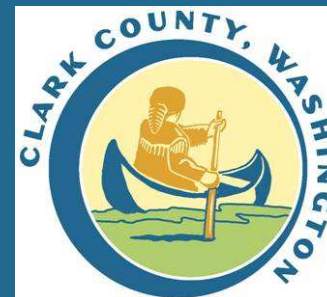


HEALTH IMPACT ASSESSMENT

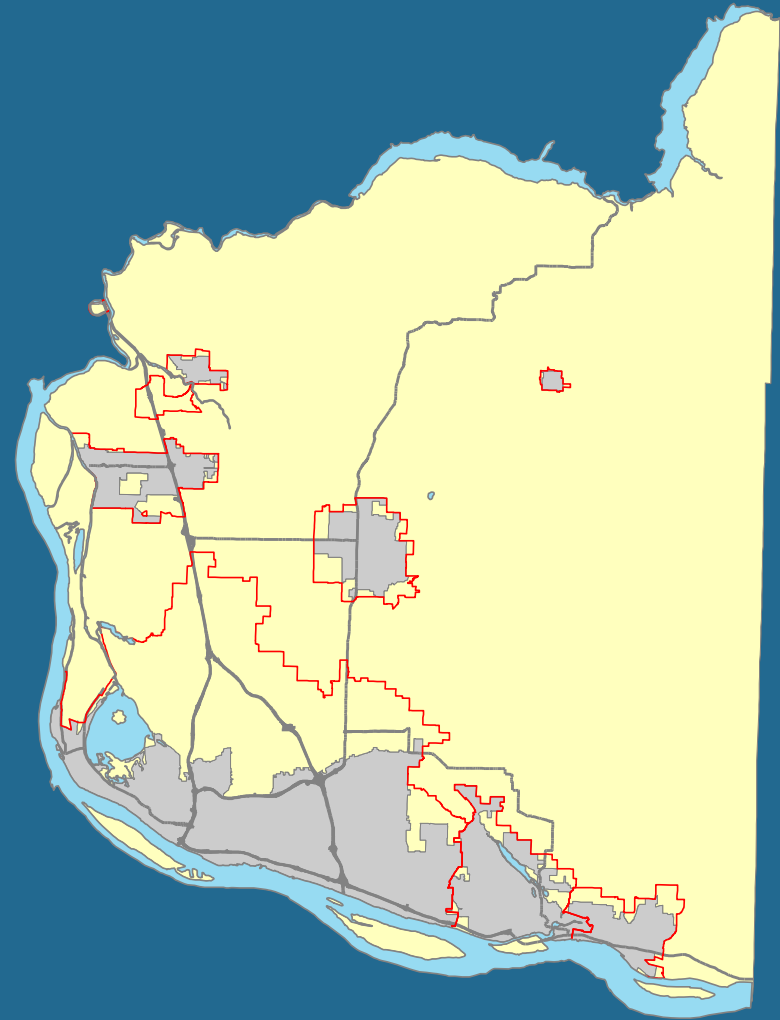
Clark County Bicycle & Pedestrian Master Plan
October, 2010

Brendon Haggerty, Clark County Public Health
Brendon.haggerty@clark.wa.gov



Overview

- Introduction to HIA
- Bicycle & Pedestrian Master Plan HIA
- Lessons learned



Health Impact Assessment

Screening • Scoping • Assessment • Reporting • Evaluation

Atlanta BeltLine Health Impact Assessment

Catherine L. Ross, Ph.D., Harry West Professor
Director of the Center for Quality Growth and Regional Development

CQGRD
Center for Quality Growth and Regional Development
Georgia Institute of Technology
College of Architecture: City and Regional Planning
780 Spring Street, Suite 213
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P: 404.396.5333
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E: cqgrd@arch.gatech.edu
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Technical Assistance from the
Centers for Disease Control and Prevention

HEALTH IMPACT ASSESSMENT ON POLICIES REDUCING VEHICLE MILES TRAVELED IN OREGON METROPOLITAN AREAS

*A collaboration between Upstream Public Health, Oregon Health & Science University,
Human Impact Partners, and a health and transportation expert advisory committee.*

May 2009



Neil Rabin, Co-Director
Upstream Public Health
240 N. Broadway St., Suite 201
Portland, OR 97227
503.284.4390
nrabin@upstreampublichealth.org

SR 520 Health Impact Assessment



Tim Wahlen

A bridge to a
healthier community

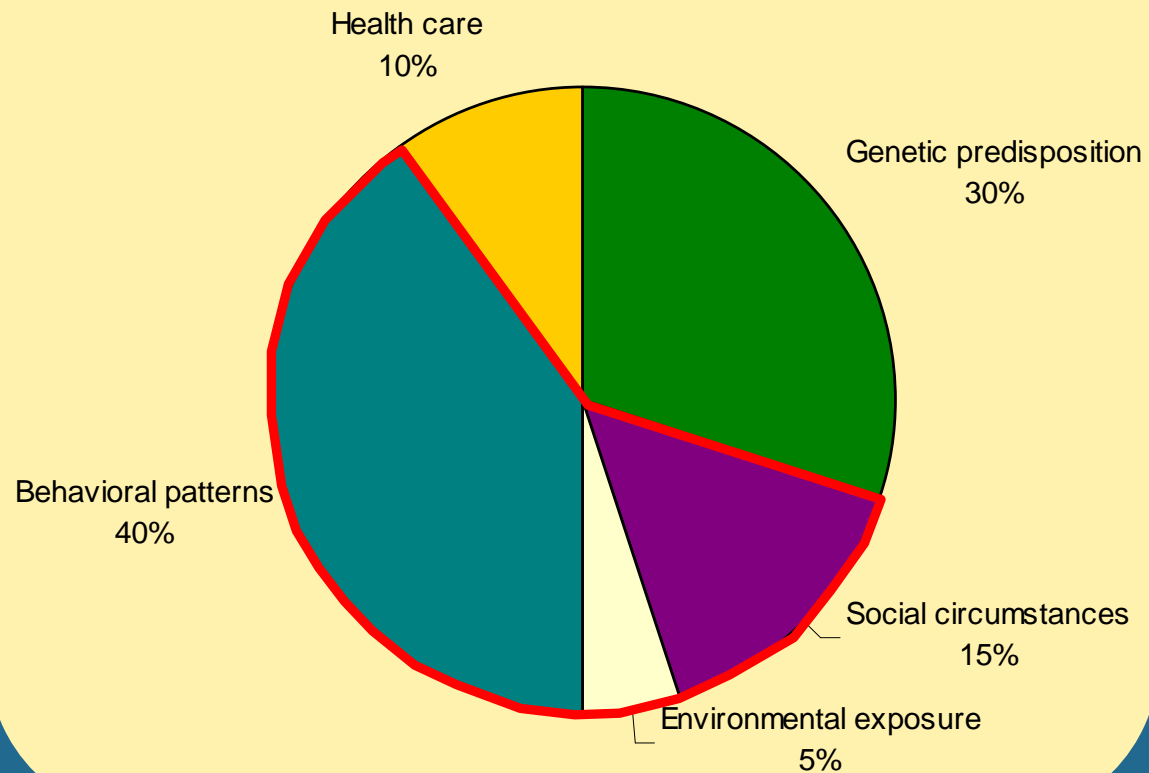
September 2008

pscleanair.org
Puget Sound Clean Air Agency

Public Health
Timothy B. King County

Why HIA?

