

MINUTES

Public Health Alliance Data Committee
September 3, 2013



Call Attendees:

Participant	Organization
Matthew Feaster	Pasadena
Dan Gallagher	SANDAG
Danyte Mockus	Riverside
Deirdre Browner	County of San Diego
Dulce Bustamante	CDPH
Manal Aboelata	Prevention Institute
Mina Brown	PHA
Neil Maizlish	CDPH
Patty Ochoa	Coalition for Clean Air
Ping Chang	SCAG
Rye Baerg	Safe Routes to School National Partnership
Selfa Saucedo	Ventura
Susan Klein-Rothschild	Santa Barbara
Trav Ichinose	Orange County
Carla Blackmar	Public Health Alliance of Southern California
Tracy Delaney	Public Health Alliance of Southern California

Minutes:

1. **Welcome/ Introductions**— Danyte Mockus
2. **Alliance Updates**
 - **Legislative Platform –language to be included on Data:** Carla provided some background on the Legislative Platform that the Alliance has been working on. At the 5/31/13 Leadership Council meeting members discussed the role of County/Municipal Policy Platforms/Agendas in supporting the types of actions the Alliance may wish to take. Alliance staff has been working to create a compendium of policy platform language examples related to Alliance priorities and initiatives. The resulting document will be a resource to Local Health Departments as they participate in their internal legislative platform development processes for 2014. Carla asked the group for possible topics related to data that should be included in the platform, and noted that few platforms make more than a passing

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reference to data. Neil suggested including language to support the development of a statewide data consortium to aggregate efforts on data collection (related to health and social determinants of health). In previous conversations, Danyte suggested language encouraging funding for regularly updated neighborhood-level chronic disease surveillance.

Tracy suggested that, even though it might be outside the scope of the Platform, it could be good to advance the recommendations for data collection coming out of the HCI project with OPR (Office of Planning and Research) and the Strategic Growth Council (SGC). Neil suggested that these types of conversations were already underway.

- **HIA Training 10/16 and 10/18:** Members were encouraged to attend the HIA Training being provided by Pew Charitable Trust on 10/16 (webinar) and 10/18 (in person). Anyone wishing to attend is encouraged to email Carla for details at cblackmar@phi.org.

- Other member updates?

➤ **NEXT STEPS:**

- *Carla will work to incorporate DC additions into the Alliance Legislative Agenda.*

3. **HCI Updates:** Neil provided updates on indicators selected by the group. **Please see Appendix A below for a matrix of indicators with status updates from 9/3/13.** Several members agreed to review and provide detailed feedback on some of the remaining transportation indicators in advance of the next meeting. Some of the other indicators are on hold because of challenges in obtaining data from BOE and others. Neil and Dulce may return to the PHA SoCal DC with those indicators if progress is made at a later time.

➤ **NEXT STEPS:**

- *Neil and Dulce will route indicators to volunteers for review.*
- *Review Miles traveled per capita by mode at next meeting.*

4. **Discussion of Indicator 8—Miles traveled per capita dataset and indicator.**

- **Background on indicator:** Dataset comes from Caltrans. Using sensors, Caltrans collects automotive VMT on segments of road throughout the state. This allows VMT by occurrence (how many cars per segment) rather than residence.
- **Comments on Narrative and Graphs**
 - DC Members expressed concern that this data was possibly misleading when presented a City level as visualized in map 1. Because the number is VMT per capita, cities without much population, but which might have a thoroughfare in them, appear significantly above the state average in VMT per capita. Similarly, the map does not show areas where residents commute a long way (i.e.,

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Hisperia, Victorville in the Antelope Valley in San Bernardino) have significant populations, but less *through* miles (being an endpoint and not en route), and therefore appear to be below the state VMT per capita average. Evie Trevino noted that as a result this data does not reflect the realities of these cities, where almost everyone commutes long distances out of the city to work.

- Ping Chang suggested that this dataset was best viewed at a County level and was not meaningful at a city basis. It can tell you something about capacity on the facility and congestion (getting back to the reason this data is collected). Ping suggested that if the goal of the indicator was to measure *impacts* from VMT on communities, that it might make more sense to do VMT per square land mile.
- Members agreed that this dataset may still be useful at a county level, and possibly as a sheer VMT number (without the population denominator) by City over time.
- Carla would possibly like to have the name of the indicator changed to reflect the occurrence-based nature of this dataset, so that the casual reader does not confuse it with the more typical residence-based methodology and misinterpret the data as a result.

