



How Public Health and Planning Started Working Together... Again

Paul Zykovsky, AICP, Assoc. AIA
Local Government Commission

New Partners for Smart Growth
Healthy Communities Platform

Sacramento, CA
February 4, 2017

Connecting Health and the Built Environment

- 1997: Meeting convened by CDC to examine links
- Some participants:
 - Dan Burden, Walkable Communities
 - Larry Frank, Georgia Tech School of Urban Planning
 - Shelley Poticha, Congress for the New Urbanism
 - Harrison Rue, Citizen Planner Institute
 - Sharon Sprowls, Local Government Commission
 - Harriet Tregoning, US EPA
 - Scott Bernstein, Center for Neighborhood Technology

1997 CDC Panel – the problem

“Dependence on the automobile, poor community design, labor saving devices and social norms all conspire to reduce the level of utilitarian and recreational physical activity. These environmental influences also contribute to the public health threat of physical inactivity among Americans. To combat this threat and reduce the burden of chronic disease, population level changes must be achieved. To support this endeavor, several factors must be considered:”

Rich Killingsworth & Dick Jackson

It's the Community Design...



“Reliance on physical activity as an alternative to car use is less likely to occur in many cities and towns unless they are designed or retrofitted to permit walking or bicycling. The location of schools, work sites, and shopping areas near residential areas will require substantial changes in community or regional design.”



— Journal of the American Medical Association, Editorial, 10/27/99



New Partners for Smart Growth conference

NEW PARTNERS FOR SMART GROWTH

January 24–26, 2002
U.S. Grant Hotel, San Diego, California





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THURSDAY, JANUARY 24, 2002
On-site Preregistration Times: 9:30 a.m.–12:30 p.m. and 5:00–8:00 p.m.

Main Conference Program

7:00–9:00

Opening Keynote Session
A Commitment to Smart Growth Comes from “the Top”!
Our opening session will feature state and national leaders whose strong commitment to smart growth inspired them to become partners in this conference. Hear why they believe smart growth to be important to environmental protection, transportation, and public health and safety, and why smart growth is important to the future of America.


- Christie Todd Whitman, Administrator, U.S. Environmental Protection Agency (invited)
- Dr. Richard J. Jackson, Director, National Center for Environmental Health, Centers for Disease Control and Prevention
- Jeff Morales, Director, California Department of Transportation



RWJF Commitment to Reduce Increase in Childhood Obesity by 2015

RESOURCES FOR ► Advocates ► Practitioners ► Policy-makers ► Educators ► Media

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Promoting activity-friendly communities

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RIGHT VISION. RIGHT PARTNERS. RIGHT PLAN.

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ANNUAL CONFERENCE 2016

MOVE! A BLOG ABOUT ACTIVE LIVING

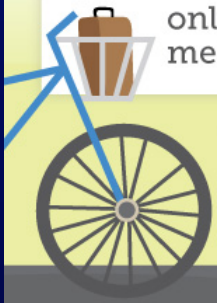


Infographic: Run Errands on Foot or Bike- A Remedy for Adult Inactivity

Infographic shows solutions to increase physical activity and

 **ACTIVE LIVING RESEARCH**

Run errands on foot or bike: A remedy for adult inactivity.



EXPERTS RECOMMEND
150 minutes of physical activity per week

only 50% of U.S. adults meet the guideline.

Walking or biking:

- to transit stops provides an average of 12-15 minutes of daily activity.
- to work is linked with 11% reduction in the risk of cardiovascular disease.

Most errands in the U.S. are within walking or biking distance.

27% are easy walking distance (<1 mile).
61% are easy biking distance (<5 miles).