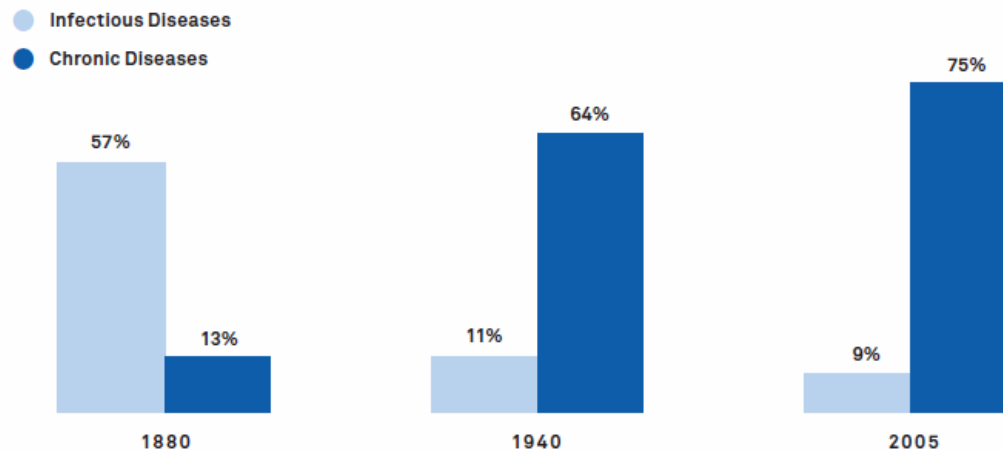
Contribution to Premature Death



Adapted from McGinnis JM, Williams-Russo P, Knickman JR. The case for more active policy attention to health promotion. Health affairs (Millwood) 2002; 21:78-93

Why HIA?

CHANGING PERCENTAGE OF DEATHS IN NYC ATTRIBUTED TO INFECTIOUS VERSUS CHRONIC DISEASES, 1880 TO 2005



Source: *The City of New York Summary of Vital Statistics 2005*

Recommended physical activity:
30 min per day x 5 days per week = 150 min per week

Source: City of New York (2010). *Active design guidelines: promoting physical activity and health in design*. New York

Why HIA?

“one would assume that people would be more likely to walk if walking trips became more pleasant, safer, or in any sense easier, or if alternatives to walking became more costly or more difficult.”
– TRB & IOM 2005

Plan Background

Projects

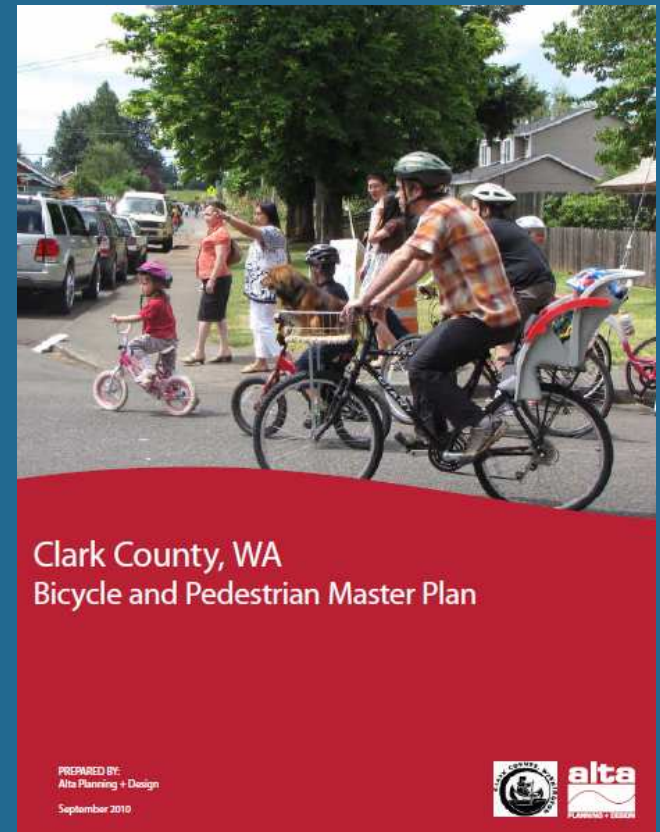
Priority trails, bikeways, and sidewalks

Programs

1. Restructure bike/ped committee
2. Improve internal communications
3. Ciclovia
4. School programs
5. East county scenic tour

Policies

1. Developing a network
2. Jurisdictional coordination
3. Traffic & demand management
4. Education & encouragement
5. Funding
6. Active transportation & supporting land uses



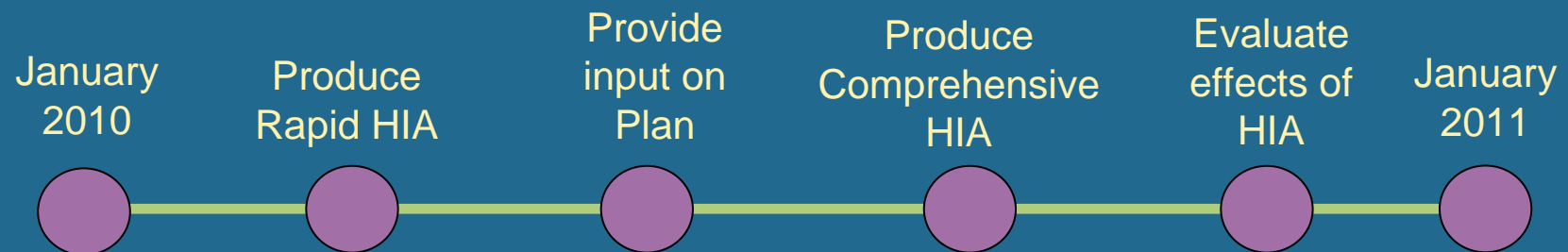
Bike & Pedestrian Master Plan HIA

Rapid HIA

Limited baseline assessment
Findings of impacts (direction)
Recommendations

Comprehensive HIA

Literature review
Full baseline assessment
Findings of impacts (direction + magnitude)
Recommendations



