Health & Equity

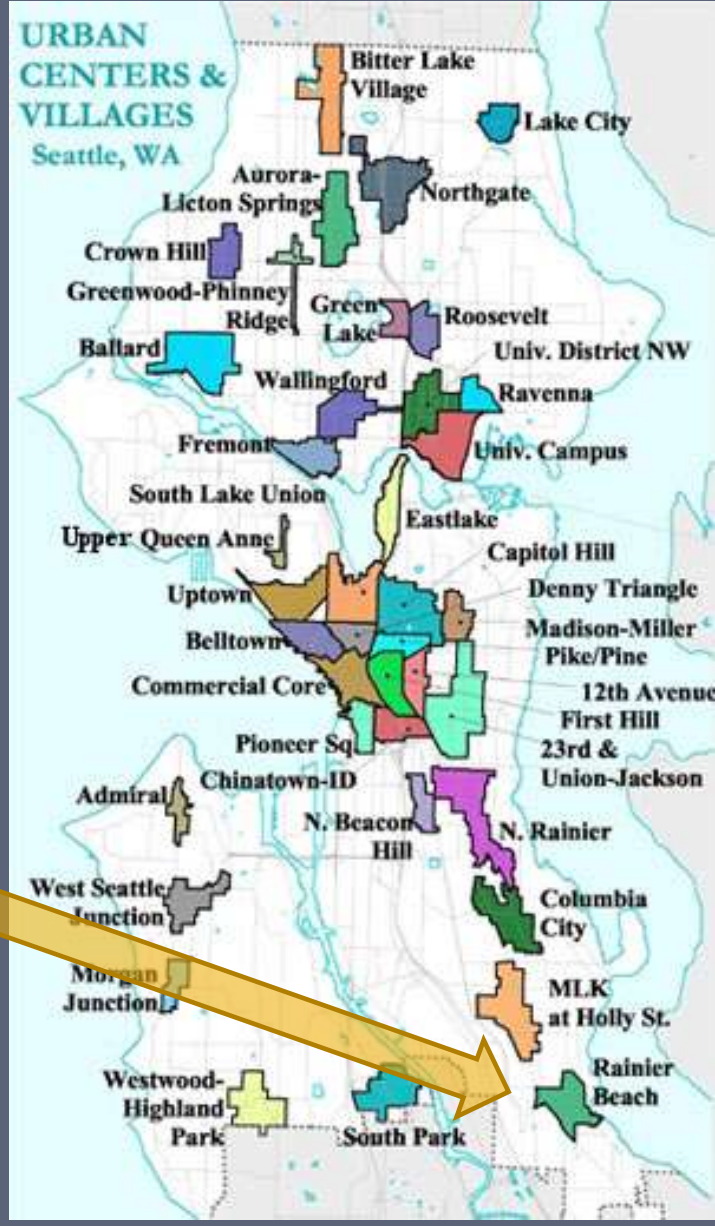
A Recipe for Vital Transit Communities

Los Angeles, CA
October 15, 2012

Rail Volution

Background

Why, Who & What



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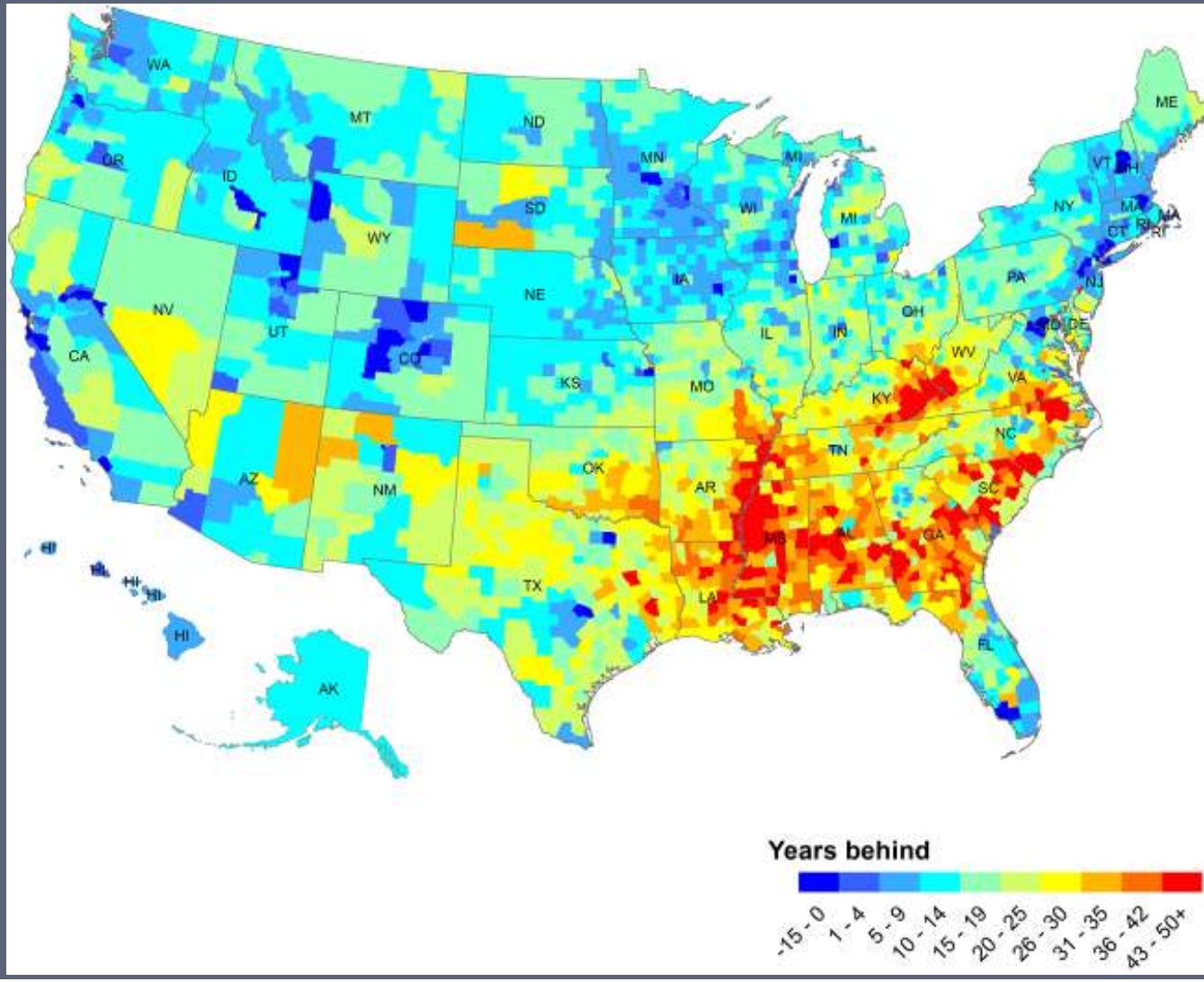
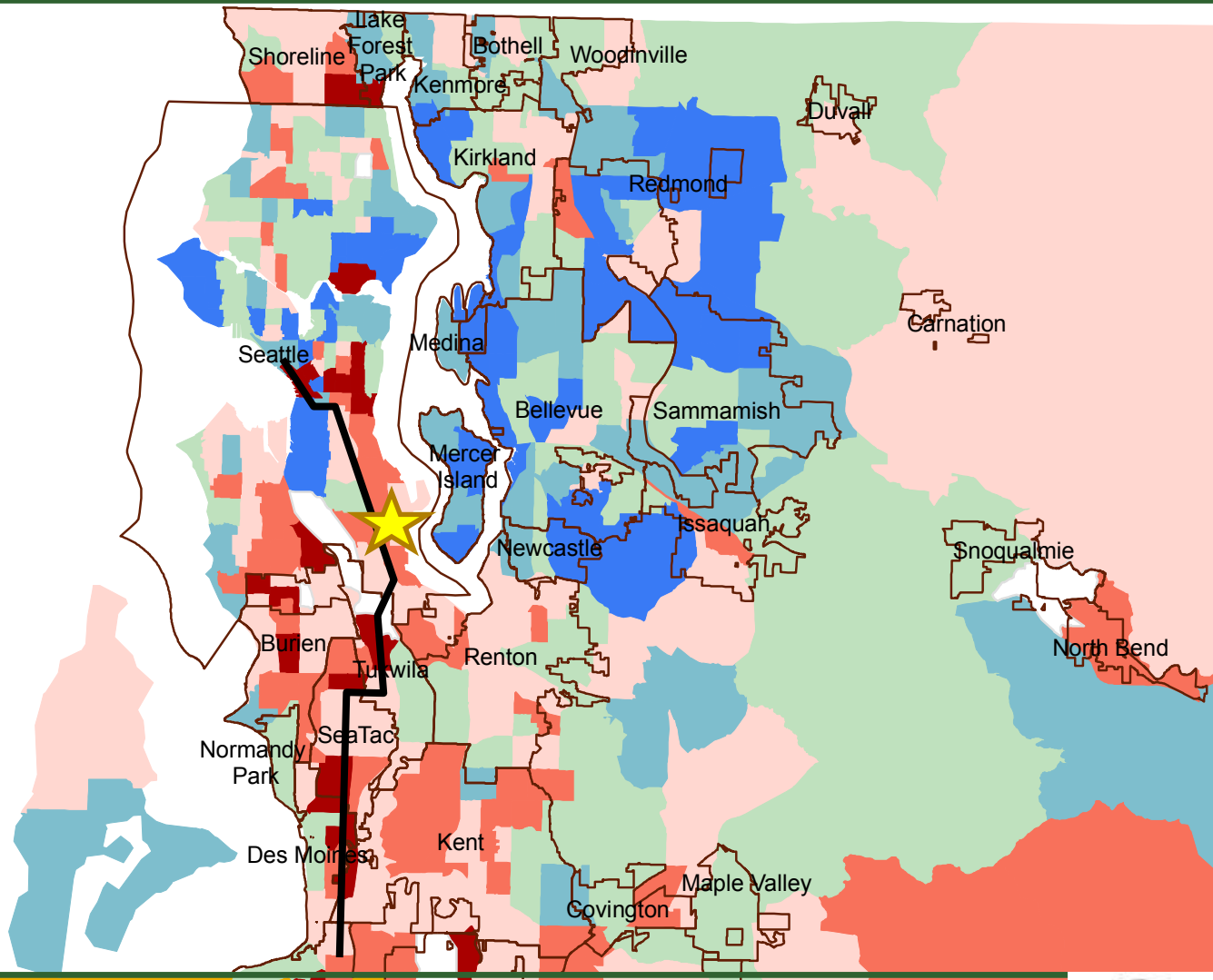
Relevance

Years behind on the life expectancy improvement chart, by county, compared to the world's 10 best countries



Relevance

Life Expectancy Compared to the Ten Longest-Lived Countries by Census Tract 2005-2009, King County WA



Legend

CITY

Calendar Years Ahead

- 31 to 42
- 15 to 30
- 1 to 14

Calendar Years Behind

- Zero to 9
- 10 to 23
- 24 to 57

Public Health
Seattle & King County

Years behind or ahead are from 2007.
Data Sources:
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