People who live in:

NEIGHBORHOODS WITH SIDEWALKS ARE:

50% more likely to meet physical activity guidelines

MIXED-USE NEIGHBORHOODS – WITH WORK, PLAY, AND SHOPPING NEARBY ARE:

33% more likely to meet physical activity guidelines by walking for transportation

SLOWING DOWN TRAFFIC REDUCES CRASHES THAT CAUSE INJURIES BY:

10% on main roads
25% on residential streets

SOURCES: U.S. Department of Transportation, Federal Highway Administration, (2010). Our nation's travel. Analysis of the 2009 NHTS. In: Transportation IDo, ed. Washington, DC: Rissel C, et al. (2012). Physical activity associated with public transport use—a review and modeling of potential benefits. Int J Environ Res Public Health, 9(7), 2454-2478. Hauer M & Chida Y. (2008a). Active commuting and cardiovascular risk: A meta-analytic review. Prev Med, 46(1), 9-13. CDC National Center for Health Statistics. FastStats. Exercise or Physical Activity. <http://www.cdc.gov/nchs/faststats/exercise.htm>. Sallis JF, et al. (2009). Neighborhood environments and physical activity among adults in 11 countries. Am J Public Health, 99(6):484-490. Kerr J, et al. (2015). Perceived neighborhood environmental attributes associated with walking and cycling for transport among adult residents of 37 cities in 12 countries: the IPEN study. Environ Health Perspect, DOI 10.1289/ehp.1409468. Elvik R. (2011). Area-wide urban traffic calming schemes: a meta-analysis of safety effects. Accid Anal Prev, 33(3):327-339.

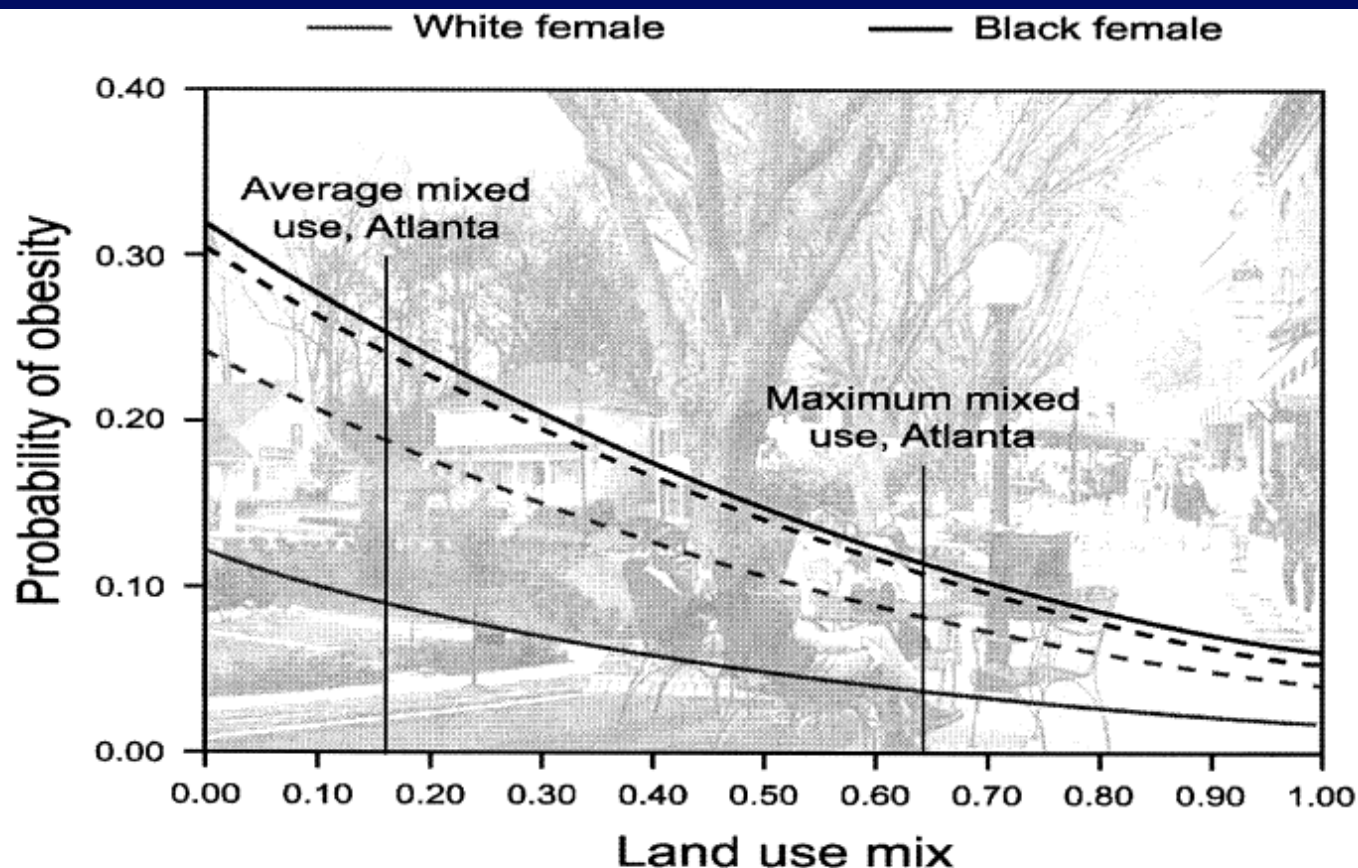
Learn more about how policies impact active travel at activelivingresearch.org/ActiveTravelreview.



