

# Bridging the Gap Between Health and Planning/Policy

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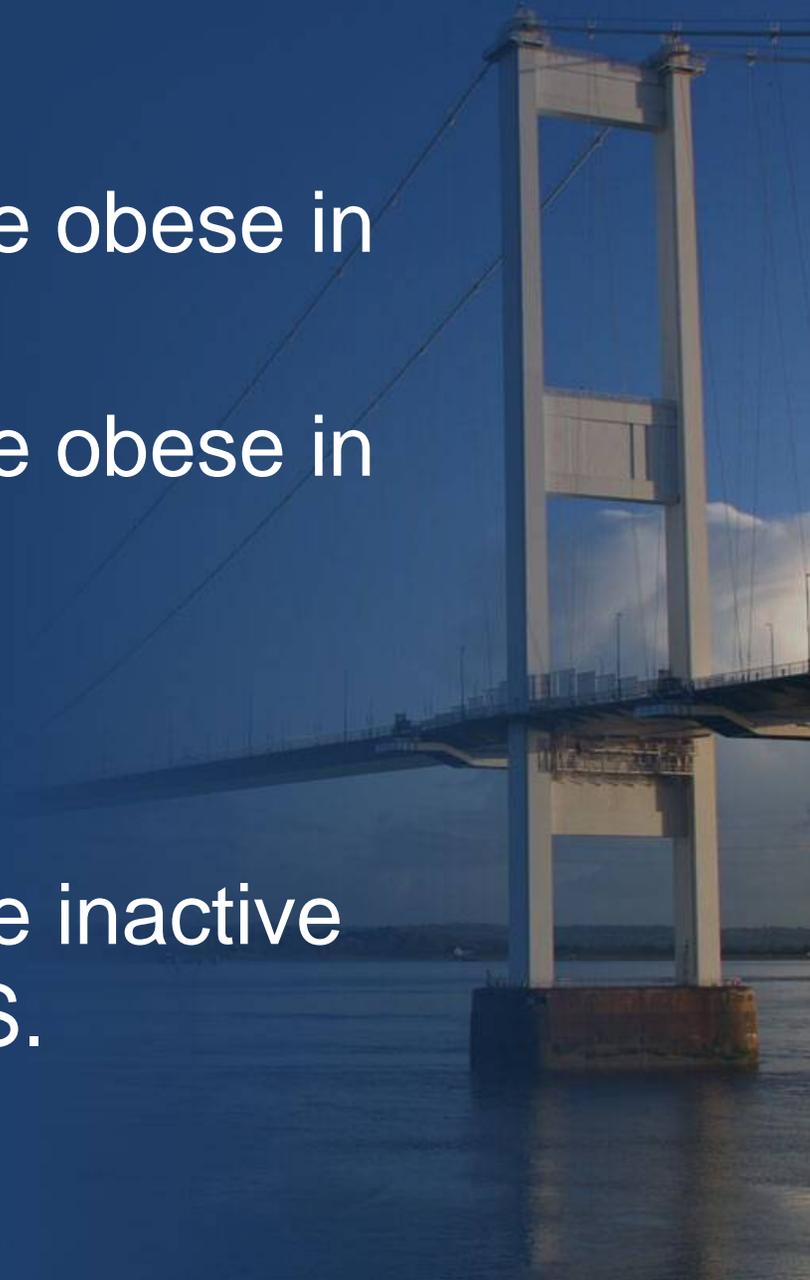
# What Gap?

- Americans are less active than anywhere else in the world
- We have more access to low nutritional value / high calorie density foods
- 7 out of 10 people die of chronic diseases
- Chronic diseases account for 75% of the 2.2 Trillion annual health care costs in the U.S.
- Physical inactivity alone accounts for about 2.4% of U.S. health care costs, or approximately \$24 billion per year.



# Where is the Gap?

- 33.1% of older adults are obese in the U.S.
- 17.1% of older adults are obese in Europe
- Why?
- Because it is **EASY** to be inactive and eat poorly in the U.S.



# The Issues...

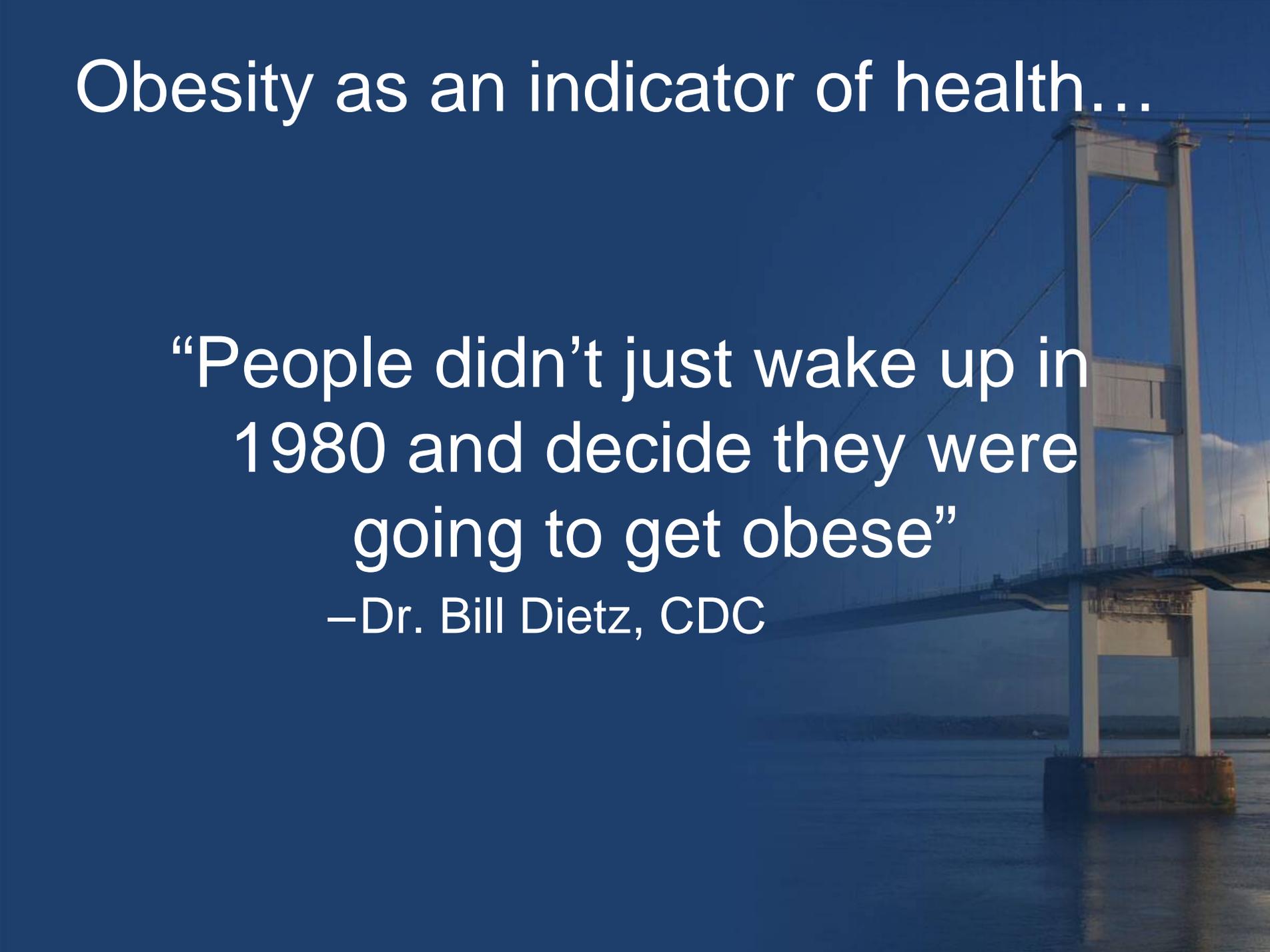
- Health
  - Obesity
  - Chronic Disease
  - Safety
- Economic Issues
- Working with Health Professionals



# Obesity as an indicator of health...

“People didn’t just wake up in  
1980 and decide they were  
going to get obese”