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Relevance

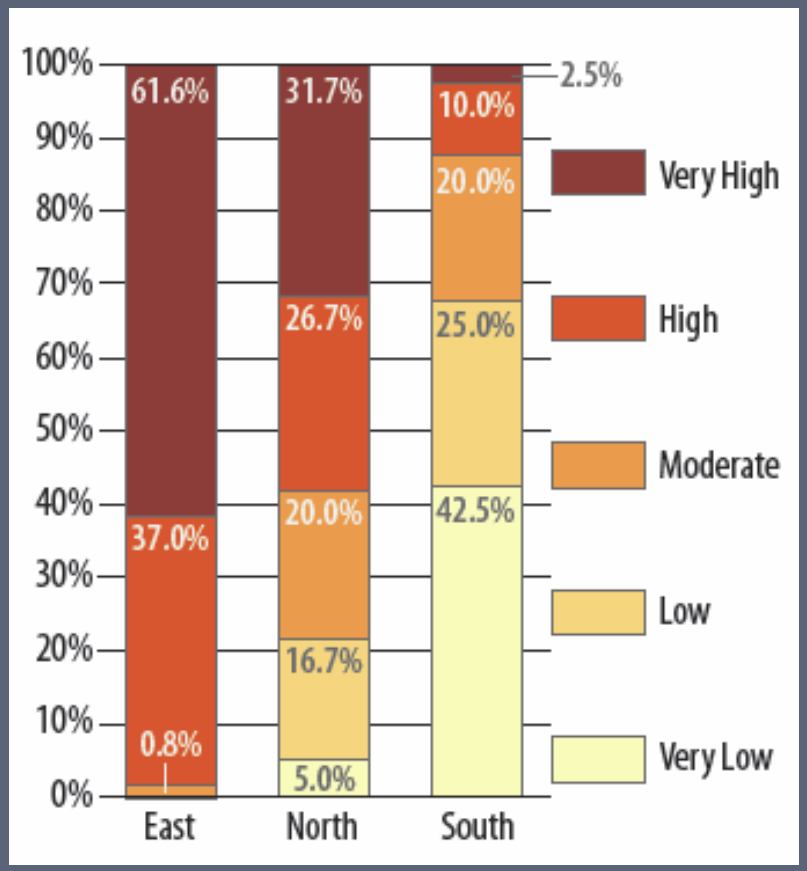
Can your neighborhood impact your health?

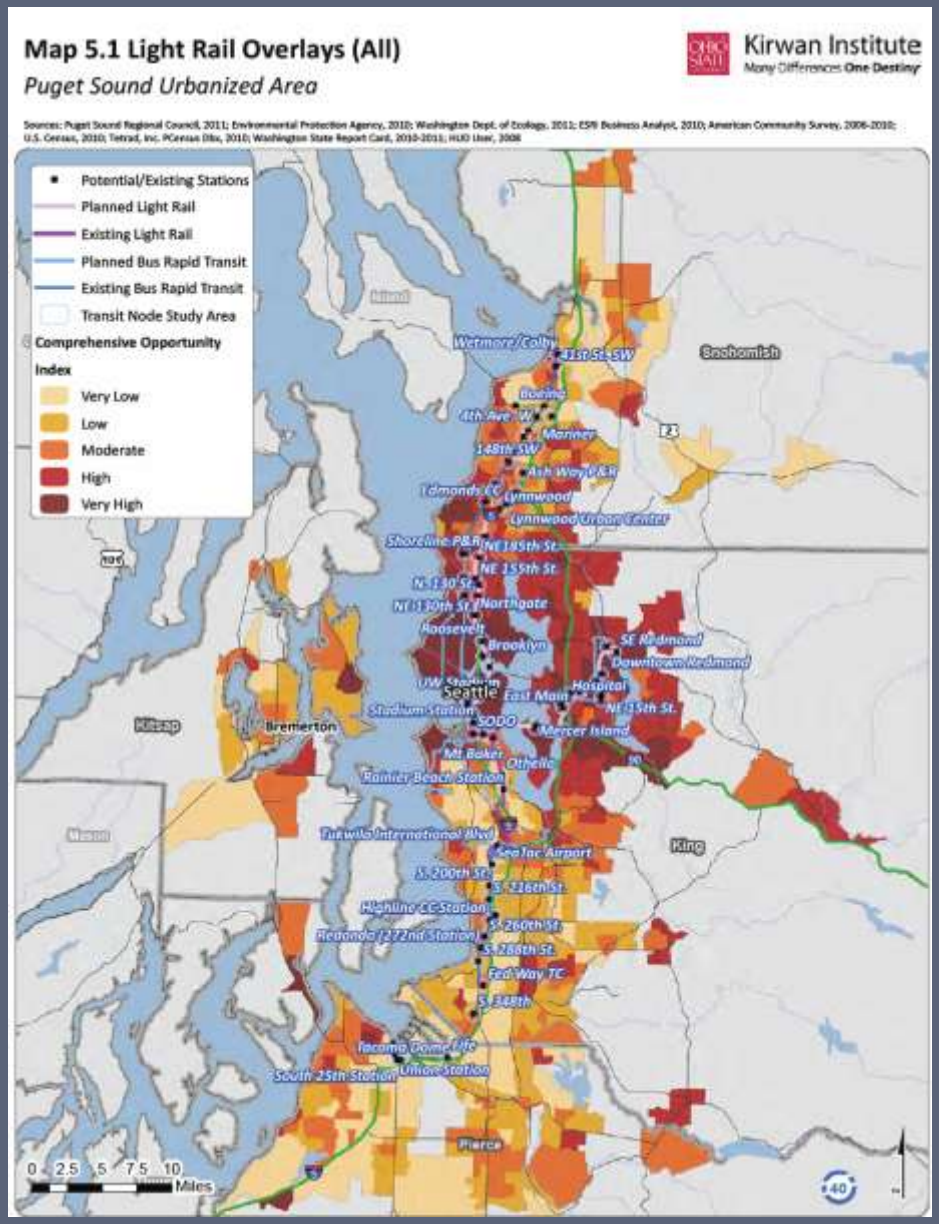
1/3 of women received a housing voucher to move to higher income neighborhoods

