Health & Equity

A Recipe for Vital Transit Communities

Los Angeles, CA
October 15, 2012
Years behind on the life expectancy improvement chart, by county, compared to the world’s 10 best countries.
Life Expectancy Compared to the Ten Longest-Lived Countries by Census Tract 2005-2009, King County WA

Legend

| CITY
<table>
<thead>
<tr>
<th>Calendar Years Ahead</th>
</tr>
</thead>
</table>
| 31 to 42
| 15 to 30
| 1 to 14

Calendar Years Behind

| Zero to 9
| 10 to 23
| 24 to 57

Source:

- International life expectancies: Institute for Health Metrics and Evaluation, University of Washington
- Local life expectancy: Washington State Department of Health, Center for Health Statistics Death Files
- Analysis and preparation: Assessment, Policy Development & Evaluation, Public Health – Seattle & King County
Can your neighborhood impact your health?

1/3 of women received a housing voucher to move to higher income neighborhoods

Over 10 years, obesity and diabetes rates improved compared to those who stayed behind

Health improvements were similar to diet and exercise programs or the use of medications to treat diabetes.
Los Angeles, CA.
October 15, 2012

Rail~Volution
The HIA Algorithm

**Screening**
- Quickly establish health relevance of the policy or project. Is HIA required?

**Scoping**
- Identify key health issues and public concerns.

**Analysis**
- Perform rapid or in-depth assessment of health impacts using available evidence and resources.

**Reporting**
- Make recommendations to ease negative and enhance positive health impacts.

**Evaluation/monitoring**
- Take action where appropriate, evaluate impact, and monitor implementation.

---

Los Angeles, CA.  
October 15, 2012

Rail~Volution
Planning Process

- Scoping
- Work-plan
- Data Collection

Mobilization

Constraints & Opportunities
- Community/City Identify Issues:
  - Housing
  - Transportation
  - Economic Dev.
  - Etc.

City/Community
Create Prelim. Strategies
Organize by Dept.
Community Review/Refine

Alternatives & Evaluation

Preferred Plan
- Plan Document
- Environmental Review

Implementing Ordinances

Plan Approval

HLA

HIA
Screening – Scoping – Analysis – Reporting - Evaluation Monitoring

Los Angeles, CA.
October 15, 2012

Rail~Volution
HLA Components

- Framework
- Indicators
- Questionnaire
- Asset Mapping

**Percent of residential area within ½ mile of a supermarket/grocery store that accepts EBT (food stamps) and WIC**

**Rationale**
Having a supermarket within ½ mile of one’s home is associated with lower rates of obesity and overweight compared to not having a supermarket close to home.

**Benchmark /Established standards**
All residences have a supermarket or other healthy food store within ½ mile.

**Data Source**
US Census, Seattle King County Public Health (Food Store Permits)

**Method**
1. Create a half mile buffer around grocery stores that accept EBT and WIC
2. Select census blocks whose centroids are contained within the 1/2 mi store buffer
3. Calculate the total pop. within those blocks
4. Divide that by the total pop. within the planning area.

Los Angeles, CA.
October 15, 2012

Rail~Volution
Integrating HLA Content

- Scoping (health outcomes)
- Work-plan (health practitioners)
- Data Collection (health indicators)

Mobilization

- Public Engagement
  - Questionnaire
  - Mapping
  - Health Framework
  - Land Use, Housing, etc

Obstacles & Opportunities

- Strategies that increase health outcomes
- Community’s language
- Use HLA framework to Evaluate Alternatives & Evaluation

Preferred Plan

- Use HLA framework in vision
- Reference health linkages & benefits

Prepared Plan

- Implementing Ordinances
- Integrate into policies
- Reference health linkages & benefits

Los Angeles, CA.
October 15, 2012

RailVolution
HLA Framework

Los Angeles, CA.
October 15, 2012

Rail~Volution
HLA Indicators

• ID assets & gaps in the health-promoting infrastructure
• Describe the relationship of built environment & health
• ID opportunities to improvement health
• Track progress
  ▪ Food Access
  ▪ Mobility & Physical Activity
  ▪ Community Stability

