

ChangeLab Solutions

Making the Connection: Built Environment & Health



Presented by
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Vice President of Programs

What does a



look like?



DURHAM
BOOK
exchange
Magazines & More
ICE

FREE
Dinner & Dessert
at 5:00pm

97

**Physical
activity**





**Trees and
landscaping**

**Buffer from
cars**



Social connections

Safe streets

**What makes
communities less
*healthy?***



← FASHION 50 DR
SHOPPERS WORLD CT →

ROAD
WAY



**Long
commutes**



**Poor air
quality**



Stress



What makes a
*healthy
community?*

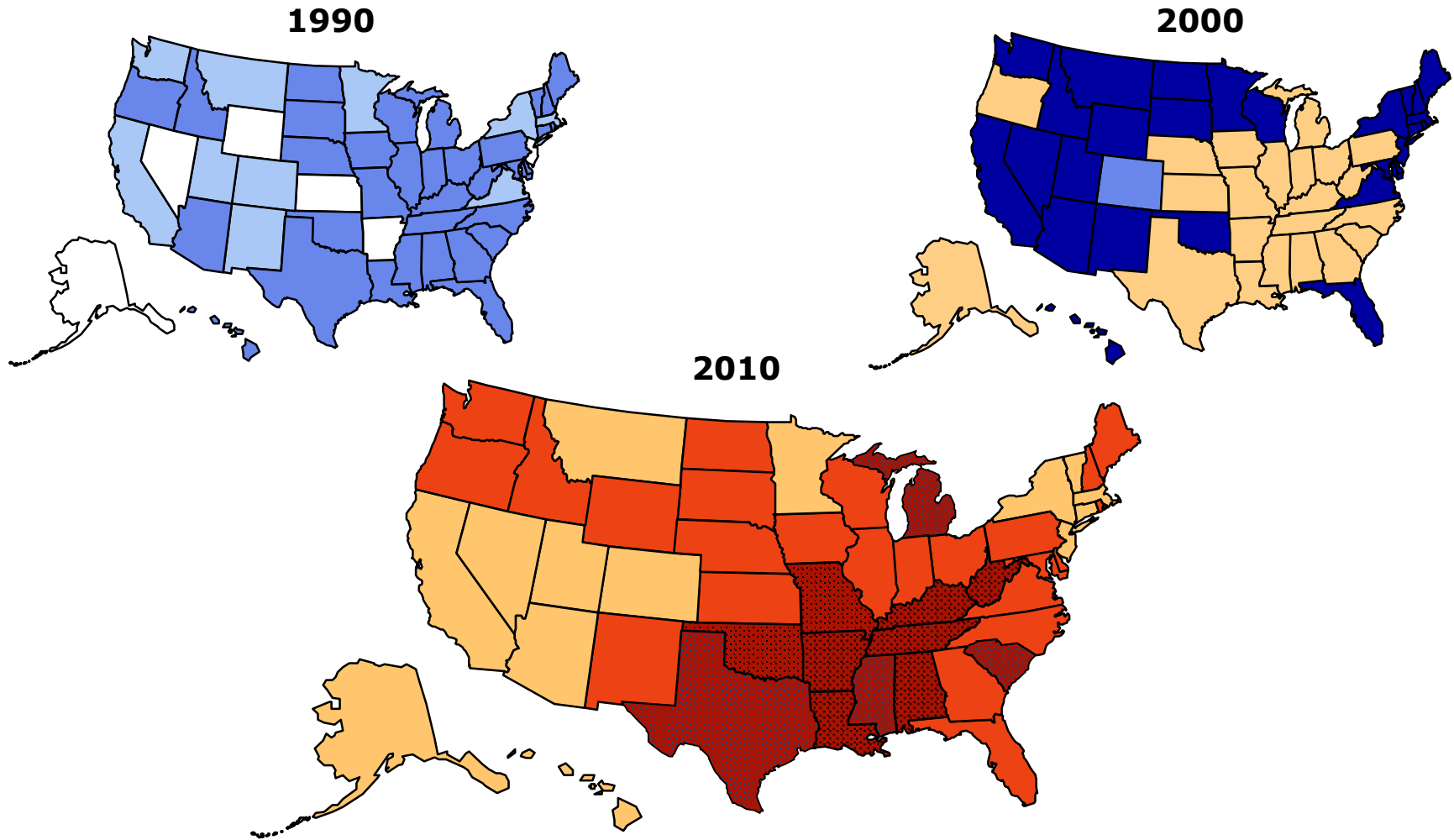


healthy community

**A place where the physical environment
supports healthy behavior & good health**



Obesity Trends* Among U.S. Adults: 1990, 2000, 2010



Legend: No Data, <10%, 10%–14%, 15%–19%, 20%–24%, 25%–29%, ≥30%

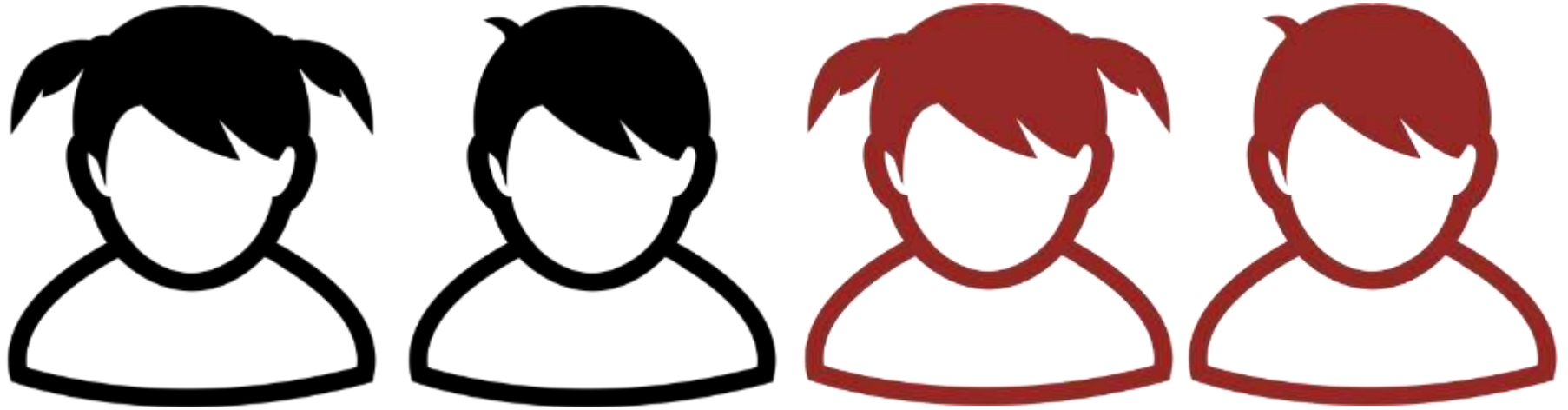
(*BMI ≥30, or about 30 lbs. overweight for 5'4" person)