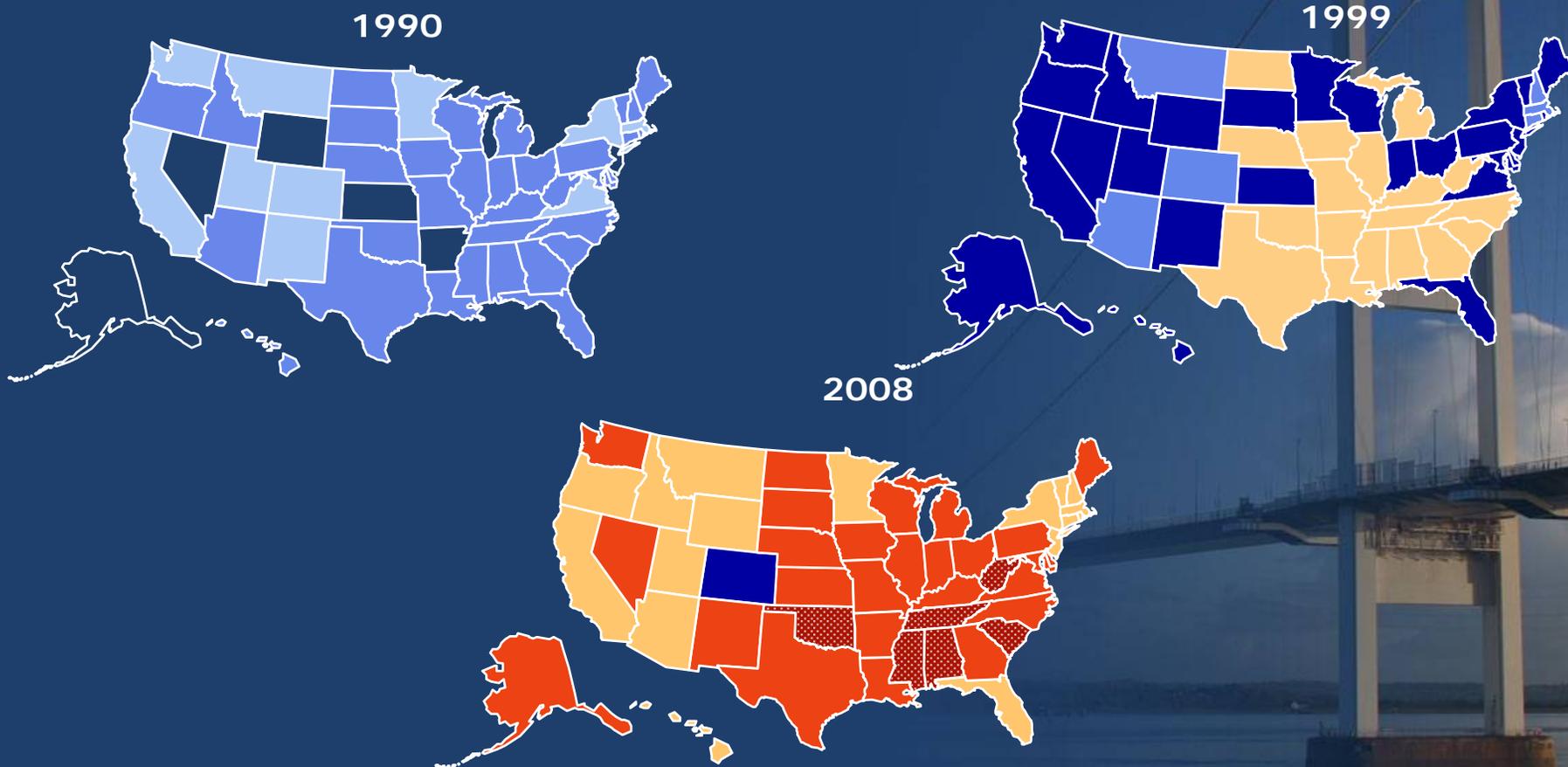
–Dr. Bill Dietz, CDC



# Obesity Trends\* Among U.S. Adults

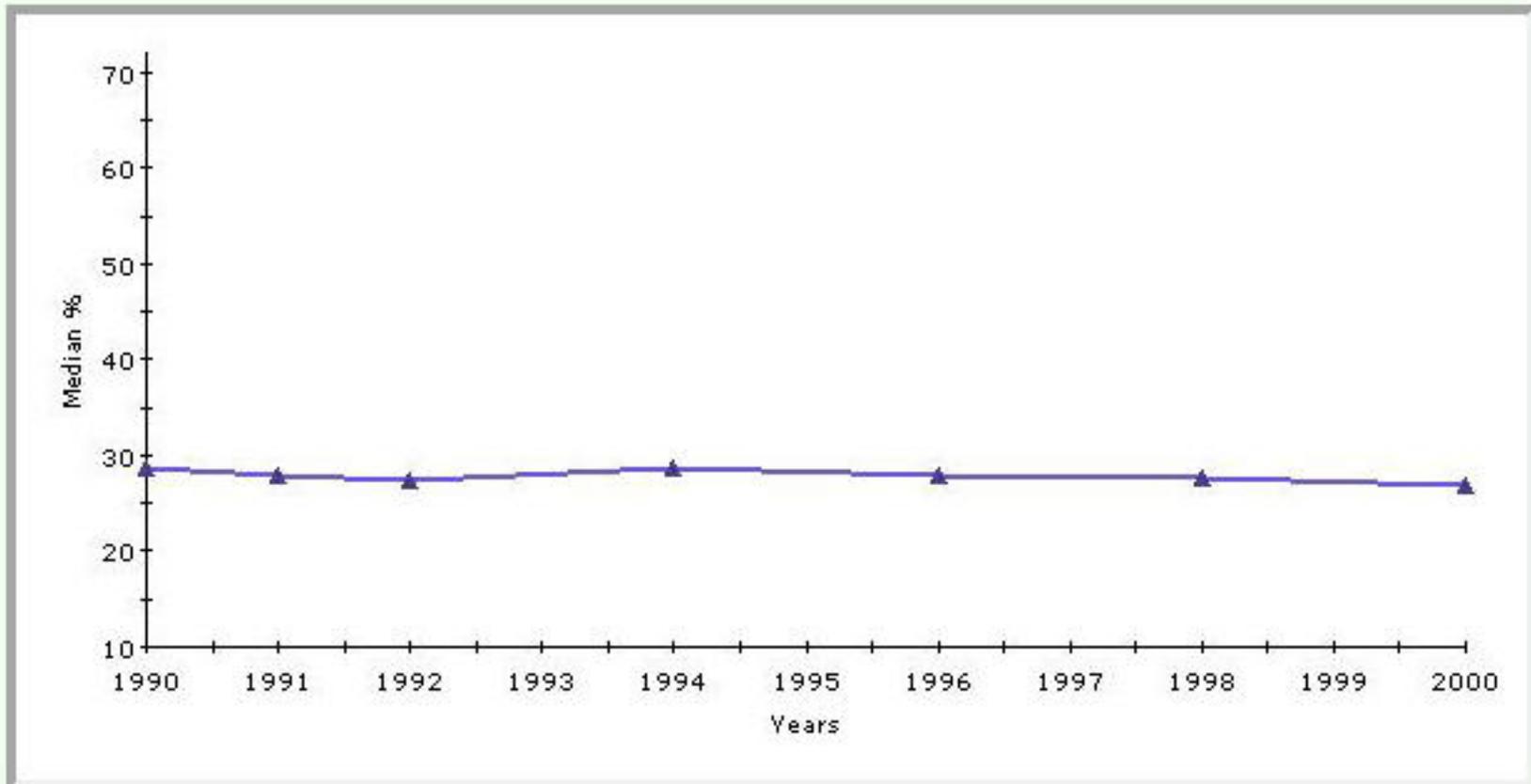
## BRFSS, 1990, 1999, 2008

(\*BMI  $\geq 30$ , or about 30 lbs. overweight for 5'4" person)

