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APRIL 10, 2015



Federal Boulevard Framework Plan Health Impact Assessment Full Report

ADAMS COUNTY

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A Health Impact Assessment (HIA) is a process that engages a broad spectrum of people to promote improved community health. We would like to acknowledge the contributions of the many people who contributed to the process.

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These individuals were key contributors to developing the HIA content and creating the recommendations (* denotes HIA Team).

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Disclaimer

The authors of this report are responsible for the facts and accuracy of the information presented. The views expressed are those of the author(s) and do not necessarily reflect the views of Kaiser Permanente Colorado, the Health Impact Project, the Robert Wood Johnson Foundation or The Pew Charitable Trusts.



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INTRODUCTION





INTRODUCTION

Health Impact Assessment

Tri-County Health Department (TCHD) embarked on a process in partnership with Adams County Planning and Development Department in 2013 to conduct a Health Impact Assessment (HIA) of the Federal Boulevard Framework Plan. The purpose of the HIA was to assess the potential impact the plan's policies would have on health and to provide recommendations to maximize positive health outcomes through the planning process. In order to maximize the participation of a broad group of community members in the HIA process, TCHD worked with community organizations that have strong connections in the community. This report documents the HIA process, the findings of the research and the recommendations shared with the Adams County Planning Commission and Board of County Commissioners.

The HIA report includes data, maps and summaries from the community engagement conducted during the HIA process that highlight the needs of the Southwest Adams County community. The HIA report can be used as a resource for community members, community organizations and government institutions as they develop projects and policies that impact the Southwest Adams County community.

What is HIA?

HIA is a systematic process that helps evaluate how a proposed plan, project or policy affects the community health before it is implemented. HIA is often described as a tool to assist decision-makers in non-health sectors by bringing together helpful information to minimize the negative impacts of a policy decision on health and capitalize on the positive impacts. While HIA seeks to inform policy decision-making, the benefits of HIA can extend far beyond the policy decision to raise awareness of the needs of affected and vulnerable communities, increase opportunities for inclusive community engagement and cultivate collaborations in a community to continue to work toward a healthier community.¹

A broad definition of health guides HIA practice. HIAs examine a myriad of factors that impact the health of a community. Often, these factors are referred to as the social determinants of health – the social, economic and physical factors that can influence health outcomes.

“The social determinants of health are the circumstances in which people are born, grow up, live, work and age, and the systems put in place to deal with illness. These circumstances are in turn shaped by a wider set of forces: economics, social policies, and politics.”² Since much of what influences health outcomes in our communities are factors that are not typically categorized as health-related, improvements in community health outcomes are more likely to be achieved through policies in non-health sectors like economic development, land use, housing, and transportation.³ HIA is a tool that can articulate the potential impacts to community health in these non-health policy arenas.

An HIA is also an effective agent for identifying locally-relevant issues that are impacted by a proposed policy.

“HIA is a systematic process that uses an array of data sources and analytic methods and considers input from stakeholders to determine the potential effects of a proposed policy, plan, program, or project on the health of a population and the distribution of those effects within the population. HIA provides recommendations on monitoring and managing those effects.”

Improving Health in the United States: The Role of Health Impact Assessment, by Committee on Health Impact Assessment; National Research Council.⁶



Through primary data collection and analysis, analysis of secondary data and community engagement, HIAs can assist policy makers in maximizing the positive impacts of their work to develop policies that serve their communities. One of the key components of HIA is highlighting the needs of populations within a community that may be impacted more profoundly than other groups. HIA recommendations can help promote a more equitable approach to policy-making by offering strategies to improve the proposed policy for affected populations.

Why Health Matters

Health is a universal value that is linked to our quality of life. Over the last several decades, our nation has seen a shift in the greatest threats to our health from infectious diseases to chronic diseases, long-lasting preventable conditions that lead to lifelong disability and compromised quality of life. Chronic diseases like diabetes, heart disease, and certain types of cancer are now the leading causes of death in our country and in Adams County, the leading causes of death in 2013 were cancer and heart disease.⁴

“Putting the fundamental tenet of prevention into practice – and thus intervening before disease occurs, not when it already has – prevents suffering and saves money.”

Making Healthy Places, Edited by Andrew L. Dannenberg, Howard Frumkin and Richard J. Jackson.⁸

As a nation, 86% of our health care dollars go to treatment of chronic diseases.⁵ “Although medical care is essential for relieving suffering and curing illness, only an estimated 10 to 15 percent of preventable mortality has been attributed to medical care. A person’s health and likelihood of becoming sick and dying prematurely are greatly influenced by powerful social factors such as education and income and the quality of neighborhood environments.”⁷ Addressing health in policies that shape the design of our communities is not only essential for impacting mortality, it is essential for economic success.

The land use and planning policies that we adopt define the physical environments that allow and promote healthy living. Creating communities with a high quality of life is not only good for individuals it is critical to a community’s sustainable economic growth. By considering health in the early stage of a community planning process we not only begin to tackle the huge financial burden of these diseases, we create communities where all people thrive.



Figure 1. Pedestrian and Bicycle Assessment along Federal Boulevard near W 72nd Ave.

“Health is a state of complete physical, mental, and social well-being, and not merely the absence of disease or infirmity”.

World Health Organization

Why Now?

Adams County is eager to plan for future economic and community development opportunities along the Federal Boulevard corridor. Federal Boulevard is a major commercial and community corridor in the north Denver metro area. As a part of the Denver Regional Transportation District (RTD) FasTracks Program, two new rail lines will cross Federal Boulevard with two new rail stations in the Federal Boulevard Framework Plan study area. This new investment is anticipated to bring change along the corridor.

A corridor planning process is an opportunity to create a vision and set policy for how change in the community will happen. As an early planning step, a completed Federal Boulevard Framework Plan will set policies for how this community will evolve over the coming years. An HIA that looks at the potential health consequences of this policy decision is an effective way to identify how to reinforce the positive health impacts and minimize the negative impacts. Bringing health into the decision-making process at this early stage will help ensure that health is considered throughout the entire community development process.

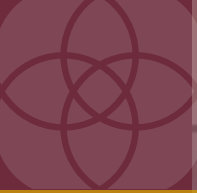
Why This Community?

Demographics

The South Adams community (HIA study area), located between 52nd and 72nd Avenues and bounded west to east by Lowell Boulevard and Zuni Street respectively, is more economically challenged and ethnically and racially diverse than either Adams County or Colorado: One-in-four individuals lives below the poverty level⁹,



Figure 2. HIA study area and studied US Census tracts in Adams County.



93% of the children attending elementary schools Fairview, F.M. Day, Francis Hodgkins, or Skyline Vista are eligible for free and reduced lunch;¹⁰ and 61.9% of the population is Hispanic or Latino (any race).⁹

The community includes portions of census tracts, 95.02, 96.06, 97.51 and 97.52 (Figure 2), and has a population of 13,978. Data from the American Community Survey (Table 1) show that an estimated 25.4% of the population residing in these census tracts are younger than 18 years of age, 61.9% are between the ages of 18-64, and 12.6% of the population are 65 years of age or older, which is a higher proportion than Adams County or Colorado. Census tract 97.52 has the greatest percentage of adults age 65 and older in Adams County; 19.1% of the adults in this census tract are age 65 or older.⁹

Leading Causes of Death

Since data on the leading causes of death are collected at the County-level or city-level, there is no mortality data specific to the HIA study area. However, it is possible to obtain data for Federal Heights, which is the nearest city with similar demographics. From 2007-2010, 265 individuals died, and the top three causes of death that accounted for half of all deaths were malignant neoplasms (22.5%); heart disease (17.3%) and chronic lower respiratory diseases (12.8%).¹¹

Linking Demographics to Health

Many factors contribute to health including genetics (age, gender, family history, or predisposition to certain diseases), environmental factors (where people live, work, and play), personal health behaviors, access to care, cultural factors, and income. The individuals in this community are at risk for having poorer health outcomes because they have lower incomes.

Research has shown that individuals with lower incomes are at higher risk for obesity, diabetes, high blood pressure, heart attack and stroke (among other health outcomes), compared to individuals with higher incomes.^{12,13} In Colorado, the Colorado Health Institute found that children below the poverty level are approximately six times as likely to be obese compared to children with incomes above 400 percent of the federal poverty level.¹⁴ In addition, children who grow up in lower income households are at greater risk for chronic conditions.¹²

Table 1. Demographics of the Federal Boulevard HIA study area

Indicator	Tract 95.02	Tract 96.06	Tract 97.51	Tract 97.52	Mean for HIA Area	Adams County	State of Colorado
Population	4,453	2,636	4,013	2,876	-	442,996	5,042,853
% under 18 years of age	27.6%	26.6%	21.0%	26.1%	25.4%	28.5%	24.2%
% 65 years of age or older	9.0%	10.4%	11.8%	19.1%	12.6%	8.5%	11.1%
Median Age	31	33	33	37	-	32	36
School Enrollment							
Enrolled in K-8 school	550	370	451	470	-	-	-
Race/Ethnicity							
% Hispanic or Latino (any race)	60.5%	67.1%	57.1%	62.9%	61.9%	37.8%	20.6%
% People of color (non-caucasian race*)	15.4%	16.5%	26.2%	36.1%	23.6%	20.7%	15.8%
Income							
% below poverty level (individuals)	16.6%	36.1%	31.0%	13.8%	24.4%	14.2%	12.9%
% below 200% of the Census defined poverty level (individuals)	43.6%	71.9%	62.9%	32.5%	52.5%	34.3%	29.6%
Median household income (\$)	54,111	26,316	32,869	53,413	-	56,633	58,244
Language							
Language other than English	44.9%	52.7%	44.4%	44.7%	46.7%	28.1%	16.8%
Spoken at home - Speaks English Less than "Very Well"	21.9%	31.9%	25.5%	16.5%	24.0%	13.5%	6.7%
No Health Insurance Coverage	36.1%	46.5%	43.9%	17.4%	36.0%	21.0%	15.3%
Transportation - Mode to Work							
Drove alone	70.7%	71.4%	70.0%	77.0%	72.3%	77.1%	74.6%
Carpooled	18.7%	15.8%	10.8%	15.0%	15.1%	12.7%	10.2%
Public Transit	3.8%	2.0%	7.1%	5.7%	4.7%	3.9%	3.3%
Motorcycle	1.6%	0.0%	2.7%	0.0%	1.1%	0.3%	0.3%
Bicycle	0.0%	2.5%	2.4%	0.0%	1.2%	0.3%	1.3%
Walked	0.5%	0.0%	3.9%	0.3%	1.2%	1.4%	3.1%
Other means	0.1%	7.9%	0.0%	0.0%	2.0%	0.8%	0.8%
Worked at home	4.6%	0.5%	3.1%	2.0%	2.6%	3.4%	6.5%
% No vehicles available for use	2.8%	7.6%	9.2%	7.9%	6.9%	5.2%	5.7%

Source: American Community Survey (2008-2012)



THE FEDERAL BOULEVARD PLANNING PROCESS



THE FEDERAL BOULEVARD PLANNING PROCESS

Background on the Federal Boulevard Corridor

Federal Boulevard is one of the major north to south transportation corridors through the Denver metro area. The corridor runs through numerous jurisdictions from as far north as West 120th Avenue and West Bowles Avenue on the south end. Historically, Federal Boulevard served as a primary commuting route for residents in the northern suburbs on their way to jobs in central Denver and was home to areas of commerce for decades. With the expansion of the major highway system, some of the regional commuters found new commuting routes and commerce along the corridor declined.


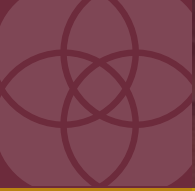
The portion of Federal Boulevard from approximately West 52nd Avenue to West 72nd Avenue is primarily in unincorporated Adams County with a portion of the area in the City of Westminster. The properties along the corridor in this area are mainly used for commercial purposes with some industrial-type of uses. However, there are many adjacent residential communities that border the corridor.

As a part of the Denver Regional Transportation District (RTD) FasTracks Program, two new rail lines will cross Federal Boulevard by 2016. The proposed Northwest Rail line will have a rail stop at approximately West 71st Avenue and Irving Street (Westminster Station), just a few blocks from Federal Boulevard, and the Gold Line will have a rail stop at West 60th Avenue and Federal Boulevard (Federal/Clear Creek Station). By 2020,



Figure 3 (above) - Regional and jurisdictional context.
 Figure 4 (right) - Denver regional transit investments (FasTracks).





RTD anticipates daily weekday ridership of 2,200 for the Westminster Station and 1,700 for the Federal/Clear Creek Station.¹⁵ Both Adams County and the City of Westminster anticipate a new demand for mixed-use development along Federal Boulevard when the area is better connected to a regional transit system with the addition of two rail stations.

The Federal Boulevard Framework Plan Process

When Adams County, the lead governmental agency for the Federal Boulevard Framework Plan, embarked on the planning process, the County described the purpose of the plan as defining issues and identifying opportunities for redevelopment of the corridor in anticipation of future development interest sparked by the new rail investment. The Federal Boulevard Framework Plan defined the planning area as the segment of Federal Boulevard between West 52nd Avenue and West 72nd Avenue with the east/west limits of the study area as Zuni Street and Lowell Boulevard, respectively. As proposed, the 10-month planning process would start in the Fall of 2013 and would provide policy guidance for street design, land use, economic development and connectivity to the two new rail stations. The County planned to hire a team of consultants to prepare the plan that would be presented to two key decision-making bodies - the Adams County Planning Commission and the Board of County Commissioners.

After the initiation of the planning process, the scope and timeline of the Federal Boulevard Framework Plan was revised. Adams County secured a new funding source for a broader station area planning effort to take place in 2015 that would include the Federal Boulevard Framework Plan area and an area to the east near the proposed Pecos Junction rail station. Rather than delay the already initiated Federal Boulevard Plan process, Adams County decided to continue with this first phase of planning as an issue identification exercise and the establishment of broad goals for the area. The Federal Boulevard Framework Plan was now defined as the initial planning phase and the second plan, to be conducted in 2015, would build upon the work of the Federal Boulevard Framework Plan.

The change in scope also affected the timeframe for the Federal Boulevard Framework Plan process. The resulting planning process included a kick-off stakeholder meeting and open house on May 6, 2014, the release of a draft plan on August 8, 2014, public open houses to review the draft plan on August 19 and 20 and two public hearings before the decision-making bodies on September 11, and 30, 2014.

How The HIA Fits Into the Federal Boulevard Planning Process

The primary purpose of the HIA process was to bring relevant information and specific recommendations to the decision-makers for the Federal Boulevard Framework Plan in order to better address the health of the community through the policy decision. TCHD was sensitive to the local planning context of minimizing delays to the planning process and proposed conducting the HIA activities alongside the planning process, rather than after a draft plan was available as is typically done with other HIA processes.

To accommodate this approach, the HIA team made assumptions about the potential policies of the Federal Boulevard Framework Plan based upon HIA team members' knowledge and experience with previous planning processes, discussions with Adams County Planning and Development Department staff and general knowledge of the southwest Adams County community. These assumptions helped to guide the HIA activities in the absence of a draft policy.

To help keep with the pace of the planning process, HIA team conducted initial research prior to the kick-off of the Federal Boulevard Framework Plan process from September 2013 to April 2014. At the request of the Adams County Planning and Development Department, the majority of the community engagement activities for the HIA were conducted after the kick-off of the Federal Boulevard Framework Plan process on May 6, 2014.



The HIA team began compiling the HIA research findings and formulating recommendations prior to the availability of a draft plan. A community meeting was held at the end of July 2014 to obtain input from community members on draft HIA recommendations. A HIA Steering Committee in early September provided additional feedback on the HIA recommendations. The HIA team shared the HIA findings and recommendations with the Adams County Planning Commission and Board of County Commissioners through the public hearing process for the Federal Boulevard Framework Plan.

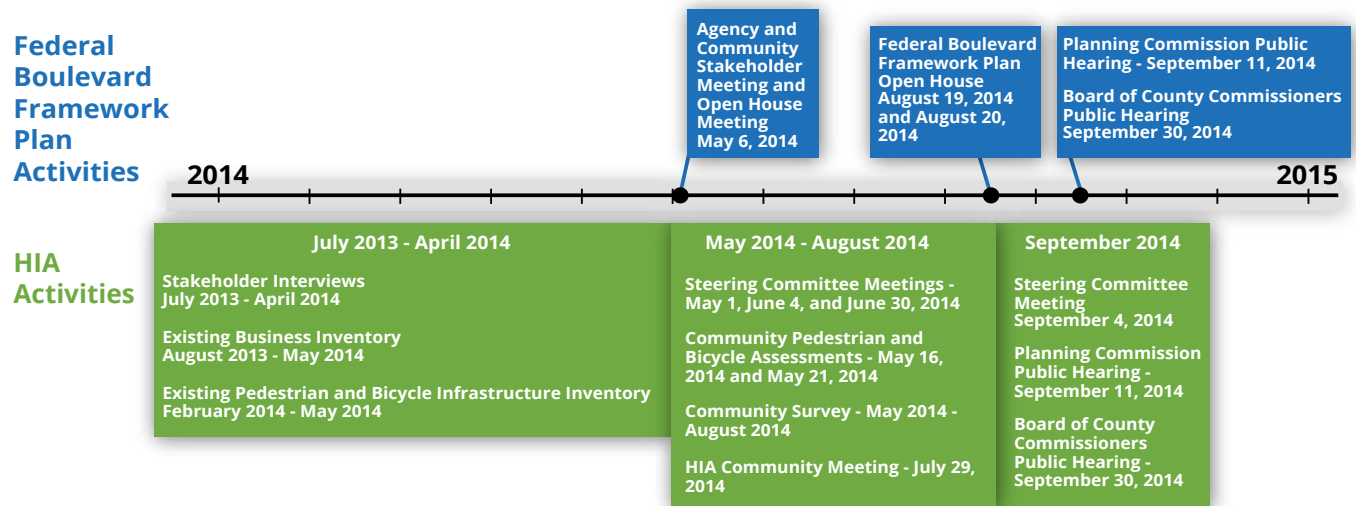


Figure 5. Relationship between HIA and Federal Boulevard Framework planning processes.



THE HIA PROCESS



THE HIA PROCESS

Established HIA Methodology

The HIA methodology includes six steps (Figure 6). The following description of the HIA process describes the research methods and how the HIA team engaged the community in the process including the identification of health issues that relate to the Federal Boulevard planning process, the collection of primary data, and the formulation of HIA findings and recommendations. For many of the community outreach activities, TCHD







Steps involved in an HIA*	TCHD activities related to HIA step
1. SCREENING	
 Determine whether an HIA is needed and likely to be useful.	Tri-County Health Department (TCHD) engaged Adams County Planning and Development Department neighboring jurisdictions, and community organizations in initial discussions about the usefulness and feasibility of conducting an HIA. After this initial community stakeholder outreach and initial data collection, TCHD determined that an HIA would add value to the planning decision-making process and established an interdisciplinary team to guide the process.
2. SCOPING	
 In consultation with stakeholders, develop a plan for the HIA, including the identification of potential health risks and benefits.	Through extensive stakeholder engagement, initial community outreach and secondary data analysis, the HIA team and Steering Committee determined the objectives, methods and work plan for the HIA, and identified key health areas on which to focus: Traffic Safety, Community Safety, and Physical Activity.
3. ASSESSMENT	
 Describe the baseline health of affected communities and assess the potential impacts of the decision.	The HIA team worked with community organizations to engage community members and collect primary data focused on the key health areas of the HIA – Traffic Safety, Community Safety, and Physical Activity. Many of the assessment activities were participatory in nature and provided a comprehensive perspective of the various issues in the community.
4. RECOMMENDATIONS	
 Develop practical solutions that can be implemented within the political, economic, or technical limitations of the project or policy being assessed.	In collaboration with the HIA Steering Committee and in consultation with community members, the HIA formulated a set of recommendations to enhance the Federal Boulevard Framework Plan and inform future planning processes to maximize the positive health outcomes in the community.
5. REPORTING	
 Disseminate the findings to decision makers, affected communities and other stakeholders.	The HIA team presented an HIA Summary Report to the Adams County Planning Commission and Adams County Board of County Commissioners. TCHD established a website www.healthy-decisions.org with the HIA information and plans to continue to share the findings.
6. MONITORING and EVALUATION	
Monitor the changes in health or health risk factors and evaluate the efficacy of the measures that are implemented and the HIA Process as a whole.	The HIA team developed a monitoring plan to track the progress on the adoption and implementation of the HIA recommendations and the utilization of the HIA findings in community processes. TCHD will evaluate the process of conducting the HIA.
The HIA process encourages public input at each step.	

Figure 6. Steps involved in an HIA and a description of Tri-County Health Department’s activities for each step * The description and formatting of the HIA steps in this figure were taken directly from the Health Impact Project, retrieved from <http://www.pewtrusts.org/en/projects/health-impact-project/health-impact-assessment/hia-process> For further discussion of the steps, please refer to Health Impact Project website.



partnered with community organizations to help with recruitment of participation, provided interpretation services and translated all materials in Spanish and English.

Screening

The HIA team began the screening of the HIA topic in the Spring of 2013 by determining whether the Federal Boulevard Plan was a policy process that would impact a broad spectrum of people, whether an HIA would add value or enhance the planning process, and whether an HIA was feasible in the time proposed for the policy process. The Screening phase included outreach to a number of key stakeholder groups throughout the Summer of 2013 to help gauge the interest, willingness, and capacity of the community organizations to participate in an HIA process. The key stakeholders during the Screening phase represented a variety of community organizations and local and regional agencies. This initial engagement of stakeholders highlighted that there was a strong interest from community organizations to participate in a process that would highlight the needs of a community they felt was often underrepresented.

Scoping

During the Scoping phase, the HIA team determined the HIA study area and health issues to study in the HIA, defined how to study the health issues, and identified community partners to help with research and outreach activities. The HIA study area was determined to follow the planning area proposed for the Federal Boulevard Framework Plan and the areas that are within one-half mile of the two proposed rail stations. Since the timing of the HIA process was somewhat unique as some of the analysis was conducted prior to the development of the plan policies for the Federal Boulevard Framework Plan, much of the Scoping activity was conducted before the public initiation of the planning process began.