Local Government Commission

www.lgc.org

Higher density and connectivity: lower obesity — Atlanta study 2004



Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars

Lawrence D. Frank, PhD, Martin A. Andresen, MA, Thomas L. Schmid, PhD

The California Story

- 1998-99: Early work by Department of Health Services
 - Collaboration with non-profits
 - Safe Routes to School
 - Walkable Community Workshop training
 - Public Health and the Built Environment Network and mini-grants
 - Guides: Public Health Institute's "General Plans and Zoning: A Toolkit on Land Use and Health"

Safe Routes to Schools

Education, Engineering and Enforcement for California Communities.

Not so long ago, a vast majority of children routinely trained their neighborhoods on foot or bicycle almost as a title of passage. Today, a

new generation of moms and dads chauffeur their kids to nearly all their activities, fearing for their children's safety on streets due to perceived dangers from both crime and traffic. The common sight of children walking and cycling has vanished in many communities. Now only 13% of all trips to and from school are by foot or bicycle.¹

With less kids on foot, there are more cars on the road. Parents driving their children to school make up 20-25 percent of the morning commute.² The more the traffic increases, the more parents decide it is unsafe for their

children to walk, adding even more cars to the morning chase.

There is a way to break the cycle. A new movement is emerging that is



focusing on getting kids back on their feet and their bikes again. Parent and neighborhood groups, school and local officials, law enforcement officers and traffic engineers are working together to make streets safer for pedestrians and bicyclists along heavily traveled routes to school, while encouraging both parents and their kids to take advantage of the many benefits of getting shrouded on foot or by

bike. With new transportation funding available specifically for this purpose, communities all across California are discovering the many benefits of providing "Safe Routes to Schools."

Walking + Biking = Healthy, Alert Children

Moderate to vigorous physical activity such as walking and biking positively affects academic performance and skill development. It stimulates and maintains muscular strength and good joint function. Children are better able to tackle the academic day. They have improved concentration, enhanced memory and learning, enhanced creativity and better problem solving ability. Studies have shown that their mood is improved for up to two hours following exercise.³



WHY WE NEED SAFE ROUTES:

CHILDREN ARE AT RISK FROM UNSAFE STREETS

- In California, as many as 5,000 child pedestrians are injured each year.⁴
- Pedestrian accidents are the second leading cause of fatal injuries among 5-12 year olds statewide; bicycle crashes a close third.⁵
- Children and seniors on foot and bike are at greatest risk relative to the overall population; children in low-income neighborhoods and communities of color are at even greater risk.⁶

CHILDREN ARE LOSING THEIR INDEPENDENCE

- Children are unfamiliar with their neighborhoods, isolated from people and the environment.
- Children are not acquiring traffic skills critical to their own safe mobility.
- When restricted by bus or parent schedules, youngsters who cannot bike or walk miss out on sports and enrichment programs after school.