Percent of residential area within ½ mile of a supermarket/grocery store that accepts EBT (food stamps) and WIC

<table>
<thead>
<tr>
<th>Rationale</th>
<th>Having a supermarket within ½ mile of one’s home is associated with lower rates of obesity and overweight compared to not having a supermarket close to home.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benchmark/Established standards</td>
<td>All residences have a supermarket or other healthy food store within ½ mile.</td>
</tr>
<tr>
<td>Data Source</td>
<td>US Census, Seattle King County Public Health (Food Store Permits)</td>
</tr>
</tbody>
</table>

Method
1. Create a half mile buffer around grocery stores that accept EBT and WIC
2. Select census blocks whose centroids are contained within the 1/2 mi store buffer
3. Calculate the total pop. within those blocks
4. Divide that by the total pop. within the planning area.
Do you most often walk in the Rainier Beach Neighborhood to…?

- A. Travel to light rail station/bus stop: 12%
- B. Travel to work: 8%
- C. Travel to shops, restaurants, parks, community centers, friends' house, or other places: 30%
- D. Exercise or recreation: 22%
- E. Walk in local parks: 12%
- F. I don't walk around my neighborhood: 16%

What would encourage you to walk more around the Rainier Beach Neighborhood?

- A. Places to go: 21%
- B. More trails: 6%
- C. Closer parks: 6%
- D. Safer streets (more people, lighting, sidewalks): 65%
- E. Other: 4%

If you use light rail, how do you most often travel to the station nearest to where you live?

- A. Walk/Pedestrian: 47%
- B. Bike: 36%
- C. Ride: 8%
- D. Drive your car and park nearby: 7%
- E. Someone else gives you a ride to the light rail station: 2%
Asset Mapping

- Locate Community Assets & Gathering Places
  - Know
  - Asked
- Ask how they get there

The City of Seattle asked Rainier Beach residents where they shop, gather, and recreate. This map represents those areas. Dots represent specific areas while the bubbles represent general areas of activity.

This exercise will help the city of Seattle prioritize its planning efforts. It lets the city know what areas are most important to the residents of Rainier Beach.

Los Angeles, CA. October 15, 2012
What’s Different?

• Built institutional capacity for making the connection between health & built environment.
• Increased integration between areas of planning.
• Gave new insights into plan recommendations.
• Included more community-based recommendations.
• Engaged community in genuine & productive ways.
• Focused on actions that improve equity.
What's Different?

Linkages and Pearls
The physical and social ways people and places are connected that make Rainier Beach a community.

Recommendations

Parks and Recreation
- Create trail linking Potthand Beach and Indian Shores Park as proposed in the Atlantic City Ecology Urban Farm Plan.
- Open Henderson Park with views to the lake and access to Indian Shores Park.
- Increase visual and physical lake access.

Superblocks
- Develop system of gateway and connector through superblocks.
- Activate isolated areas with land use, design, safety techniques, and more people.
- Increase access to playgrounds and public use.
- Complete the walking grid with frequent connections.

Streets
- Implement planned projects (SETS, PMP, Bike Plan, SPU project).
- Create green, safe, active walking streets (Rainier Ave S, S.
- Henderson St, Seward Park Ave S, and 15th Ave S).
- Redmond Master Plan Priority SW Improvement:
  - Main Street Corridor Improvements
  - Bike Planning:
  - Improve bike safety and create signature signing.

Pearls
- Historic District Beach Square, River St, and Station Area.

Community Linkages (not mapped)
- Build community capacity to organize, and undertake coordinated efforts.
- Build and build on assets: Places of Worship, Urban Impact.
- Ethiopia: Community Center, East African Businesses.
- Support and build on Atlantic City Ecology Urban Farm and wetland project by connecting people through healthy food and public activities.
- Create a multicultural center.
- Celebrate as a community.
- Use public art and design to create emotional connections to places and identities.
- Build relationships with all schools to foster strong educational system.
- Increase community use of parks and school playgrounds.

