

Building Better Post-COVID Communities

Will we take the lesson?



Walla Walla WA



Scituate MA



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PA support occurs on three scales.



1. Land use mix;
destinations.

Circulation

AHA POLICY STATEMENT

Creating Built Environments That Expand Active Transportation and Active Living Across the United States

A Policy Statement From the American Heart Association (*Circulation*, 2020;142:e167–e183.)

2. Active
transport
network.



3. Safe, functional, &
accessible, & for all.

Supportive policies & environments for active transportation yield *economic benefits* . . .

1. Greater walkability & bike-ability.
2. Better air quality.
3. Fewer vehicle miles traveled.
4. More small business development.
5. Lower building vacancy rates. >
6. Boosts property values, tax revenues.
7. More affordable housing opportunities.
8. Higher retail sales.
9. Higher employment rates.
10. Longer & healthier lives.



*Journal of
Physical Activity &
Health, 2021, 18,
1088-1096.*

Priorities and Indicators for Economic Evaluation of Built Environment Interventions to Promote Physical Activity

Angie L. Cradock, David Buchner, Hatidza Zaganjor, John V. Thomas, James F. Sallis, Kenneth Rose, Leslie Meehan, Megan Lawson, René Lavinghouze, Mark Fenton, Heather M. Devlin, Susan A. Carlson, Torsha Bhattacharya, and Janet E. Fulton

2020-22 – Years of upheaval

COVID-19



BLM, social justice



Whitetale Loop, 2020

Climate impacts



Scituate MA 2021

The opportunity

- COVID created a sense of urgency, *possible* openness to innovation & change.
- BLM has helped make social justice integral to these efforts.
- Climate crisis adds further economic incentive.
- **The question:** Will we take advantage of the moment?



Tar paper crosswalk



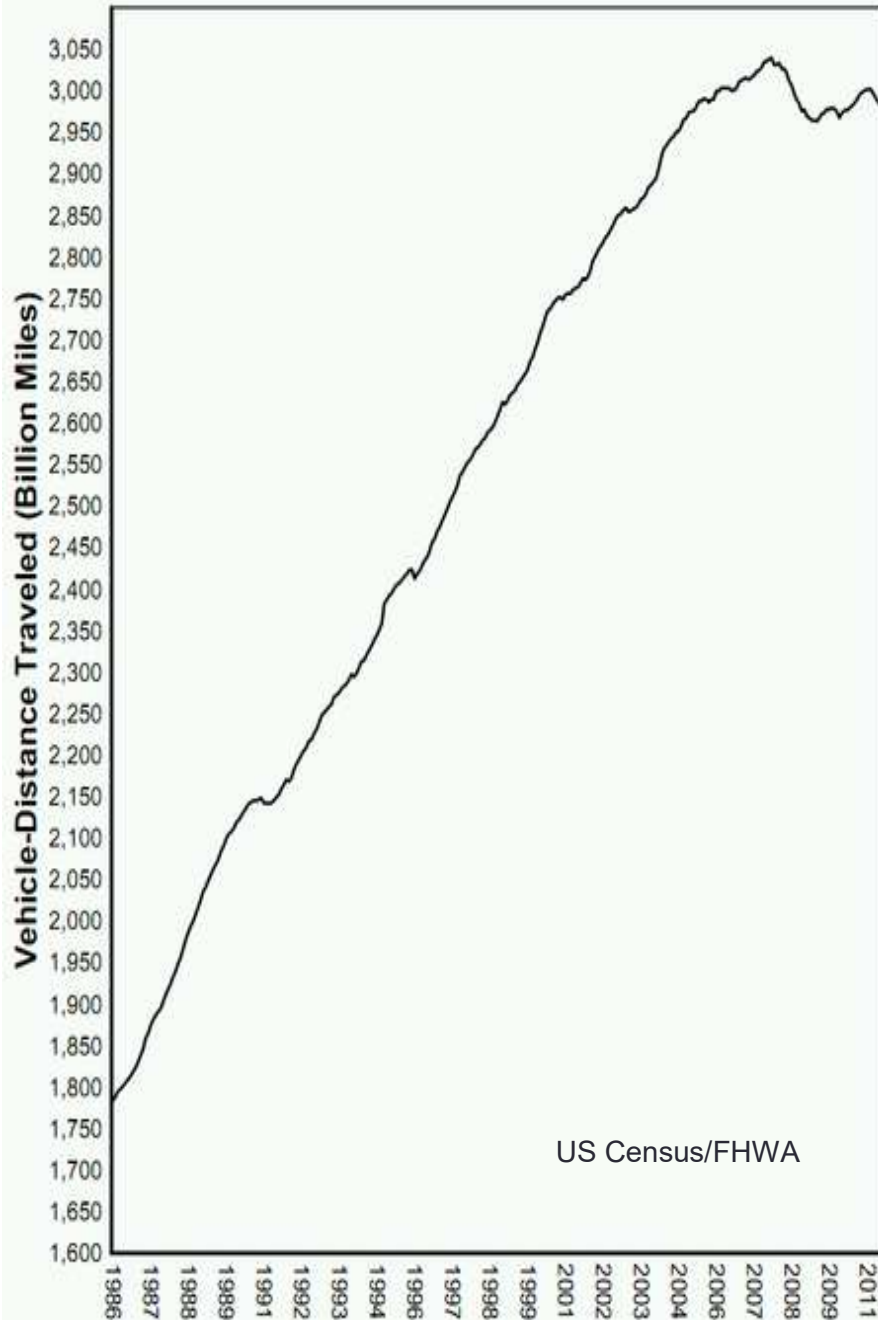
Starr Co. TX

I've been promoting walking & bicycling for 30+ years . . .



