

Metro | Agenda

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, February 20, 2013
 Time: 10 a.m. – 12 p.m.
 Place: Metro Regional Center, Room 370 a/b

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10 a.m.	CALL TO ORDER / ANNOUNCEMENTS	Information	John Williams, Chair	none
10:10 a.m.	<p>Cholera, sidewalks and health impact assessments: The evolving relationship between planning and public health</p> <p><i>Objective: Share examples of projects from across the region that have involved planning and public health working together; understand specifically how planning and public health came together and what contributions public health made to the projects</i></p>	Information/ Discussion	<p>Jennifer Vines, MD, MPH, Tri-County Public Health</p> <p>Mike Dahlstrom, Washington County</p> <p>Rachael Hoy, City of Portland</p> <p>TBD, Clackamas County</p>	At meeting
12:00 p.m.	ADJOURN			

MTAC meets on the 1st & 3rd Wednesday of the month. **The next meeting is scheduled for March 6, 2013.**

For agenda and schedule information, contact Alexandra Eldridge: 503-797-1839, Alexandra.Eldridge@oregonmetro.gov.
 To check on closure or cancellations during inclement weather, please call 503-797-1700#.

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Materials following this page were distributed at the meeting.



Aloha-Reedville Study and Livable Community Plan

Metro Technical Advisory Committee

February 20, 2013

A comprehensive look at land use, transportation, housing
and economic opportunities in unincorporated Washington
County

Health and Active Transportation

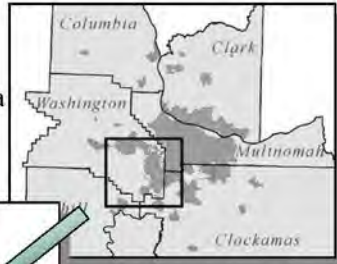
Aloha-Reedville Study Area – Health and Community Design

“When we think about health, we usually think about health care and access to care and the quality of care. But what research clearly shows is that health is embedded in the larger conditions in which we live and work. So, the quality of housing and the quality of neighborhood have dramatic effects on health” David Williams - Harvard School of Public Health, 2009

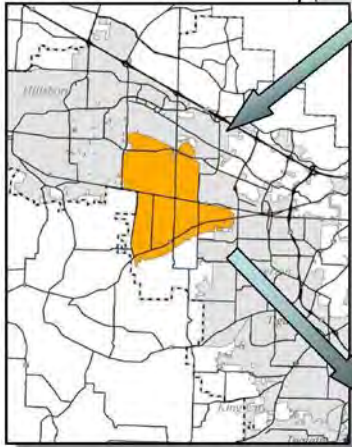
“As one important component of the built environment, transportation has a significant influence on physical activity and well-being, safety and the ability of community members to access destinations that are essential to a healthy lifestyle.” FHWA White Paper – Health & Transportation, 2012

Aloha-Reedville Study Area

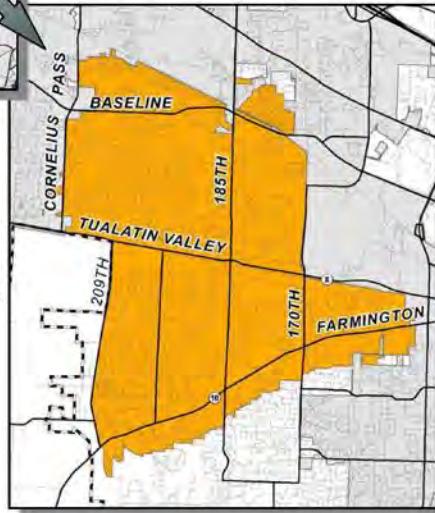
7-County Portland
Metropolitan Service Area