Screening • Scoping • Assessment • Reporting • Evaluation

Baseline Conditions Assessment



Social Determinants

Income
Education
Race
Gender
Age

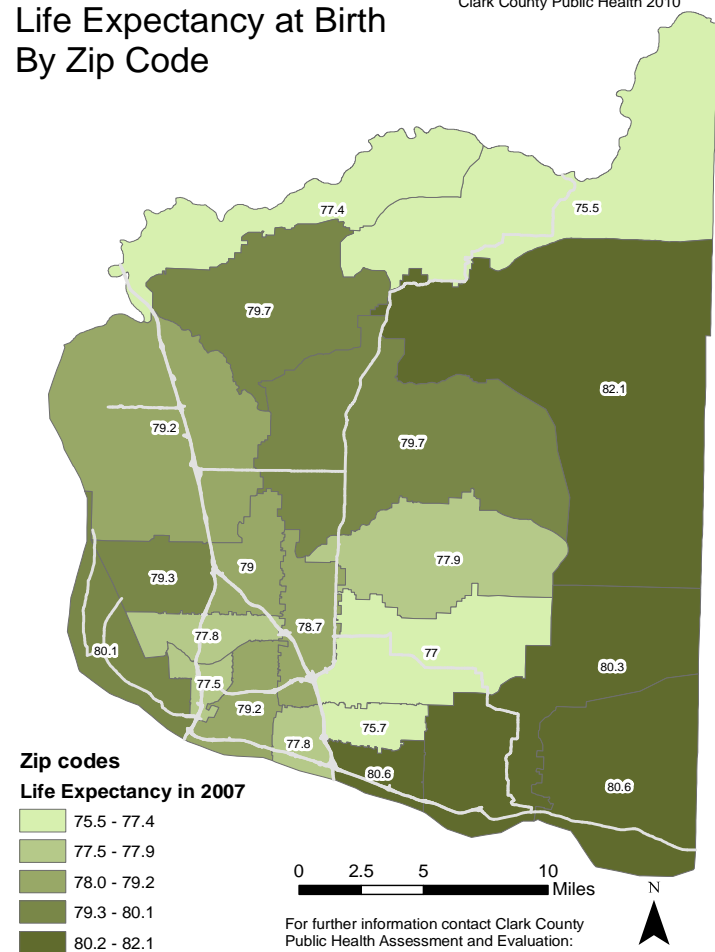
Built Environment Determinants

Connectivity
Density
Urban Design
Land use mix
Bikeways
Sidewalks
Access

Findings: Health Outcomes

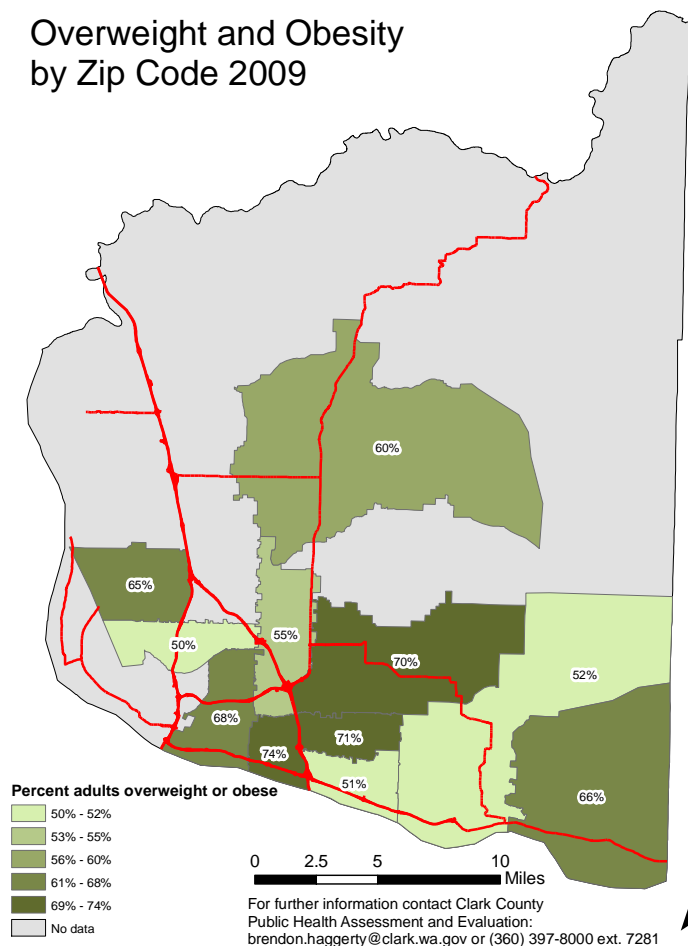