1/3

of **CHILDREN** are overweight or obese

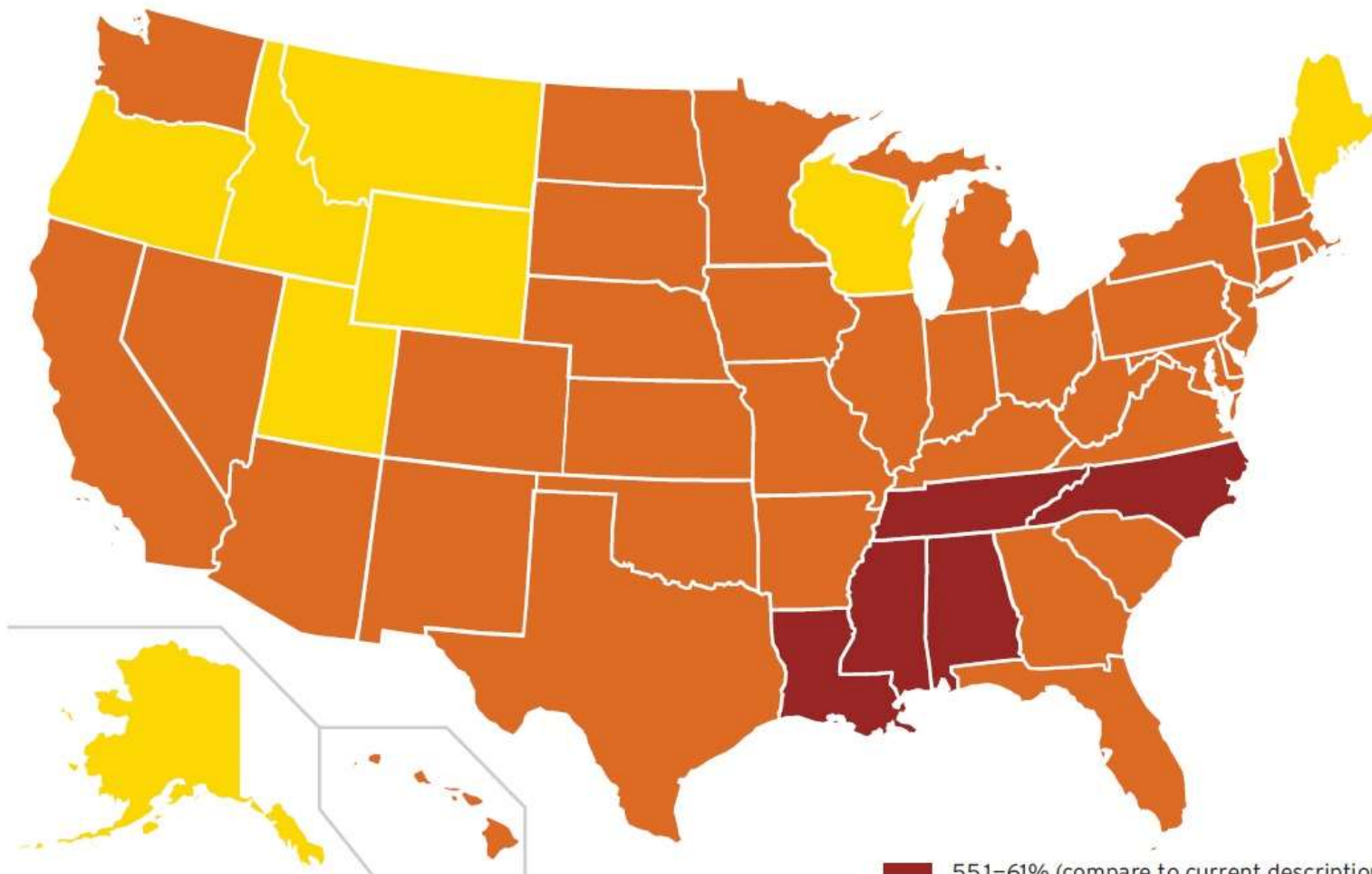
IN RURAL AMERICA, ESTIMATES ARE THAT



40-50%

of **CHILDREN** are overweight or obese

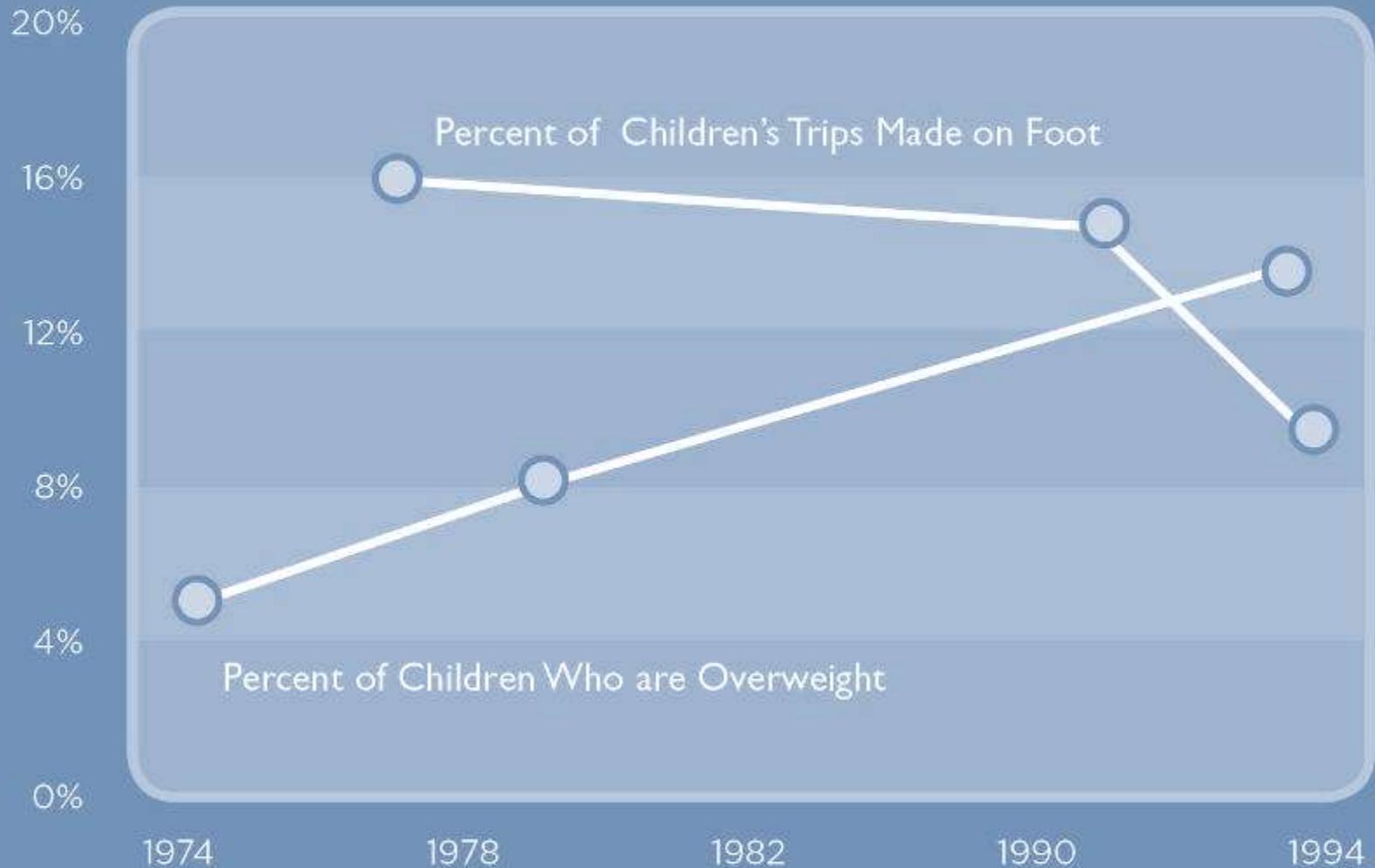
Percent of U.S. Adults Failing to Meet Physical Activity Recommendations



Physical activity recommendations from Healthy People 2010 Objectives, defined as moderate intensity activity for at least 5 days a week for 30 minutes a day or vigorous intensity activity for at least 3 days a week for 20 minutes a day

- 55.1-61% (compare to current description of % meeting objectives of 39-44.9%)
- 45.1-55% (compare to current description of % meeting objectives of 45-54.9%)
- 40-45% (compare to current description of % meeting objectives of 55-60%)

Physical activity is on the decline



Source: Nationwide Personal Transportation Survey & the Centers for Disease Control and Prevention.

Why are *streets*
important to our health?