Hillsboro - Beaverton -
Aloha-Reedville Area

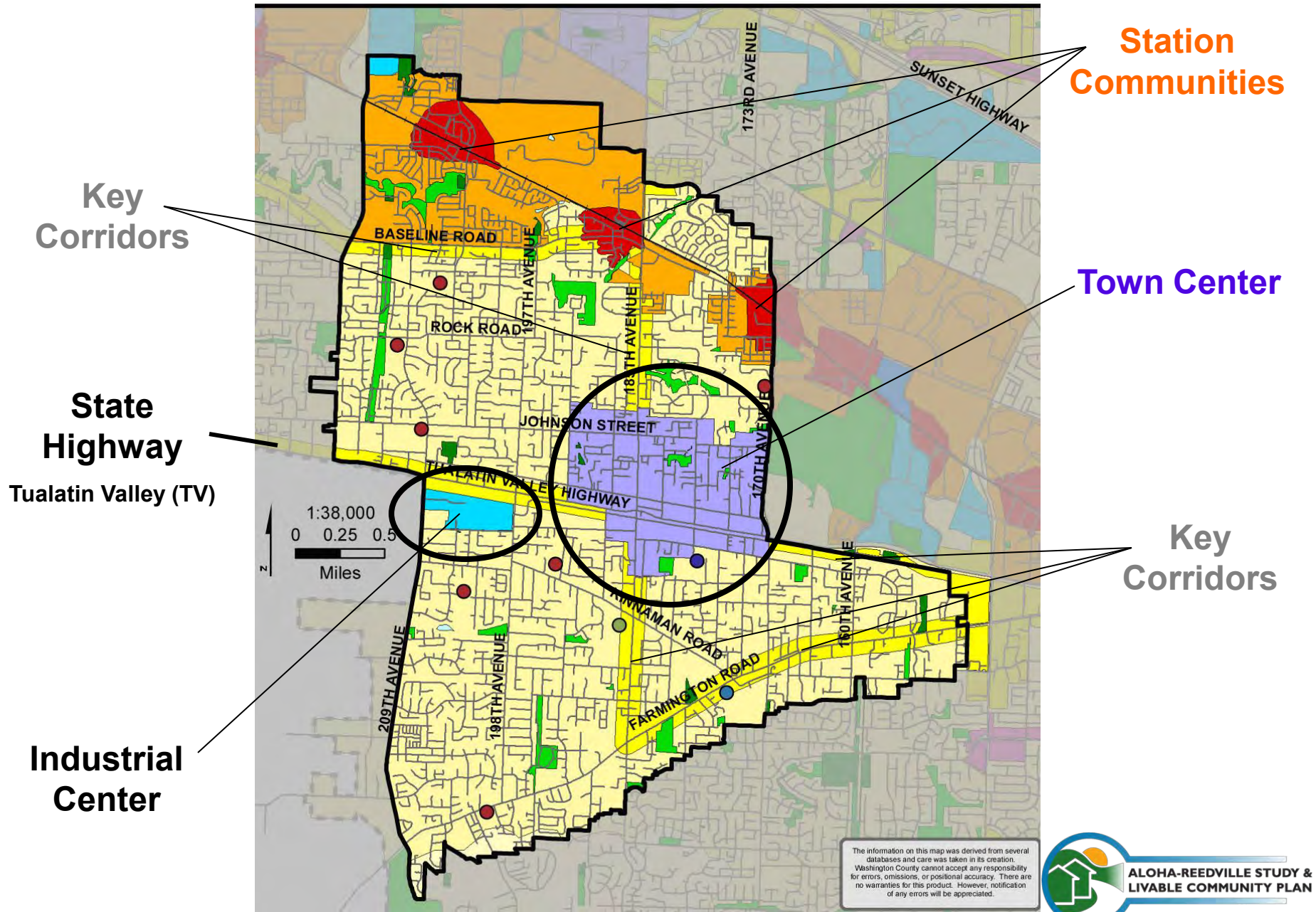


Aloha-Reedville Study Area

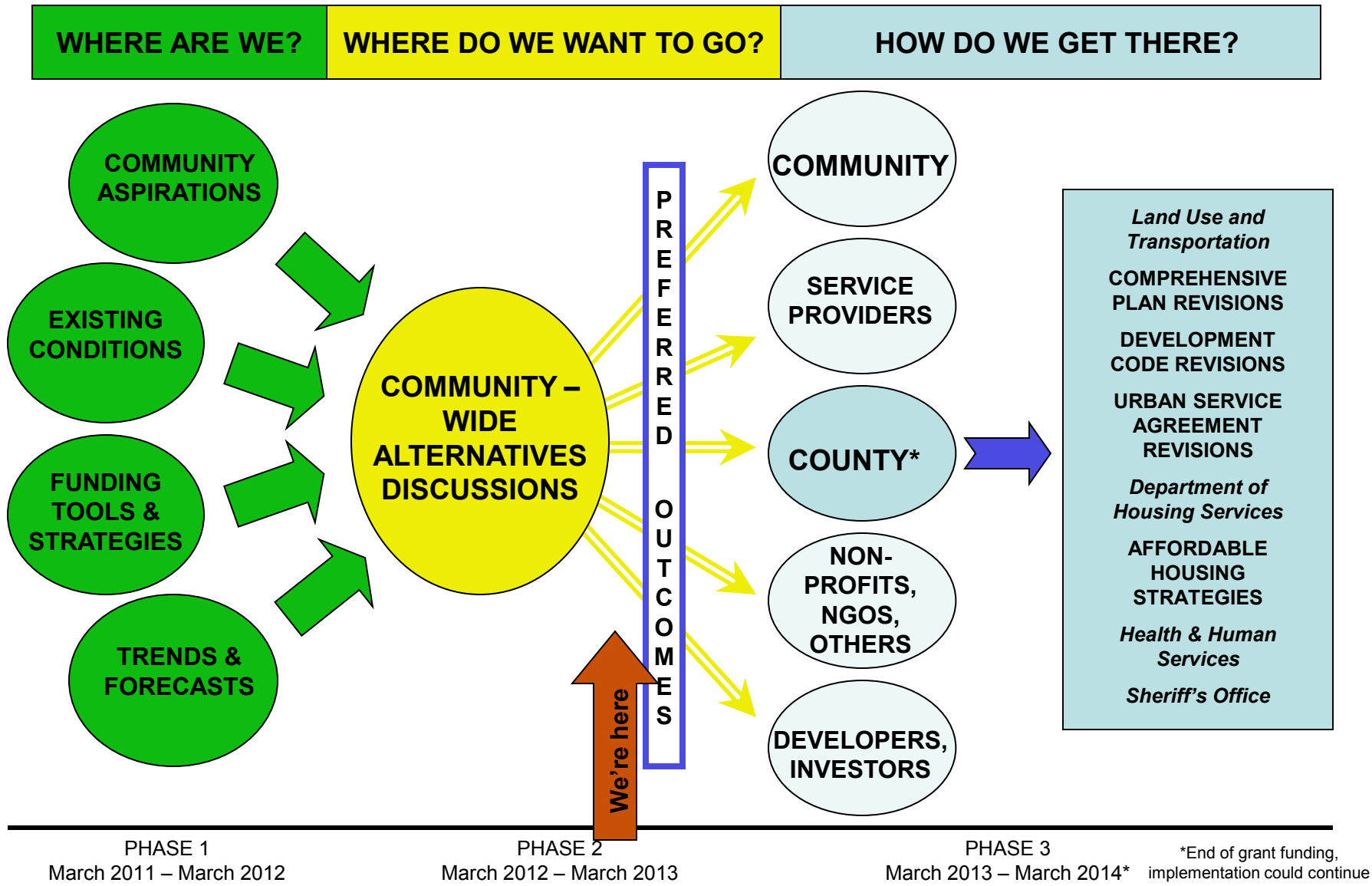


- **Approximately 50,000 population**
- **Community Plan – 1983**
- **Population increase – 268% over 20 years**
- **Less than 7% vacant land – mostly residential**
- **3% of population works within study area**

Study Area Boundary & Metro (Regional) 2040 Design Types



Aloha-Reedville Study and Livable Community Plan – Process Overview



What are the outcomes?

Redevelopment Suitability Plan

to identify areas of greatest benefit for investment

Corridor and Town Center Economic Development Plan

to guide future development and redevelopment efforts

Corridor and Town Center Land Use and Streetscape Improvement Plan

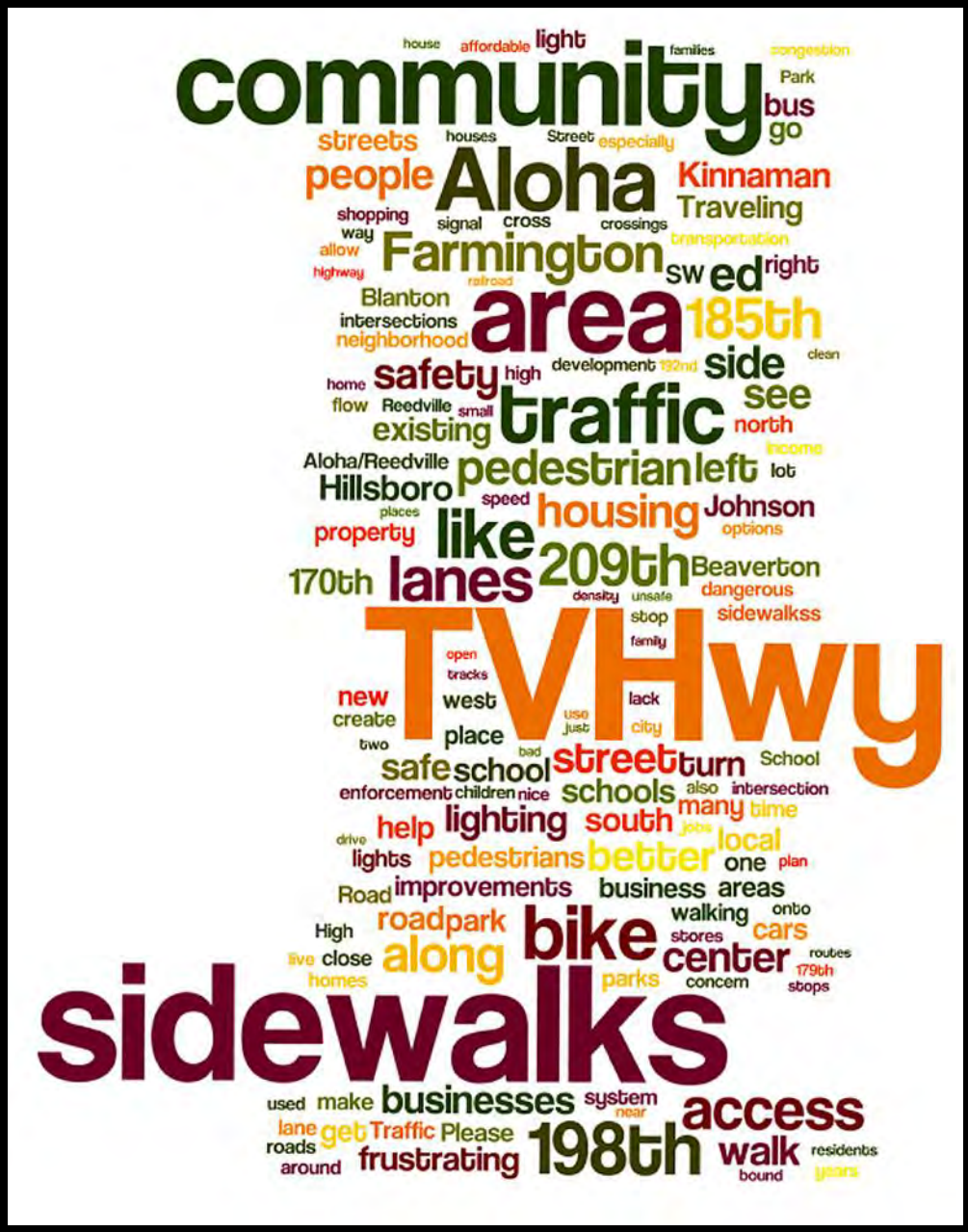
to identify areas with the County's Comprehensive Plan where changes could provide a positive effect

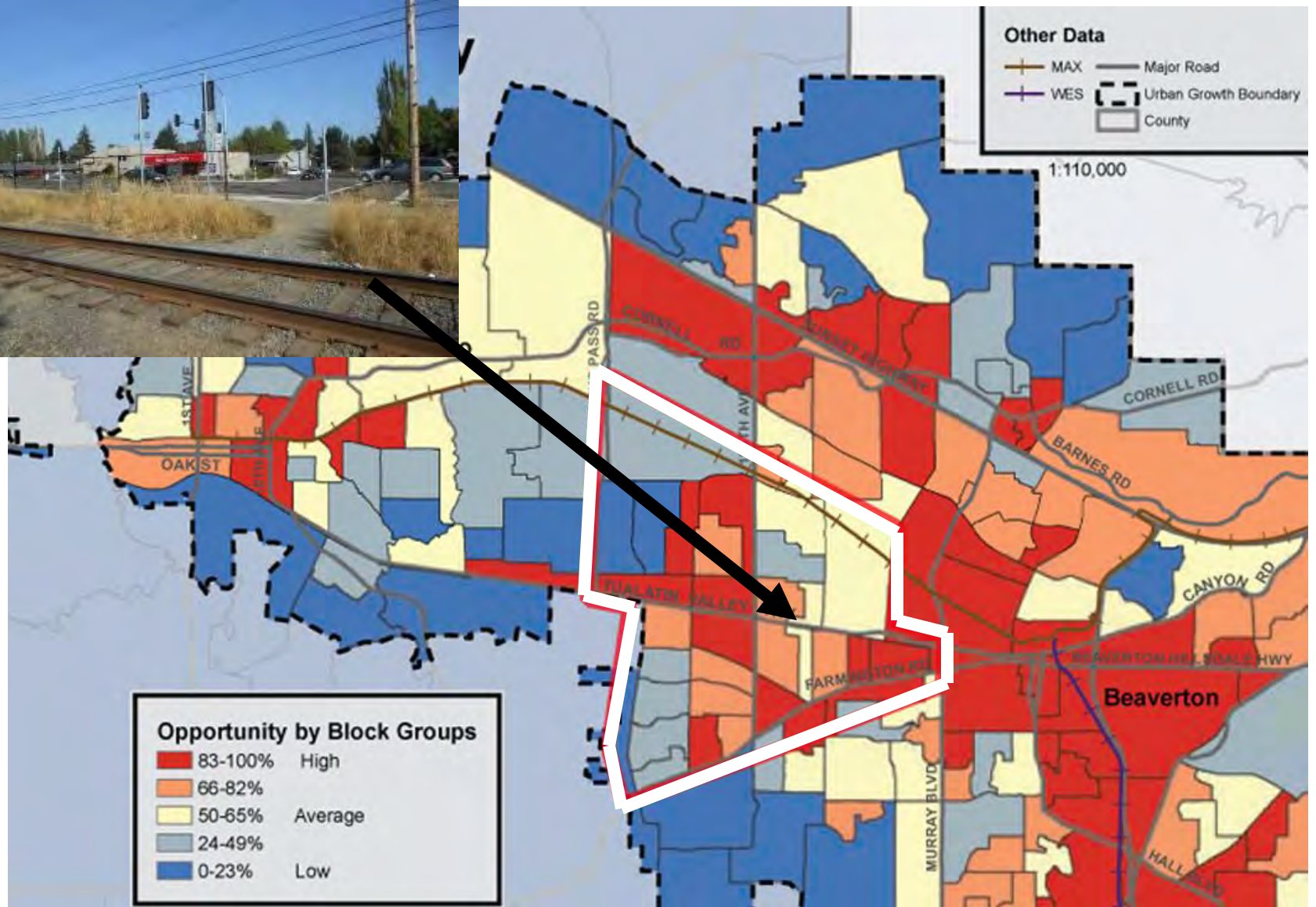
Bicycle and Pedestrian Plan

to improve walking and bicycling connections to transit, schools, shopping and for recreation

