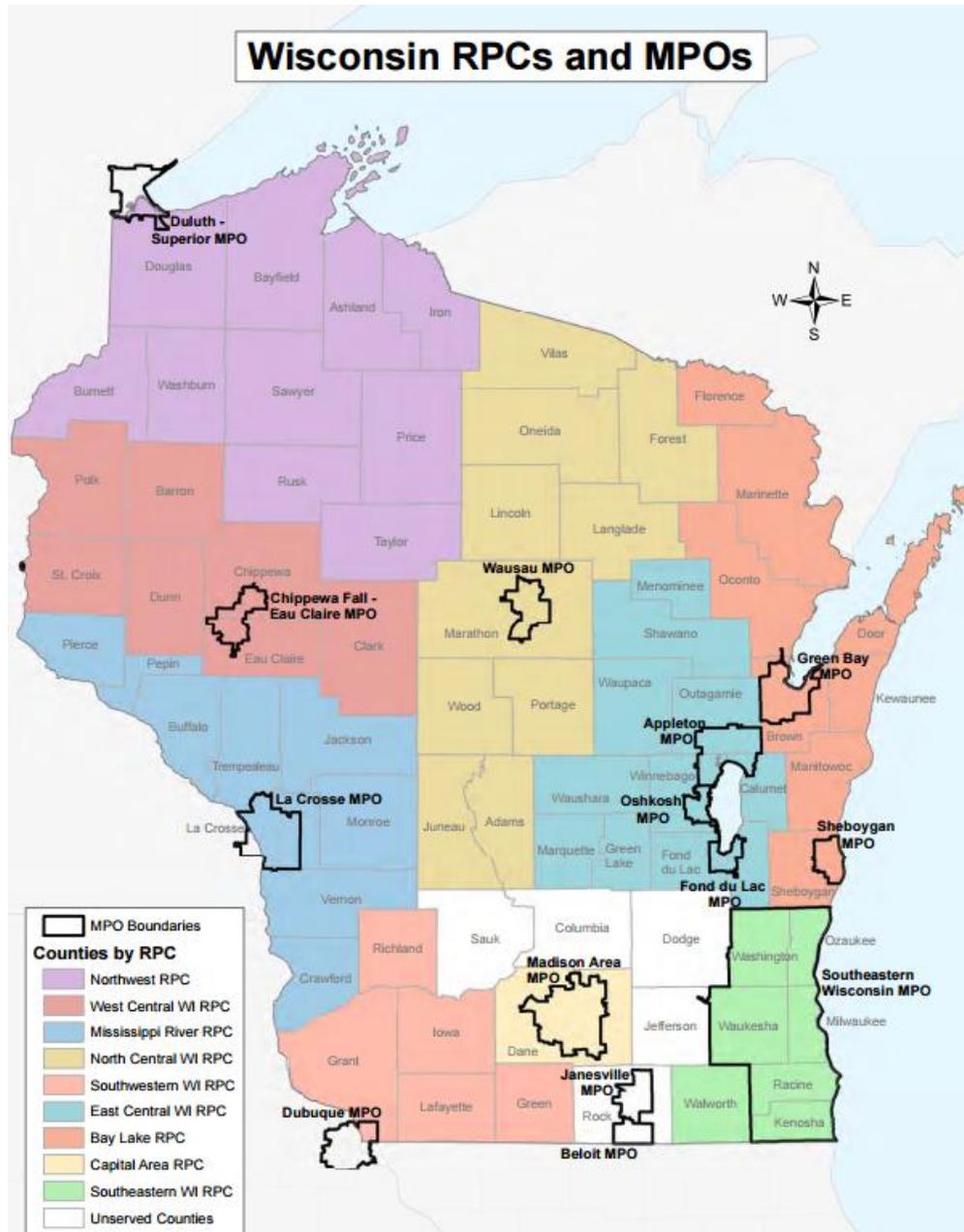


East Central's Transportation + Health Tool Case Study

Thursday, August 24, 2017



- 10 Counties within our region
 - Calumet, Fond du Lac, Green Lake, Marquette, Menominee, Outagamie, Shawano, Waupaca, Waushara, and Winnebago
- Serves 3 Metropolitan Planning Organizations (MPOs)
 - Appleton (Fox Cities) TMA
 - Oshkosh
 - Fond du Lac