CHILDREN ARE LESS ACTIVE

- 70% of children fall short of the recommended minimum dose of activity: 30-60 minutes a day plus 20 minutes of vigorous exercise.⁷
- 70% of children watch at least one hour of TV each day; 35% watch five hours or more.⁸
- One in five children and one in three teens is overweight or at risk of becoming overweight. These rates reflect a 50-100% increase in just the past 10 years.⁹

OUR ENVIRONMENT IS DEGRADED

- Auto emissions are the largest cause of air pollution in California.¹⁰
- More than 50% of all Californians live in areas with unhealthy levels of air pollution.¹¹ Children's respiratory systems are especially at risk.

The California Story

- April 2004: Dr. Richard Jackson appointed State Health Officer
 - Gained support from Governor Schwarzenegger
 - Obesity task force
 - Educational work



The California Story

- County workshops on health and community design, early to mid 2000s
 - Contra Costa
 - Riverside
 - San Mateo
 - Shasta
 - Humboldt
 - Alameda
 - Los Angeles
 - San Diego
 - San Bernardino
 - Solano
 - Sacramento
 - Yolo
 - Amador
 - Calaveras
 - San Luis Obispo
 - San Joaquin
 - Kings
 - Fresno
 - Mendocino
 - Butte
 - Others...

Riverside County

- Health Strategic Plan 2003 – 2006
 - Goal #5 Creating more “Livable Communities”
 - Work with planners, transportation agencies, developers, schools and community organizations to ensure that health and safety factors are considered in community design

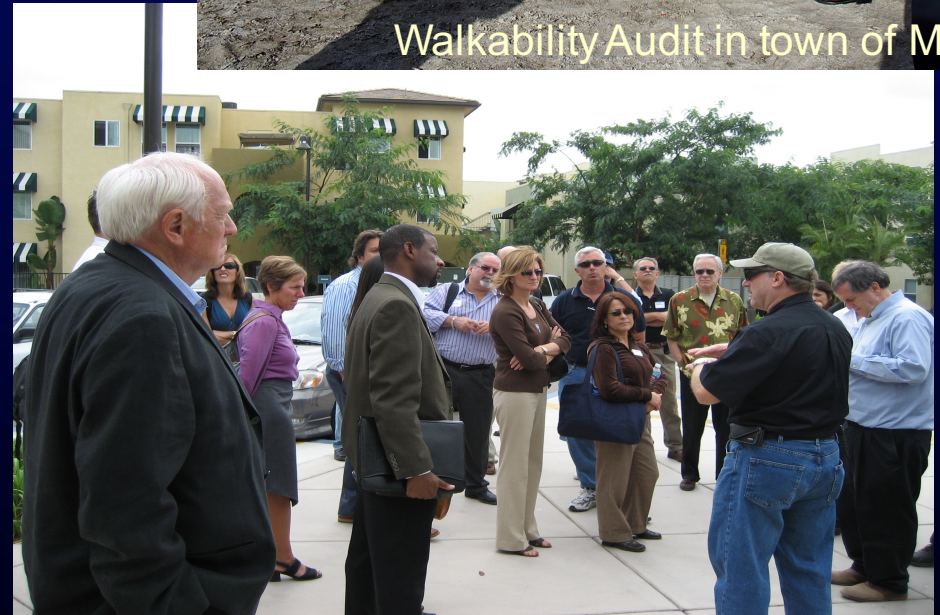


Vicinity Map
Not to Scale

Source: Riverside County
Health Department

Riverside County — Collaboration with Planning: Public Health Sponsored Trainings

- Public Health Trainings on Community Design and Public Health
- Planning invited Public Health to participate in Field Trips
- Caltrans SRTS non-infrastructure grant (\$460k)
- Partnered with LGC to get Caltrans Environmental Justice planning grant for Mecca vision plan



