The Intersection of Health & Planning

Gretchen Armijo, AICP, LEED AP –
City and County of Denver
Health & Planning - Objectives

1. History of urban planning & public health – an evolution
   - 1800s: industrial revolution exposed people to industry-causing disease. worked together to reduce spread of disease in cities
     • Improve sanitation, pave streets, pasteurization
   - Late 1800s – early 1900s: City beautiful movement led by upper and middle classes to address sanitation, crime, overcrowding.
     • Yet, divide between beauty and conditions of urban poor
     • Olmstead connected parks to health of residents; lungs of the city; clean air
   - Highway era: Some could argue that City beautiful evolved into suburbs beautiful movement

2. What are the costs of healthy planning?
3. Why is planning important in improving and maintaining health and equity?
4. How can we use evidence to inform practice?

Urban Planning & Public Health: A History

1854 London Cholera Outbreak
1860-1920: Industrial Revolution:  
lack of sanitation, trash and animal waste in streets led to infectious disease

New York City Health Department officially founded

1920-1950: Nuisance Abatement:  
Euclidean zoning legalized separation of industrial and residential uses
Urban Planning & Public Health: A History

1950-2000: Highway building era: access to green space and clean air supposed to improve health...

- Growth of suburbs led to ‘white flight’
  - Racial segregation in mortgage lending
  - Disinvestment in inner cities
- Industries & highways cut through poor neighborhoods as ‘urban renewal’
- **Public health gradually recognized new epidemic of chronic diseases**

### Age-adjusted Prevalence of Obesity and Diabetes Among US Adults

**Obesity (BMI ≥30 kg/m²)**

<table>
<thead>
<tr>
<th>Year</th>
<th>No Data</th>
<th>&lt;14.0%</th>
<th>14.0%-17.9%</th>
<th>18.0%-21.9%</th>
<th>22.0%-25.9%</th>
<th>≥26.0%</th>
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**Diabetes (all types, excluding pregnancy related)**

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<thead>
<tr>
<th>Year</th>
<th>No Data</th>
<th>&lt;4.5%</th>
<th>4.5%-5.9%</th>
<th>6.0%-7.4%</th>
<th>7.5%-8.9%</th>
<th>≥9.0%</th>
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Growing recognition that our environment is making us sick (we came full circle.....)

“The built environment is health policy and social policy in concrete”  

Dr. Richard Jackson
Urban Planning and Health Outcomes

<table>
<thead>
<tr>
<th>Relationship of Built Environment to Health</th>
<th>Issues Related to Land Use</th>
<th>Related to Auto‐dependency</th>
<th>Related to Social Processes</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Obesity</td>
<td>Air pollution</td>
<td>Mental health issues</td>
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<td></td>
<td>Cardiovascular disease</td>
<td>Asthma</td>
<td>Social capital</td>
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<td>Car crashes</td>
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</tr>
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<td></td>
<td>Water quality</td>
<td>Pedestrian injuries</td>
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Leading Causes of Death in the U.S.

- Heart disease: 169.8 (2013), 167.0 (2014)
- Chronic lower respiratory diseases: 42.1 (2013), 40.5 (2014)
- Unintentional injuries: 39.4 (2013), 40.6 (2014)
- Influenza and pneumonia: 15.9 (2013), 15.1 (2014)
- Suicide: 12.6 (2013), 13.0 (2014)

Related to physical inactivity
And costs to health care system and economy:

Heart disease and stroke: $190 billion
Diabetes: $245 billion
Obesity: $147 billion

2000-2014: Reconnection
What Makes a Healthy Neighborhood?

HEALTH IN COMMUNITIES WITH BETTER TRANSPORTATION OPTIONS

Walkable, bikable, transit-oriented communities are associated with healthier populations that have:

- More Physical Activity
- Lower Body Weight
- Lower Rates of Traffic Injuries
- Less Air Pollution
- Improved Mobility for Non-Drivers¹
Reconnect planning and health:

Planning and designing communities that make the healthy choice the easy choice.

Active Transit Infrastructure

Provide safe places for biking and walking as transportation
Healthy Food Access

• Provide places for affordable, nutritious foods

• Low-income/underserved communities have less access to healthy foods and higher prevalence of unhealthy foods

People can’t choose healthy behaviors if the physical environment isn’t there

Source: www.pedbikeimages.org/ryan/snyder

Photo Credit: http://www.flickr.com/photos/designforhealth/)
The Role of the Public Realm in Health

Andy Rutz, CNU-A –

MIG, Inc.

Role of the Public Realm in Health Draft Outline

• Quantifying Community Assets
• Transition in thinking about ROW
  – Cars to people, but still mobility
• Pushing further on the roles of streets
Colorado's population tops 5.6 million, according to Census figures

Denver County has the largest population at 704,621

<table>
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<tr>
<th>Change in 10 biggest counties from 2016-17</th>
<th>Colorado Population Growth Starts To Spread Beyond Front Range</th>
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<tr>
<td>1. Denver 2017 population 946,621 Change 12,258 Pct change 1.28</td>
<td>Summit County 2017 Population 30,585 Change 1,316 % Change 4.30%</td>
</tr>
<tr>
<td>2. El Paso 169,322</td>
<td>Eagle County 2017 Population 54,772 Change 1,878 % Change 3.42%</td>
</tr>
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Source: U.S. Census Bureau - Get the data - Created with Datawrapper

An assembly of more than 800 best practices in 9 categories as an online reference for planners, urban designers, engineers and community advocates.

Mobility and Access  
Wayfinding  
Commerce  
Social Gathering  
Events and Programs  
Play and Recreation  
Urban Agriculture  
Green Infrastructure  
Image and Identity
Urban Agriculture

Mobility and Access  Wayfinding  Commerce
Social Gathering  Events and Programs  Play and Recreation
Urban Agriculture  Green Infrastructure  Image and Identity

Physical Wellness  Economic Opportunity
Mental Wellness  Community Strength
Environmental Quality  Social Equity
# Image and Identity

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![Image of a street scene with buildings and cars]
Rethinking Transportation in our ROW

Beth Vogelsang, AICP –

OV Consulting
Transportation & Recreation Draft Outline

• Trails, ROW, etc. – typical approach vs. newer thinking
  – Complete Streets (separation) vs. mixing modes
• Typical battles
  – Multi-modal
  – Parking
  – Leftover spaces
  – Crossing Issues
Early 1900’s, the public realm was designed for people and commerce.

More than 25,000 of the city’s 133,859 residents were members of the Denver Wheelmen, a local bicyclist organization. Bicyclists convened a Good Roads Convention in October 1900, rallying for state and federal funding for roads.
City’s begin ‘allowing’ cars to use public realm.

In half a century, the automobile came to dominate the public realm and significantly shape the American city and landscape.
City of Denver is one of the most bicycle friendly Cities in America.

15th Street, 2017
Health & Equity in Blueprint Denver

Jay Renkens, AICP –

MIG, Inc.

Health & Equity in Blueprint Denver Draft Outline

• Public Realm & Public ROW
• Equity Lens
• Modal Priority
• Creative Delivery of Public Space
• Placemaking
Elements of a Complete Community

Components of an Inclusive and Equitable City