East Central Wisconsin Regional Planning Commission Metropolitan Planning Area Boundaries

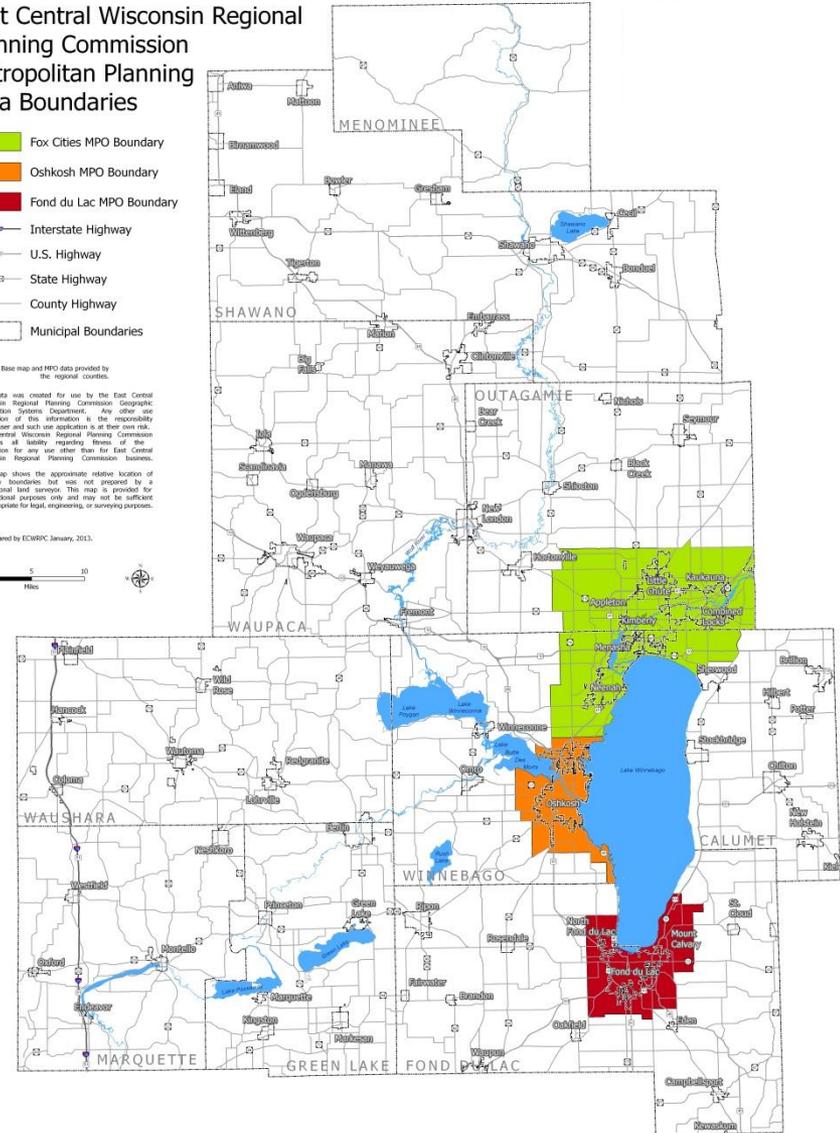
- Fox Cities MPO Boundary
- Oshkosh MPO Boundary
- Fond du Lac MPO Boundary
- Interstate Highway
- U.S. Highway
- State Highway
- County Highway
- Municipal Boundaries

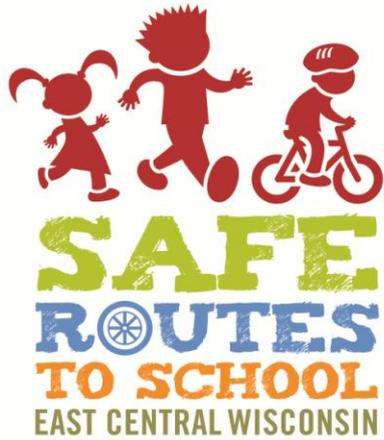
Source: Base map and MPO data provided by the regional counties.