Tallulah LA





Vehicle Miles Traveled (VMT) have risen inexorably for decades, with a slight slow down at \$4/gallon gas and the Great Recession.



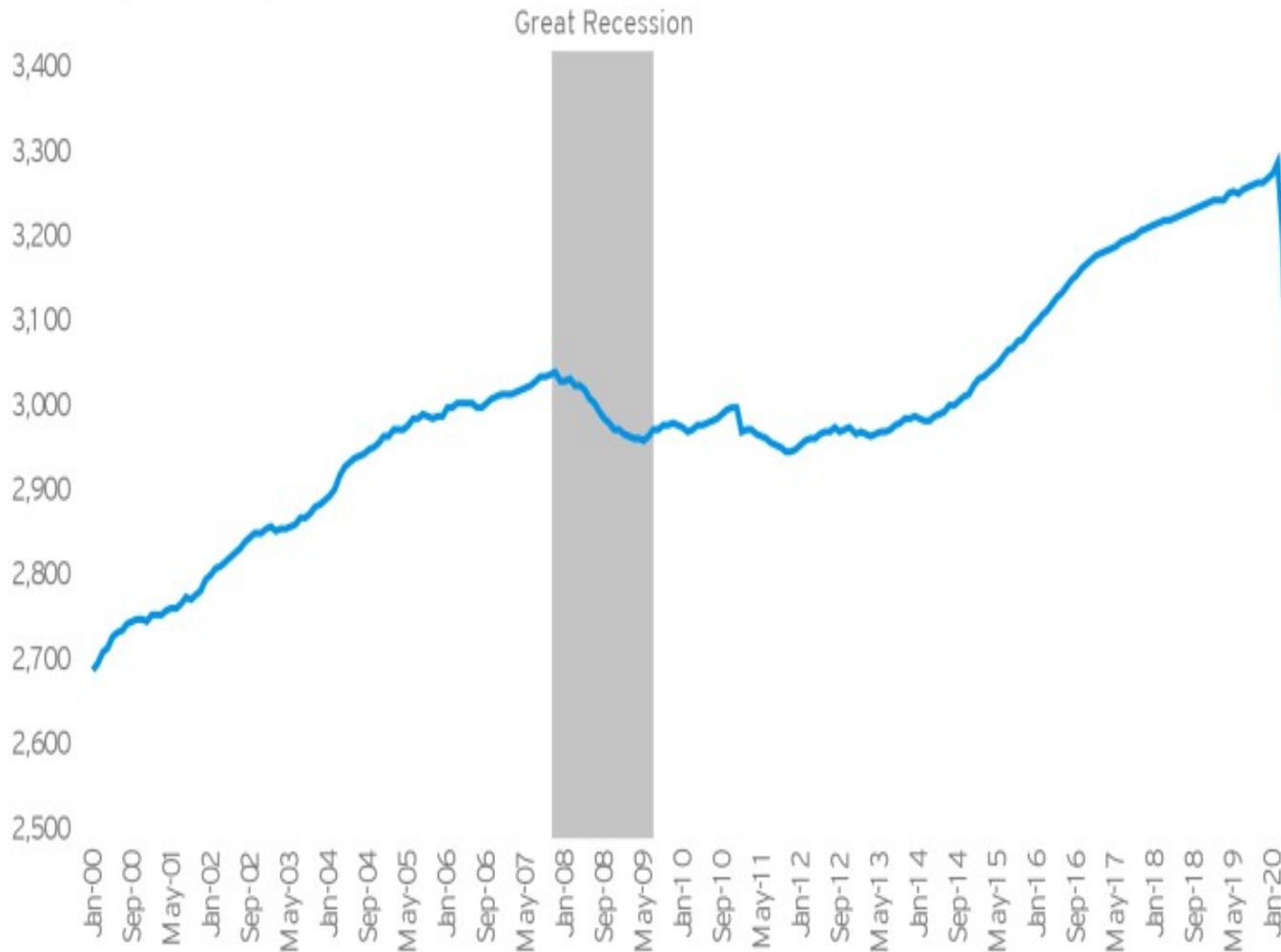
Per-capita vehicle miles traveled



Created by Yonah Freemark @ The Transport Politic | Source: FHWA/U.S. Census

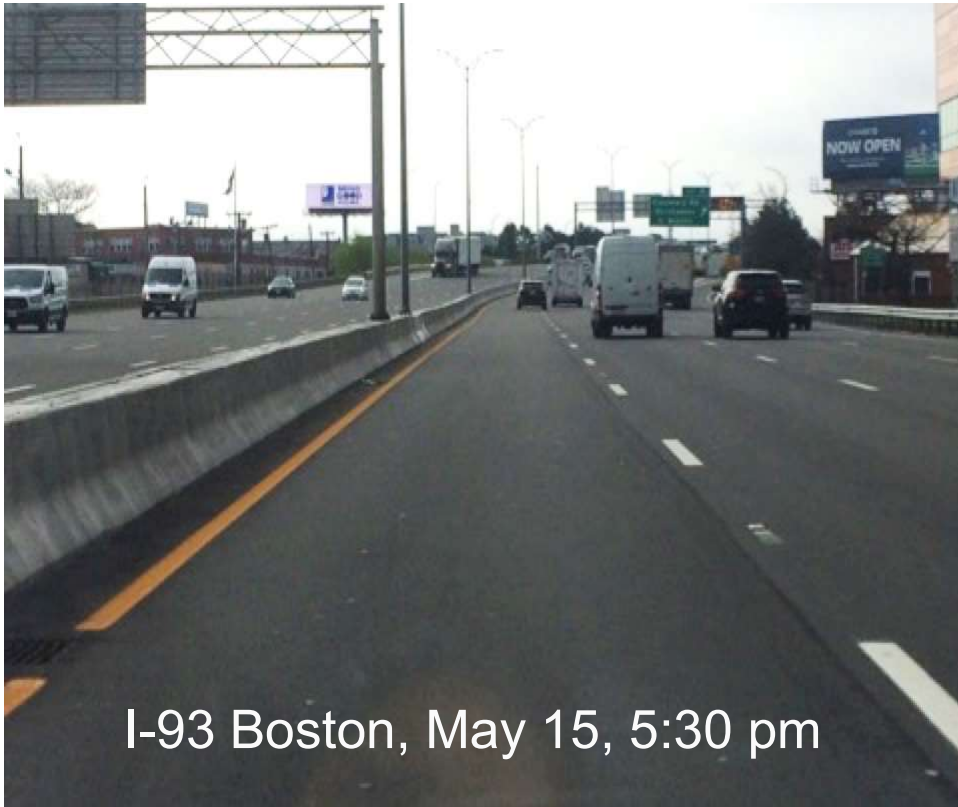
National vehicle miles traveled (in billions), 12-month increments