Housing Equity and Opportunity Strategy

to identify approaches to retain, improve and increase affordable housing





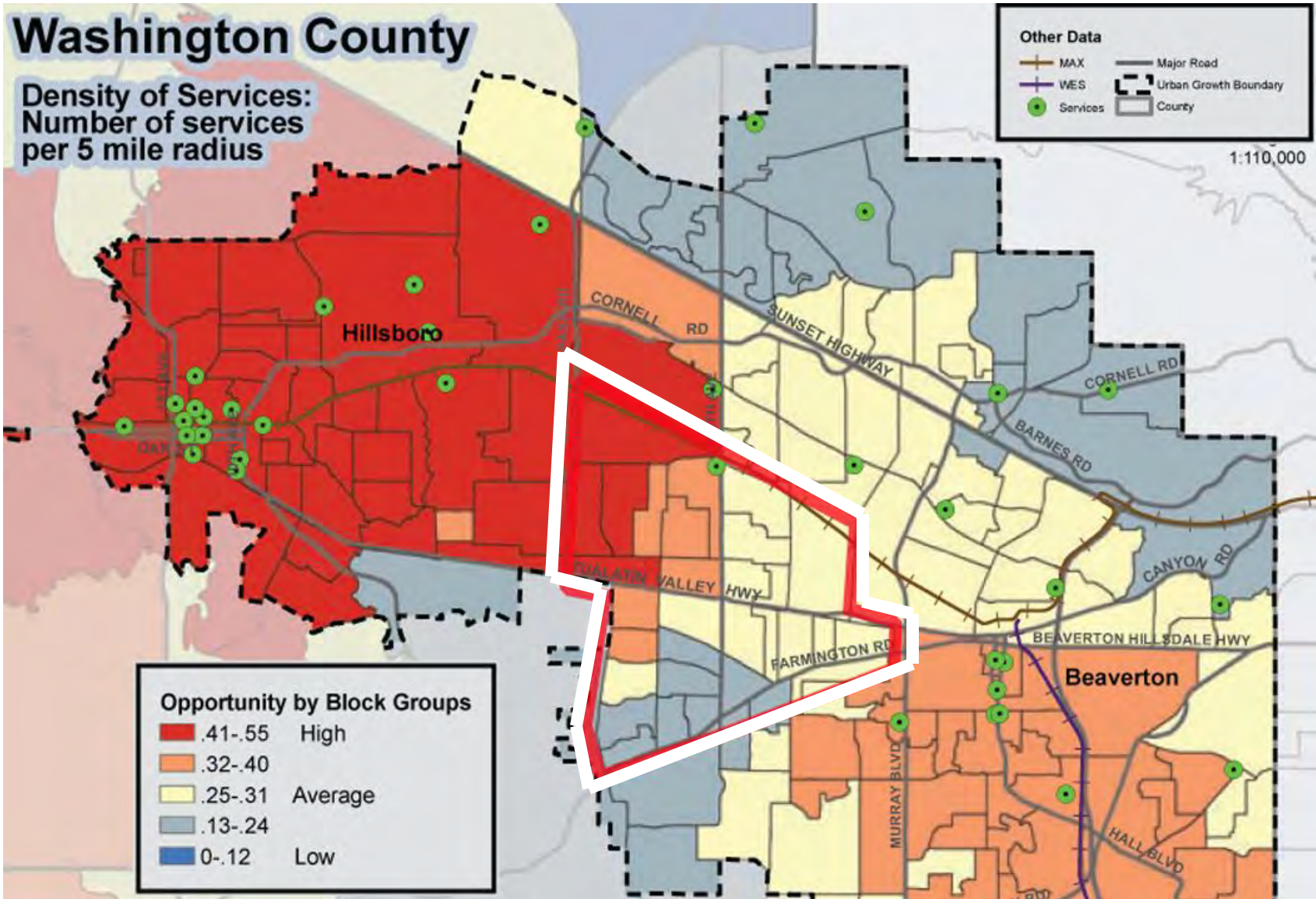
Washington County

Density of Services:
Number of services
per 5 mile radius

Other Data

- MAX Major Road
- WES Urban Growth Boundary
- Services County

1:110,000



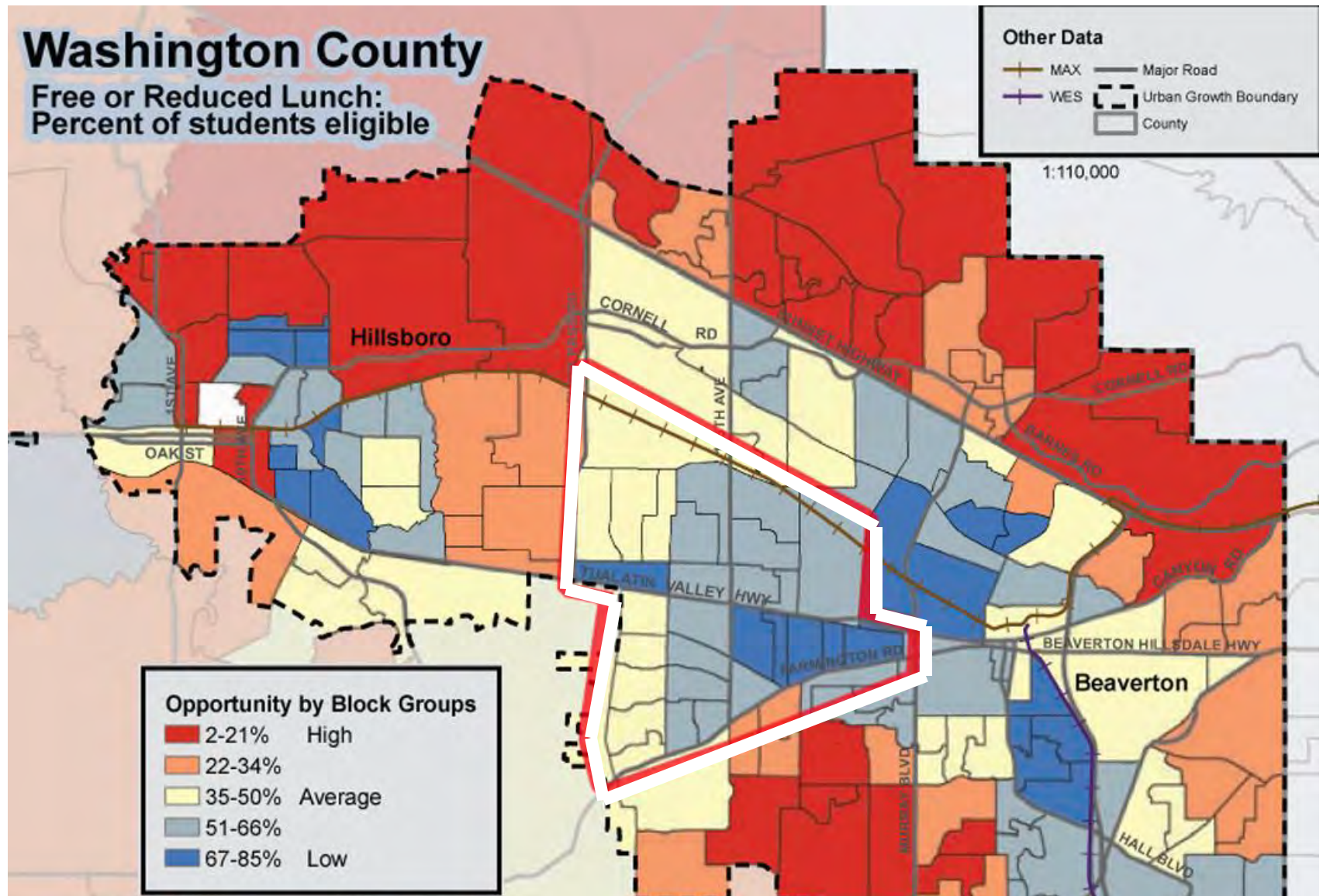
Washington County

Free or Reduced Lunch:
Percent of students eligible

Other Data

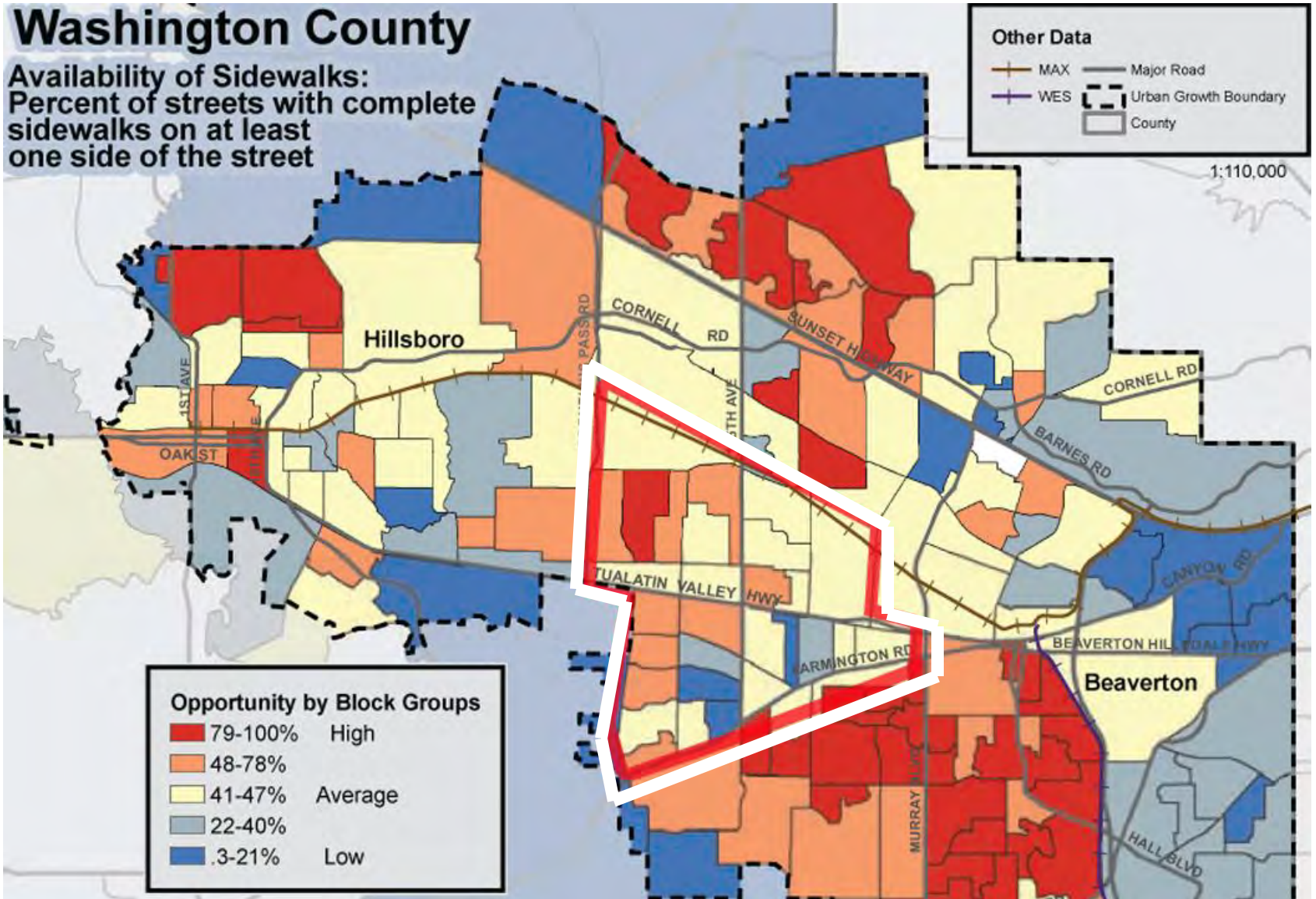
- MAX Major Road
- WES Urban Growth Boundary
- County

1:110,000



Washington County

Availability of Sidewalks:
Percent of streets with complete
sidewalks on at least