Stakeholder Interviews

The HIA team initiated the Scoping phase in November 2013 by conducting 17 stakeholder interviews. HIA team members met with stakeholders in small groups or individually. The following information was obtained during the meetings: the conditions and issues that currently exist in the community related to community health; issues of particular concern; activities and initiatives that are underway in the community related to the HIA; and available data that could potentially be used in the development of the HIA. During the stakeholder meetings, the HIA team gauged stakeholders' interest and potential opportunity to provide a unique perspective to the process. Appendix A is summary of the stakeholder interviews.

Formation of a Steering Committee

The stakeholder interview process identified community members for participation on the HIA Steering Committee. Steering Committee participation was based on a number of criteria including the participants' representation of various populations that live or attend school in the study area, knowledge of the community and its history, and availability to attend four to five meetings over a 6-month period. The role of the Steering Committee Members was to guide the strategic direction of the HIA process. The Steering Committee met in the community four times for about two hours for each meeting. Steering Committee members were instrumental in connecting the HIA process to existing community networks and were community spokespeople for the findings of the HIA.

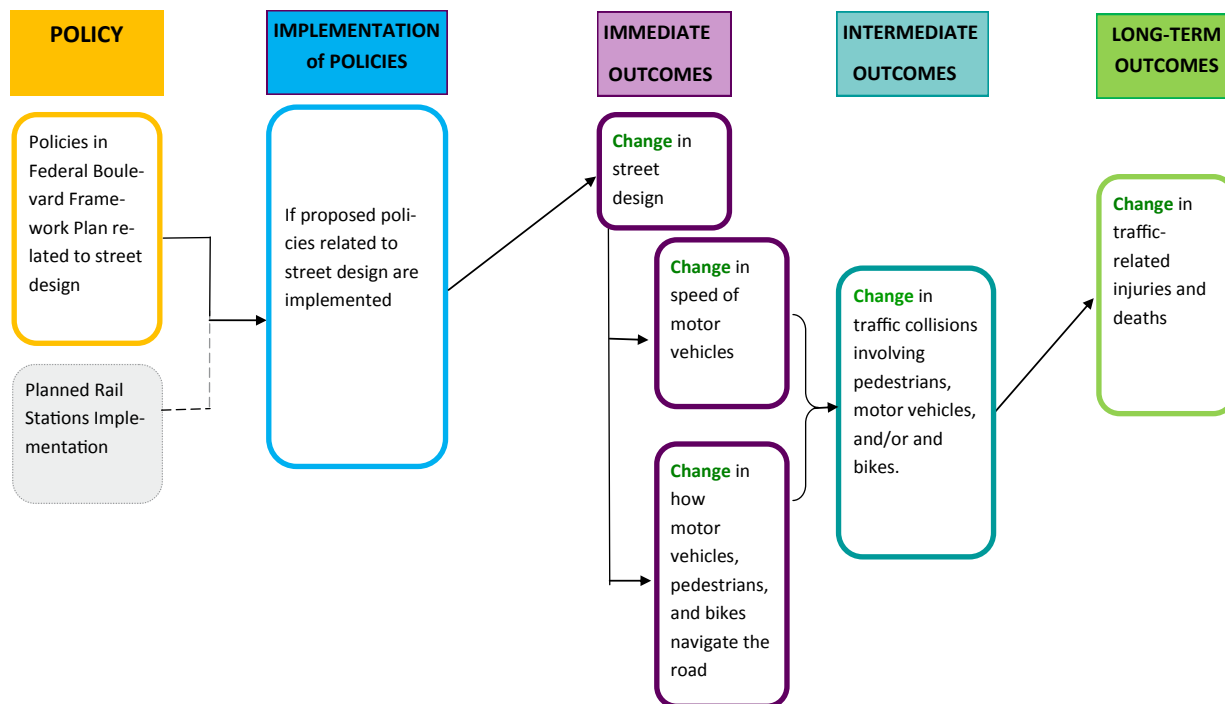


Figure 7. Pathway diagram for traffic safety.

Identification of health topics

The process for identifying the potential health issues to study for the HIA involved many key steps. First, the HIA team gathered and reviewed data related to several social determinants of health. The HIA also benefited from a gathering of community stakeholders and area HIA practitioners when TCHD hosted a two-day training on HIA in August 2013. The example HIA used for many of the small group exercises during the training was the Federal Boulevard Framework Plan HIA. Participants in the training engaged in an exercise to identify potential health issues that may be addressed during the planning process and attempted to map causal pathways to illustrate how potential policies in the Federal Boulevard Framework Plan might impact various health issues. The discussions during the training and others that followed through the series of stakeholder meetings described above helped to raise many potential health issues to study.

The HIA team identified health issues based on available data to study that issue, evidence-based research, and the team's best assessment of the nature of the policies that would be proposed in the Federal Boulevard Framework Plan. The HIA team used pathway diagrams to assess the potential health impacts that could result from the policies (see Figure 7 for an example of a pathway diagram of traffic safety). Based on these activities, the HIA team identified three health issues to study – physical activity, traffic safety and community safety.

A number of health issues arose during the training and stakeholder meetings that are important health issues for the community. Because of the unique process for the HIA that did not allow for the review of the planning policies during the Scoping phase, the HIA team agreed to move forward with the three health issues. There are other health issues including housing affordability, access to goods and services, flood plain, former landfills and air quality that emerged during the Scoping phase. The HIA team agreed to table these additional health issues until the Federal Boulevard Framework Plan process was further along and it was clearer whether the Plan would have policies that may impact these additional health issues.

Assessment

The Assessment phase included a variety of research methods to collect information on the three primary health topics explored through the HIA process. The HIA team conducted a literature review, collected data (primary data) and obtained data from other sources (secondary data). The Assessment activities were closely coordinated and facilitated through partnerships with existing community organizations.

Information collected by the HIA team and its partners (Primary Data)

Below are descriptions of the primary data collection methods used during the Assessment phase.

Existing Pedestrian and Bicycle Infrastructure Inventory – The purpose of the Existing Pedestrian and Bicycle Infrastructure Inventory was to document the physical structures along Federal Boulevard that facilitate walking and bicycling. The physical elements documented included sidewalks, crosswalks, bike lanes, bike trails, and pedestrian amenities like benches and lighting. This Inventory was conducted by University of Colorado at Denver's College of Architecture and Planning students who walked along both sides of Federal Boulevard from 52nd Avenue to 72nd Avenue and mapped the physical elements using an agreed-upon protocol.

Community Resources and Destinations Map – The creation of the Community Resources and Destinations Map grew out of discussions with community members and the HIA Steering Committee about the many community organizations and resources in the community. During the stakeholder interviews, many stakeholders commented on the number of different projects and activity happening in the area and the lack of coordinated communication and information about the projects. In an effort to centralize information and illustrate the resources in the community, the HIA team began to compile information about projects and resources in the form of a map. At a meeting with HIA Steering Committee, committee members reviewed an initial map and added information from their organizations. The Community Resources and Destinations Map is intended to depict locations of facilities, programs and organizations that are resources for community members. (Figure 8 and the corresponding Table 2).

Community Pedestrian and Bicycle Assessments – The Pedestrian and Bike Assessments engaged community members. Community members walked the blocks in the neighborhoods adjacent to Federal Boulevard to document the conditions for walking and biking and identify any concerns or issues that would make walking or biking difficult. Two assessments were completed, one toward the north end of Federal Boulevard and the other toward the south end of Federal Boulevard (Figure 9). These neighborhoods were selected because they had destinations that people could walk to such as schools, and they were near a location where participants could convene for the assessment (see Figure 8 for a map of community

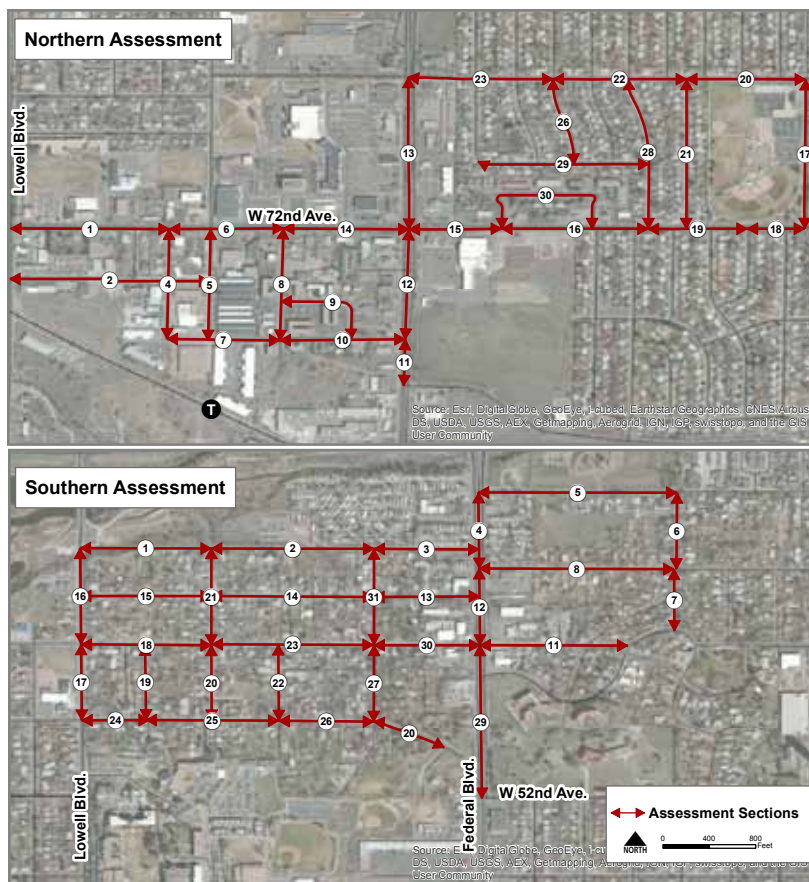


Figure 9. Study area for Community Pedestrian and Bicycle Assessments.

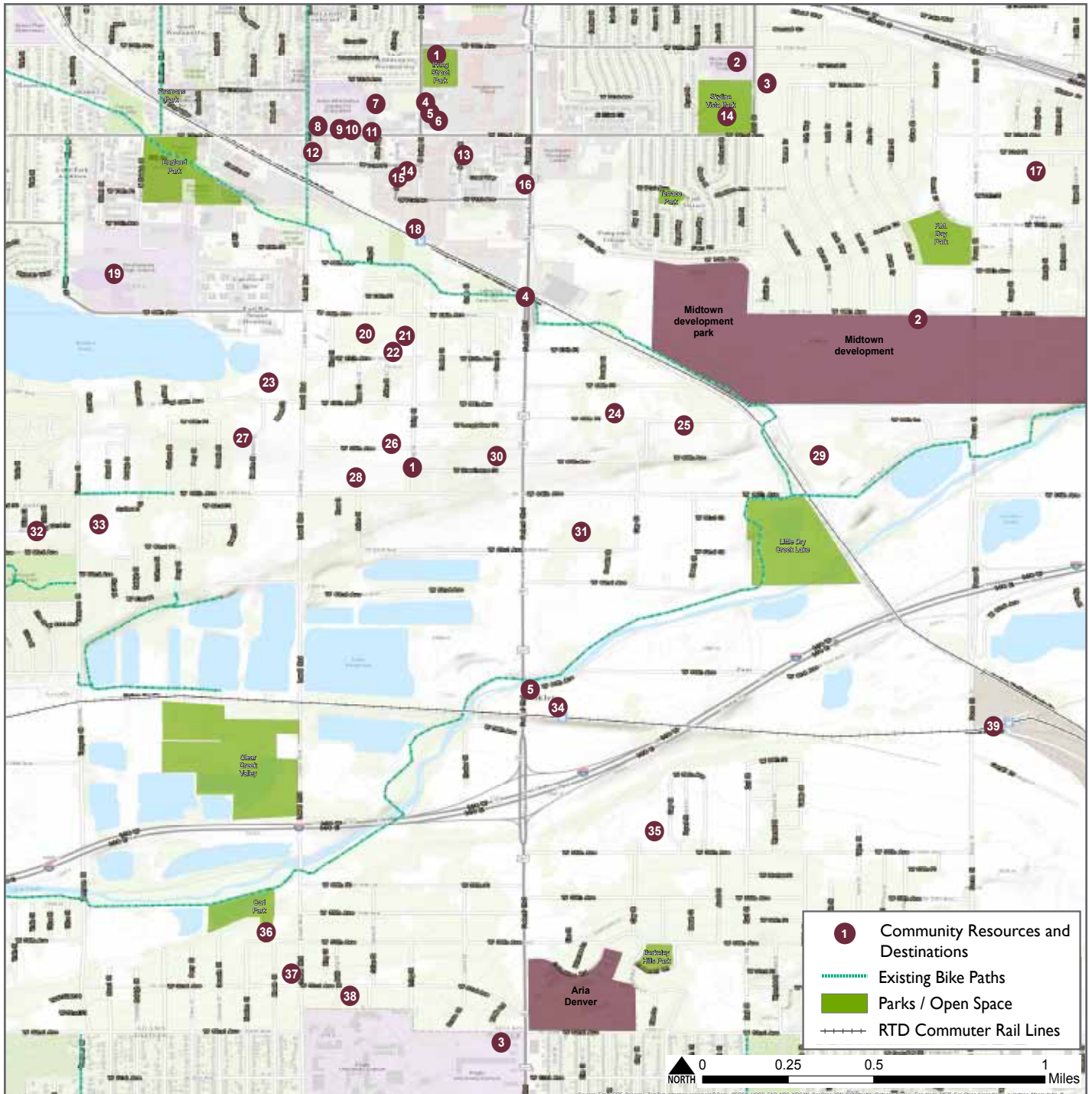



Figure 8. Community Resources and Destinations map, see key on the following page.



Table 2. Key to Community Resources and Destinations map

Map#	Name	Type	Map#	Name	Type
1	Irving Street Library	Community Services	21	Baker Community Center	Parks and Recreation
2	Skyline Vista Elementary	School	22	Splashland Aquatics Center	Parks and Recreation
3	First United Hmong Alliance Church	Community Services	23	Hidden Lake Park	Parks and Recreation
4	La Prensa de Colorado	Community Services	24	Salvation Army	Community Services
5	Donald E Vanarsdale Gymnastics Center (next to the MAC)	Parks and Recreation	25	North Denver Apostolic Church	Community Services
6	The MAC	Parks and Recreation	26	Southwest Adams County Fire Rescue	Fire Department
7	Colorado STEM Academy	School	27	Redeemer Temple	Community Services
8	Westminster Historic Center	Community Services	28	Community Health Services Center at Baker	Community Services
9	Have a Heart for Kids	Community Services	29	Softball Country	Parks and Recreation
10	Child Find Program	Community Services	30	North Federal Baptist Church	Community Services
11	Growing Home	Community Services	31	Pioneer Village	Community Activity
12	Paradise Healing Arts and Living Arts Massage and Bodywork School	School	32	Growing Home Community Survey	Community Activity
13	Colorado Statewide Parent Coalition	Community Services	33	Tennyson Knolls Elementary School	Community Activity
14	Hmong Grocery Store	Grocery	34	Federal/Clear Creek Station	Commuter Rail Station (2016)
15	Overseas Oriental Market	Grocery	35	Kingdom Hall of Jehovah's Witnesses	Community Services
16	3CE	Community Services	36	Carl Park Community Center	Community Center
17	Perl Mack Community Center	Community Center	37	Ricardo Flores Magon Academy	School
18	Westminster Station	Commuter Rail Station (2016)	38	Xaiver Jesuit Center	Community Services
19	Westminster High School	School	39	Pecos Junction Station	Commuter Rail Station (2016)
20	Hodgkins Elementary	School			



destinations). TCHD used a tool developed by and partnered with Community Enterprise to conduct these assessments.¹⁶ The assessment tool was also made available in Spanish.

Existing Business Inventory – The Existing Business Inventory used data from the Adams County Assessor’s office to characterize businesses along Federal Boulevard. HIA team members then used Google Earth mapping and viewing tools to identify and label existing pedestrian access routes to the businesses on private property such as a sidewalk from the front door of the business to the public sidewalk along the street or bicycle racks for patrons. HIA Team members then verified this information in the field.

Community Survey – The Community Outreach Survey was a self-administered written survey that was distributed to a convenience sample of community members. The survey was used with permission and adapted from a survey developed by Community Enterprise.¹⁶ TCHD partnered with a number of community organizations to disseminate this survey in settings that would capture input from a diverse group of respondent. Surveys were distributed at the Community Bicycle and Pedestrian Assessments, Center for Career and Community Enrichment (3CE), and Growing Home food bank. A total of 32 surveys were collected from residents who lived in or near the HIA Study area. The survey asked respondents about the neighborhood they live in. Questions included: places respondents currently walk and bicycle to and places they would like to walk/bicycle to and respondents’ perception of their neighborhood, which included questions about what they felt would make their neighborhood a safer place to walk and bike, things they liked about their neighborhood, and things they would change. The Community Survey was translated into Spanish.

Information obtained by the HIA team from other organizations and agencies (Secondary Data)

The following data was obtained from these federal, state, county, or private sources:

- U.S. Census Bureau, American Community Survey – Demographics, income, poverty status, commuting characteristics.
- Colorado Department of Education – Number of students eligible for free and reduced lunch.
- Colorado Department of Public Health and Environment – Health statistics.
- Colorado Department of Transportation – Information about the number and circumstances of traffic crashes along the Federal Boulevard corridor, which is a state highway. The data forwarded to us by the Colorado Department of Transportation also included some information about the drivers, pedestrians and bicyclists (age, gender, presence of alcohol or drugs) and whether the crash resulted in an injury or death. The presence of injury was “assessed by the responding officer and is determined by their observations and conversation with appropriate EMT personnel.”¹⁷
- Adams County Code Enforcement – Number, location, and type of code violations.
- Adams County Assessor – The GIS Interactive Mapping Application was used to identify parcel and building addresses on each block of Federal Boulevard from 52nd and 72nd Avenue, business name, and business category.
- My Neighborhood Update (<http://www.myneighborhoodupdate.net/>) – Emergency calls (9-1-1) to the Adams County Sheriff are logged and approximate addresses are mapped on this interactive web-site. Not all calls that are logged result in an arrest. It is not possible to accurately determine the number of calls during a specific timeframe because of limitations of the mapping software.

Recommendations

One of the objectives of the HIA process is to develop recommendations for mitigating potential negative impacts of the proposed policies on health. The goal for the recommendations is to make them relevant to the decision or policy the HIA is attempting to impact. A community meeting engaged community members in the scope and content of the recommendations and the Steering Committee reviewed and provided comments



on the draft recommendations prior to sharing them with the decision-makers. The HIA recommendations developed for the Federal Boulevard Framework Plan are outlined in the HIA Findings and Recommendations chapter of this report.

Reporting

The Reporting phase of the HIA process includes communication to the decision-makers, stakeholders and community members of the primary findings and key recommendations of the HIA. The Federal Boulevard Framework Plan HIA included presentation of a HIA Summary Report to the Adams County Planning Commission and the Adams County Board of County Commissioners. The HIA team has prepared a communication strategy to increase the reach of the HIA findings and recommendations to stakeholders and community members.

Monitoring

Monitoring describes the process of tracking the implementation of the proposed HIA recommendations and the change in community population health after an HIA is conducted. The HIA team has developed a monitoring plan that includes tracking whether the HIA recommendations are incorporated entirely or in part into the corridor-wide plan and which HIA recommendations are implemented. In addition, TCHD will be monitoring other impacts associated with the HIA such as the development of new collaborations and the procurement of new funding that supports the implementation of HIA recommendations.



HIA FINDINGS AND RECOMMENDATIONS



HIA FINDINGS AND RECOMMENDATIONS

HIA Findings

The Federal Boulevard Framework Plan HIA focused on three main health topics that relate to the proposed policies in the Federal Boulevard Framework Plan – traffic safety, community safety, and physical activity. The following summary of the HIA findings includes information we heard from the community, existing conditions in the community and the impact of these conditions on community health.

Traffic Safety

What the community told us

Community members consistently reported that the number and speed of motor vehicles is concerning to them and contributes to making the neighborhoods an unsafe place to bicycle and walk.

- For people who took part in the Community Pedestrian and Bicycle Assessment in the neighborhood along the northern portion of Federal Boulevard, “Cars go too fast” was the most commonly selected answer to the question, “In your opinion, what keeps this neighborhood from being a safe place to walk and ride a bicycle?”; more than half of the participants chose this answer (Appendix B). When these same participants were asked “In your opinion, what would make this neighborhood a safer place to walk and ride a bike?” two-thirds of them selected “Cars that go slower.” Similar findings were observed on the Community Outreach surveys (Appendix C).
- Inadequate lighting is a major safety concern for pedestrians and motorists along Federal Boulevard.
- There are high levels of pedestrian collisions with motor vehicles along Federal Boulevard.
- Spacing between stoplights is long, approximately 1 mile, thus making pedestrian crossing dangerous because most people will cross illegally rather than walk a long distance to cross at a light or crosswalk. In one section of the corridor, there is a stretch of 0.79 miles with no marked crosswalk for north to south. And another section where there is 0.77 miles with no marked crosswalk for east to west.
- Community members requested that distances between lights and/or the addition of safe areas to cross be addressed.
- Concerns about the corridor design issues include the wide right-of-way, blind spots due to a hill, and high speeds.