This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information Systems Department. Any other use application of this information is the responsibility of the user and each use application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability, regardless of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

This map shows the approximate relative location of property boundaries but was not prepared by a professional land surveyor. This map is provided for informational purposes only and may not be sufficient or appropriate for legal, engineering, or surveying purposes.

Map prepared by ECRWPC, January, 2013.





Appleton (Fox Cities) Transportation Management Area & Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan - 2014

Adopted October 31, 2014

East Central Wisconsin Regional Planning Commission
ECWRPC
Central Wisconsin Outagamie Waushara Winnebago Fond du Lac

living well in Outagamie County

Community Health Assessment and Improvement Plan 2014

Public Health
Prevent. Promote. Protect.

U.S. Department of Transportation Federal Highway Administration

Office of Planning, Environment, & Realty (HEP)

HEP | Events | Guidance | Publications | Glossary | Awards | Contacts

Health in Transportation

Health in Transportation Working Group

Frequently Asked Questions

Planning Framework

Resources

Contacts

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

PHWA → Planning → Health in Transportation → Planning Framework → Framework Test Cases

Testing the Health in Transportation Corridor Planning Framework in Appleton, Wisconsin

College Avenue connects the airport to downtown Appleton, Wisconsin spanning 4.5 miles through three municipalities. The corridor is intersected by a county highway, a State highway and a local road – each with its own distinct cross section. The East Central Wisconsin Regional Planning Commission (East Central) provides staff for the Appleton Transportation Management Area (TMA), and the Oshkosh Metropolitan Planning Organization (MPO). The agency initiated a corridor study to provide a vision for a multimodal College Avenue corridor and to identify potential health implications of alternatives.

The College Avenue corridor study completed three Steps of the Health in Transportation Corridor Planning Framework (Framework)¹ – building on prior work to integrate health and transportation in the Appleton TMA, while engaging a variety of stakeholders in planning activities. Throughout the corridor planning process it was noted that active transportation options, as well as transit routes, align well with efforts by health coalitions trying to encourage more physical activity opportunities within the community. Using the Framework was the catalyst for increased dialogue with community stakeholders, which led to the clear identification of shared interests and priorities among diverse stakeholders representing health, transportation, and economic interests. Some highlights include:

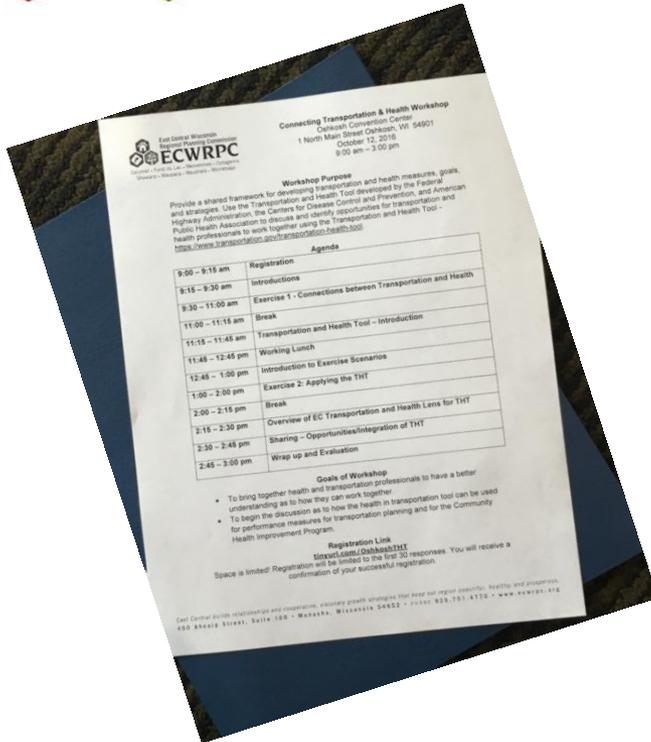
- From the outset of the study, East Central used the Framework to help develop the stakeholder group, frame the project, and establish initial steps in the study process itself. (pages 3-4)
- Questions from the Framework were used to help all participants share information about their interest in the corridor. (pages 5-6)
- East Central used the Framework to educate elected officials and their staff, providing them with a better understanding of how their decisions can impact or support health and other community interests. (page 7)