one side of the street



Washington County

Density of Grocery Stores,
Produce/Farmer's Markets:
Number per 2 miles

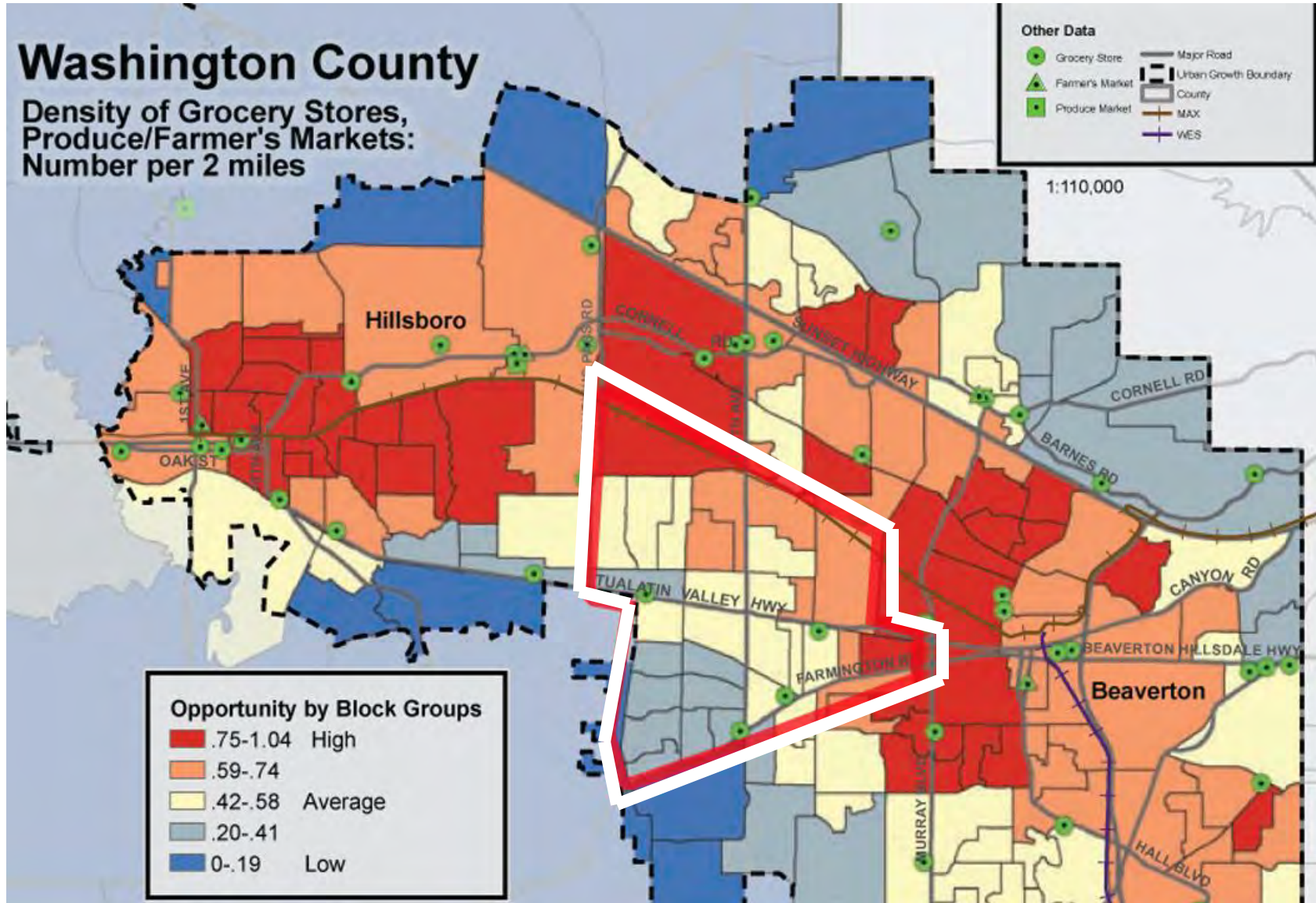
Other Data

- Grocery Store
- Farmer's Market
- Produce Market
- Major Road
- Urban Growth Boundary
- County
- MAX
- WES

1:110,000

Opportunity by Block Groups

Red	.75-1.04	High
Orange	.59-.74	
Yellow	.42-.58	Average
Light Blue	.20-.41	
Dark Blue	0-.19	Low



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Housing Equity and Opportunity Strategy

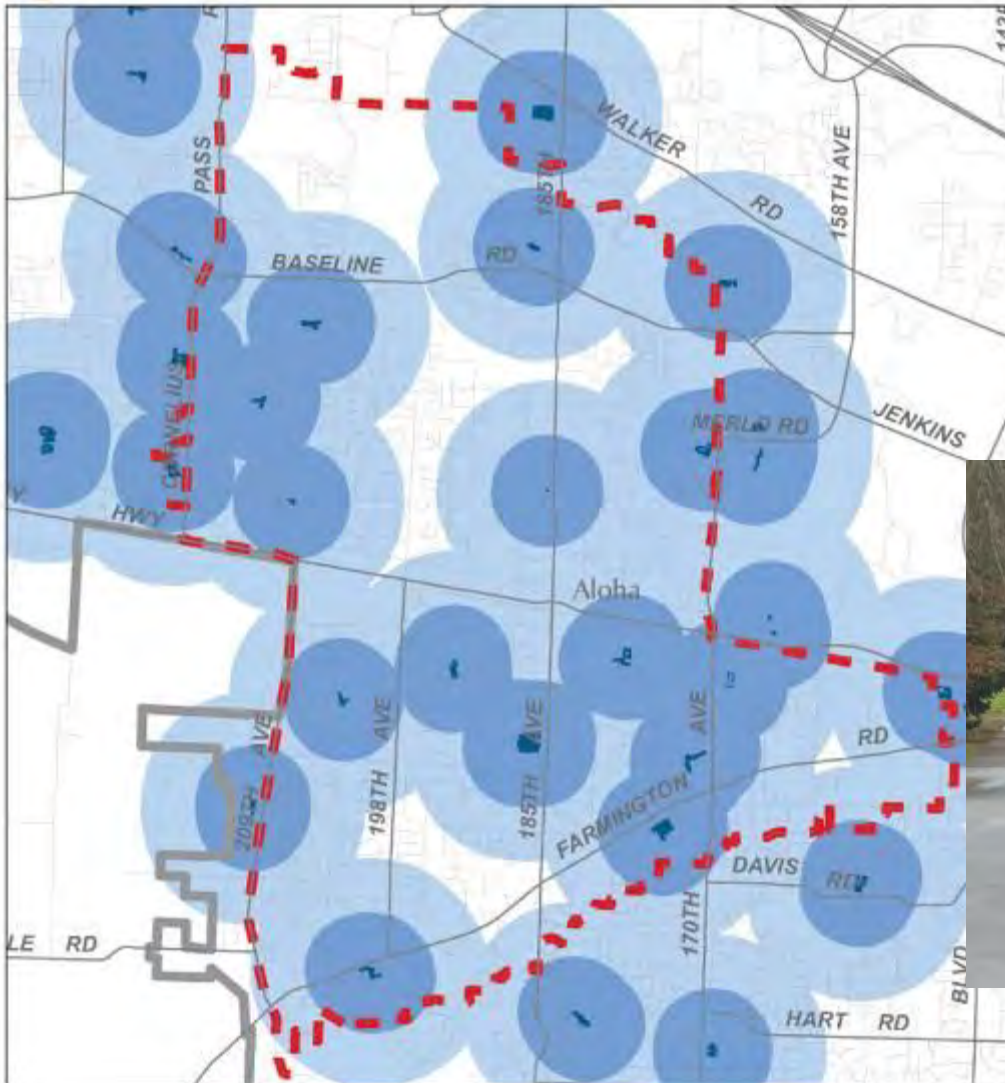
to identify approaches to retain, improve and increase affordable housing

What is the study doing about these issues?