Life Expectancy at Birth By Zip Code

Clark County Public Health 2010



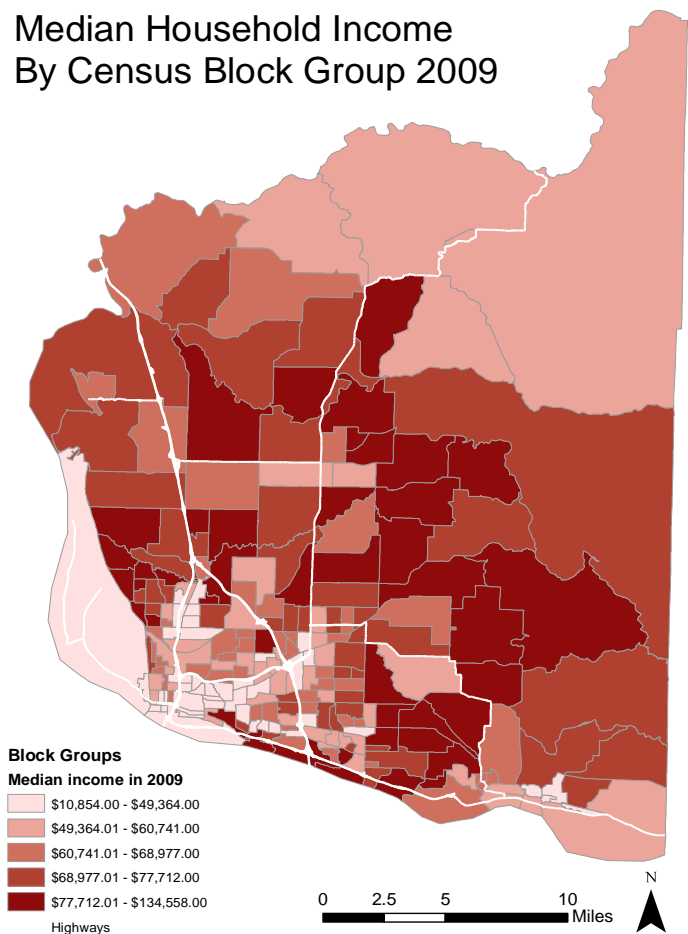
Overweight and Obesity by Zip Code 2009

Clark County Public Health 2010



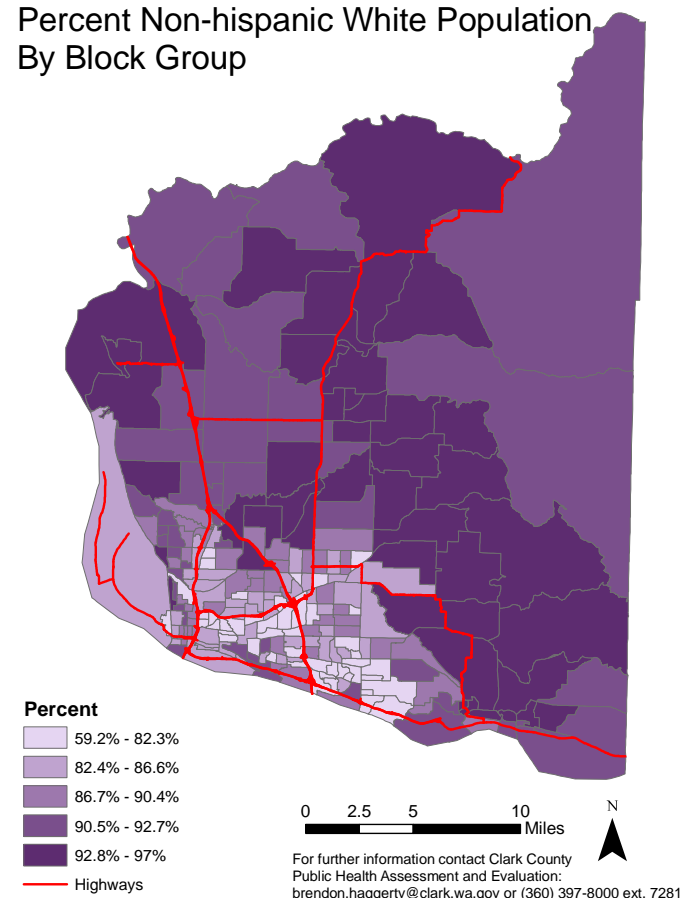
Findings: Social Determinants

Median Household Income
By Census Block Group 2009

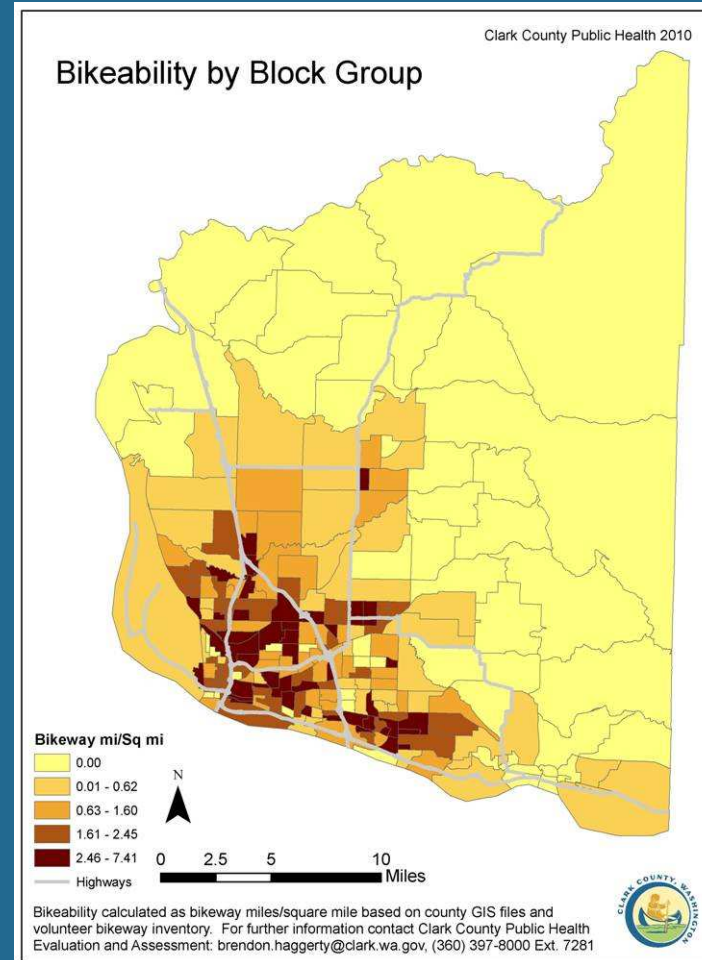
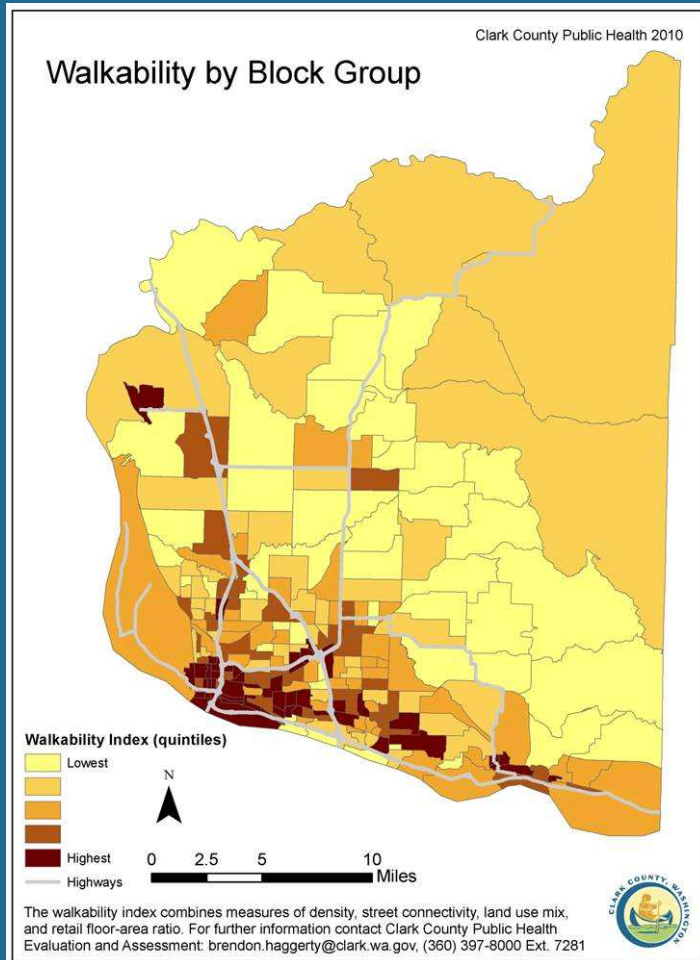


