Multi-Sector Metrics For Population Health

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Why Metrics?

Indicators Communicate Needs, Problems & Problem Frames

Indicators Provide a Means to Measure Progress Towards The World That We Want

Indicators Drive Instructions & Rules for Policies, Laws & Institutions

Indicators Help Hold Responsible Parties Accountable

In the late 1990s, San Francisco began repurposing historically industrial land for residential and office uses.

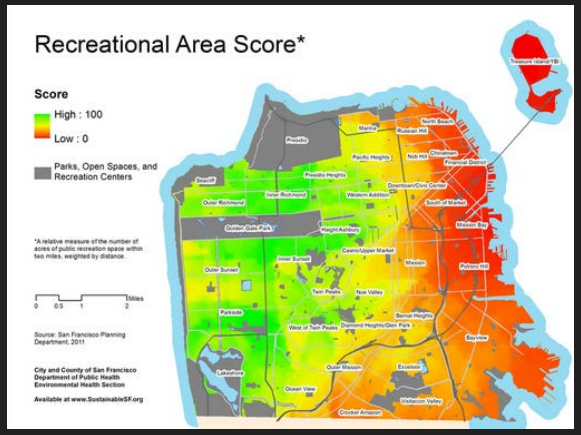
To align planning with community needs, the City brought together non-profits, businesses, and public agencies to examine growth plans from a health and equity lens.

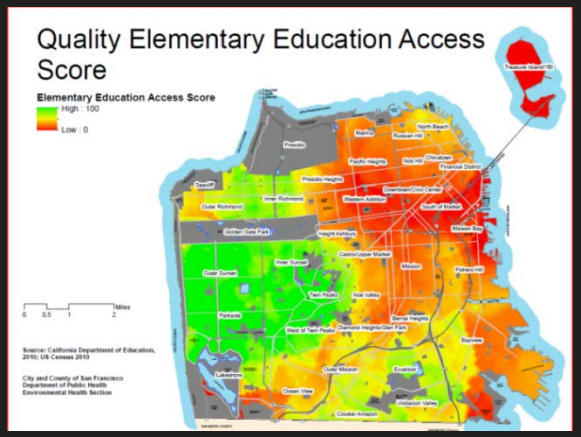
Civic organizations wanted a yardstick to measure progress towards and hold the City accountable to a vision of healthy development.

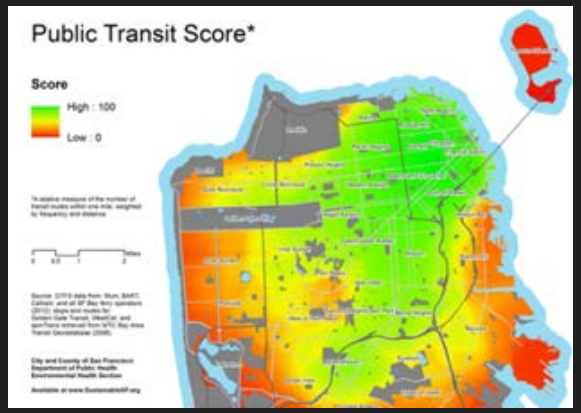
The City developed the Sustainable Communities Index as a system of performance indicators to measure land use and growth plans.

Indicators showed that neighborhoods with planned growth excelled in some health resources
but had significant gaps with others.

One response was a development fund for new community-supporting infrastructure.







Applications of Indicators in City Planning

- Numerical targets for planning policy
- Thresholds for land use Regulations
- Justifications of Impact Fees
- Targeting of Infrastructure Funding
- Advocacy