January 2000 - April 2020

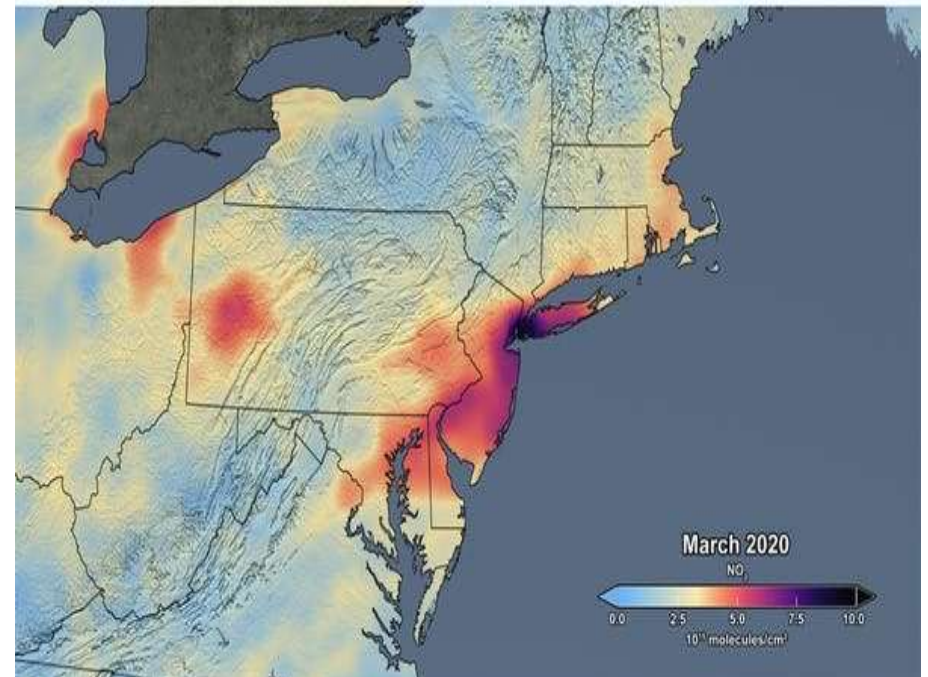
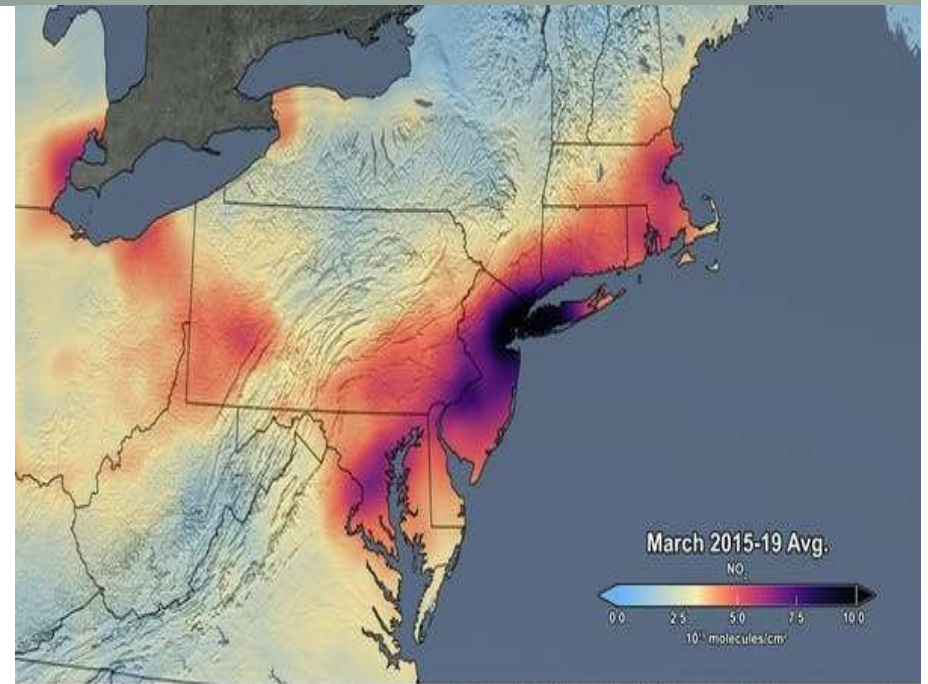


Source: Brookings analysis of Federal Highway Administration data (January 2000 - January 2020); Streetlight Data data (January 2020 - April 2020).

