

Creating Healthy Land-Use Transportation Policies: Experiences from LA County Public Health

SCAG Compass Blueprint Toolbox Tuesday
June 28, 2011

Louisa Franco, Policy Analyst
Erica Alvarado, Assistant Policy Analyst

Policies for Livable Active Communities and Environments Program
Los Angeles County Department of Public Health



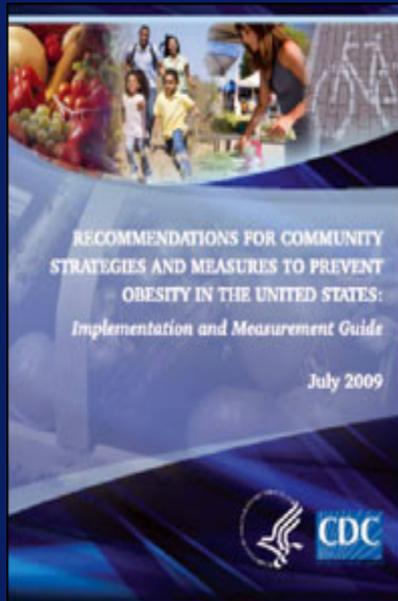
Improving the environment we live in improves our health

Leading Public Health Institutions recommend creating built environment change as a strategy for preventing obesity and associated chronic disease.

CDC

July 2009 (left)
Recommendations
for Community
Strategies and
Measures to Prevent
Obesity in the U.S

April 2010 (center):
Recommendations
for Improving Health
through
Transportation Policy



CDC Recommendations for Improving Health through Transportation Policy Centers for Disease Control and Prevention

The U.S. transportation system has been shaped by multiple policy inputs and concrete actions which have arisen from transportation and community planners, funding agencies and others at Federal, state and local levels. Today, the system is designed to move people and goods efficiently; however, there is a growing awareness across communities that transportation systems impact quality of life and health. Government and non-government agencies are seeking innovative policies and programs that protect and promote health while accomplishing the primary transportation objectives.

The Opportunity

Expanding the availability of safety for, and access to a variety of transportation options and integrating health enhancing choices into transportation policy has the potential to save lives by preventing chronic diseases, reducing and preventing motor-vehicle-related injury and deaths, improving environmental health, while stimulating economic development, and ensuring access for all people.

With this goal in mind, the Centers for Disease Control and Prevention (CDC) has identified transportation policies that can have profound positive impact on health. CDC supports strategies that can provide a balanced portfolio of transportation choices that support health and reduces health care costs. Transportation policy can:

- Reduce injuries associated with motor vehicle crashes
- Encourage healthy community design
- Promote safe and convenient opportunities for physical activity by supporting active transportation infrastructure
- Reduce human exposure to air pollution and adverse health impacts associated with these pollutants
- Ensure that all people have access to safe, healthy, convenient, and affordable transportation

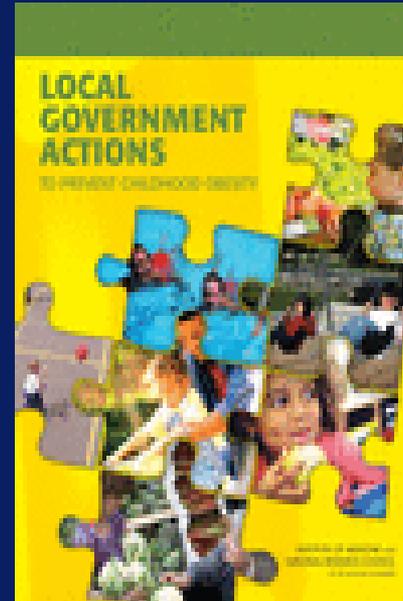
Rationale

The current U.S. transportation infrastructure focuses on motor vehicle travel and provides limited support for other transportation options for most Americans.

- Physical activity and active transportation have declined compared to previous generations. The lack of physical activity is a major contributor to the steady rise in rates of obesity, diabetes, heart disease, stroke and other chronic health conditions in the United States.
- Motor vehicle crashes continue to be the leading cause of injury-related death for many age groups. Pedestrians and bicyclists are at an even greater risk of death from crashes than those who travel by motor vehicles.
- Many Americans view walking and bicycling within their communities as unsafe because of traffic and the lack of sidewalks, crosswalks, and bicycle facilities.