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

Relevance





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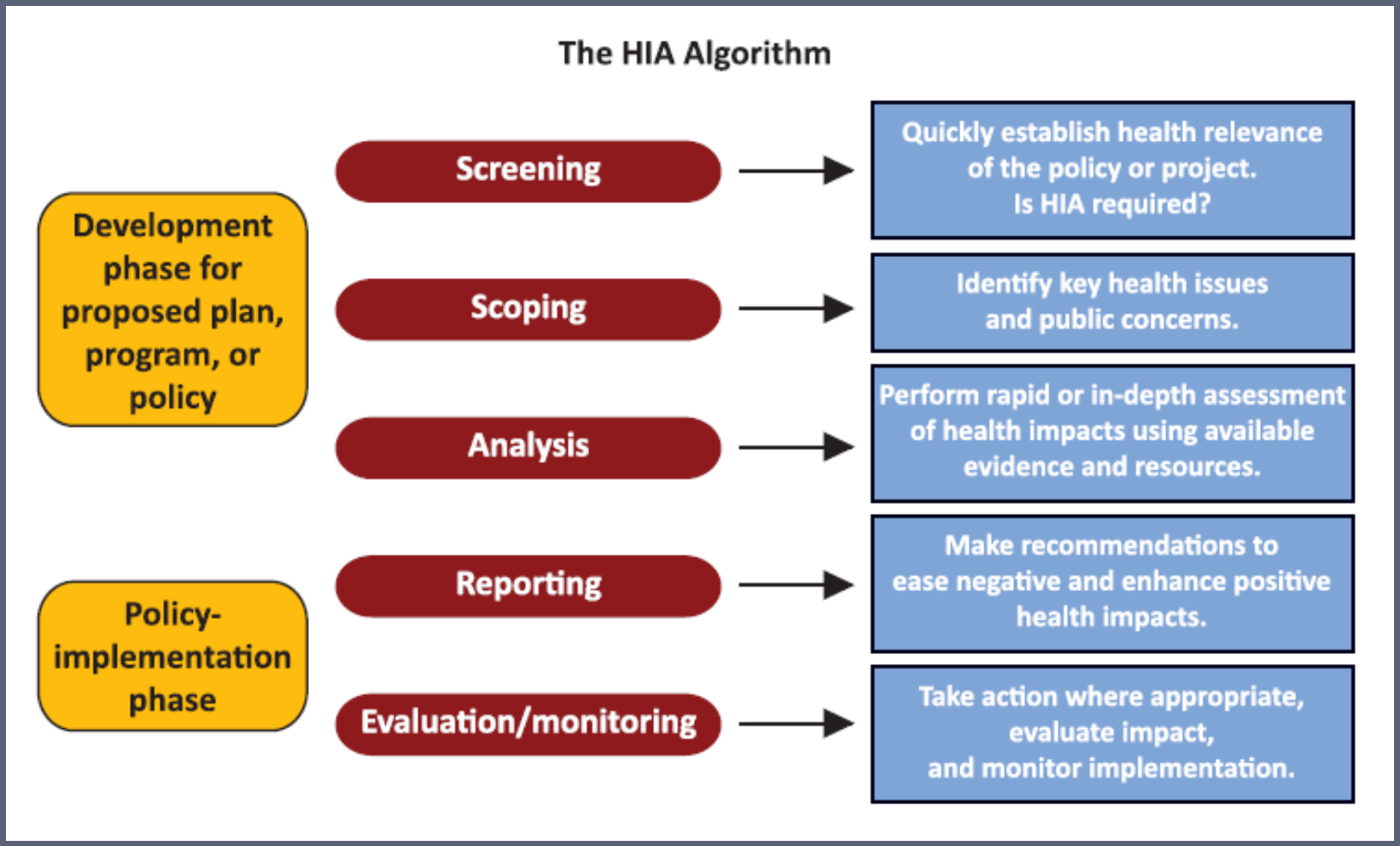
HIA Process


The HIA Algorithm
Development phase for proposed plan, program, or policy
Policy-implementation phase
Screening
Scoping
Analysis
Reporting
Evaluation/monitoring
Quickly establish health relevance of the policy or project. Is HIA required?
Identify key health issues and public concerns.
Perform rapid or in-depth assessment of health impacts using available evidence and resources.
Make recommendations to ease negative and enhance positive health impacts.
Take action where appropriate, evaluate impact, and monitor implementation.

Planning Process

Mobilization
- Scoping
- Work-plan
- Data Collection

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

Alternatives & Evaluation
- City/Community Create Prelim. Strategies
- Organize by Dept.
- Community Review/Refine

Preferred Plan
- Plan Document
- Environmental Review

Plan Approval
- Implementing Ordinances

HLA

HIA
Screening – Scoping – Analysis – Reporting - Evaluation Monitoring

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.

Integrating HLA Content

Mobilization

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

Obstacles & Opportunities

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

Alternatives & Evaluation

- Strategies that increase health outcomes
- Community's language
- Use HLA framework to Evaluate

Preferred Plan

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

Plan Approval

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

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HLA Framework

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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

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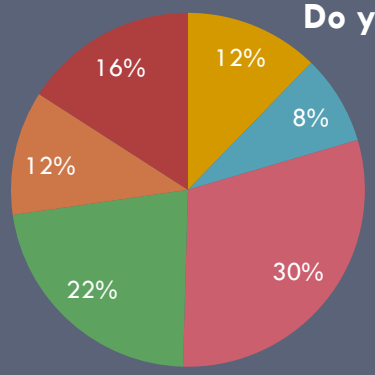
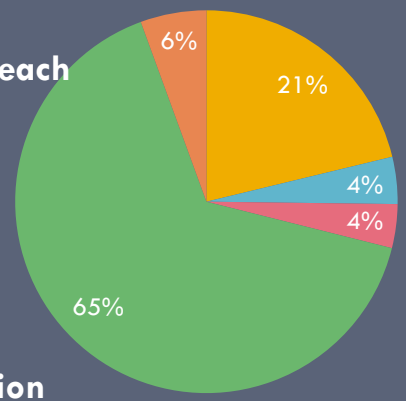
Questionnaire





