SMART GROWTH
LEADERSHIP INSTITUTE

Smart Growth and Health

from crisis to opportunity

Gov. Parris N. Glendening

Physical Activity and the Built Environment: What Works?
Indianapolis, IN
September 10, 2007

A life spent in the car…

Image courtesy of Alex McLean, Landslides

Southwest DC

SE/SW Freeway through DC

Abandoned Hospitals

Abandoned Hospital Razed

Property is part of state preserve

The public health crisis

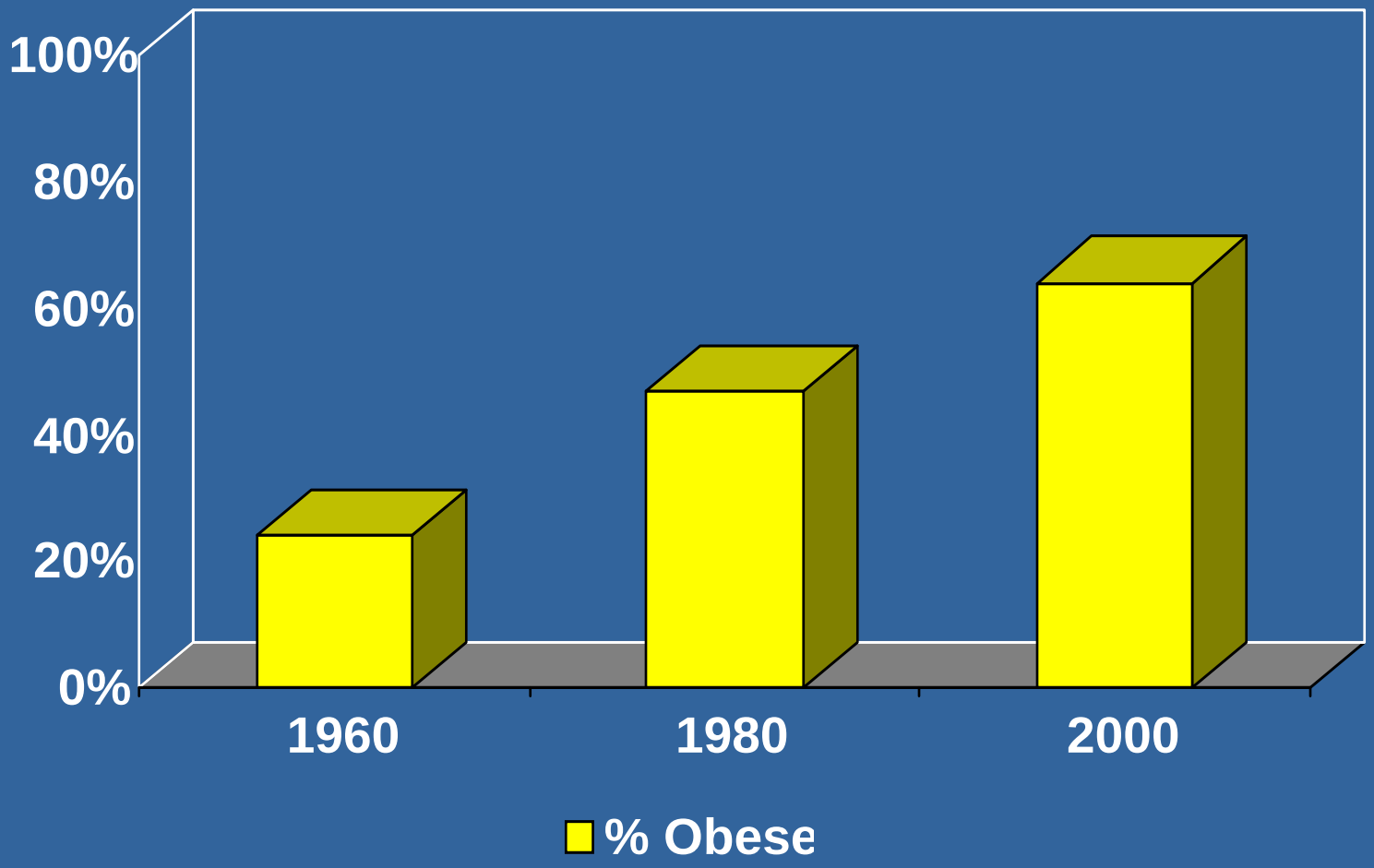
Less than 1/3

of americans get 30 minutes of exercise, 5 days a week

40% are entirely sedentary

-Active Living Network

Adult obesity rates are rising



Trust for America's Health, 2005

Annual cost of obesity to the economy

$76 Billion

Trust for America's Health, 2005