Existing Conditions

Compared to other crashes on Adams County state highways, a higher proportion of crashes along the corridor result in injury. During 2009-2011, 17% of all crashes in the corridor resulted in injury compared to 9% of other crashes on Adams County state highways.¹⁷

Most corridor pedestrian crashes (9/17, 52.9%) were intersection-related, six (35.3%) did not occur at an intersection, and two (11.7%) were related to driveway access. Pedestrian crashes occurred more frequently after dark, whether in lighted or unlighted conditions. In 2 of the 3 fatal crashes, alcohol was a factor. The three fatal pedestrian crashes did not occur at an intersection and were not intersection-related.¹⁸

Unlike pedestrian crashes, almost all (11/13) bicycle crashes occurred at an intersection, and the other two were driveway-access related. Bicycle crashes were more likely to happen during daylight hours.¹⁸

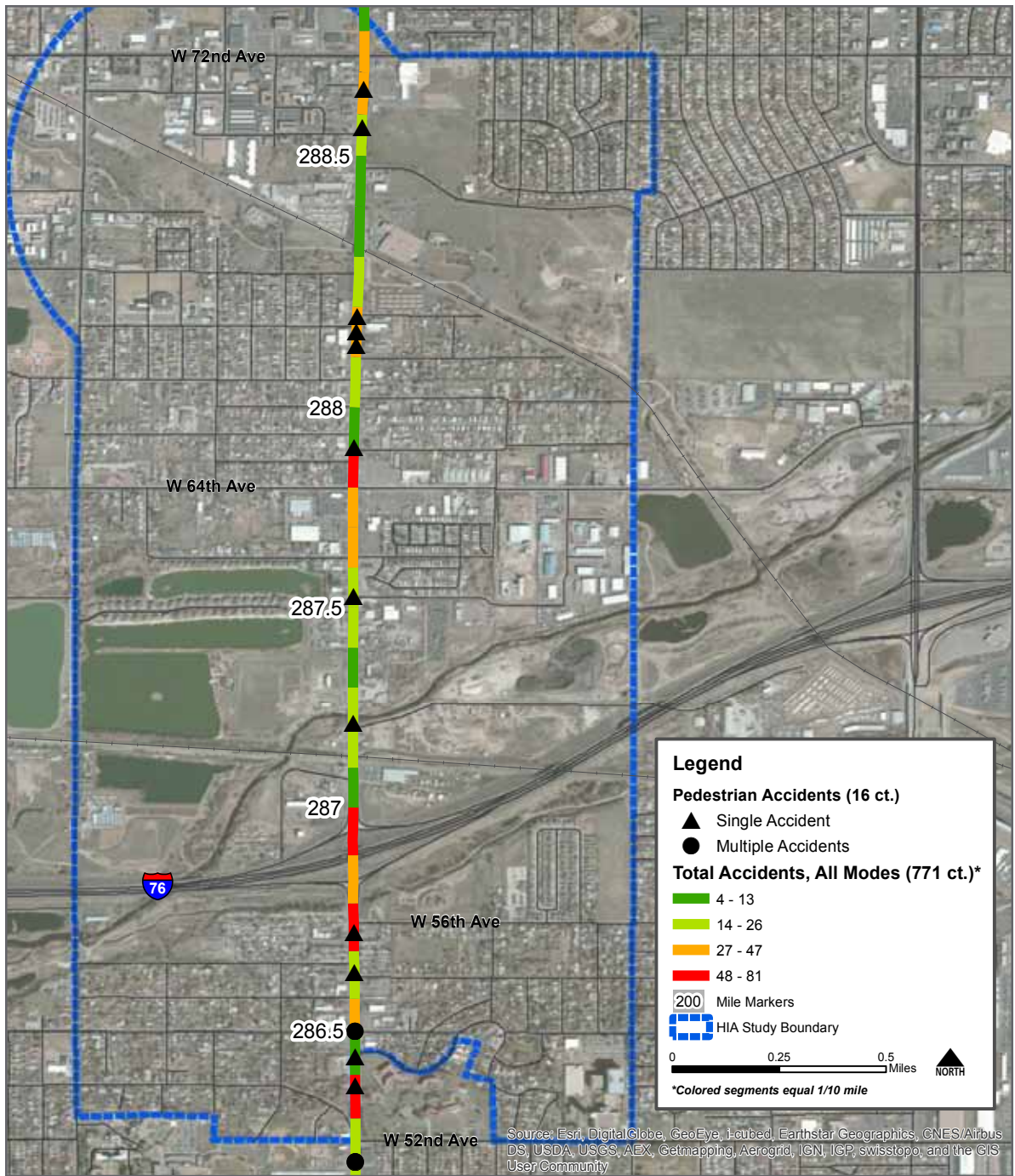


Figure 10. Locations of traffic crashes on Federal Boulevard, 2009-2013 (n=771). Source: Colorado Department of Transportation.

There were an estimated 1500 calls to 9-1-1 for traffic offenses along Federal Boulevard during the past year between 12/1/2013 and 12/1/2014 (My Neighborhood Update). These offenses not only included crashes, but other traffic offenses as well, such as, speeding and driving under the influence. The three sections of Federal Boulevard that had the greatest number of traffic offenses were as follows:

- From and including I-76 interchange, up to and including W. 58 Ave (approximately 236 number of offenses, Figure 11).

- Just south of W 63rd Ave, up to and including W 64th Ave. (approximately 224 offenses)
- W 71st Ave., up to and including 72nd Ave. (approximately 235 offenses)

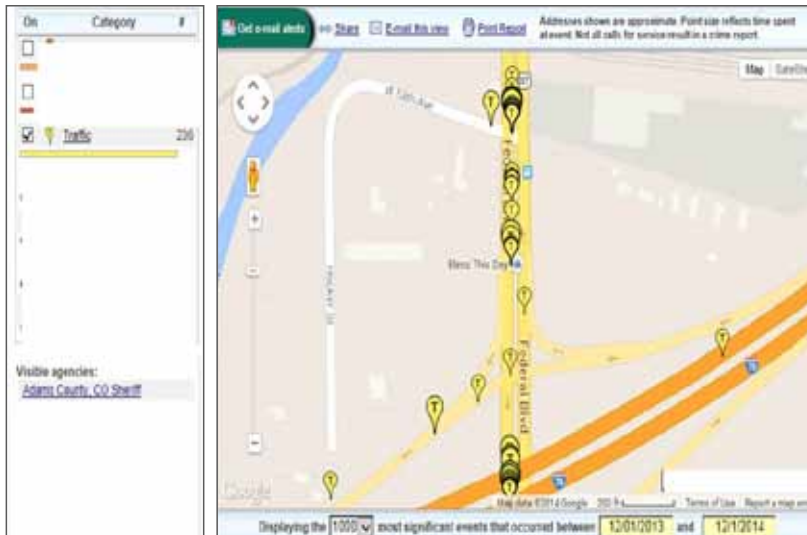


Figure 11. Traffic offenses from I-76 to W. 58th Ave. Source: MyNeighborhoodUpdate.net

Two other important considerations regarding pedestrian and bicycling traffic


1. Many residents in this community may need to use alternative methods of transportation such as biking and walking or transit to get where they need to go.

- Approximately twenty-five percent of the residents in the community are younger than 18 years of age, and 12.6% of residents are age 65 or older.⁹ By 2030, it is estimated that more than one million Colorado adults will be age 65 or older.¹⁸ Older adults may walk slower, and are at increased risk for falling.¹⁹
- In census tracts 96.06, 97.51, and 97.52, about 8% of the residents do not have a vehicle to use, which is higher than Adams County (5.2%) or Colorado (5.7%). On average, 4.7% of all the residents use public transit to get to work, which is slightly higher than Adams County (3.9%) or Colorado (3.3%).⁹

2. It is also important to consider the ARIA development between 52nd and 54th, bounded by Federal Boulevard on the east side and Zuni Street on the west. It is expected this development will increase the number of pedestrians along Federal Boulevard. This development is a mixed income development, and they are promoting their connection to RTD, and are building a 10-foot wide sidewalk on their property along Federal Boulevard to facilitate pedestrian movement.²⁰ Neighborhood completion date is 2017, with 450 units, and approximately 30,000 square feet of commercial space and neighborhood-serving retail.²¹ The net effect of this development will be increased pedestrian traffic on Federal Boulevard south of the Clear Creek Station.

Impact on Health

Traffic fatalities represent only a small fraction of people who are injured in traffic crashes. For each death that occurs, several more people are hospitalized or treated in an emergency department or health care provider's office for traffic-related injuries. A recent report from the Centers for Disease Control and Prevention (CDC) found that for every 1 person killed in a motor vehicle crash, 8 people were hospitalized, and 100 people were treated and released from the emergency department.²⁴ These findings suggest that the estimated total number of people injured in traffic crashes along the corridor may be somewhat higher than the 115 (109



injuries + 6 fatalities) reported by the Colorado Department of Transportation. It's possible that others who were injured could have gone to an emergency department later on.

Traffic-related injuries are also costly. The same CDC study found that "On average, each crash-related ED visit costs \$3,362, and each hospitalization costs \$56,674. These nonfatal crash injury costs can create both an immediate and lifelong burden for individuals and their families, as well as employers, and public and private health care payers."²⁴

Community Safety

What the Community Told Us

From talking with the community members, stakeholders, and steering committee, it became clear that feeling safe in the community is very important for people, and may be limiting their desire and/or encouragement to get out and engage in physical activity. For example some of the general comments include the following:

- People in the community do not use the trails. The trails are very isolated and dark. It does not feel safe to use.
- There is a lack of safety in the area. As a result, kids go home instead of going to the park.
- ... sexually-oriented businesses and weekly rate rental units contribute to unhealthy behaviors and illegal activity.
- ...concern about the number of bars and liquor-related establishments along the corridor and how the associated activities are negatively impacting the neighborhood environment.
- According to community member observations, levels of homelessness are increasing in the area, contributing to higher rates of drug and alcohol abuse, illegal camping, and panhandling.
- Stakeholders indicated that the vacant and underutilized properties in and around the interstate infrastructure and bridges create unsafe conditions. There is no natural surveillance of the area and, therefore, the area attracts illegal activity.
- New commuter rail station at 60th and Federal is currently in an area where there is a high traffic of transient people.

Results from the Community Outreach Survey (Appendix C) showed that when respondents were asked, "Are the streets in your neighborhood a safe place to walk and/or ride a bicycle?" the responses were evenly divided between, "yes," "sometimes," and "no." When people were asked "What are two things you don't like about your neighborhood?" some of the write-in responses included drunk people, trash, and graffiti.

The participants in the Community Pedestrian and Bicycling Assessments noted similar findings about the neighborhoods they audited (Appendix B). When asked "Are the streets in this neighborhood a safe place to walk and/or ride a bicycle?", the responses were fairly evenly split between "yes," and "no" and some even checked "yes" and "no," which is suggestive of "sometimes." Some participants noted trash and run-down buildings as contributing to the "unsafe" feel.

Existing Conditions

The existing business inventory documented that four adult businesses are located along Federal Boulevard (one movie theatre, one strip club, one bookstore, and one adult entertainment store with movies, books, etc.), one pawn shop, two liquor stores, and three other businesses that sell liquor. Two of the adult businesses appear to be located closer than the required spacing established by Adams County's Land Development Regulations.



There were 622 reports of “blight” reported to code enforcement between 2011-2013 for the HIA study area. Blight includes trash, and/or weeds. The violations occurred throughout the community. There were also 14 reports of graffiti that occurred primarily in the northeast section of the community.

During the timeframe of 7/10/2013 – 7/9/2014, My Neighborhood Update showed a total of approximately 1300 calls to the Adams County Sheriff’s office for property crimes, violent crimes and disorder for the HIA study area (See Appendix D, street segments 1-6). Because of the limitations of My Neighborhood Update, it is not possible to determine the exact number of calls. Some examples of these types of crimes are as follows:

- Property crimes – burglary, theft, trespassing, vandalism
- Violent crimes – assault, robbery, harassment, menacing, domestic violence, child abuse
- Disorder – disorderly conduct, creating a disturbance, narcotics, shots fired, suspicious incident

My Neighborhood Update was also used to examine the calls for service around the proposed light rail station on 60th (the general location of these crimes can be found in Appendix D, street segment 7). In this area for a one-year time period, there were approximately 104 calls for property crimes, 81 for disorder, and 38 for violent crimes.

Impact on Health

Research shows that neighborhood conditions can have an effect on safety and consequently, physical activity and health. Sexually oriented businesses are associated with higher levels of property crimes, violent crimes, and disorder, and the rates are highest in the vicinity of the business.²⁵ Violent crimes are significantly higher at strip clubs than adult bookstores.²⁶ The density of liquor outlets is positively correlated with assaultive violence: higher density of outlets is associated with higher rates of violence.²⁷

Perceptions of violence (assaults and muggings), burglaries, and people being drunk in public places have been linked to decreased physical activity whereas feelings of safety such as feeling safe in the home and while walking alone at night have been linked to increased physical activity.²⁸ The overall condition and appearance of the neighborhood may also play a role in physical activity. Signs of neglect in a neighborhood such as crumbling sidewalks, or vandalism may discourage older adults from walking.²⁹ Neighborhood physical environments have also been found to influence adults’ readiness to encourage children’s use of local playgrounds, and whether women start to engage in occasional exercise.³⁰



Researchers have proposed that living in a disadvantaged neighborhood affects health directly and indirectly. Directly, the neighborhood acts as a chronic stressor, which can affect mental health (leading to depressive symptoms)³¹ and physical health (leading to chronic disease).³² Indirectly, the neighborhood may affect health because people may be fearful to go outside and exercise.³²

Physical Activity

What the Community Told Us

Community members and stakeholders indicated that options to increase physical activity through alternative transportation like walking and bicycling are very difficult due to the lack of pedestrian and bicycle infrastructure, motor vehicle speeds, concerns for safety, and a lack of desirable places to walk and bike to.

- The area lacks an adequate and connected concrete sidewalk system that pedestrians can use effectively for walking and biking.
- The current sidewalk system along Federal Boulevard from 52nd to 72nd has limited sections of



concrete sidewalks and large sections where no pedestrian facilities exist. No bike paths or lanes along the corridor

- Poor connections to existing trails from the corridor
- During the Community Pedestrian and Bicycle Assessments (Appendix B) many participants had to walk on the road with cars during some point of the assessment. In the southern neighborhood, nearly two-thirds of the participants had to walk on the road with cars at some point, and in the northern neighborhood, slightly more than one-third of the participants. The predominant reason participants had to walk in the road in the southern neighborhood was because there was “no sidewalk or path” (58.6%); in the northern neighborhood, the predominant reason was “Sidewalk or path was blocked with things like cars, shrubs, poles” (53.0%), which was then followed by “no sidewalk or path” (46.2%). In addition, participants were asked “.....what keeps this neighborhood from being a safe place to walk and ride a bicycle?” and “...what would make this neighborhood a safer place to walk and ride a bike?” Sidewalks were selected as an answer for both questions. In the southern neighborhood, two-thirds of the participants (69%) thought that “no sidewalks or paths to walk on” kept the neighborhood from being a safe place to walk and ride a bicycle. In the northern neighborhood, two-thirds of the participants (66.7%) thought that “More sidewalks or paths to walk or bike on” would make this neighborhood a safer place to walk and ride a bike.
- Community Outreach surveys (Appendix C) indicated that residents in the area are interested in walking, and do walk:
 - Two-thirds of the respondents reported walking at least 2-3 times a week around their neighborhood, however, many of these individuals did not report the number of minutes walked or reported walking less than 60 minutes a day.
 - 40% of households with children (8/20) currently walk their children to school, but one person specifically noted that he/she was afraid of walking to Skyline. The schools parents currently walk to with their children are Skyline, Fairview, and FM Day. Another 10% (2/20) are interested in walking their children to school (Fairview).
 - Almost all of the respondents indicated an interest in walking to parks: 50% currently walk to parks, and an additional 37.5% said that they would like to walk to parks.
 - 22% of respondents also said that they would like to walk to recreation centers.
 - Several people indicated that they would like to have closer stores that they could walk to.
 - When community members were asked what keeps their neighborhood from being safer to walk and bike, the most common reasons were “cars go too fast” or “scary dogs” (43.8% each); when asked what would make it safer to walk and bike? The number one reason was slower cars (53.1%).
- 71.9 % of the respondents on the Community Outreach Survey did not have access to a bicycle. Of those that did have a bike and ride it (n=8), most reported that they would like to ride to a recreation center, and all of them said they would like to ride their bike to a park.

Existing Conditions

The Existing Pedestrian Infrastructure Inventory revealed a lack of continuous sidewalks from residential areas to neighborhood schools, and that 59% of Federal Boulevard lacks sidewalks (Figure 12). The businesses along the corridor do not cater to walkers and cyclists. Currently, the corridor is dominated (36%) by automotive-related businesses such as auto sales, auto parts sales, auto repair, and car wash (Figure 13). General retail includes retail services like banks, dollar stores, convenience stores, and thrift shops and comprises 18% of all businesses in the corridor.

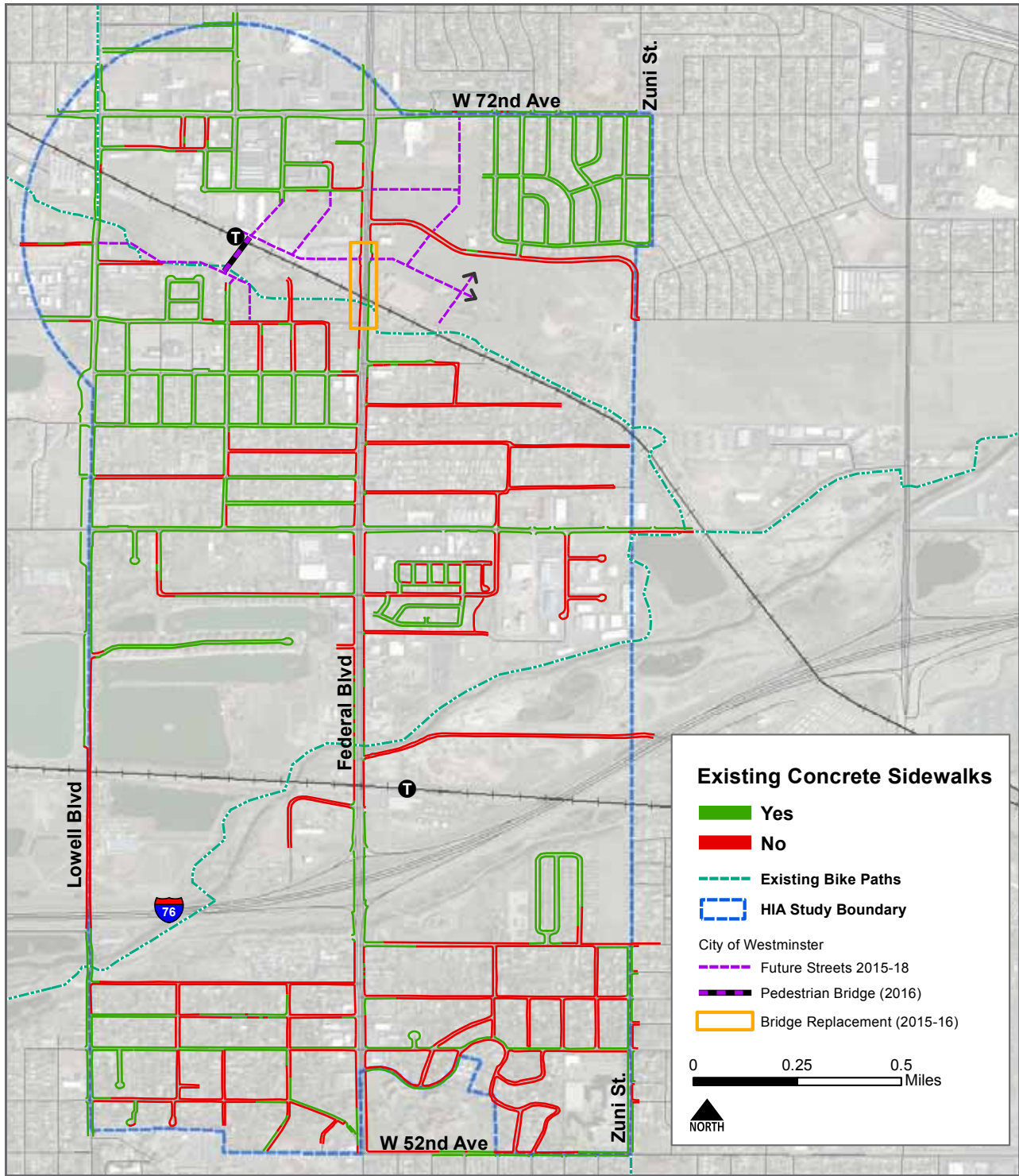


Figure 12. Existing sidewalk conditions from pedestrian and bicycle infrastructure inventory.