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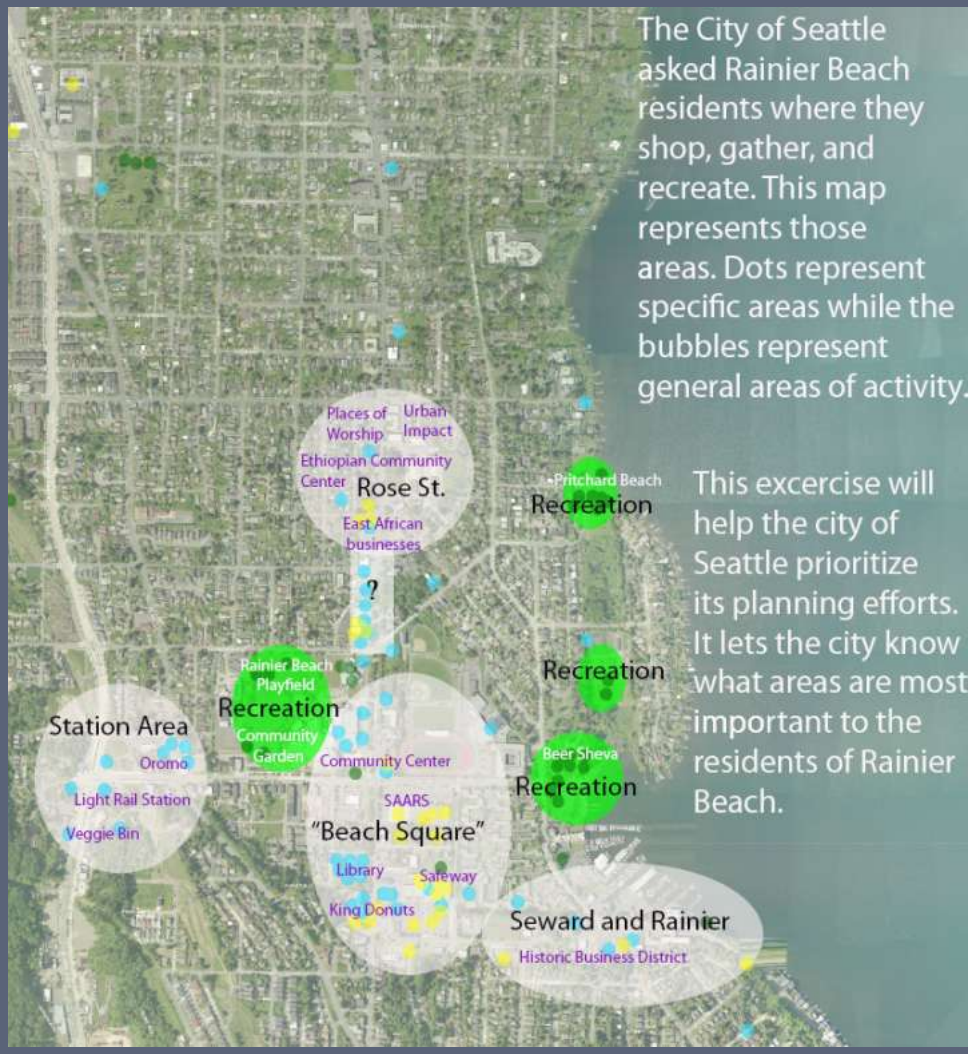
Asset Mapping

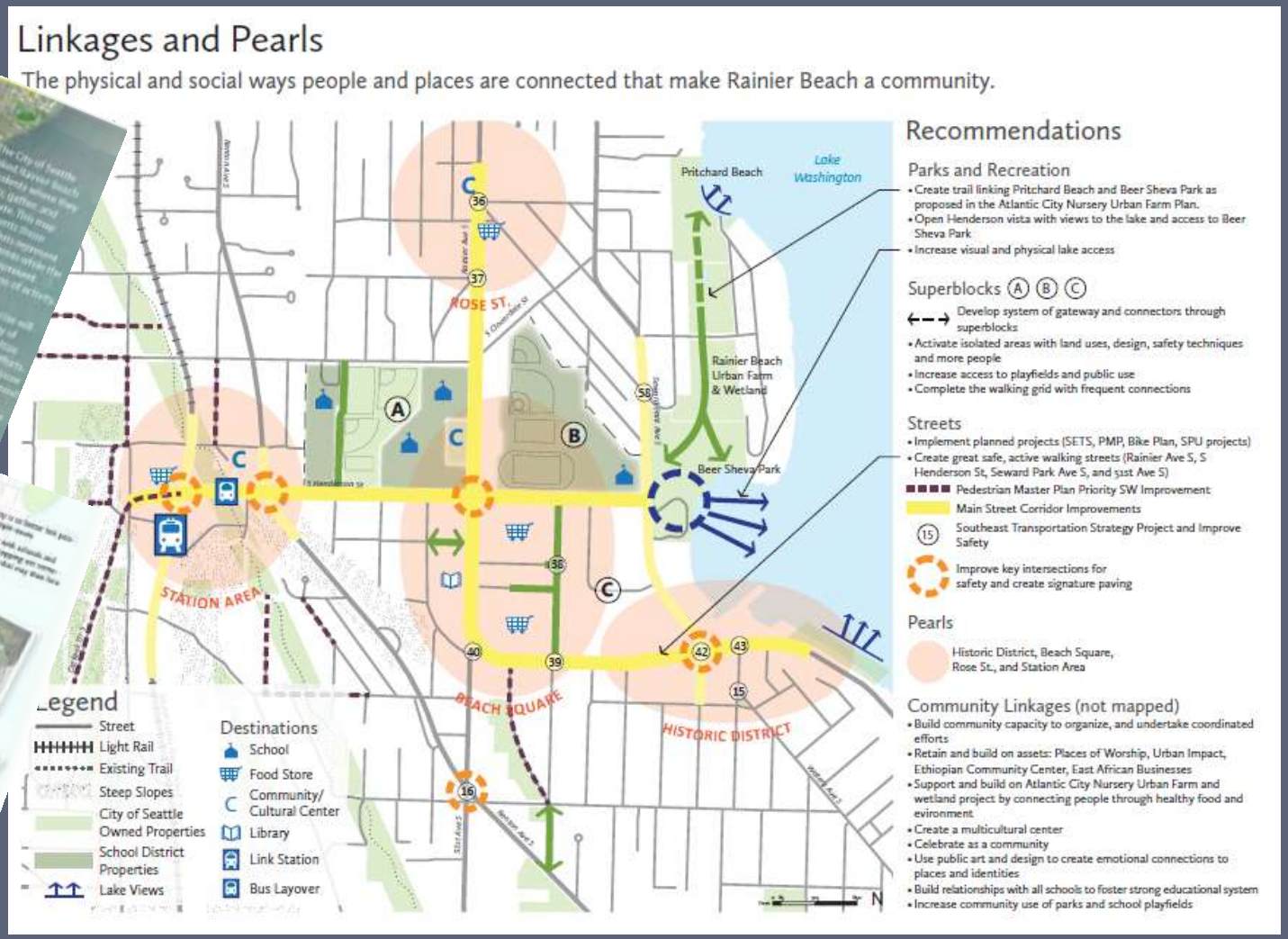
- Locate Community Assets & Gathering Places
  - ✓ Know
  - ✓ Asked
- Ask how they get there