Childhood obesity and asthma

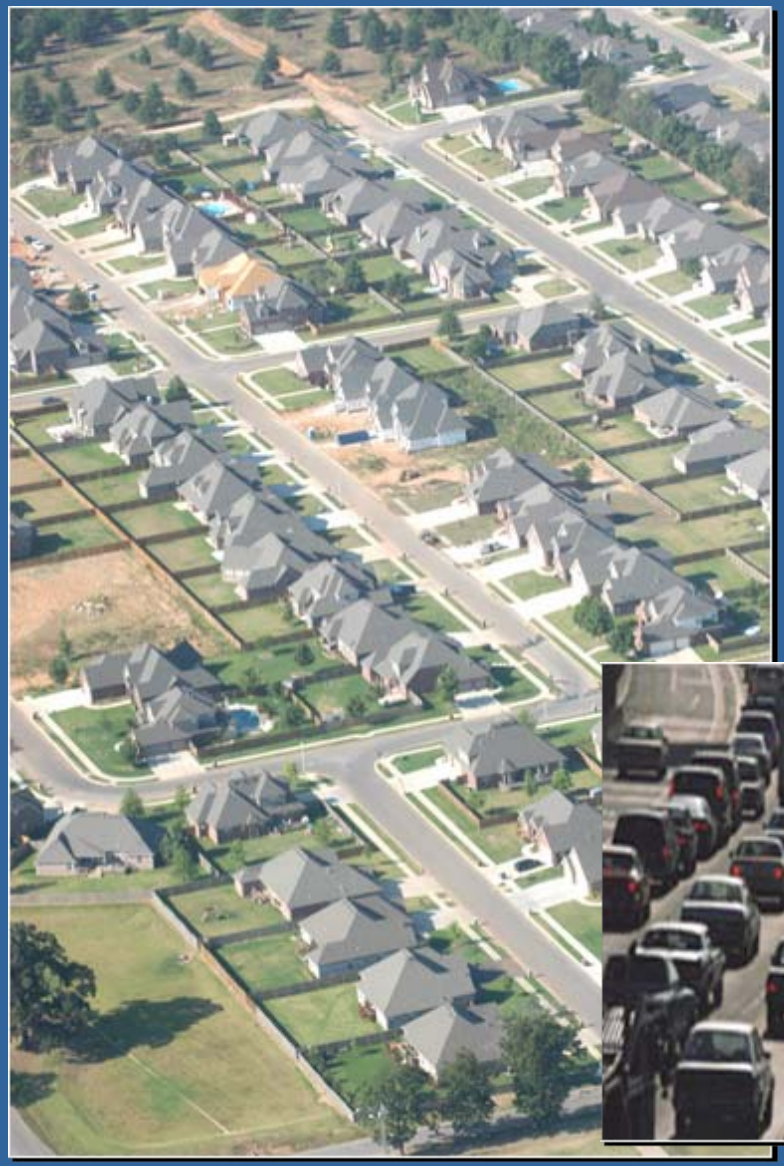
15 million children

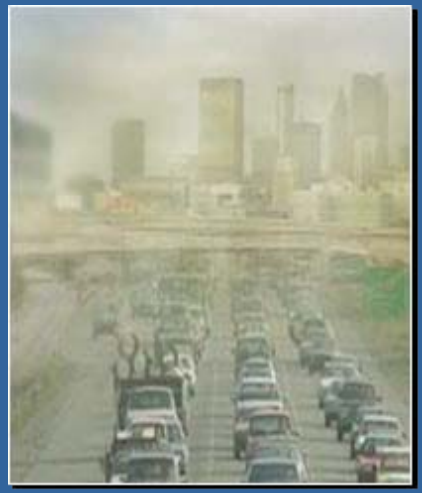
are obese or overweight

6.1 million

suffer from asthma and related respiratory diseases

Children and Schools, 2004





42% reduction in trips made by foot

Surface Transportation Policy Project, 2005

Question:

Do your children walk to school?

Old Schools vs. New Design

- walkable
- connected
- beautiful
- smaller
- results in fewer car trips and less emissions

- uses new land
- uses more land
- far from students
- accessible only by car
- not safe to walk
- magnet for new sprawl

Atlanta Suburban School

Our built environment is biased for automobiles

Exercise?

Downtown Houston - a great place (if you're a car)