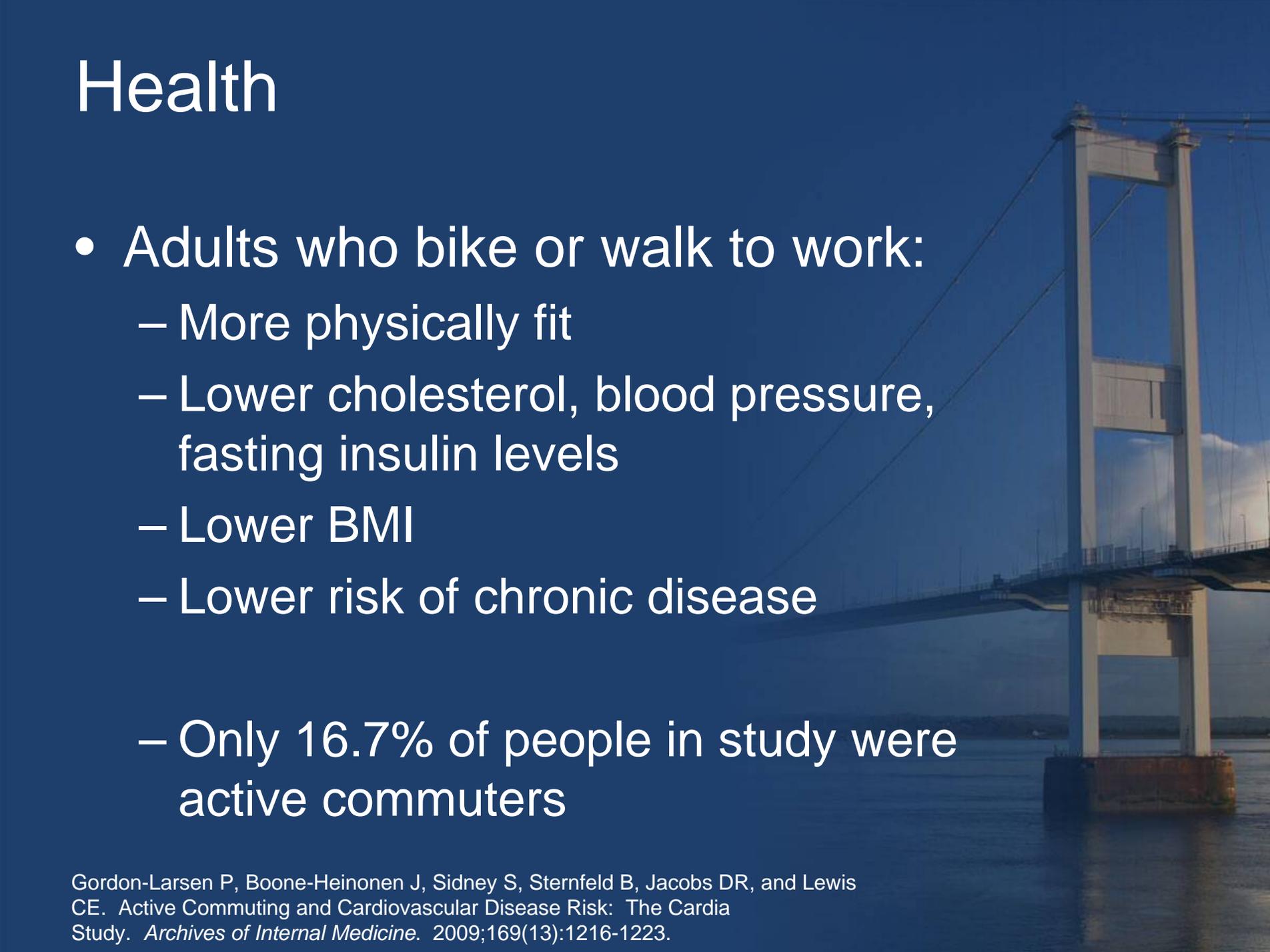


# How are we doing?

## No Leisure Time Physical Activity Nationwide



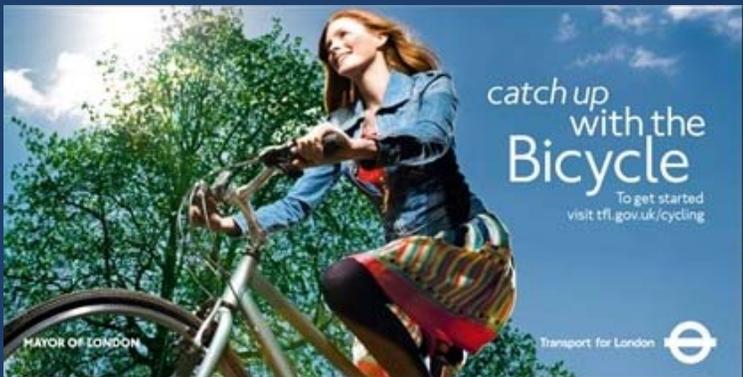
# Health



- Adults who bike or walk to work:
  - More physically fit
  - Lower cholesterol, blood pressure, fasting insulin levels
  - Lower BMI
  - Lower risk of chronic disease
  
- Only 16.7% of people in study were active commuters

# People Want to be Active

- 52% of Americans want to bike more
- 55% of Americans want to drive less and walk more
- About 1/3 of Americans do not drive