IOM

Local
Government
Actions to
Prevent
Childhood
Obesity



LA County DPH initiatives

PLACE Program: launched in 2006

- Funded with County dollars allocated by BOS
- Mission: foster policy change in support of healthy, safe, and active environments
- Key strategies for infusing PH into land use planning:
 - Provide bike/ped grants to cities and non-profits
 - Provide written input into city and county plans
 - Provide staff time to help cities change policy



LA County DPH initiatives

Project RENEW: launched in 2010

- Funded through Federal ARRA grant
- \$16 million: broad obesity prevention project
- Includes funding for:
 - Transit oriented districts plans in City of LA
 - Bike/ped grants to cities, non-profits
 - Healthy design ordinance for new development in County unincorporated areas
 - “Streets for people” demonstration project
 - Model Design Manual for Living Streets





Los Angeles County

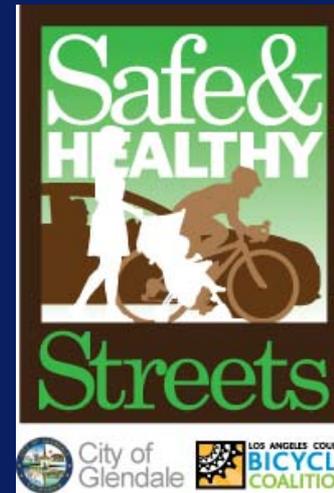
- ◆ PLACE grantees
- ◆ Complete streets
- ◆ Corner store conversions
- ◆ Bike and pedestrian master plans
- ◆ Transit oriented districts
- ◆ Bike-friendly business districts



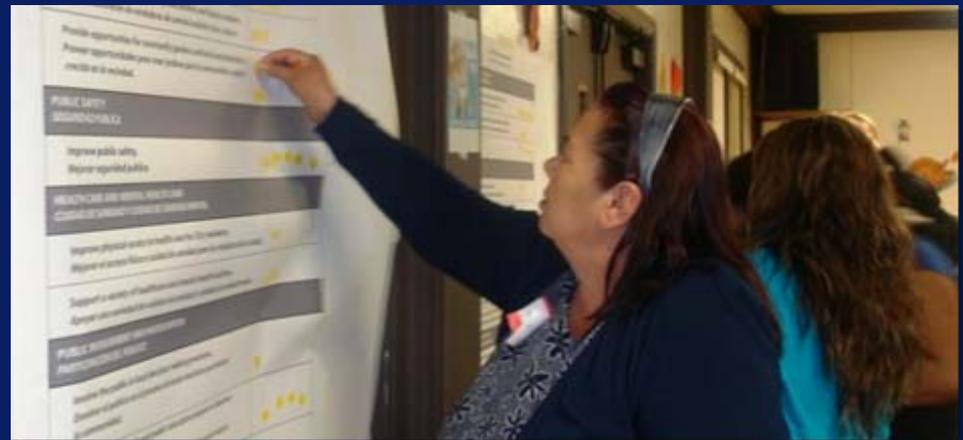
Strategy 1: Provide grants to cities and non-profits