Clark County Public Health 2010

Percent Non-hispanic White Population
By Block Group

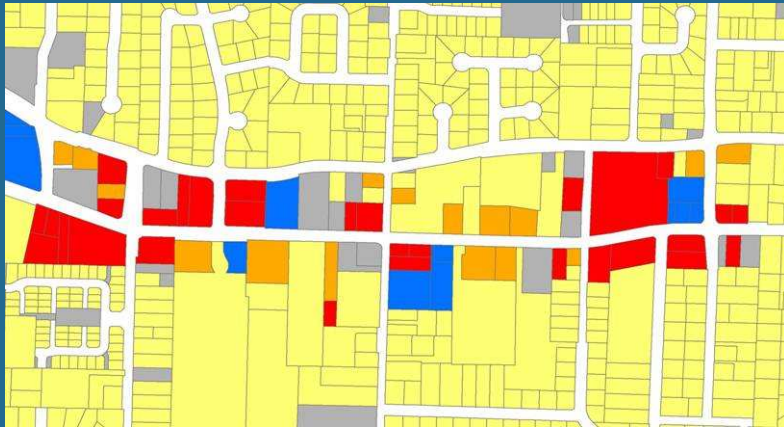


Findings: Built Environment

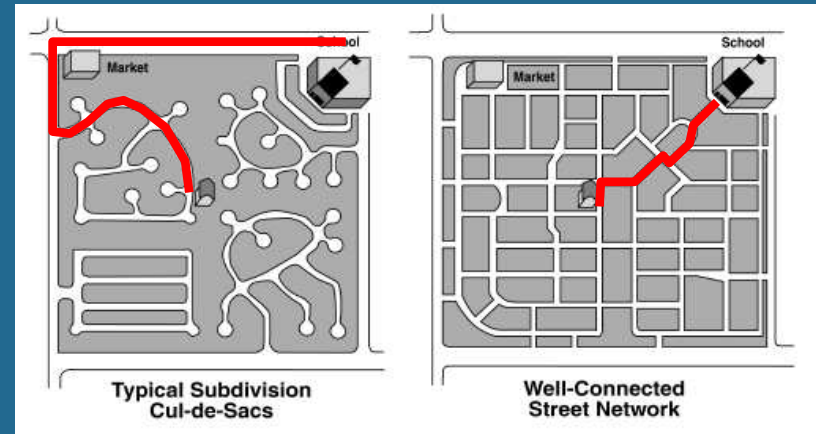


Measuring Walkability

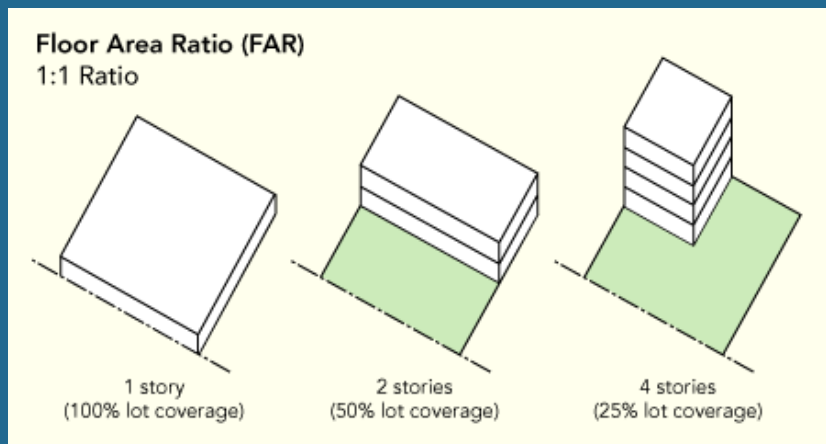
Land Use Mix



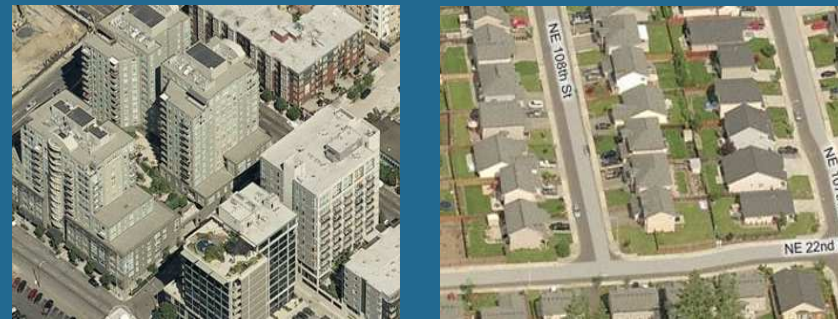
Connectivity



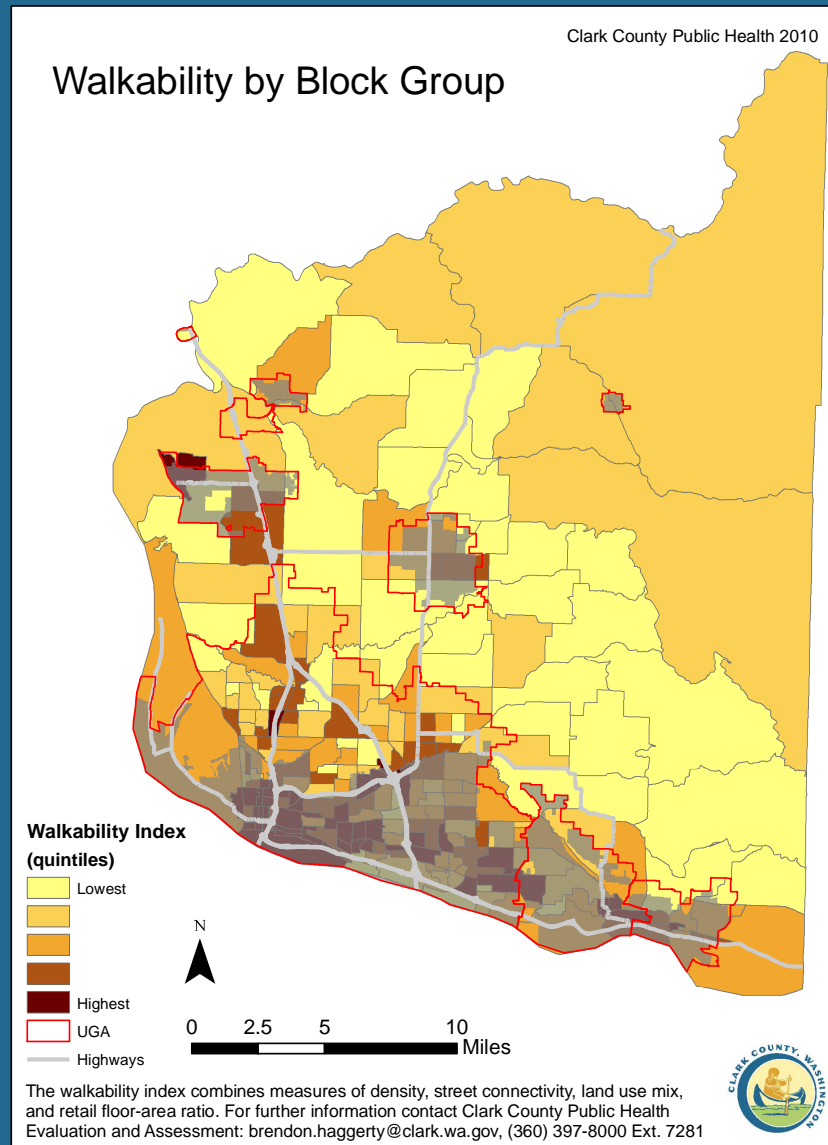
Retail FAR



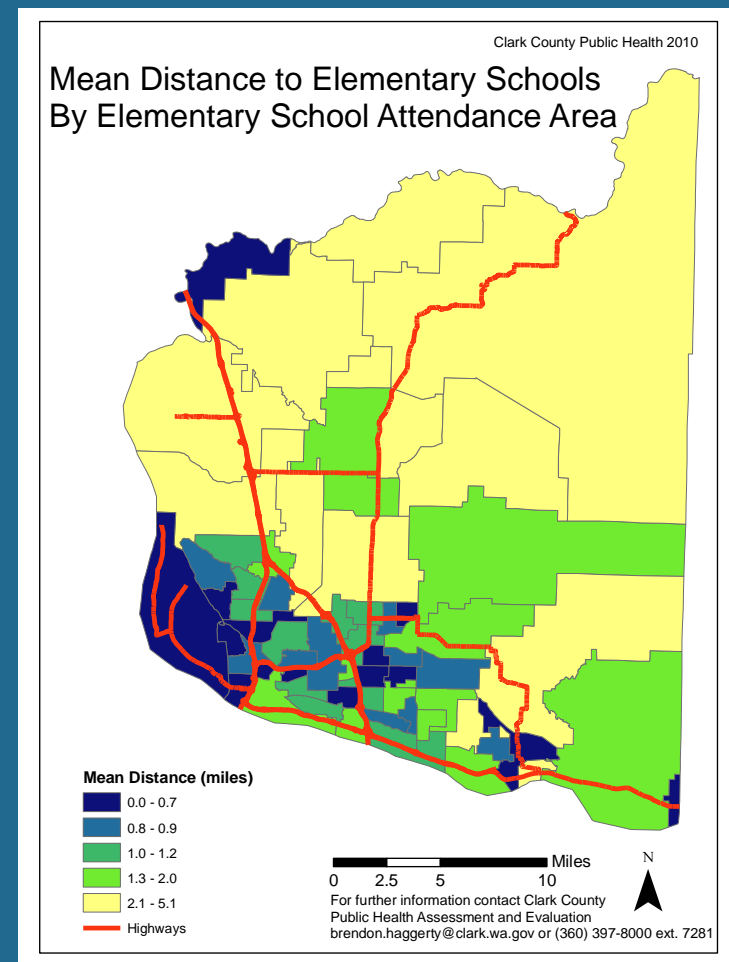
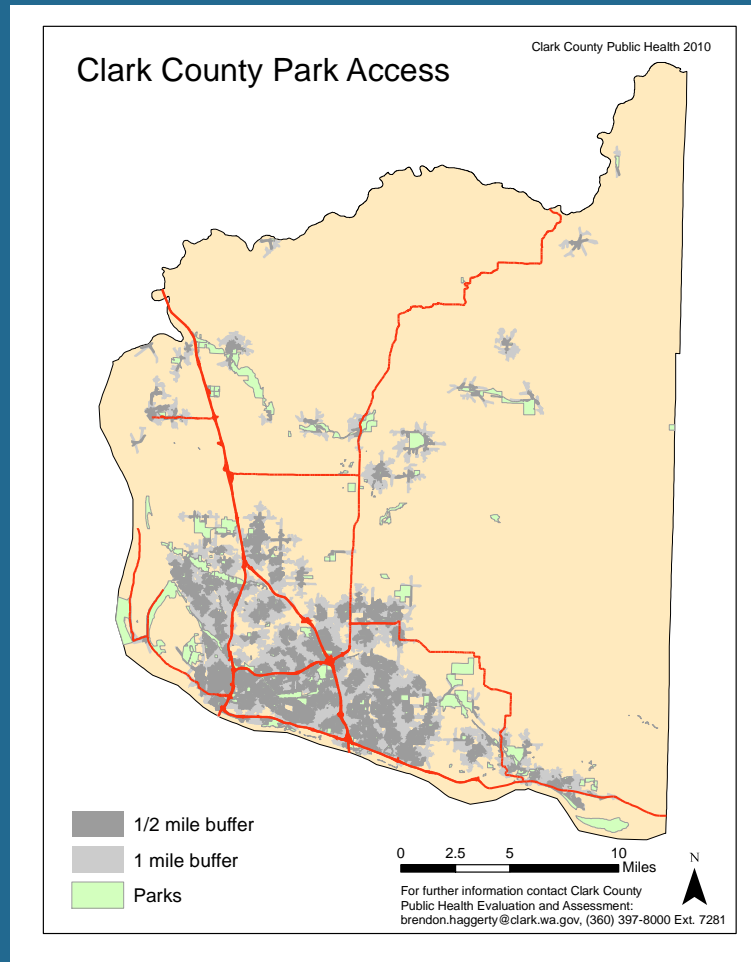
Density