For detailed information on how the Framework was used, see the full case study report².

College Avenue Aerial View

HEALTHY WISCONSIN LEADERSHIP INSTITUTE





Part of the enjoyment of working with ECWRPC on the THT workshop was the diversity of agencies that I saw in the room and their enthusiasm for collaborating with each other to enhance opportunities for healthy transportation options. After the workshop, it was so clear to me how smaller MPOs across the East Central Region, and in any state for that matter, could rally their member agencies around the THT and use it as a catalyst to build relationships and transportation alternatives from. ~Ed Christopher, Transportation Planning Consultant



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Transportation and Health Tool Home

Home

Transportation and Health Tool

Photo credit: www.pedbikeimages.org / Laura Sandt

What is the Transportation and Health Tool?

The Transportation and Health Tool (THT) was developed by the U.S. Department of Transportation and the Centers for Disease Control and Prevention to provide easy access to data that practitioners can use to examine the health impacts of transportation systems.

The tool provides data on a set of transportation and public health indicators for each U.S. state and metropolitan area that describe how the transportation environment affects safety, active transportation, air quality, and connectivity to destinations. You can use the tool to quickly

Contact Us

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Washington, DC 20590
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Business Hours:
9:00am-5:00pm ET, M-F

Share

Bringing together transportation and health professionals and discussing ways to collaborate.

Learning Objectives

- To learn how people at the workshop will use the THT Tool
- To learn more about public health
- To learn how transportation impacts health
- To learn how to connect health and transportation to help make a larger impact
- To network with other stakeholders
- To learn from others
- To connect the dots between health and transportation
- To learn about the datasets used for the THT tool
- To learn ways to incorporate health into comprehensive plan updates
- To work with new groups
- To collaborate regionally
- To address tribal needs



What transportation and health linkages need to be present to support healthy communities?