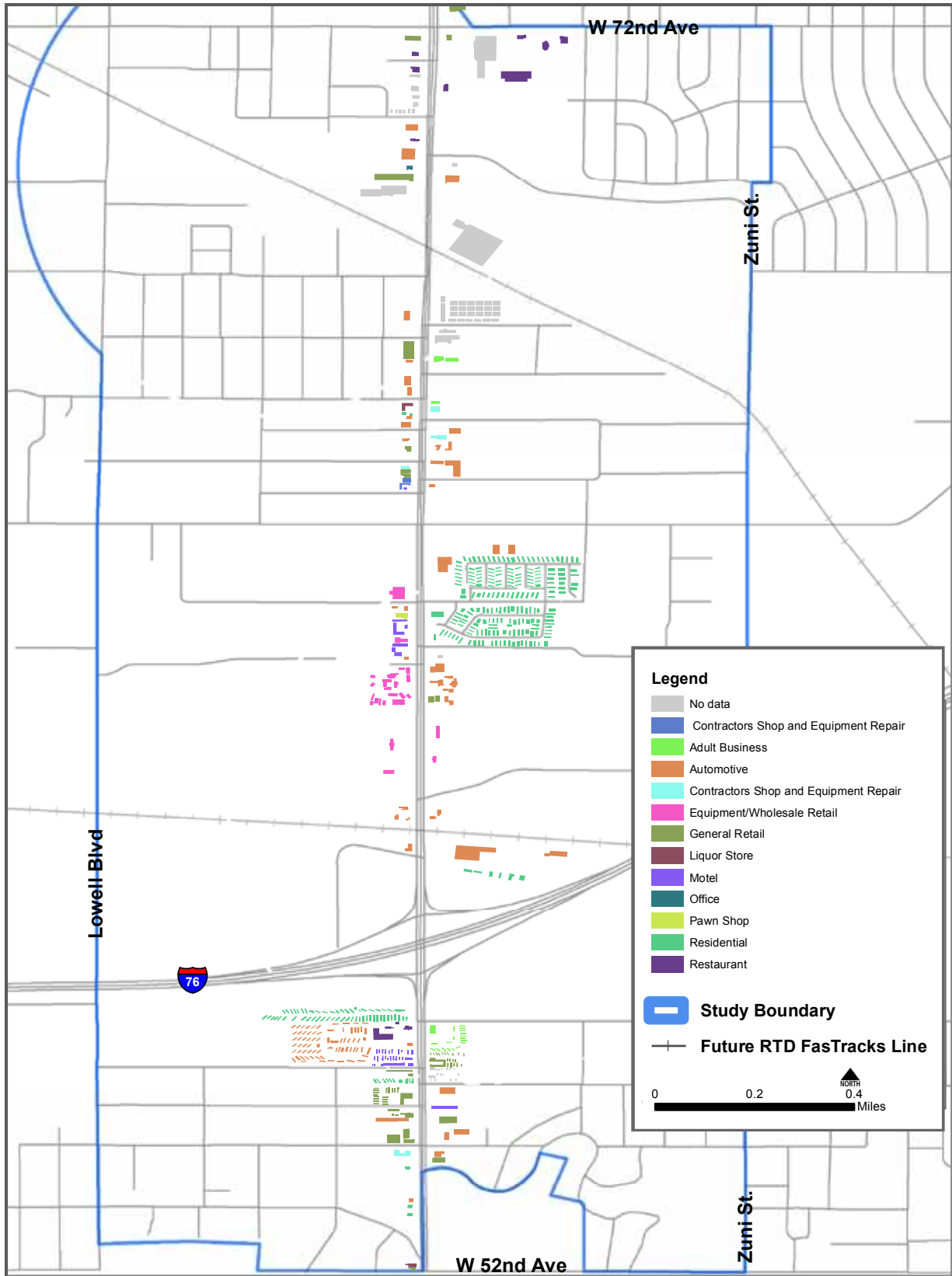


Figure 13. Map of existing businesses along Federal Boulevard.



Impact on Health

Physical activity is important for health. For adults, physical activity can help manage weight, and lower the risk of coronary heart disease, stroke, high blood pressure, Type 2 diabetes, breast and colon cancer, falls and depression.³³ The American Heart Association recommends 150 minutes of moderate exercise per week, and states, “The simplest, positive change you can make to effectively improve your heart health is to start walking.”³⁴ Physical activity also has benefits for children: it can improve bone health, improve cardiorespiratory and muscular fitness, and decrease levels of body fat.³³

Research has found there are factors that significantly affect a pedestrian’s sense of safety or comfort while walking on a road. A study by the state of Florida showed that the lateral separation of the sidewalk relative to the motor vehicle traffic, the frequency of motor vehicles passing pedestrians and speed of traffic affect a pedestrian’s sense of safety or comfort while walking on a road. As lateral separation increases with the presence of on-street parking, a line of trees, or a roadside swale, the pedestrian’s comfort or sense of safety also increased. Conversely, increased passing and increased speed were associated with pedestrian discomfort.³⁵

Other Topics of Concern to Community Members

Housing Gentrification is a concern in the community.

- Community members expressed concerns about the potential gentrification with increased demand for transit-oriented development (TOD). Redevelopment around the proposed light rail stations may eliminate existing affordable housing options. Research has demonstrated that with areas developed and first served by rail transit between 1990 and 2000, the patterns of neighborhood change did vary, but the predominant pattern was that with the addition of transit, housing stock became more expensive.³⁶

Air Quality is a concern in the community.

- Community members expressed concern about air quality and are optimistic that new rail lines might get more people out of cars and improve air quality.
- Community members indicated that the old landfills produce methane gas and create a fire danger if not properly mitigated. Some stakeholders expressed concerns about former landfills creating a barrier to redevelopment because of the complicated development requirements in and around landfills. Former landfills are mapped in Figure 14.

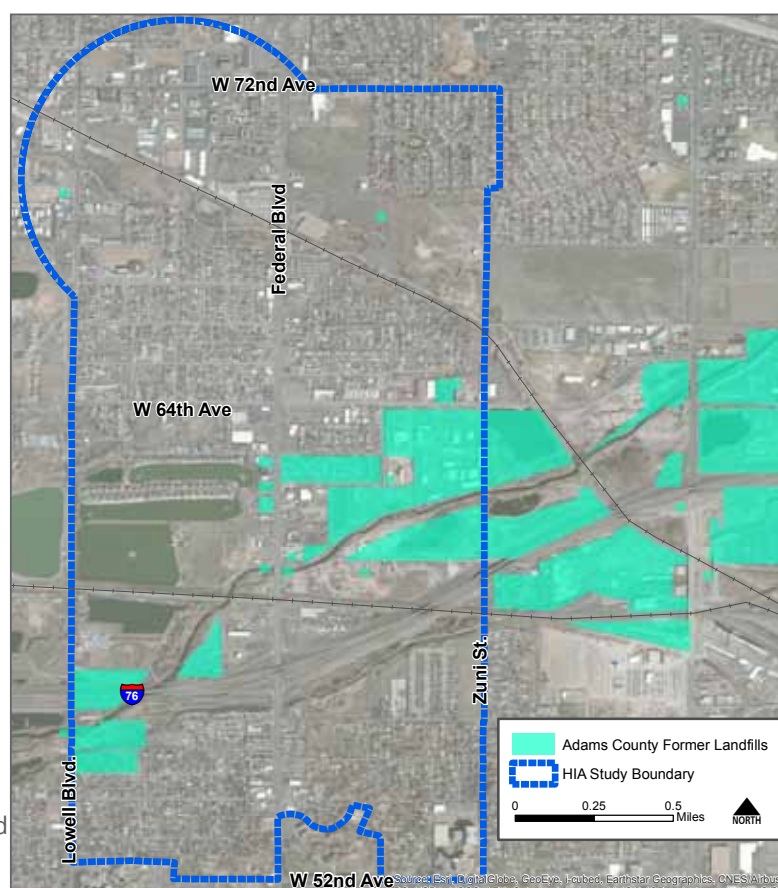


Figure 14. Former landfills in Adams County.

Impact Predictions

One of the culminating steps of the HIA process was to provide recommendations for how to enhance the policies in the Federal Boulevard Framework Plan and provide additional recommendations that will continue to improve health outcomes in the South Adams County community. Before formulating the HIA recommendations, the HIA team evaluated the potential impacts the Federal Boulevard Framework Plan would have on the three main health topic areas and the additional topics raised by community members. The Federal Boulevard Framework Plan ultimately included 20 “Plan Recommendations” that were the core policies in the plan. The resulting predicted impacts table is a summary of the impact analysis for the 20 Plan Recommendations. This analysis helped to guide the development of HIA recommendations.

Table 3. Predicted Impacts Table				
Positively Impact Somewhat Positively Impact Negatively Impact No Impact n/a: Does Not Affect Health				
Federal Blvd. Framework Plan Recommendation	Predicted Impacts on Health Outcomes (based on evidence)			
	Traffic Safety	Community Safety	Physical Activity	Social Determinants of Health
#1 - Corridor planning should accommodate north/south traffic volumes to maintain or increase vehicular capacity, while retaining reasonable access to adjacent commercial properties.				
#2 - Corridor planning should consider a multitude of zoning mechanisms tailored to proposed development types.	n/a	n/a	n/a	n/a
#3 - Corridor planning should preserve and enhance on- and off-ramp access to U.S. 36, I-76 and I-70 interchanges, and discourage local street and driveway intersections that reduce their efficiency.				
#4 - Corridor planning should address further vehicular, bicycle and pedestrian safety measures to improve the balance between vehicular and pedestrian/bicycle modes.				
#5 - Corridor planning should emphasize and enhance motorized and non-motorized transit connections with the proposed commuter rail stations.				
#6 - Corridor planning should strengthen pedestrian, bicycle and visual connections with the existing and proposed open spaces and alternative mode transportation corridors to increase their presence, personal safety, and integration with the corridor, in order to decrease personal safety issues and crime.				
#7 - Corridor planning should address affordability needs, and work with Adams County Housing Authority (ACHA) and others to make appropriate accommodations for affordable housing within the corridor.				
#8 - Corridor planning should address potential Federal Boulevard blight conditions, and recommend improvements in visual character. The addition of pedestrian-oriented improvements to the Right-of-Way is critical in providing better accommodations for non-motorized corridor transportation. Additionally, streetscape plantings should be incorporated throughout the corridor with a focus on shade trees along the east and west sides of the roadway due to the utility limitations of the center medians.				



Table 3. Predicted Impacts Table				
Positively Impact Somewhat Positively Impact Negatively Impact No Impact n/a: Does Not Affect Health				
Federal Blvd. Framework Plan Recommendation	Predicted Impacts on Health Outcomes (based on evidence)			
	Traffic Safety	Community Safety	Physical Activity	Social Determinants of Health
#9 - Corridor planning should consider an improved identity and brand for the Federal Boulevard corridor that can be emphasized through the coordinated selection of signage, lighting, site furnishings, bus shelters and streetscape plant material. Opportunities may exist to include signage types that include 1950's-era signage typologies and recall the corridor's motels, filling stations and drive-throughs.	n/a	n/a	n/a	n/a
#10 - Corridor planning should address potential methods to land assembly for redevelopment, protection of residential neighborhoods from commercial land use and traffic encroachment, and methods to interconnect the local street grid.				
#11 - Corridor planning should address pedestrian needs and alternative solutions to providing a safe, continuous pedestrian way along the entire length of the Federal Boulevard corridor. Future planning studies should identify solutions to provide safe, east-west pedestrian crossings of Federal Boulevard at regular frequent intervals.				
#12 - Corridor planning should consider realignment of east side streets to intersect Federal Boulevard at existing west side street locations between 65th Avenue and 67th Avenue to create 4-way, aligned intersections, accommodating safe pedestrian crossing, left turns and providing alternative business access from Federal to side streets.				
#13 - Corridor planning should consider potential Complete Street (vehicular/bike/pedestrian) upgrades to parallel, off-corridor, north-south streets, to provide safe alternative, parallel routes for neighborhood bike and pedestrian access to Transit Stations and Federal Boulevard Corridor destinations.				
#14 - Corridor planning should consider built-in planning flexibility and land use provisions for these blocks, since they may be most vulnerable to changes in market conditions. "Transitional" use designation to allow Multi-Family, Commercial-Retail, Office or mixed use combinations could preserve long range use flexibility, with infrastructure planning sized to accommodate that range of uses.				
#15 - Corridor planning should evaluate the capacity of existing utilities within and adjacent to the roadway (including the existing Crestview water line north of I-76) to determine if additional investments are required to support future, more-dense, mixed-use development. Federal grants such as the Housing and Urban Development's (HUD) Community Development Block Grant (CDBG); the Department of Transportation's Livable Community Grant and the Federal Transit Administration's SAFETEA-LU grants; and the Environmental Protection Agency's Brownfields Planning Grant.	n/a	n/a	n/a	n/a



Table 3. Predicted Impacts Table

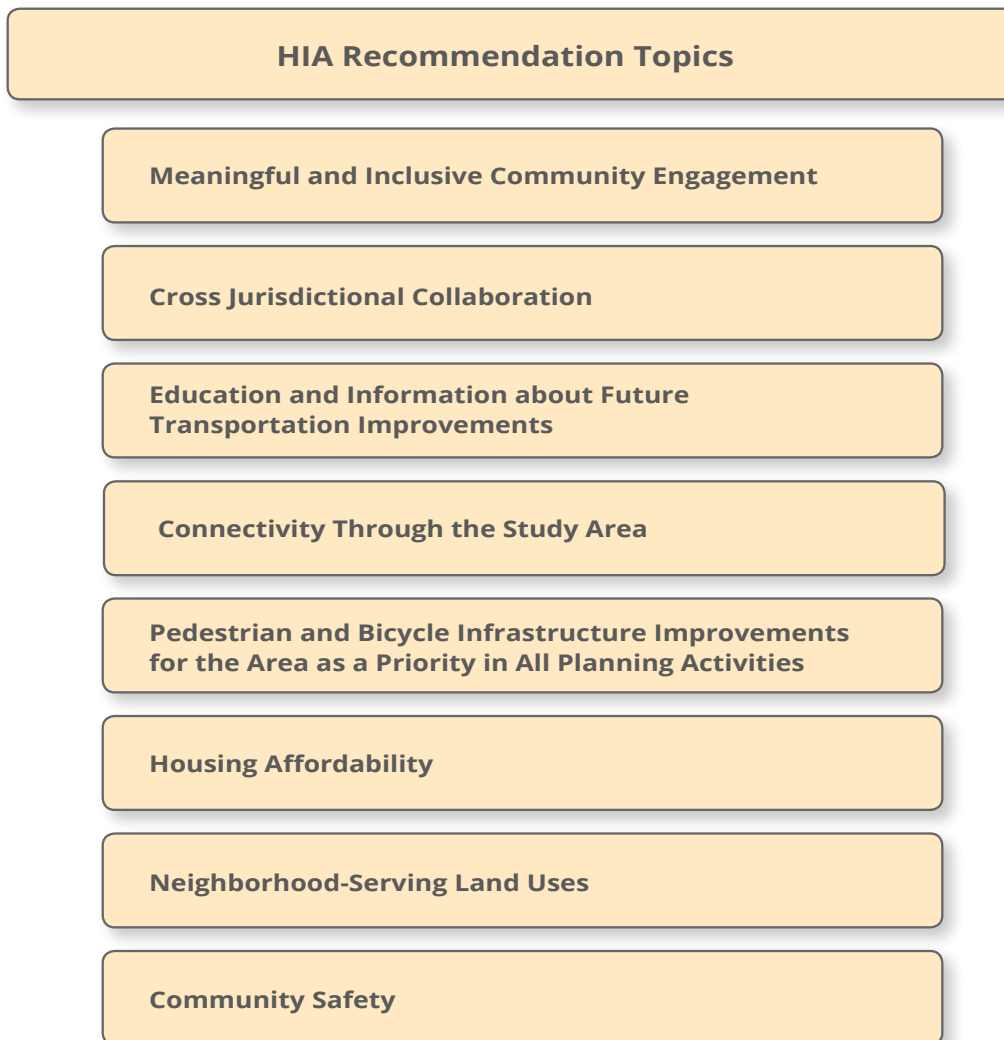
Positively Impact Somewhat Positively Impact Negatively Impact No Impact n/a: Does Not Affect Health				
	Predicted Impacts on Health Outcomes (based on evidence)			
	Traffic Safety	Community Safety	Physical Activity	Social Determinants of Health
Federal Blvd. Framework Plan Recommendation				
#16 - Corridor planning should seek new opportunities for higher density residential development which will be necessary in the corridor to attract and support new commercial retail development.				
#17 - Corridor planning should consider the preparation of a detailed retail development plan that identifies the desired types and locations of retail uses including strategies for attracting new uses to the corridor.				
#18 - Corridor planning should consider the adaptive re-use of the historic building adjacent to the future Federal Station as a complimentary use such as a bike/coffee shop that serves station commuters and area residents.				
#19 - Corridor planning should include strategies to minimize impacts on adjacent residential neighborhoods and discourage through traffic from commercial developments. Residential neighborhood gateways should be considered west of Federal with the proposed Elm Street east of Federal providing re-aligned intersections, a land use transition, and a multi-modal streetscape buffer.				
#20 - The W. 64th Avenue / Federal Boulevard intersection holds potential for future redevelopment as the "100% Corner" for Mixed Use Commercial Center redevelopment. W. 64th Avenue provides the only east-west through traffic connectivity in the corridor. Three (3) of four corners are of sufficient parcel size and configuration to support master planned center development, which may include a Lifestyle Center, Grocery-anchored Neighborhood and supporting retail development.				



HIA Recommendations

The following HIA recommendations grew out of the research and community engagement process conducted for the HIA. The recommendations are all aimed at improving health outcomes and if addressed, each of the HIA recommendations have the potential to impact more than one of the three key health topics studied throughout the HIA – Traffic Safety, Community Safety, and Physical Activity.

In the following section, the HIA recommendations are organized by topics that correspond to the proposed policies in the Federal Boulevard Framework Plan making them relevant for the decision-making process for the Plan. Where appropriate, the HIA recommendations include specific amendments to one of the original 20 Plan Recommendations that were included in the draft Federal Boulevard Framework Plan (Appendix E) provided to the community on August 8, 2014 including additional Plan Recommendations proposed beyond the original 20.





Meaningful and Inclusive Community Engagement

The HIA process was effective in bringing together a diverse group of community members to develop recommendations for improving the health of the Southwest Adams County community through the Federal Boulevard Framework Plan and future planning processes. Future planning efforts in Southwest Adams County should engage a broad representation from the community and should utilize participatory activities that generate input from the community that will be incorporated into planning policies. To promote greater engagement of the diverse community in future planning, the following recommendations are made.

- Enhance the community engagement process during future planning efforts to maximize meaningful participation of area residents and business owners. At a minimum, ensure that barriers to participation are addressed including language and culturally- and age-appropriate activities.



Proposed Amendment to the Federal Boulevard Framework Plan:

Plan Recommendation #21:

Enhance the community engagement process during future planning efforts to maximize meaningful participation of area residents and business owners. At a minimum, address barriers related to language, culture and age.



Cross Jurisdictional Collaboration

Southwest Adams County is a convergence of various jurisdictions. The HIA Study area includes two local governments, a regional transportation agency, a state transportation agency and many special districts. Many of the community stakeholders and the HIA Steering Committee raised concern that the lack of intentional coordination among all entities is a barrier to effective planning and implementation. Stakeholders expressed that intentional collaboration is critical for making needed improvements in the study area.

- Adams County should initiate work with state, regional and local government entities including municipalities, utility districts, fire districts and emergency services to clarify and coordinate vision and priorities for the corridor. Explore the creation of one or more intergovernmental agreements for coordinated implementation of multi-modal transportation improvements that address and promote alternative modes of travel and not just vehicular movement.



Proposed Amendment to the Federal Boulevard Framework Plan:

Plan Recommendation #22:

Adams County should initiate work with state, regional and local government entities including municipalities, utility districts, fire districts and emergency services to clarify and coordinate vision and priorities for the corridor. Explore the creation of one or more intergovernmental agreements for coordinated implementation of multi-modal transportation improvements that address and promote alternative modes of travel and not just vehicular movement.



Education and Information about Future Transportation Improvements

Community members expressed concern about the anticipated changes to transit service in the area with the coming of the new rail service. HIA Steering Committee members and community stakeholders pointed out through the HIA process that a more coordinated effort to provide culturally- and age-appropriate communication for community members about the planned transit changes is essential for engaging the surrounding community in upcoming transit changes that will directly affect the adjacent communities.

- Adams County should develop, promote, and distribute age-targeted and culturally-appropriate community education materials about rail service in partnership with Regional Transit District (RTD), adjacent jurisdictions, and community organizations.



Proposed Amendment to the Federal Boulevard Framework Plan:

Plan Recommendation #27:

Adams County should develop, promote, and distribute age-targeted and culturally-appropriate community education materials about rail service in partnership with Regional Transit District (RTD), adjacent jurisdictions, and community organizations.

Connectivity Through the Study Area

Community members are interested in walking and have identified sections of streets that lead to destinations, but do not currently feel safe due to lack of sidewalks or sidewalks in disrepair, and/or lack of crosswalks. There is a portion of the community that must rely on alternative methods of transportation, and the number of pedestrians is expected to increase with the ARIA development.

Scientifically supported strategies to increase walking and bicycling include streetscape design strategies such as Complete Streets policies, traffic calming, mixed-use development, and land use policies. Walking School Bus (<http://www.walkingschoolbus.org/>), and Safe Routes to School (<http://saferoutespartnership.org/state/srts-in-your-state/colorado>) are two-evidence based strategies to increase walking and alternative transportation to school.³⁷

As a means to support more and safer pedestrian and bicycle usage in the area, the following recommendations are made:

- Identify priority areas to reconnect the local street grid (Plan Recommendation #10). The following areas should be indicated as high priority:
 - W 72nd Ave and Federal Blvd.,
 - 64th Ave. and Federal Blvd.,
 - Between 64th and 67th Ave along Federal Blvd., and
 - 55th Ave and Federal Blvd.
- Provide greater specificity on ways to support stronger connections to community facilities in the area (Plan Recommendation #12). See Figure 14 for location of community facilities.
- Work with ARIA development and other future developments to identify the infrastructure improvements to facilitate safe non-motorized movement to the rail stations and through the neighborhoods.



Proposed Amendments to the Federal Boulevard Framework Plan:

Plan Recommendation #11:

Corridor Planning should develop a complete network of sidewalks and trails to connect the existing community facilities, schools, residential areas, future commercial areas and transit stops. Develop a pedestrian and bicycle connectivity plan for areas generally within one-half mile radius of the two rail stations to identify short-term and long-term pedestrian and bicycle infrastructure to ensure safe and well-designed connections from residential and commercial areas to transit stops. Identify short-term improvements that would have a strong impact on completing the network.

Plan Recommendation #23:

Adams County should work with current and future developments to identify critical project infrastructure improvements that can help facilitate non-motorized movement to the rail stations and through the neighborhoods for current and future residents.



Pedestrian and Bicycle Infrastructure Improvements for the Area as a Priority in All Planning Activities

Residents in the area report that they are interested in walking/biking, which could lead to increased physical activity levels and decreased chronic disease, but current infrastructure and safety limitations inhibit this activity.