- photograph
By Alex McLean

Our budgetary priorities

Only 0.7%

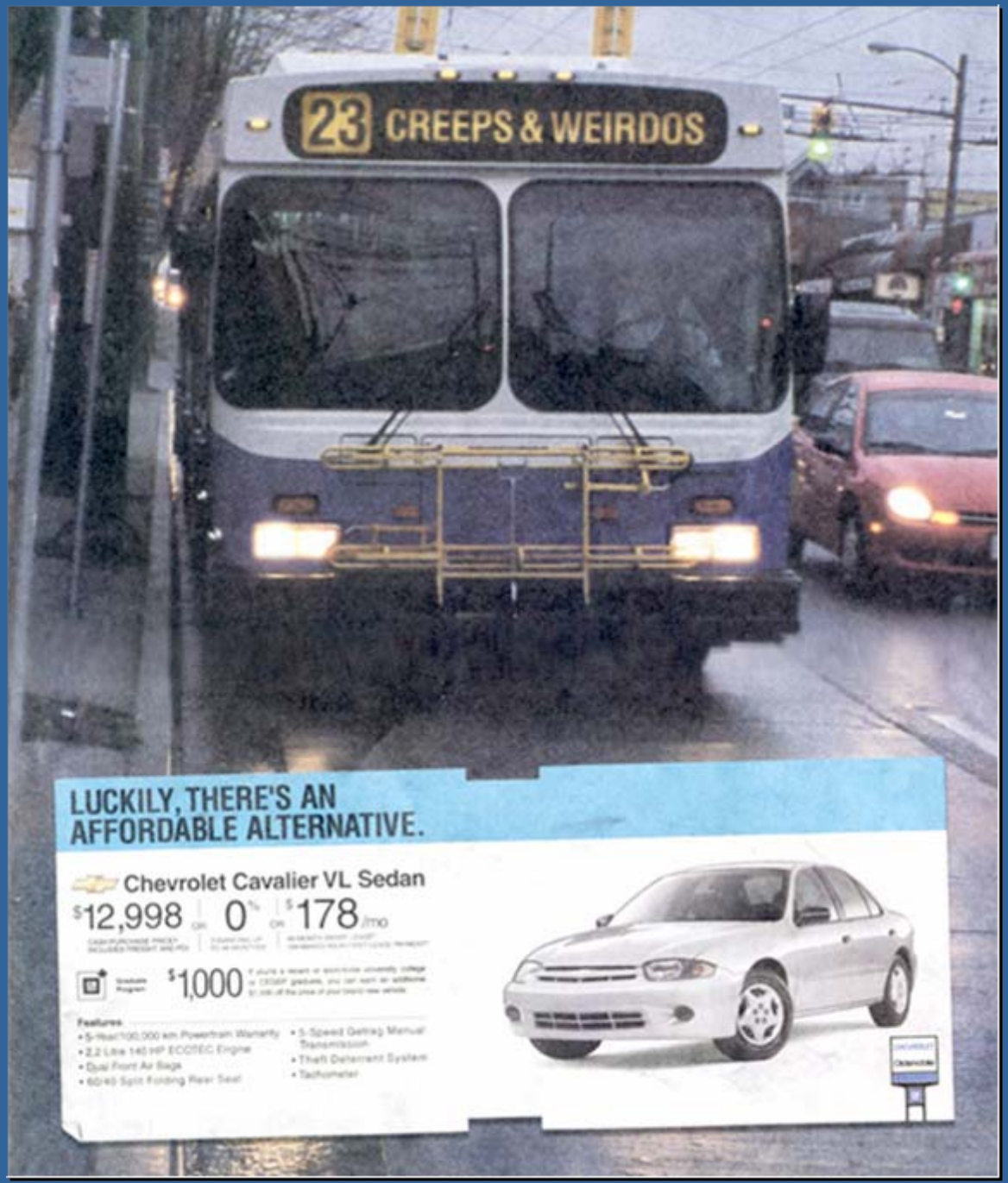
of Federal Transportation funds spent from 1998 to 2001 went to pedestrian/bicycle facilities

The states spent **87¢/person**

for pedestrian facilities

vs. **$50/person** for roads and bridges

Surface Transportation Policy Project, 2005


23 CREEPS & WEIRDOS
LUCKILY, THERE'S AN AFFORDABLE ALTERNATIVE.
Chevrolet Cavalier VL Sedan
$12,998 OR 0% OR $178/mo
$1,000
Features
• 5-Year/100,000 km Powertrain Warranty
• 2.2 Litre 140 HP ECOTEC Engine
• Dual Front Air Bags
• 60/40 Split Folding Rear Seat
• 5-Speed Getrag Manual Transmission
• Theft Deterrent System
• Tachometer

1996 Atlanta Olympics

ORIGINAL CONTRIBUTION

Impact of Changes in Transportation and Commuting Behaviors During the 1996 Summer Olympic Games in Atlanta on Air Quality and Childhood Asthma

Michael S. Friedman, MD
Kenneth E. Powell, MD, MPH
Lori Hutwagner, MS
Lolley H. Graham, MD
W. Gerald Teague, MD

Context Vehicle exhaust is a major source of ozone and other air pollu
though high ground-level ozone pollution is associated with transient increas
morbidity, the impact of citywide transportation changes on air quality and
asthma has not been studied. The alternative transportation strategy implem
ing the 1996 Summer Olympic Games in Atlanta, Ga, provided such an op