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?



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What's Different?

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Contact

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VIDEO

Chinatown LA:
A Tale of Two Cities

The Old Chinatown

14 Bus Lines


CHINA TOWN 2011
DOWNTOWN NEWS
Local
45 LINCOLN HEIGHTS
5482
Metro Local
CHANGE-UP
Local


101 NORTH
Hollywood Fwy
Ventura
110 SOUTH
EXIT 3
San Pedro
110 NORTH
EXIT 3
Pasadena
NO TRUCKS

LA’s Transit Hub

The New Chinatown

The Cornfield Arroyo Seco Specific Plan

November 2010

Draft

Old Chinatown

Old Chinatown


W

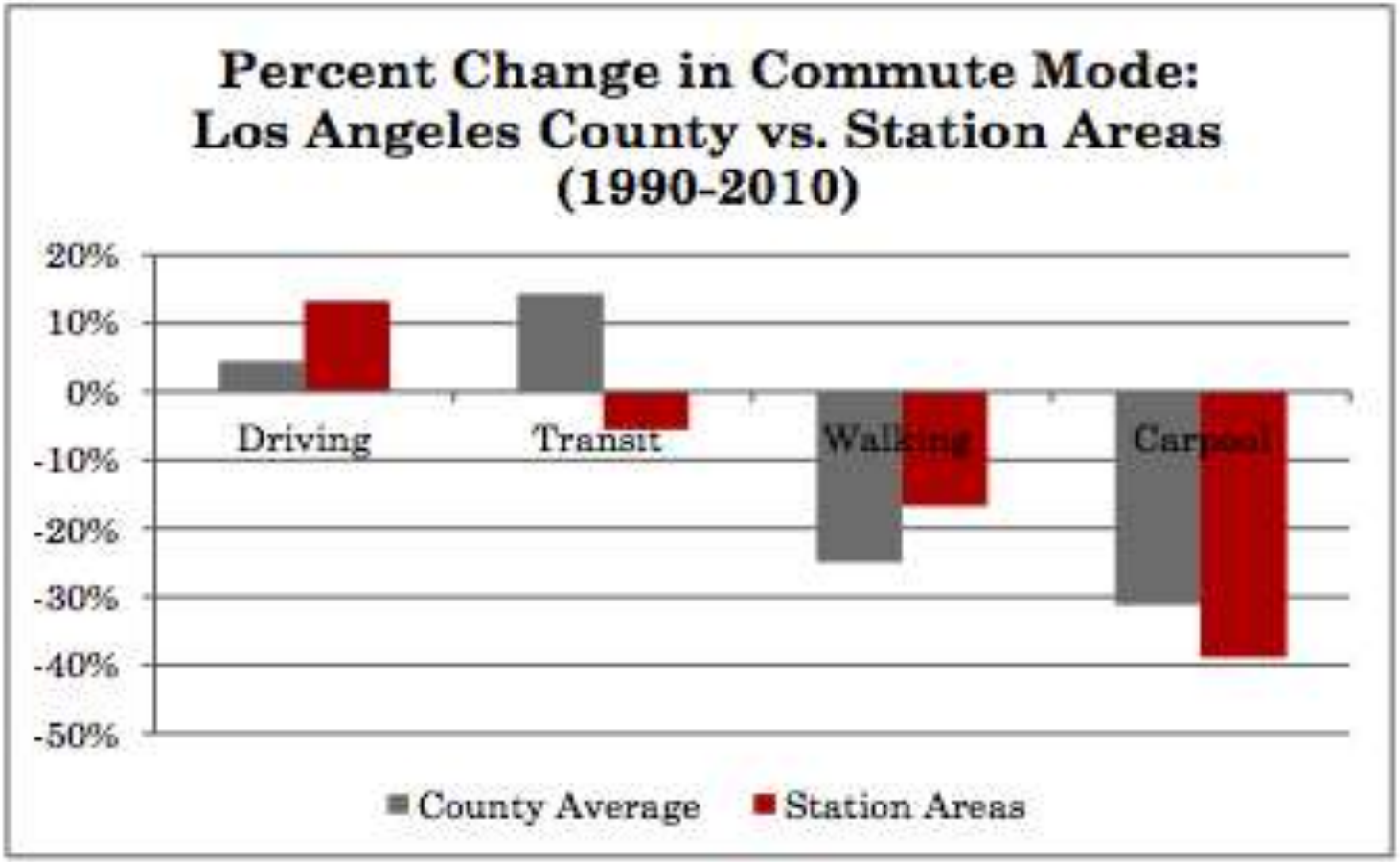
Old Chinatown

Hollywood: A Case Study 1990 - 2009

	% Change
Population	**10%** ↓
Per Capita Income	**34%** ↑
Households without cars	**32%** ↓
One car households	**15%** ↑