Engaging the community to better understand their aspirations.



What is the study doing about these issues?



Proximity to Schools in the Aloha-Reedville Area

Assessing infill of sidewalk gaps surrounding schools, transit and to commercial areas – cost, funding gap mechanisms and prioritization.



What is the study doing about these issues?

Analyzing existing right-of-way in easements and other areas that could better connect neighborhoods (like inter-connecting cul-de-sacs.)



What is the study doing about these issues?



Looking at lower speed alternative bike and pedestrian routes that parallel TV Highway.

What else is the study doing about these issues?

Partnering with parks & trails providers to improve park access and connect to regional trails.

Determining incentives and/or removing barriers to community center redevelopment including safe, efficient, walkable and bike-able access.

Coordinating with and leveraging concurrent planning efforts (TV Highway, County Transportation Plan update.)

Assessing zoning changes that might encourage neighborhood commercial to serve daily needs.

Continuing to make improvements to transportation infrastructure through existing county funding processes such as MSTIP, Minor Betterments and grants.

Aloha-Reedville Study and Livable Community Plan

Working with the community to create a safe, livable future



Project information is available on the website at:
www.co.washington.or.us/alohareedville

Together we will accomplish this effort over Four phases:

2011 - 2012

Where we are

• Public aspirations

• Housing & economic analysis

• Future trends & Forecasts

• Funding approaches

• Existing infrastructure

2012 - 2013

Where we want to go

• Public aspirations

• Establish evaluation criteria

• Consider options

• Identify what the county (and others) can do

2013 - 2014

How we will get there

• Create plan

• Coordinate with stakeholders

• Identify measures of success

2014 & beyond

Implement plans and strategies

www.co.washington.or.us/alohareedville

Improve
auto, public transit,
freight, bike and
pedestrian
options

Maintain
and increase
housing options
affordable to
everyone in the
community

Support
job growth and
enhance the
community's
prosperity

Our goal is to work together to plan for a successful future that will:

This study is a three-year effort to engage the entire Aloha-Reedville community in finding ways to improve quality of life and address future growth. Your participation is vital to its success.

Aloha-Reedville great.

Working together to make

ALPHA-REEDVILLE STUDY & LIVABLE COMMUNITY PLAN



Every voice needs to be heard.

You choose how you want to be involved.



English

Whatever involvement best meets your time and interest level, it is important that you have easy access to current information and opportunities to voice your opinions.

- Stay informed through the project website.
- Join the project email list (sign up on the website.)
- Participate in community events like advisory group meetings, workshops and open houses.
- Host a neighborhood gathering (we'll bring refreshments!)
- Contact the project team directly.



Español

Project website:
www.co.washington.or.us/alohareedville

Project e-mail:
alohareedville@co.washington.or.us

Project staff:
Mike Dahlstrom, 503 846-8101
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kimberly_armstrong@co.washington.or.us

The Aloha-Reedville Study and Livable Community Plan is funded in part through a Construction Excise Tax (CET) grant from Metro.

This project also is funded in part through a Community Challenge Grant provided by the U.S. Department of Transportation / Federal Highway Administration (FHWA) and the U.S. Department of Housing and Urban Development.

This material is based upon work supported by the FHWA under TDGII-P-35/Cooperative Agreement No. DTFH61-11-H-00011. Any opinions, findings, and conclusions or recommendations expressed in this publication are those of the Author(s) and do not necessarily reflect the view of the FHWA.

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ALOHA-REEDVILLE STUDY & LIVABLE COMMUNITY PLAN

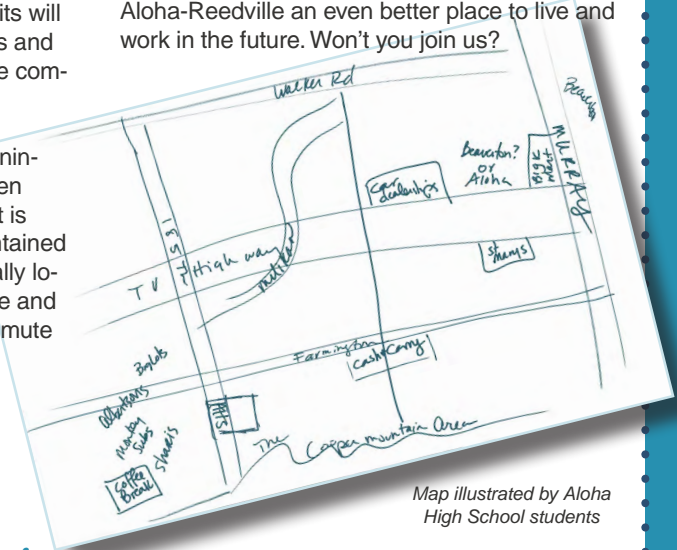
Every voice needs to be heard.

This effort intends to provide an open, transparent and equitable approach by giving everyone chance to help shape the future. We can work together to make a great community even better. Community residents, project staff, local government and service providers, and local businesses and nonprofits will work together to explore current issues and work toward solutions that can help the community thrive in the future.

There are many advantages to living here. It is a family-friendly community. Houses are more affordable than elsewhere in the greater Portland area. Jobs, shopping centers, and services are available nearby and public transit (including TriMet line 57 and MAX) provides easy access to other areas in the metro region.

We want to build on these advantages and make Aloha-Reedville an even better place to live and work in the future. Won't you join us?

The Aloha-Reedville study area is in unincorporated Washington County between the cities of Hillsboro and Beaverton. It is mostly residential with many well-maintained neighborhoods. Employment is generally located along TV Highway, 185th Avenue and Farmington Road. Most residents commute to jobs outside of the community.

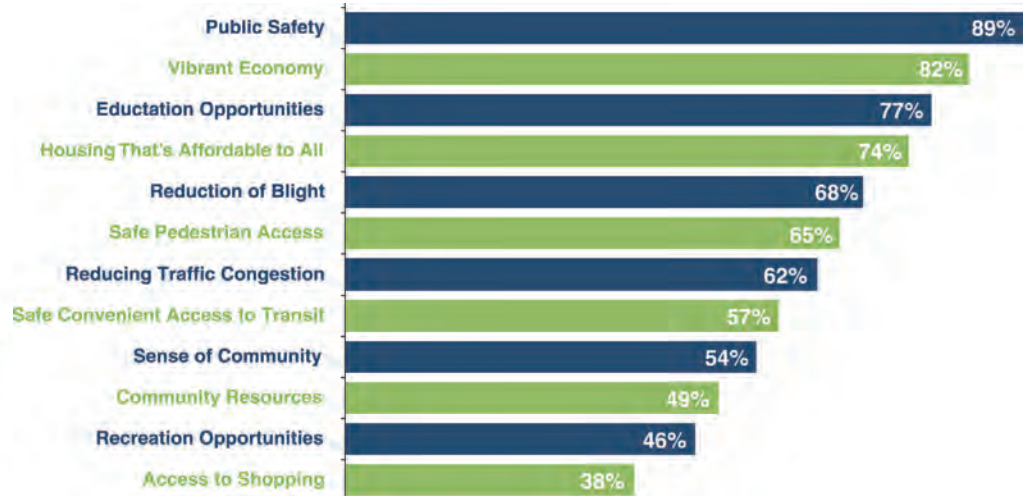


Map illustrated by Aloha High School students

What We're hearing:

The following graph illustrates 12 community characteristics based a random sample survey of community members.

Percentage of residents rating each issue "very important"



What do you want to add?

www.co.washington.or.us/alohareedville

Wordle® illustrates more than 1200 community comments.

Community Values

Many different criteria will be used to evaluate the options developed in this process. In the broadest terms, the following community values will be used to ensure the preferred outcomes meet the project's and community's goals and objectives.



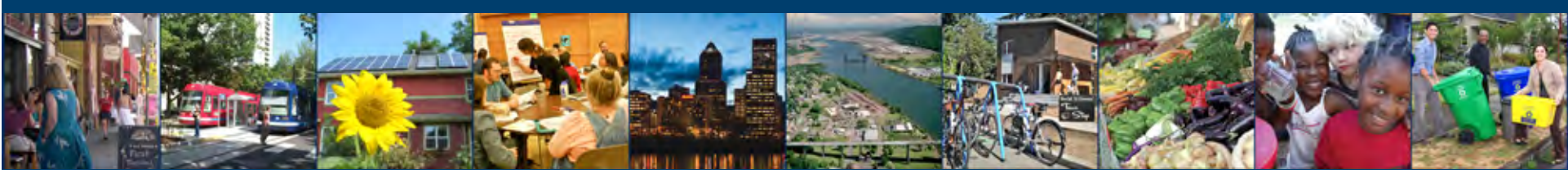
Beauty

Health

Quality of Life

Prosperity

Safety



West Hayden Island Health Analysis MTAC Briefing

February 20, 2012



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.



Goal of Planning Project: Consider annexation of West Hayden Island, adoption of related Comprehensive Plan and Zoning, and IGA



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.