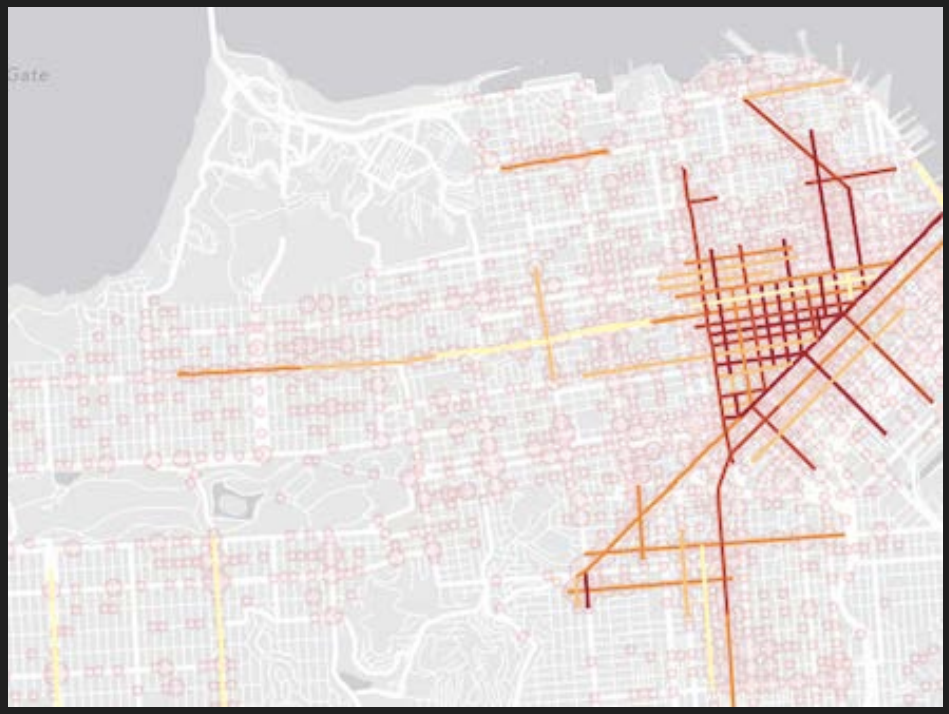
Indicators were effective in catalyzing population health action in multiple sectors when they:

- Reflected collective needs & priorities
- Measured at a human scale
- Documented unequal and harmful conditions

  Identified responsible parties
- Came with responsive actions
- Could be integrated into institutional rules

The City crafted a new indicator to measure pedestrian injury density documenting the spatial concentration of serious pedestrian injuries on busy streets in mixed-use neighborhoods.

This indicator became a city performance measure and justified re-deployment of enforcement and engineering resources.



The Bay Area Metropolitan Transportation Commission used health indicators to prioritize transportation funding based on community goals and priorities.

BayArea Plan REGIONAL INDICATORS

DECEMBER 2011

Scenarios were assessed to determine how future development might relate to current conditions. This table shows how each scenario performs with regard to a set of current sustainability indicators related to equity, the economy, and the environment.

INDICATORS ▼	JOB DENSITY	POVERTY	HOUSING TENURE	HOUSING DENSITY	AFFORDABILITY	RACE	SCHOOL QUALITY	RESOURCE AREAS	VMT PER CAPITA	TRANSIT	WALKABILITY	CRIME	PEDESTRIAN/ BICYCLE SAFETY
	Percent of New Housing Growth in areas with existing job densities above 5 jobs per acre (Mean Job Density = 5.)	Percent of New Household Growth in areas with high Poverty Concentration (greater than 30% double national poverty rate.)	Percent of New Household Growth in Census Tracts that are Majority Rental	Percent of New Household Growth in areas with existing housing densities above 6 units/ acre (Mean Housing Density = 6)	Percent of New Household Growth in areas where more than 8% of housing stock is Deed-Restricted Affordable Housing	Percent of New Household Growth in areas that are Majority People of Color (greater than 70%).	Percent of New Household Growth in areas with a mean School API less than 800 (CA State standard.)	Percent of New Household Growth in areas with Prime Farmland or Critical Habitat	Percent of New Household Growth in areas with lowest current VMT per Capita (10 miles or less per day.)	Percent of New Household Growth in areas with highest access to Frequent Transit (20 minutes or less)	Percent of New Household Growth areas that are currently considered Walkable (6+ Businesses within one mile)	Percent of New Household Growth in areas with Highest Violent Crime rates (800+ annual per 100,000 pop.)	Percent of New Household Growth in areas with historically high fatal or severe injury collisions (per 100 people).
SCENARIOS ▼	25% ⟷ 75%	0% ⟷ 50%	25% ⟷ 60%	25% ⟷ 50%	0% ⟷ 30%	0% ⟷ 40%	40% ⟷ 60%	0% ⟷ 10%	0% ⟷ 20%	10% ⟷ 25%	15% ⟷ 25%	10% ⟷ 15%	0% ⟷ 5%
1 Existing Conditions	36%	25%	36%	40%	22%	24%	42%	7%	11%	13%	17%	11%	2%
2 Core Concentration	62%	38%	50%	47%	25%	37%	55%	5%	17%	23%	22%	12%	2%
3 Focused Growth	61%	37%	47%	41%	24%	32%	55%	5%	18%	21%	22%	12%	1%
4 Constrained Core Concentration	67%	39%	51%	45%	27%	34%	56%	5%	20%	24%	24%	12%	1%
5 Outward Growth	56%	34%	43%	37%	21%	29%	54%	7%	15%	19%	21%	11%	2%