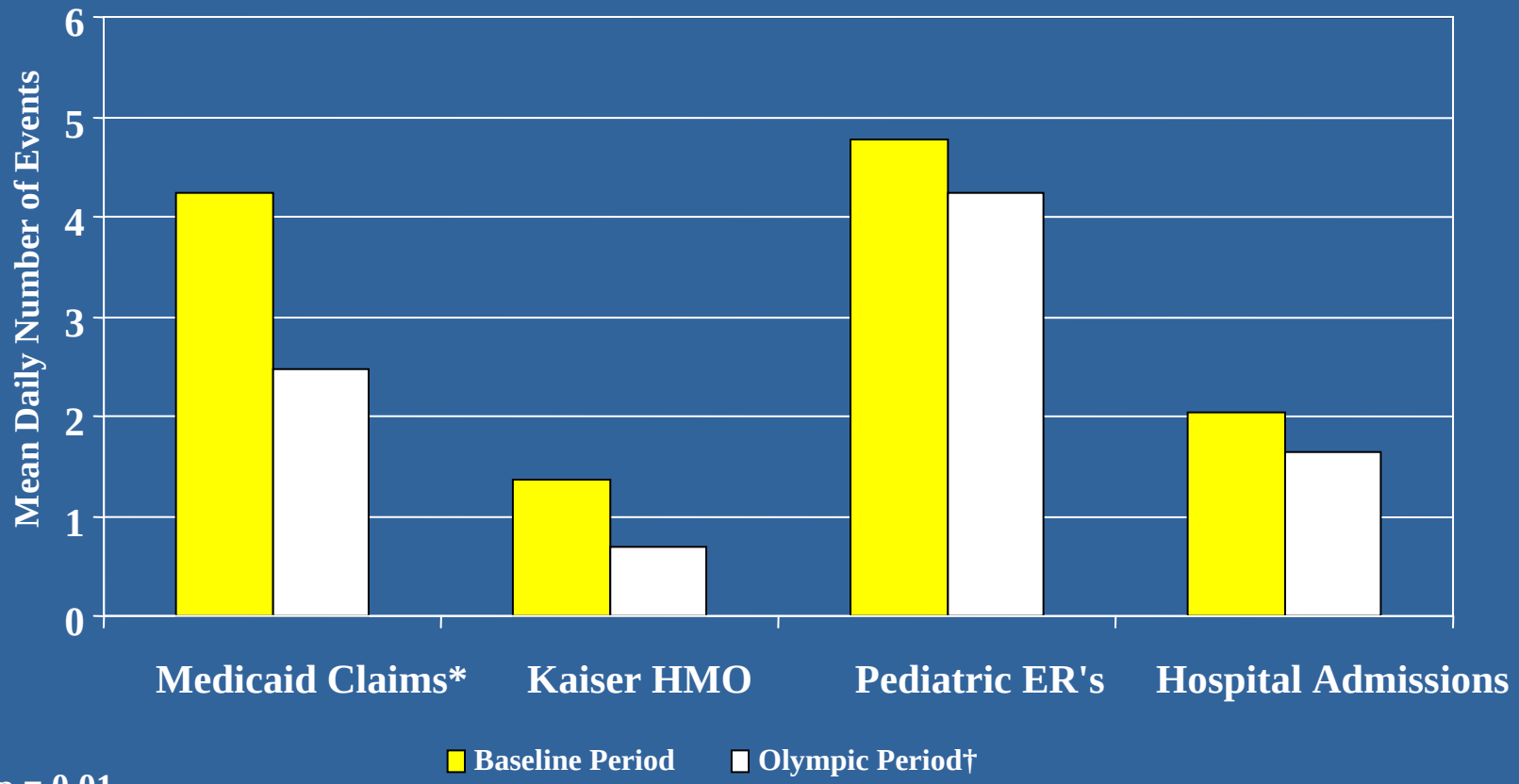
Objective To describe traffic changes in Atlanta, Ga, during the 1996 Sum
pic Games and concomitant changes in air quality and childhood asthma

Design Ecological study comparing the 17 days of the Olympic Games
August 4, 1996) to a baseline period consisting of the 4 weeks before an
after the Olympic Games.

Setting and Subjects Children aged 1 to 16 years who resided in the 5 cor
ties of metropolitan Atlanta and whose data were captured in 1 of 4 datab

Main Outcome Measures Citywide acute care visits and hospitalizations
(asthma events) and nonasthma events, concentrations of major air pollut
teorological variables, and traffic counts.