Los Angeles, CA.
October 15, 2012
Contact

David Goldberg
Senior Planner
Seattle Department of Planning and Development
DavidW.Goldberg@seattle.gov
(206) 615-1447

Los Angeles, CA.
October 15, 2012
Rail~Volution
Chinatown LA: A Tale of Two Cities
The Old Chinatown
14 Bus Lines
LA’s Transit Hub
The New Chinatown

The Cornfield Arroyo Seco Specific Plan

November 2010
Draft
Old Chinatown
Old Chinatown
Old Chinatown
# Hollywood: A Case Study 1990 - 2009

<table>
<thead>
<tr>
<th>Category</th>
<th>% Change</th>
<th>2000</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>10%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Per Capita Income</td>
<td>34%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Households without cars</td>
<td>32%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>One car households</td>
<td>15%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Across LA County
## Outcomes on Transit Use

<table>
<thead>
<tr>
<th>Household Income Category</th>
<th>Predicted Change in Transit Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extremely Low-Income Households (&lt;$25k)</td>
<td>+7</td>
</tr>
<tr>
<td>Very Low-Income Households ($25 - 40k)</td>
<td>+32</td>
</tr>
<tr>
<td>Low-Income Households ($40k - 60k)</td>
<td>-26</td>
</tr>
<tr>
<td>Moderate Income Households ($60 - 75k)</td>
<td>-45</td>
</tr>
<tr>
<td>High-Income Households (&gt;=$75k)</td>
<td>-30</td>
</tr>
</tbody>
</table>


UCLA Urban Planning
## Outcomes on Driving

<table>
<thead>
<tr>
<th>Predicted Solo Drivers per 100 Households (1990-2010)</th>
<th>Predicted Change in Solo Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 Additional</td>
<td></td>
</tr>
<tr>
<td>Extremely Low-Income Households (&lt;$25k)</td>
<td>-10</td>
</tr>
<tr>
<td>Very Low-Income Households ($25 - 40k)</td>
<td>-35</td>
</tr>
<tr>
<td>Low-Income Households ($40k - 60k)</td>
<td>38</td>
</tr>
<tr>
<td>Moderate Income Households ($60 - 75k)</td>
<td>61</td>
</tr>
<tr>
<td>High-Income Households (&gt;=$75k)</td>
<td>161</td>
</tr>
</tbody>
</table>
Spreading Gentrification

Source: Census
So What Are We to Do?

- Plan
- Engage
- Maximize
- Organize
HEALTH IMPACTS
OF PROPOSED
TOD

Presented by
PILAR LORENZANA-CAMPO
PROGRAM DIRECTOR
Done poorly, development can create or exacerbate problems.

- Transportation
- AFFORDABLE HOUSING
- Parks and Recreation
- Jobs and Services
- SAFETY
AFFORDABILITY AND DISPLACEMENT

- Income - 44% less than City average, 33% of residents had incomes less than $15,000
- Cost of Rents - 30% more affordable compared to the City overall
- Proportion of renters - Over 80% Lake Merritt
AFFORDABLE HOUSING STRATEGIES (OAKLAND)

Plan for affordable housing as an development incentive
(through height and density bonuses)

Maintain existing proportion of affordable housing
(currently at 30%; closely mirrors RHNA)

Plan and develop family housing
(2 and 3 bedroom units)
AFFORDABLE HOUSING STRATEGIES (LA)

Provide replacement and market rate housing simultaneously.