Source: Riverside County Health Department

San Francisco Bay Area

- Alameda, Contra Costa, San Mateo and Solano Counties
 - Held educational workshops on health/community design
- Contra Costa County
 - Board Resolution
 - Walkable Community Workshops in low-income, Spanish-speaking neighborhoods
- San Francisco County
 - Health Impact Assessments
- City of Richmond
 - First to develop Health Element of General Plan

TO: BOARD OF SUPERVISORS
FROM: Mark DeSaulnier
DATE: June 20, 2006
SUBJECT: Built Environment



SPECIFIC REQUEST(S) OR RECOMMENDATION(S) & BACKGROUND AND JUSTIFICATION

(1) **RECOMMENDATION:** Receive and accept presentation from Dr. Richard Jackson, former Public Health Officer for the State of California and author of "Urban Sprawl and Public Health: Designing, Planning, and Building for Healthy Communities".

(2) **RECOMMENDATION:** Direct the Ad Hoc Committee on Smart Growth to reconvene to consider the County's approach to the "built environment". Ask staff from the Community Development, Public Works, and Health Services Departments to participate to give input into the scope and substance of this effort.

(3) **RECOMMENDATION:** Direct the Ad Hoc Committee on Smart Growth to convene within 30 days from today. Ask the Community Development, Public Works, and Health Services Departments to work together to develop preliminary recommendations and report back to the Ad Hoc Committee on Smart Growth within 90 of the initial meeting.

FISCAL IMPACT: None to general fund.

BACKGROUND: Aspects of the environment that are human modified – from our homes, schools, communities and workplaces, to our parks, industrial areas, roads and highways – are more frequently being referred to as the "built environment". There is increasing evidence that this built environment affects our health in significant ways. Many modern health problems including obesity, heart disease and stroke, cancer, asthma, stress, and traffic related injuries are impacted by how and where we build our communities.

■ January 2006

- Public Health department created an internal Public Health Development Checklist to evaluate development proposals

Public Health Development Checklist

TYPE: ☐ Subdivision Site Map

☐ Commercial Site Map

☐ Other

1. Neighborhood Streets: ☐ Applicable ☐ Not Applicable

A. Connectivity

☐ Grid
☐ Cul-de-sac
☐ Curvilinear

B. Street Widths

☐ >26ft.
☐ <26ft.

C. Block Length

☐ >500
☐ <500

Healthy Design:

Streets with a grid pattern that have a width of less than 26 ft. which includes curb, gutter and informal parking and block length minimum of 200 ft and maximum of 500ft.

2. Traffic Calming: ☐ Applicable ☐ Not Applicable

A. Chicanes

Yes No

☐ ☐

B. Bulb outs

☐ ☐

C. Traffic circles

☐ ☐

D. Raised street crossings

☐ ☐

E. Pedestrian signals

☐ ☐

F. Pedestrian crossings

☐ ☐

every 300-600ft.

Other: _____

Healthy Design:

Streets in and around residential areas incorporate traffic calming measures that make pedestrian and bicyclist safety a priority.

3. Commercial Project Features: ☐ Applicable ☐ Not Applicable

☐ Public Plaza
☐ Trees
☐ Clustered Parking
☐ Pedestrian walkways
☐ Lighting

Healthy Design:

Commercial projects offer clustered parking, public places and pedestrian walkways that are clearly marked.

4. Sidewalk Characteristics: ☐ Applicable ☐ Not Applicable

A. Continuity

☐ Yes
☐ No

B. Planter strips w/trees

☐ Yes
☐ No

C. Width

☐ <5ft.
☐ >5ft.

D. Sidewalks on both sides

☐ Yes
☐ No

Healthy Design:

Sidewalks are on both sides of the street and continuous throughout development. Are 5ft or greater in width, and contain planter strips that are no less than 6ft wide.

5. Trails: ☐ Applicable ☐ Not Applicable

A. Present

☐ Yes
☐ No

B. Connects surrounding uses

☐ Yes
☐ No

C. Trees present

☐ Yes
☐ No

Width: _____ Surface Type: _____

Healthy Design:

Trails are present, linked to surrounding uses, are 8-14ft wide with a 3ft clearance zone on either side, offer shade trees and contain a surface type such as decomposed granite or asphalt that allows for multiple uses.