Major Street Network

Minor Street Network

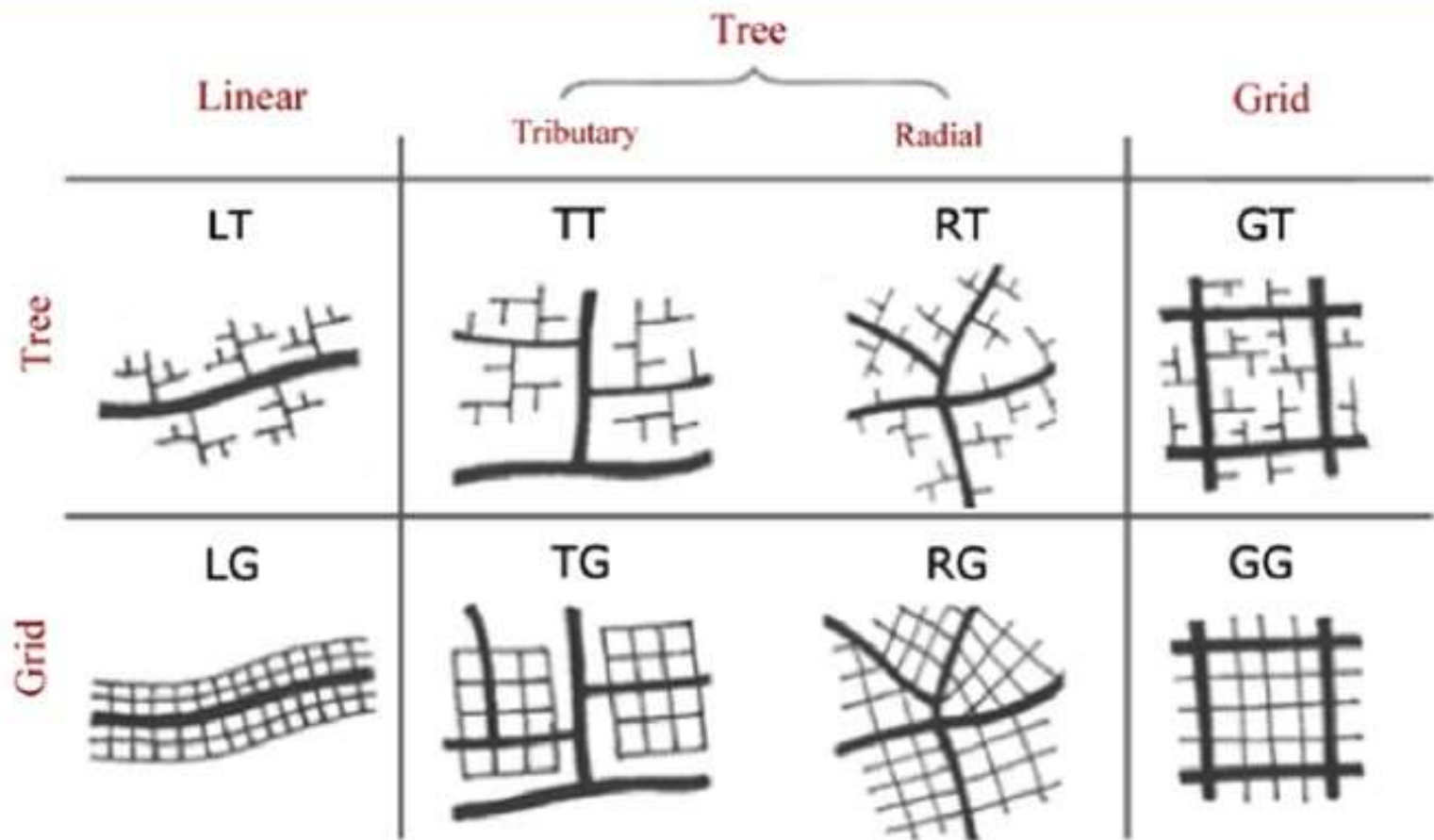
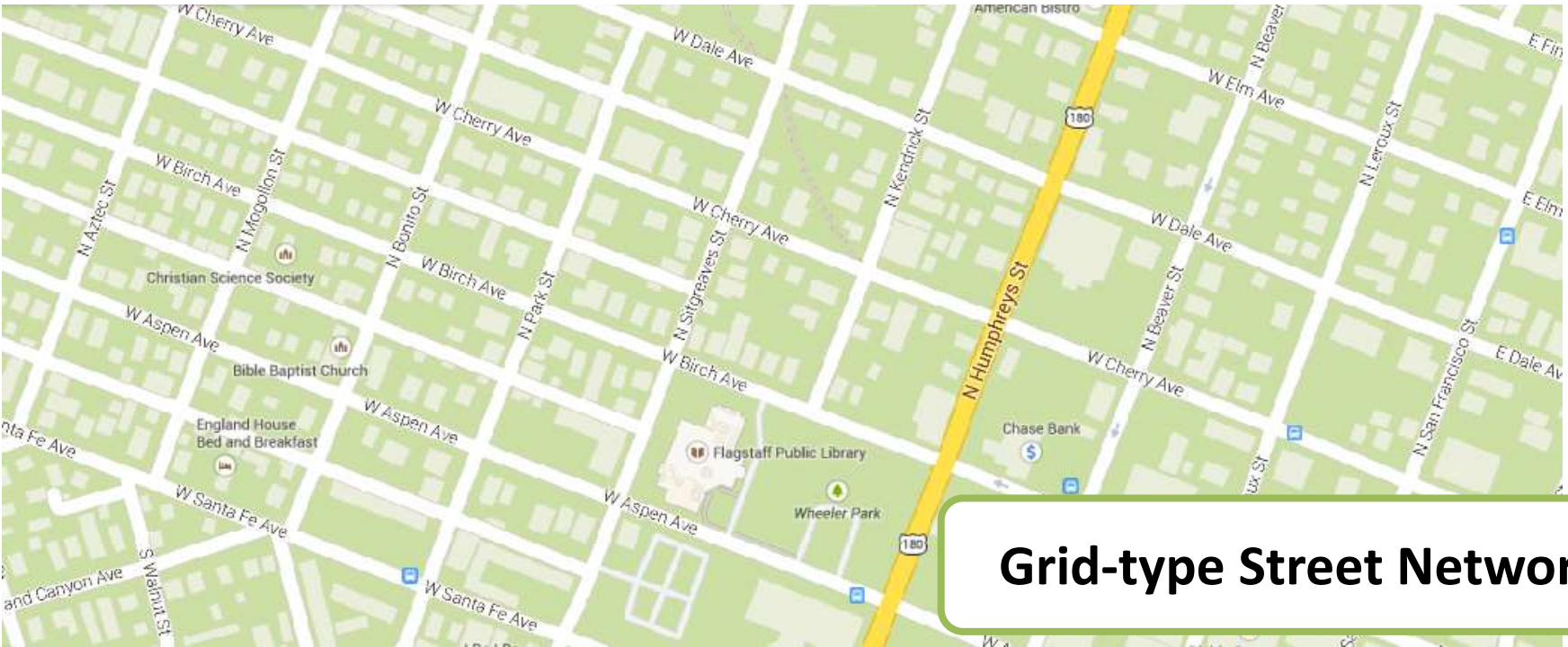


Fig. 3. Street Configuration Classifications, Adapted from S. Marshall [65].



