

Planning Active Walkable Neighborhoods

Applying Health Impact Assessment to Bicycle & Pedestrian Planning

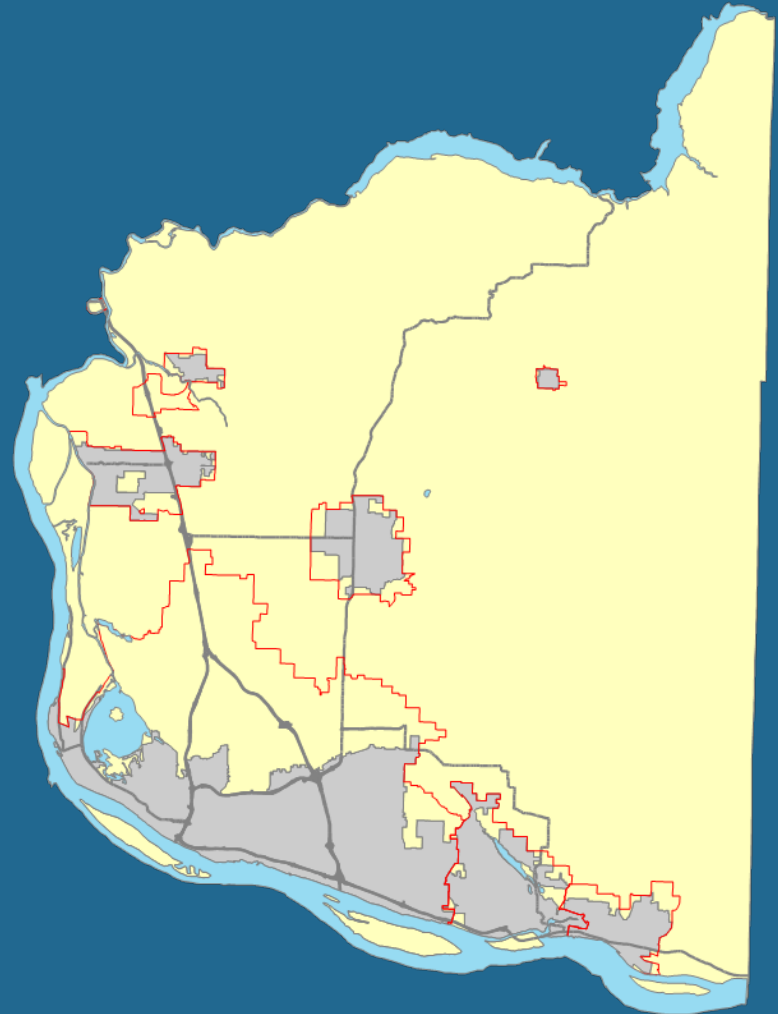
February, 2011

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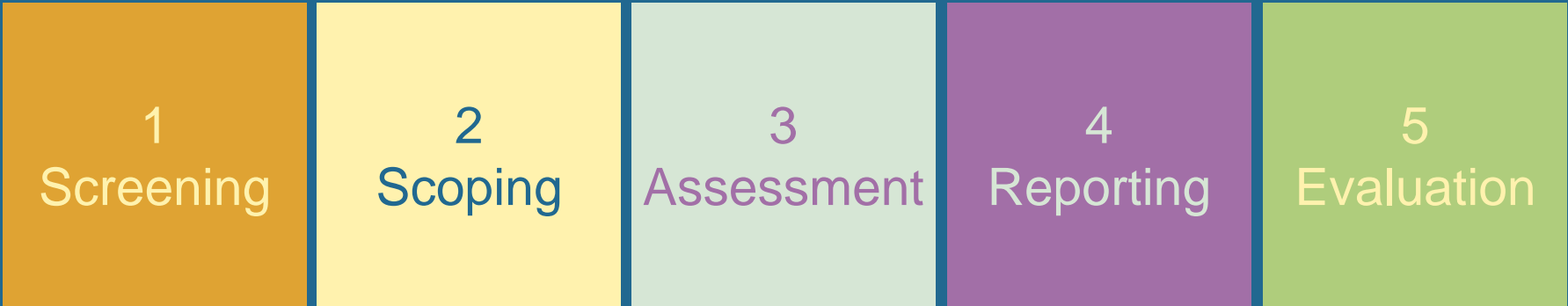
Overview

- **Description of HIA**
- **Findings & Recommendations**
- **Evaluation**
- **Lessons learned**