Higher vehicle speeds have been found to be strongly associated with both a greater likelihood of pedestrian crash occurrence and more serious resulting pedestrian injury.³⁸ Engineering countermeasures have the potential to improve safety by separating vehicles from pedestrians by space and time.¹⁹ Single lane roundabouts, sidewalks, exclusive pedestrian signal phasing, pedestrian refuge islands, and increased intensity of roadway lighting have been shown to significantly reduce pedestrian-vehicle crashes.³⁹

As a means to support more and safer pedestrian and bicycle usage in the area:

- Incorporate safe pedestrian connections and street crossings along the corridor (Plan Recommendation #11), including:
 - In the area of the interchanges with U.S. 36, I-76, and I-70 (Plan Recommendation #3)
- Identify priority areas and intersections for future pedestrian and bicycle improvements. The following areas should be indicated as high priority:
 - W 72nd Ave and Federal Blvd.,
 - 64th Ave. and Federal Blvd.,
 - Between 64th and 67th Ave along Federal Blvd., and
 - 55th Ave and Federal Blvd
- Specify the elements that will strengthen pedestrian, bicycle and visual connections (Plan Recommendation #6). For example:
 - better lighting, especially where the trail goes under bridges
 - more frequent trail access from the adjacent neighborhoods
- Conduct further analysis of alternative pedestrian routes as described and as illustrated in Appendix K (to further inform Plan Recommendation #13). The analysis should consider:
 - existing pedestrian destinations (e.g. bus stops, schools and recreation facilities),
 - distances people will walk to various destinations,
 - the location of future commercial or mixed use development.
- Clarify that the safe alternative routes are in addition to safe pedestrian routes along Federal Boulevard.
- Include greater specificity that the 100% Corner concept should include best practices for incorporation of safe pedestrian and bicycle connections in and around the site. (Plan Recommendation #20)
- Develop a pedestrian connectivity plan for areas within one-half mile radius of the two rail stations to identify short-term and long-term pedestrian and bicycle infrastructure to ensure safe and well-designed connections from residential and commercial areas to transit stops. Engage all stakeholders including local and state jurisdictions, community members and property owners in the area.
- Develop a complete network of sidewalks to connect the existing community facilities, schools, residential areas, future commercial areas and transit stops.



Proposed Amendments to the Federal Boulevard Framework Plan:

Plan Recommendation #1:

Corridor planning should accommodate north/south traffic volumes to maintain or increase vehicular capacity, while **accommodating safe pedestrian crossings at key intersections and** retaining reasonable access to adjacent commercial properties.

Plan Recommendation #3:

Corridor planning should preserve and enhance on- and off-ramp access to U.S. 36, I-76 and I-70 interchanges **while providing safe pedestrian connections**, and discourage local street and driveway intersections that reduce their efficiency.

Plan Recommendation #20:

The W.64th Avenue / Federal Boulevard intersection holds potential for future redevelopment as the “100% Corner” for Mixed Use Commercial Center redevelopment **that includes best practices for incorporation of safe pedestrian and bicycle connections.**⁴⁰ W. 64th Avenue provides the only east-west through traffic connectivity in the corridor. Three (3) of four corners are of sufficient parcel size and configuration to support master planned center development, which may include a Lifestyle Center, Grocery-anchored Neighborhood and supporting retail development.

Plan Recommendation #11:

Corridor Planning should develop a complete network of sidewalks and trails to connect the existing community facilities, schools, residential areas, future commercial areas and transit stops. Develop a pedestrian and bicycle connectivity plan for areas generally within one-half mile radius of the two rail stations to identify short-term and long-term pedestrian and bicycle infrastructure to ensure safe and well-designed connections from residential and commercial areas to transit stops. Identify short-term improvements that would have a strong impact on completing the network.



Housing Affordability

The community expressed concern about gentrification of the neighborhoods with increased housing prices in the vicinity of the light rail stations. As a means to support affordable housing in the area, the following recommendations are made:

- Provide greater specificity of when to address housing affordability needs including housing affordability goals for new Transit-Oriented Development (TOD).
- Plan Recommendation #7 and Appendix K should be consistent in communicating the community priority of providing affordable housing, not eliminating existing affordable housing as is illustrated in Appendix K.
- Include addressing affordable housing needs through new residential developments.



Proposed Amendment to the Federal Boulevard Framework Plan:

Plan Recommendation #7:

Corridor planning should **develop strategies for addressing** affordability needs **including the preservation of existing affordable housing and/or ensuring affordability in future developments.** Adams County Housing Authority (ACHA) and others **should be engaged in the process** to make appropriate accommodations for affordable housing within the corridor.



Neighborhood-Serving Land Uses

Community members noted concern about sexually-oriented businesses and the number of bars and liquor-related establishments along the corridor and how the associated activities are negatively impacting the neighborhood environment. All of the residents surveyed were interested in walking to parks, but some are not doing so now because of concerns of safety. As a means to increase physical activity and decrease chronic disease, the following recommendations are made:

- Provide guidance for short-term and long-term land use goals. In particular, the plan should provide guidance on strategies to address land uses that are perceived as bringing undesirable activity to the area, in particular sexually-oriented businesses that do not meet the spacing requirements outlined in the Adams County Land Development Regulations.
- Include neighborhood serving retail that encourages walking and biking and discourage land uses that impact community's perception of crime, e.g., liquor stores, sexually-oriented businesses, etc.
- Park and open space planning should keep in mind the area populations and should plan for multicultural users.



Proposed Amendments to the Federal Boulevard Framework Plan:

Plan Recommendation #2:

Corridor planning should consider a multitude of zoning mechanisms tailored to the proposed development types that **include neighborhood-serving retail and healthy food retail.**

Plan Recommendation #14:

Corridor planning should consider built-in planning flexibility and land use provisions for these blocks, since they may be most vulnerable to changes in market conditions. "Transitional" use designation to allow Multi-Family, Commercial-Retail, Office or mixed use combinations could preserve long range use flexibility, with infrastructure planning sized to accommodate that range of uses. **In the short-term, develop strategies to address land uses that bring activity and business (e.g. a grocery store) that are more conducive to the adjacent residential neighborhoods which are home to many families.**

Plan Recommendation #24:

Park and open space planning should keep in mind the diverse demographics of the area and should plan infrastructure to address their recreational wants and needs.



Community Safety

Residents expressed concern about not feeling safe on the trails, and a general lack of safety in the area. Participants in the pedestrian and bicycling audits noted trash and run-down buildings as contributing to the unsafe feel of the neighborhood. Making neighborhoods and trails feel safer could increase physical activity and decrease stress, thus having a positive impact on mental and physical health and a reduction in chronic disease. As means to support neighborhoods feeling safer to residents and visitors, the following recommendations are made:

- Explore the creation of a multi-jurisdiction crime prevention task force to generate strategies to address safety along the trails in this area. Strategies could include neighborhood-based activities to engage residents in the effort.
- Explore funding and programs to help 1) residential and non-residential property owners clean-up and maintain properties, and 2) help commercial property owners make capital improvements, such as updating storefronts and improving pedestrian and bicycle facilities on their properties.



Proposed Amendments to the Federal Boulevard Framework Plan:

Plan Recommendation #25:

Adams County should explore the creation of a multi-jurisdiction safety task force to generate strategies to address safety along the trails in this area. Strategies could include neighborhood-based activities to engage residents in the effort.

Plan Recommendation #26:

Adams County should explore funding and programs to help residential and non-residential property owners clean-up and maintain properties, and help commercial property owners make capital improvements, such as updating storefronts and improving pedestrian and bicycle facilities on their properties.



MOVING FORWARD



MOVING FORWARD

Next Steps

Many additional applications for the HIA research were identified soon after the commencement of the HIA that would inform and support other future community processes and decision-making. Namely, in addition to bringing health into the policy discussions of the Federal Boulevard Framework Plan process, the HIA was an opportunity to illuminate the community health issues and provide guidance to the second phase of planning for the area.

The intent of the Framework Plan, was to inform a Corridor wide plan, which will encompass the areas around the three stations areas (Federal, Westminster, and Pecos). TCHD will continue to work with staff from Adams County Planning and Development to track whether the HIA's recommendations are incorporated entirely or in part into the Corridor wide plan, and which recommendations are ultimately implemented. Following implementation of the recommendations, health impacts will be monitored (Table 4.)

Health Impact	Source of Information
Traffic Safety	
<ul style="list-style-type: none"> Number and location of traffic injury and fatalities (auto, pedestrian or bicycle) occurring on Federal Boulevard between W 52nd Ave. and W 72nd Ave. Proportion of traffic crashes that result in injury. 	<ul style="list-style-type: none"> Colorado Department of Transportation (CDOT), annual Accident and Rates Books CDOT traffic engineering CDOT annual Accident and Rates Books
Community Safety	
<ul style="list-style-type: none"> Number of calls to 9-1-1 for property crimes, violence and disorder around the light rail station located at approximately 60th and Federal. Number of reports for "blight" reported to Adams County Code Enforcement 	<ul style="list-style-type: none"> MyNeighborhoodUpdate.net Adams County Code Enforcement
Physical Activity	
<ul style="list-style-type: none"> Number of children walking or bicycling to Skyline, Fairview or F.M. Day schools 	<ul style="list-style-type: none"> Adams 50 School District
Other Concerns	
<ul style="list-style-type: none"> Changes in neighborhoods that result in displacement of residents who can no longer afford to live there 	<ul style="list-style-type: none"> Federal Boulevard HIA Steering Committee members



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REFERENCES

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A photograph of a sidewalk and a tree, overlaid with a semi-transparent maroon banner containing the word 'APPENDIX' in white text. The background image shows a concrete sidewalk on the right, a tree in a mulch bed on the left, and a road with a car on the far left. The sky is overcast. A yellow dashed line is visible near the top of the sidewalk.

APPENDIX

**Federal Boulevard Health Impact Assessment
Stakeholder and Steering Committee Comments
June 30, 2014**

Community Safety

Stakeholder comments:

The levels of homelessness are increasing in the area contributing to higher rates of drug and alcohol abuse, illegal camping, and panhandling.

There are high levels of drug and alcohol abuse indicating alcohol abuse as more prevalent.

The vacant and underutilized properties in and around the interstate infrastructure and bridges create unsafe conditions. There is no natural surveillance of the area and, therefore, the area attracts illegal activity.

Homelessness contributing to higher rates of drug and alcohol abuse in the area has been a problem for years following federal and Clear Creek.

Many residents and/or transplants use this area as a safe haven from societies' rules i.e. avoiding responsibilities – law enforcement, child services.

Graffiti is a problem.

Poor pedestrian-scale lighting.

Safe Connectivity from home to the rail stations is a concern. Stations should not be an island.

Physical Activity

Stakeholder Comments:

Opportunities to increase physical activity through alternative transportation like walking and bicycling are very difficult due to the lack of pedestrian and bicycle infrastructure, motor vehicle speeds, concerns for safety, and a lack of desirable places to walk and bike to.

There are barriers to accessing the Highland Hills Park and Recreation District centers due to protocols regarding documentation. Language access is also an issue with these facilities.

Recreation facilities include the MAC, Carl Park, and the Splashland Aquatic Center at 3365 W 67th Ave. Highland Hills Recreation District and the City of Westminster often form partnerships. A large Park will be at the future Midtown development.

Carl Park is much underutilized to the point that community members don't know there is a playground at the park.

Physical barriers v. perceptions

There needs to be maps and better signage in different areas to show paths, parks, etc. (to show connectivity).

Don't forget feeder streets to Federal; there are no sidewalks.

There is an opportunity to tie into Aria's Cultivate Health Project, which falls within HIA boundaries.

Land uses

Stakeholder Comments:

Sexually-oriented businesses and weekly rate rental units contribute to unhealthy behaviors and illegal activity.

The number of bars and liquor-related establishments along the corridor and the associated activities are negatively impacting the neighborhood environment.

The old landfills produce methane gas and create fire danger if not properly mitigated. Some stakeholders expressed concerns about existing landfills creating a barrier to redevelopment because of the complicated development requirements in and around landfills.

Former landfills may be reused for surface use or recreational purposes.

There are Floodplain problems in this area.

The area is currently very industrial.

Need to make the area a more family-friendly environment. There is a lack of parks, rec-centers, and school that might help create that more family-friendly environment.

Provide more cultural facilities. Encourage Community.

Transit Access and Service

Stakeholder Comments:

The light rail will be unaffordable to many of the current residents.

If existing bus service is scaled back when light rail lines are constructed, it may eliminate a much needed and more affordable transit option.

New commuter rail station at 60th and Federal is currently in an area where there is a high traffic of transient people. If you don't address the issue, you'll have problems at the station.

Most folks I speak with that live between 62nd and Federal and 72nd and Federal use their car. There is a big issue with connectivity, many of them find it very inconvenient to walk to the bus and it's also expensive as well. The other problem is its very unsafe for them to use the transportation system during late hours. For the folks that are handicap,

they find the problems mentioned above a big concern as well. Adding the rail will not solve the problem, but it will help connect the neighborhood with the rest of the city.

Programs for seniors making the connection to the MAC (Mature Adult Center) like walking programs.

Place signage about RTD rail in different languages. The RTD rail system is very complicated and hard to understand the fees.

RTD will start planning bus route changes and bus stop placements 1 year prior to rail opening.

Adams County is revamping their bus shelter system and plans to use Federal Boulevard as the pilot project. The bus shelter project will include benches, access, and ADA compliant.

Suggested to request CDOT to URB downgrade the Federal Boulevard corridor to a commercial corridor and mid-block crossings could be considered.

Traffic Safety

Stakeholder Comments:

There are high levels of pedestrian collisions with motor vehicles along Federal Boulevard.

Inadequate lighting is a major safety concern for pedestrians and motorists along Federal Boulevard.

There are corridor design issues including the wide right-of-way, blind spots due to a hill and high speeds.

Steering Committee Comments:

Spacing between stoplights is long (+/- 1 mile between lights) making pedestrian crossing dangerous, as most people will cross illegally rather than walk a long distance to cross at a light or crosswalk. Distances between lights and/or the addition of safe areas to cross should be addressed.

Seek pedestrian potions away from federal (North to South); eliminate on-street crossing – use overpasses or underpasses at strategic locations.

Don't expect people to cross at the lights.

Left turns are dangerous during high levels of traffic.

Emphasize to decision-makers the cost savings of not bussing children short distances just to avoid crossing Federal Blvd.

Are flashing pedestrian signals an option?

CDOT could adjust signal timing at lights to allow for pedestrians to cross.

Pedestrians primarily cross at 64th and medians may make this more attractive to cross unsafely.

Enhance the current crossing opportunities

Look at alternative route possibilities.

People will walk the shortest distance to the destination so alternative routes need to be realistic.

Walking School Bus has not worked in the past.

Specify two or three intersections to invest for enhancement

Prioritization Areas: Intersections of 67th, 64th, 72nd and possibly 62nd.

Crosswalk treatment ideas included zebra striping crosswalks and signage.

HIA can be used for future funding opportunities to increase the pedestrian infrastructure.

Providing alternatives to biking along Federal to the east and or to the west.

Connections to existing trails.

60th and Federal will have improvements including CDOT traffic signal and the Clear Creek Transit Village will make landscape improvements.

Activity Circuits were described as small neighborhood circulator trails and paths that offer connections to the regional trail connections.

Housing

Stakeholder Comments:

There are concerns about potential gentrification with increased demand for transit-oriented development (TOD). Redevelopment around the proposed light rail stations may eliminate existing affordable housing options.

Large concentrations of low income housing are not attractive to reinvestment Short-term gentrification highly unlikely due to poor market conditions; Train alone will not attract new development. Other public investment is needed.

The community members I have spoken with are highly concerned about gentrification. Many believe that while all of the new infrastructure will improve the community they will still not benefit because they are going to have to leave the area due to rent increase, or possibly the land beneath their home being sold out.

Most of the existing affordable housing is in deplorable condition.

It makes no sense to get rid of affordable housing when this is what helps low-income people out of poverty. Work with the communities.

Air Quality

Stakeholder Comments:

The area suffers from poor air quality. The community is optimistic about light rail improving air quality.

Highly not probable traffic will be reduced due to train. Traffic may actually increase as commuters drive to station. Not enough population around station for walking. New Development will likewise increase traffic.

Is it possible to take sample data of cars/vehicles that travel within HIA area along Federal to approximate VMT currently? DRCOG's 2035 Plan has a goal to reduce VMTs by 10% per capita. HIA could help set baseline possibly tie to DRCOG goal (not sure this is the right fit).

Involve CDPHE?

Question impacts of stationary air pollution sources in Clear Creek Valley and open dirt lots.

Community Engagement

Stakeholder Comments:

Stakeholders have expressed that there are many community organizations that are not informed during planning processes.

Language access barriers are an issue.

Stakeholders have expressed that many planning processes in the past have not engaged community members in this area due to cultural and language barriers.

Parents' night as a possible opportunity to promote Safe Routes to School programmatic campaigns and raise awareness about children walking and biking to school.

It is important to do community engagement (written and oral) in Spanish. Spanish speakers have said this is too technical for their children to translate.

Provide childcare, interpretation –high quality, and food during community outreach

More engaging and interactive meetings with established ground rules and facilitators that are skilled in navigating difficult conversations / sensitive subject matter.

Governments don't know all organizations unless they let us know. Organizations don't necessarily know jurisdictional responsibilities – Westminster HDCO line is blurred.

Have stakeholders go to the community, get to know the community members.

Other Topics

Lack of focus on kid-friendly spaces (bus stops, parks, businesses).

Access to healthy, fresh food and opportunities for community gardens or farmers markets.

Lack of early childhood educational resources.

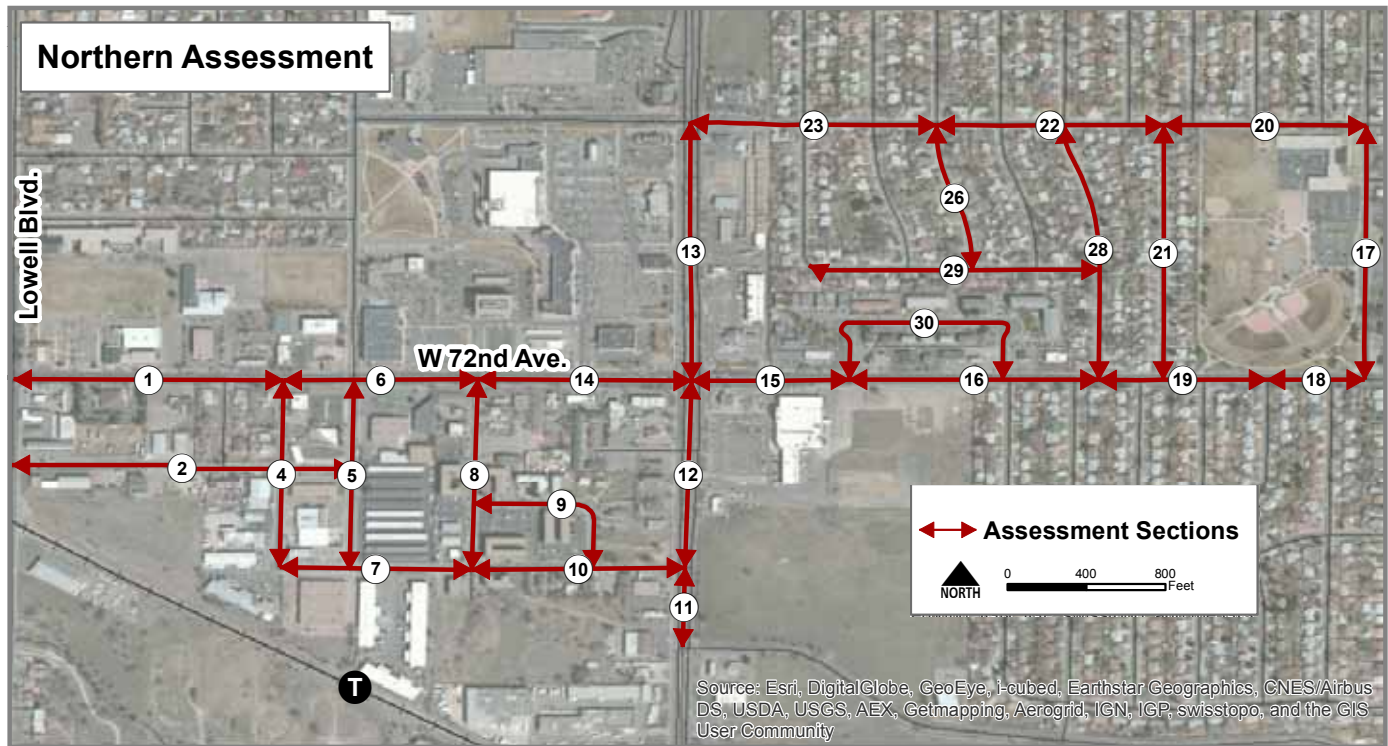
Results

Federal Boulevard – Northern assessment

Date: 5/16/2014 **Block(s) surveyed:** See Map

27 people participated in the assessment; 20 completed the assessment tool in English, and 7 completed in Spanish. The number of people who answered each question are indicated in parentheses; for example (n=27) means 27 people answered the question. The Spanish responses were translated into English for analysis and reporting.

Technical Notes: This tool was used with permission and adapted from Neighborhood Walkability and Bikeability Assessment[®] developed by Community Enterprise.¹⁶



To assess how safe it is to walk in this neighborhood, please answer the questions below.

