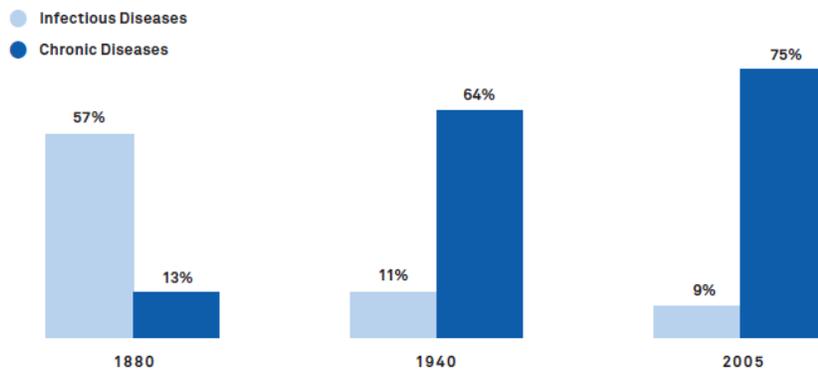


## ACTIVE TRANSPORTATION AND PUBLIC HEALTH

Public Health and Community Planning have a long history of working together to improve human health. In the 1800's the focus was on creating conditions that protected individuals from infectious diseases. In today's collaborations we are working to create conditions that protect individuals from chronic diseases.

### CHANGING PERCENTAGE OF DEATHS IN NYC ATTRIBUTED TO INFECTIOUS VERSUS CHRONIC DISEASES, 1880 TO 2005



Source: *The City of New York Summary of Vital Statistics 2005*

1 out of 2 adults have a chronic disease

75% of health care costs are due to chronic diseases

7 out of 10 deaths in U.S. due to chronic diseases

In combination with unhealthy diets, physical inactivity is the leading cause of death in the U.S., second only to tobacco. Regular daily activity reduces the risk of obesity and obesity-related diseases such as cancer, heart disease and diabetes. The Centers for Disease Control and Prevention recommend that adults get 30 minutes of physical activity five days per week. In the past, many Americans achieved this through regular daily tasks like walking to the store or transit stop. Creating new opportunities to be active as part of daily life is a key strategy in reducing obesity, and active transportation modes such as walking and cycling offer countless opportunities to get exercise. Like all forms of transportation, people's ability to benefit from active transportation is intimately tied to the arrangement of land uses in their communities and the infrastructure available to them.

The *Growing Healthier Report*, prepared by Clark County Public Health in 2012, included the following goals related to active transportation:

1. Maximize the use of healthy and sustainable transportation modes through transportation and land use policies
2. Build neighborhoods that support active transportation
3. Enhance the safety and comfort of active transportation
4. Ensure equal access to active transportation options

### Progress and Opportunities:

Clark County Public Health has been working with multiple partners on strategies and activities to achieve these goals, including:

## **Safe Routes to School**

CCPH is partnering with local schools, Bike Clark County, the Bicycle and Pedestrian Advisory Committee, and Safe Kids Task Force on walking school bus programs and bike- and walk-to-school events.

## **Complete Streets**

CCPH completed assessments for Battle Ground, Clark County and Vancouver in October 2013, examining existing policies and procedures through the lens of the National Complete Streets Coalition (NCSC) Policy Analysis Tool, as well as the criteria established by the Washington State Legislature.

## **Neighborhood Safe Streets Law**

CCPH is partnering with Washington Bikes to support efforts across the SW region for implementation of HB 1045 the Neighborhood Safe Streets Bill.

## **Training and Technical Assistance**

- *September 2013:* Public Health in Clark and Cowlitz Counties facilitated Complete Streets Workshops. The Clark workshop drew 36 technical experts and transportation decision makers from Battle Ground, Vancouver, Clark County, Ridgefield, the Regional Transportation Council, and the state of Washington. This training focused on the what, why and who of Complete Streets and Neighborhood Safe Streets laws.
- *April 2014:* Regional partner, Cowlitz County Public Health, facilitated a Neighborhood Safe Streets training presented by Washington Bikes which drew decision makers and residents from Longview, Kelso and Clark County.
- *April 2014:* Washington Bikes presented the Neighborhood Safe Streets law at the April meeting of the Neighborhood Traffic Safety Alliance. The NTSA will vote in May on whether to present an NSS proposal to the Vancouver City Council.
- *May – September 2014:* Public Health has contracted Alta Planning + Design to assist local jurisdictions on technical aspects of implementing Complete Streets and Neighborhood Safe Streets into local ordinances.
- *Summer-Fall 2014:* Proposed technical training for planners, engineers and other technical experts from local jurisdictions on Complete Streets, Neighborhood Safe Streets. This training is intended to build on the Sept 2013 training by providing the “how-to” of establishing and implementing ordinances, incorporating appropriate language, and completing performance measures. Specific content, audience, timing to be determined.
- *September 2014:* Proposed community outreach and education for residents, community and neighborhood leaders, and interest groups on Complete Streets, Neighborhood Safe Streets, and Safe Routes to Schools.

## **Contact Information**

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