Clark County, WA

Bike & Pedestrian Master Plan HIA



January
2010

Produce
Rapid HIA

Provide
input on
Plan

Produce
Comprehensive
HIA

Evaluate
effects of
HIA

February
2011



Bike & Pedestrian Master Plan HIA

Projects

Priority trails, bikeways, and sidewalks

Programs

1. Restructure bike/ped committee
2. Improve internal communications
3. Ciclovía
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



Clark County, WA
Bicycle and Pedestrian Master Plan

PREPARED BY:
Alta Planning + Design
September 2010



Findings: Baseline Conditions

Demographics

Overweight & obesity

Injury & fatality crashes

Socioeconomic status

Access to healthy food

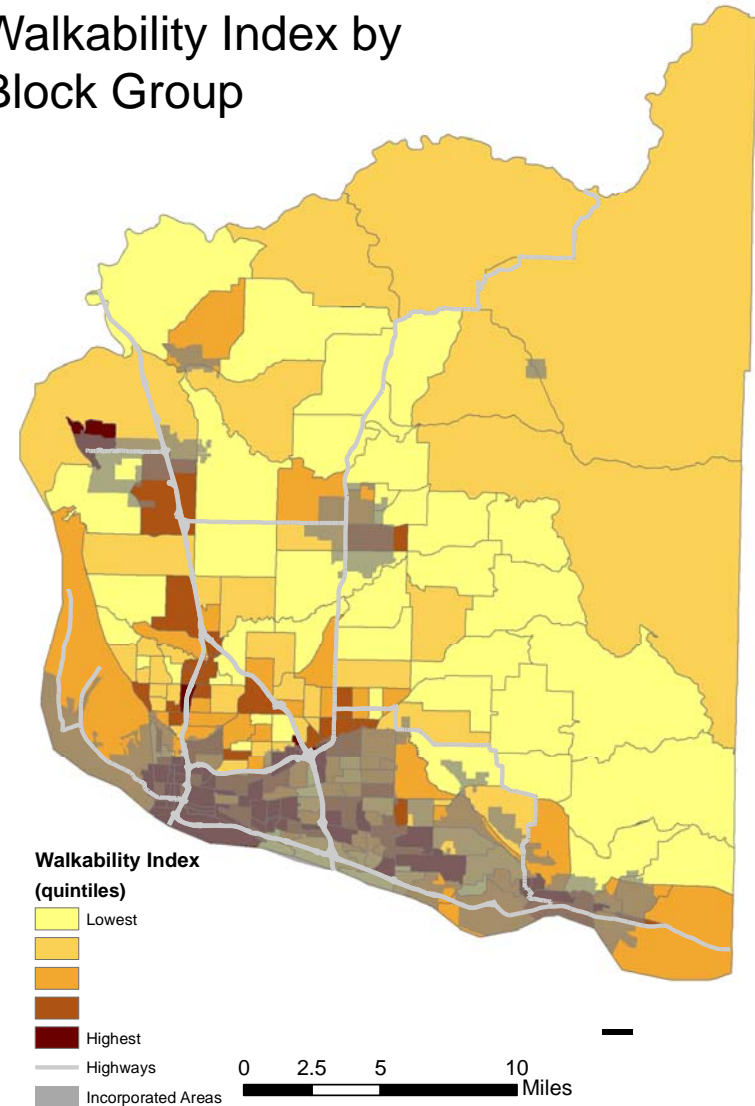
Access to parks

Access to schools

Walkability Index

Bike network density

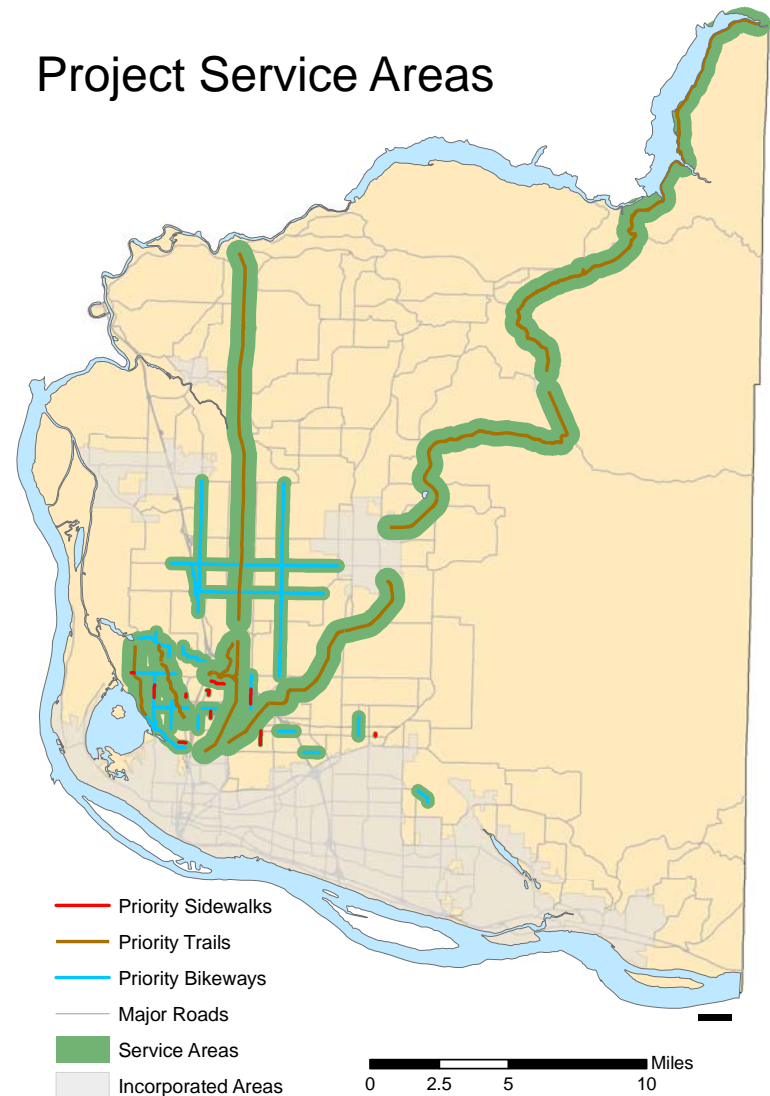
Walkability Index by Block Group



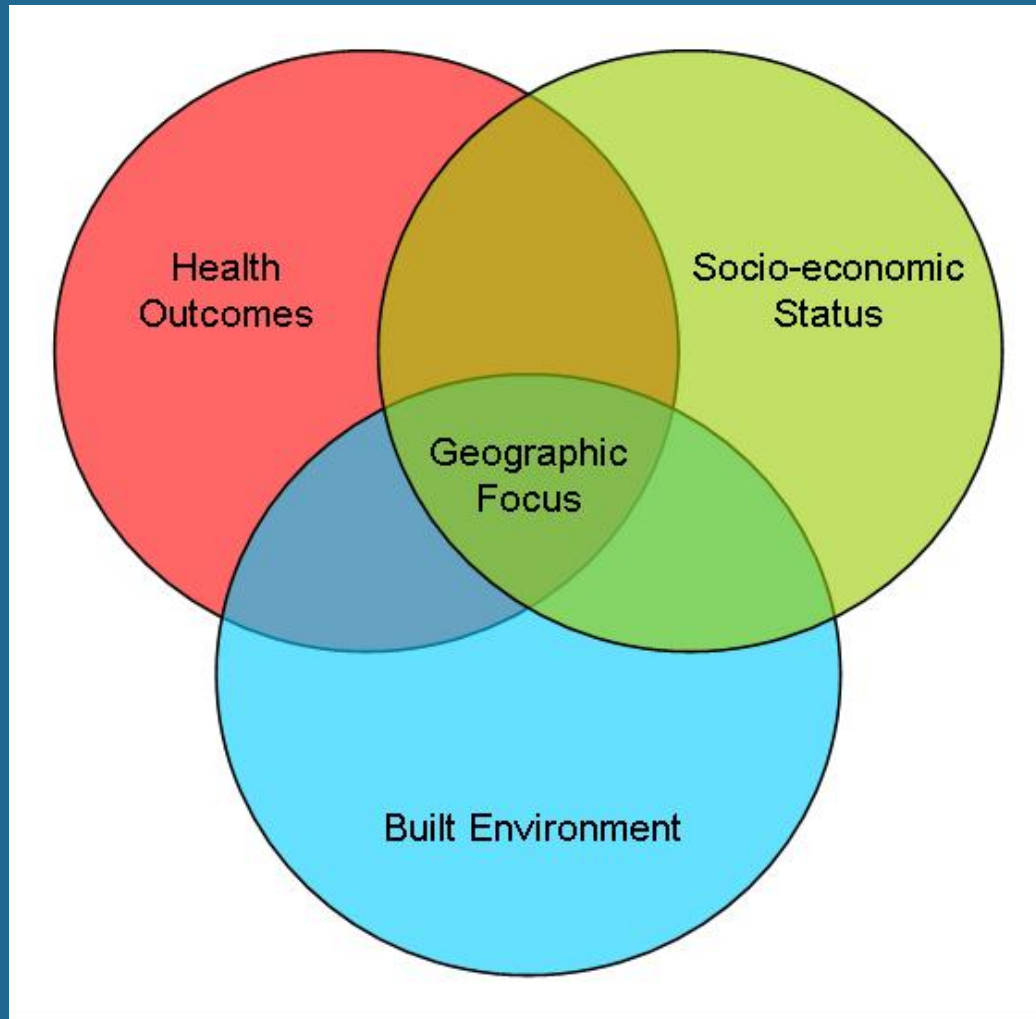
Findings: Impact Assessment

