

Transportation and Public Health



Healthy Ulster Committee – August 11, 2016



Brian Slack, Principal Transportation Planner
Ulster County Transportation Council

Transportation and Public Health

- Why should public health professionals care about transportation planning?
- Some relevant examples and case studies from UCTC

What is UCTC?



- Metropolitan Planning Organization for Ulster County and portion of the Poughkeepsie-Newburgh Urbanized Area
- Designated by the Governor of New York on April 30, 2003
- *The purpose of the UCTC is to build consensus on local and regionally significant transportation, transit and non-motorized improvements.*

Why should public health officials care about transportation planning?

- Three primary issues:
 - Physical activity
 - Access to goods and services
 - Traffic-related injuries and fatalities



Physical Activity



- About 92% of all trips are made by car in the US
- Direct relationship between community design and our choice to walk/bike or drive to our destination
- How well do our communities feature sidewalks, trails, bicycle paths and other infrastructure that support walking and bicycling...

Physical Activity: A win-win-win

Cycling as a mode of transport benefits the environment and your health.



Social Club Hub



Healthier Heart



Stronger Muscles



Eco-Friendly



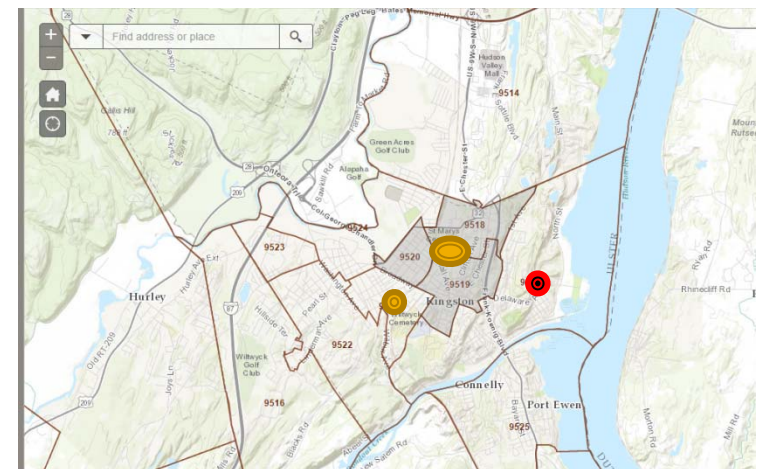
Save Fuel



Access to Services

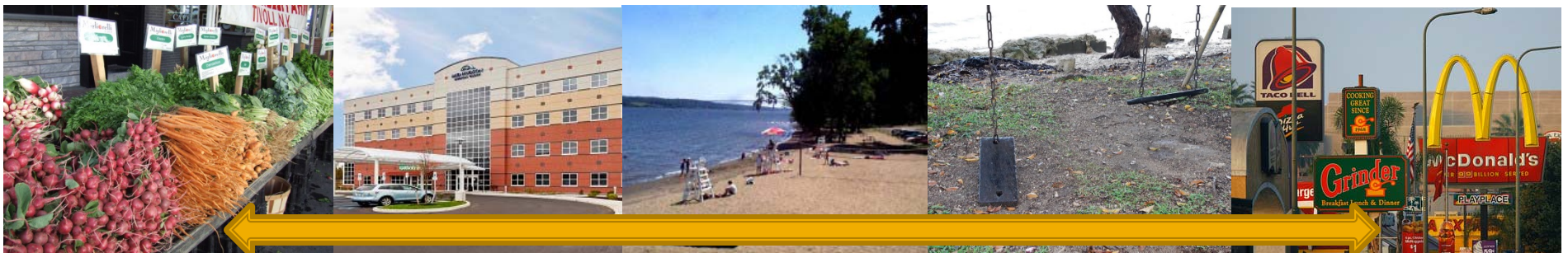


- What does access mean?
- Households with no access to a vehicle:
 - US = 9%
 - Ulster County = 8%
 - City of Kingston = 22%
 - Midtown-North = 16 – 22%
 - Midtown-South = 26%
 - Ponckhockie/Strand = 28%



Access to Services

- Implications of Transportation Access
 - Access to quality health care, food deserts, safe enjoyment of parks and recreation, social interaction, other quality of life implications
 - Low Income, Elderly and Disabled Populations disproportionately impacted by poor transportation access



Traffic-Related Injuries and Fatalities

- For children and young adults, automobile crashes are the leading cause of death in US
- Good design offers very tangible benefits toward reduction in crash frequency and severity



