



## EJSCREEN: Environmental Justice Screening and Mapping Tool



Since President Clinton signed the Environmental Justice (EJ) bill in 1994, the United States Environmental Protection Agency (EPA) has recognized the need to develop a single, nationally consistent tool for use by federal, state, and local governments; their partners; and the public. To meet this need the EPA developed EJSCREEN and made it available to everyone interested in environmental justice issues.

**EJSCREEN is an environmental justice mapping and screening tool** that provides a way of combining environmental and demographic indicators. When combined, these indicators become EJ indexes. EJSCREEN includes:

- **12 Environmental Indicators**
- **6 Demographic Indicators**
- **12 EJ Indexes**

EJSCREEN has high-resolution environmental and demographic information for locations in the United States, and compares selected locations to the rest of the state, EPA region, or the nation. This tool may help identify minority and/or low-income populations; potential environmental quality issues; a combination of environmental and demographic indicators that is greater than usual; and other factors that may be of interest to users.

EJSCREEN is a web-based tool that provides easy access to reports and maps. It has a **user's guide**, extensive **technical documentation**, and **data files**. There is also an on-line, **step-by-step walk-through**.

EJSCREEN does have some limitations, including:

- Uncertainty in demographic and environmental data, particularly for small geographic areas
- It is not for risk assessment
- It does not provide data on every environmental impact and demographic indicator that may be relevant to a particular location
- Data may be several years old

It is also important to note that EJSCREEN does highlight places that may be candidates for further review, analysis, or outreach to support environmental justice work.

If you want to contact EPA with questions or comments or if you want to sign-up to receive listserv updates, you may reach them at **Contact Us About EJSCREEN**.

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### Planning Resources

**Planning Association of Washington Spring Conference**—PAW's Spring Conference is on April 20-22, 2016, in Everett

**40th Annual Public Transportation Conference**—WSDOT's Public Transportation Conference is on September 18-21, 2016, in Wenatchee

**Designing Cities Conference**—NACTO's conference is on September 26-29, 2016, in Seattle

**Health in Transportation Corridor Planning Framework**—This supports transportation agencies to incorporate health into corridor planning studies (pdf 700 kb)

**Shared Mobility and the Transformation of Public Transit**—This explores opportunities and challenges for public transportation as it relates to technology-enabled mobility services (pdf 13 mb)

**Millennials & Mobility: Understanding the Millennial Mindset**—This discusses the millennial generation and their propensity for an urban lifestyle (pdf 1 mb)

# Washington Tracking Network Website

The [Washington Tracking Network](#) (WTN) is a public website hosted by the Washington State Department of Health (WSDOH) where users can find data and information about environmental health hazards, population characteristics, and health outcomes.

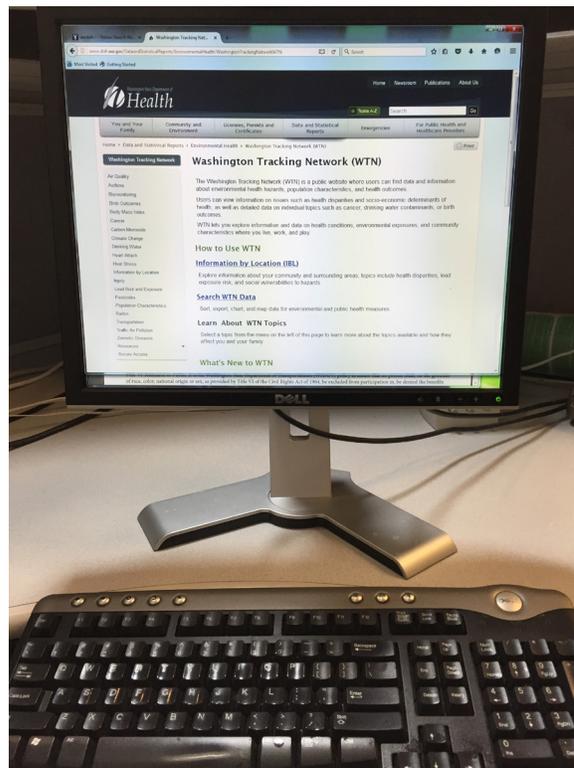
Part of the National Network, the [National Environmental Public Health Tracking Network](#) (Tracking Network) is a project lead by the [Centers for Disease Control and Prevention](#) (CDC). For the first time, the Tracking Network makes available nationally consistent, standardized data and measures on environmental hazards, exposure, and health outcomes. Funded by Congress, the Tracking Network is the CDC's response to calls for better understanding of how the environment affects people's health. The national network includes three groups of data:

- Health outcome data show rates of certain non-infectious diseases or conditions
- Exposure data show concentrations of certain chemicals inside people's bodies
- Hazard data show estimates of contaminants and pollutants found in air, water, and other human surroundings

With funding from the CDC, the WSDOH developed and implemented the Washington Tracking Network (WTN). The WTN lets you explore information and data on health conditions, environmental exposures, and community characteristics where you live, work, and play. The WTN has three overarching aims:

1. Develop information technology and informatics systems needed to streamline collection, management, integration, and dissemination of environmental public health data and information via the web portal
2. Generate useful information and indicators from environmental public health tracking data
3. Build a network of environmental public health partners and stakeholders who will inform, contribute, and use available data from the Tracking Network for public health action

The Department of Health continues to increase the narrative content, data, and tools on the WTN portal based on national standards and local user needs.



## Planning Resources (continued)

### [Planning and Environmental Linkages \(PEL\) Benefits](#)

—This explores how to encourage decision-makers to incorporate environmental, community, and economic goals into the transportation planning process (pdf 733 kb)

### [Public Transportation's Role in the Knowledge Economy](#)

—This discusses how local economic development officials and planners expect transit, by 2045, to become a determining factor in business sales, wage income, and gross domestic product (pdf 4.9 mb)

### [Open for Business: The Business Case for Investment in Public Transportation](#)

—This explores how mobility in the United States is undergoing an evolution, driving new partnerships and challenging the traditional boundary between public and private realms (pdf 547 kb)

### [Communicating Vehicles Could Ease Through Intersections More Efficiently](#)

—This study claims sensor-laden vehicles can pass through intersections allowing twice as much traffic to use roads

### [Governor's Smart Communities Award Program—2016 Request for Nominations](#)

—Governor Inslee has invited nominations for outstanding work by local governments and their partners on community planning and development—Applications are accepted March 23 – April 27, 2016

### [Quick Builds for Better Streets: A New Project Delivery Model for U.S. Cities](#)

—This is one of a series of short, practical reports from PeopleForBikes' Green Lane Project, which helps cities build protected bike lanes to connect neighborhoods (pdf 5.4 mb)

### [The Unintended Consequences of Housing Finance](#)

—This explores how federal loan programs do not support mixed-use, multi-family development (pdf 1.3 mb)

# Incorporating Transportation Demand Management Strategies into WSDOT Planning and Programming



Planning for all the ways people travel improves people's transportation choices and their ability to access jobs, shopping, health care, and other services efficiently and safely. WSDOT's goal is to make the best possible use of our existing transportation system by evaluating all the ways people travel as potential strategies for addressing transportation needs. This approach helps us identify the strategies that meet the community's need for the least cost.

Demand management refers to a set of transportation strategies that shift the way people choose to travel by mode, time, frequency, trip length, or route to optimize the existing transportation system. Transit, ridesharing, biking, walking, and telecommuting are examples of demand management strategies as well as transportation efficient land use planning, parking management, and road pricing (tolling).

To better identify and evaluate demand management strategies and integrate them with operations and strategic roadway capacity strategies across the transportation network, WSDOT engaged the [Center of Urban Transportation Research \(CUTR\)](#).

CUTR, located at the University of South Florida, completed this research with funding



from WSDOT and the U.S. Department of Transportation. CUTR houses the National Center for Transit Research and the National Bus Rapid Transit Institute. CUTR's multidisciplinary research team includes experts in transportation demand management, economic impact analysis, transportation policy analysis, transportation and land use planning, travel demand modeling, traffic management, and intelligent transportation systems.

CUTR conducted the research by:

1. Interviewing WSDOT staff and external partners
2. Reviewing existing literature, agency documents, and resources
3. Developing recommendations for better integrating demand management into WSDOT business areas
4. Developing guidelines for integrating demand management into WSDOT's corridor planning, corridor sketches process, and construction traffic mitigation program
5. Developing a menu of demand management strategies to address common transportation problems that WSDOT will incorporate into its Transportation Systems Operations website
6. Developing a tool for calculating the motor vehicle volume reductions necessary to reach 70 percent of the posted speed limit