Develop technical and financial assistance resources to ensure that affordable housing developers and housing cooperatives can effectively avail of a First-Right-of-Refusal policy.
SAFETY AND PHYSICAL ACTIVITY

- Injuries and collisions - 3x higher than the rest of Oakland
- Quality of infrastructure – inconsistent or lacking
- Proportion of walking trips
  - 18% population walks to work
  - 45% of riders walk from home
  - 80% of non-home origin riders walked to station
MOBILITY STRATEGIES (OAKLAND)

Support proposed 2-way conversions and road diets with traffic calming solutions

Prioritize streetscape improvements for problem areas

Designate commercial parking areas for cyclist and pedestrian safety
MOBILITY STRATEGIES (LA)

Reduce parking requirements within ½ mile radius of transit station.

Require bike parking for all commercial and mixed use areas.

Prioritize streetscape improvements for problem areas.
**BENEFITS**

✓ Data

✓ Building capacity around health and built environment

✓ A new dynamic in the conversation

✓ Incorporation of health impacts into draft plan
DISCLAIMER

The information provided in this discussion is for informational purposes only, and does not constitute legal advice. ChangeLab Solutions does not enter into attorney-client relationships.

ChangeLab Solutions is a non-partisan, nonprofit organization that educates and informs the public through objective, non-partisan analysis, study, and/or research. The primary purpose of this discussion is to address legal and/or policy options to improve public health. There is no intent to reflect a view on specific legislation.

© 2012 ChangeLab Solutions
Attending the APHA Conference in San Francisco?
Change…with a Twist!
Monday, October 29
654 Mission Street
4-7 p.m.
Follow us #twist4health
## Lake Merritt BART Station Area Plan: Health Impact Assessment

### Key Health Findings and Policy Recommendations

<table>
<thead>
<tr>
<th>Health Issue/Risk</th>
<th>Indicator</th>
<th>Planning Area Characteristics</th>
<th>Policy Implication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical activity</td>
<td>Walk to work 18%</td>
<td>Develop a mix of land uses including residential, commercial, and supporting uses.</td>
<td>Reduce vehicle speeds through narrower roadways and urban design and pedestrian/cyclist safety treatments.</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>Present throughout but 40% are in poor condition</td>
<td>Invest in bicycle and pedestrian infrastructure.</td>
<td>Utilize small scale interventions to improve pedestrian safety including pedestrian passes, traffic calming, and improved pedestrian crossings.</td>
</tr>
<tr>
<td>Pedestrian amenities</td>
<td>Inconsistent, especially for senior and disabled</td>
<td>Provide safe pedestrian environments for all with appropriate design and connectivity, street furniture, and pedestrian safety interventions.</td>
<td>Provide bicycle infrastructure such as bike lanes and secure bike storage and parking.</td>
</tr>
<tr>
<td>Air Quality</td>
<td>Average daily traffic (AADT)</td>
<td>Improve air quality by decreasing automobile use and increase active mobility and the use of public transportation.</td>
<td></td>
</tr>
<tr>
<td>Asthma</td>
<td>3% hospitalized for asthma</td>
<td>Identify and mitigate exposure to air pollution through evidence based strategies including filtration, building orientation, or landscape treatments.</td>
<td></td>
</tr>
<tr>
<td>Distance (within 500 feet) of sensitive uses (housing, schools, day care) to major traffic corridors</td>
<td>12% of residents</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access to Public Transportation</td>
<td>Public transit use for work 26% of residents</td>
<td>Develop a balanced mix of land uses that include culturally appropriate retail and services within a distance of a transit station, allowing workers and residents to meet their needs easily by walking, cycling, or through means of public transportation.</td>
<td>Develop a robust parkland system that includes regional and local serving parks, as appropriate.</td>
</tr>
<tr>
<td>Walk from home</td>
<td>45% of riders</td>
<td>Ensure a culturally appropriate mix of retail and services that are easily accessible by walking, biking, or through other modes of public transportation within neighborhood.</td>
<td>Mitigate barriers to park use including undesirable land uses, traffic hazards, and public safety.</td>
</tr>
<tr>
<td>Bike from home</td>
<td>8% of riders</td>
<td>Ensure that job creation keeps pace with housing development.</td>
<td></td>
</tr>
<tr>
<td>Peak/non-peak frequency rates</td>
<td>LMBr served by 2 direct bus lines with 20-60 minute frequencies. Planning Area served by local buses with 12-60 minute frequencies.</td>
<td>Facilitate connections with broader public transportation network such local and express buses, light rail, or commuter rail.</td>
<td>Ensure appropriate quantities of local parkland that meet the needs of existing residents and projected population growth.</td>
</tr>
</tbody>
</table>