2000 2010

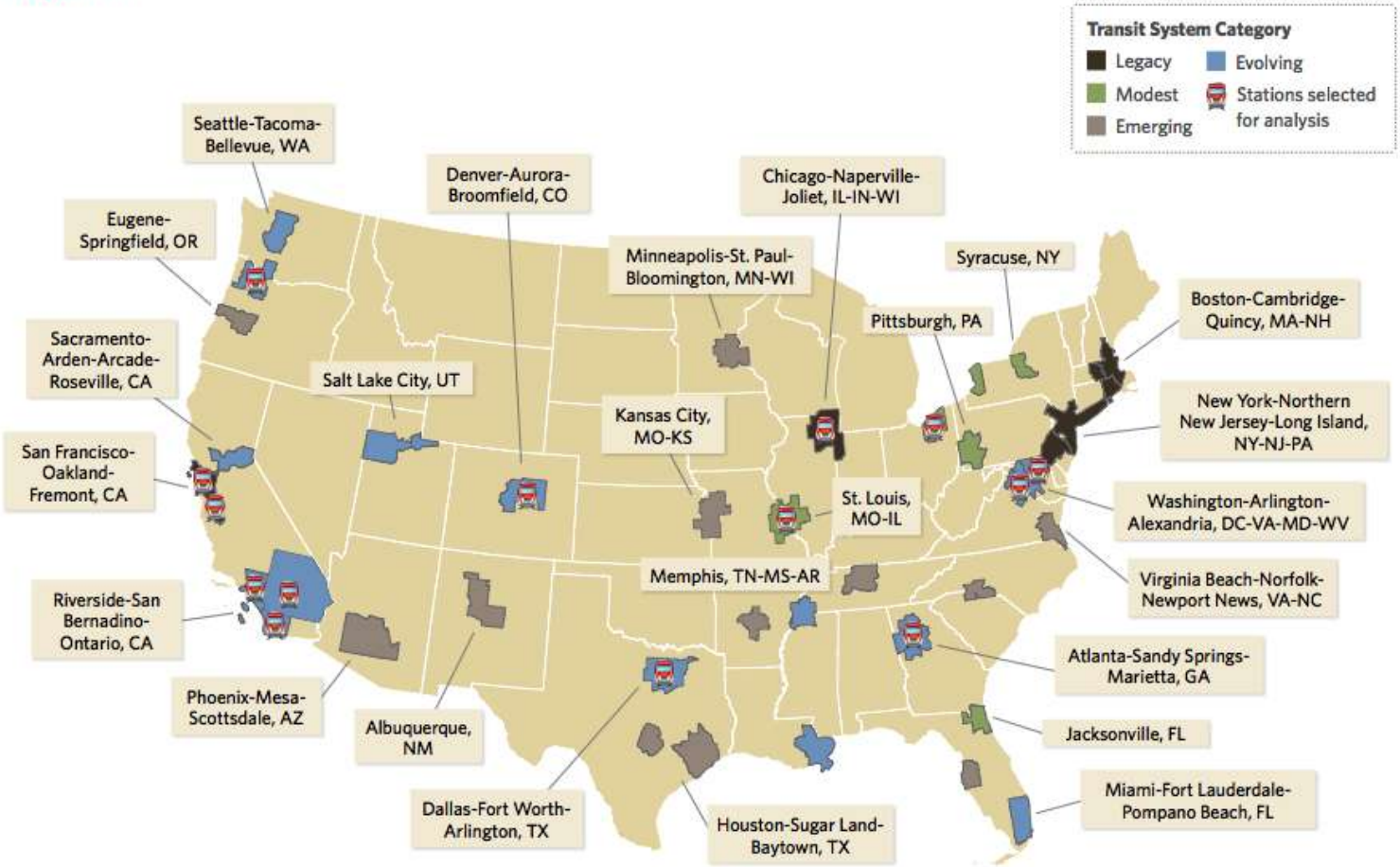
Across LA County



Data Source: U.S. Census Bureau. 1990, 2000 and 2010 Decennial Census and 2006-2010 Five Year ACS.

A Nationwide Trend

FIGURE 1.1 Transit-Served Metropolitan Areas



Outcomes on Transit Use

Predicted Transit Riders per 100 Households (1990-2010)	
100 Additional	Predicted Change in Transit Riders
Extremely Low-Income Households (<$25k)	+7
Very Low-Income Households ($25 - 40k)	+32
Low-Income Households ($40k - 60k)	-26
Moderate Income Households ($60 - 75k)	-45
High-Income Households (>$75k)	-30