Plan BayArea EQUITY ANALYSIS SCORECARD

DECEMBER 2011-REV. 12/14/11

Scenarios were assessed for equity based on five measures chosen to reflect key regional equity issues. This table shows how each scenario performs for both the region's communities of concern and the rest of the region.

MEASURES

	1 HOUSING AND TRANSPORTATION AFFORDABILITY Share of income spent on housing and transportation costs		2 DISPLACEMENT RISK Share of today's overburdened-renter households at risk for displacement based on future growth patterns		3 VMT DENSITY Average daily miles of vehicle travel per square kilometer in residential and commercial areas near major roadways*		4 NON-COMMUTE TRAVEL TIME Average travel time in minutes for shopping, visiting, recreation, etc.		5 COMMUTE TIME Average commute travel time in minutes	
	Households less than $38K/year (2010$)	*Households more than $38K/year (2010$)*	*Communities of Concern*	*Remainder of Region*	*Communities of Concern*	*Remainder of Region*	*Communities of Concern*	*Remainder of Region*	*Communities of Concern*	*Remainder of Region*
BASE YEAR	77%	41%	n/a	n/a	n/a	n/a	12.2	12.5	25.4	27.1
SCENARIOS	10% ----100%	10% ----100%	0%-------- 50%	0%-------- 50%	0 --------- 3,200	0 --------- 3,200	0 ----------15	0 ----------15	0 ----------30	0 ----------30
1 Initial Vision	77%**	43%	38%	10%	2,900	1,000	12.8	13.1	28.5	28.7
2 Core Concentration	84%	44%	40%	10%	3,100	1,000	12.9	13.1	27.6	28.7
3 Focused Growth	85%	44%	35%	7%	2,900	1,000	12.7	12.9	27.3	27.7
4 Constrained Core Concentration	85%	44%	35%	7%	3,000	1,000	12.7	12.9	27.4	27.8
5 Outward Growth	85%	44%	30%	7%	2,800	1,100	12.5	12.8	27.3	27.8