### Health Issue/Risk

<table>
<thead>
<tr>
<th>Health Issue/Risk</th>
<th>Indicator</th>
<th>Planning Area Characteristics</th>
<th>Policy Implication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Safety</td>
<td>Speed limits 25mph to 30mph</td>
<td></td>
<td>Reduce vehicle speeds through narrower roadways and urban design and pedestrian/cyclist safety treatments.</td>
</tr>
<tr>
<td>Pedestrian collisions</td>
<td>299 pedestrian collisions (1996-2009)</td>
<td></td>
<td>Utilize small scale interventions to improve pedestrian safety including pedestrian passes, traffic calming, and improved pedestrian crossings.</td>
</tr>
<tr>
<td>Bicycle collisions</td>
<td>75 bicycle collisions (1996-2009)</td>
<td></td>
<td>Provide bicycle infrastructure such as bike lanes and secure bike storage and parking.</td>
</tr>
<tr>
<td>Affordability and Displacement</td>
<td>% of renters 81% of residents (compared to 59% of the entire City)</td>
<td></td>
<td>Ensure a balanced mixed of housing types (rent and owned), sizes, and levels of affordability.</td>
</tr>
<tr>
<td>% of protected housing</td>
<td>30% of housing</td>
<td>Require that new housing developments provide at least 30% of the units as affordable to families below 60% AMI.</td>
<td></td>
</tr>
<tr>
<td>Income</td>
<td>Area Median Income 31% of County median ($79,300) 57% of City median ($40,481)</td>
<td></td>
<td>Develop job training and skill building programs to prepare labor/potential employees/job seekers for employment in target employment sectors.</td>
</tr>
</tbody>
</table>

### Parks and Open Space

<table>
<thead>
<tr>
<th>Health Issue/Risk</th>
<th>Indicator</th>
<th>Planning Area Characteristics</th>
<th>Policy Implication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical activity</td>
<td>Park (total acreage) 43 acres</td>
<td></td>
<td>Distinguish conservation lands or open spaces from active parklands.</td>
</tr>
<tr>
<td></td>
<td>Park (accessible and usable) 29.4 acres</td>
<td>Mitigate barriers to park use including undesirable land uses, traffic hazards, and public safety.</td>
<td></td>
</tr>
<tr>
<td>Local parkland acres per resident</td>
<td>2.4 acres per 1,000 people (City Goal)</td>
<td>Ensure appropriate quantities of local parkland that meet the needs of existing residents and projected population growth.</td>
<td></td>
</tr>
<tr>
<td>Distance (within 1/4 mile) to local parks</td>
<td>99% of residents</td>
<td>Provide access to usable local parks for all residents.</td>
<td></td>
</tr>
<tr>
<td>Distance (within 1/4 mile) to regional parks</td>
<td>57% of residents</td>
<td>Ensure access to regional recreation for all residents.</td>
<td></td>
</tr>
</tbody>
</table>
THANK YOU!

pcampo@changelabsolutions.org
BACK SLIDES
Indicators: Food Access

FA1. % of residential area within ½ mile of a grocery store that accepts food stamps & WIC

