

# SPR-07: Multimodal Transportation and Public Health

For Regions

1-15 points

**Goal:** Expand travel choices and modal options by enhancing the extent and connectivity of multimodal infrastructure. Support and enhance public health by investing in active transportation modes.



Affected Triple Bottom Line Principles

## Sustainability Linkage

A multimodal transportation network supports the social and economic principles by increasing transportation options, reducing traffic congestion and emissions, and encouraging the use of active modes to enhance public health.

## Background and Scoring Requirements

### Background

The agency provides choices and opportunities for multimodal, active transportation networks while meeting access and mobility needs.

For the purpose of this criterion, the key terms are defined as follows:

- **“Active transportation modes”** - Active transportation modes refer to modes of transportation that increase levels of physical activity and are considered to primarily include biking, walking, and transit (Approximately 30% of transit users receive the Center for Disease Control’s recommended amount of daily physical activity. Source: *Walking to Public Transit: Steps to Help Meet Physical Activity Recommendations*<sup>1</sup>.)
- **“Multimodal”** - Multimodal refers to a transportation system that provides travelers with well-connected and integrated bicycle, pedestrian, and transit networks, in addition to automobile infrastructure. Multimodal can also refer to the provision of travel options for inter-city passenger travel, such as rail, train, bus, or ferry as alternatives to passenger car or air travel.
- **“Public Health”** in this context means negative or positive impacts on human health due to transportation planning, programming and design, typically in the areas of safety, air quality, physical activity, access to goods, services and opportunities, or noise.

### Scoring Requirements

To achieve points, the agency must demonstrate that it produces, monitors, and maintains an integrated multimodal transportation plan that emphasizes active modes. Points are awarded for this criterion based on the following requirements.

#### **Requirement SPR-07.1**

##### **1-2 points. Develop Goals and Objectives**

Scoring for this requirement is based on the following, cumulative requirements.

- **Requirement SPR-07.1a**

##### **1 point. Develop Goals and Objectives for Enhancing Multimodal Infrastructure**

The agency has developed goals and objectives for enhancing the extent and connectivity of multimodal infrastructure within its jurisdiction, including transit and non-motorized modes.

- **Requirement SPR-07.1b**

- 1 point. Develop Goals and Objectives Related to Transportation and Public Health**

The agency has developed goals and objectives related to active transportation and the improvement of public health.

**Requirement SPR-07.2****2 points. Engage Stakeholders**

The agency regularly engages the public and includes public health officials and active mode stakeholders throughout the transportation planning process and incorporates their feedback into the creation of transportation plans and programs. Public Involvement successfully involves and interacts with an institution or stakeholder early, often, and on an on-going basis throughout the planning process.

**Requirement SPR-07.3****1-5 points. Develop a System-wide Program**

The agency's planning process integrates multimodal and active mode infrastructure needs, projects, and programs. Scoring for this requirement is based on the following, cumulative requirements. The first requirement must be accomplished to earn the second. The third requirement is independent.

- **Requirement SPR-07.3a**

- 1 point. Include Active, Non-Motorized Projects, and Programs in Plan**

The agency includes and prioritizes active, non-motorized transportation projects and programs as a component of the LRTP. Examples of projects include the expansion of transit, pedestrian, and bicycle infrastructure, facilities, and services. Examples of programs include the implementation of Safe Routes to School.

- **Requirement SPR-07.3b**

- 1 additional point. Integrate Transit, Pedestrian, Bicycle, and Roadway Networks**

The agency's LRTP integrates transit, pedestrian, bicycle, and roadway networks so that intermodal connections are safe and convenient.

- **Requirement SPR-07.3c**

- 3 points. Evaluate Health Impacts of the Plan**

The agency has evaluated the health impacts of the LRTP to determine whether the planned transportation investments will help the agency to meet its public health and active transportation goals. For Example, the Centers for Disease Control conducted a Health Impact Assessment pilot project in coordination with the [Nashville area MPO 2035 Regional Transportation Plan](#)<sup>2</sup> to intercept and alter health outcomes such as obesity, physical inactivity, asthma, injuries, and social equity in conjunction with the Northeast Corridor Study proposed Transit Oriented Development (TOD) sites.