1. A. Where did you walk? (check all that apply) (n=27)

Response	Percent (%)
On a sidewalk, path, or trail where cars were not allowed	92.6
On the road with cars	37.0
Other (write in response):	14.8

***NOTES for question 1A – other responses included the following:**

- out in stretches on the street because of poorly parked cars
- the park
- cars drive by very fast

B. If you selected “on the road with cars” or “other”, please tell us why? (check all that apply) (n=13)

Response	Percent (%)
No sidewalk or path	46.2
Sidewalk or path was blocked with things like cars, shrubs, poles	53.0
Sidewalk or path started and stopped	38.5
Sidewalk or path was too narrow and/or too crowded	30.8
Sidewalk or path did not go where you needed to go	7.7
Other (write in reason)	30.8

***NOTES for question 1B – other responses included the following:**

- to get to this street initially, the sidewalk was too close to Federal to feel safe
- sidewalk or path was blocked with garbage cans and basketball hoop
- parking lot was the sidewalk
- Walkways or sidewalks are too small. You can’t walk with a child next to you holding your hand

2. Did you cross any streets? (If no, go to question 5) (n=27)

Response	Percent (%)
Yes	77.8
No	22.2

3. Which street(s) were easy to cross? Please write the name of the street(s) that were easy to cross.

People recorded this information differently from one another. For example, some people recorded the street they were crossing and the cross-streets; others just recorded the street they were crossing.

4. A. Which street(s) were hard to cross? Please write the name of the street(s) that were hard to cross.

People recorded this information differently from one another. For example, some people recorded the street they were crossing and the cross-streets; others just recorded the street they were crossing.

B. Why was the street(s) hard to cross? (check all that apply)

(n=11 people who indicated at least one street was difficult to cross)

Response	Percent (%)
Street was too wide	54.6

Traffic was too fast	81.2
Traffic light made you wait too long or didn't give you enough time to cross	54.6
View of traffic was blocked	9.1
No ramp, or ramp needed repair	9.1
No crosswalk or striping	36.4
Other*	18.2

***NOTES for question 4 – other responses included the following**

- no light, no crosswalk, and untrustworthy turning traffic
- we crossed on 72nd Avenue

5. Was it a safe place to walk? (n=25)

Response	Percent (%)
Yes	60.0
No	40.0

6. In your opinion, what keeps this neighborhood from being a safe place to walk and ride a bicycle?

Participants could select multiple answers. (n=26)

Response	Percent (%)
Too many cars	50.0
Cars go too fast	53.9
Scary people	7.7
Scary dogs	19.2
No sidewalks or paths to walk on	30.8
No sidewalks or paths leading to where you need to go	15.4
No lights	30.8
No safe places to cross streets	30.8
Dirty air from cars or lots of trash	34.6
Nothing. The streets in this neighborhood are a safe place to walk and/or ride a bike.	3.9
Other reason*	50.0

***NOTES for question 6 – other responses included the following:**

- sidewalks are very poor quality
- there are tons of potholes
- no where to walk to
- garbage and broken glass, all industrial, nowhere to walk/bike to, no bike lanes
- sidewalk quality was poor
- things like bushes and cut down trees covering sidewalks
- things such as barb wire, indicating an unsafe neighborhood, run-down-looking apartment buildings
- no bike lane, narrow sidewalk, 3'
- no bike lane, speed limit 25

- Off of 70th, and Canosa Circle, sidewalks were [unsafe] to walk. The sidewalk gets cut-off, and [becomes] a dirt road. There is no ramp off of Bryan and Canosa. More street lighting is needed.
- The sidewalks are narrow and there were beer bottles on the sidewalk off of Canosa; and over the corner of the same street, a fire hydrant wasn't visible. It was covered by branches.
- Sidewalks were very narrow.
- The sidewalks were very dirty.

7. In your opinion, what would make this neighborhood a safer place to walk and ride a bike?
Participants could select multiple answers. (n=27)

Response	Percent (%)
Less cars	33.3
Cars that go slower	66.7
Nicer people	18.5
Fenced in dogs	11.1
More sidewalks or paths to walk or bike on	66.7
More sidewalks or paths leading to where you need to go	29.6
More lights	48.2
Safer places to cross streets	33.3
Cleaner air from cars or lots of trash	22.2
Nothing. The streets in this neighborhood are a safe place to walk and/or ride a bike	3.7
Other reason*	48.2

***NOTES for question 7– other responses included the following:**

- environmental improvements that suggest low crime activity
- better/bigger sidewalks
- safer drivers
- no garbage/furniture on sidewalk
- green space/park
- less hostile-looking fencing; better-maintained apartment buildings
- signage, slower traffic
- places to go, bike lane, slower traffic, signage
- less parking entrances on the sidewalk
- There is no ramp on Clay street
- No, because the sidewalks were narrow and cars drive by speeding, and more lighting is needed.
- in order to avoid an accident, the sidewalk [should be] wider.
- No. Sidewalks are narrow.

Please provide any additional comments about your experience in space provided below.

- damaged trash area on north side, just west of Grove Street, west of Hooker looks a little better, no bus information at bus stop, travelers are expected to have a phone, two dead trees leaning toward street but have not been removed (on northside of 71st between Federal and Grove); other half-dead trees are leaning toward over the street between Federal and Grove); vacant lot looks severely neglected, lending a depressed feeling to the street, no curb cuts at intersection of 71st and Federal, no sidewalk on north side from Federal to Grove; sidewalk on south side is in somewhat poor condition; landscaping leans way over the sidewalk in three places, forcing people to step into the street; poorly maintained apartment buildings; no sidewalk for about 100 feet on south side, just west of Grove St., bus stop at Grove St. (north side only) has no bench or weather shelter, lots of trash, questionable-looking people
- across Julian at 72nd there is an empty old gas station covered with (triplays?) it's a sore eye on the avenue. We need to post the speed limit on more areas at 72nd because people go very fast, we do not have signed area for bike paths
- between Federal Blvd. and Hooker there are several ornamental planter beds with trash and dry branches. I would like to see those places clean with live plants. There are some uneven sidewalks that could be dangerous for people on bikes or wheelchairs.
- The sidewalks can be very dangerous!:(
- redo sidewalks, make them more safer
- one side of the road had more street lights than the other. Also, there are some unsafe drivers.
- felt unsafe due to industrial area, little lighting and secluded. There was a portion of my walk where I had to cross a banking drive through exit.
- a lot of bumps and dents, smoking (which causes bad air pollution), not enough lights, very noisy with the trains, near homes there is more room for the streets, bushes covering sidewalks, and parking lots blocking walking space, bikes - none being ridden, could've been ran over, I don't like this neighborhood, not safe!
- parking lot between Irving and Julian on south side is in bad condition with lots of trash and people occasionally cussing loudly at each other, vegetation encroaching on sidewalk west of Julian, missing sidewalk just east of Lowell on south side, LOTS of trash from that point onward, no sidewalk on north side, heading east from Lowell, graffiti on sidewalk, outward-leaning barbed wire on top of fences
- There was no sidewalk on one side of the road, but the other side had one. There was construction on the side with no sidewalk, so that may have something to do with it.
- It was a good place to walk.
- Julian Way is on the map as a through street, but the end has been blocked off with a fence and some plants - seemingly by residents. Kids were playing in the street. No sidewalks.
- crossing 72nd from Eliot to Clay was very difficult
- I loved this kind of involvement to see around my neighborhood. A little bit of trash, some sidewalks blocked off, some very narrow sidewalks; some dogs come out all of the sudden; a little more lighting is needed; dog feces, trash.
- I believe that some outstanding work can be accomplished as a leader and citizen [of the area]. A lot can be done for our communities. It was an outstanding experience. A fire hydrant on 72nd and Julian. Off of Grant, I noticed that a bus stop had no enclosure to protect people from the rain/snow/wind. Between Lowell and Julian St. because there is too much traffic, it is unsafe to cross a few streets. Some people

ignore the safety signs. I really liked Lowell. It's clean and it looks to me like a safe community as far as the surroundings and kind people. Between Julian St. and Julian Way, a bit messy, a little trash, and you can't find any walkways.

- Grass was too long. Nasty weeds. [It would look better if] the neighborhood was a little cleaner. Mattresses. There was lighting missing in an area. I took my car because Federal Blvd has a lot of traffic, and it seems dangerous to me.
- Tall weeds. Lots of trash [and] potholes.
- Streets were dirty. The streets were in poor condition, all cracked. There is a lot of lighting missing on the streets. On Dale, Clay and some of Canosa Streets, there are lots of car oil stains, and cars drive by very fast. There are lots of dogs out of their [yards] without their owners in sight. Sidewalks are too narrow; the traffic light off of Federal and 74th takes a long time to turn on the Pedestrian sign, and once it does, it switches back off too quickly.
- The streets are riddled with potholes and in poor condition. The park ways have trash. There is a fire hydrant missing, and it needs more lighting and more monitoring. A note: 72nd is too long a street for children to get to school through the [pedestrian crossing], and there are no school crossing signs. It would be a good idea if they had a manual stop sign [or a flag person] before and after school. The school should assign a committee to look into safety measures.
- The park at Zuni is very dirty and lacks lighting and trash bins. There is no water in the restrooms. It's too dark and it needs more supervising. The stop light at 72nd and Zuni is [defective]; it takes too long to change. A School Sign is missing. The streets are very dirty and more lighting is needed.
- We should get more [community members] involved. I enjoyed my involvement with the community. Cars drive by too fast. The stop [light] on the avenue where the McDonalds is, it's worthless. There are lots of dogs in the park and the sidewalks are too narrow to walk on.

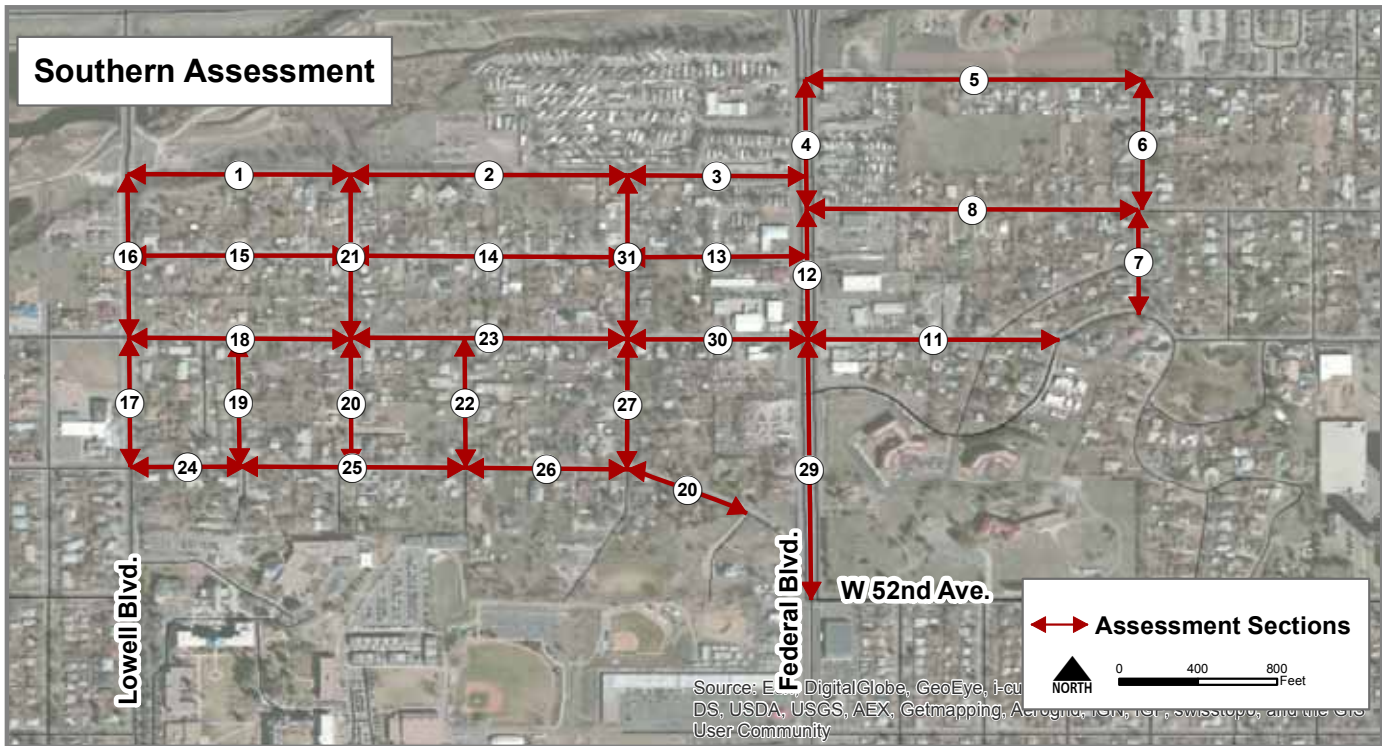
Results

Community Pedestrian and Bicycle Assessment

Federal Boulevard – Southern assessment

Date: Conducted 5/21/2014 **Block(s) surveyed:** See Map

29 people participated in the assessment; 27 completed the assessment tool in English and 2, in Spanish. The number of people who answered each question are indicated in parentheses; for example (n=27) means 27 people answered the question. The Spanish responses were translated into English for analysis and reporting. **Technical Notes:** This tool was used with permission and adapted from the Neighborhood Walkability and Bikeability Assessment[®] developed by Community Enterprise.¹⁶



To assess how safe it is to walk in this neighborhood, please answer the questions below.

1. A. Where did you walk? (check all that apply) (n=29)

Response	Percent (%)
On a sidewalk, path, or trail where cars were not allowed	37.9
On the road with cars	62.1
Other (write in response):	10.3

- dirt path between road and driveways
- walked along side of road in dirt/gravel area
- There's a small portion was sidewalk, then just dirt. There's on part on the north that was tight to walk through. On the south side, no sidewalk. A gate was opened and forced me to walk on the road with cars.

B. If you selected “on the road with cars” or “other”, please tell us why? (check all that apply) (n=21)

Response	Percent (%)
No sidewalk or path	58.6
Sidewalk or path was blocked with things like cars, shrubs, poles	17.2
Sidewalk or path started and stopped	17.2
Sidewalk or path was too narrow and/or too crowded	10.3
Sidewalk or path did not go where you needed to go	6.9
Other (write in reason)	6.9

2. Did you cross any streets? (If no, go to question 5) (n=29)

Response	Percent (%)
Yes	55.2
No	44.8

3. Which street(s) were easy to cross? Please write the name of the street(s) that were easy to cross.

People recorded this information differently from one another. For example, some people recorded the street they were crossing and the cross-streets; others just recorded the street they were crossing.

4. A. Which street(s) were hard to cross? Please write the name of the street(s) that were hard to cross.

People recorded this information differently from one another. For example, some people recorded the street they were crossing and the cross-streets; others just recorded the street they were crossing.

B. Why was the street(s) hard to cross? (check all that apply)

(n=9 people who indicated at least one street was difficult to cross)

Response	Percent (%)
Street was too wide	33.3
Traffic was too fast	77.7
Traffic light made you wait too long or didn't give you enough time to cross	0
View of traffic was blocked	0
No ramp, or ramp needed repair	11.1
No crosswalk or striping	77.7
Other*	44.4

*NOTES for question 4 – other responses included the following

- signaled lights are too far apart
- turning traffic did not yield
- lots of traffic
- Drivers don't yield the right of way

5. Was it a safe place to walk? (n=29)

Response	Percent (%)
Yes	41.4
No	44.8
Both yes and no	13.8

6. In your opinion, what keeps this neighborhood from being a safe place to walk and ride a bicycle?

Participants could select multiple answers. (n=29)

Response	Percent (%)
Too many cars	10.3
Cars go too fast	31.0
Scary people	13.8
Scary dogs	20.7
No sidewalks or paths to walk on	69.0
No sidewalks or paths leading to where you need to go	38.0

No lights	38.0
No safe places to cross streets	17.2
Dirty air from cars or lots of trash	17.2
No reason.	17.2
Other reason*	27.6

NOTES for question 6 – other responses included the following:

- blocked visibility due to hill and trees
- sidewalk is narrow - doesn't feel like sidewalk in sections. Attached to Federal Blvd.
- no people
- dirt path along road was full of weeds and smelled like urine. Buildings were delapidated and looked unfriendly with security cameras and boarded up windows. One deteriorated building smelled like a marijuana grow house.
- sidewalk was very narrow and had many curb cuts that put the path at an angle.
- I feel it is safe if the north side is utilized. The south side provides a dangerous walking and biking path as the road must be used.
- some trees and bushes were not trimmed on the east side and made it at times very narrow
- Lots of insecurities for the families

7. In your opinion, what would make this neighborhood a safer place to walk and ride a bike?
Participants could selected multiple answers. (n=29)

Response	Percent (%)
Less cars	10.3
Cars that go slower	34.5
Nicer people	2.7
Fenced in dogs	6.9
More sidewalks or paths to walk or bike on	79.3
More sidewalks or paths leading to where you need to go	44.8
More lights	37.9
Safer places to cross streets	20.7
Cleaner air from cars or lots of trash	13.8
Nothing. The streets in this neighborhood are a safe place to walk and/or ride a bike	6.9
Other reason	13.8

NOTES for question 7– other responses included the following:

- Separation from Federal Blvd. so sidewalks are not directly attached to road. Wider sidewalks to accommodate more than one person or wheelchairs.
- less shrubbery close to roadway / curb, gutter sidewalk, pavement improvements
- level, wider sidewalks
- If the streets were wider and less cars parked on the side of the road

Please provide any additional comments about your experience in space provided below.

- Area was a fairly well maintained and clean neighborhood. Friendly people in yards.

- One neighbor said that Regis University helps to keep their neighborhood safe.
- graffiti on roof of open space park kiosk, crosswalk on Lowell but only 50 feet of sidewalk, minimal trash, unmaintained fencing (4 broken places), some brush and trees grown over shoulder of road
- This section of Federal is not accessible, especially to those who may have disabilities or have to use a wheelchair. At traffic light on 56th there is ADA ramp, but no wheelchair access surrounding it. There is terrible bike access along Federal, very unsafe for bikes to ride there.
- I felt like I was a hitch hiker in a rural area with no people around.
- small street with few pedestrian amenities; no sidewalks - foliage, dumpsters too close to road
- Weird mix of urban and rural feel. Some gigantic lots. Cars drive fast.
- Cars drive fast. Sidewalks start and stop. Intimidating signage (no trespassing, dogs, etc.). Not safe for families walking.
- People who live in this block may feel safe, at least the traffic wasn't bad, but it had an unfriendly feel to it with no sidewalks.
- no sidewalk made it very difficult to walk
- One side of the street had no sidewalks. The other side was very narrow (3 ft wide or less) and had curb cuts that put the sidewalk at an angle and could be dangerous for wheelchairs or bikes. More lighting and less vegetation on the road side areas would increase safety as well, especially at night.
- There are auto businesses on both the north and south of Federal Blvd sides of 54th. Trucks parked on south side directly off road. No sidewalk by business on north side.
- the residential streets east of Lowell Blvd. were quieter
- Would be interested to know how busy it is. It seems like it wouldn't be a busy street. Residents would know.
- Again, people living on the block could say if busy, but I doubt it. Only residential.
- considering how close to Federal, really quiet and nicely maintained homes and yards
- there are lots of rocks on the roadway, and streets are narrow
- I didn't like the avenue. Cars poorly parked, lots of trash.

Results from the Community Outreach Survey

Date: Conducted on multiple occasions from 5/16/2014 – 8/20/2014.

The survey was administered on several occasions to diverse groups. The results presented here are from 32 people who lived in or near the HIA study area. The number of people who answered each question is indicated in parentheses; for example, (n=32) means 32 people answered the question.

Technical notes: The results obtained in this survey represent the views and habits of the people who were in attendance at one of the locations when the survey was available. People who were not in attendance may or may not have different views and habits from those who were in attendance and took the survey.

This survey was used with permission and adapted from Neighborhood Walkability and Bikeability Assessment[®] developed by Community Enterprise.¹⁶

1. How often do you go for a walk? This includes walking to someplace such as work or school AND/OR “taking a walk” for other reasons such as walking a pet, getting some exercise or relaxing (n=32).

Response	Percent (%)
Never	9.4
Every day	31.3
1 time a week	18.8
2-3 times a week	27.5
2-3 times a month	3.1
Other	0

2. What places do you currently walk to? (check all that apply) (n=32)

Response	Percent (%)
Work	9.4
School* (see notes below)	25.0
Recreation Center	9.4
Parks	50.0
Other** (see notes below)	41.0

NOTES for question 2:

* Schools included the following -

- Skyline (n=4) and one of those individuals said that they were afraid of traffic
- Fairview (n=1)
- FM Day (n=1)
- Unknown (n=2)

** Other locations included the following -

- Lakes, paths
- Around my neighborhood 76th and Lowell to the post office
- Aerobics

- Shopping
- MAC-walking track
- Neighborhood
- Around the block or go to the park
- around the park
- From school to twin lakes a lap around the track and back to school.
- Grocery Store, library, 3CE center
- Store
- Jim Balon Reservoir

3. What places would you like to walk to? (check all that apply)

Response	Percent %
Work	0
School* (see notes below)	6.3
Recreation Center	21.9
Parks	37.5
Other ** (see notes below)	3.1

NOTES for question 3:

* School was Fairview elementary (n=2)

** One (1) person indicated that they would like to walk to shopping, food, hardware, electronics, department store, etc.

4. Do you have a bicycle to use? (n=32)

Response	Percent (%)
Yes	28.1
No (→ go to question 10)	71.9

5. How often do you ride a bicycle? (n=9)

Response	Percent (%)
I do not ride a bicycle (→ go to question 10)	11.1
Every day	11.1
1 time a week	0
2-3 times a week	22.2
2-3 times a month	11.1
Other*	55.5

NOTES for question 5:

*Other included the following-

- bike needs repair,
- not very often because there is nowhere to secure it nor safe routes to get anywhere I need to go,
- nowhere to ride, and
- once in a while.

6. What places do you currently go to on a bicycle? (check all that apply) (n=8)

Response	Percent (%)
Work	0
School	0
Recreation Center	0
Parks	37.5
Other * (see notes below)	25.0
No response	37.5

NOTES for question 6:

* Other included stores or library

7. What places would you like to go on a bicycle? (check all that apply) (n=8)

Response	Percent (%)
Work	12.5
School	37.5
Recreation Center	75.0
Parks	100
Other * (see notes below)	37.5

NOTES for question 7:

* Other included the following: stores, libraries, and one person said, “everywhere if possible.”

