

HEALTH IN ALL POLICIES BEST AND INNOVATIVE PRACTICES



SUMMARY

Health in All Policies recognizes that health is determined not only by genetics, health care, and individual behaviors but by a complex set of social, economic and environmental factors. HiAP is a collaborative approach to engage all sectors and branches of government to ensure that potential health consequences are identified and considered during decision-making processes.

THE GOAL OF THIS DOCUMENT

This document draws upon the best practices and innovative approaches in the transportation sector that advance positive health outcomes.

The document describes current action in Vermont and outlines approaches for future planning to synergistically meet transportation and health goals.

WHY THIS MATTERS

A connected network of adequate, safe, and accessible transportation options is essential for people of all ages and abilities to access goods and services, including education, jobs, food, health and dental care, recreation and social opportunities. Local, regional, and state policies that ensure all modes of transportation are included in all transportation and development projects will support good health.

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Sector - TRANSPORTATION

VTRANS MISSION

Through excellent customer service, provide for the safe and efficient movement of people and goods.

VTRANS VISION

A safe, reliable and multimodal transportation system that grows the economy, is affordable to use and operate, and serves vulnerable populations.

VTRANS STRATEGIC GOALS

- 1 Promote organizational excellence by attracting, developing, and retaining a talented, diverse, and engaged workforce.
- 2 Grow Vermont's economy by providing a safe, reliable and efficient transportation system in a state of good repair.
- 3 Make Vermont more affordable and serve the vulnerable by providing accessible, convenient and affordable travel choices.
- 4 Transition to an energy efficient, advanced technology transportation system.
- 5 Modernize and improve government efficiency through innovation, continuous improvement and quality customer service.

BUDGET

**PHYSICAL
ACTIVITY**

VTrans uses the prioritized bicycle network map from the On Road Bike Facility Plan for making planning, design and operations decisions. Investments are prioritized within grant programs such as the Transportation Alternatives Program and the Bike/Ped Program to prioritize bike and pedestrian infrastructure investments that make walking and biking safer and more convenient.

Vermont statutory language clarifies that highway funds may be used for bicycle and pedestrian facilities; by flexing funds, increased investments in public transportation and bicycle-pedestrian improvements support active transportation.

Continue to target infrastructure investments that support biking and walking in designated downtowns and village centers while also using the On Road Bike Facility Plan to prioritize investments to improve road shoulders.

**AIR
QUALITY**

VTrans encourages funding and policy decisions that strengthen public transportation, congestion relief, air quality improvements, and non-motorized and rail travel through the Agency budget and other Agency actions.

Consider support for the development of cleaner bus and truck fleets and invest in freight rail infrastructure to reduce greenhouse gas emissions, improve local air quality, promote health, and foster energy independence.

Consider providing incentives for motor vehicle drivers to purchase vehicles with technologies designed to control pollution and reduce emissions.

**EQUITABLE
ACCESS**

Implement criteria in grant evaluation processes to prioritize transportation investments in distressed regions, low-income neighborhoods, communities with high unemployment and poverty rates, and communities of color to stimulate economic growth and provide access to jobs.

Emphasize projects that will revitalize the economy of struggling communities, lower health disparities, and connect vulnerable populations to jobs, business opportunities, healthy food outlets, medical services, and other necessities.

Emphasize accessibility, instead of simply mobility, in transportation policies and programs.

Ensure transparency, accountability, and meaningful participation by residents, advocates with diverse interests, and experts from different fields. Engage new partners in decision making and provide the training, data and resources to allow full informed participation by the people affected most by decisions and investments.

Encourage and appropriately fund equitable transit oriented development by considering the creation of incentives for integrated land use and transportation planning.

Explore means of providing low-income rural communities greater access to public transportation funds from federal transportation funding sources in order to increase access to employment and educational opportunities.

SAFETY

VTrans develops and implements design guidance to provide safe facilities for all transportation users. All grant recipient of funding from VTrans must follow the design guidance standards, the Agency also provides technical assistance both internal and external to the Agency in support of advancing these standards. VTrans offers trainings on bike/ped design and the Americans with Disabilities Act standards and design applications.

VTrans is committed to ensuring safety investments continue and occupant protection strategies, as well as roadway and community design modifications, promote the protection and safety of pedestrians, bicyclists, drivers, and passengers.

POLICY

**PHYSICAL
ACTIVITY**

VTrans works closely with the VT Department of Health and Agency of Commerce and Community Development on land use and active transportation issues. Through our relationship with the Regional Planning Commissions, as defined by the Transportation Planning Initiative work program each year, VTrans works on land use and transportation policies at the local and regional level that encourage transit oriented developments and other mixed-use developments, and increase connectivity among neighborhoods and communities for all transportation modes.