# Inadequate Access for the Active



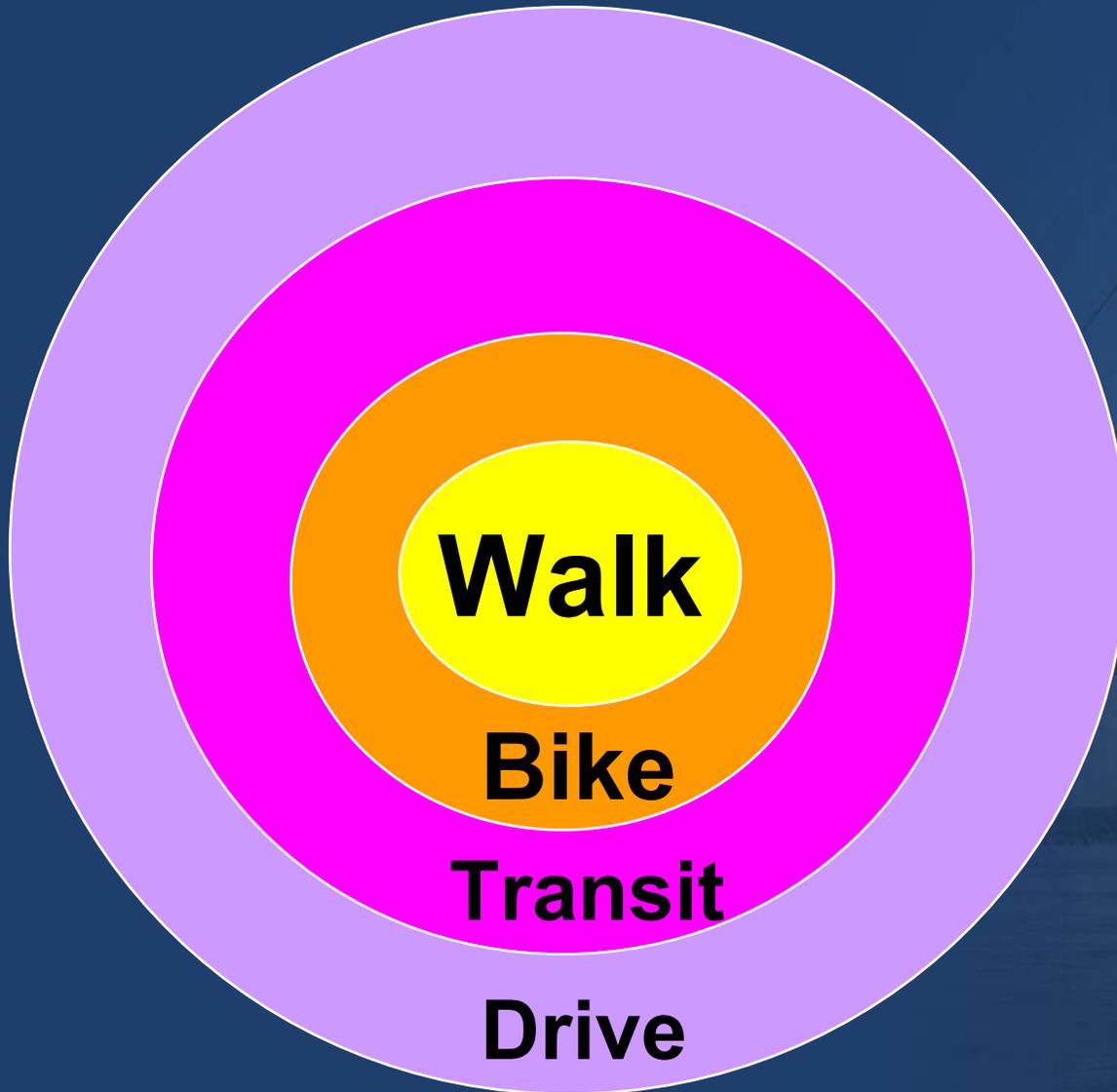
# Inadequate Access for the Active



# Is it safe?



# The “healthy” trip decision hierarchy



# Reducing Traffic

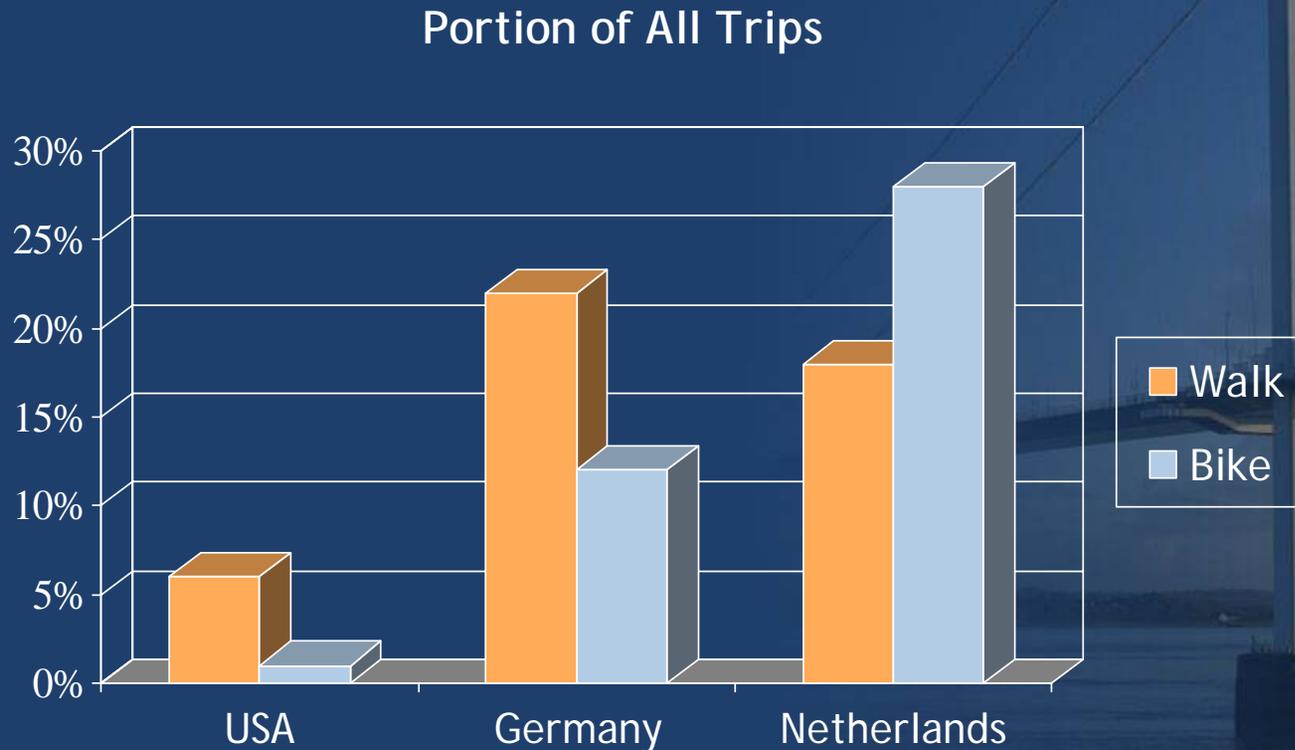


Of all trips taken in metro areas:

- **50%** are three miles or less
- **28%** are one mile or less
- **65%** of *trips under one mile are now taken by automobile*

# Safety

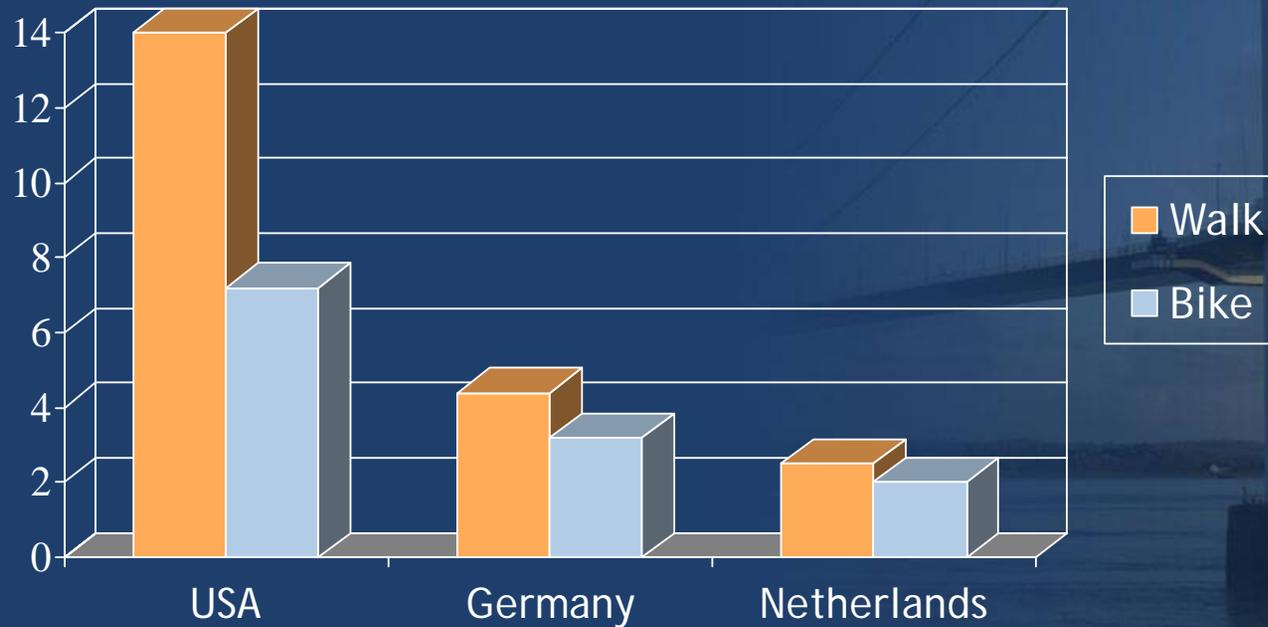
Europe has more bike and pedestrian travel...



# Safety

...and far fewer deaths.

Deaths per 100 Million km Traveled

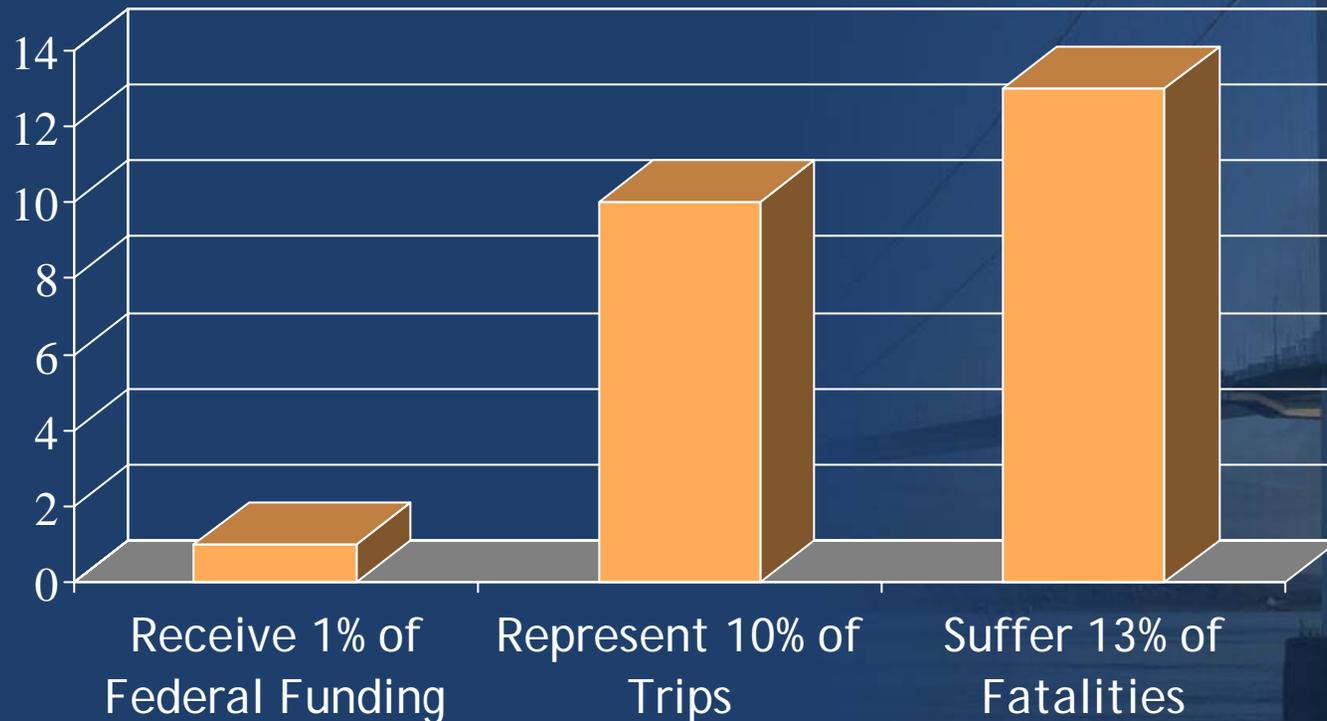


In spite of themselves...