**Requirement SPR-07.4****1-6 points. Measure Progress and Demonstrate Sustainable Outcomes**

The agency evaluates its progress toward meeting its multimodal and public health goals and makes adjustments as necessary. Scoring for this requirement is based on the following, cumulative requirements:

- **Requirement SPR-07.4a**

- 1 point. Implement Investments that Expand Travel Choices and Support Public Health**

The agency is implementing transportation investments that expand travel choices and modal options and support and enhance public health.

- **Requirement SPR-07.4b**

- 2 points. Incorporate Sustainable Performance Measures**

The agency has incorporated sustainable, multimodal and public health-related performance measures into its LRTP and can demonstrate ongoing monitoring of its progress toward meeting its goals.

- **Requirement SPR-07.4c**

- 3 points. Measure Progress and Demonstrate Sustainable Outcomes**

Monitor progress towards goals for at least one year after goal establishment using the performance measures established in SPR-07.4b and show measurable advancement towards stated goals.

## Resources

### Above-Referenced Resources

The following resources are referenced in this criterion and consolidated here:

1. Besser, L. and A. Dannenberg, *Walking to Public Transit: Steps to Help Meet Physical Activity Recommendations* (2005), American Journal of Preventative Medicine, [https://www.cdc.gov/healthyplaces/articles/besser\\_dannenberg.pdf](https://www.cdc.gov/healthyplaces/articles/besser_dannenberg.pdf)
2. Nashville Area MPO, Nashville Area MPO 2035 Regional Transportation Plan (2010), pp. 201-205, [http://www.nashvillempo.org/docs/lrtp/2035rtp/Docs/2035\\_Doc/2035Plan\\_Complete.pdf](http://www.nashvillempo.org/docs/lrtp/2035rtp/Docs/2035_Doc/2035Plan_Complete.pdf)

### Additional Resources

The following resources provide information on this criterion topic in addition to the sources directly referenced:

3. American Association of State Highway and Transportation Officials (AASHTO), *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, 1<sup>st</sup> Edition (2004), [https://bookstore.transportation.org/item\\_details.aspx?id=119](https://bookstore.transportation.org/item_details.aspx?id=119)
4. AASHTO, *Guide for the Development of Bicycle Facilities*, 4th Edition (2012), [https://bookstore.transportation.org/item\\_details.aspx?ID=1943](https://bookstore.transportation.org/item_details.aspx?ID=1943)
5. Institute of Transportation Engineers, *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (March 2010), <http://library.ite.org/pub/e1cff43c-2354-d714-51d9-d82b39d4dbad>
6. Federal Highway Administration, *A Resident's Guide for Creating Safe and Walkable Communities* (February 2008), [http://safety.fhwa.dot.gov/PED\\_BIKE/ped\\_cmunity/ped\\_walkguide/index.cfm](http://safety.fhwa.dot.gov/PED_BIKE/ped_cmunity/ped_walkguide/index.cfm)
7. Center for Disease Control, Transportation Recommendations website, <http://www.cdc.gov/transportation/recommendation.htm>
8. American Public Health Association, *The Hidden Health Costs of Transportation* (February 2010), [http://www.apha.org/~media/files/pdf/topics/transport/hidden\\_health\\_costs\\_of\\_transportation\\_backgrounder.ashx](http://www.apha.org/~media/files/pdf/topics/transport/hidden_health_costs_of_transportation_backgrounder.ashx)
9. FHWA, Metropolitan Area Transportation Planning for Healthy Communities, [https://www.fhwa.dot.gov/planning/health\\_in\\_transportation/resources/healthy\\_communities/](https://www.fhwa.dot.gov/planning/health_in_transportation/resources/healthy_communities/)

## Scoring Sources

The program is considered to have met this criterion if the requirements above can be reasonably substantiated through the existence of one or more of the following documentation sources (or equal where not available):

1. Adopted state or metropolitan transportation plans that incorporate multimodal and active mode projects and programs.

2. Documentation of regular public health and active mode stakeholder engagement, and the incorporation of their feedback into transportation plans and programs. Documentation may include technical advisory committee membership rosters, meeting agendas and minutes, and interview summaries, among others.
3. A programming and prioritization evaluation framework that demonstrates the prioritization of multimodal and active mode projects and programs.
4. The results of transportation plan evaluations that estimate the public health impacts of the proposed transportation projects and programs.
5. Progress reports and analyses of the agency's progress at meeting its multimodal and public health goals.