NYS Pedestrian Safety Action Plan

Focus Counties (outside NYC)
for Pedestrian Crashes

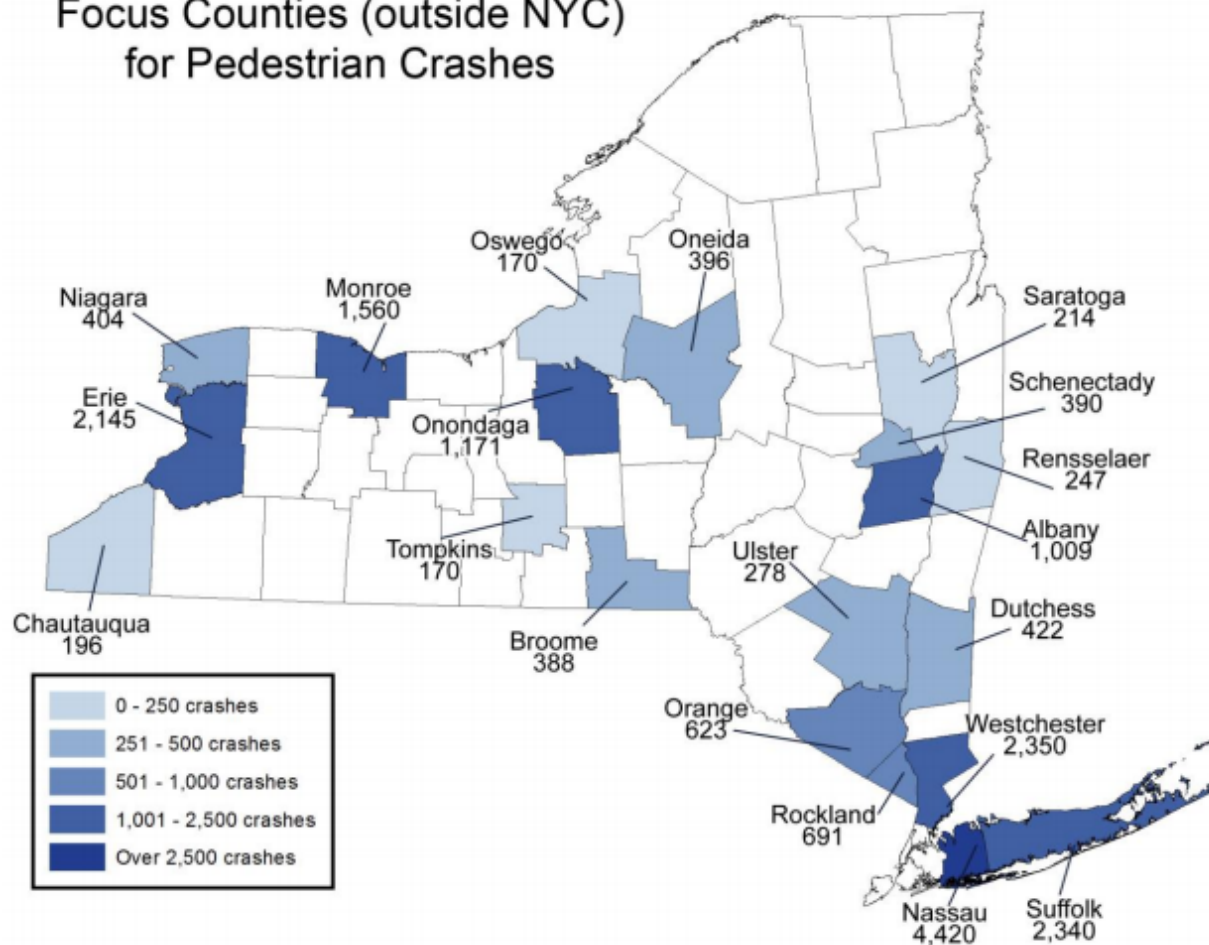


Table 3. Focus Counties

Rank	County (by # crashes)	Crashes
1	Nassau	4,420
2	Westchester	2,350
3	Suffolk	2,340
4	Erie	2,145
5	Monroe	1,560
6	Onondaga	1,171
7	Albany	1,009
8	Rockland	691
9	Orange	623
10	Dutchess	422
11	Niagara	404
12	Oneida	396
13	Schenectady	390
14	Broome	388
15	Ulster	278
16	Rensselaer	247
17	Saratoga	214
18	Chautauqua	196
19	Oswego	170
19	Tompkins	170

Solutions?

- Complete Streets
- Safe Routes 2 School
- Seamless Transit
- Active Transportation
- Ride share
- Car share



MPO Framework

- Long Range Transportation Plan
- Transportation Improvement Program
- Unified Planning Work Program



U.S. Department of Transportation
Federal Transit Administration

Ulster County
Transportation Council

**SFY 2014 Unified Planning
Work Program**



Approved by the UCTC Policy Committee on
March 26, 2014
For the Period April 1, 2014 – March 31, 2015
As Amended
July 24, 2014
September 23, 2014

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<http://www.co.ulster.ny.us/planning/tran.html>

Relevant Projects

- Safe Routes to School Toolbox
- Building a Better Broadway
- Transit Planning
 - Human Services Plan
 - Transit barriers to be addressed through integration?