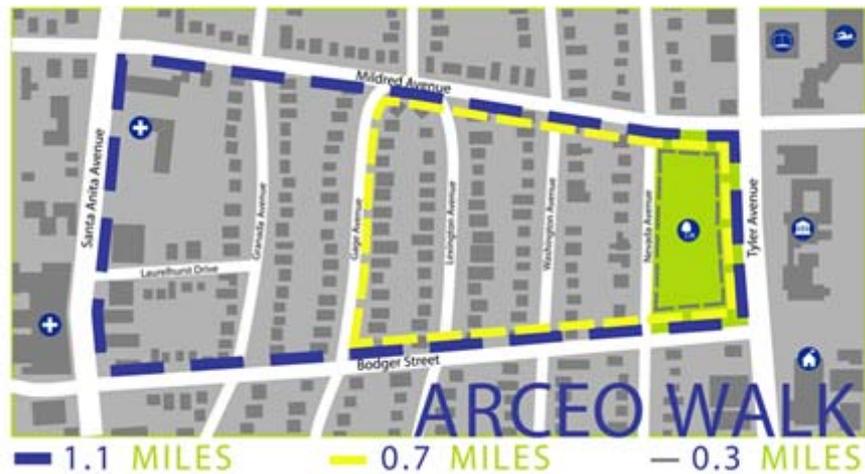
PLACE Grantees



City of El Monte Health & Wellness Element



City of El Monte's Arceo Walk



Bike Coalition and City of Glendale

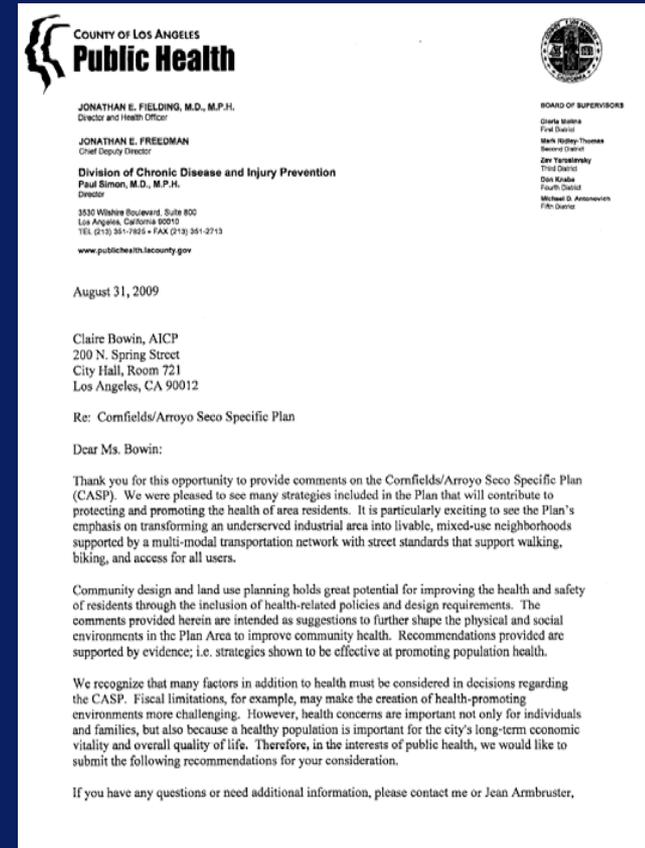


Strategy 2:
**Provide input into city and
county master plans,
specific plans, general plans**



Options for providing input

- Provide oral comments during public process
- Participate on advisory committees
- Provide written input into plans: general, specific, master, long range plans



Examples of what to look for

- Are public health goals, like reducing obesity and injury, made explicit in the plan?
- Is the plan ambitious? Does it include traffic calming measures and road diets?
- Does the circulation element address complete streets?
- Does the plan describe connections with bike facilities in neighboring cities?
- Are implementation steps, timelines, and performance measures included?



Health-Related Language in General Plans

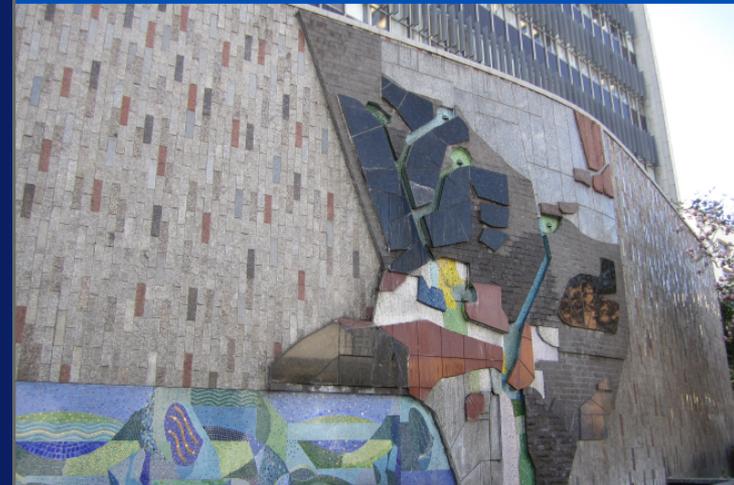
- Suggested health policies for inclusion:
 - Policy LU 5.5: Support a mix of land uses that promoting bicycling and walking, and reduce VMTs
 - Policy M 3.6: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.
 - Policy M 3.9: Install traffic calming measures, such as bulb-outs, sharrows, medians, roundabouts, and narrowing or reducing the number of lanes on a road (road diets) on streets with significant or potentially significant pedestrian and bicycling activity.