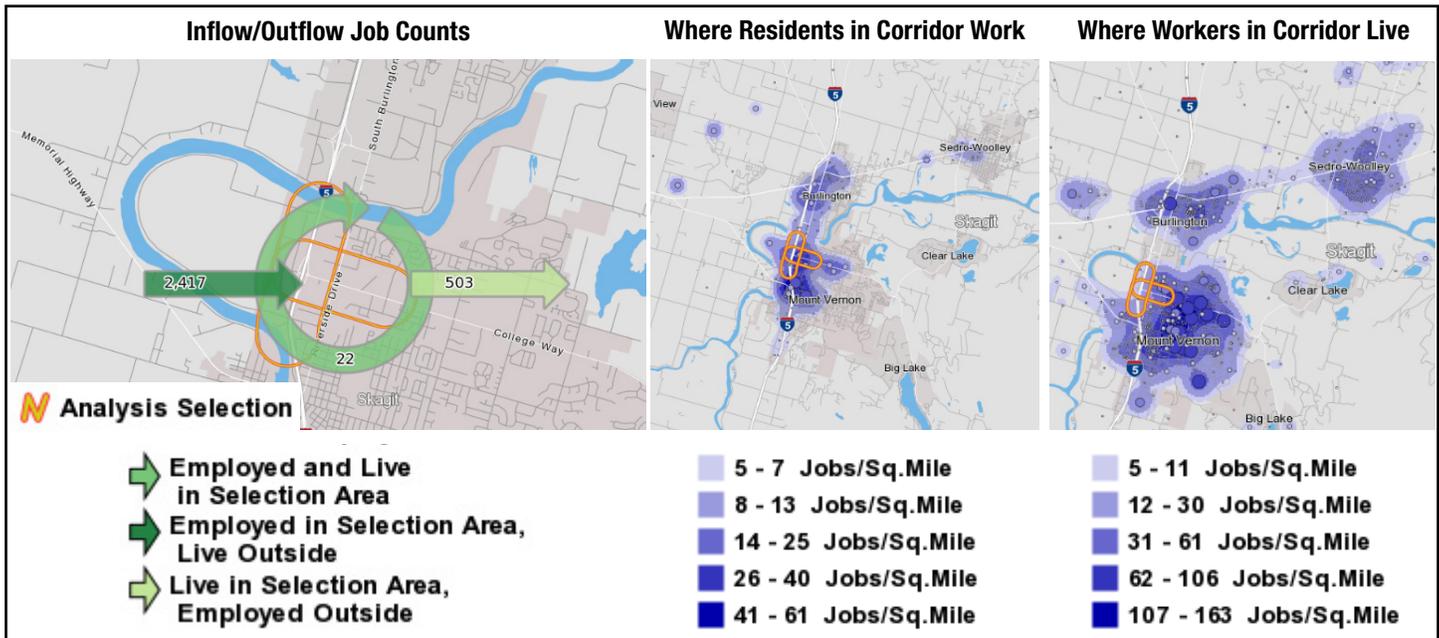
CUTR also recommended ways to improve the integration of demand management into WSDOT's planning and programming.



CUTR detailed recommendations for specific improvements WSDOT business areas could implement, including planning, programming, performance measures, public transportation, and development services.

Some of the research products CUTR developed for this study included the following:

- **Corridor Planning Guidelines**—CUTR developed a draft guidance document for integrating demand management into corridor planning studies—the guidance addresses several stages of the corridor planning process including visioning; problem definition and need statements; performance measures; and analysis—the guidance complements WSDOT's draft [Statewide Public Transportation Plan](#)



Maps generated by OnTheMap, a web-based application produced by the U.S. Census Bureau using Longitudinal Employer-Household Dynamics Employment Statistics.

- Corridor Sketch Guidelines**—CUTR recommended additions to the corridor sketch workbook to help WSDOT region planners and their partners identify feasible demand management strategies including:
  - Setting demand management targets calculated as the motor vehicle trip reduction needed to restore 70 percent of posted speed for limited access facilities
  - Displaying travel time profiles to identify travel markets and opportunities to shift trips by time of day
  - Using the U.S. Census Bureau’s [OnTheMap](#) to identify mode potential based on the location of worksites and residences
  - Identifying nearby Commute Trip Reduction (CTR) sites and data regarding the share of commuters who work for CTR employers and whether CTR employers have met their trip reduction targets
  - Estimating what share of parking is long-term (excluding on-street metered parking)
- Construction Traffic Mitigation Guidelines**—CUTR proposed revisions to WSDOT’s Design Manual on [Work Zone Safety and Mobility](#)
- Mobility Gap Analysis Tool**—CUTR expanded WSDOT’s Highway Segment Analysis Program to calculate volume reductions necessary and/or changes in average vehicle occupancy needed to reach the 70 percent of posted speed limit performance objective
- Transportation Systems Operations Website**—CUTR developed demand management content for an operations website WSDOT is developing for planners and engineers analyzing what types of operations and demand management strategies are appropriate for different traffic problems

Next steps will include [WSDOT’s Planning Policy and Implementation Office](#) meeting with each WSDOT business area to identify and refine recommendations to implement. The office pilot tested the guidelines for integrating demand management into corridor sketches with WSDOT’s Eastern Region Planning Office.

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

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