Tree-type Street Network



Grid-type Street Network

Minor Street Network

Major S

People who live on streets like this are at greater risk for **obesity, diabetes, high blood pressure, and heart disease**

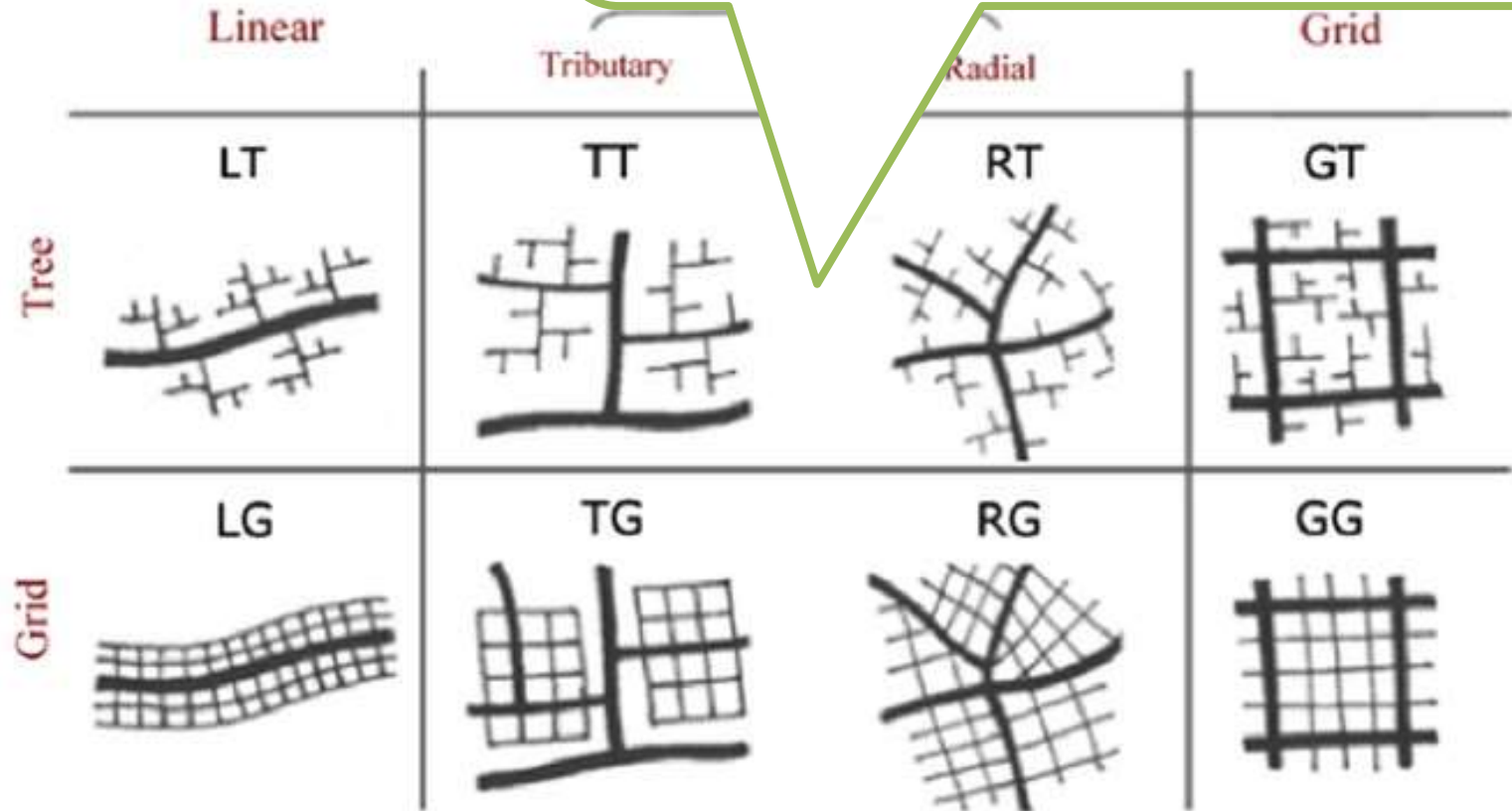
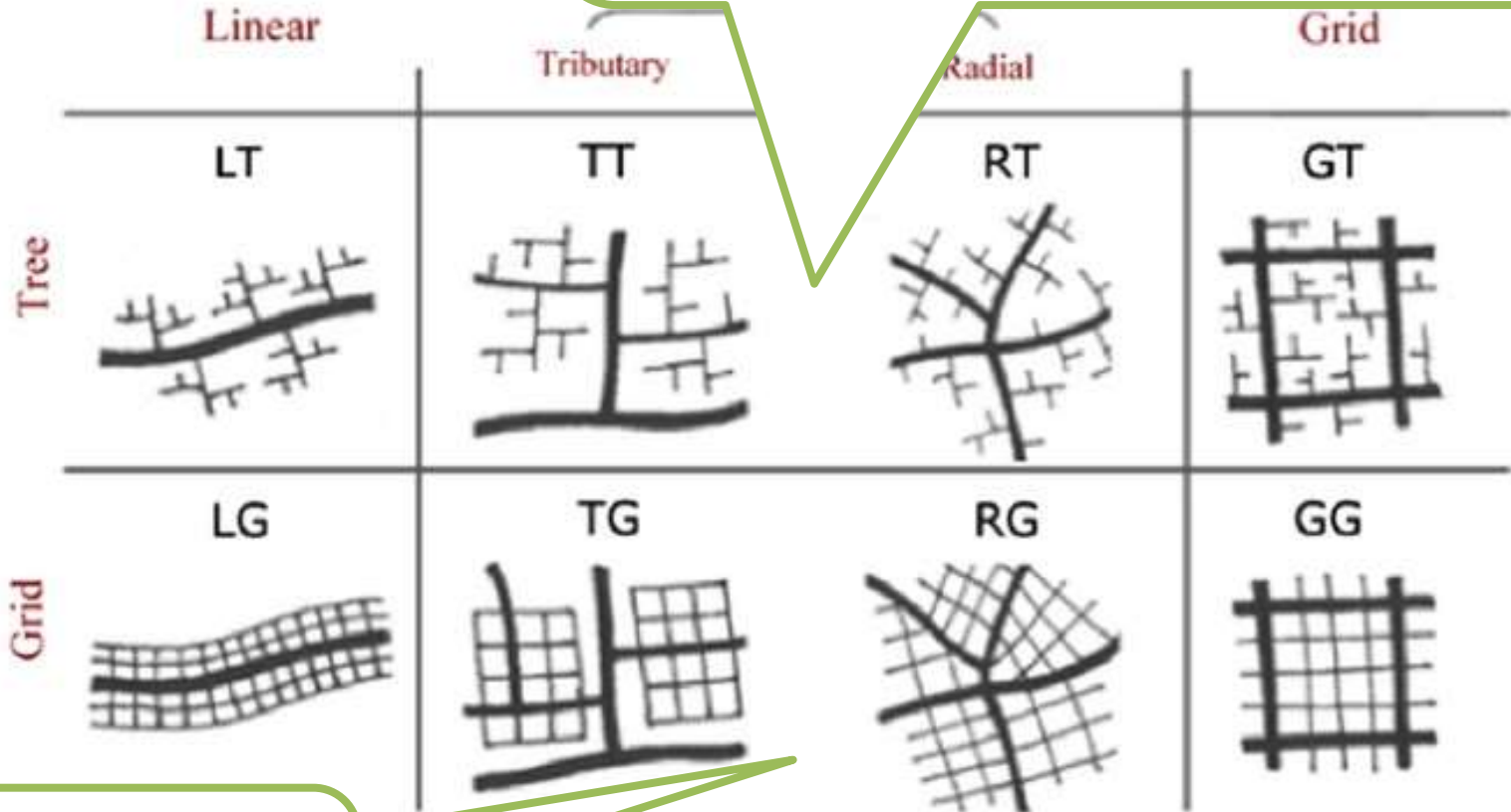