The Environment?



www.nasa.gov/feature/goddard/2020/drop-in-air-pollution-over-northeast

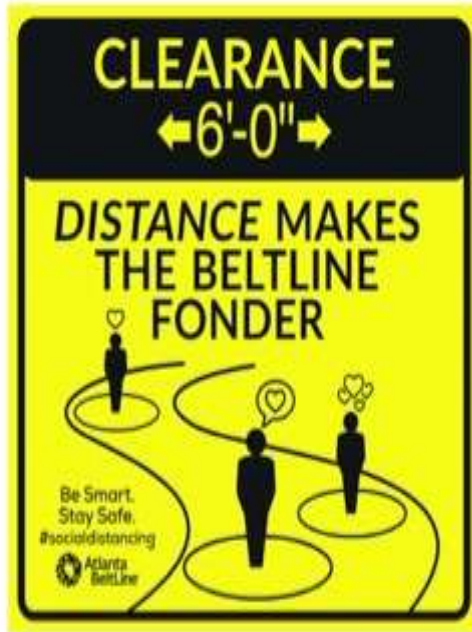




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Denver Post/Richardson

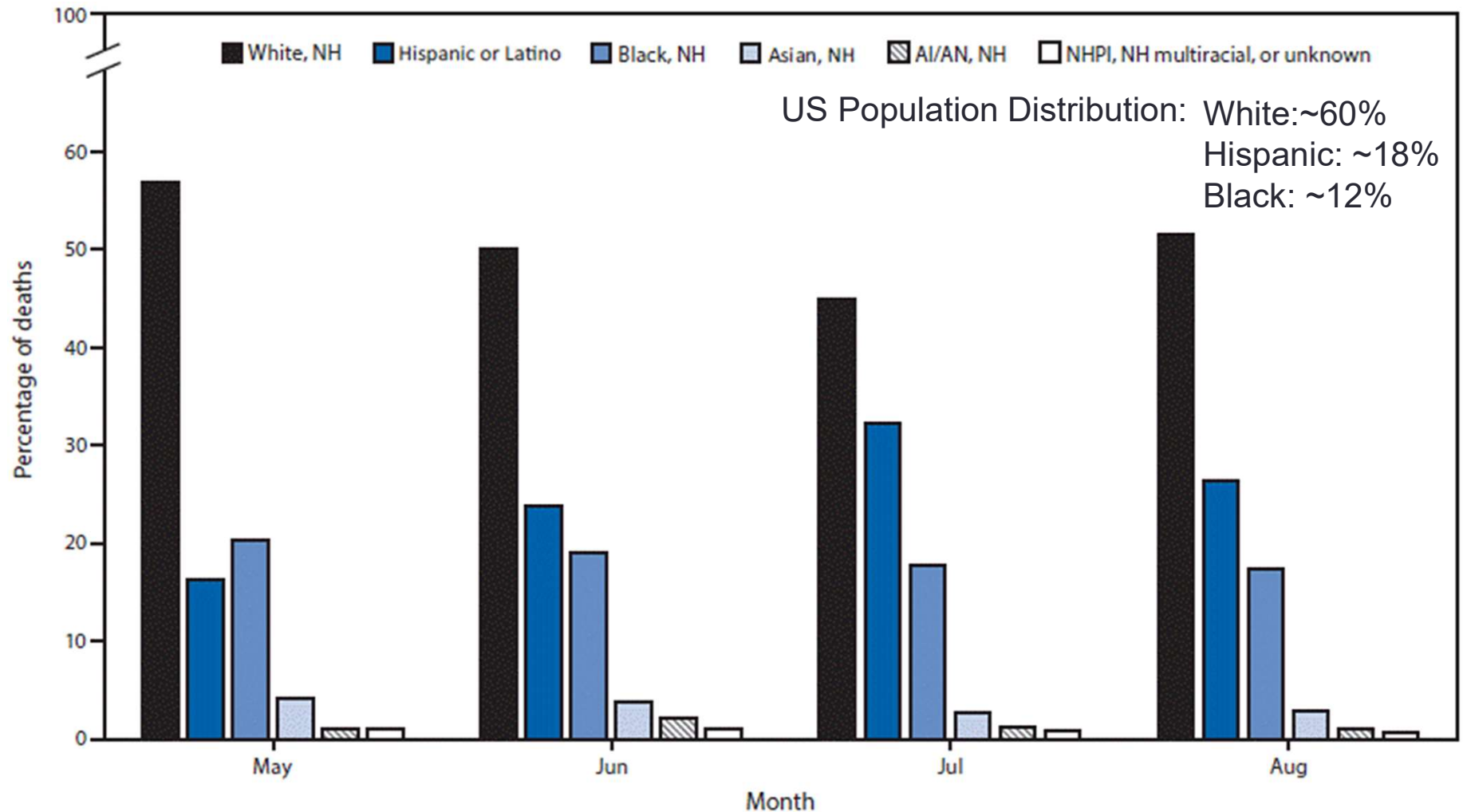


Beltline Trail, Atlanta

The Impact of Covid-19 on Minority Communities

Interview w/ Dr. Michelle Evans, Nat'l Inst. of Health;

<https://www.nejm.org/doi/full/10.1056/NEJMp2005944>



Gold JA et al. Race, Ethnicity, and Age Trends in Persons Who Died from COVID-19. *MMWR* 2020;69.