Ulster County SRTS Toolbox

- What is Safe Routes to School?
 - Discretionary federal-aid program first authorized in 2005 under SAFETEA-LU
 - A nationally-recognized planning framework to systematically address the decline in walking and biking among children

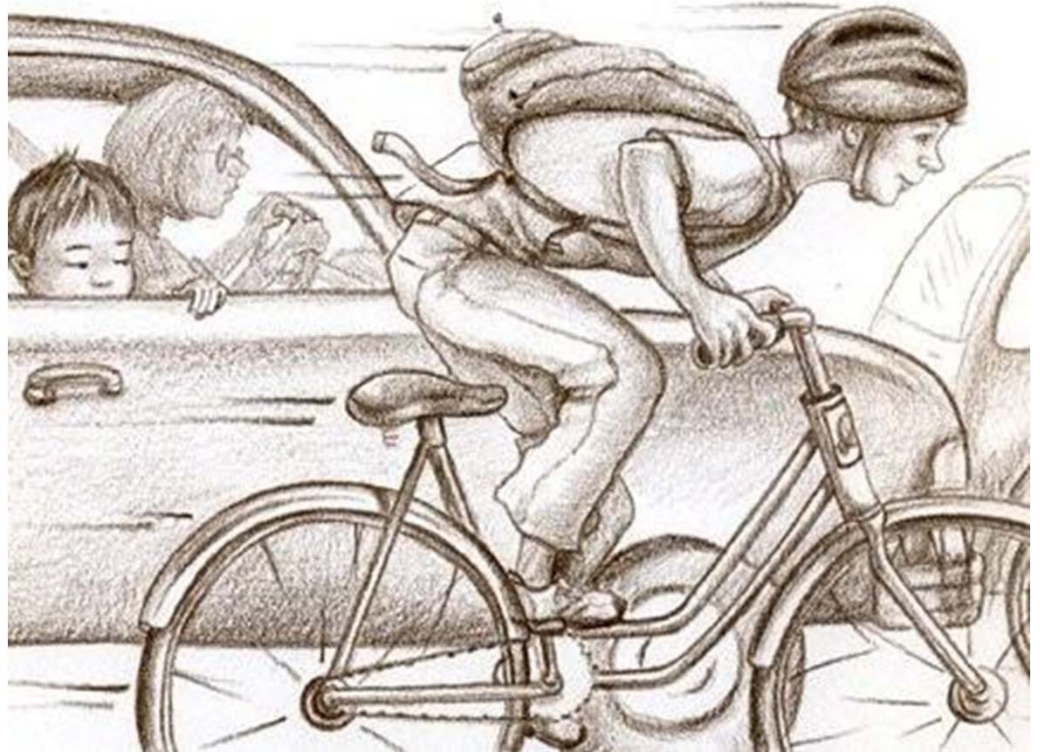


An Adaptive Planning Framework

- A common sense approach to community planning and development
- Reinforcing the transportation-land use connection
- Developing and fostering solid community interrelationships
- Fully compatible with the variety of other adaptive planning frameworks: Smart Growth, healthy communities, complete streets, etc

Why Safe Routes to School?

- Traffic
- Safety
- Health
- Environment
- Cost



UCTC SRTS Demonstration Project: Two Easy Steps

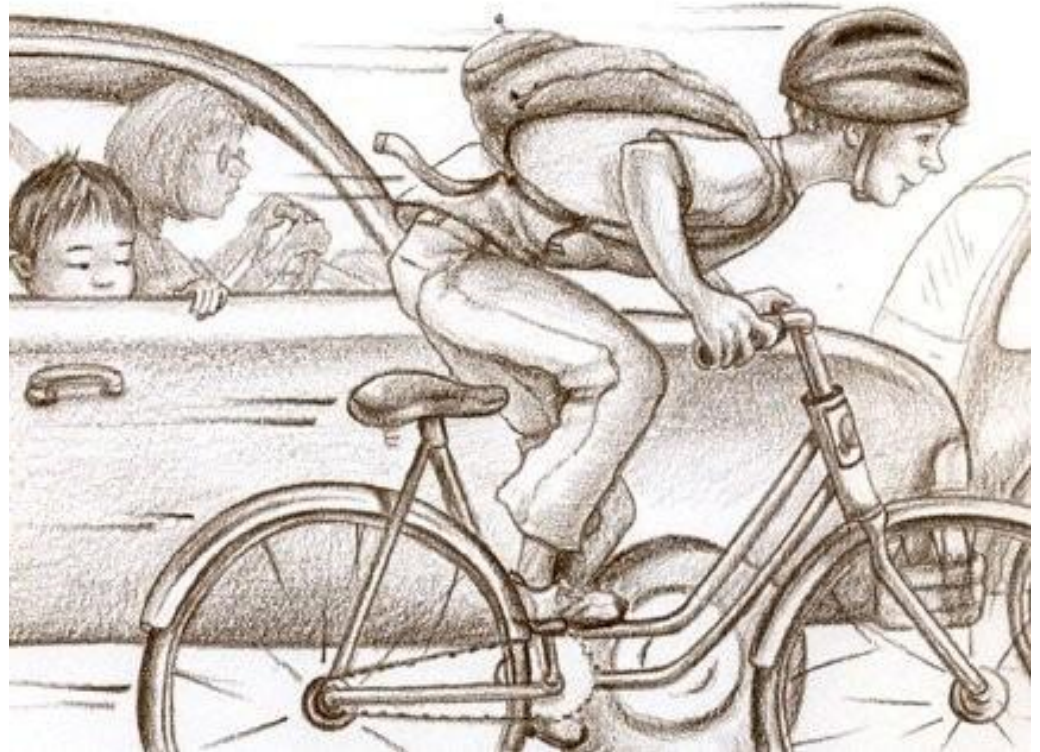
- SRTS “Action Plans” for each
 - Lloyd
 - Shawangunk
 - New Paltz
 - Saugerties
 - Marlborough
- Transfer lessons learned into a toolbox