8. Where do you ride a bicycle? (check all that apply) (n=8)

Response	Percent (%)
In my neighborhood	75.0
Trail or path	37.5
Another place	0

9. Where do you ride the bicycle the most? (Some people selected more than one answer) (n=8)

Response	Percent (%)
On a sidewalk	50.0
On a trail or path where cars are not allowed	62.5
On the road with cars	25.0

10. For what reasons do you walk or ride a bicycle? (check all that apply) (n=32)

Response	Percent (%)
I do not bike or walk	21.9
For fun and/or fitness reasons	59.4
To go to work or school	21.9
To shop or do things you need to do (example: shop, do laundry, buy food)	18.8
I don't own a car	12.5
Other	12.5

11. Are the streets in your neighborhood a safe place to walk and/or ride a bicycle? (n=32)

Response	Percent (%)
YES, it is a great place to walk and ride a bike	34.4
SOMETIMES, but it needs work	34.4
NO, it is an unsafe place to walk and/or ride a bike	31.2

12. What keeps you from walking and/or riding a bicycle in your neighborhood? (check all that apply) (n=32)

Response	Percent (%)
Too many cars	31.2
Cars go too fast	43.8
Scary people	21.9
Scary dogs	43.8
No sidewalks or paths to walk on	21.9
No sidewalks or paths leading to where you need to go	21.9
No lights	18.9

No safe places to cross streets	9.4
Dirty air from cars or lots of trash	9.4
No reason.	21.9
Other reason* (see notes below)	9.4

NOTES question 12:

*Other reasons people provided included the following -

- Personal health reasons (n=2)
- Poor lighting at night (n=1)

13. What would make your neighborhood a safer place to walk and/or ride a bicycle? (check all that apply) (n=32)

Response	Percent (%)
Less cars	21.9
Cars that go slower	53.1
Nicer people	43.8
Fenced in dogs	40.6
More sidewalks or paths to walk or bike on	28.1
More sidewalks or paths leading to where you need to go	25.0
More lights	31.3
Safer places to cross streets	34.4
Cleaner air from cars or lots of trash	15.6
Nothing. The streets in my neighborhood are a safe place to walk and/or ride a bike	15.6
Other reason	0

14. What are two things that makes your neighborhood great?

- Many side walks
- Food and kids at the park
- The location is very close to the park.
- Many stores
- BBQ steaks in the park
- Lots of police patrol
- Nice People
- location

- neighbors
- social with other people
- Nothing
- quiet
- Quiet friendly neighbors
- Proximity to major highways by which to access the rest of the Denver-metro area.
- Street areas at 71st Lowell.
- Pride in their yards
- Not many cars
- People live peacefully
- Plenty of places to walk to
- bus lines
- help each other
- neighbors
- Lack of covenants, and HOA's, people should be free and responsible in the management of property.
- Beautiful MAC center & rec . Social centers at library!!
- Kids of new young families.

15. What are two things you don't like about your neighborhood? (n=32)

- Cars need to go slower
- Sometimes traffic is too fast
- No Library
- trash and dogs
- Not very well lit
- Not enough crosswalks
- bad area
- Drive too fast
- drunk
- Nothing
- Lawlessness, graffiti, lack of law enforcement, or consideration for neighbors.
- Poor lighting @ the streets.
- Wandering cats/dogs that poop in our yard
- drunk people
- Neighbors
- surveillance
- Too far off the bus route
- Needs more park areas
- construction

- Loud music
- fight
- Totally ineffective public transit.
- Old houses trashy yards
- Skunk

16. Are there any businesses or services missing in your neighborhood? (n=32)

Response	Percent (%)
No	37.5
No response checked	40.6
Yes, which businesses or services* (see notes below)	21.9

NOTES for question 16:

* Missing businesses or services includes the following –

- Closer stores in general (n=2)
- Grocery store (n=3)
- Nearly all of them; all services are at least ten blocks away in any direction
- A Bally fitness center (Maybe out to the light rail, Stepping area? Community College satellite center or Center for Adult continue education).

17. What language do you prefer to speak? (n=32)

Response	Percent (%)
English	53.1
Spanish	37.5
Bilingual	6.3
Unknown	3.1

18. What is your gender? (n=32)

Response	Percent (%)
Female	81.3
Male	12.5
No answer	6.2

- 19. What year were you born in?** We subtracted year of birth from date of survey to calculate approximate age. (n=32)

Age	Percent (%)
Between 1975 and 1996 (18 - 39 years of age)	43.8
Prior to 1975 (40 years of age or older)	43.8
Unknown	12.4

- 20. What is your race/ethnicity?** (n=32)

Response	Percent (%)*
Hispanic	62.5
White non-Hispanic	28.1
Other races	9.4
Unknown	.03

* Some people chose more than one race, therefore, percent exceeds 100.

- 24. How many people are in your family? Please list the number of adults (including yourself) and number of children.**

Adults: Estimated Total number of adults represented by respondents was 69.

Children: Estimated Total number of children was 48. This is probably an underestimate because 12 households did not answer the question.

Family: Family size was calculated for 20 respondents. Families ranged in size from 2 to 8 people, and the average (median) family size was 5 people.

- 25. On average, how many servings of fruits and vegetables do you eat per day?** (n=32)

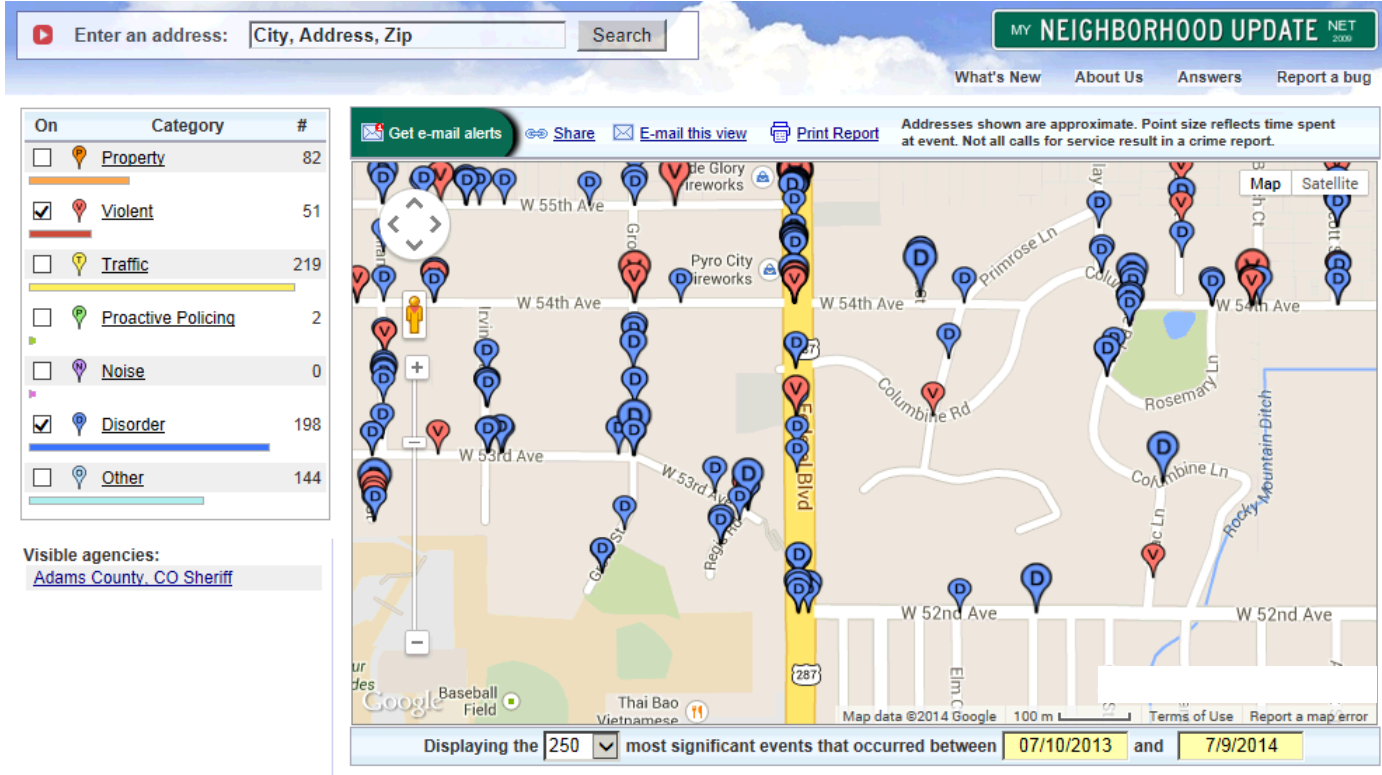
Response	Percent (%)
0	3.1
Less than 5 per day	56.3
5 or more	18.8
Unknown	21.9

26. On average, how many minutes of physical activity do you get per day? (n=32)

Response	Percent (%)
0	6.2
Less than 60 minutes per day	37.5
60 minutes or more	34.4
Unknown	21.9

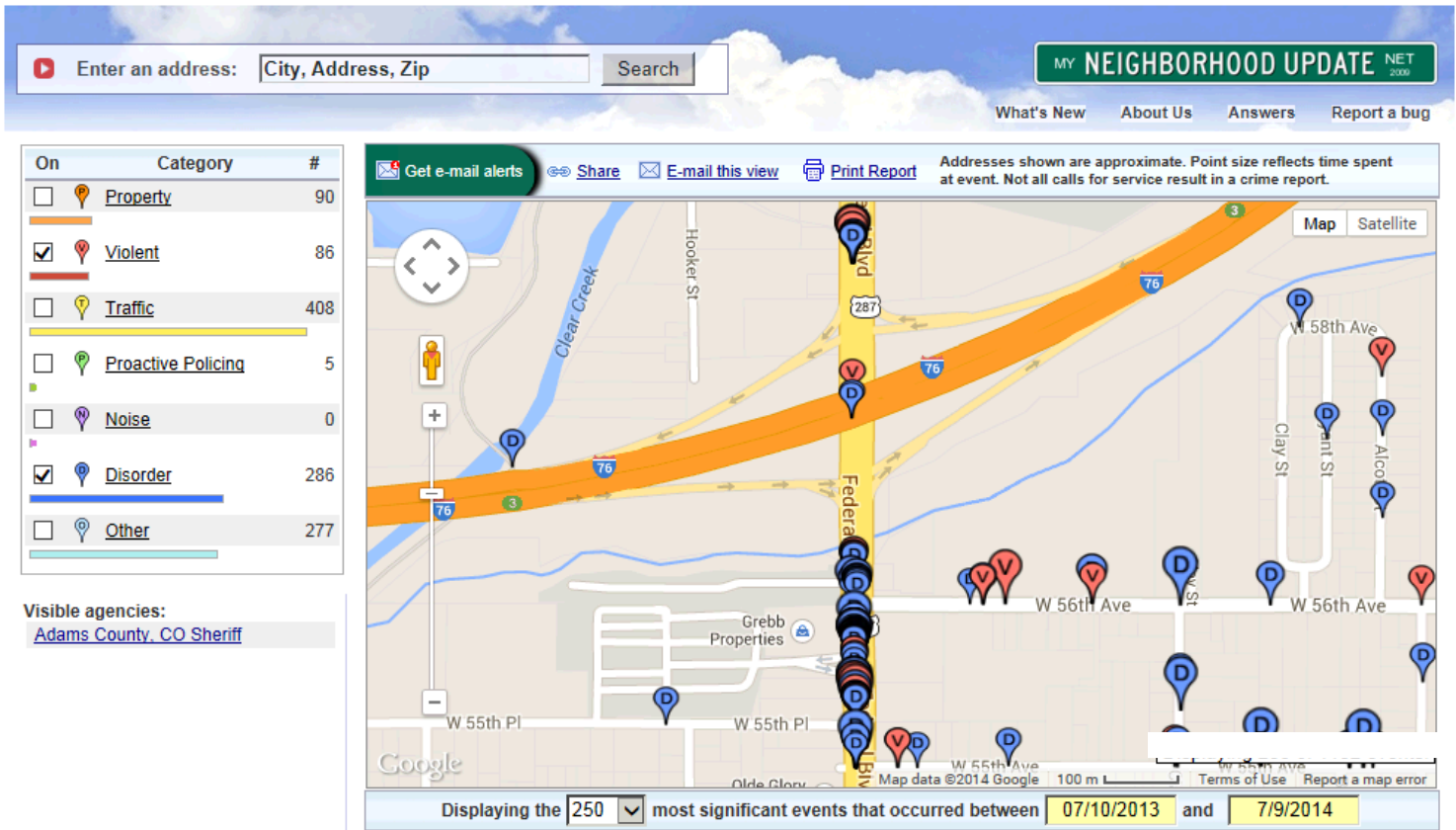
Approximate location of calls to law enforcement for violence and disorder along Federal Boulevard between W 52nd and W 72nd Avenues, 7/10/2013 – 7/9/2014.

Street segment 1. (From W 52nd Avenue up to and including W 55th Avenue)



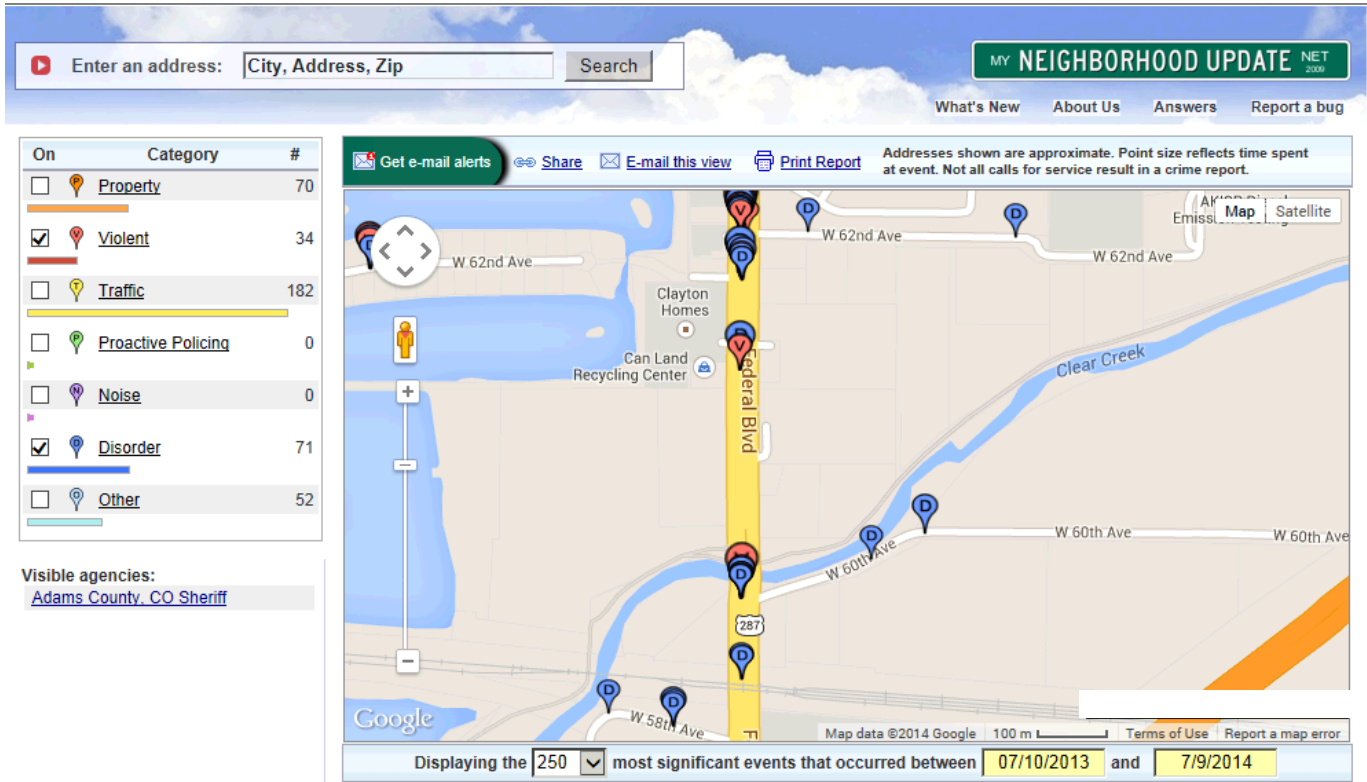
Source: www.myneighborhoodupdate.net Accessed 7/9/2014

Street segment 2. (From W 55th Avenue up to just north of I-76 interchange)



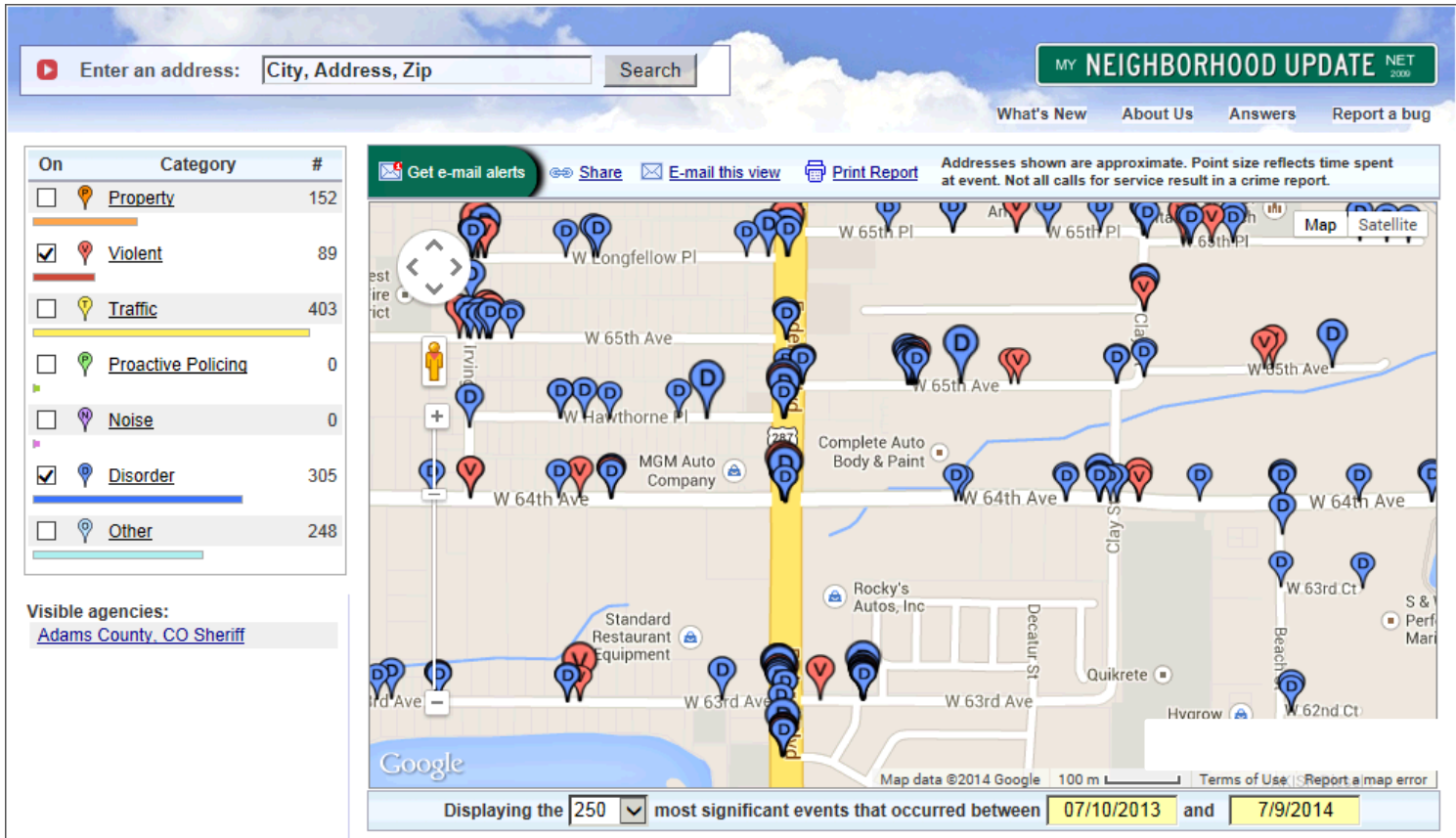
Source: www.myneighborhoodupdate.net Accessed 7/9/2014

Street segment 3. (From W 58th Avenue up to and including W 62nd Avenue)