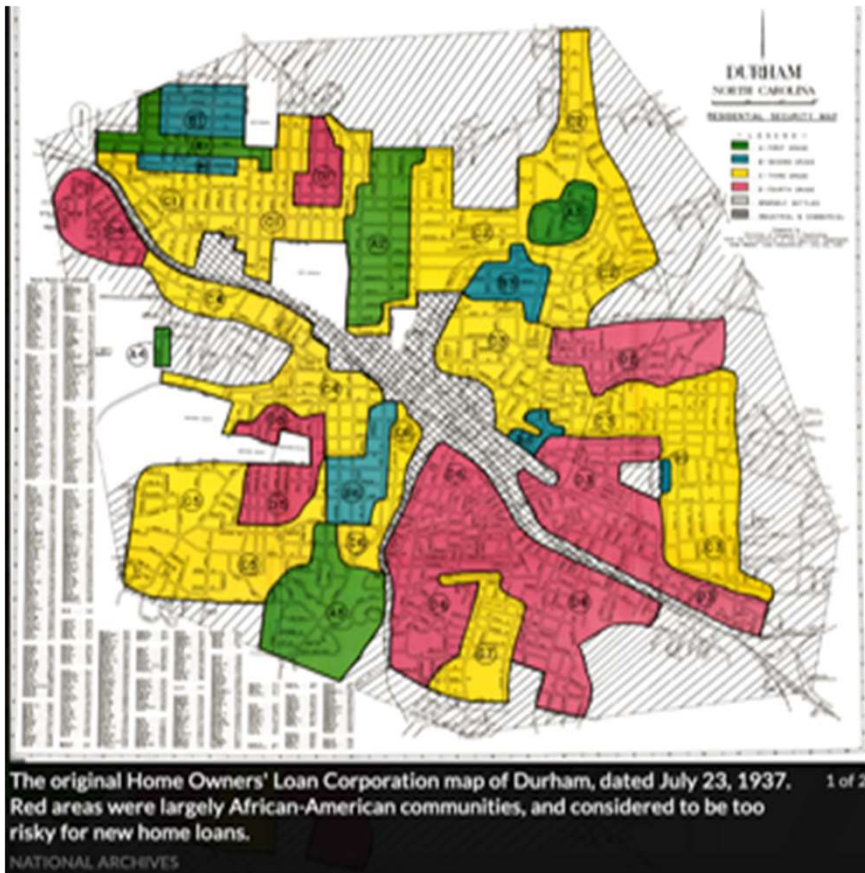


Washington DC, June 7, 2020



Red-lining in home mortgages.

(Home Ownership Loan Corp.)



The Color of Law: A Forgotten History of How Our Government Segregated America (R. Rothstein)

Austin TX,
1928 City
Plan.

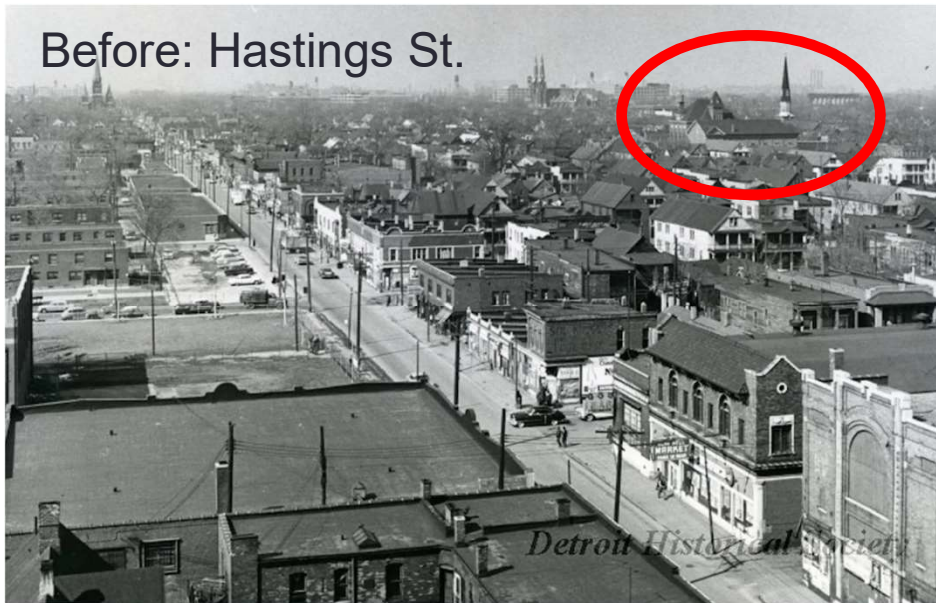


Cemetery. This area seems to be all negro population. It is our recommendation that the nearest approach to the solution of the race segregation problem will be the recommendation of this district as a negro district; and that all the facilities and conveniences be provided the negroes in this district, as an incentive to draw the negro population to this area. This will eliminate the necessity of duplication of white and black schools, white and black parks, and other duplicate facilities for this area. We are recommending that sufficient area be

Historic highway construction through poor, ethnic, & black neighborhoods.