PUBLIC REVIEW DRAFT 4/5/11
TEXT-ONLY VERSION

Los Angeles County

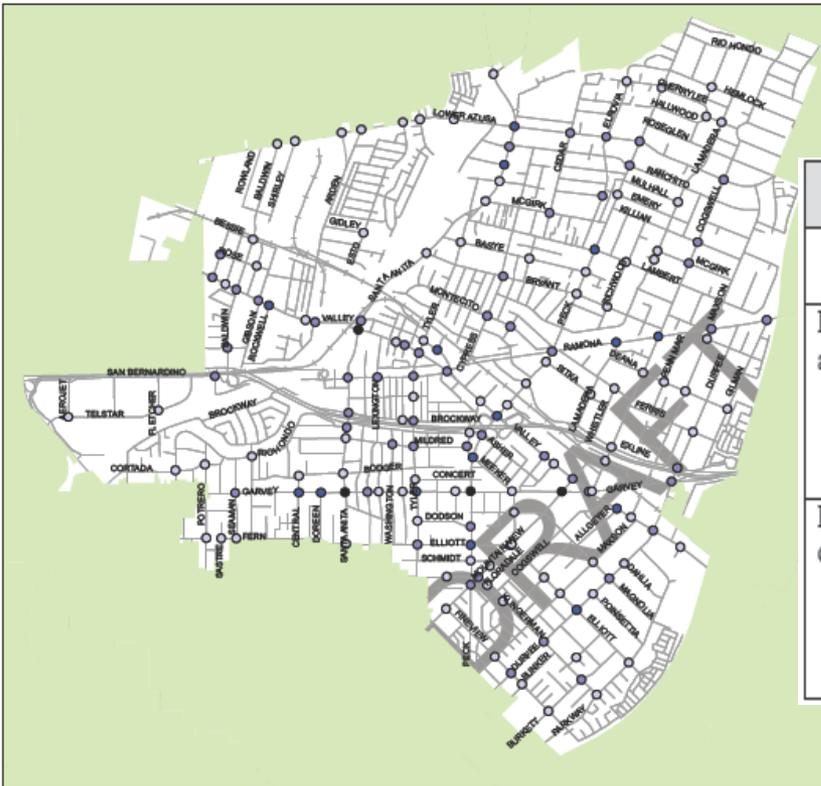
General Plan

2035



Provide Data

MV Versus Bicyclist Collisions* In El Monte, 2003-2007



Number of Collisions

- 1
- 2-3
- 4-5
- 6+

— Streets

* Collisions occurring at midblock are mapped to the closest intersection.

Data Information:
 Data are extracted from the California Highway Patrol's Statewide Integrated Traffic Records System.
 Between 2003 and 2007 there were 30 MV-bicyclist collisions that could not be placed on the map.

Prepared by LAC-DPH-IVPP, July 9 2009



Table 3: Rates of Obesity and Overweight

		El Monte City	LA County	California	United States
Percent of adults obese and overweight ²⁵	Obese	37.1%	22.2%	N/A	30%
	Overweight	29.7%	35.9%	N/A	N/A
	Obese and Overweight	66.8%	58.1%	61.3%	N/A
Percent of children obese and overweight ²⁶	Overweight	19.8%	N/A	N/A	N/A
	Obese	27.9%	22.9%	N/A	N/A
	Obese and Overweight	47.7%	N/A	N/A	N/A



**Strategy 3:
Provide staff time and
technical experts to cities
willing to create policy
change**



Healthy Policies Initiative

- Huntington Park – Safe Routes to School
- South Gate - Safe Routes to School
- Lynwood – Bike Plan
- Compton – Bike Plan
- Pomona – Bike Plan



Favorite Resources



Public Health Data

Health Impacts of Built Environment

- Decrease traffic injuries and deaths
- Increase opportunities for physical activity
- Reduce incidence of asthma and lung disease
- Reduce obesity and risk for asthma, diabetes, and heart disease
- Improve quality of life and mental health

