



Hennepin County Fact Sheet

Bottineau Transitway Health Impact Assessment

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Fast Facts

- » Evaluating the potential health impacts of the proposed transitway and the distribution of those effects within the population.
- » Began in February 2012 and will conclude in June 2013.

Bottineau Transitway Health Impact Assessment

The Bottineau Transitway Health Impact Assessment (HIA) evaluates the potential health impacts of the proposed transitway and the distribution of those effects within the population.

The Bottineau Transitway is a proposed 13-mile light-rail line extending from downtown Minneapolis through North Minneapolis and the northwestern suburbs of Golden Valley, Robbinsdale, Crystal and Brooklyn Park.

Health Impact Assessment Process

The Bottineau Transitway HIA began in February 2012, and will conclude in June 2013.

There are many ways to carry out HIAs, but these are the essential steps:

- Screening
- Scoping
- Assessment
- Recommendations
- Reporting
- Monitoring

Health impact assessments take a comprehensive approach to health, emphasizing that economic, political, social, psychological and environmental factors help determine population health. These types of assessments also encourage bringing together public input and data to make recommendations that maximize positive health outcomes while minimizing unintended negative consequences.

Transportation and Health

What does transportation have to do with health? Health starts long before illness in the environments we live, work and play. Transportation investments, such as highways, public transit and sidewalks, shape these environments. They can have an enormous impact on our health, from traffic injuries and fatalities to obesity and respiratory illness.

According to the Minnesota Department of Public Safety, traffic crashes killed 368 and injured 30,295 people in Minnesota in 2011, and are the leading cause of death for people under age 34. And the American Public Health Association found that better access to transit can reduce obesity rates in communities by increasing transit ridership, since people who use transit often get their exercise by biking and walking to transit stops.

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