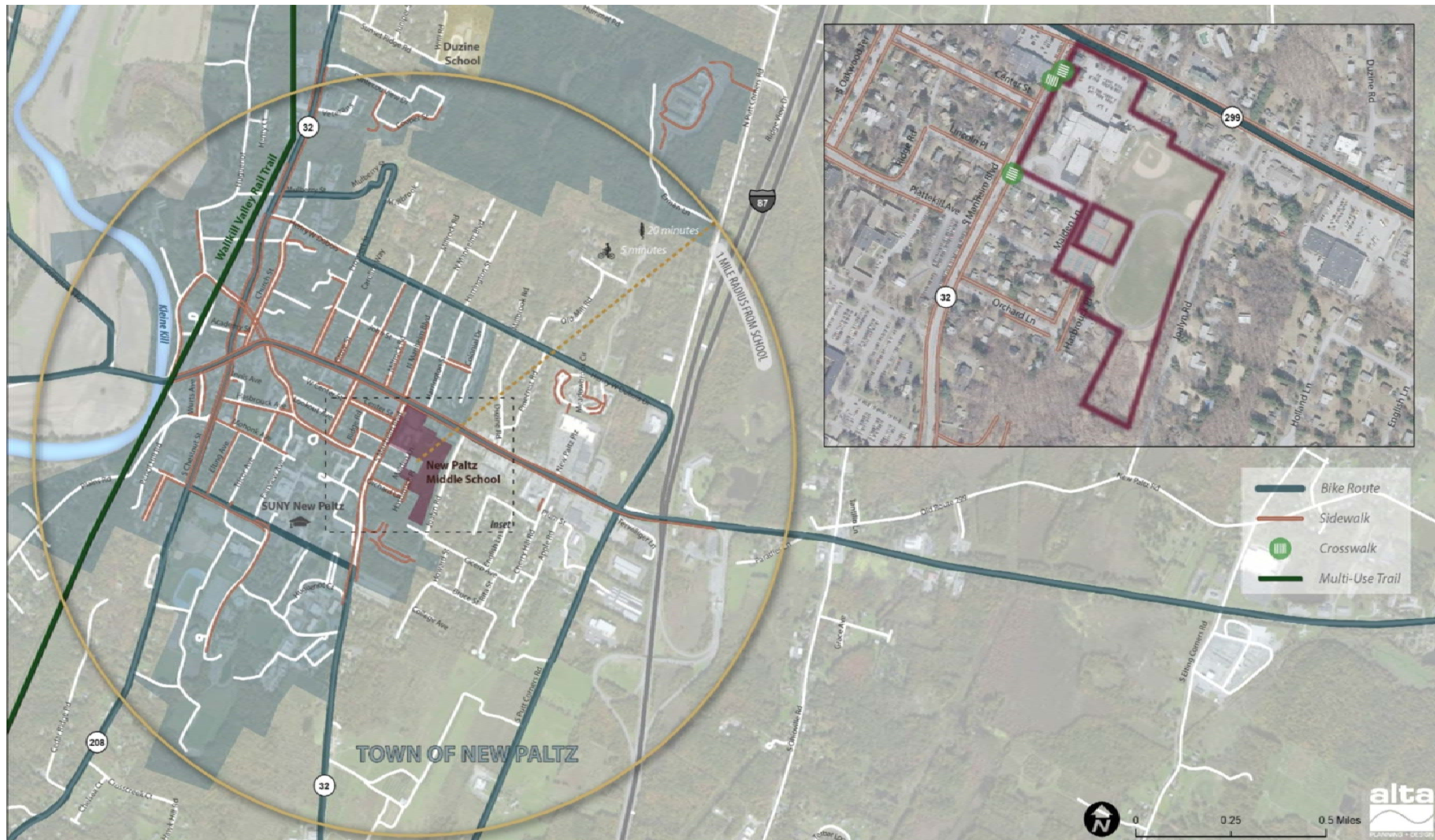
<http://www.uctcsrts.com/>

The Five “E’s” of SRTS

- Evaluation
- Engineering
- Education
- Encouragement
- Enforcement



Evaluate Existing Conditions



Evaluate Existing Conditions

"Area of
Influence"