# Incomplete Streets Are Unsafe

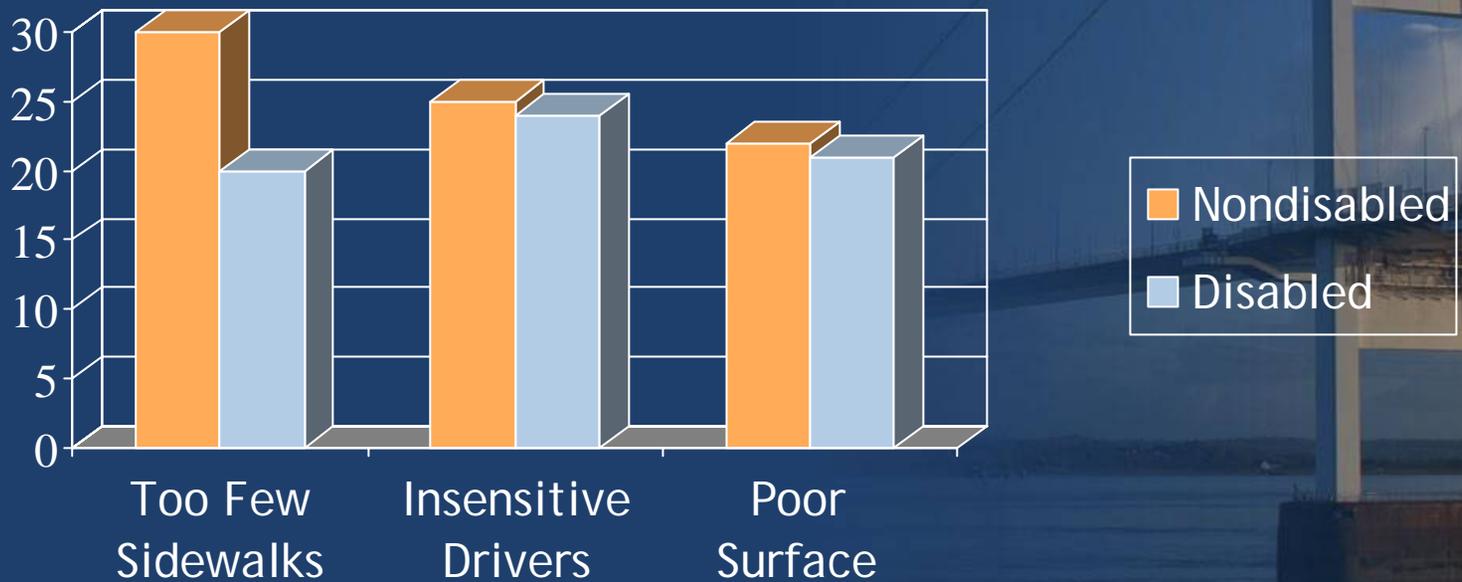
Pedestrians and Bicyclists...



FMIS, NHTS, FARS federal  
databases

# Top Pedestrian Complaints

Percentage of Pedestrians Experiencing Problematic Streets



# There was an old lady...

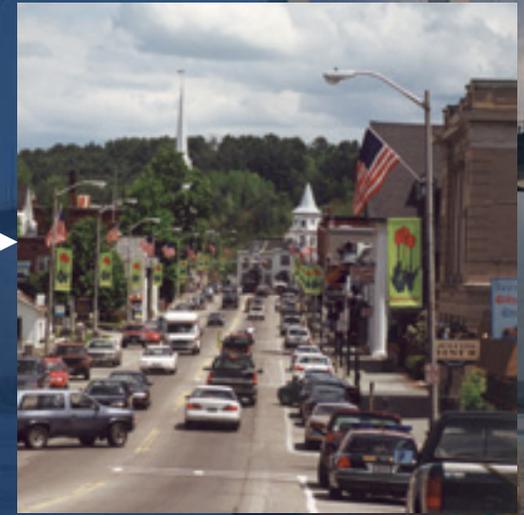
- An 82-year-old woman received a \$114 ticket for taking too long to cross a street in the San Fernando Valley, Calif
- High school students couldn't make it in time, either.



Active living and other public health efforts to change the built environment



Existing Conditions



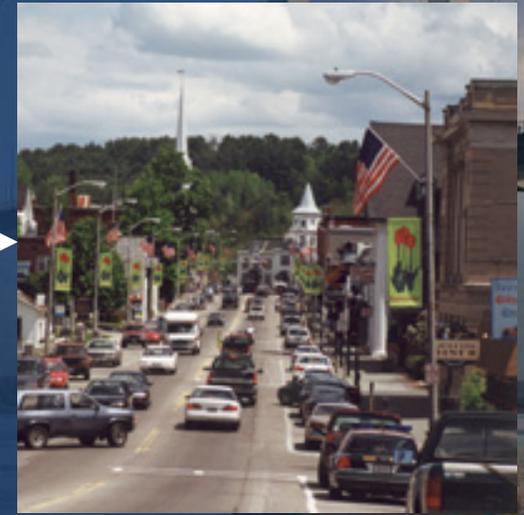
Safe, Active and Healthy Communities

Active living and other public health efforts to change the built environment

Land Use & Transportation Planning Process

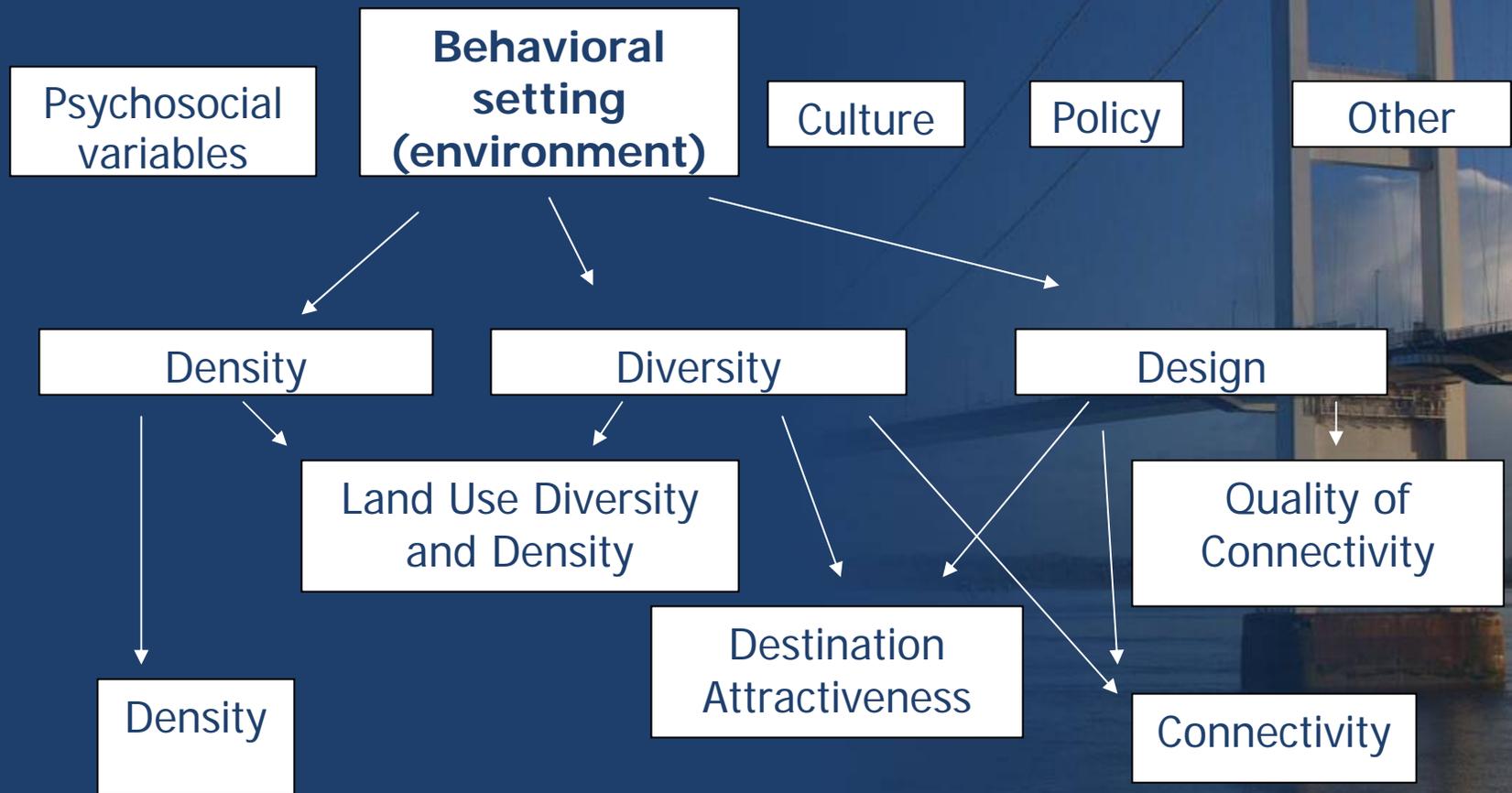


Existing Conditions



Safe, Active and Healthy Communities

# Factors that influence the choice to walk for exercise or transportation



# We can help



- Small impact
  - Intersections
- Medium impact
  - Street/community changes
  - Sidewalks
- Large impact
  - Policies
  - Master Plans