Trails/Sidewalks/Bike Lanes	Smart/Inclusive Land Use	Private Sector and Community Involvement	Parks and Public Places	Easy Access	Integrated Planning and Collaboration
<ul style="list-style-type: none"> • Interconnected network of local streets • Paths/signs for walkers and bicyclists • Easy and safe access to trails • Proper up keep of pedestrian and bicycle facilities (maintenance and snow removal) • Bike lanes/Trail facilities/Sidewalks • Dense residential land use patterns with sidewalks as standards • Quality access to transit • Formal bicycle and pedestrian plan • Recreational trail and wayfinding signage • Multi-modal transportation systems including bicycle and pedestrian facilities • Night time lighting for safety • Wheelchair friendly accessible curbs • Water fountains • Traffic light and push button signals for walkers and bicyclists 	<ul style="list-style-type: none"> • Destinations (i.e. schools and stores) within proximity to where people live • Lots of business, shop, and services close together • People outside walking and bicycling to various destinations • Limited parking spaces • Access for healthy 	<ul style="list-style-type: none"> • Engaged with municipal staff and committees • Private investment • Public transit • Ease of storage of bikes and connections to mass transit • Strong collaboration between planning, public health, and department of public works • Limited noise “less car/truck traffic” • Fewer parking options • No food desserts • Public awareness • Access to health care providers • Active YMCA/Boys and Girls Club • School sites near homes • Legislative and staff vision has inclusion of bicycling and walking 	<ul style="list-style-type: none"> • Neighborhood parks within walking distance to people work places and homes • Trees and parks (greenways) • Open spaces and parks through the community and a safe means to access them • Green spaces connected to trails • Playgrounds • Public spaces for families to gather • Music venues 	<ul style="list-style-type: none"> • Easily accessed trails/walkways • Bike and bike rentals • Transportation choices/options • Trails and walkways promoted by the community • Access to exercise facilities • Marketing of locations of trails • Equity in infrastructure • Strong downtowns that are not auto centric • Public transportation 	<ul style="list-style-type: none"> • Repurposed buildings • Community gardens • Downtown economic development • Mixed use development • Parks and trails • Four season perspective on opportunities to fund multi-modal transportation • Vibrant downtowns with sidewalks • Mandatory sidewalks throughout the city
<p>Basic amenities that are close together (e.g. grocery store, pharmacy, place of work, etc.) easily access by public transit</p> <p>bicycle and pedestrian infrastructure</p> <p>limited school bus access for residential neighborhoods that are in close proximity to schools</p>					



- Conversation with someone you haven't met or worked with before
- **One person talks for 10 minutes, the other person listens and then switch after 10 minutes**
 - Name and Organization
 - Why you selected your profession?
 - What you work on in your day to day activities?
 - What you are hoping to learn and implement from this workshop?

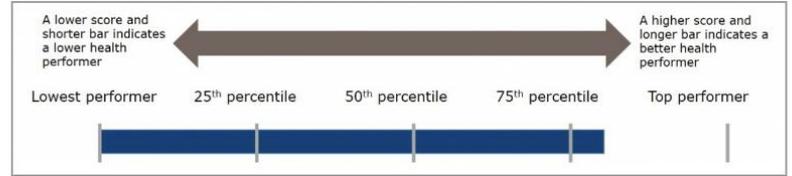
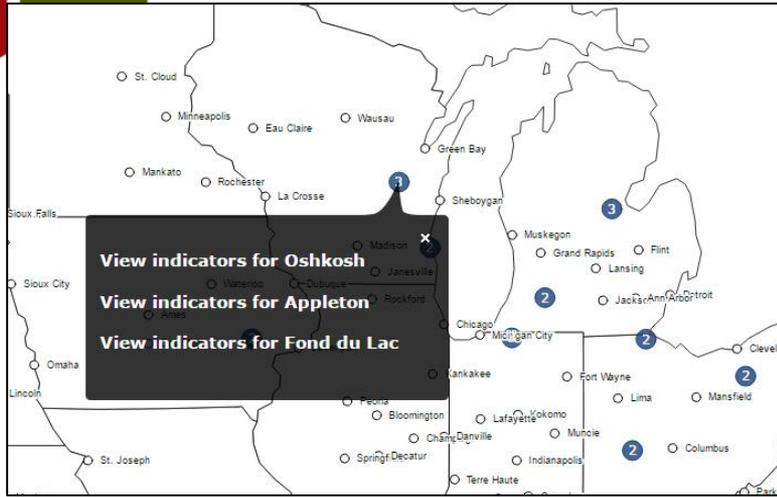
The THT workshop provided a better understanding of the impacts that transportation infrastructure has on an individual's health. ~ Outagamie County Highway Commissioner