Acute Care Visits for Asthma
1-16 year old residents of Atlanta

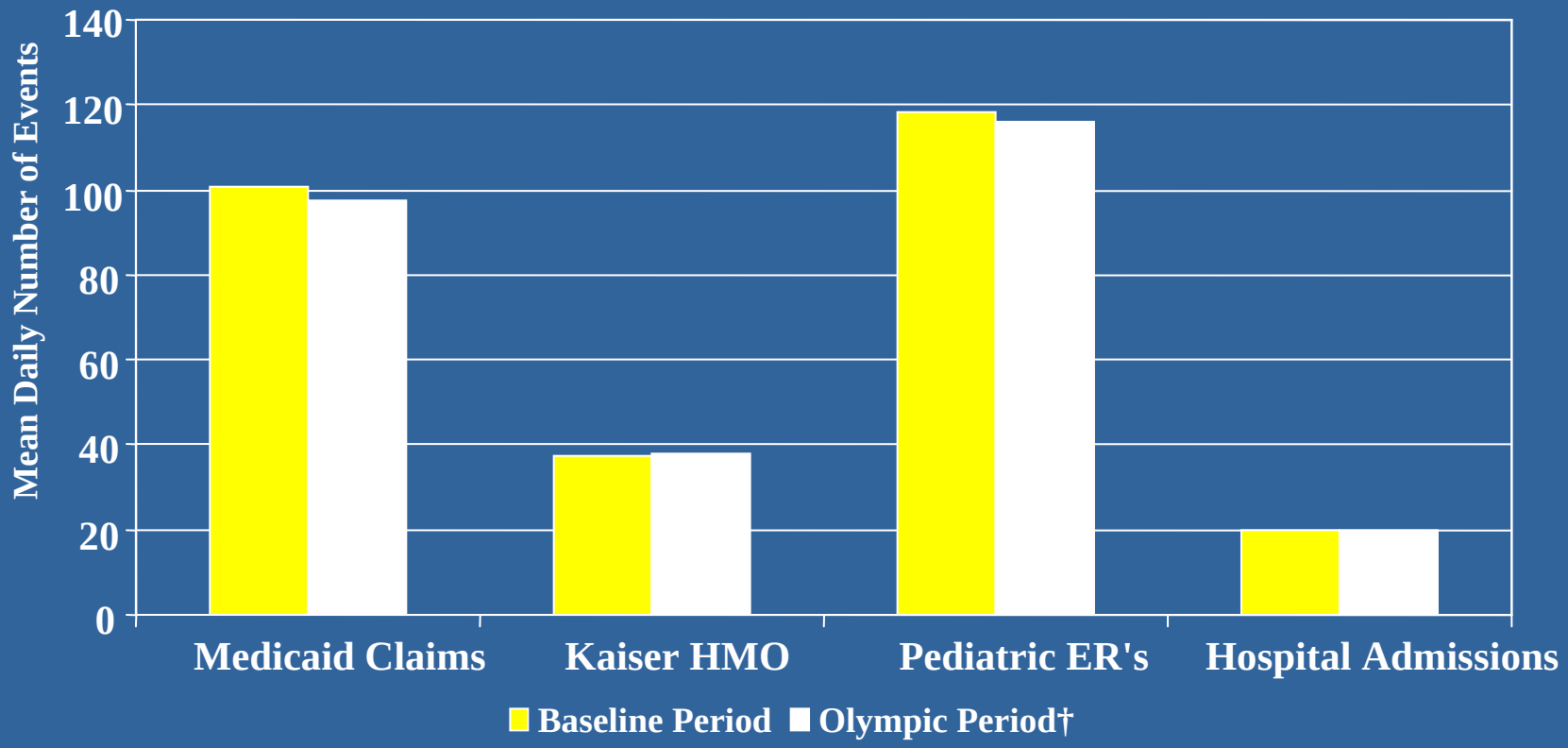


•p = 0.01

† July 19 –August 4, 1996

Source: Friedman, et al, *JAMA*, 2001

Total Non-Asthma Related Acute Care Visits 1-16 year old residents of Atlanta

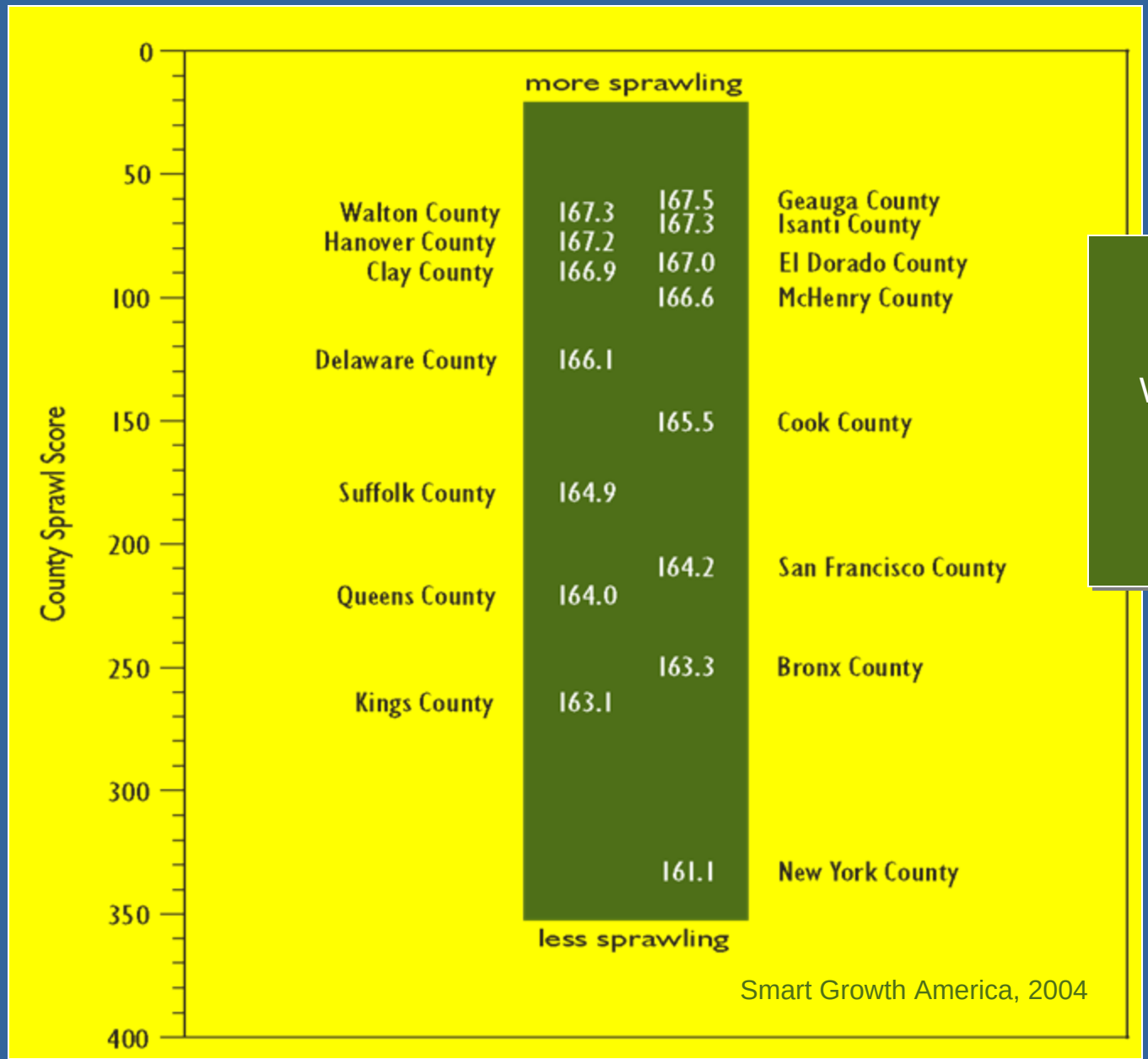


† July 19 –August 4, 1996

Source: Friedman, et al, *JAMA*, 2001

Cars used for 75% of trips shorter than one mile

Sprawl vs. weight



Expected Weight for a 5'7" Adult (in lbs.)