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Major S

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Minor Street Network



Than people who live on streets like this

guration Classifications, Adapted from S. Marshall [65].

Major Street Network

Minor Street Network

- ✓ 15 percent reduction in obesity rates
- ✓ 10 percent reduction in high blood pressure rates
- ✓ 6 percent reduction in heart disease rates

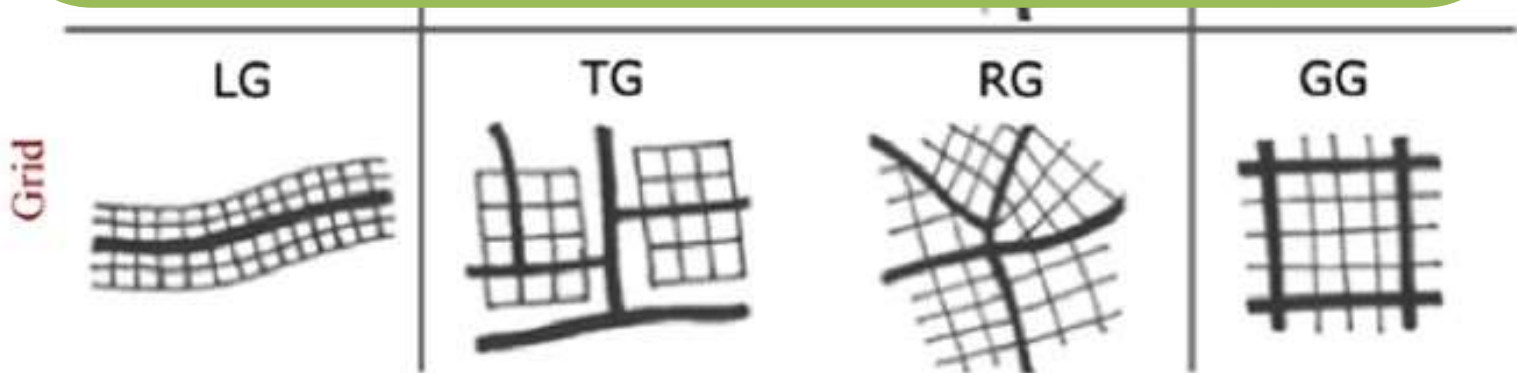



Fig. 3. Street Configuration Classifications, Adapted from S. Marshall [65].