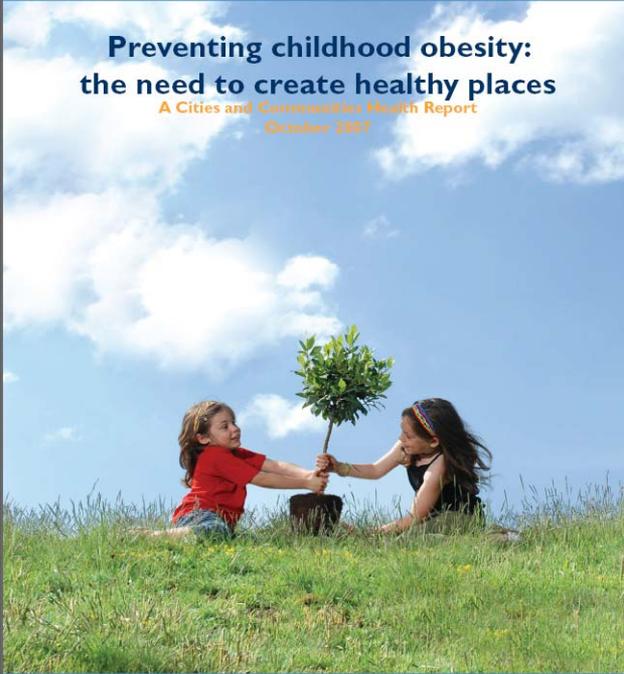
Los Angeles County Health Survey

publichealth.lacounty.gov/ha



Cities and Communities Reports

**Preventing childhood obesity:
the need to create healthy places**
A Cities and Communities Health Report
October 2007



Office of Health Assessment and Epidemiology



Life Expectancy in Los Angeles County

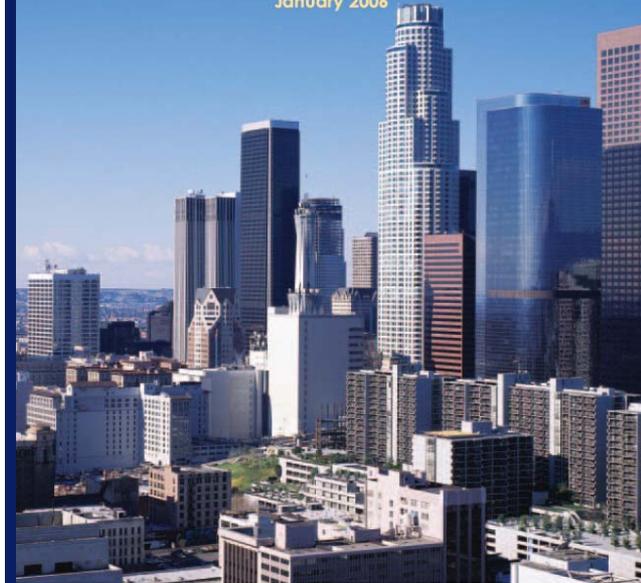
How long do we live and why?
A Cities and Communities Health Report



Office of Health Assessment and Epidemiology July 2010



**Premature Deaths from Heart Disease and Stroke
in Los Angeles County:**
A Cities and Communities Health Report
January 2006



Office of Health Assessment & Epidemiology

publichealth.lacounty.gov/epi



Helpful resources:

- Public Health Law and Policy
 - phlpnet.org
- Active Living by Design
 - Activelivingbydesign.org
- Hidden Health Costs of Transportation
 - Prepared for the American Public Health Association

The screenshot shows the Active Living by Design website. The top navigation bar includes links for 'communities in action', 'what we do', 'our approach', 'events & resources', 'media center', 'about albd', and a search bar for 'ALBD'. The main content area features a large image of a cyclist on a street with the caption 'A bike commuter hits the streets in Chapel Hill, NC :: read more'. To the right, there is a text block about Active Living by Design's mission and vision, along with a logo and a link to 'FIVE INITIATIVES IN MORE THAN 80 COMMUNITIES'. Below the website screenshot is a diagram titled 'TABLE 1 HOW TRANSPORTATION IMPACTS HEALTH AND EQUITY COSTS'. The diagram is a flowchart with five columns: 'TRANSPORTATION INVESTMENTS', 'LAND USE PATTERNS', 'TRAVEL BEHAVIOR', 'HEALTH', and 'COSTS'. Each column contains two icons. Transportation investments include a highway and a train. Land use patterns include a road with a building and a train with a person. Travel behavior includes a car and a person walking. Health includes a first aid kit and a heart. Costs include three dollar signs and one dollar sign. Arrows indicate a flow from left to right between the columns.



Louisa Franco
Erica Alvarado
DPH PLACE Program

publichealth.lacounty.gov/place

lfranco@ph.lacounty.gov

ehalchak@ph.lacounty.gov