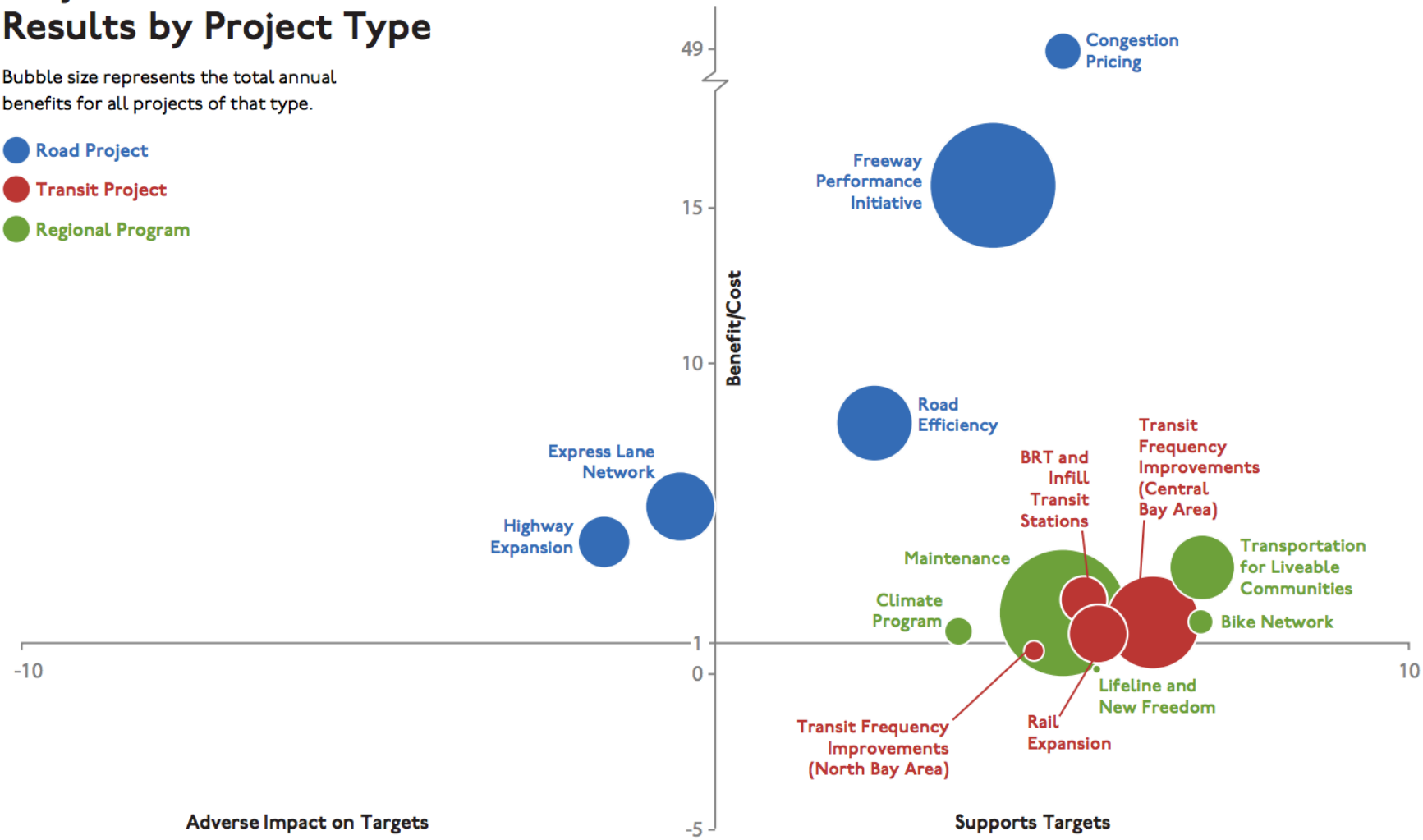
* The location of "major roadways" is based on 2035 network volumes, so a base year comparison is not provided.
** ABAG revised the regional income forecast after completing the Initial Vision Scenario. Scenarios 2-5 have a greater number and share of low-income households.

FIGURE A-2

Project Performance Assessment: Results by Project Type

Bubble size represents the total annual benefits for all projects of that type.

- Road Project
- Transit Project
- Regional Program



Healthy Communities Index

Sponsored by the US Department of Housing and Urban Development to support investments the physical, social, and economic determinants of health

Responds to the need for a comprehensive and uniform practice for monitoring neighborhood level determinants of community health

HCI: Indicator Selection Criteria

- Established nexus to population health
- Measurable at the neighborhood scale
- Available actions to improve indicator
- Relevant to priority community needs

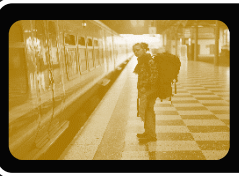
Indicator Selection Process

Considered	• More than 220 indicators
Reviewed	• More than 90 indicators
HUD Selected	• 37 core indicators • 5 contextual indicators