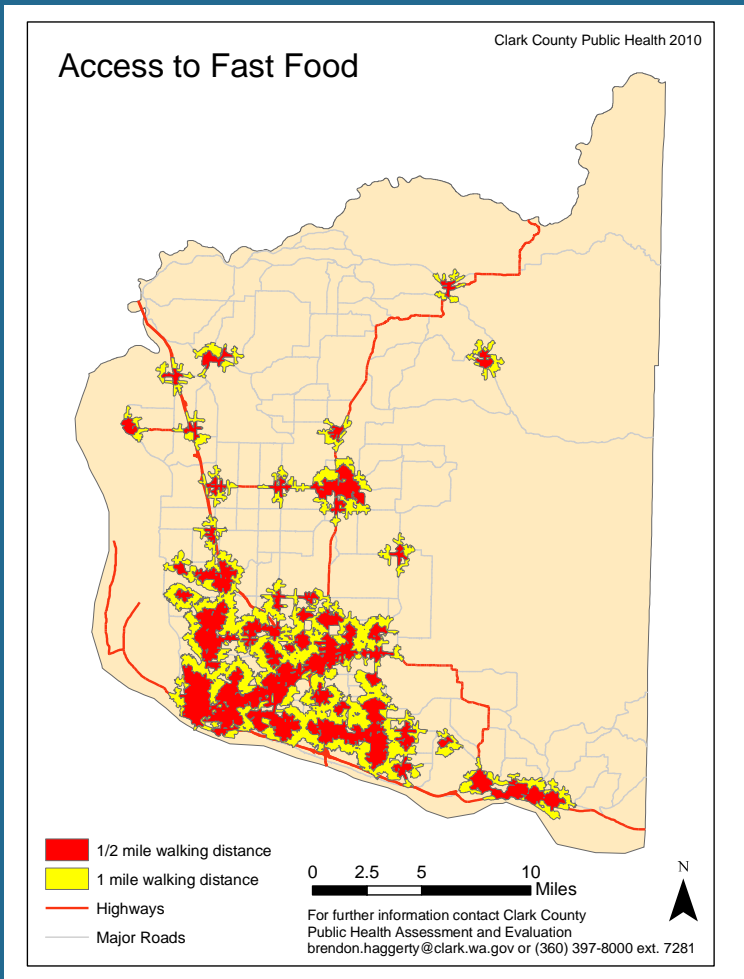
Findings: Built Environment



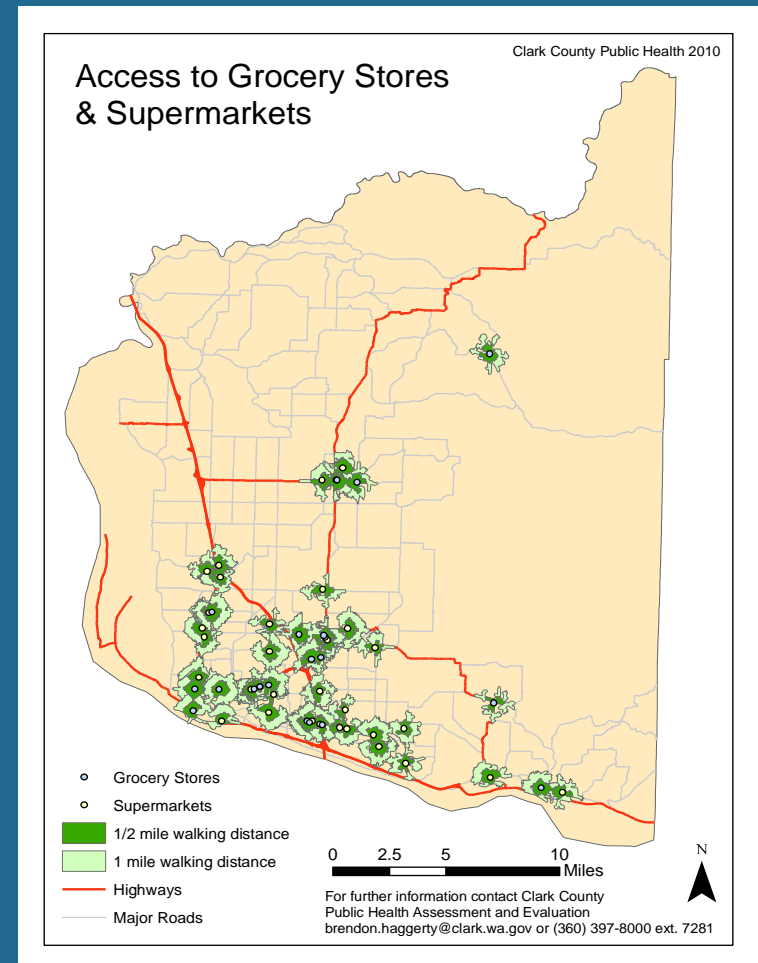
Findings: Built Environment



Findings: Built Environment

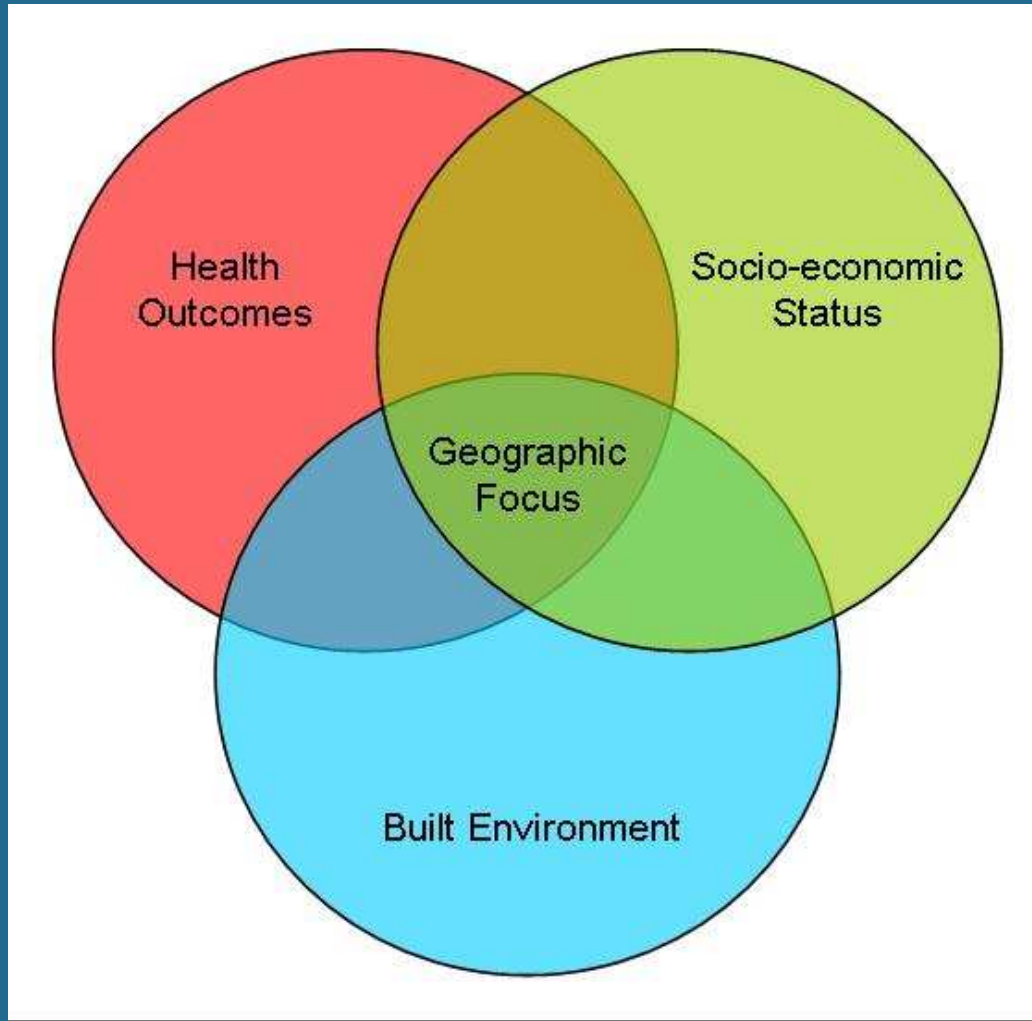


35% (26%) within 1/2 mile



15% (10%) within 1/2 mile

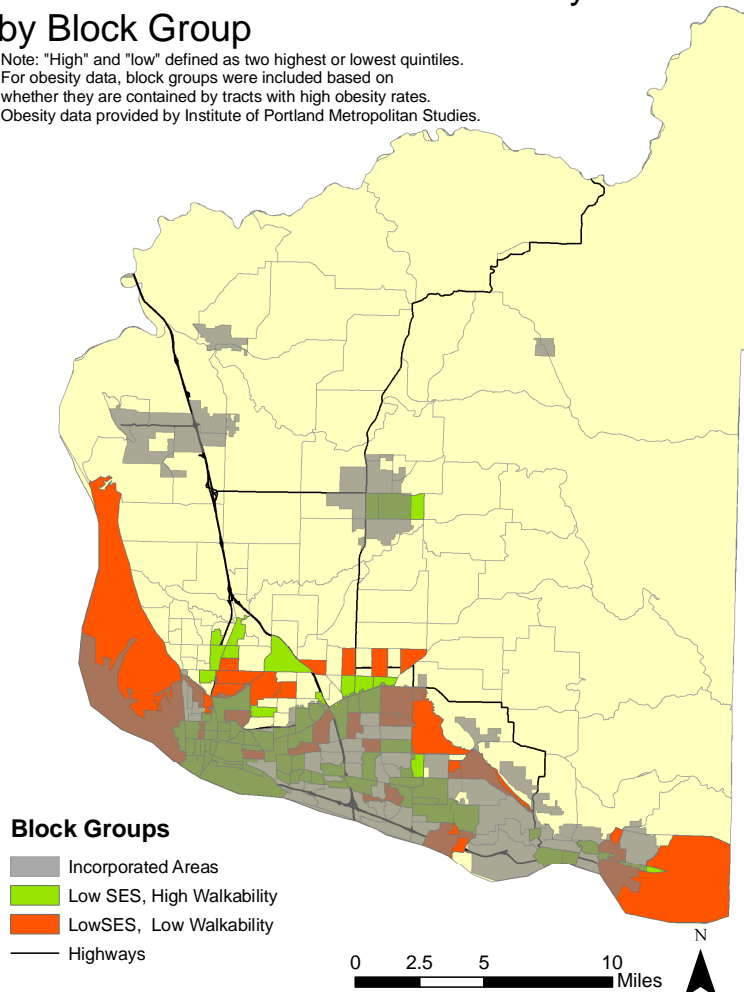
Recommended Geographic Focus



Recommended Geographic Focus

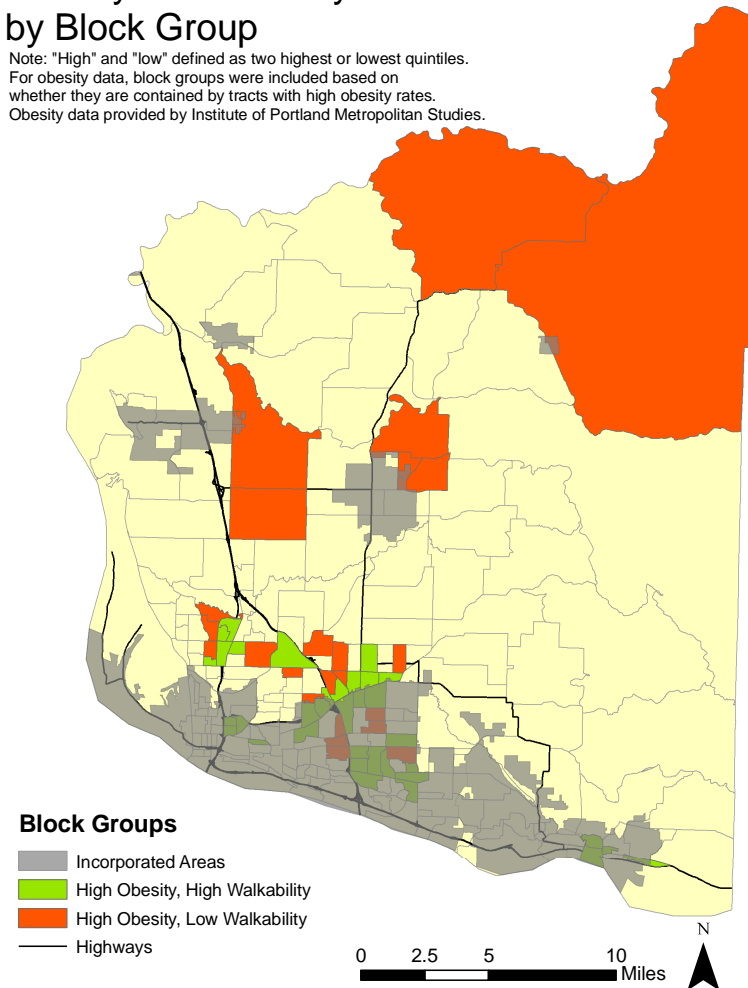
Socioeconomic Status & Walkability by Block Group

Note: "High" and "low" defined as two highest or lowest quintiles.