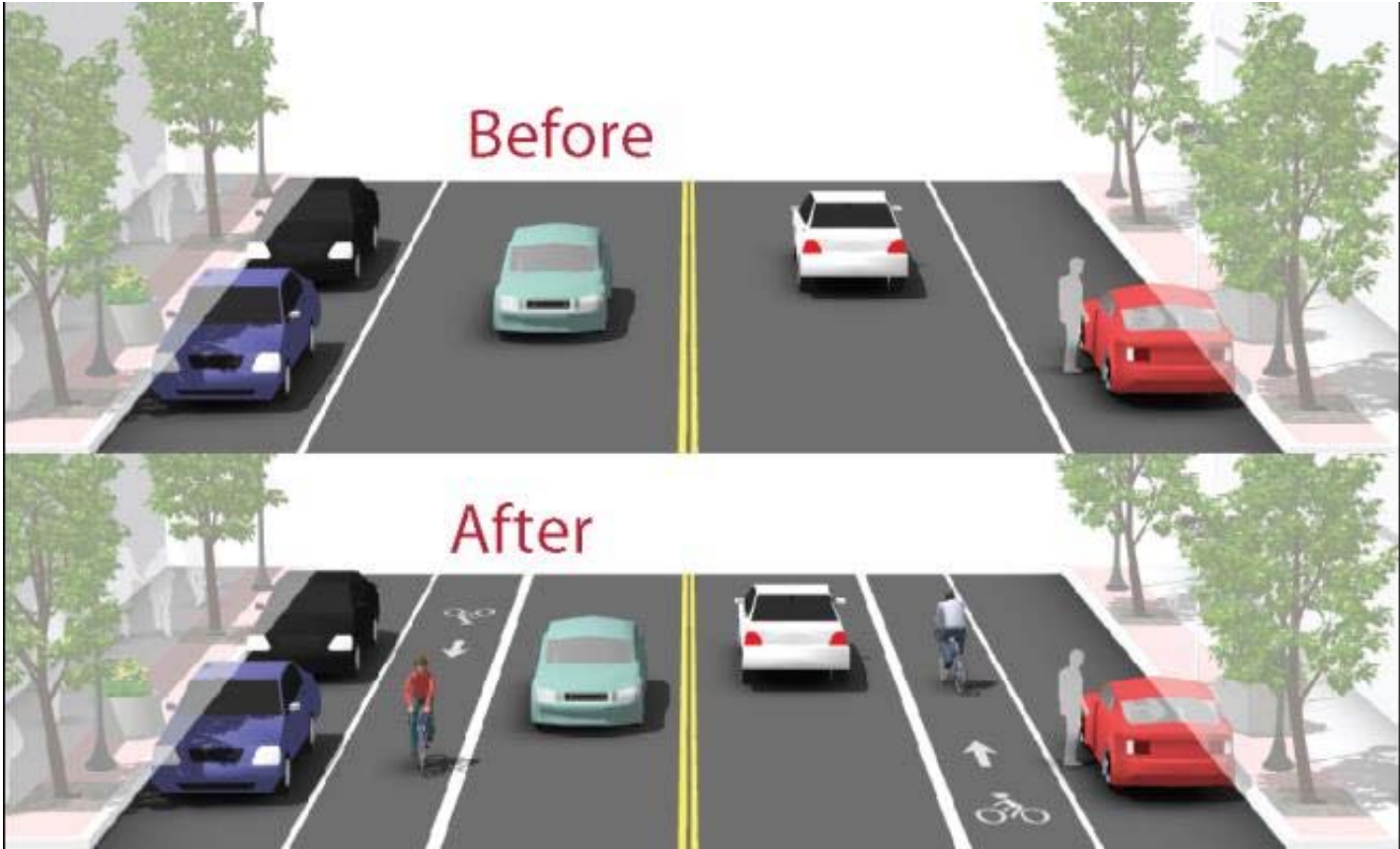
School Area Signage and Speed



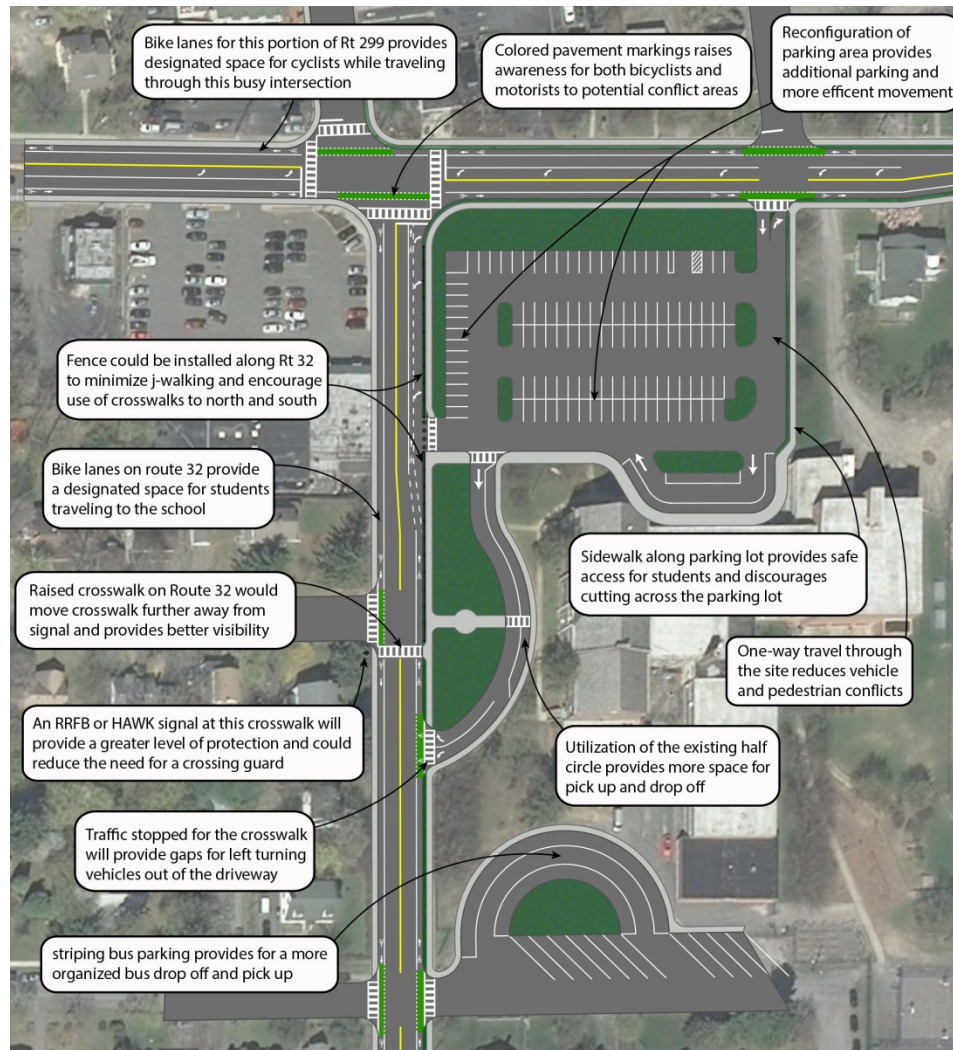
Sidewalks and Safe, Deliberate Crossing Areas