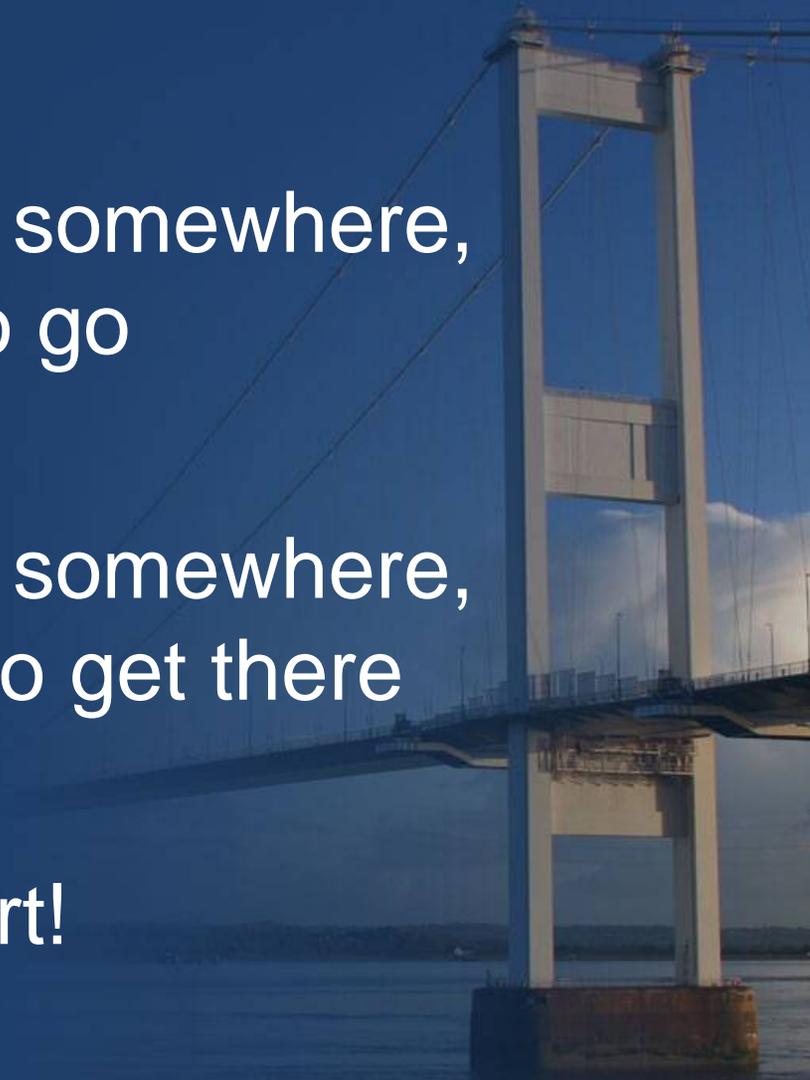


# Traffic calming

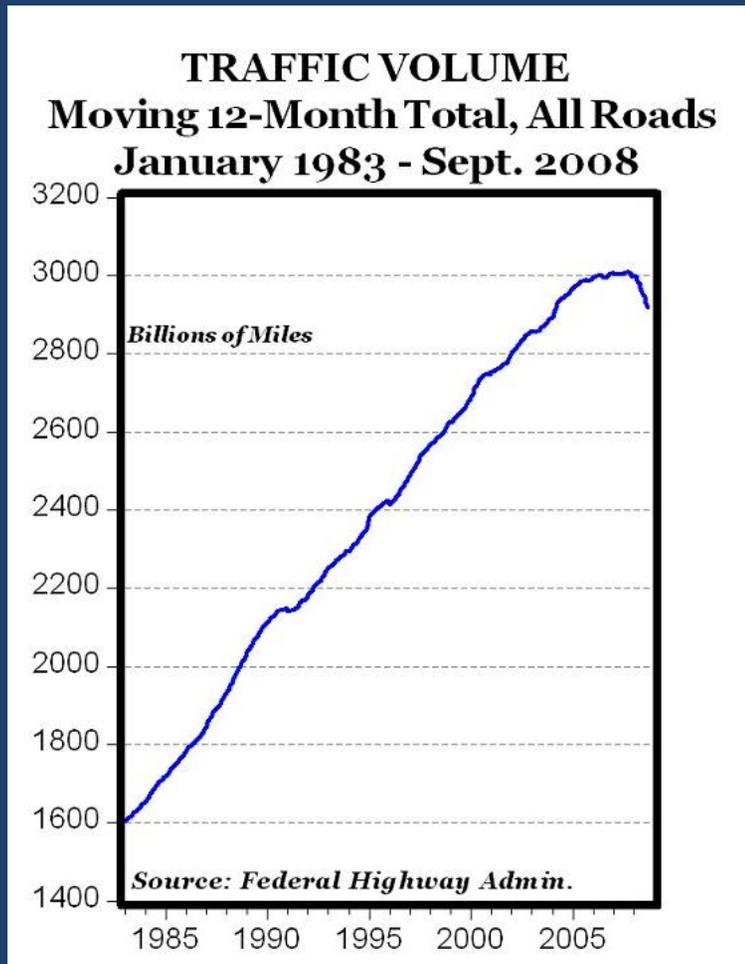


# Planning and Policy

- If you want people to go somewhere, give them somewhere to go
- If you want people to go somewhere, make it easier for them to get there
- Support, support, support!

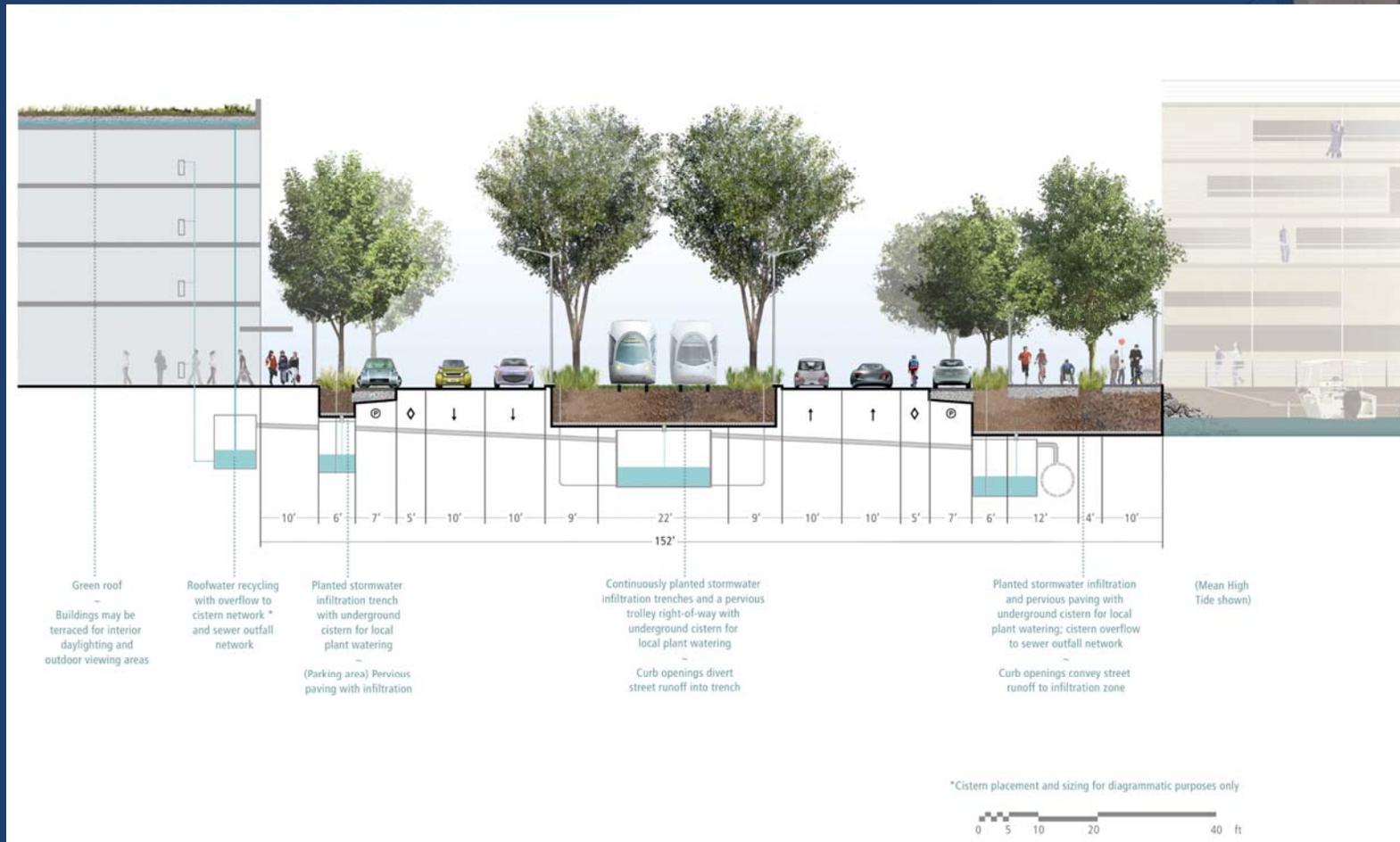


# A change in driving habits?



- Number of miles travelled has increased steadily since the mid 1970's
- A small drop off in the middle of 2008
- What happened?

