The RSA was chosen as the focus for an HIA because the RSA provided Transportation and Public Health staff with an opportunity to maximize the health benefits of RSA strategies implemented to improve traffic safety, and to build off of Clackamas County’s recently completed Transportation System Plan Update, which included health improvement goals. The HIA is also intended to support Clackamas County’s “Drive to Zero” campaign, which aims to eliminate traffic crashes by promoting a culture of health throughout the county as part of the adopted Clackamas County Transportation Safety Action Plan.

**HIA scope**
The intention of the HIA was to characterize the relative community health impacts of each of the 42 proposed solutions from the road safety audit for the following health determinants:

- Opportunities for physical activity
- Exposure to air and noise pollutions
- Access to health-supportive resources

The HIA study area was defined as the three Census tracts that encompassed the Road Safety Audit (RSA) study area, forming a rough ½ mile buffer around the section of McLoughlin Blvd examined in the RSA. The HIA study area has a slightly higher percentage of vulnerable populations than the rest of Clackamas County, with lower-income households and a higher percentage of populations of color. Vulnerable populations are those at higher risk for poor health outcomes, and carry a disproportionate burden of disease. Low-income families, persons living with mental health challenges, older adults, and people of color are more likely to have less economic, education, and housing opportunities. They also have poorer access to health care, healthy food and affordable, safety transportation. As it relates to traffic safety, vulnerable populations such as low income communities, pedestrians, and children bear the highest burden of injuries and fatalities. Vulnerable populations are also more susceptible to the health risks associated with toxic air pollution form cars, trucks and other engines, especially in high traffic areas. Not surprisingly, the study area population has higher-than-county-average rates of four key transportation-related health outcomes: asthma, diabetes, heart disease, and obesity.
The HIA team used public health and planning evidence, and team member expertise to rate each RSA-proposed action for their impact on physical activity, exposure, and access to resources.

**Findings**

- Compared with Clackamas County as a whole, the RSA study area has relatively high rates of four key transportation-related health outcomes: obesity, asthma, diabetes, and heart disease.
- In addition to improved crash safety, all but five of the 42 solutions are likely to have a positive impact on health outcomes related to physical activity, exposure to air and noise pollution, and access to jobs and employment. Key health outcomes related to these health determinants include obesity, diabetes, heart disease, asthma, and stress.
- Of the 42 RSA proposed solutions, only one solution received a negative score because of potential safety risks that it would create for pedestrians trying to cross McLoughlin:
  - “Increase median width to provide sufficient space for two-stage crossings.”
- Physical activity is the primary health determinant impacted by most interventions, followed by access to resources.
- When comparing the HIA scores to the RSA qualitative risk scores:
  - There appears to be general alignment with the HIAs “low impact” solutions and the RSA’s Category 1 solutions.
  - The “high impact” solutions generally appear to be relatively large pedestrian infrastructure projects that both improve pedestrian mobility and encourage changes in driver behavior due to increased visibility and awareness.

The Oregon Public Health Division’s HIA Program provided funding and technical support to Clackamas County and their partners for this HIA. More information is available at [www.healthoregon.org/hia](http://www.healthoregon.org/hia)