Project Process

2008: City initiated annexation project due to CRC and Hayden Island Plan, project scoping

2009: IGA with Port, Community Working Group -defines issues

2010: Foundation Studies, Resolution 36805 (300 acres: marine industrial/500 acres: Open space), new Advisory Committee, BPS completes local impacts report



Project Process

- 2010-2012:
- City Council requested that City staff expanded upon local impacts work looking at noise, light, air quality and traffic
 - EcoNorthwest Cost/Benefit analysis studied the baseline scenario and current quality of life issues and the effects of a development scenario using the concept plan as the base. Consultant recommends HIA - April 2012
 - ESEE reviewed social consequences of allowing, limiting and prohibiting conflicting uses for WHI study area. It includes human health information in relation to the management of natural resources on WHI - April 2012
 - PBOT Traffic analysis examines traffic impact, including modeling distribution, and street system congestion.



Consolidating what we know..

- BPS produced a demographic profile of HI census tract
- Consolidated background information:
 - Best management practices
 - Local research of existing industrial/residential land use relationship
 - Illustrative costs impacts
 - Local impacts at existing Port facilities
- Baseline data collection: noise and review of recent Air toxin info from DEQ



Health Analysis Approach

- Health Analysis: informs annexation and ESEE analysis
- Build on information already gathered for project, including four years of public process
- Respond to community/stakeholder requests for better understanding of health impacts
- Integrating health considerations into our planning process





West Hayden Island Health Analysis

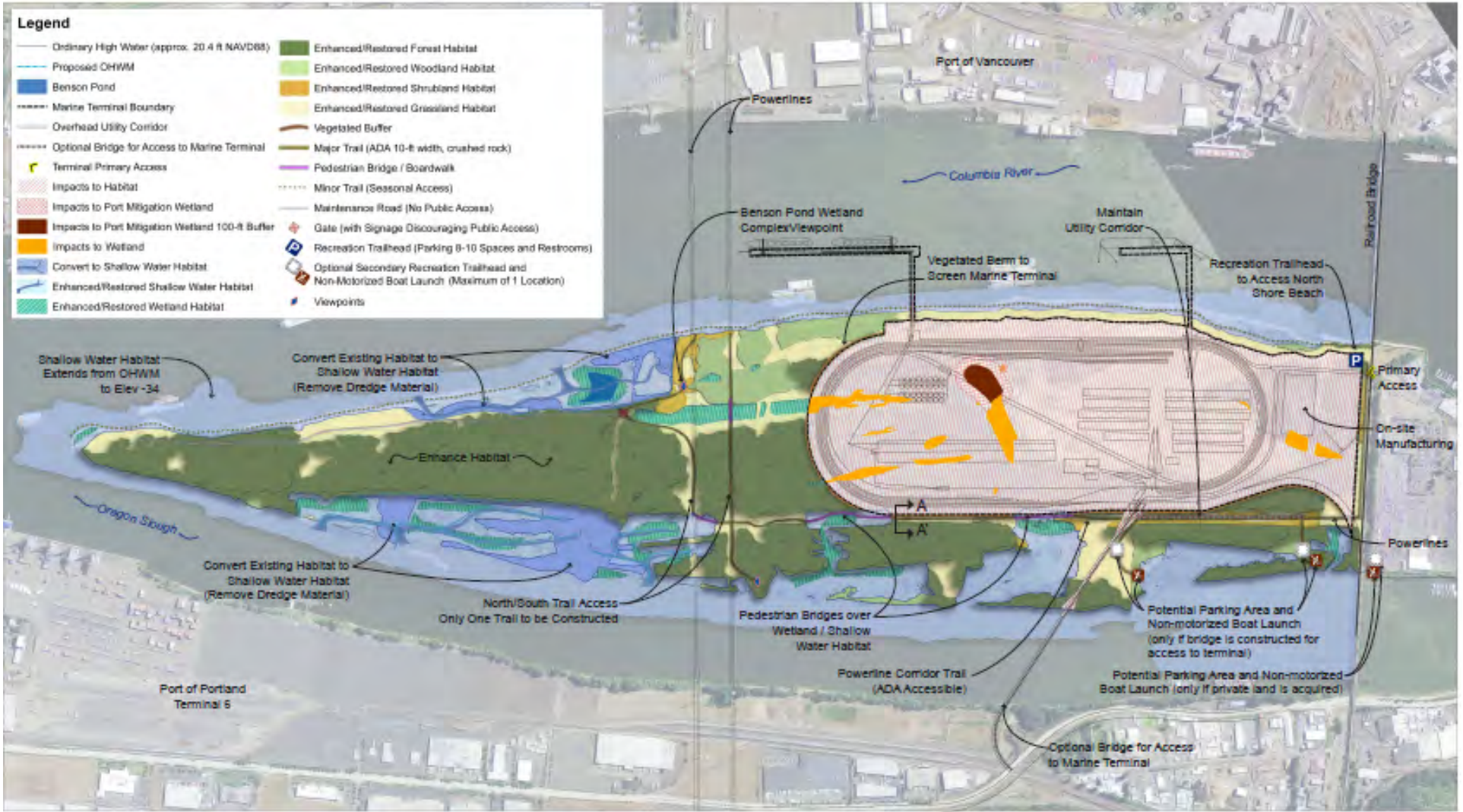
November 2012



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WHI Concept Plan



Health Impact Pathways

Development Scenario

500 acres of open space with approximately 2.3 miles of trails

300 acres of deep water marine terminal inside a rail loop. Includes two bulk and one auto facility with some associated manufacturing

Columbia River Crossing completed

Initial re-development of Jantzen Beach Mall

Increased residential density on East Hayden Island

Increased:

Freight traffic	Port activity
Rail traffic	Trails
Marine vessel traffic	Sidewalks
Vehicle traffic	Bikelanes
Industrial activity	Traffic controls

MITIGATIONS | E.G., USE OF CLEANER FUELS

Health Assessment Factors

Air Quality

Noise and Vibration

Light Exposure

Physical Activity

Traffic Safety

Community Design and Housing

Employment

MITIGATIONS | E.G., INSTALLATION OF AIRTIGHT WINDOWS

Health Outcomes

Life expectancy

Premature mortality

Chronic disease

Respiratory illness

Cardiovascular illness

Cancer

Temporary illness & injury

Mental health

Depression

Sleep disruption

Annoyance

Stress

Hearing loss

Injuries

Fatalities



Table 1: Summary of potential health impacts prior to mitigation

KEY: • low •• medium ••• high ? uncertain or unable to evaluate

Health effects (Factor)	Geographic extent of the impact	Types of people most impacted	Number of people impacted	Evidence in the literature for a link between the change and health outcome	Likelihood that development scenario will contribute to the prevalence of the health outcome	Intensity of the health impact
POSITIVE IMPACT: Employment						
Increased life expectancy	region	Hires for family-wage port jobs (e.g., longshore workers)	2,300-3,700 people in the region	•••	•	•
Improved mental health				•••	••	•
Decreased chronic disease				•••	••	•
Decreased temporary injury & illness				•••	••	•
POSITIVE IMPACT: Physical Activity						
Increased life expectancy	local/region	People in the region who utilize the open space/trail, improved bicycle and pedestrian facilities. Local residents will have improved access to goods and services on the island.	?	•••	•	•
Improved mental health				•••	••	•
Decreased chronic disease				•••	••	•
Decreased temporary injury & illness				•••	••	•



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POSITIVE IMPACT: Traffic Safety (Motor Vehicles)						
Decreased injury	Local/region	Drivers and passengers	Number of people impacted unknown but approximately 11 fewer collisions annually	•••	•••	••
Decreased premature death				•••	••	•••
NEGATIVE IMPACT: Traffic Safety (Bicyclists and Pedestrians)						
Increased injury	Local/region	Bicyclists and pedestrians in close proximity to truck traffic on Hayden Island	?	•••	••	••
NEGATIVE IMPACT: Community Design						
Increased housing related health conditions	local	Manufactured home park residents, floating home residents	Up to 2,000 Hayden Island residents	•	•••	••
Decreased economic stability				•	•••	•••
Decreased social opportunities				•	••	?



KEY: • low •• medium ••• high ? uncertain or unable to evaluate

Health effects (Factor)	Geographic extent of the impact	Types of people most impacted	Number of people impacted	Evidence in the literature for a link between the change and health outcome	Likelihood that development scenario will contribute to the prevalence of the health outcome	Intensity of the health impact
NEGATIVE IMPACT: Air Quality						
Increased respiratory illness	local	Manufactured home park residents, floating home residents	People who live in the 440 manufactured homes and approximately 150 floating homes	•••	••	••
Increased cardiovascular illness				•••	••	••
Lung cancer				•••	•	•••
Decreased life expectancy				•••	?	•••
NEGATIVE IMPACT: Light Pollution						
Increased sleep disturbance	local	Manufactured home park residents, floating home residents	People who live in the 440 manufactured homes and approximately 150 floating homes	••	••	••
Increased cancer				•	•	•••
Increased obesity and diabetes				•	•	••
Increased depression				•	?	?
NEGATIVE IMPACT: Noise & Vibration						
Increased annoyance	local	Manufactured home park residents, floating home residents	People who live in the 440 manufactured homes and approximately 150 floating homes	••	•••	•
Increased stress				•	••	••
Increased sleep disturbance				•	••	••
Increased mental health problems				•	•	•
Increased hearing loss				•••	?	•••
Increased cardiovascular disease				••	•	?

How is the Health Analysis being used?

- PSC work session and revised plan
- Defining community health elements in the IGA
 - Housing fund for the Manufactured Home Park
 - Community fund
 - Acquisition of additional park land
 - Ongoing AC and good neighbor agreement
- Defining BMPs for construction impacts and future terminal operations
- Providing base information to inform a future HIA



How is this Health Analysis being used?