# Complete Streets



- Make it possible for people to travel, whatever their mode



**Ross C. "Rocky" Anderson**  
**Mayor**

**EXECUTIVE ORDER**

**ACCOMMODATION OF BICYCLISTS AND PEDESTRIANS**

**RESPONSIBLE CITY AGENCY:** Planning, Transportation, Engineering, Airport

**KEYWORDS:** Transportation, Bicycle, Pedestrian, Safety,  
Complete Streets

**Preface**

The benefits of bicycling and walking span across many aspects of our daily lives. The social and environmental benefits include healthier citizens and the improved health of our community through a substantial reduction in air pollution. A transportation system that encourages bicycling and walking can also save money, reduce traffic congestion, build community, and improve the overall quality of life. Therefore, Salt Lake City supports the concept of Complete Streets, requiring the accommodation of pedestrians and bicyclists throughout the planning process by providing the following policy.

All transportation facilities in the public right of way owned by Salt Lake City on which bicyclists and pedestrians are permitted by law, including, but not limited to streets, bridges, and all other connecting pathways, shall be designed, constructed, operated and maintained so that users, including people with disabilities, can travel safely and independently.

Therefore I enact this Executive Order:

**1. General**

**1.1** Bicycle and pedestrian ways shall be established in the City's new construction and reconstruction projects in the public right of way, subject to budget limitations, unless one or more of the following three exemption conditions are met:

- a) Bicyclists and pedestrians are prohibited by law from using the street or facility. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor,
- b) The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. A Complete Streets

# Think creatively

- Car shares allow for people to live without a car, but have the use of one if needed
- Bike rentals are a common way to help impulse travelers
- Bike “garages”



# Health and Transportation Equity



If drivers were treated like pedestrians...

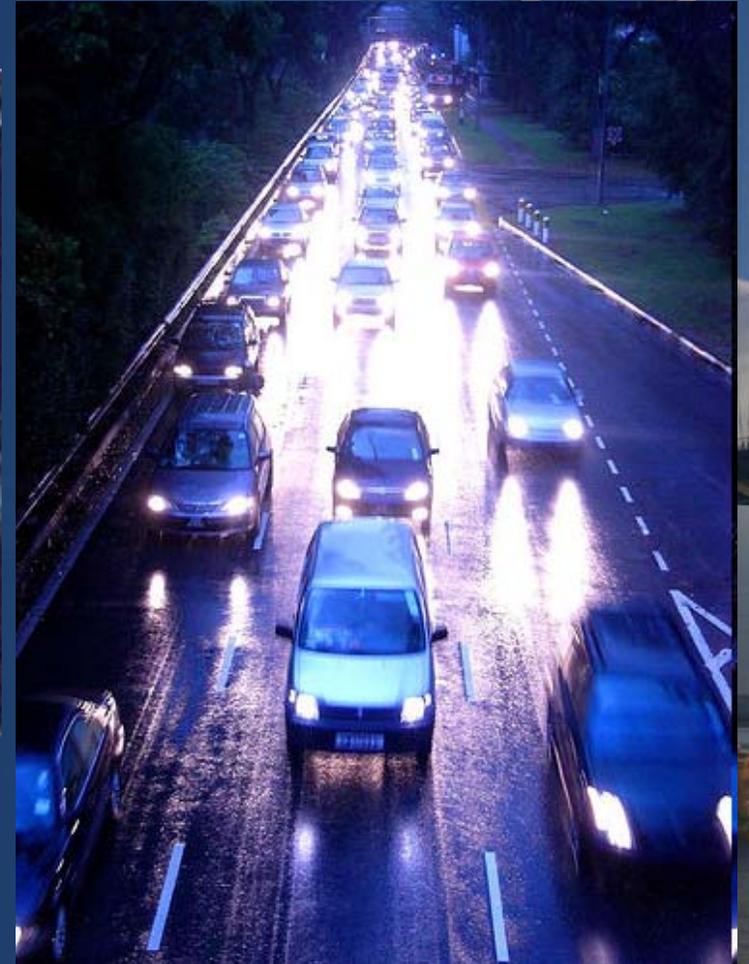
- Current plans place emphasis on automobile rights
- Gentrification
- SAFETEA-LU
- 2000 FHWA Guidance: *“Bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.”*

<http://www.fhwa.dot.gov/environment/bikeped/design.htm>

# Who will spend more time shopping?



# Who will spend more time shopping?





If you can't safely get there, you won't shop there

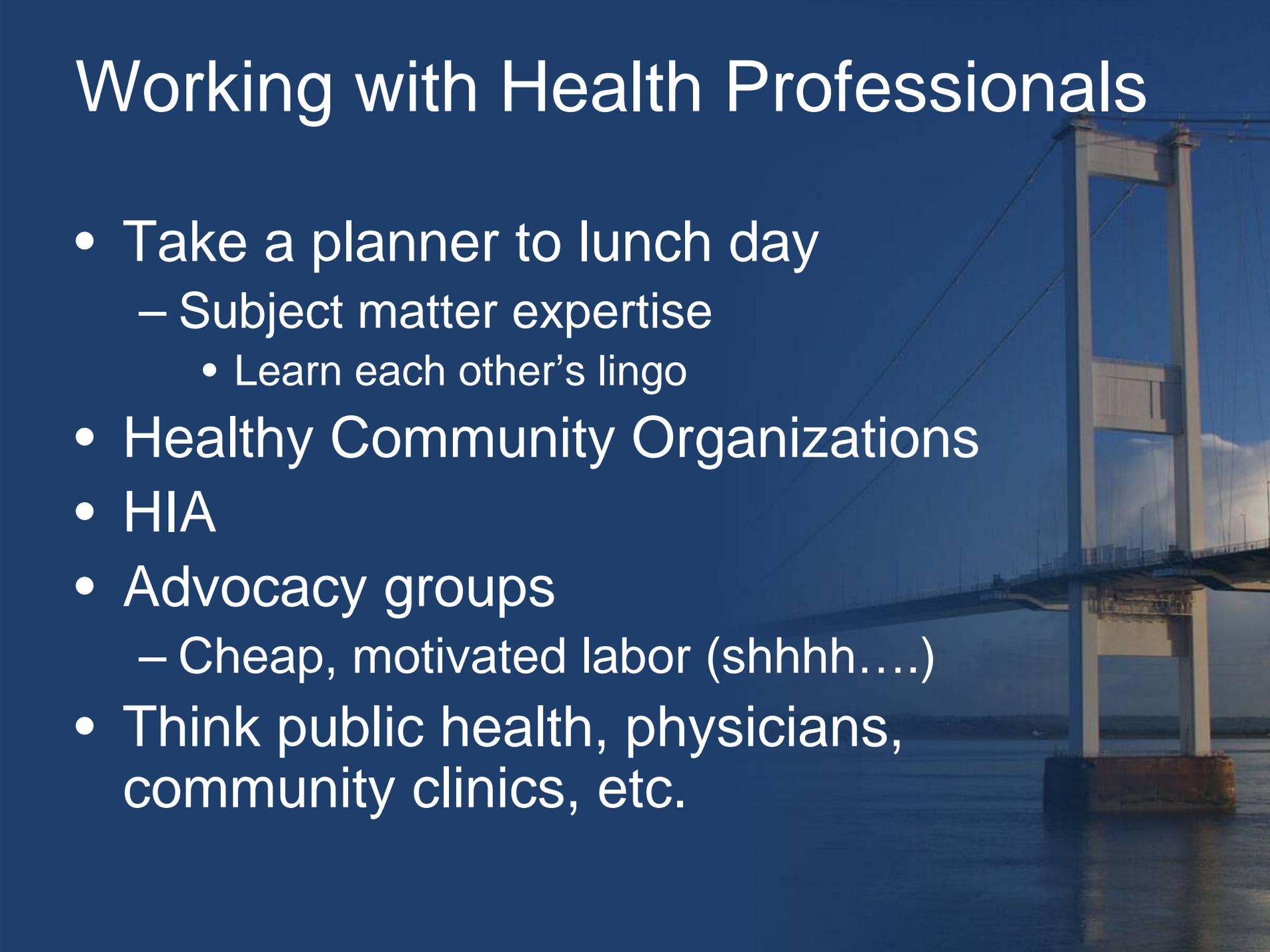
Switch the parking lots for new construction

# And that is just physical activity!

- Number and proximity of unhealthy food choices
  - LA County moratorium
- Access to healthy food options
- Market



# Working with Health Professionals



- Take a planner to lunch day
  - Subject matter expertise
    - Learn each other's lingo
- Healthy Community Organizations
- HIA
- Advocacy groups
  - Cheap, motivated labor (shhhh....)
- Think public health, physicians, community clinics, etc.