Created by Minnie Sagar, MPH Shasta County Public Health. <https://www.shastacounty.org/branches/development/healthy-communities/>

Shasta County
Public Health
Healthy Communities

Los Angeles County

- Policies for Livable Active Communities and Environments (PLACE)
 - Grant program to partnership of local jurisdiction and community organization
 - 5 grants of \$100,000 for three years, \$25,000 for physical project
- Conferences in 2006 and 2007
- Providing health information to cities

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Policies for Livable, Active Communities and Environments

PLACE
Policies for Livable Active Communities & Environments


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PLACE Resources

Welcome The PLACE Program is a policy change that supports the development of healthy communities for all Los Angeles County residents.

Spotlight

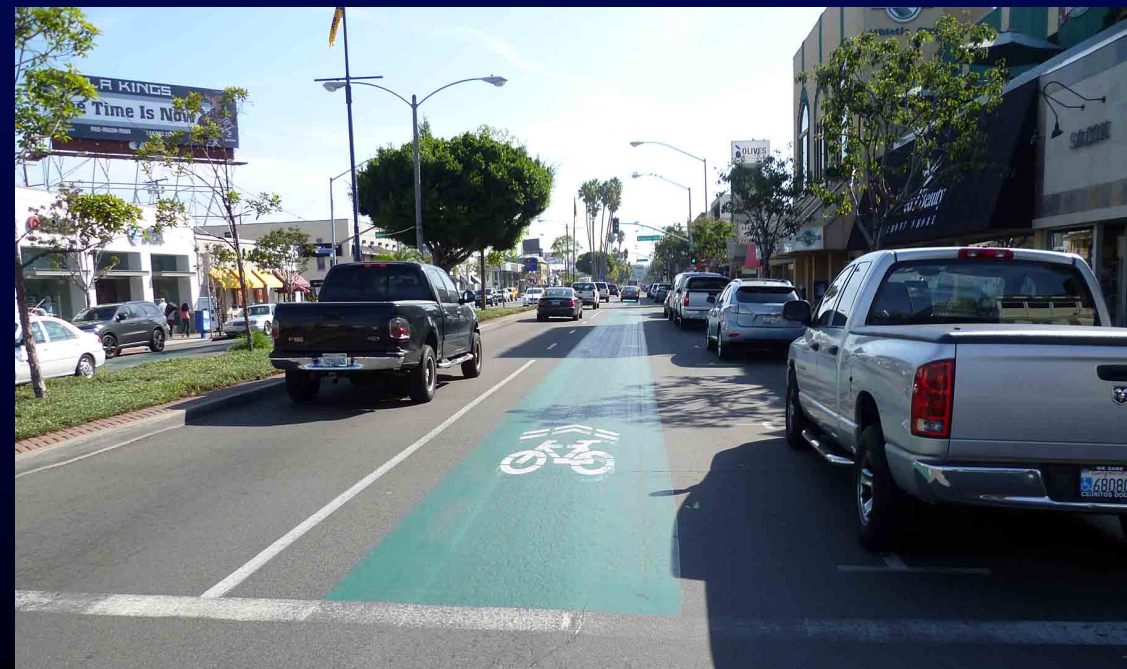
Smart Snackers

Learn how you can snack healthier on your next trip to a County vending machine, meeting, or fundraising event. *Smart Snackers* is the Los Angeles County Worksite Food Policy campaign. [Learn More...](#)



Biking in Los Angeles

Do you want to make the City of Los Angeles more bike-



County funded Mobility Coordinator in Long Beach. Implemented vision to make it “the most bicycle-friendly city in America”

MODEL *for* DESIGN MANUAL

LIVING STREETS

Los Angeles County 2011



ATtribution STATEMENT

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Luskin Center for Innovation

The manual was coordinated by:

ryan snyder
associates



County Public Health sponsored development of
Design Manual for Living Streets

Thank You!

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