- 2nd Stage Health Analysis will occur when actual terminal plans are known.
- HIA may inform the EIS/EA process
- Updated baseline health analysis to be part of study
- HIA practitioner will be the lead author



Future Planning/Health Projects

Implementing Portland Plan strategies:

- Thriving Educated Youth,
- Economic Prosperity and Affordability, and
- Healthy Connected City

5 year action plan:

- Include health partners in advisory committees
- Establish criteria/methods to assess human health impacts of public policy and investment - also determine when/how to use health assessments
- Create Health in Planning Toolkit for Portland Plan partners integrating health considerations across disciplines



Transportation Equity and Safety in Clackamas County



CLACKAMAS COUNTY *Update* TRANSPORTATION SYSTEM PLAN

Presented by:

Paul Lewis, MD Clackamas County Public Health Division
Karen Beuhrig, Clackamas County Department of Transportation & Development



Transportation and Health?



Clackamas County Transportation System Plan Update



CLACKAMAS COUNTY *Update*
TRANSPORTATION SYSTEM PLAN



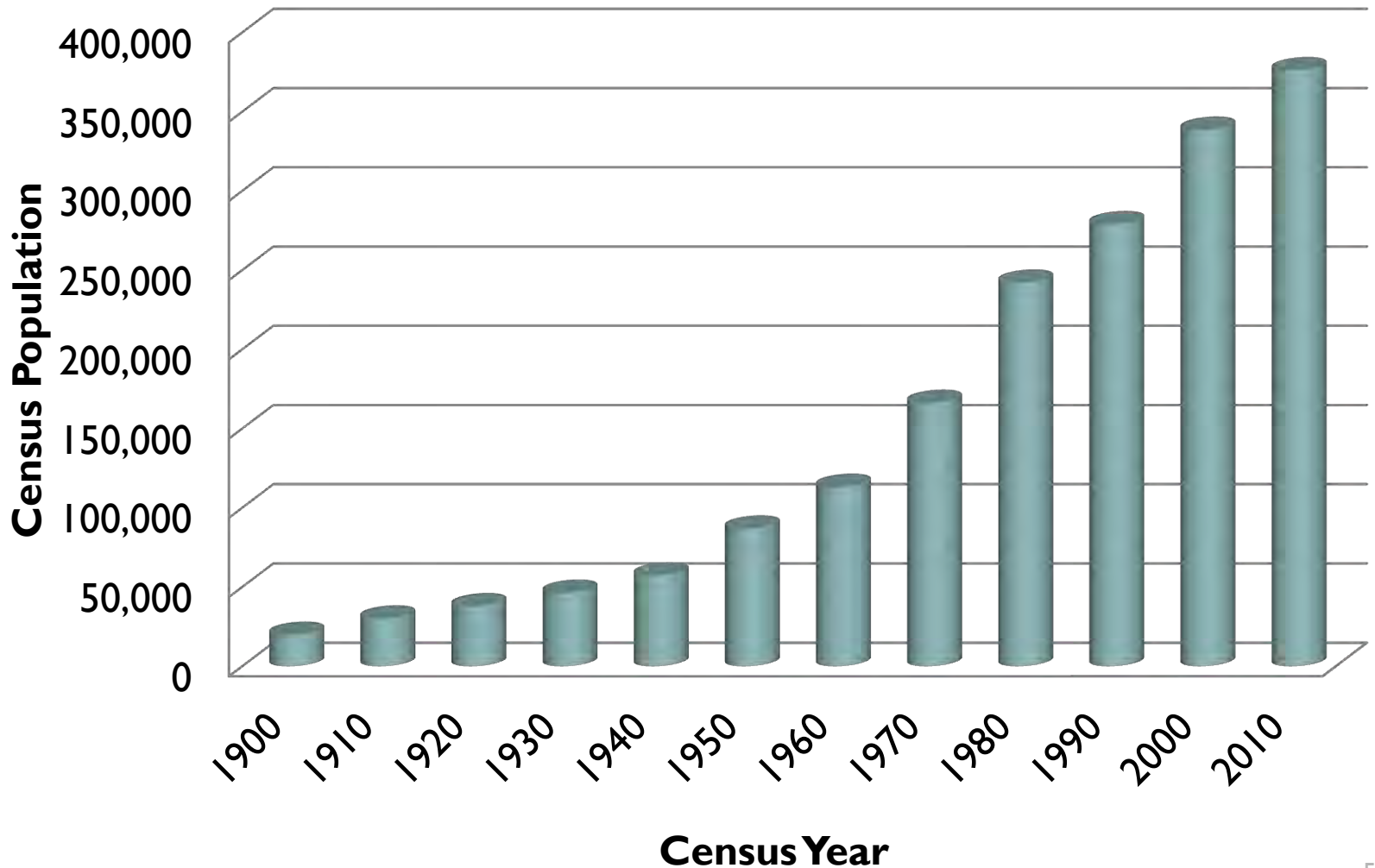
What is a Transportation System Plan?

- Provides a roadmap for all forms of transportation
- Includes:
 - Projects
 - Policies
 - Programs
 - Pilot Projects
 - Future Studies



Historic Population

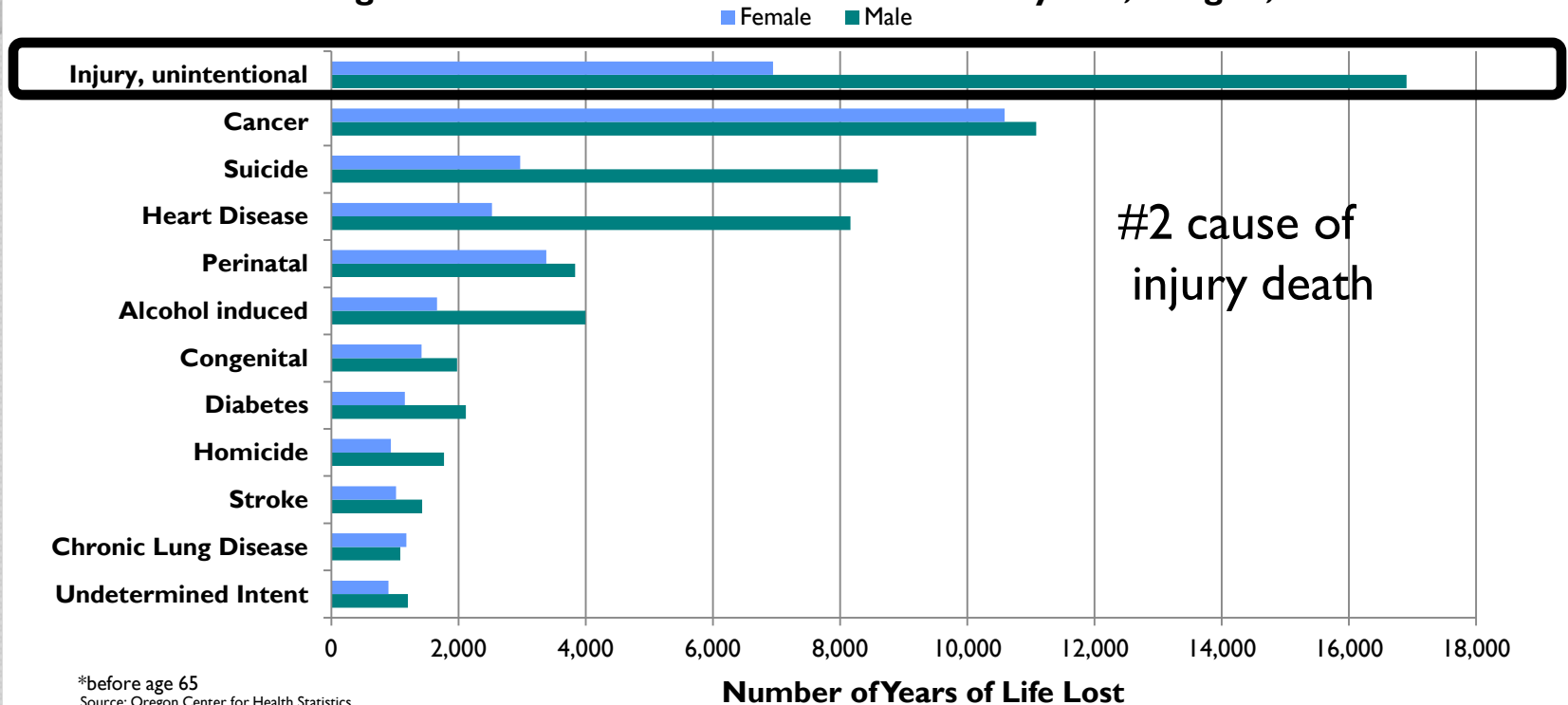
Historic Population in Clackamas County



Years of Potential Life Lost

Years of Potential Life Lost (YPPL) is an indicator of premature death, accounting for the number of years a person's life is cut short before 65 years of age.