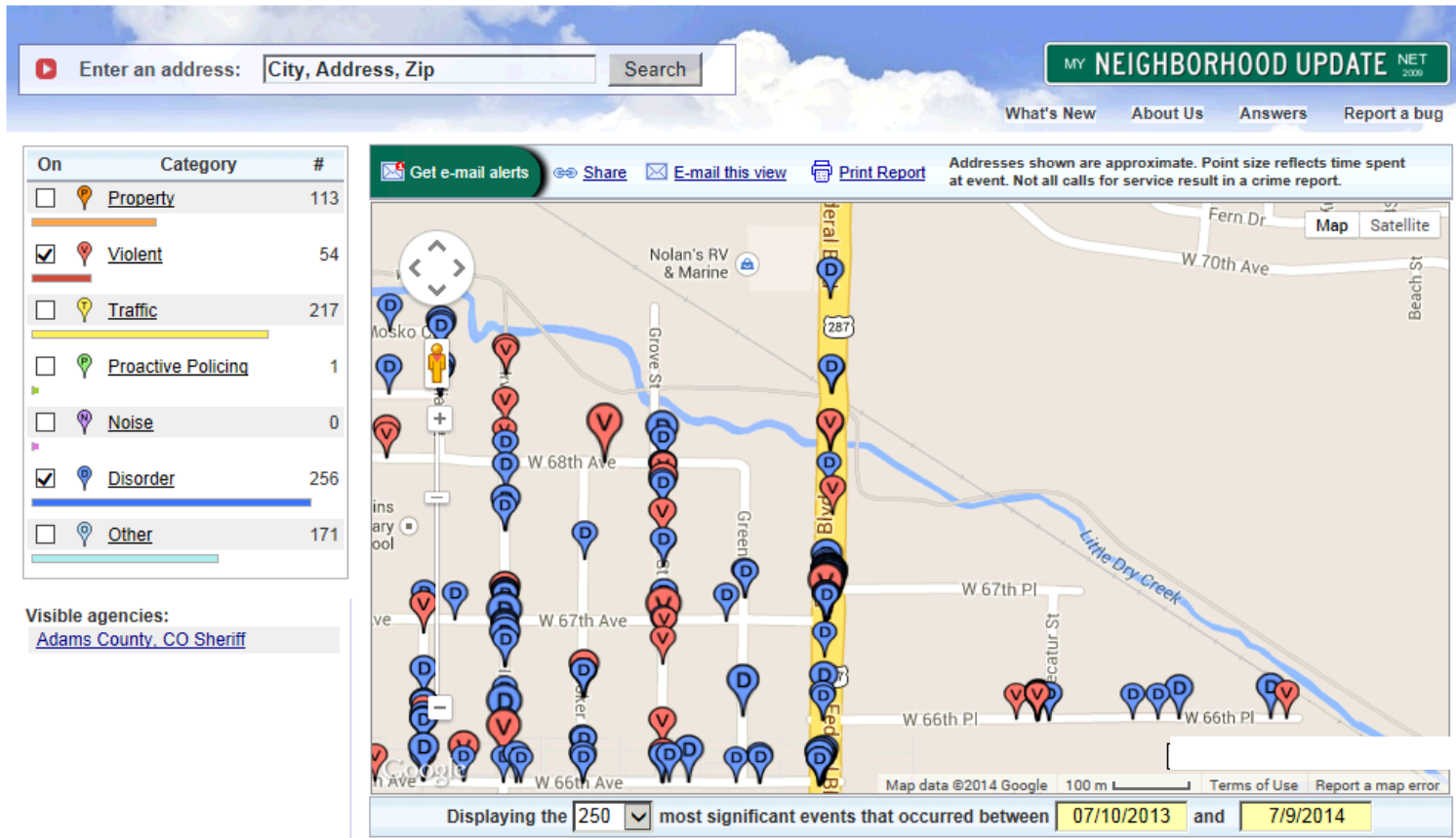
Source: www.myneighborhoodupdate.net Accessed 7/9/2014

Street segment 4. (From W 63rd Avenue up to and including W 65th Place)



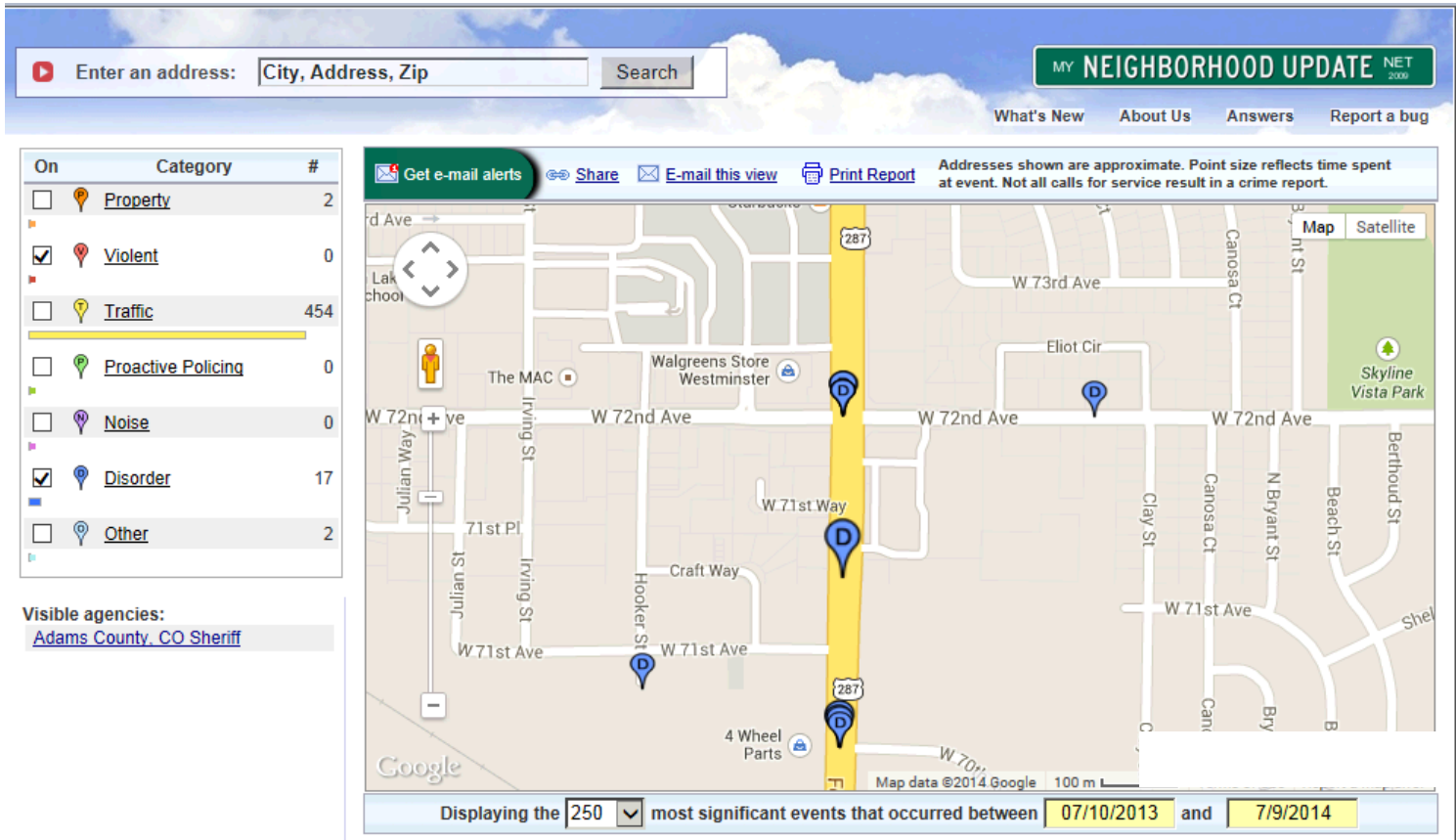
Source: www.myneighborhoodupdate.net Accessed 7/9/2014

Street segment 5. (From W 66th Avenue up to 6935 Federal Boulevard)



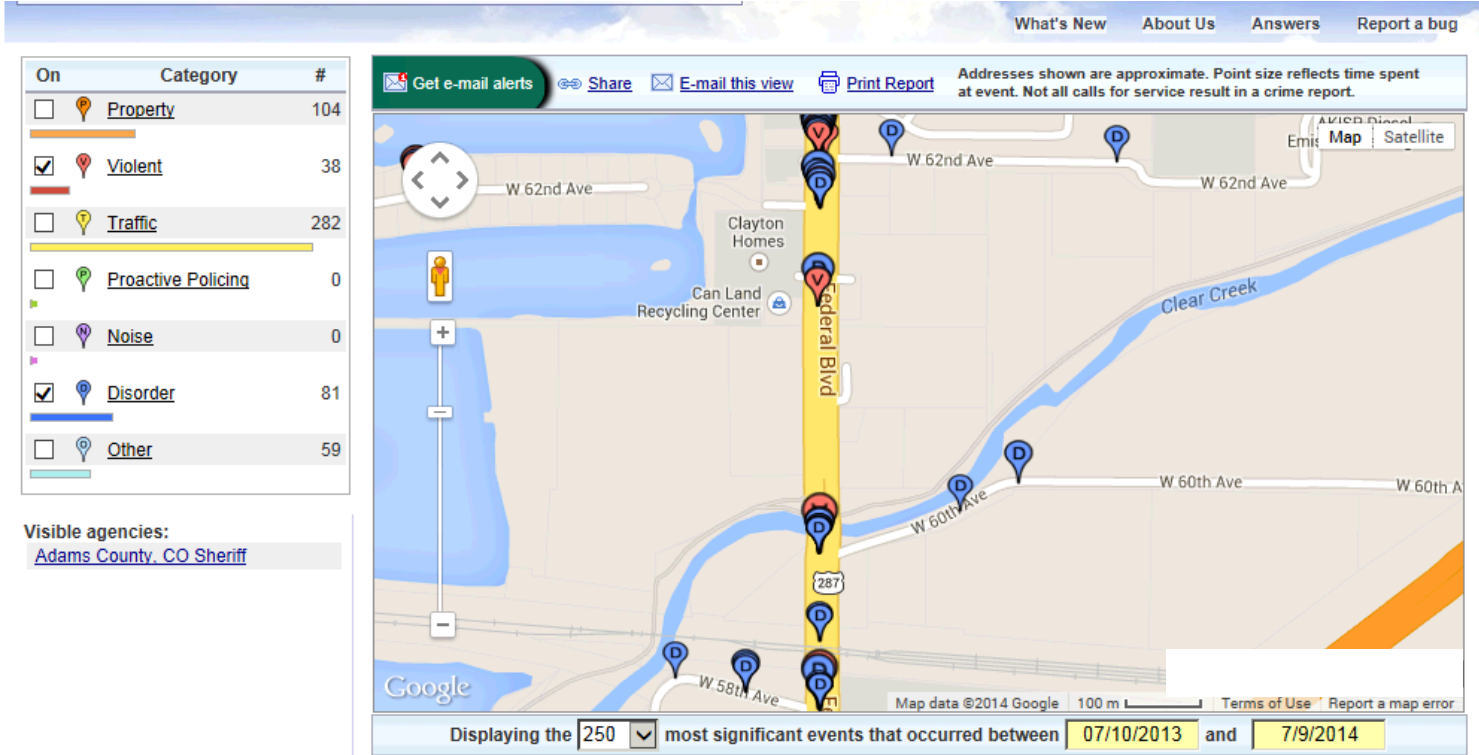
Source: www.myneighborhoodupdate.net Accessed 7/9/2014

Street segment 6. (From W 70th Avenue up to and including W 72nd Avenue)

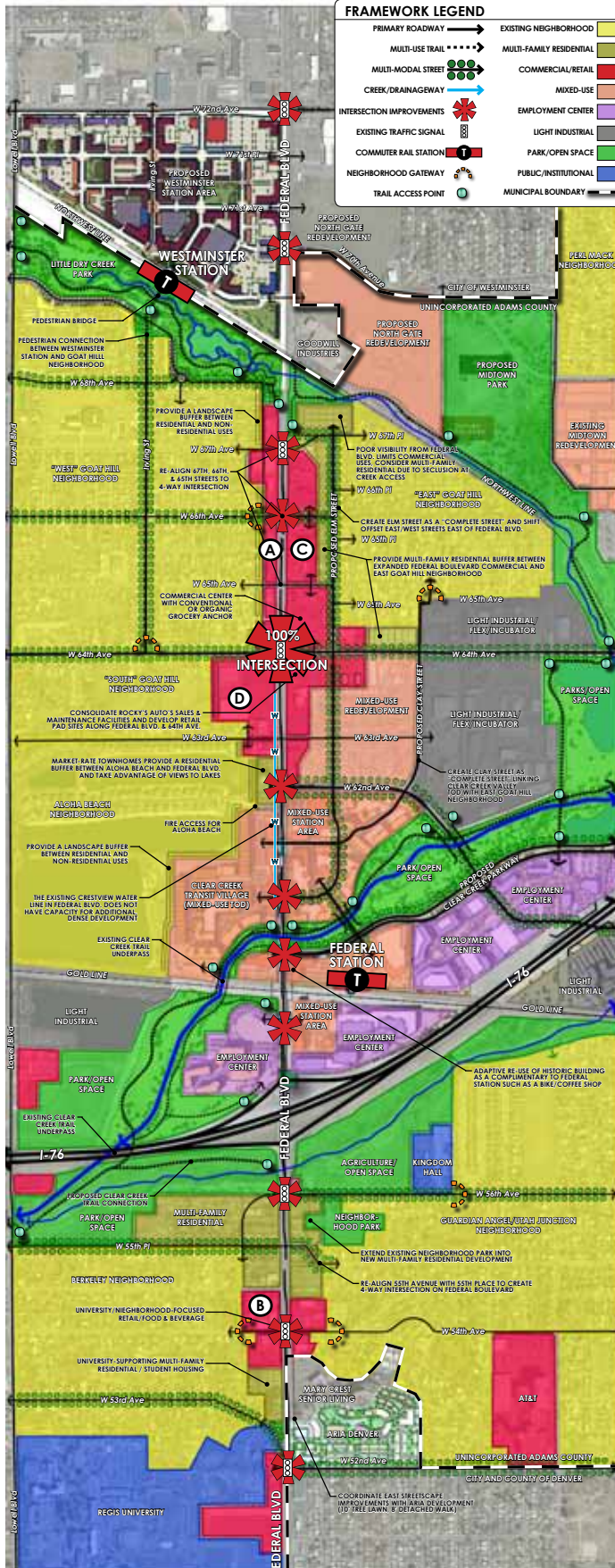


Source: www.myneighborhoodupdate.net Accessed 7/9/2014

Street segment 7 (Federal Boulevard in area of proposed light rail station).



Source: www.myneighborhoodupdate.net Accessed 7/9/2014



FRAMEWORK LEGEND

PRIMARY ROADWAY	EXISTING NEIGHBORHOOD
MULTI-USE TRAIL	MULTI-FAMILY RESIDENTIAL
MULTI-MODAL STREET	COMMERCIAL/RETAIL
CREEK/DRAINAGEWAY	MIXED-USE
INTERSECTION IMPROVEMENTS	EMPLOYMENT CENTER
EXISTING TRAFFIC SIGNAL	LIGHT INDUSTRIAL
COMMUTER RAIL STATION	PARK/OPEN SPACE
NEIGHBORHOOD GATEWAY	PUBLIC/INSTITUTIONAL
TRAIL ACCESS POINT	MUNICIPAL BOUNDARY

CORRIDOR PLANNING RECOMMENDATIONS

1. Corridor planning should accommodate north/south traffic volumes to maintain or increase vehicular capacity, while retaining responsiveness to adjacent commercial properties.
2. Corridor planning should consider a mix of zoning mechanisms tailored to the proposed development types.
3. Corridor planning should preserve and enhance on- and off-ramp access to I-76 and I-70 interchanges, and discourage local street and driveway intersections that reduce their efficiency.
4. Corridor planning should address further vehicular, bicycle and pedestrian safety measures to improve the balance between vehicular and pedestrian/bicyclist modes.
5. Corridor planning should emphasize and enhance motorized and non-motorized transit connections with the proposed commuter rail stations.
6. Corridor planning should address further vehicular, bicycle and pedestrian safety measures to improve the balance between vehicular and pedestrian/bicyclist modes.
7. Corridor planning should address housing affordability needs, and work with Adams County Housing Authority (ACHA) and others to make appropriate accommodations for affordable housing within the corridor.
8. Corridor planning should address potential Federal Boulevard blight conditions, and recommend improvements in visual character, the location of pedestrian-oriented improvements to the Right-of-Way is critical in providing better accommodations for non-motorized corridor transportation. Additionally, streetscape plantings should be incorporated throughout the corridor with a focus on shade trees along the east and west sides of the roadway due to the utility limitations of the center median.
9. Corridor planning should consider improved identity and brand for the Federal Boulevard corridor that can be emphasized through the coordinated selection of signage, lighting, site furniture, street names and streetscape plant material. Opportunities may exist to include creative types that include signage, lighting, site furniture and street names, lighting fixtures and drive-thrus.
10. Corridor planning should address potential methods to land assembly for redevelopment, protection of residential neighborhoods from commercial land use and traffic encroachment, and methods to interconnect the local street grid.
11. Corridor planning should address pedestrian needs and alternative solutions to provide a safe, continuous pedestrian way along the Federal Boulevard corridor. Pedestrian safety improvements should include clearly defined sidewalks, safe, east-west pedestrian crossings, and pedestrian crossings at the intersections of I-76. Corridor planning should be coordinated with the recommendations of the Federal Health Department's forthcoming Federal Boulevard Health Impact Assessment (HIA) to improve public health benefits within the surrounding community. It has been recommended for the HIA to coordinate their recommendations with health care providers to maximize the community benefits.
12. Corridor planning should consider realignment of east side streets to intersect Federal Boulevard of existing west side street locations between 43rd Avenue and 67th Avenue to create away-aligned intersections accommodating safe pedestrian crossing, left turns and providing alternative business access from Federal to side streets.
13. Corridor planning should consider potential Complete Street (vehicular/ bicycle/pedestrian) upgrades to provide off-ramp north/south through provide safe alternative, parallel routes for neighborhood bike and pedestrian crossings with infrastructure planning used to accommodate that range of uses.
14. Corridor planning should consider built-in planning flexibility and land use provisions for these blocks, since they may be most vulnerable to changes in market conditions. Traditional use designations to allow Multi-Family, Commercial Retail, Office or mixed use combinations could preserve long-range use flexibility with infrastructure planning used to accommodate that range of uses.
15. Corridor planning should evaluate the capacity of existing utilities within and adjacent to this roadway (including the existing Crestview water line north of Interstate 76) to determine if additional investments are required to support future, more-dense, mixed-use development. Federal grants such as the Building Resilient Infrastructure and Communities (BRIC), Community Development Block Grant and the Federal Transit Administration's SAFETEA-LI grants; and the Environmental Protection Agency's Brownfields Planning Grant.
16. Corridor planning should seek new opportunities for higher density residential development which will be necessary in the corridor to attract and support new commercial retail development.
17. Corridor planning should consider the preparation of a detailed retail development plan that identifies the desired types and locations of retail uses including strategies for attracting new uses to the corridor.
18. Corridor planning should consider the adaptive re-use of the historic building adjacent to the future Federal Station as a complimentary use such as a bicycle/fitness shop that serves station commuters and area residents.
19. Corridor planning should include strategies to minimize impacts on adjacent residential neighborhoods and discourage through traffic from commercial development. Reduced residential through traffic may be considered west of Federal with the proposed Union Street east of Federal providing re-located intersections, a canal use transition, and a multi-modal streetscape buffer.
20. The W 44th Avenue / Federal Boulevard intersection holds potential for future redevelopment as the "100% Center" for Mixed Use Commercial Center connectivity in the corridor. Three (3) of four corners of sufficient parcel size will be required to accommodate center-mounted roadway lighting as well as a lifestyle Center, Grocery-anchored Neighborhood and supporting retail development.

PRECEDENT DEVELOPMENTS

A MULTI-TENANT RETAIL/RESTAURANT
 SHARED PARKING LOTS ON SHALLOW LOTS (125' APPROX. DEPTH)
 PROVIDE ALLEY FOR SERVICE ACCESS AND TO BUFFER ADJACENT RESIDENTIAL NEIGHBORHOOD

B MULTI-TENANT CORNER RETAIL/RESTAURANT
 BUILD-UP REQUIREMENT PROVIDES ZERO-DEPTH BUILDING FRONTAGE ON PRIMARY ROADWAY
 PARKING AND SERVICE ACCESS FROM SIDE/REAR LOT

C JUNIOR ANCHOR WITH PAD SITES
 TRADITIONAL HIGHWAY-ORIENTED COMMERCIAL DEVELOPMENT
 PAD SITES ALONG PRIMARY ROADWAY WITH ACCESS PROVIDED OFF OF SECONDARY CROSS-STREETS

D GROCERY-ANCHORED NEIGHBORHOOD CENTER
 TRADITIONAL BIG BOX COMMERCIAL DEVELOPMENT
 PAD SITES ALONG PRIMARY ROADWAY WITH ACCESS PROVIDED OFF OF SECONDARY CROSS-STREETS

CIRCULATION DIAGRAM

- EXISTING ROADWAY
- PROPOSED ROADWAY
- PROPOSED ON-STREET BIKE FACILITIES
- EXISTING MULTI-USE TRAIL
- PROPOSED MULTI-USE TRAIL
- CREEK/DRAINAGEWAY
- PARK/OPEN SPACE

FEDERAL BOULEVARD RIGHT-OF-WAY

The Federal Boulevard Right-of-Way (R.O.W.) width varies throughout the corridor study area (see image to right). A review of the CDOT median construction documents indicates a significant discrepancy between the County Assessor's parcel data and the CDOT R.O.W. location. A formal Right-of-Way delineation will be required prior to making final recommendations for improvements to the pedestrian/bicycle facilities adjacent to Federal Boulevard.

County Assessor Parcel Data vs. R.O.W. Estimated from CDOT Median Construction Documents

MAX. R.O.W. WIDTH = 140' (CDOT MEDIAN PLANS) 132' (COUNTY ASSESSOR)
 AVG. R.O.W. WIDTH = 110' (CDOT MEDIAN PLANS) 100' (COUNTY ASSESSOR)
 MIN. R.O.W. WIDTH = 100' (CDOT MEDIAN PLANS) 82' (COUNTY ASSESSOR)

AVAILABLE R.O.W. WIDTH ALONG FEDERAL BLVD. BETWEEN 52ND AND 72ND AVENUE

ADEQUATE SIDEWALKS AND RAMPS ARE LACKING THROUGHOUT THE STUDY AREA THEREFORE THE COUNTY CDOT SHOULD INITIATE CURB CUT/BIKEWAY/BIKEWAY INSTALLATIONS UPON VERIFICATION OF AVAILABLE RIGHT-OF-WAY WIDTH

PROPOSED PLANT MATERIAL WITHIN THE CDOT MEDIAN WILL BE LIMITED TO EXISTING, SHALLOW, TELECOMMUNICATIONS duct below the center of the medians.

Appendix K FEDERAL BOULEVARD CONCEPTUAL FRAMEWORK PLAN
 A Long Range Vision for the Corridor within Unincorporated Adams County
 Adams County Planning and Development Department
 Adams County, Colorado





HEALTHYdecisions
healthyPLACES

Integrating health
into community
decision making

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