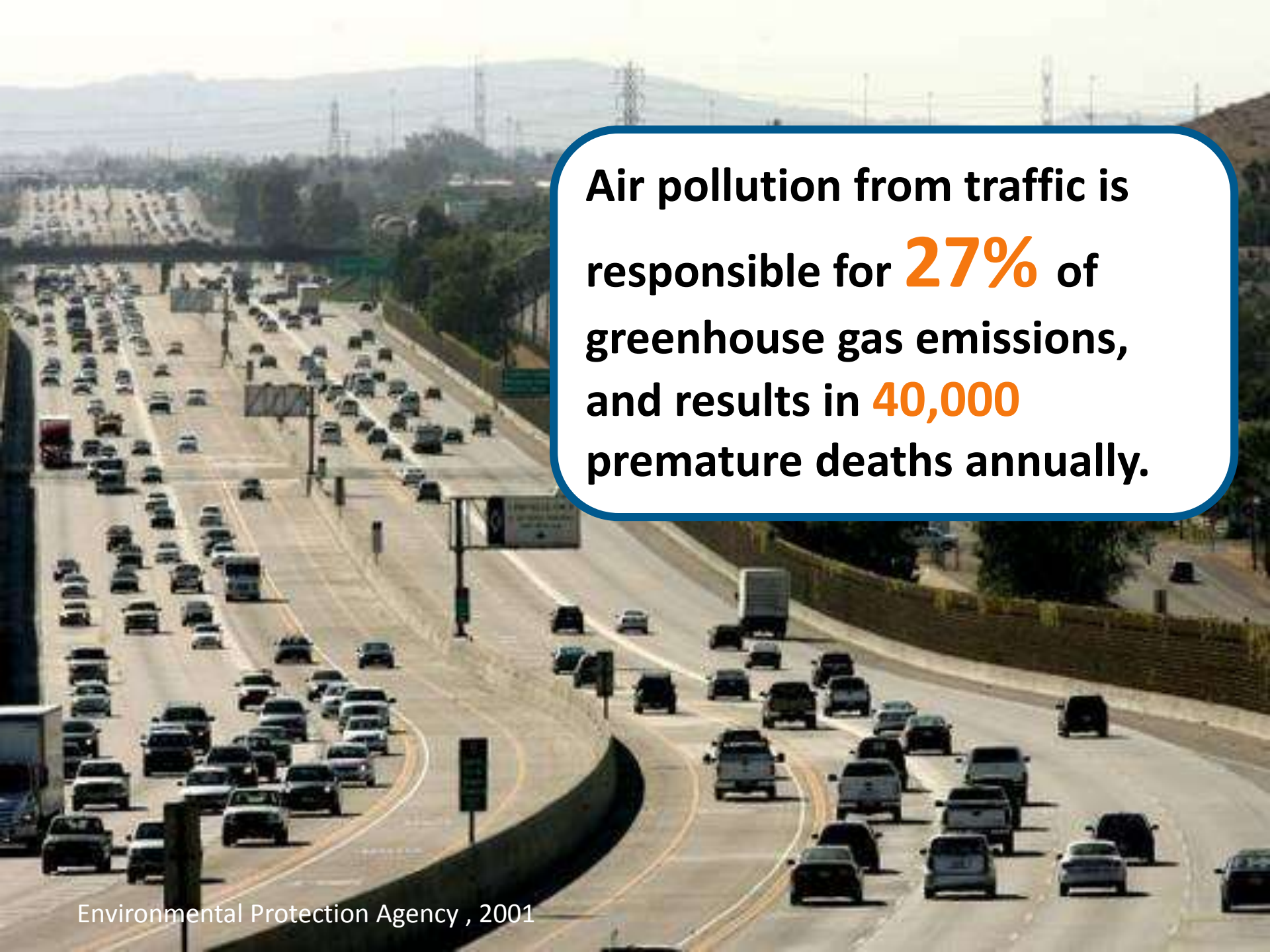


Every additional hour spent in a car
per day is associated with a
6% greater risk of being obese



A man who lives
in a walkable,
mixed-use area is
10 pounds
lighter than a
similar man who
lives in a car
oriented area.

Howard Frumkin, Lawrence Frank., & Richard Jackson. 2004. *Urban Sprawl and Public Health: Designing, Planning, Building for Healthy Communities.*



Air pollution from traffic is responsible for **27%** of greenhouse gas emissions, and results in **40,000** premature deaths annually.



Around **40%** of our roads do not have sidewalks





Children are **13X** more
likely to be injured on a
street like this...