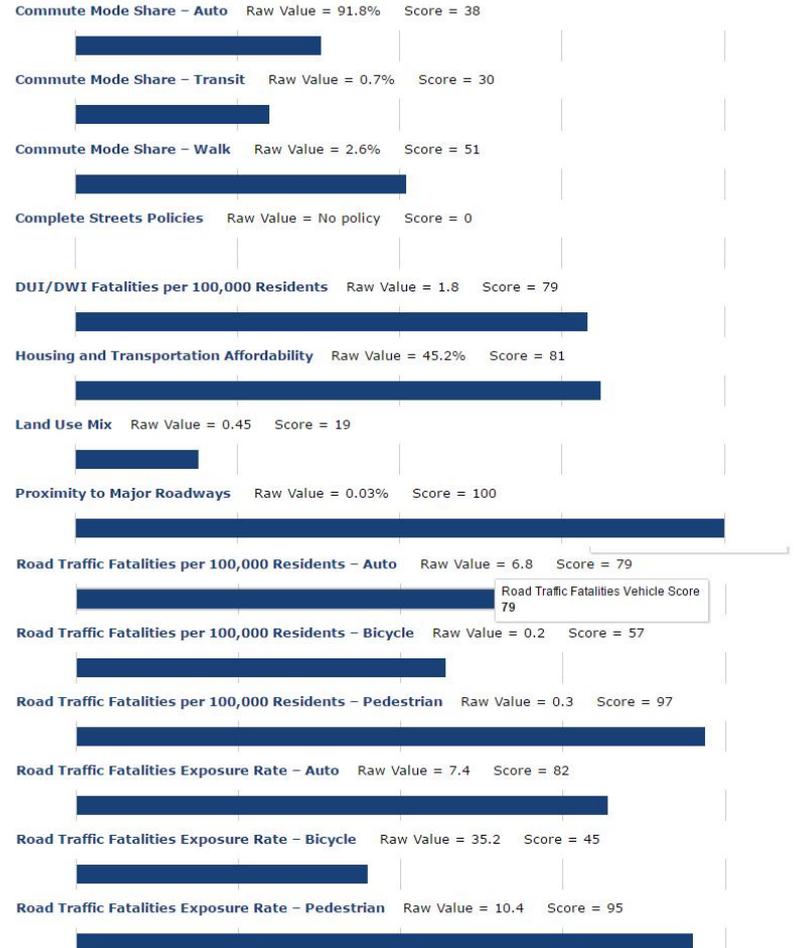
Exercise 2 -

- **Step 1:** Identify relevant THT indicators.
- **Step 2:** Determine THT & secondary data sources using data matrix.
- **Step 3:** Select THT Strategies.





Appleton



Indicators

- Commute Mode Share
- Land Use Mix
- Road Traffic Fatalities
- Complete Streets Policies
- Housing and Transportation Affordability
- Use of Federal Funds
- Person Miles Traveled by Mode
- Public Transportation Trips per Capita

INTEGRATION OF THT - STRATEGIES



INTEGRATION OF THT – PERFORMANCE MEASURES

MAPSS Performance Improvement Program

- MAPSS Performance Improvement program
- Mobility
- Accountability
- Preservation
- Safety
- Service
- Additional measures
- Archives
- Lean government initiative
- Contacts
- Budget
- Open Book

The Wisconsin Department of Transportation MAPSS Performance Improvement program focuses on the five core goals and associated performance measures that guide us in achieving our mission "to provide leadership in the development and operation of a safe and efficient transportation system." Establishing goals and measuring results is essential to running a successful and efficient organization and meeting public expectations. The department is committed to quarterly reporting of progress, with updates published in February, May, August and November. The schedule for review and reporting on individual measures is based on pertinent program cycles, the availability of data and the department's business need for the information.



Core goal areas and MAPSS Scorecard measures

Performance measures are a tool to help the department assess how well it's doing at meeting our mission. The Scorecard provides a snapshot of the state of Wisconsin's transportation system. Interactive web pages provide a way for the public to "drill down" into more detail. Click on a core goal area to explore each core goal area and related Scorecard metrics.