Smart Growth America, 2004

Smart Growth Leadership Institute

Healthy Food Access

In MS, NC, MD, MN neighborhoods:

- 3x fewer places to consume alcoholic beverages in the wealthiest neighborhoods
- 4x more supermarkets in white neighborhoods
- Unequal access a variety of healthy food choices available to non-minority and wealthy communities

Morland K et al. Neighborhood characteristics associated with the location of food stores and food service places. Am J Prev Med 2002;22:23-29.

Farmers' Markets

Photo by Richard Layman

Mean Streets

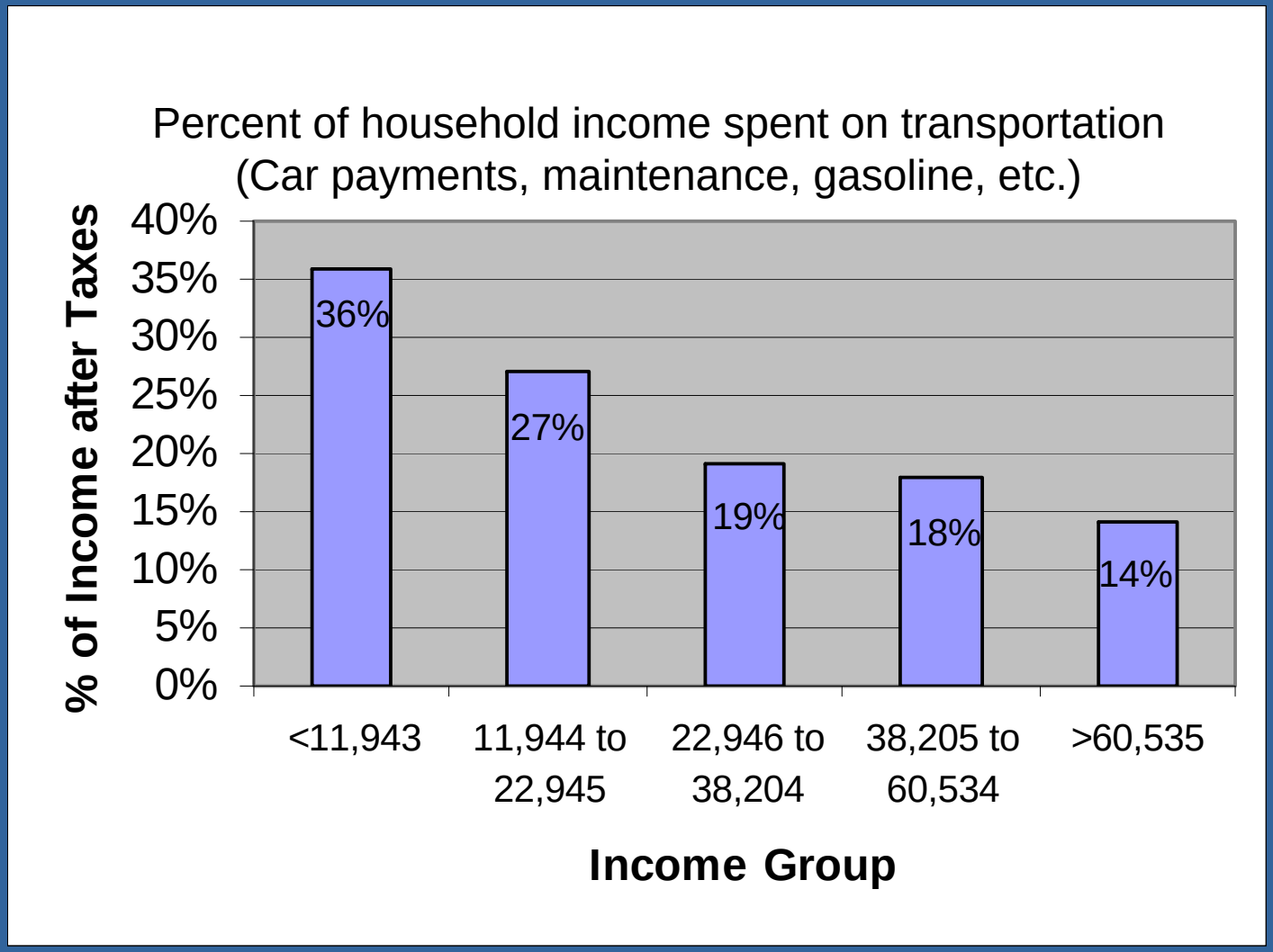
Pedestrians **36% more likely**
to die in traffic than vehicle riders

— Surface Transportation Policy Project, 2005

Cul-de-sacs

Cars = mobility

Cost of transportation unduly burdens poor



Surface Transportation Policy Project, 2005

Suburbs not always so cheap

"A study of Washington and 27 other metropolitan areas by the Center for Housing Policy found that the costs of one-way commutes of as little as 12 to 15 miles cancel any savings on lower-priced outer-suburban homes."

Is it Smart Growth?