Traffic Calming and Road Diets



Focus Area Recommendations



Focus Area Recommendations

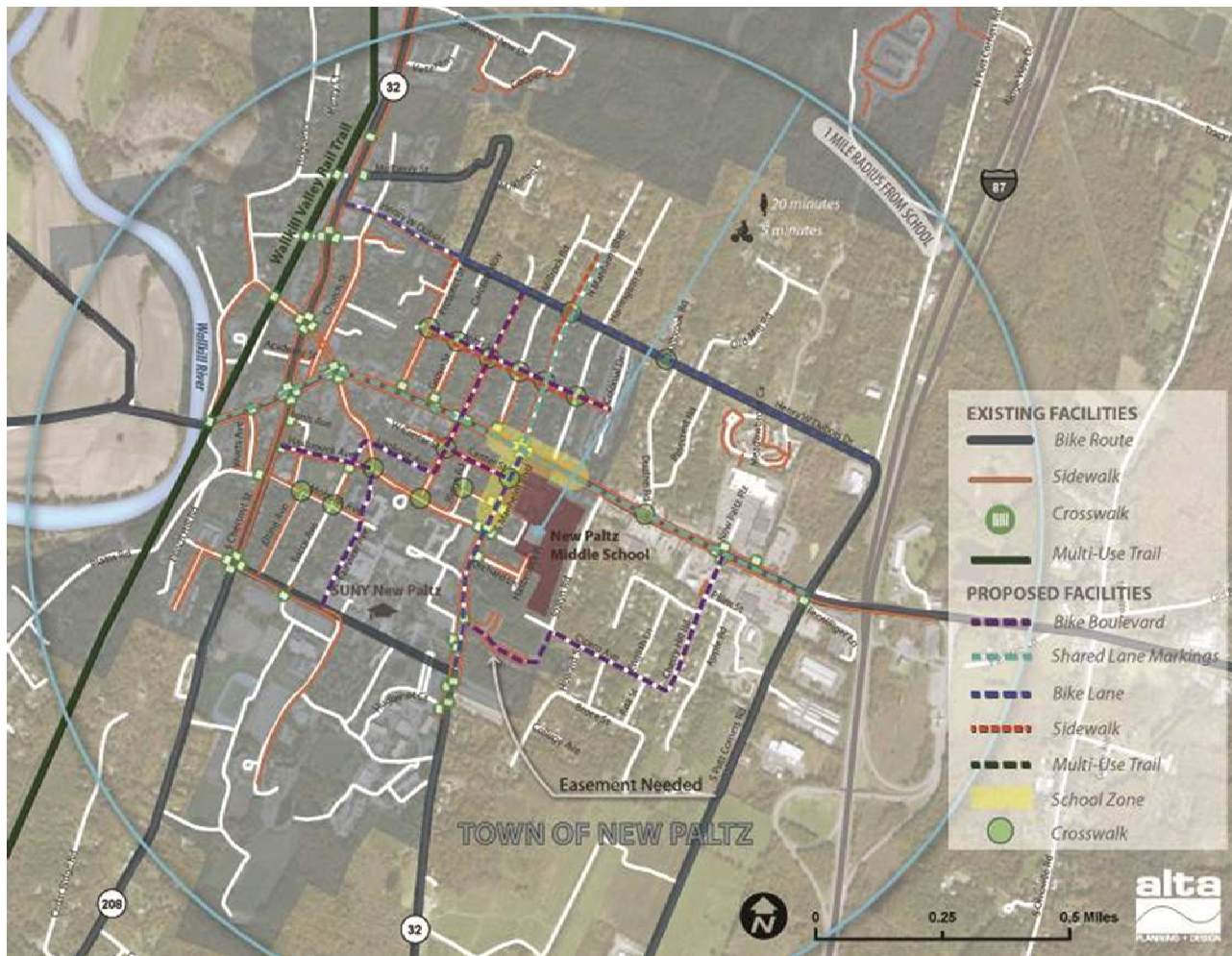


A shared use path around the play fields provides a safe place for students to walk and bike.

