

Health Impact Assessment of the Columbia River Crossing



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Columbia River Crossing



COLUMBIA CROSSING

I-5 bridge proposal ignores big picture

The Oregonian, February 29, 2008

A NEW I-5 BRIDGE

Before building it, tell us who'll pay for it

The Oregonian, March 25, 2008

No light rail would kill the I-5 bridge

If Clark County residents want a new bridge over the Columbia, then they must show support for light rail

The Oregonian, March 20, 2008

Socio-Ecological Model



A Healthy Active Oregon: Statewide Nutrition and Physical Activity Plan, 2007-2012

What is a Health Impact Assessment?



“A combination of procedures, methods, and tools by which a policy, program, or project may be judged in terms of its potential effects on the health of a population, and the distribution of those effects within the population.”

- World Health Organization, 1999

HIA Goals



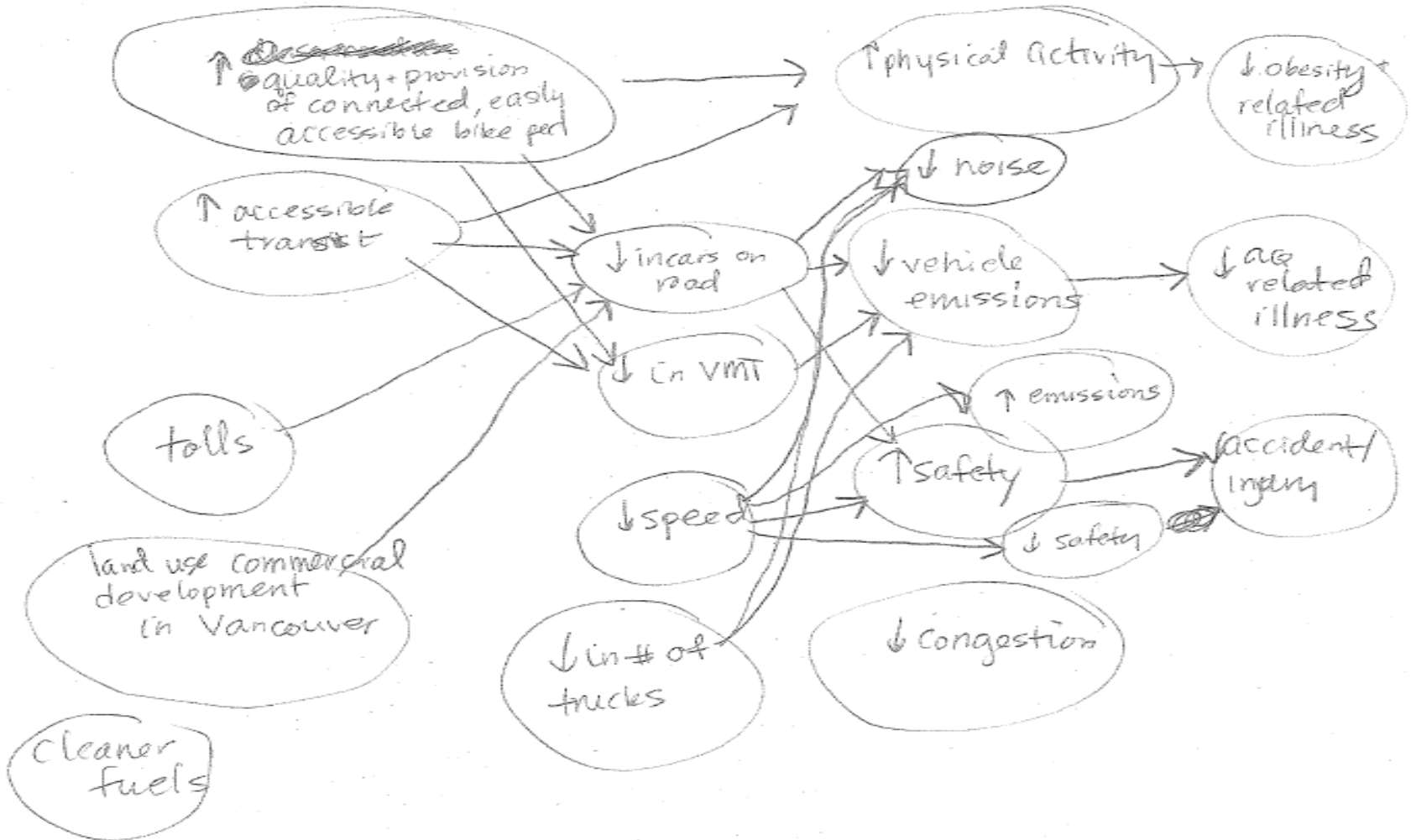
- Increase understanding and capacity to conduct HIA for use as a tool to advocate for health in our region.
- Encourage the use and consideration of information about health impacts, determinants and outcomes in public projects and policies.
- Inform public decision makers about the importance of considering health impacts in public project and policy planning.
- Provide expertise in the use of health impact measures and data for federal EIS processes such as the CRC.