- Proposed projects, programs, & policies will have a positive impact on physical activity.
- When all projects are completed, about 95,000 residents will be served.
- No negative disproportionate impacts on disadvantaged populations.
- 50% of proposed sidewalk miles and 45% of bikeway miles are in low-income neighborhoods.

Project Service Areas



Recommendations

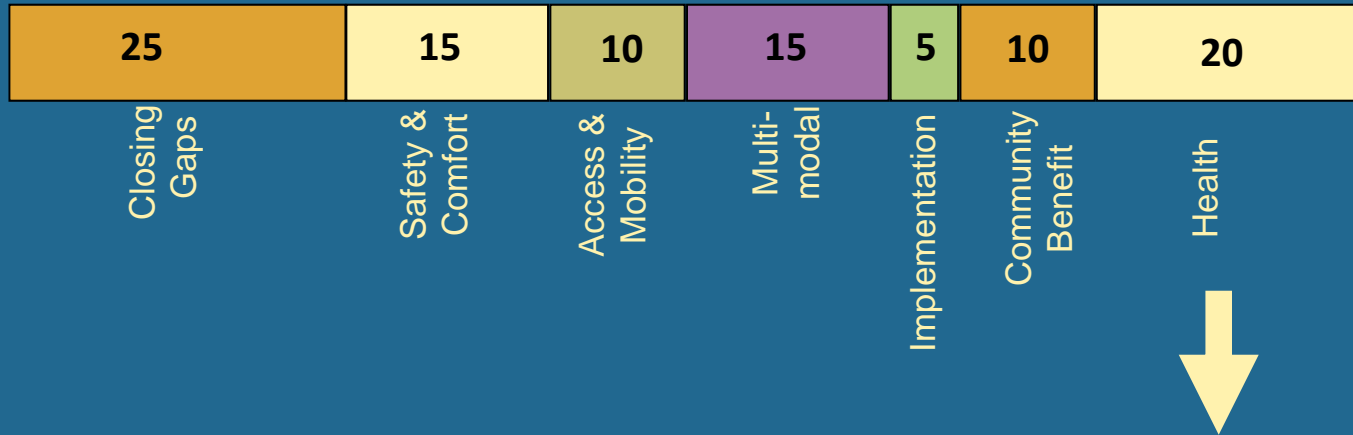


Recommendations



- Low-speed designs**
- Variety of facility types**
- Parking programs**
- Performance measures**
- Land use policies**
- Food access**
- Design for all users**
- Recognize safety in numbers**
- Include health & equity in criteria**

Evaluation



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

Evaluation

Influence of the HIA:

- Plan referred to as a “transportation and health” plan
- All recommendations at least partially adopted
- Health criteria included in project prioritization
- Health issues more visible

Partnership resulted in:

- More HIAs, closer to “health in all policies”
- Better Screening
- Health Element in the Comprehensive Growth Management Plan

Evaluation: Interviews

The health and socioeconomic benefits and health criteria would not have been in the plan. It wouldn't have even been on our radar.

I've evolved as a planner.

The HIA was relevant, timely, and really exciting to have as a part of this process.

We didn't have that data available before.

The HIA helped to daylight equity issues.

Planners from this project are beginning to ask what Public Health can bring to the table.

Lessons Learned

Strengths early involvement, extensive baseline assessment, collaborative relationships

Challenges data needs, state of the science, economic terms, communicating data

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Read related documents at:

<http://www.clark.wa.gov/public-health/reports/facts.html>

Acknowledgements

Robert Wood Johnson Foundation; ESRI, Inc.