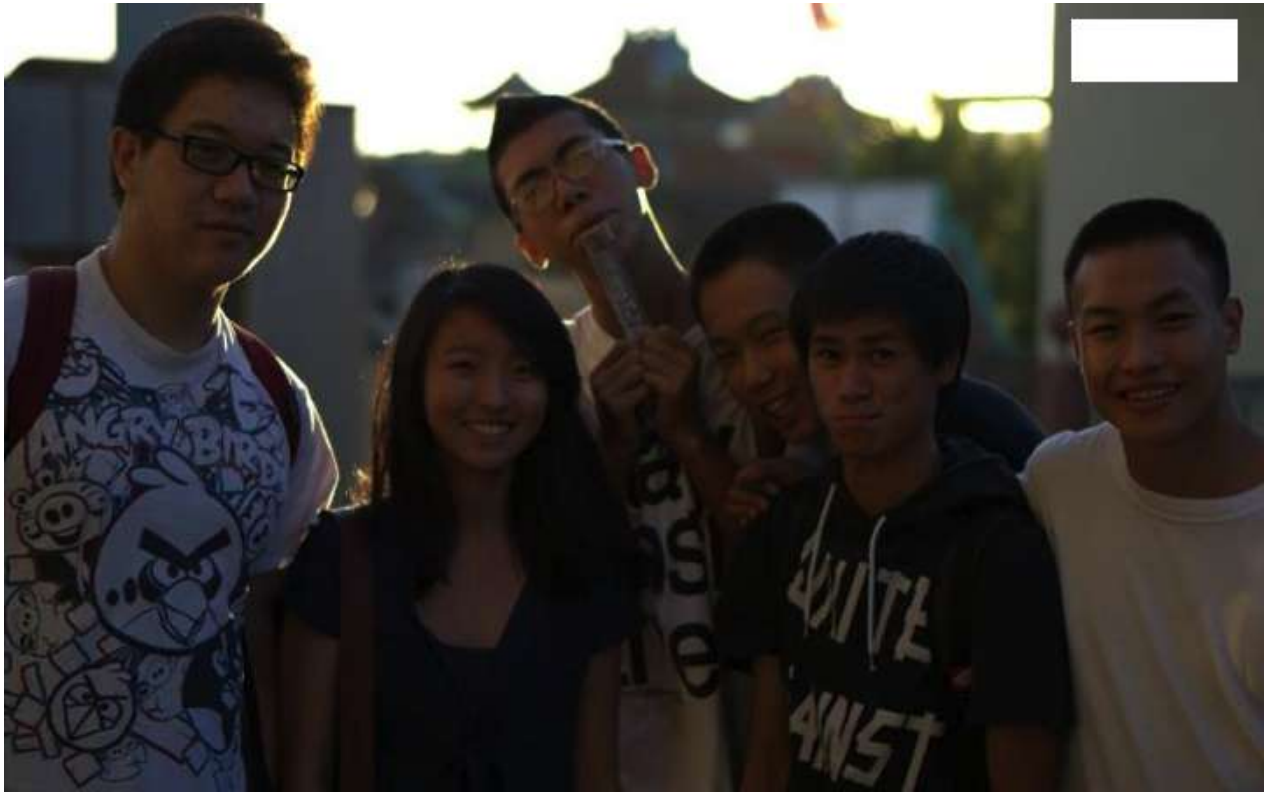
Outcomes on Driving

Predicted Solo Drivers per 100 Households (1990-2010)	
100 Additional	Predicted Change in Solo Drivers
Extremely Low-Income Households (<$25k)	-10
Very Low-Income Households ($25 - 40k)	-35
Low-Income Households ($40k - 60k)	38
Moderate Income Households ($60 - 75k)	61
High-Income Households (>$75k)	161

Spreading Gentrification

Source: Census

So What Are We to Do?



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HEALTH IMPACTS OF PROPOSED TOD

Presented by

PILAR LORENZANA-CAMPO
PROGRAM DIRECTOR


Reseda
Ticket Required Beyond This Point
North Hollywood

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

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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.

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Attending the APHA Conference in San Francisco?

Creative Common Flickr: satosphere

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Change…with a Twist!
Monday, October 29
654 Mission Street
4-7 p.m.
Follow us #twist4health

Creative Common Flickr: satosphere

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Lake Merritt BART Station Area Plan: Health Impact Assessment

Key Health Findings and Policy Recomendatons

	Health Issue/Risk	Indicator	Planning Area Characteristics	Policy Implication
Transportation	Physical activity	Walk to work	18% of residents	Develop a mix of land uses including residential, commercial, and supporting uses.
		Sidewalks	Present throughout but 40% are in poor condition	Invest in bicycle and pedestrian infrastructure.
		Pedestrian amenities	Inconsistent, especially for senior and disabled	Provide safe pedestrian environments for all with appropriate design and connectivity, street furniture, and pedestrian safety interventions.
	Air Quality	Average daily traffic (AADT)	Interstate 880 - 226,000 Alameda Posey Tube - 47,500 Webster Tube - 22,300	Improve air quality by decreasing automobile use and increase active mobility and the use of public transportation.
		Asthma	3% hospitalized for asthma	Identify and mitigate exposure to air pollution through evidence based strategies including: filtration, building orientation, or landscape treatments.
		Distance (within 500 feet) of sensitive uses (housing, schools, day care) to major traffic corridors	12% of residents	
	Access to Public Transportation	Public transit use for work	26% of residents	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 meeting their needs easily by walking, cycling, or through means of public transportation.
		Walk from home	45% of riders	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.
		Bike from home	8% of riders	Ensure that job creation keeps pace with housing development.
		Peak/non-peak frequency rates	LMB served by 2 direct bus lines with 20-60 minute frequencies. Planning Area served by local buses with 12-60 minute frequencies.	Facilitate connections with broader public transportation network such local and express buses, light rail, or commuter rail.
	Traffic Safety	Speed limits	25mph to 30mph	Reduce vehicle speeds through narrower roadways and urban design and pedestrian/cyclist safety treatments.
		Pedestrian collisions	299 pedestrian collisions (1996-2009)	Utilize small scale interventions to improve pedestrian safety including pedestrian paseos, traffic calming, and improved pedestrian crossings.
		Bicycle collisions	75 bicycle collisions (1996-2009)	Provide bicycle infrastructure such as bike lanes and secure bike storage and parking.
Housing	Affordability and Displacement	% of renters	81% of residents (compared to 59% of the entire City)	Ensure a balanced mixed of housing types (rent and owned), sizes, and levels of affordability.
		% of protected housing	30% of housing	Require that new housing developments provide at least 30% of the units as affordable to families below 60% AMI
	Income	Area Median Income	31% of County median ($89,300) 57% of City median ($48,481)	Develop job training and skill building programs to prepare labor/potential employees/job seekers for employment in target employment sectors.
Parks and Open Space	Physical activity	Park (total acreage)	43 acres	Distinguish conservation lands or open spaces from active parklands. Develop a robust parkland system that includes regional and local serving parks, as appropriate.
		Park (accessible and usable)	29.4 acres	Mitigate barriers to park use including: undesirable land uses, traffic hazards, and public safety.
		Local parkland acres per resident	2.4 acres per 1,000 people (City Goal 4 acres per 1,000)	Ensure appropriate quantities of local parkland that meet the needs of existing residents and projected population growth.
		Distance (within 1/4 mile) to local parks	89% of residents	Provide access to useable local parks for all residents.
		Distance (within 1/4 mile) to regional parks	57% of residents	Ensure access to regional recreation for all residents.

ChangeLabSolutions

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

Questionnaire

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?

Questionnaire

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?

Asset Mapping

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?

Asset Mapping

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?

Asset Mapping

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?

Asset Mapping

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?