Stark

[FHWA](#) → [Planning](#)

Health in Transportation

Welcome to the Health in Transportation webpage. This webpage is designed to be a comprehensive resource on the linkages between transportation and health.

Linking health and transportation brings together transportation professionals and health practitioners in a collaborative process to improve transportation decisions. Working together, we are committed to developing transportation options that promote and improve access to healthy and active lifestyles.

USDOT is committed to promoting better consideration of health outcomes in transportation. Our work is focused on the following objectives:

- Promote safety,
- Improve air quality,
- Respect the natural environment through Context Sensitive Solutions,
- Improve social equity by improving access to jobs, health care and other community services,
- Create additional opportunities for the positive effects of walking, biking.

Recent Updates

- [Health in Transportation Corridor Planning Framework](#) (2/29/16)

Featured Item

NEW! CDC and USDOT Release Transportation and Health Tool (THT)

The [Transportation and Health Tool \(THT\)](#) provides data on transportation and public health indicators for each



Thank you!

My contact Info:

frederick.bowers@dot.gov

202-366-2374