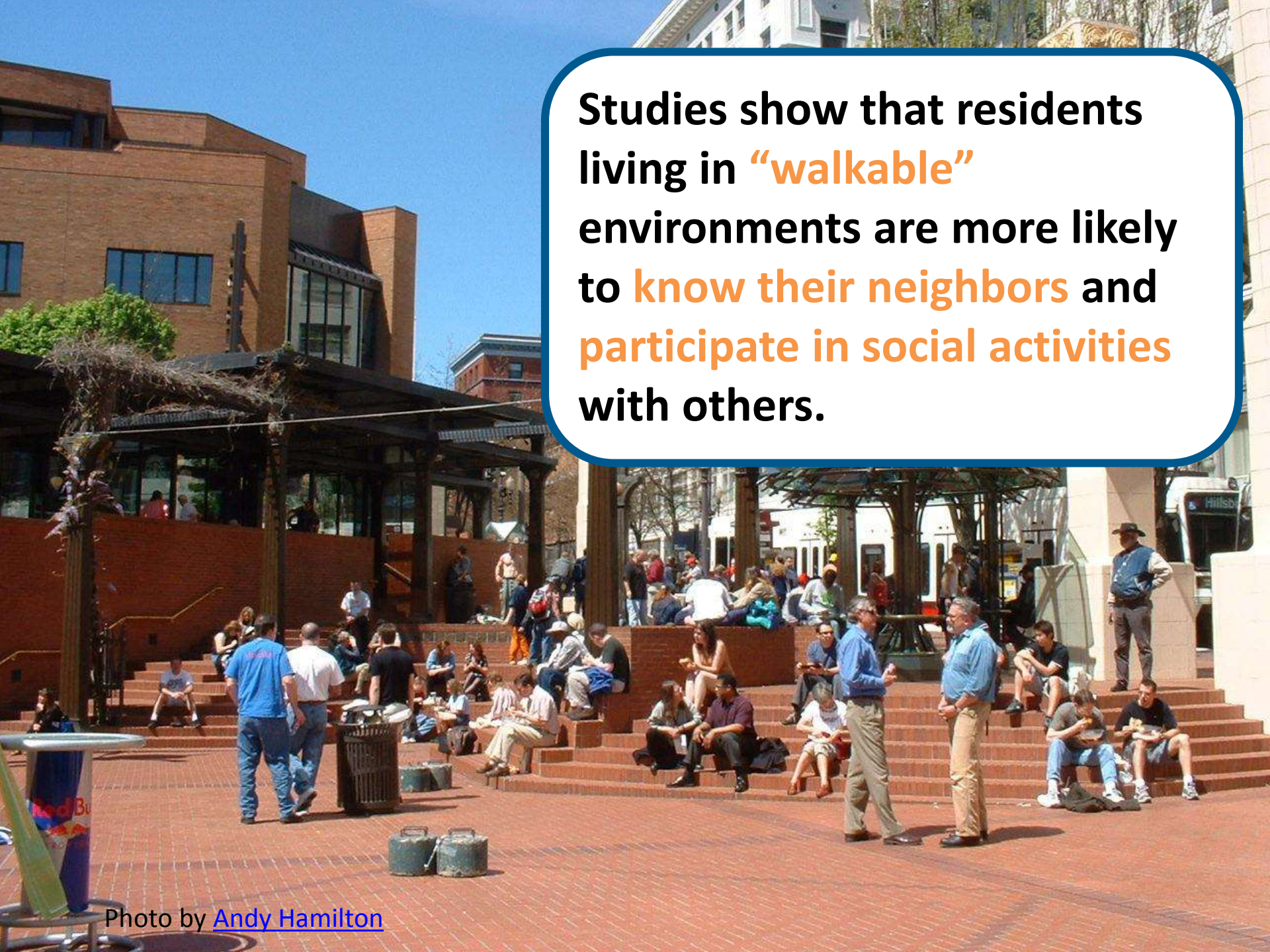
...than on a street like this





By **walking or bicycling** to school, children get more physical activity, lower their risk of obesity, and arrive **focused and ready to learn.**





Studies show that residents living in “walkable” environments are more likely to know their neighbors and participate in social activities with others.



Almost **1/3** of Americans who commute to work via public transit meet their daily requirements for physical activity by **walking as part of their daily life.**

“Tell me your **zip code**, and
I’ll tell you how long you’ll live.”

-- Dr. Bob Ross, CEO of The California Endowment



Place, race, wealth, and health are linked.



A photograph of a residential street. On the left, there is a grassy area with a wooden fence and a large, leafless tree. In the background, there are several houses. On the right, there is a paved road with a white line and a gravel shoulder. Further down the road, there are more houses and a yellow excavator. The sky is blue with many white clouds.

Walking and bicycling are generally less safe in low income communities and communities of color

Dollars and cents
of healthy *streets*

LOCAL JOBS CREATED PER \$1 MILLION SPENT:

Road-only projects: 7.8
Multi-use trails: 9.6
Pedestrian projects: 10
Bicycle projects: 11.4

Heidi Garrett-Peltier. 2011. *Pedestrian and Bicycle Infrastructure: A National Study Of Employment Impacts*. Political Economy Research Institute University of Massachusetts, Amherst.



REDUCE REPAIR + MAINTENANCE COSTS

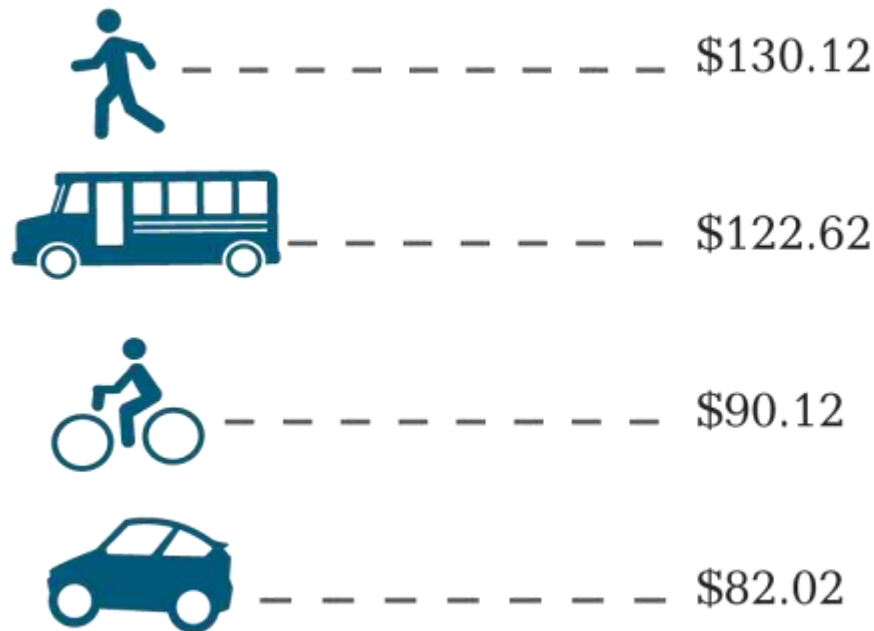
Road Damage:

1 car = 9,600 bikes



INCREASE SALES TAX RECEIPTS

Mode of transportation: \$ spent weekly in Polk Street Stores:



(from San Francisco MTA Polk Street Study)

Pedestrians, transit users and bicyclists spend more money locally

A teal silhouette of a tree with a rounded canopy and a thick trunk. To the right of the tree, a person wearing a helmet is riding a bicycle.

INCREASE BENEFITS FOR COSTS

For every \$1 spent on bicycle infrastructure,
there is a **\$4-5** return on investment

- ✓ Reduced health costs
- ✓ Increase in safety
- ✓ Reduced costs to motorized traffic

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ChangeLab Solutions

Thank You!

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www.eatwellbewell.org

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