It's Smart Growth if it leads to

Neighborhood Livability

Better Access, Less Traffic

Thriving Cities, Suburbs and Towns

Shared Benefits

Lower Costs, Lower Taxes

Keeps Open Space Open

Fall Creek Place

Detroit, Michigan

33 units per acre

Photos by
Alex S. MacLean

Boston's Back Bay

Left photo by
Alex S. MacLean

37 units per acre

Automobile-centric high density

21 units per acre
Huntsville, AL

Photos by
Alex S. MacLean

People-centric high density

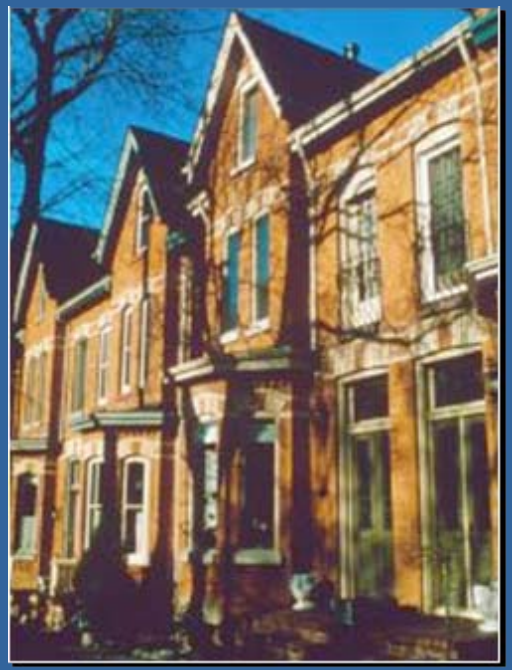
Savannah, GA

Capitol Hill
Washington, DC

Bethesda, MD

Top left and right
Photos by Steve Davis

Density with Design in Toronto



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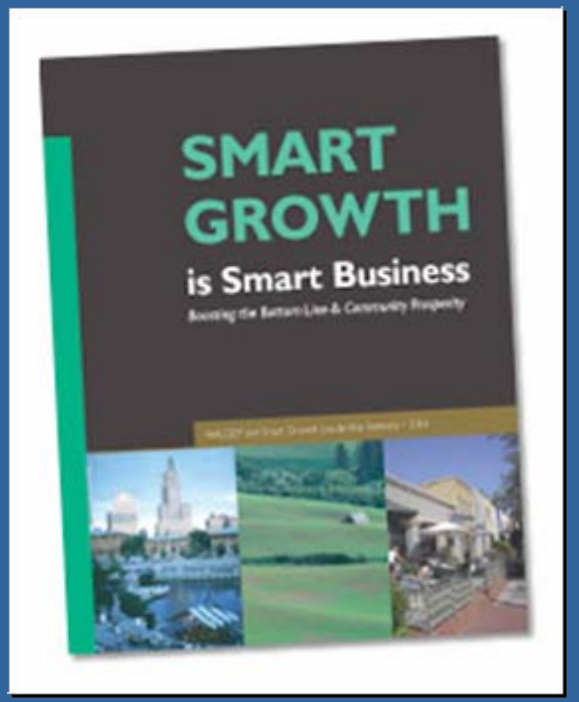
Density and Design

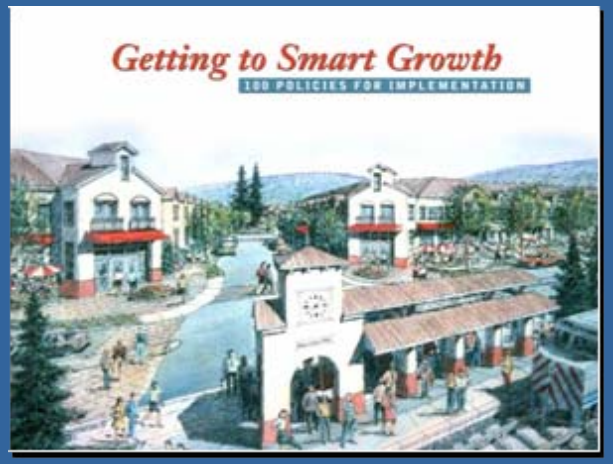
Complete Streets

Where would you walk?