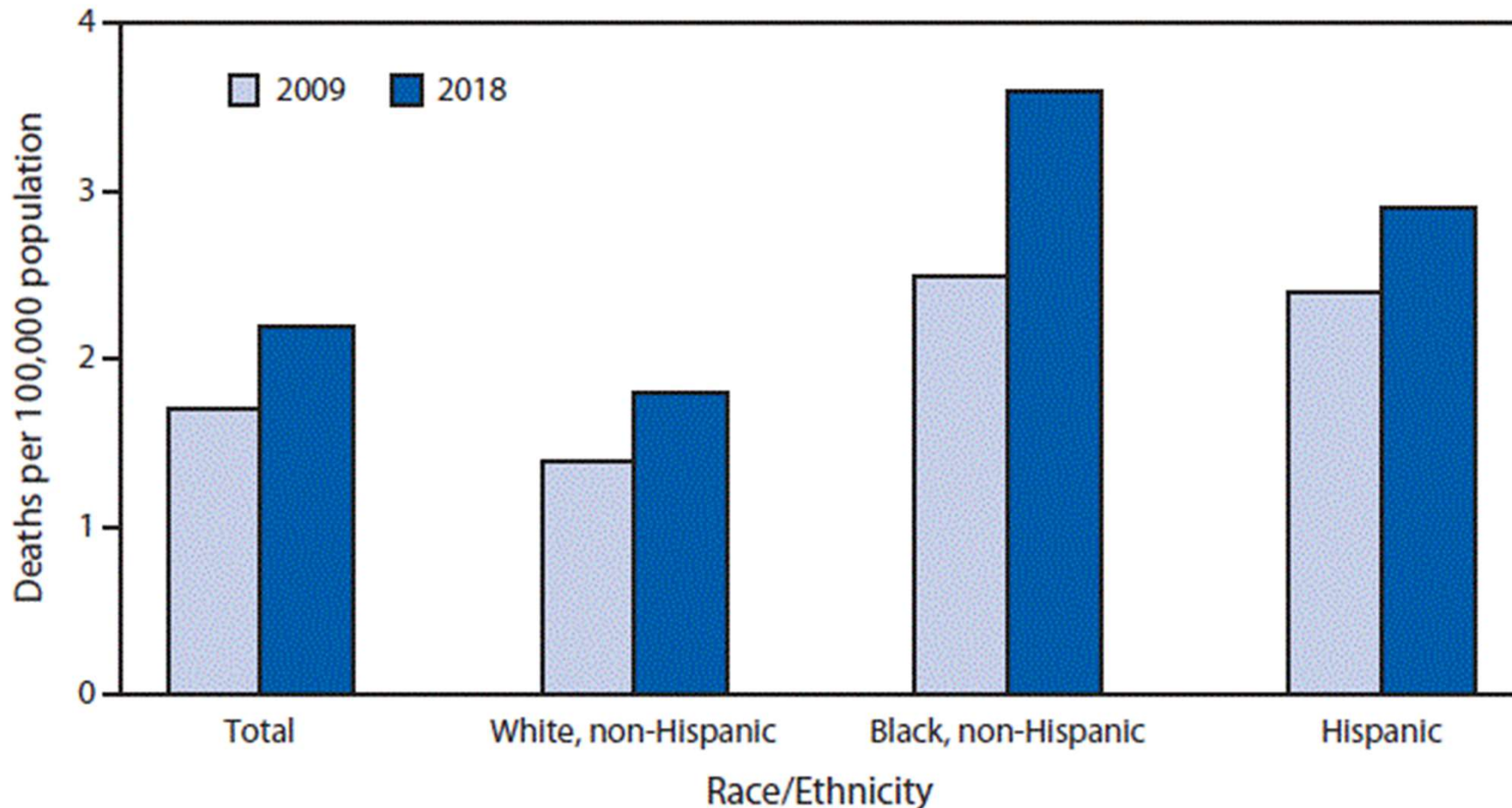


Detroit



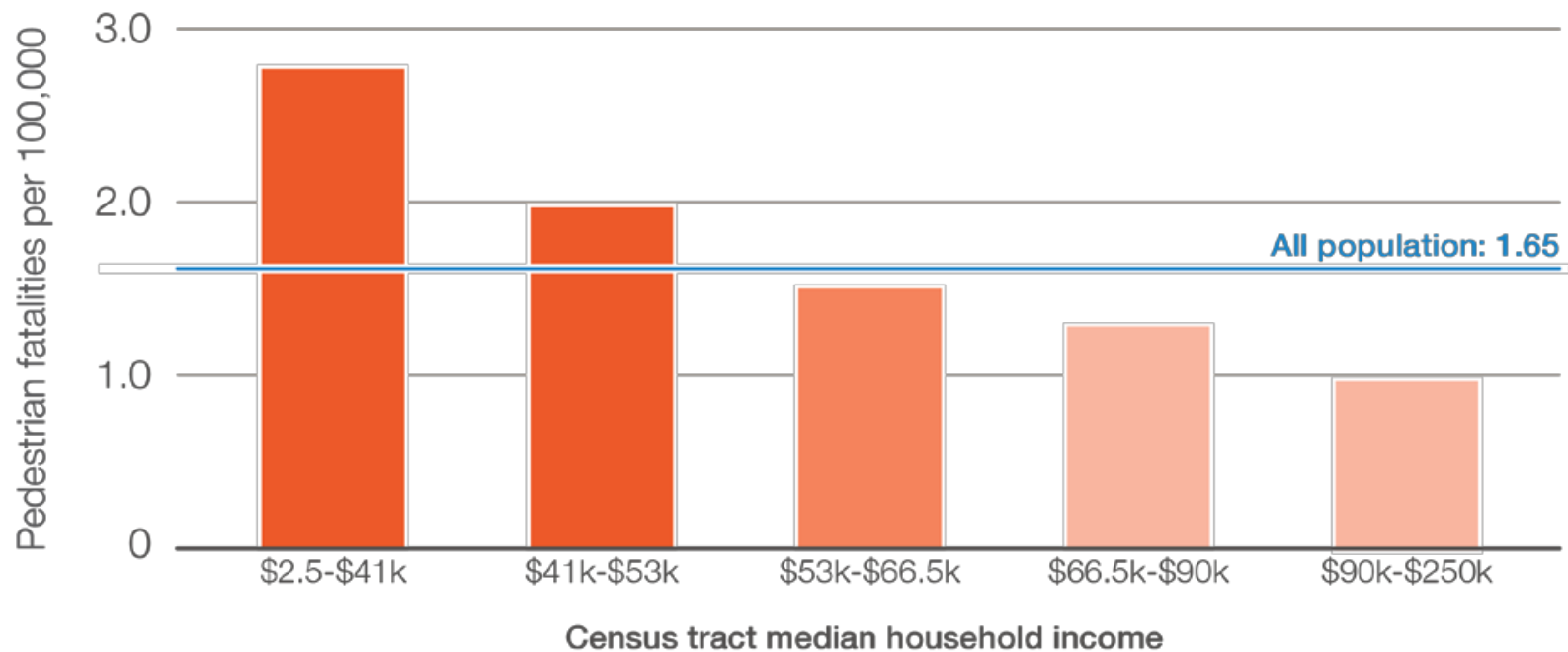
People of Color are disproportionately injured and killed as pedestrians.