# Health Impact Assessment

## Spokane City Council Fact Sheet

Compiled by: Melissa Wittstruck-Eadie, Heleen Dewey, Liz Wallace, Kat Hall, Nicole Powell, Beth Mort

### Health Impact Assessment

#### DEFINITION:

A Health Impact Assessment (HIA) is:

- A combination of procedures, methods, tools, and processes used to evaluate policies and projects for potential health effects on a population.
- A process that evaluates health in a broader and more holistic context.
- A tool used to emphasize not just disease prevention, but economic, social, environmental, and other relevant elements.
- A proactive, less expensive and less litigious document used to inform environmental impact reports, or stand alone.

For example, land use and public policy decisions can potentially contribute to health inequities, chronic disease, increased sprawl and traffic, decreased air and water quality, loss of green space, inappropriate siting of facilities, and other unwanted health consequences, such as asthma, obesity, diabetes, heart disease, and cancers. HIA seeks to minimize these adverse health impacts and promote more thoughtful and responsible decisions with respect to community health.

### City of Spokane Downtown Plan Update Rapid Health Impact Assessment Results

#### Chapter 5 Multi-modal Transportation Pedestrian Strategies

A rapid HIA was conducted that looks at policy statements supporting multimodal transportation, specifically bike and pedestrian connections, which are found in Chapter 5 of the 2008 Spokane Downtown Plan Update. This was a collaborative effort between The City of Spokane Planning Department, Spokane Regional Health District and The Lands Council.

#### Findings and Recommendations

##### Impacts on Health Determinants:

**Air Quality:** Improving pedestrian facilities allows for more people to take trips without automobiles. A reduction in the number of vehicle trips decreases emissions, leading to improved air quality conditions.

**Noise:** Automobiles are strong contributors of noise. Improving pedestrian conditions allows for more people to utilize forms of active transportation, less automobiles should help reduce noise levels in downtown.

**Safety:** Increasing traffic calming techniques, lighting, and pedestrian crossings while maintaining the Centennial Trail should all help improve the physical safety of pedestrians in downtown Spokane, decrease bicycle and pedestrian collisions, and reduce the level of crime.

**Mental Health:** Improving pedestrian conditions will lead to a more pedestrian-friendly downtown. Walkable communities are thought to have enhanced community well-being, which can have positive impacts on mental health.

**Parks and Natural Space:** Improving pedestrian conditions will improve access to parks and natural spaces in and around downtown.

**Private Goods and Services:** Improving pedestrian conditions will lead to better access to public goods and services provided in downtown.

Continued...



## Health Impact

### Health promoting

### Health damaging

Enabling access

Employment

Shops

Recreation

Social support

Health services

Countryside

Recreation

Exercise

Economic development

Road traffic injuries

Air pollution

Particulates

Carbon monoxide

Nitrogen oxides

Hydrocarbons

Ozones

Carbon dioxide

Lead

Noise pollution

Stress and anxiety

Danger

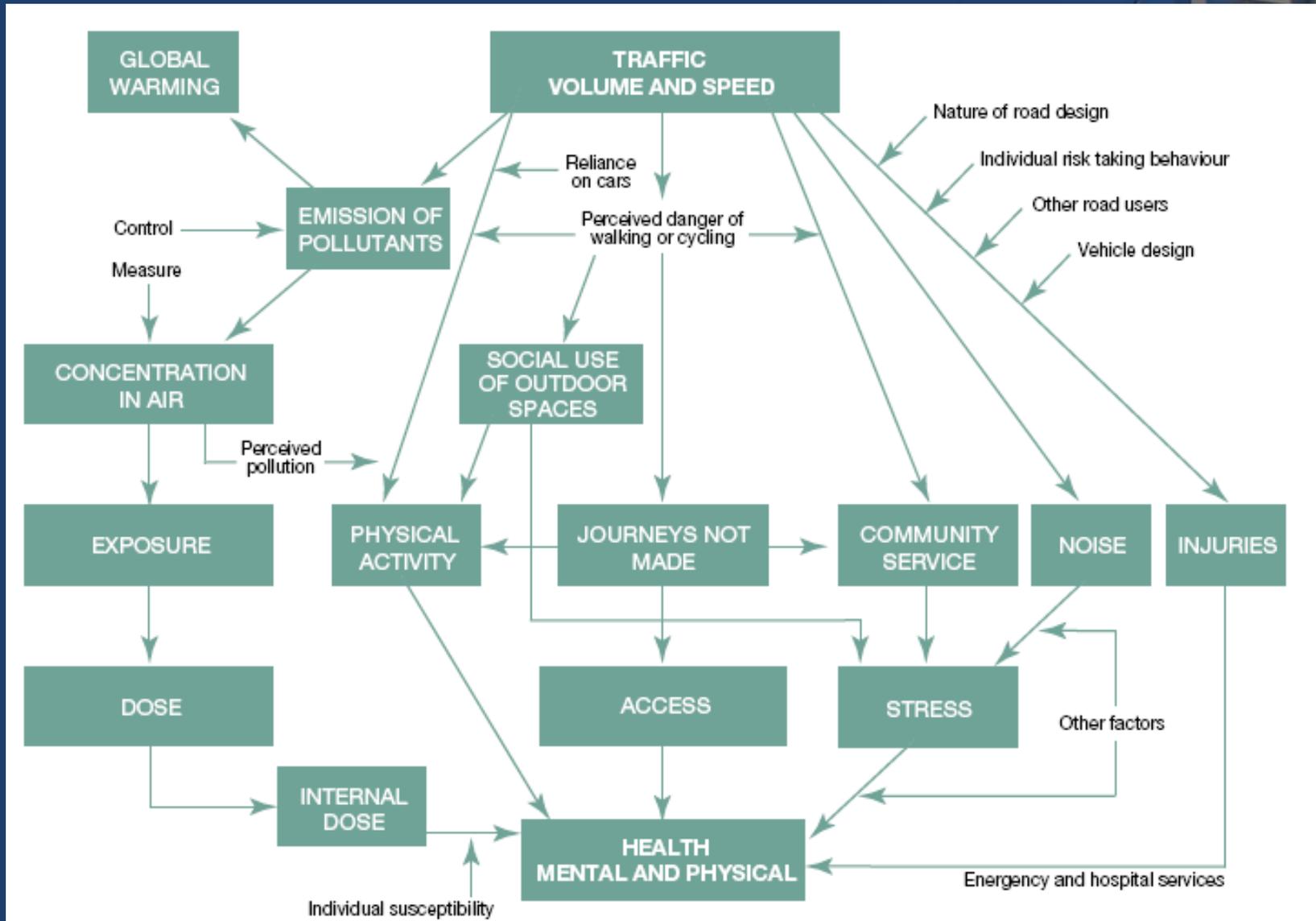
Loss of land and planning blight

Severance of communities by road

Constraints on mobility access and independence

Reduced social use of outdoor space due to traffic and streets

# Health Impact Assessment



# Healthy Community Awards

- Awards are given to communities who place health as a priority
- Award levels recognize policies, infrastructures, and outcomes
- [www.health.utah.gov/ahy](http://www.health.utah.gov/ahy)



# Public Health is...

“what we as a society do collectively to assure the conditions in which people can be healthy.”

1988 Institute of Medicine report  
“The Future of Public Health”





# Resources

- [www.healthyplanning.org](http://www.healthyplanning.org)
- [www.thecommunityguide.org](http://www.thecommunityguide.org)
- [www.health.utah.gov/obesity](http://www.health.utah.gov/obesity)