OR

Safe Routes to School





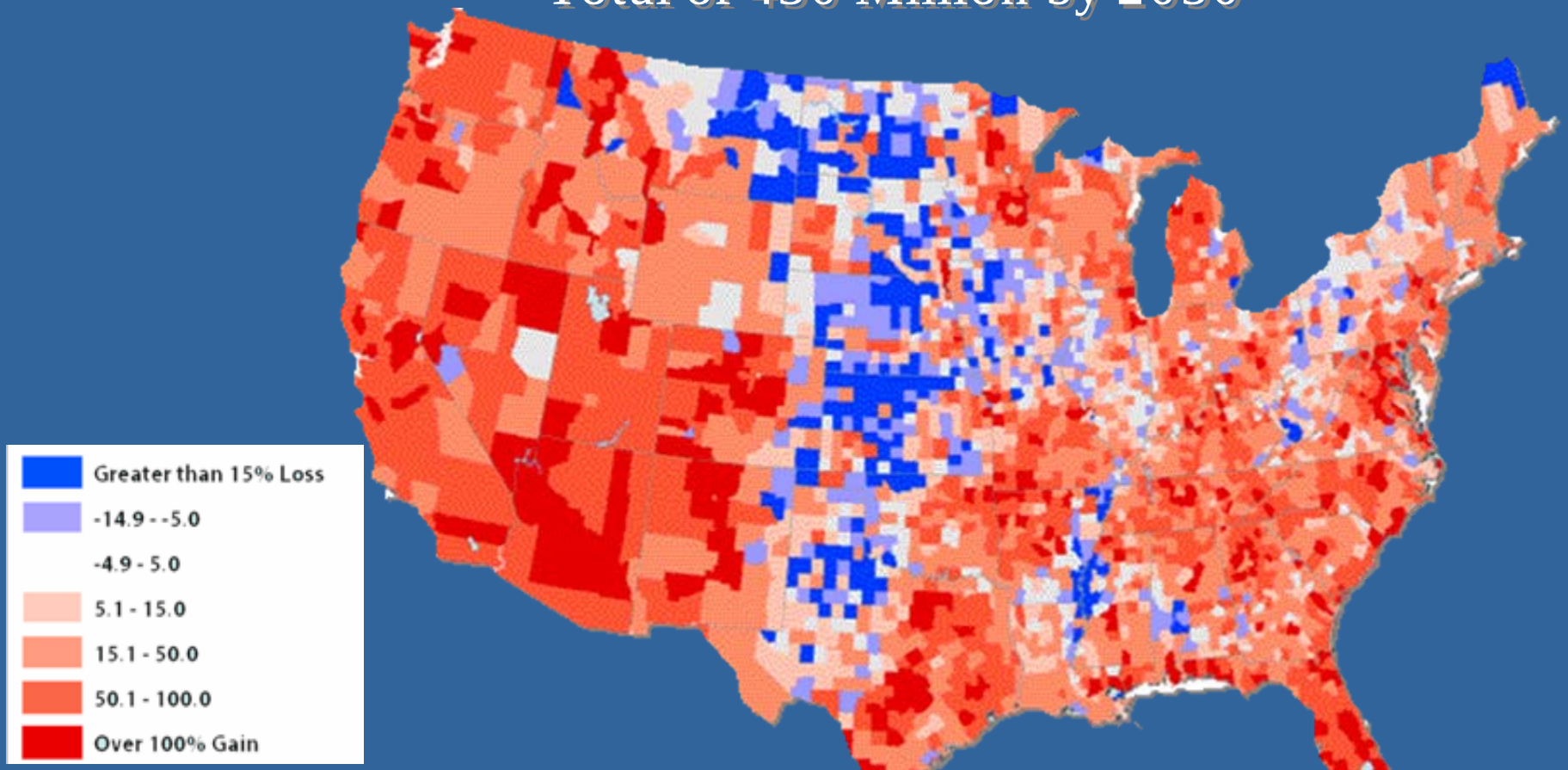
Visit the web: *www.SmartGrowthAmerica.org*

Smart Growth Leadership Institute

Projected Population Growth: 2005-2050

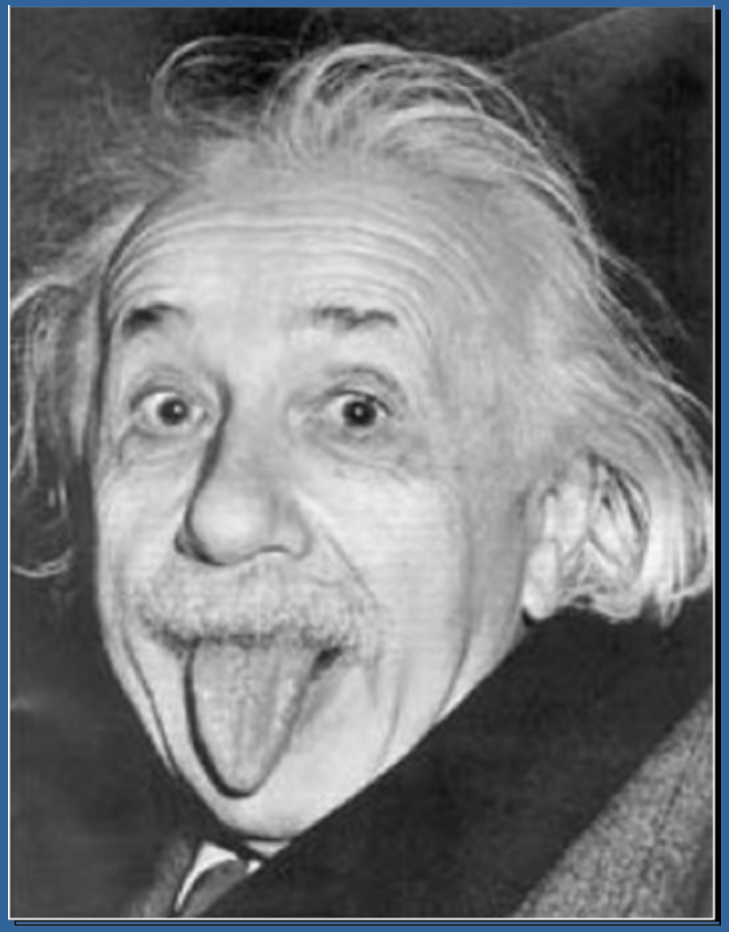
49% growth or +149 Million in 45 years

Total of 430 Million by 2050



(Red areas= Growth: Blue=stagnation or decline)
(MAP: University of Pennsylvania)

Einstein on Insanity



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thank you

Gov. Parris N. Glendening

President, Smart Growth Leadership Institute

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