

Health Impact Assessment Workshop Summary City Street Design and Your Health

On Thursday April 29, 2013 Dr. Bonnie J. Sorensen, Director of Florida Department of Health in Volusia County opened the Health Impact Assessment Workshop by presenting the "County Health Rankings". Dr. Sorensen stated "Where we live matters to our health", "One of the greatest inequities in this country is that some places are healthy, but others are not", " There is a relatively little discussion about these inequalities by the public or policy makers". Volusia County ranked 34th among 50 states for overall health. The County Health Rankings measure health outcomes with Volusia County ranking 45th in mortality (length of life) and 46th in morbidity (quality of life) among the 67 counties. The factors are: health behaviors (30%), which includes: tobacco use diet & exercise, alcohol use, and unsafe sex, clinical care (20%), which includes: access to care, and quality of care, social & economic factors (40%), which includes: education, employment, income, family & social support, and community safety, physical environment (10%) which includes environmental quality and the built environment. The Robert Wood Johnson Foundation and the University of Wisconsin began collecting County Health Rankings data in 2010.

Sandra Whitehead, Public Health Planner for the Florida Department of Health Bureau of Environmental Health Division of Disease Control and Health Protection presented Health Impact Assessments 101. What is a Health Impact Assessment? A HIA is a process that uses an array of data sources and analytic methods and considers input from stakeholders to determine the potential effects of a proposed policy, plan, program or project on the health of a population and the distribution of those effects within the population. HIA provides recommendations on monitoring and managing these effects. The HIA process uses screening, scoping, assessment, recommendations, reporting, monitoring, and evaluations. Data is collected from all stakeholders to determine the validity of predicted health outcomes. The alternatives should be evidence-based and feasible, taking into account the values of all stakeholders including political considerations and should be presented in a format that is in plain language. Recommendations should be presented to stakeholders and community groups to receive feedback, and any new information should be reviewed to see if more data is needed so that all the

considerations are measured and presented before the final decision is made.

Mr. Ron McLemore of the CODB Deputy City Manager/Public Works Director presented "Orange Avenue Reconstruction and Improvement Project" Public Workshop #1. Mr. McLemore stated this projects goal is to "Optimize the quality of Life and the Economic Development Potential of Midtown through Improved Infrastructure". Funding of the project is estimated to cost \$19,500,000.00 with 67.4% coming from city and state revolving funds, 24.1% state FDOT grants, and 8.5% from county grant. The schedule of the design started Dec. 2012, bidding July 1, 2013, bid award contract Nov. 2013, construction start Dec. 2013, and construction complete Dec. 2015. The desired design outcomes of the project include compatibility with Midtown development plan, improved safety, improved roadway surface conditions, improved amenities, and maintenance of traffic (MOT). Improvement of safety in the project is to enhance the street and sidewalk lighting. Improve the signalization of the traffic lights, ADA compliant sidewalks and crosswalks, audible signal controls for the visually impaired, and touch signal controls for the hearing impaired. The improvement of environmental conditions are to enhance flood control/protection, replacement of aged and broken piping compatible with the Midtown storm water project, enhance water quality, elimination of sewer leakage into water table, elimination of sewer leakage into waterways, elimination of water, sewer, and storm water conflicts, and the installation of new reuse water lines. The improvement of amenities in enhancing walkability, wider sidewalks, underground utilities, elimination of pole conflicts in sidewalks, decorative lighting poles and fixtures, decorative crosswalks, and decorative traffic signal mast arms. The maintenance of traffic (MOT) is to maintain access to homes and businesses during construction.

Sandra Whitehead presented "What is a complete street and how does health connect to street design"? Complete streets provide people with a range of safe choices for moving around their communities, including walking and biking. Complete streets are people-friendly and support good health, improve safety of residents in the community, bolster economic growth and stability by providing efficient connections between residences, schools, parks, public transportation, offices and retail destinations, ease transportation problems and reduce costs by eliminating the need for expensive retrofits resulting in a cleaner environment. Incomplete streets restrict physical activity. When streets are designed only for cars, they deny people the opportunity to choose more active ways to get

around, such as walking and biking. One study found that as the number of people bicycling and walking increases, deaths and injuries decline. Research conducted by UCLA has correlated the walkability of a neighborhood with increased walking by residents and found that the neighborhood environment – including the availability of parks – influences individual health behaviors.

Ms. Whitehead also presented "Health Indicators for the Complete Streets Midtown Health Impact Assessment Project". The HIA process will be used in a pilot project in Midtown Daytona Beach to assess the Orange Avenue Reconstruction Project. Baseline health data will be gathered and may include: population demographics, rates of obesity and overweight, cardio-pulmonary disease, percentage of residents with asthma, and traffic-related bicycle/pedestrian injuries and deaths, some data will also be gathered from residents and may include the level of current physical activity, perception of safety, comfort level of children's safety when walking or biking, and levels of stress associated with travel on Orange Ave. Time frame May-Mid-July 2013 recommendations will be developed based on health risks, benefits and trade offs. Public input and discussions will be considered before the final data is presented.