Proposed trail between
the Elementary and
High Schools



Proposed Facilities Map

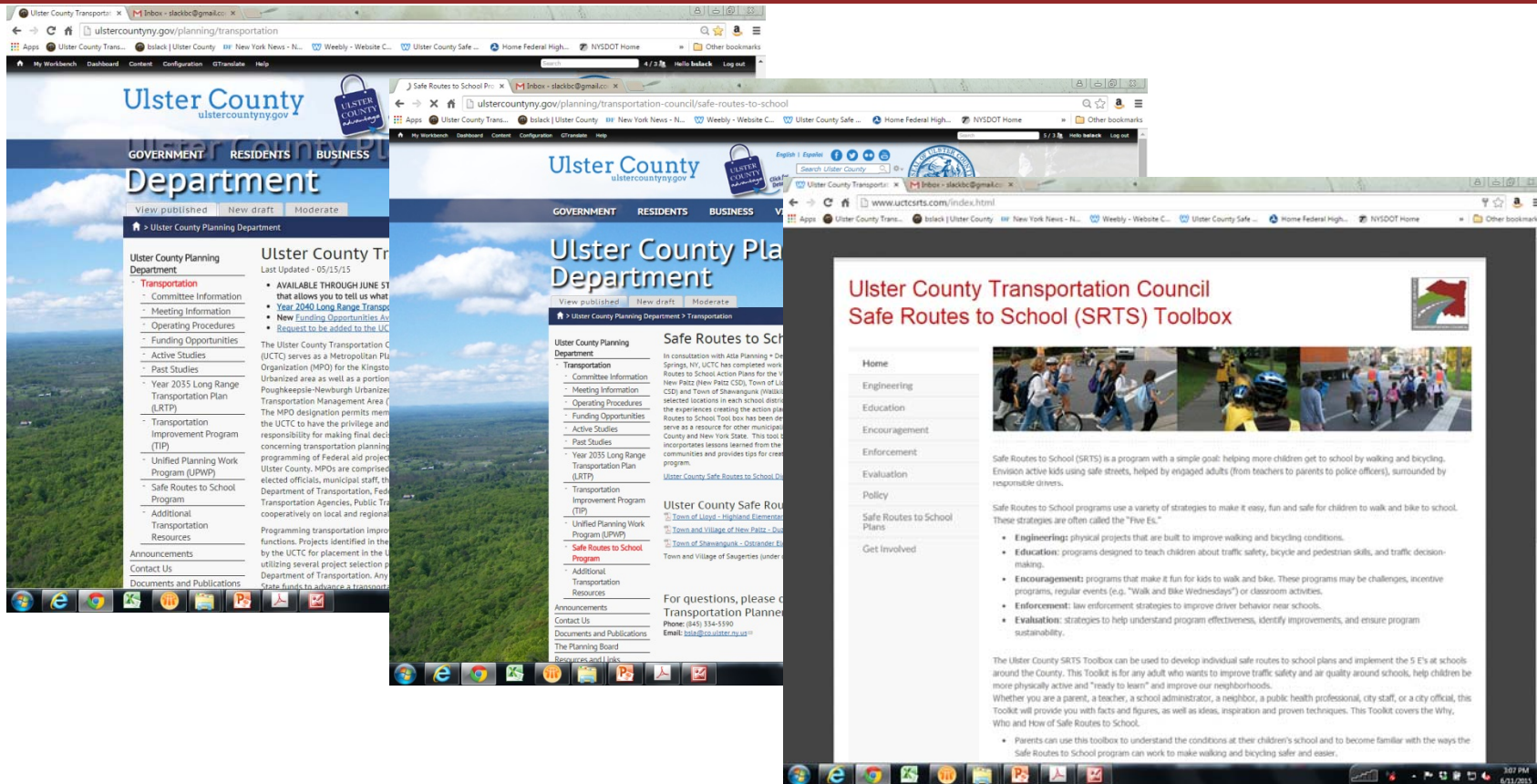


Education and Encouragement

- Lesson plans and campaigns
- Walk/Bike to School Events in October & May
- Map and Wayfinding Development
- Follow-up Surveys



<http://ulstercountyny.gov/planning/transportation>



<http://www.uctcsrts.com/>

Building a Better Broadway – Evaluating Complete Street Options

Road Diet Informational Guide

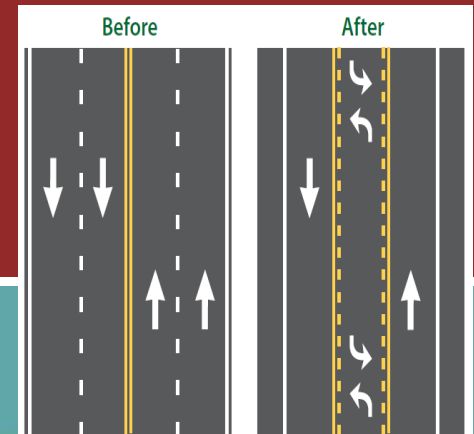


FHWA Safety Program



Ulster County Transportation Council Technical Committee – 11.12.15

Why do a Road Diet on Broadway?



- Road diets reduce vehicle-to-vehicle conflicts that contribute to rear-end, left turn and sideswipe crashes
- 19 to 47 percent reduction in overall crashes after a road diet is instituted
- Analysis found that the predominant types of motor vehicle collisions on the corridor were rear-ends (33 percent), overtaking (19 percent), and right-angle (19 percent).