For obesity data, block groups were included based on whether they are contained by tracts with high obesity rates.
Obesity data provided by Institute of Portland Metropolitan Studies.



Obesity & Walkability by Block Group

Note: "High" and "low" defined as two highest or lowest quintiles.
For obesity data, block groups were included based on whether they are contained by tracts with high obesity rates.
Obesity data provided by Institute of Portland Metropolitan Studies.

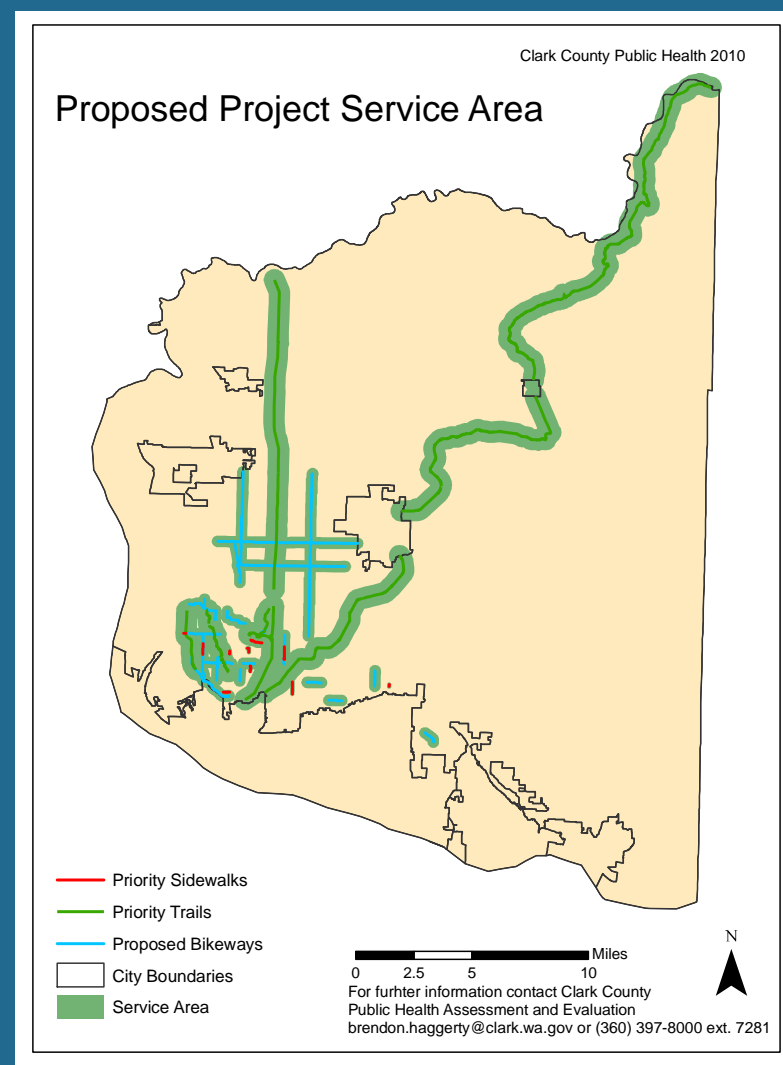
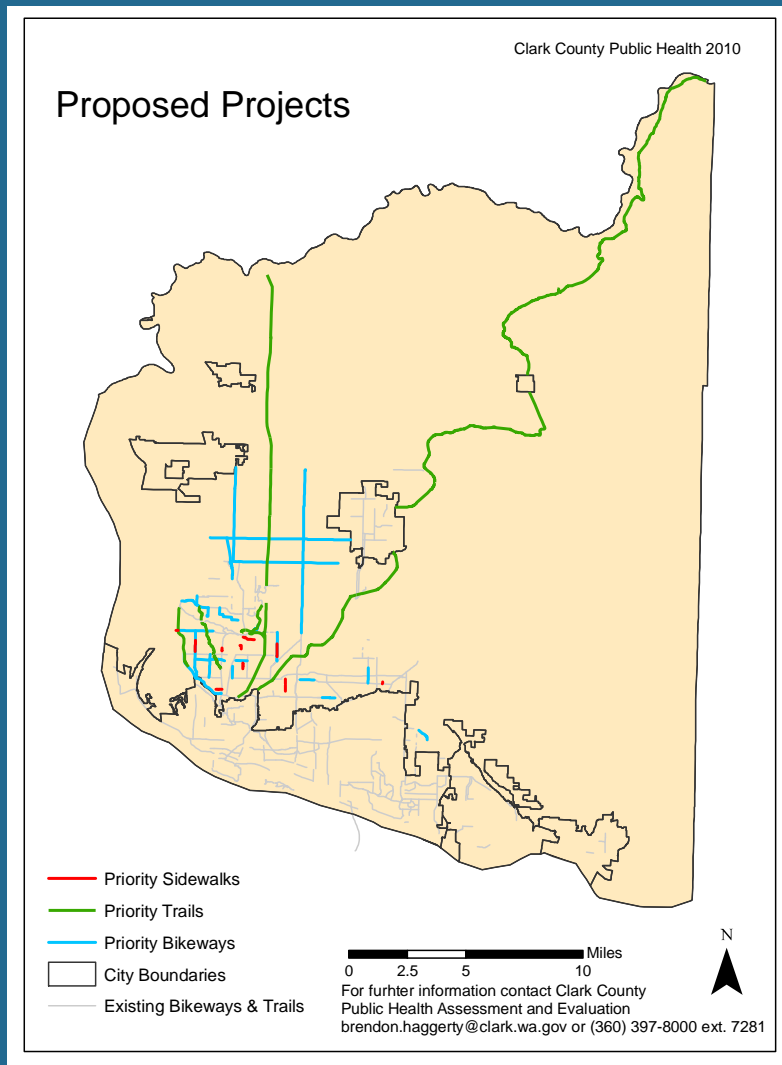