The five key goals are:

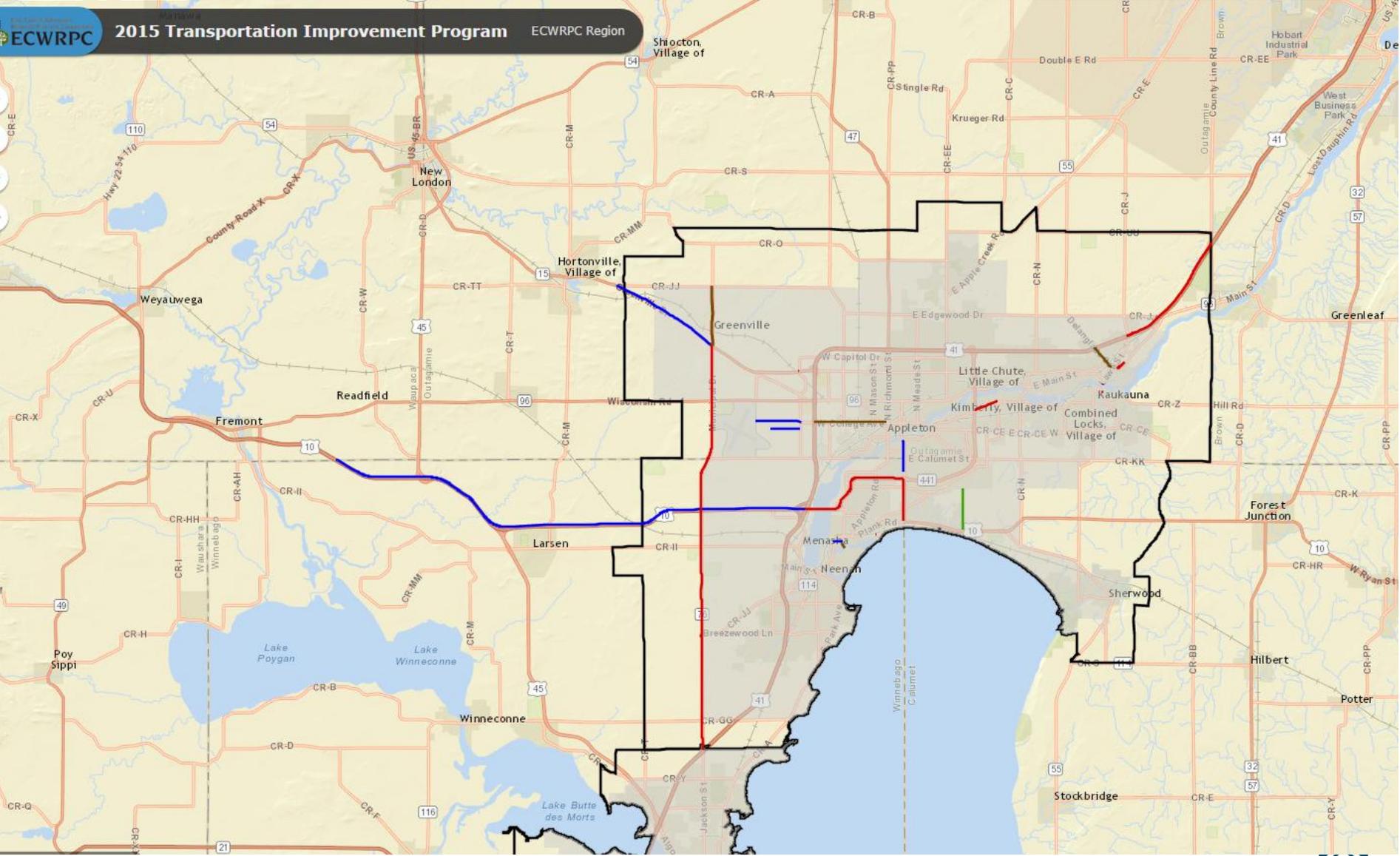
- Mobility
- Accountability
- Preservation
- Safety
- Service

Safety: Moving toward minimizing the number of deaths, injuries and crashes on our roadways.