➤ **NEXT STEPS:**

- ***Neil and Dulce will work on edits to the 'limitations' section of indicator 8 to account for concerns of the DC members.***

5. **Wrap Up/ Next Call:** Our next call is scheduled on 9/3 from 2-3pm

Appendix A

9/3 Update on Alliance Indicators



	Indicator	Voters	No.	Issue	Alliance Role	9/3 Status
1	<ul style="list-style-type: none"> Neighborhood Completeness Index (<math>< \frac{1}{2}</math> mile radius for 8 out of 11 common public services and 9 of 12 common retail services) 	Ventura, San Diego, Riverside, Pasadena, Orange, SANDAG, Long Beach	7	Access to Board of Equalization (Sales Tax) Data important to identifying retail services. Avoids needs to purchase data from InfoUSA or Dunn & Bradstreet.	<ul style="list-style-type: none"> Significant feedback from LHDs needed in validating BOE data May want LHD input on additional elements needed for 'neighborhood completeness'—e.g., community gardens 	BOE Data—on hold
2	<ul style="list-style-type: none"> Percent of households within $\frac{1}{2}$ mile of a full-service grocery store, fresh produce market, or store with fresh produce 	San Diego, Riverside, Orange, SRTSNP, TransForm, Long Beach	6	<ul style="list-style-type: none"> Challenge with BOE Data--some venues (smaller, ethnic markets) may fall through the 'coding cracks'—opportunity for local validation to make sure local data squares with BOE Data Farmer's Markets not included, must get this data from elsewhere 	<ul style="list-style-type: none"> Significant feedback from LHDs needed in validating BOE data: Consider spot checking in communities where we have good data WIC staff have Farmer's Market Data in San Bernardino (talk with Evy), Riverside—could also work with Ag Commissioners CX3- locally collected data-could provide good local level info 	BOE Data—on hold
3	<ul style="list-style-type: none"> Number and rate of collisions by severity and mode of transport (e.g. pedestrian-car collisions per vehicle mile or mile walked) 	Ventura, Orange, SRTSNP, TransForm, SANDAG	5	Numerator possible at census tract pooling 2009-2011 SWITRS data; Population denominator at census tract, if statistically stable; but miles	<ul style="list-style-type: none"> We know SWITRS undercounts—esp. less severe injuries—we're going to stick with it, however. 	Narrative is coming. Need for volunteers to look at this file and provide

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				traveled for bike and walk statistically stable at county level only	<ul style="list-style-type: none"> • Problem always come in the denominator—is it truly risk based—we need to look at the NHTS add-on for SD 4 and LA Counties for A5T. • Safe Road Maps—Dr. Brian Hilton—through ESRI at CGU—follow up with Sabrina Rossetti 	feedback before 10/1 call. Evie and Danyte will review this indicator.
4	<ul style="list-style-type: none"> • Percent of residents mode of transportation to work 	Ventura, Riverside, SRTSNP if it uses NHTS, SANDAG, Long Beach	5	"easy" ACS data	<ul style="list-style-type: none"> • Bike/ped data is poor If there is insufficient <i>n</i> at a small geography—tend to lump everything together. 	Reviewed in August—feedback has been incorporated. Seeking to link to external reference to discuss limitations of ACS data. Carla looking for reference.
5	<ul style="list-style-type: none"> • Percent of population located <½ mile of a regional bus/rail/ferry & <¼ mile local bus/light rail 	Ventura, San Diego, Pasadena, Orange, TransForm	5	<p>Need GIS layers from SANDAG, SCAG, or CNT—definition may need to be tweaked—</p> <ul style="list-style-type: none"> • should it be quarter or half mile? • Should frequency be taken into account? 	<ul style="list-style-type: none"> • ½ mile access being done through SANDAG indicator project • Carla will collaborate with Neil + Peter to get this data from MPOs 	Ping Chang and SCAG and Tom King at SANDAG will review this indicator.

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9/3 Update on Alliance Indicators



6	<ul style="list-style-type: none"> Percent of household income spent on travel—(Center for Neighborhood Technology--Housing Transportation Index, % of all household income spent on travel for any purpose) 	San Diego, Pasadena, SRTSNP, TransForm, Long Beach	5	Need funds to acquire data if not a nominal amount from CNT	<ul style="list-style-type: none"> Data may be affordable from Center for Neighborhood Technology 	Waiting on NCI—Ping at SCAG had a conversation with CNT to get this on their agenda.
7	<ul style="list-style-type: none"> Retail food environment index 	Ventura, Pasadena, Orange	3	"Easy" if only download data from CDC; Otherwise requires BOE cooperation	<ul style="list-style-type: none"> CDC publishes at a census tract level—easy so long as it How far back in history does this go? How good is the classification? 	It does not appear that CDC is committed to updates. DATA GAP ITEM requires investment in InfoUSA Data.
8	<ul style="list-style-type: none"> Miles traveled per capita by mode (car, public transit, walk/bike) 	Riverside	1	Denominator for collision rates (can be done at county level for bike walk for 2009 using NHTS and PEMS data for all vehicles at place level)	<ul style="list-style-type: none"> Available for motorized modes through Caltrans For non-motorized modes Neil has calculated bike and walk data using NHTS data at county level for ITHIM model— Data is stable and usable in larger counties Data is too sparse in rural counties to be stable. 	Complete