Age-Adjusted Pedestrian Death Rates, by Race/Ethnicity — National Vital Statistics System, United States, 2009 and 2018. *MMWR* 2020;69:1434.



People in lower-income neighborhoods are more likely to be killed as pedestrians

Pedestrian fatalities per 100,000 people by census tract MHI (2010-2019)



From: *Dangerous by Design*, Smart Growth America, 2021.

San Francisco
Hwy 101

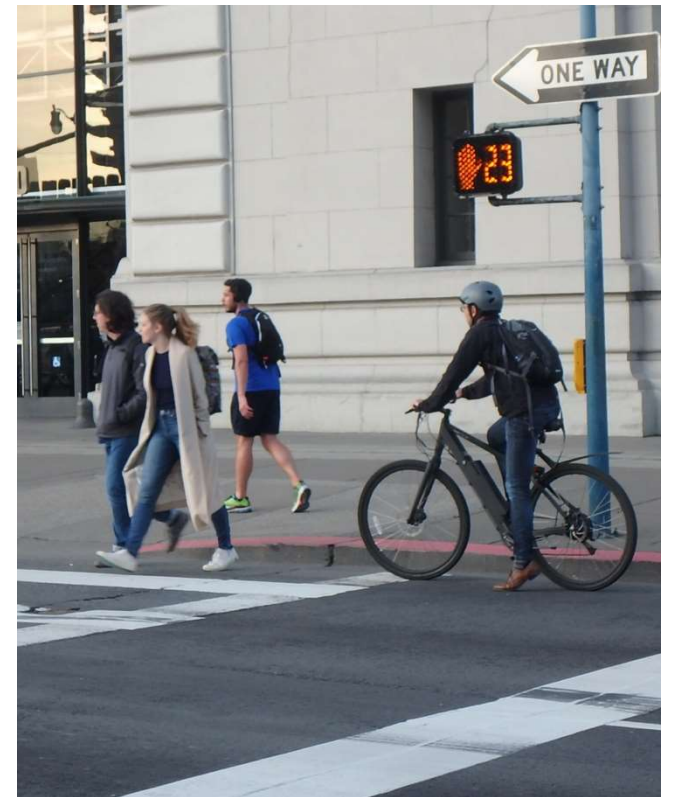


Embarcadero Freeway
1989 Loma Prieta
earthquake damage!