- Broadway has a relatively high accident rate of 22.4 per million vehicle miles traveled

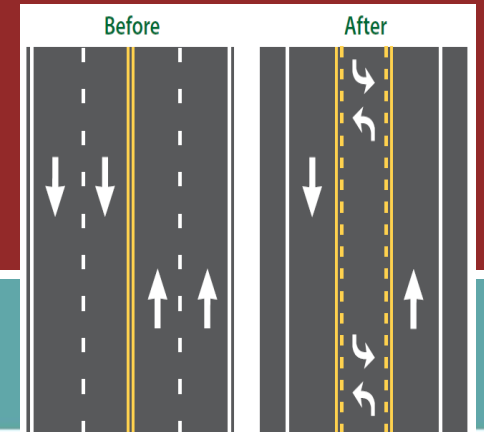
Andrew

PRESENTED TO:

Presented by:



Why do a Road Diet on Broadway?



- Marked decrease in crashes involving drivers under 35 and over 65 years of age
- Road diets remove the speed differential
- Improve sight lines and distances, particularly at left-turn intersections (no hidden vehicles)
- Potential to create additional space for public use **and improved quality of life**

Andrew St

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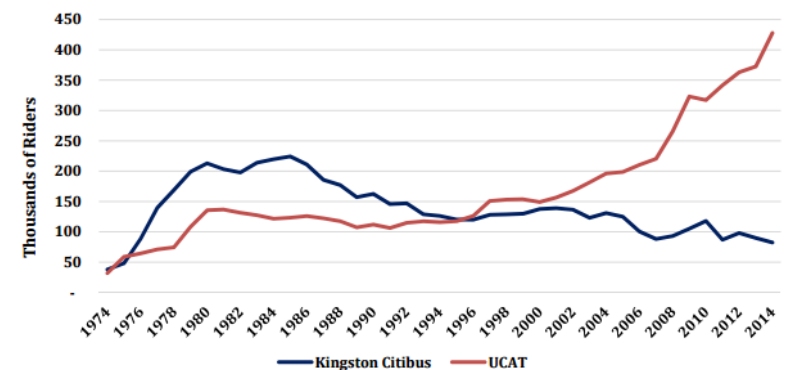


Ongoing Transit Improvement Plans

- Coordinated Human Services/Public Transit Transportation Plan
- Transit Integration Plan



Figure 4.11: Kingston Citibus & UCAT Passengers by System, 1974 - 2014^{xxii}



Questions?

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<http://ulstercountyny.gov/planning/transportation>