HCI Domains

Environmental Hazards

Natural Areas



Transportation Services

Housing

Social Cohesion

Educational Opportunities

Employment Opportunities

Neighborhood Characteristics

Economic Health

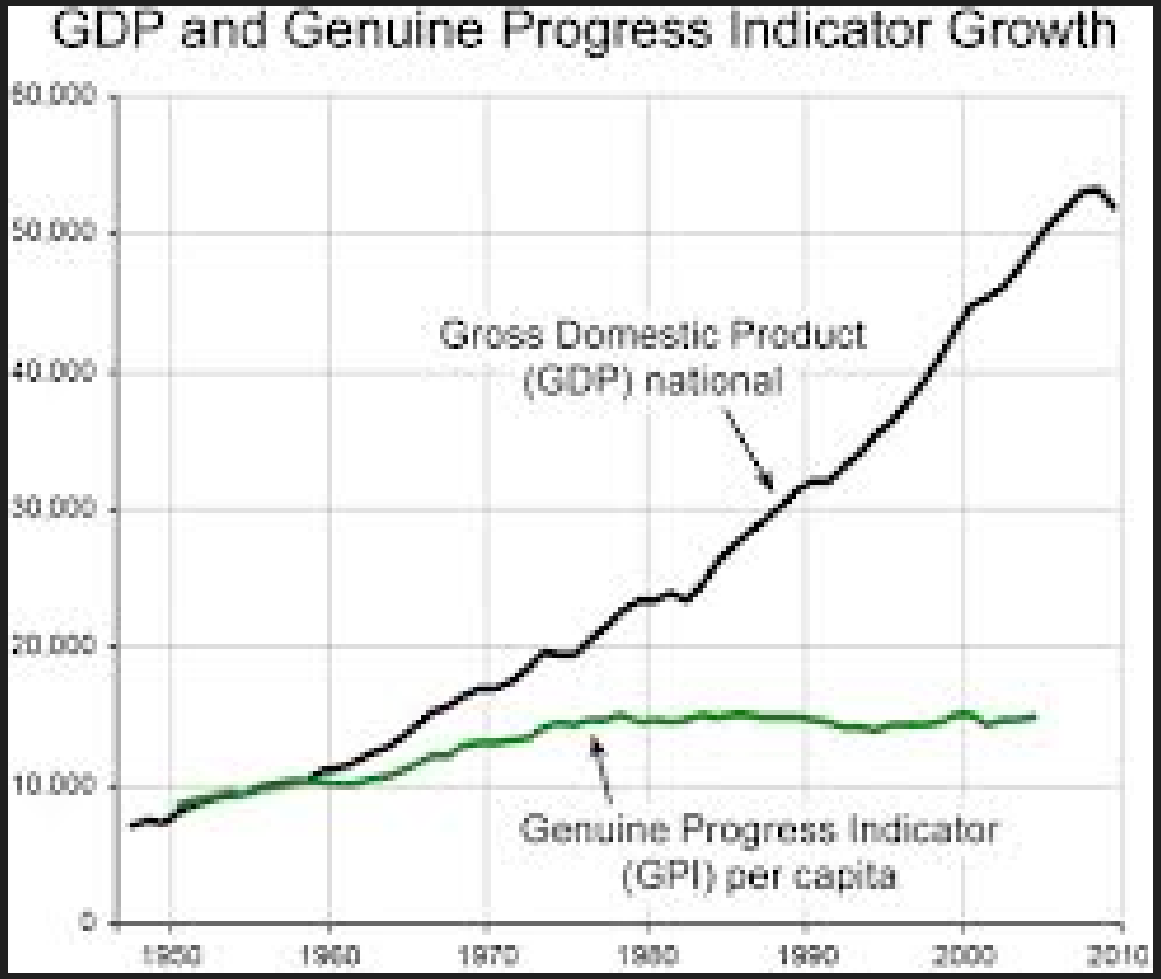
Health Systems & Public Safety


hcat
healthy communities assessment tool
Minneapolis, Minnesota
Home
Neighborhoods
Indicators
Resources
About
Neighborhood systems and structures can support healthy living and healthy behaviors

HCI Pilots – Lessons Learned So Far

- Able to implement uniform indicators across multiple cities
- Landscape of competing indicator projects
- Emerging stakeholder ownership
  - Engagement has occurred late in process
- Indicators searching for applications

Indicators ≠ Progress



Models for Population Health Indicators

Population Health Indicators: Data First vs. Purpose First

Thank-you!

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