Steps of HIA



- 1) Screening
- 2) Scoping
- 3) Assessment
- 4) Reporting and Recommendations
- 5) Evaluation of Impact

HIA Diagram



Assessment Methods



- 1) Identify potential health impacts through:
 - Becoming or consulting experts
 - Reviewing literature
 - Qualitative or quantitative research
- 2) Synthesize information and draw conclusions
- 3) Make recommendations

Health Impacts of the CRC



- Increases in traffic
- Increased reliance on cars vs. public transportation
- Unsafe speeds
- Adequate pedestrian and bike facilities
- Air pollution
- Noise
- Environmental Justice

Recommendations



- Maximize use of Light Rail Transit
- Roadway and interchange improvements that increase safety
- Safe and accessible bike and pedestrian facilities
- Tolling to discourage motor vehicle use, particularly single occupancy motor vehicle use
- Alternatives that do not increase SOV capacity on the roadway
- Requested additional analyses in all areas
 - Consider Environmental Justice populations

Air Quality Recommendations



- Include analysis of possible unanticipated increase of **air toxics that have not been considered** in the air quality analysis of the DEIS.
- Follow the recommendations of the Health Effects Institute by considering the effects on air quality and on human health of **alternative fuels and emission control technologies** that are likely to be implemented in the coming decades.
- Take a proactive approach in analyzing the impacts on **air quality instead of focusing solely on air toxics** that are of current concern.
- Study the **cumulative effects** of different air toxics

Noise Recommendations



- Analyze the impacts of traffic noise of the proposed bridge alternatives **using a lower threshold for noise levels** than the current federal standard.
- Re-examine mitigation measures for 35 locations that will not meet noise standards with the build alternatives as a way of protecting the health of residents in these areas.
- Health consequences of noise including heart disease and hypertension **occur at noise levels that are lower than the federal threshold**. We recommend an analysis of the effects of noise using the WHO recommended outdoor noise threshold of 55 dBA.

Adopt health-based standards



- In evaluating the merits of proposed bridge alternatives, set standards (e.g. for acceptable air toxic and noise levels) that are **more stringent than federal or state standards** where there is scientific evidence that this is necessary to protect the health of the public.
- Examine available peer-reviewed literature to determine **whether stricter standards are necessary to prevent harmful health impacts** in our community rather than simply following NEPA requirements.

Using HIA to Impact Decision Making



- Maintain objectivity of assessment results
- Put information in the hands of advocates
- Track response from decision makers
- Gain media coverage
- Engage new partners

For information on current advocacy efforts, go to www.clfuture.org

Getting Started/Resources



National Association of County/City Health Officials

www.naccho.org/topics/HPDP/Land_Use_Planning.cfm

American Planning Association

www.planning.org/healthycommunities/

Planning for Healthy Places at Public Health Law & Policy

www.healthyplanning.org

Design For Health www.designforhealth.net

Healthy Development Measurement Tool www.thehdmtool.org

Human Impact Partners www.humanimpact.org

UCLA HIA Clearinghouse www.ph.ucla.edu/test.temp.hiaclic/index.htm

Questions?



OUR VIEW ● *Physical impacts of bridge must be considered*

Factor health into design

*By Mel Rader, Noelle Dobson, Jill Fuglister,
Sandy Johnson, Meg Merrick, Phil Wu*

ty and King County, Wash., both
have created health impact as-
sessments for major land use
and transportation projects. We

us healthy.

Our region long has been
known as a model for sustain-
able development. We can and

Portland Tribune, August 7, 2008

HIA Workgroup Partners and History



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Coalition for a Livable Future - Jill Fuglister, Mara Gross, and Collin Roughton

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