FA2. Number of P-Patches per 2,500 households

FA3. % of students accessing free/reduced price lunches

FA4. Presence of farmers market that accept EBT in the neighborhood

FA5. Fast food restaurants per 100,000 residents

FA6. Food Access, Demographic & Health Data
**Indicators: Mobility**

**M1.** % of residences within ½ mile of a bus or rail stop

**M2.** Ratio of miles of bike facilities per miles of roadway

**M3.** % of roadway with complete sidewalks

**M4.** Personal crime incidents with per year

**M5.** Neighborhood Service Completeness

**M6.** Neighborhood Retail Completeness
Indicators: Mobility

M7. Acres of parkland per 1,000 households
M8. % of residences within a ¼ to ½ mile of a park
M9. % of residences within ¼ mile of a public playground
M10. % of residences within 1 mile of a community center
M11. Demographic & Health Data
Indicators: Community Stability

CS1. % of HHs paying > 30% of income on housing

CS2. % of HHs living in overcrowded conditions

CS3. Demographic & Health Data
  - % Foreign-born
  - High school graduation rates
  - Life expectancy
  - % of adults reporting fair to poor health
1. Which of the following best describes your connection to the neighborhood?

2. How long have you lived, worked, or owned a business, rented commercial space, or otherwise been connected to this community?

3. What kind of transportation do you most often use?

4. If you use light rail, how do you most often travel to the station nearest to where you live?

5. Do you most often walk in the neighborhood to…?

6. Do you feel safe walking around the neighborhood…?

7. What would encourage you to walk more around the neighborhood?

8. Do you ride a bicycle around the neighborhood to…?

9. If you do ride your bike around the neighborhood, what would make you bike more often?
10. What do you do when you visit city-operated parks and recreation community centers in the neighborhood? (Please select all that apply)

11. How long does it take you to travel to the place where you shop most often for food you prepare at home (grocery store, farmer’s market, corner store, etc)?

12. What primary mode of transportation do you use when traveling to the place where you shop for food that you prepare at home?

13. Do you grow some of your own food? If yes, where?

14. How old are you?

15. What is your race/ethnicity?

16. What is the primary language spoken in your home?
Section 1. What’s Good? What Needs Improving? What’s Missing?

1. Where do you live, work, shop, or play.

2. Why did you choose to live, work, shop, play, own a business, etc in the neighborhood?

3. What is working well?
   a. Stores (goods) and services?
   b. Your environment— buildings, streets, parks, and scenery?
   c. Housing?
   d. Parks and recreation programs?
   e. Getting around?
   f. Community?

4. What isn’t working well and what positive changes would you like to see in the neighborhood as it grows?
   a. Stores and services?
   b. Your environment?
   c. Housing?
   d. Parks and recreation programs?
   e. Getting around?
   f. Community?
Section 2. Town Center –Shopping & Services, Community Character

1. Where do you go for goods and services?
   a. Where do you buy food? (include stores, farmers markets, CSAs/produce deliveries, etc)
   b. What is important in choosing where you shop for food?
   c. Where do you find the goods and services necessary to sustain your cultural identity?
   d. How do you get there?

2. Where/What do you consider to be the town center of the neighborhood?

3. What unique characteristics of the commercial (business) district give it its identity and what would you like to see preserved or remain in the neighborhood

4. Looking to the future, what do you want improved?
Section 3. Community - Social & Physical

1. Is there an active cultural, faith-based or other community organization or association in the neighborhood that you participate in?
   a. What role do these groups play in your relationship to your neighborhood?
   b. Where are they located? How do you get there?

2. Are there places in the neighborhood where you go to meet friends or gather? Where are they?
   a. Are additional gathering spaces needed? Where?

3. Which parks, community centers, or playgrounds do you regularly visit?
   a. Where are new parks/open spaces needed?
Section 4. Getting Around
1. Do you walk, bike or take transit? Note areas described as less safe and locations and reasons for safety concern – traffic speed, crime, missing sidewalks, etc.
   a. Is it safe and easy to get where you want to go by walking or biking? Note areas described as less safe and reasons for safety concern – traffic speed, crime, missing sidewalks, etc.
   b. How about for your children getting to school? Is it safe and easy for them to walk or bike?
   c. How do you get to parks?
   d. What would make it easier for you to choose to walk, bike, or take transit more?
2. Do you use light rail/bus rapid ride? If yes, how do you get to the station?