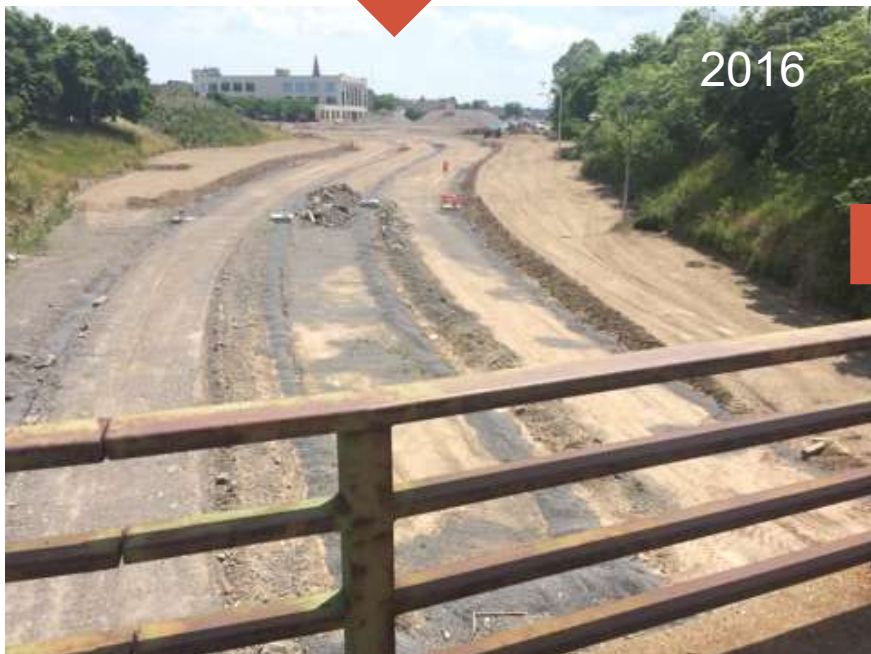


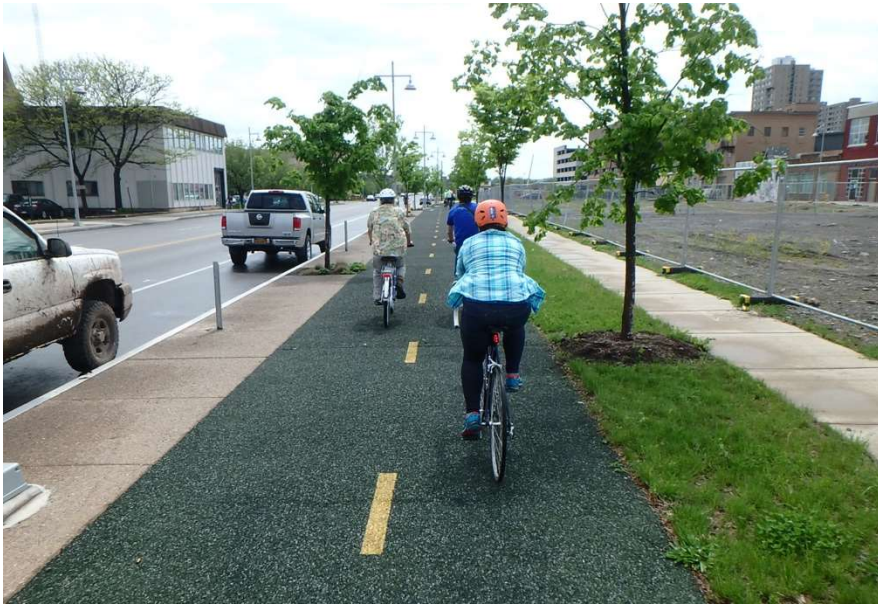
Embarcadero Boulevard





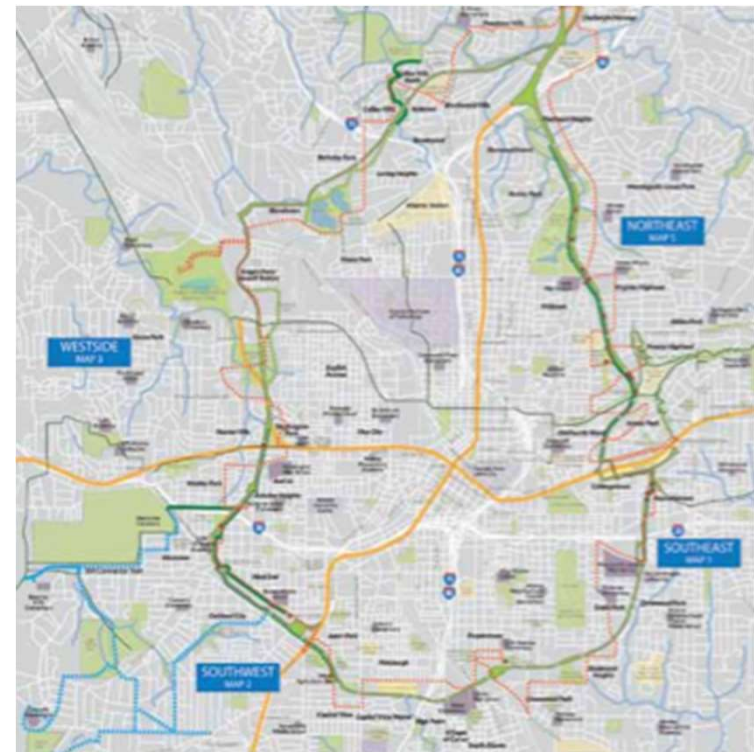
Redevelopment concept



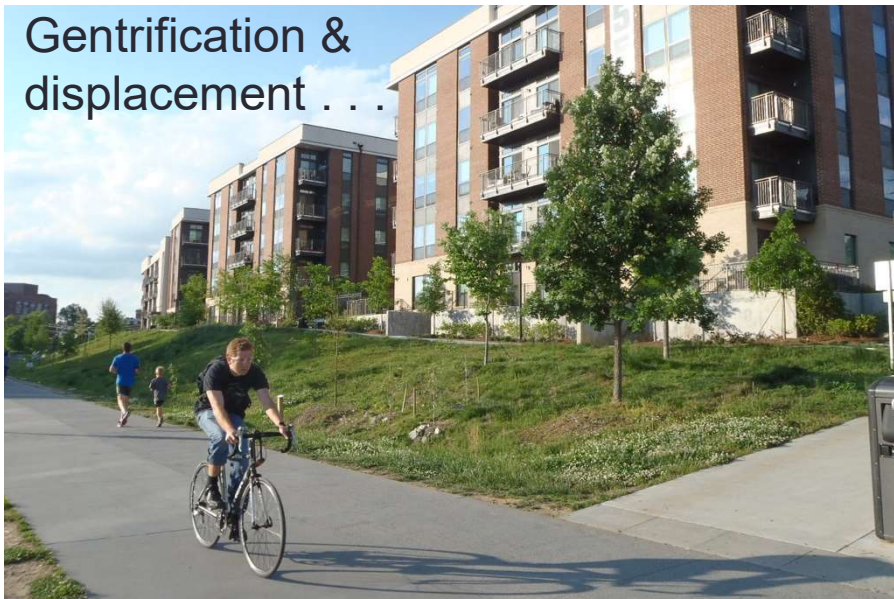


T4America webinar Sep 14:
<https://t4america.org/2022/08/31/join-us-on-9-14-how-to-reconnect-communities/>

E.g. Atlanta's Beltline Trail



Gentrification & displacement . . .



Researchers:

- Study these natural experiments
- Assess environment: mix of land uses, street network, trail & park proximity, transit access...
- Enablers: driving status, car & bike ownership, essentials...

Guidance for practitioners . . .

PREVENTING CHRONIC DISEASE
PUBLIC HEALTH RESEARCH, PRACTICE, AND POLICY

Exploring Residents' Perceptions of Neighborhood Development and Revitalization for Active Living Opportunities

ORIGINAL RESEARCH — Volume 19 — September 1, 2022

Nishita Dsouza, PhD¹; Natalicio Serrano, PhD²; Kathleen B. Watson, PhD³; Jean McMahon, PhD⁴; Heather M. Devlin, MA³; Stephenie C. Lemon, PhD⁵; Amy A. Eyler, PhD²; Jeanette Gustat, PhD⁶; Jana A. Hirsch, PhD⁷ (View author affiliations)

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Ethics



Equity

TOOLE
DESIGN

RESOURCE
GUIDE // Vol 03

Ensuring an Equitable Approach to Rebalancing Streets

14 Strategies to Manage Change with Ethics, Equity, and Empathy

(3 Es)

Empathy







*Summary: Equitable active transportation . . .

- Tends to benefit the most vulnerable,
- Reduces *chronic & infectious* disease risk,
- Requires three scales of intervention,
- Supports robust local economies,
- Requires inclusive community input,
- Is an urgent priority!

*And research priorities