Traffic fatalities Calendar year-to-date 2016 (Preliminary)	Number of traffic fatalities	276	Annual target is 522. Second Quarter target is 224.	↓	As of June 30th, there have been 276 fatalities in 2016. Our long-term goal is zero preventable deaths (a lower number is better).
Traffic injuries Calendar year-to-date 2016 (Preliminary)	Number of traffic injuries	19,464	Annual target is 38,140. Second Quarter target is 17,764.	↓	As of June 30th, there have been 19,464 persons injured in 2016. Our long-term goal is zero preventable deaths (a lower number is better).
Traffic crashes Calendar year-to-date 2016 (Preliminary)	Number of traffic crashes	58,177	Annual target is 110,486. Second Quarter target is 52,816.	↓	As of June 30th, there have been 58,177 traffic crashes in 2016, which is up from 58,008 last year. Our long-term goal is zero preventable deaths (a lower number is better).
Safety belt use Calendar year 2016 (Preliminary)	Percent of vehicle occupants wearing a seat belt	87.8	86.0 by 2016	✓ ↑	While Wisconsin's safety seat belt usage reached an all-time high in 2016, we lag behind neighboring states like Illinois and Michigan, with use rates of more than 90 percent.



INTEGRATION OF THT – FUNDING



INTEGRATION OF THT – CORRIDOR STUDIES



- **Tacos and Transportation Events**
 - Fox Valley THRIVES
- **Collaboration between ECWRPC and Winnebago County Health Department**
- **Title VI requirements and improving the process**



Regional Collaboration

East Central Wisconsin Connects Transportation and Health Professionals

Appleton, Oshkosh, Fond du Lac



The Transportation Health Tool is an online resource developed by the CDC and USDOT with support from APHA that allows transportation decision-makers and stakeholders to understand how a region (specifically, a city or metropolitan area) or state compares to others across a set of key transportation and health indicators.

East Central Wisconsin Regional Planning Commission (ECWRPC) consists of eight member counties: Calumet, Fond du Lac, Menominee, Outagamie, Shawano, Waupaca, Waushara, and Winnebago, with a total population of 661,242. ECWRPC is unique as there are three Metropolitan Planning Organizations (MPOs): Appleton (Fox Cities) (population of 244,424); Oshkosh (population of 78,781), and Fond du Lac (population of 60,794) within the region.

The ECWRPC first began working with public health professionals in 2007 through local Safe Routes to School coalitions. In 2009, the ECWRPC was the first entity in Wisconsin to start a regional Safe Routes to School Program, and has worked with health organizations on a variety of programs related to the Regional Safe Routes to School program.

In 2010, the ECWRPC received a Bicycle and Pedestrian Program Grant to develop the Appleton (Fox Cities) Transportation Management Area and Oshkosh Metropolitan Planning Organization

Bicycle and Pedestrian Plan. For this planning process, ECWRPC staff expanded the steering committee to include public health professionals, transportation professionals, parks and recreation professionals, private businesses, and non-profit organizations to work together to develop the bicycle and pedestrian network and plan. The impacts that transportation initiatives, programs, and infrastructure have on public and community health are emphasized throughout the regional bicycle and pedestrian plan and the Long Range Land Use/Transportation Plans for each of the MPOs.

Both public health and transportation professionals are evaluating progress of active transportation projects and programs. The THT provides indicators and strategies that can be used by both professions.

~East Central staff



Over the years, the ECWRPC has been involved in several health initiatives, including local Community Health Improvement Plans, the Weight of the Fox Valley Coalition, and local health coalitions. In addition, the ECWRPC has integrated public health strategies and metrics into the transportation plans for each of the MPOs. East Central is currently participating in the Healthy Wisconsin Leadership Institute and has been a beta test for the Framework for Better Integrating Health into Transportation Corridor Planning for the College Avenue Corridor.

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