Prioritization Criteria



Criteria	Points
Socioeconomic status	10 points
Walkability potential	4 points
Connectivity	5 points
Low-stress facilities	1 point

Project Impact



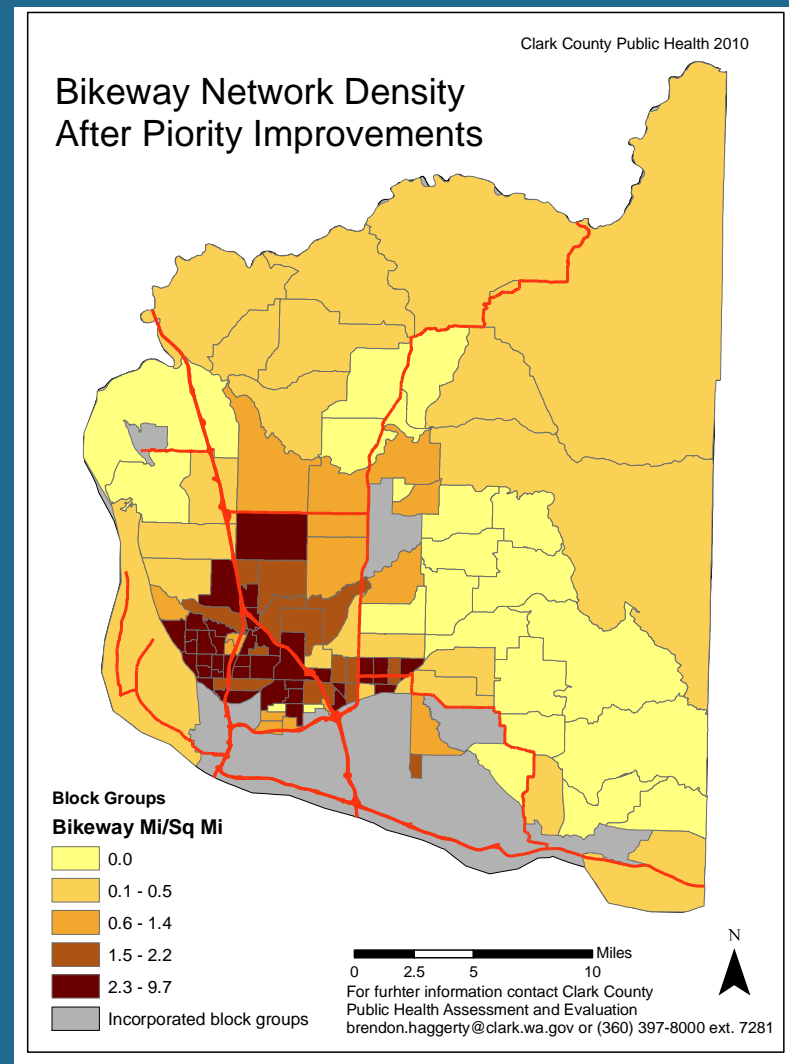
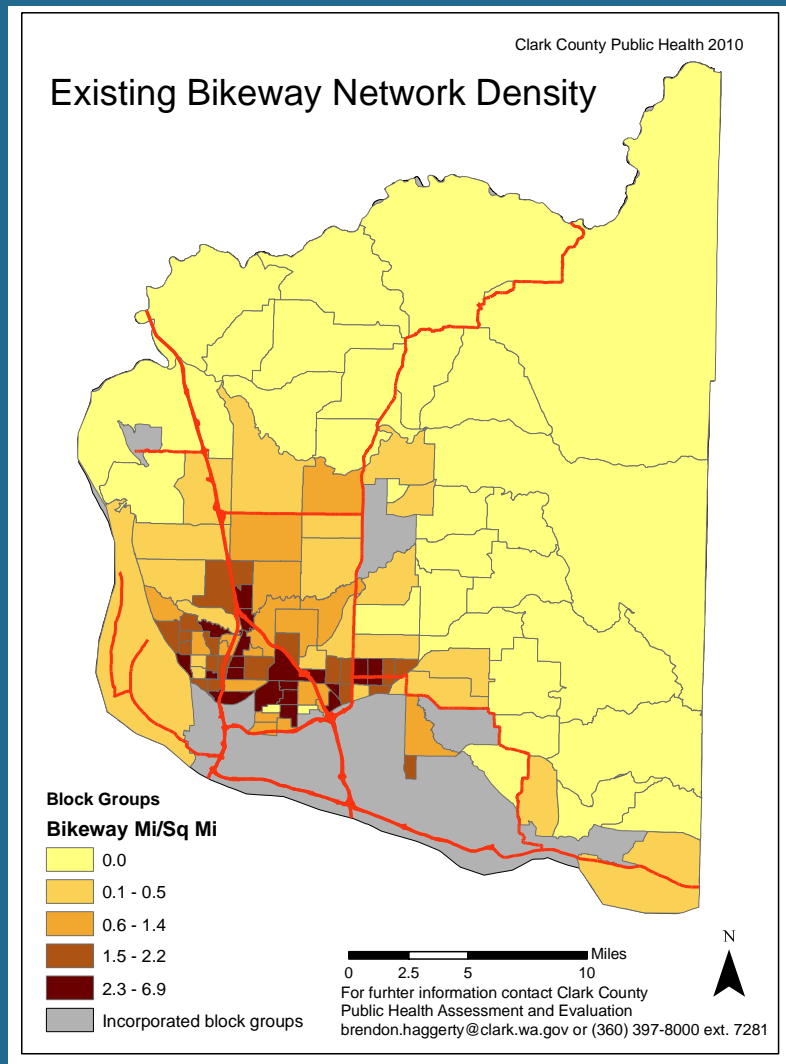
Project Impact

Unincorporated Population: 211,800

Population served by Top Priority Projects: 94,969

Neighborhood Income Quintile	Top Priority Project Population	% of Project Population	% of Priority Project Miles
Low	19,720	21%	26%
Q2	15,928	17%	21%
Q3	14,961	16%	16%
Q4	21,480	23%	22%
High	22,880	24%	15%
Total	94,969	94,969	107 Miles

Project Impact



Program Impact

Program	Impact
Improve communications between planning and public works	Supportive
Revise Bicycle & Pedestrian Advisory Committee	Supportive
Create school education & encouragement programs	Positive
Establish “Clarklovia”	Positive
Develop scenic tour	Positive

Policy Impact

- Include recommended policies from Rapid HIA
- Implementation issues

Policy	Impact
Developing a network	Supportive
Jurisdictional coordination	Supportive
Traffic & demand management	Supportive
Education & encouragement	Supportive
Funding	Supportive
Active transportation & supportive land uses	Supportive

Discussion

Strengths early involvement, extensive baseline assessment, collaborative relationships

Challenges data needs, state of the science, economic terms, “pass through” criteria, residential focus, lack of trails network data

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Read related documents at:

<http://www.clark.wa.gov/planning/bikeandped/>

Acknowledgements

Robert Wood Johnson Foundation; ESRI, Inc.