Leading Causes of Years of Potential Life Lost* by Sex, Oregon, 2009



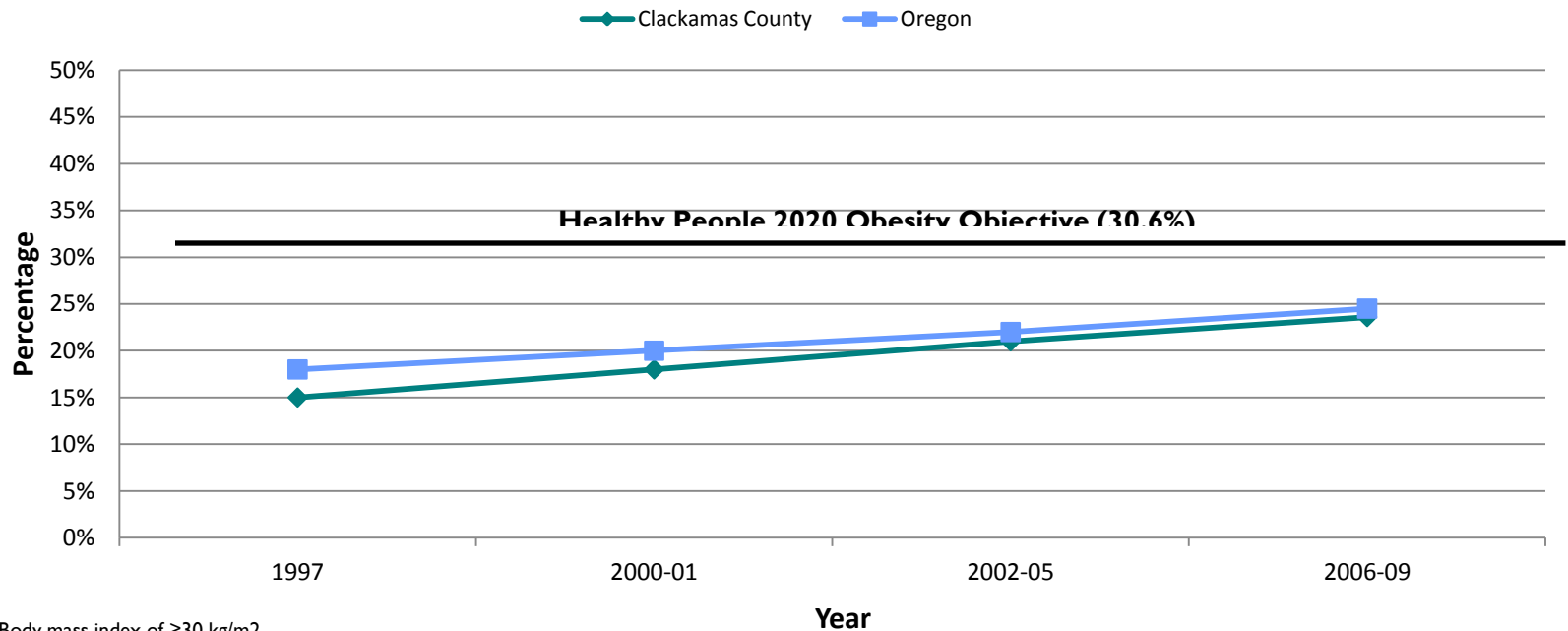
Key Points:

- Unintentional injury is the leading cause of YPPL in Oregon.
- In Oregon, males are more likely than females to die prematurely from unintentional injuries, suicide, heart disease, and alcohol-related incidents.
- In Clackamas County, many of the other leading causes of premature death, such as heart disease (#4), diabetes (#7), and stroke (#11), are strongly influenced by diet and lifestyle.

Overweight | Obesity

Overweight and **Obesity** are determined by calculating body mass index (BMI) using an individual's weight and height. Over the past 20 years, the obesity rate among both adults and children has increased dramatically in the U.S.

Adult Obesity*, Clackamas County and Oregon, 1997-2009



*Body mass index of ≥ 30 kg/m²

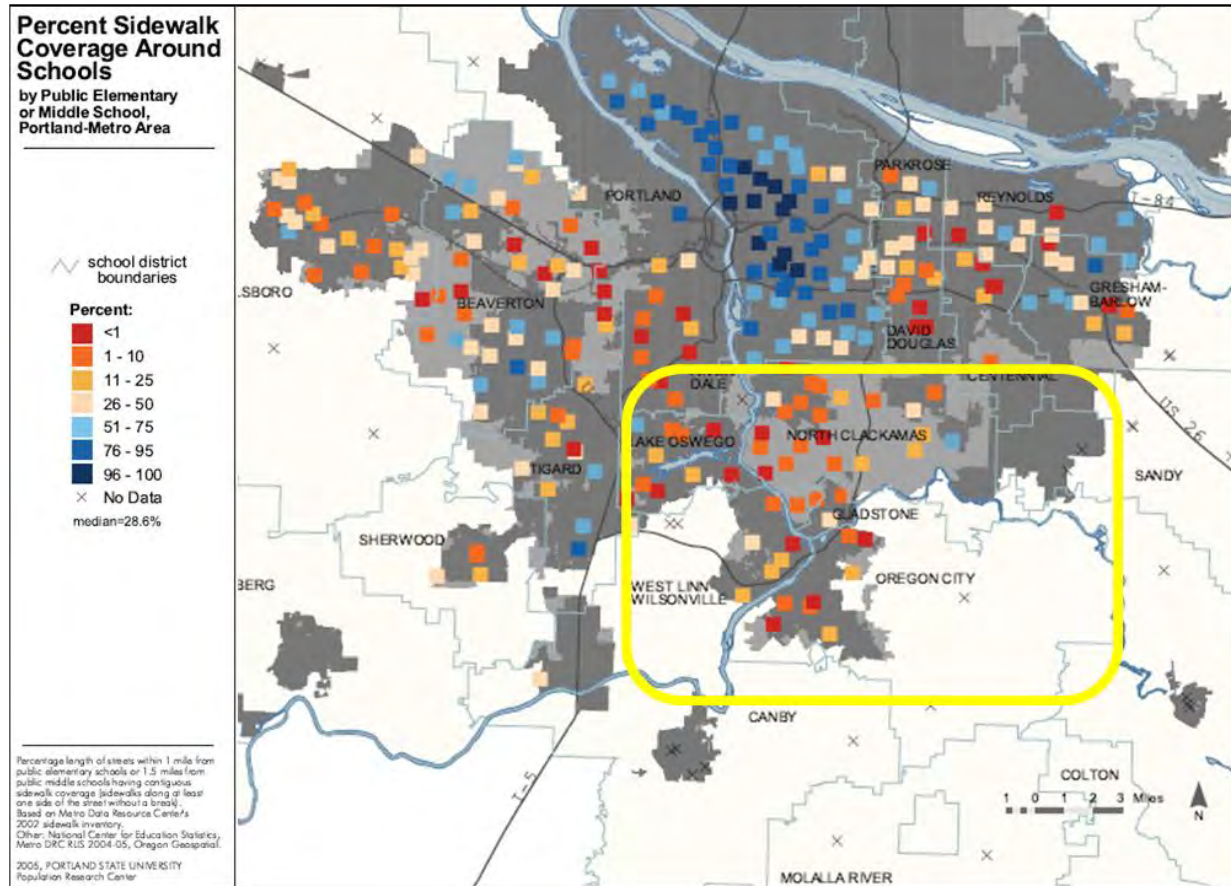
Source: Keeping Oregonians Healthy 1999, 2003, 2007, 2011

Key Points:

- According to CDC, approximately one-third (33.8%) of American adults are obese.
- Obesity is steadily increasing in Clackamas County, and may soon exceed the Healthy People 2020 objective of 30.6%.
- About one in three Clackamas County residents are considered overweight (BMI between 25 and 30 kg/m²), meaning that nearly 2 of 3 adult county residents are either overweight or obese (data not shown).
- Overweight and obese individuals are at risk of coronary heart disease, diabetes, hypertension, and stroke.

Sidewalk Coverage

Sidewalk Coverage around schools is one indicator of the opportunity for children to walk or bike to school. It also reflects the number of sidewalks which can be used by people of all ages in different neighborhoods.



Key Points:

- Most of the region within central Portland has over 80% of sidewalks that are contiguous, extending 1 mile from elementary schools or 1.5 miles from middle schools.
- The majority of elementary and middle schools within Clackamas County do not have an extensive sidewalk network.



What is transportation equity?

What is transportation disadvantaged?

- Definition
- Goals and Objectives
- Scoring Criteria
- Scoring weight

Goal 5: Equity

Provide an equitable transportation system

- Objectives
 - Networks for motorized and non-motorized
 - Public transit and connections
 - Transport demand strategies
 - Prioritize transportation disadvantaged populations
 - Outreach for residents to influence decisions
 - Access to daily needs
 - Priority to employment centers
 - Opportunities to participate in transportation investment contracts

'Transportation Disadvantaged'

- Historically unmet transportation needs
 - Can not drive
 - Poverty
 - Limited mobility
- Disproportionate negative impacts from transportation system
 - Pollution exposure
 - Lack connectedness
 - Danger from accidents
 - Distant from services b/c cost of housing

How does Disadvantaged Map?

- Mapping Index

- *For each census block, sum of people 65 and older, 17 and younger, under 200% of the poverty line, non-white and non-Hispanic, living in households with 0-1 vehicles, and living in households where no adult speaks English well; divided by total block population; plus 25 for areas within 500 feet of a freeway or highway. Note: People fitting into multiple vulnerability categories are counted multiple times. Data for households is multiplied by 2.56, the average household size for Clackamas County. Data only available by tract is distributed among blocks based on the distribution of tract population.*

- Clackamas Center Industrial Area

- Greater McLoughlin Area

Scoring in the Clackamas TSP

- Range from -8 to +15
- 6 goals, minimum score -1, maximum +2
 - Sustainability
 - Local Businesses and Jobs
 - Livable and Local
 - [Safety and Health](#)
 - [Equity](#)
 - Fiscally responsible
- Needed for deficiencies under 70% growth scenario
 - +1 if yes, -1 if no, 0 is not relevant
- Dynamic Traffic Assessment Score for Clackamas Regional Center
 - -1 if not part of recommendation, 0 if recommended
- Gaps or Deficiencies
 - 0 neither, 1 either, 2 both

Scoring Equity for TSP

- Is the project located in a transportation disadvantaged area and does it increase transportation options for the people in that area?
 - -1 Degrades options
 - 0 No impact
 - +1 Improves options for somewhat disadvantaged or disadvantaged
 - +2 Directly improves in most disadvantaged areas