Through the Transportation Planning Initiative and participation in the State Comprehensive Energy Plan, VTrans supports policies that reduce vehicle miles traveled per capita, including land use policies that reduce vehicular travel, increase public transportation service, increase the number of park and ride facilities statewide and increase active transportation infrastructure.

Consider the evaluation of policies that increase motor vehicle driver responsibility for accidents involving child pedestrians and child bicyclists in residential neighborhoods and school zones.

**AIR
QUALITY**

Consider measures to enable state, regional and local planners to protect residents from local air and noise pollution from high-volume roadways and airports by discouraging new development, including public facilities investments, near these air and noise pollution sources. Consider constructing barriers to reduce nearby residents' exposure to noise pollution, paying particular attention to low income communities and communities of color.

Consider policies that reduce environmental pollution caused by transportation by migrating to renewable transportation energy sources.

**EQUITABLE
ACCESS**

Consider creating incentives and accountability measures to ensure that state, regional and local transportation plans account for impacts on health, safety, and equity of all community members, including people with disabilities, individuals with limited English proficiency, low income communities, and communities of color.

Consider giving state, regional, and local governments more flexibility to move transportation program investments among funding categories to target spending to local transportation needs which address equitable access to transportation services.

SAFETY

Consider policies to continue to expand the use of ignition interlock systems for offenders convicted of driving under the influence, as well as a requirement for mandatory alcohol and drug assessment and treatment for impaired offenders.

Consider lowering the permissible blood alcohol content level and enhance enforcement of laws prohibiting alcohol sales to minors.

Consider strengthening and enhancing enforcement of motorcycle and bicycle helmet laws.

Consider strengthening and enhancing enforcement of distracted driving laws, including texting while driving.

PROGRAM

PHYSICAL ACTIVITY

Consider investments which create dense networks of connected streets that serve the needs of all transportation modes using “complete streets” design guidelines.

Design streets considering the context of the road and incorporate appropriate levels of biking and walking infrastructure to reduce motor vehicle speeds and minimize pedestrian and bicycle injuries throughout towns and cities.

Consider implementing multimodal level of service indicators as performance measures for roadways that include measurements of pedestrian bicyclists, car-shares, and public transportation operability.

AIR QUALITY

VTrans provides incentives via the Capital Commuters and the Go Vermont program that reduce vehicle miles traveled per capita and implement active living environments that promote walking and bicycling, using public transit, and reducing air pollution.

Consider providing bicycle storage at public transportation stations, bus stops, city car share point-of-departure locations, and all state office buildings.

Consider retrofitting existing diesel vehicles with current pollution control measures to reduce emissions.

Consider requiring inspection and maintenance programs for medium and heavy duty vehicles to assure air emissions requirements are met.

Consider promoting bike-share programs statewide in areas where density indicates a likelihood of program success and promote the implementation of protected bike lanes in high density travel areas in accordance with design and contextual standards.

EQUITABLE ACCESS

Strive to concentrate greenways, bikeways, and sidewalks in areas with high rates of health disparities and chronic disease, especially in low-income communities and communities of color.

Continue to support transportation services for areas with low population densities using a mix of publicly funded, private enterprise and volunteer based demand response and scheduled transportation services to meet basic needs and support local work forces.

Ensure that communications regarding transportation plans, projects and programs are available to all Vermonters through translation, written and verbal messaging, and braille and ensure that VTrans staff receives training in communicating with people with disabilities and Limited English Proficiency.

SAFETY

Through the VT Highway Safety Alliance and implementation of the Strategic Highway Safety Plan VTrans has developed and implemented a curriculum at the VT Police Academy to reinforce knowledge of existing laws around how motorists interact with bicyclists and pedestrians. Other safety initiatives to consider include strengthening and enforcing traffic policies that will lead to reduced injury and death of motor vehicle drivers, passengers, bicyclists, and pedestrians.

VTrans continues to support the Safe Routes to School program via a website and through educational programs implemented by Local Motion. Safe Routes to School infrastructure projects continue to be supported via the Transportation Alternatives and Bike/Ped grant programs.

Continue to implement and publicize systematic sobriety checkpoints.

Continue to enhance seat belt enforcement programs.

Continue to utilize context sensitive design standards which include bicycling and walking infrastructure while mitigating potential adverse effects of motor vehicles utilizing a “Complete Streets” design philosophy.

Reduce barriers to receiving subsidized car seats and bicycle helmet distribution and education, such as eliminating rule that those receiving car seats must have a car.