

Smart Growth & Health

An Unexpected Link



Local Government Commission









Putrid Air



Belching Smokestacks







Levittown, NY





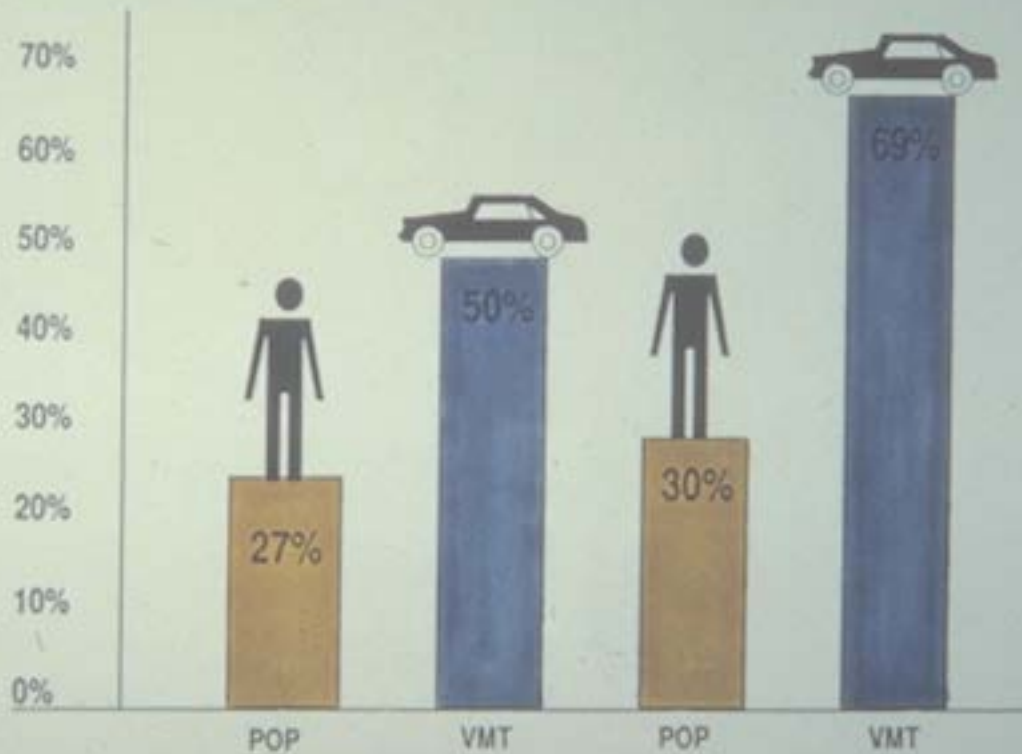






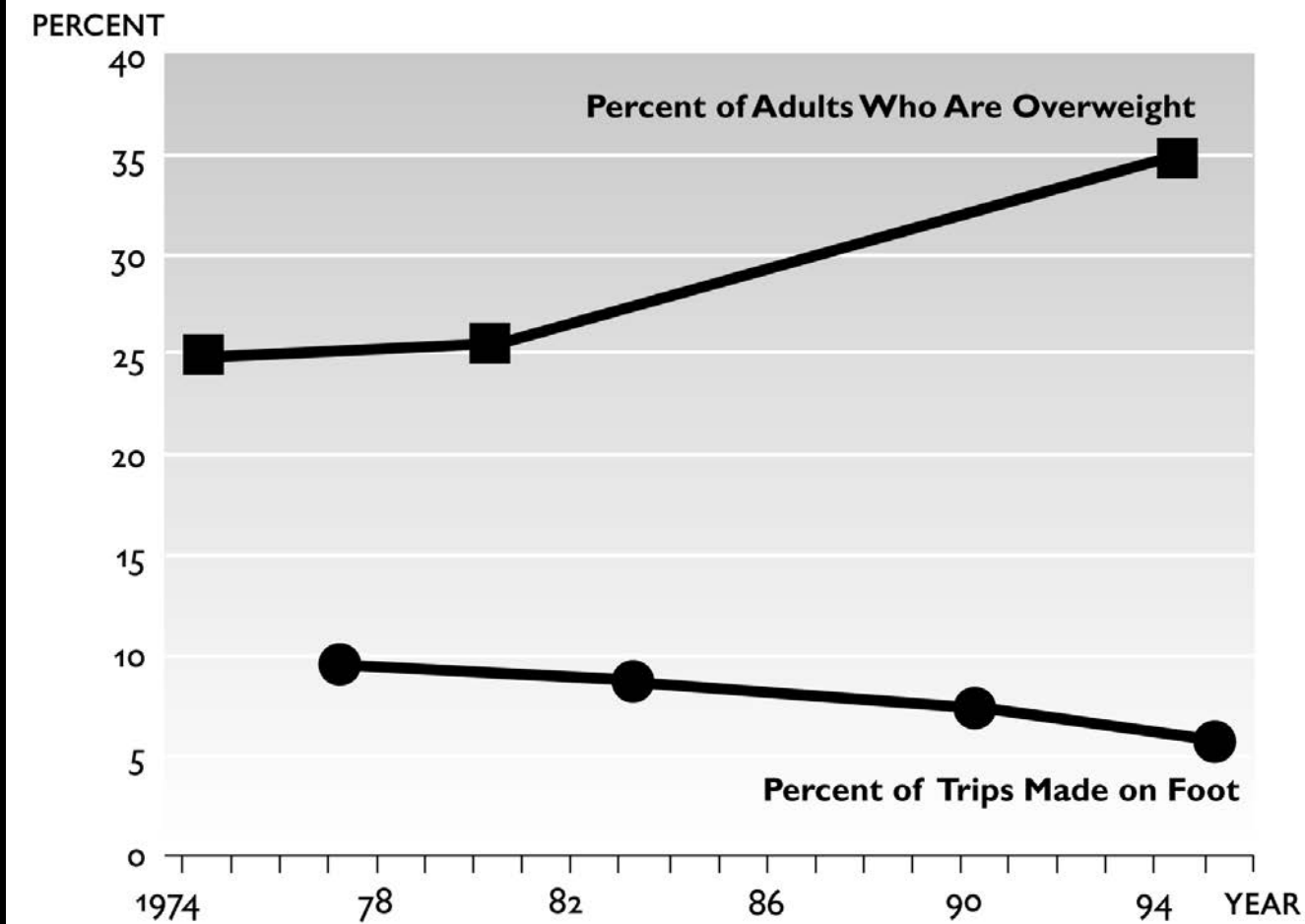


Projected Growth in Population and Vehicle Miles Traveled 1990 - 2010



POP = Population Growth
VMT = Vehicle Miles Traveled

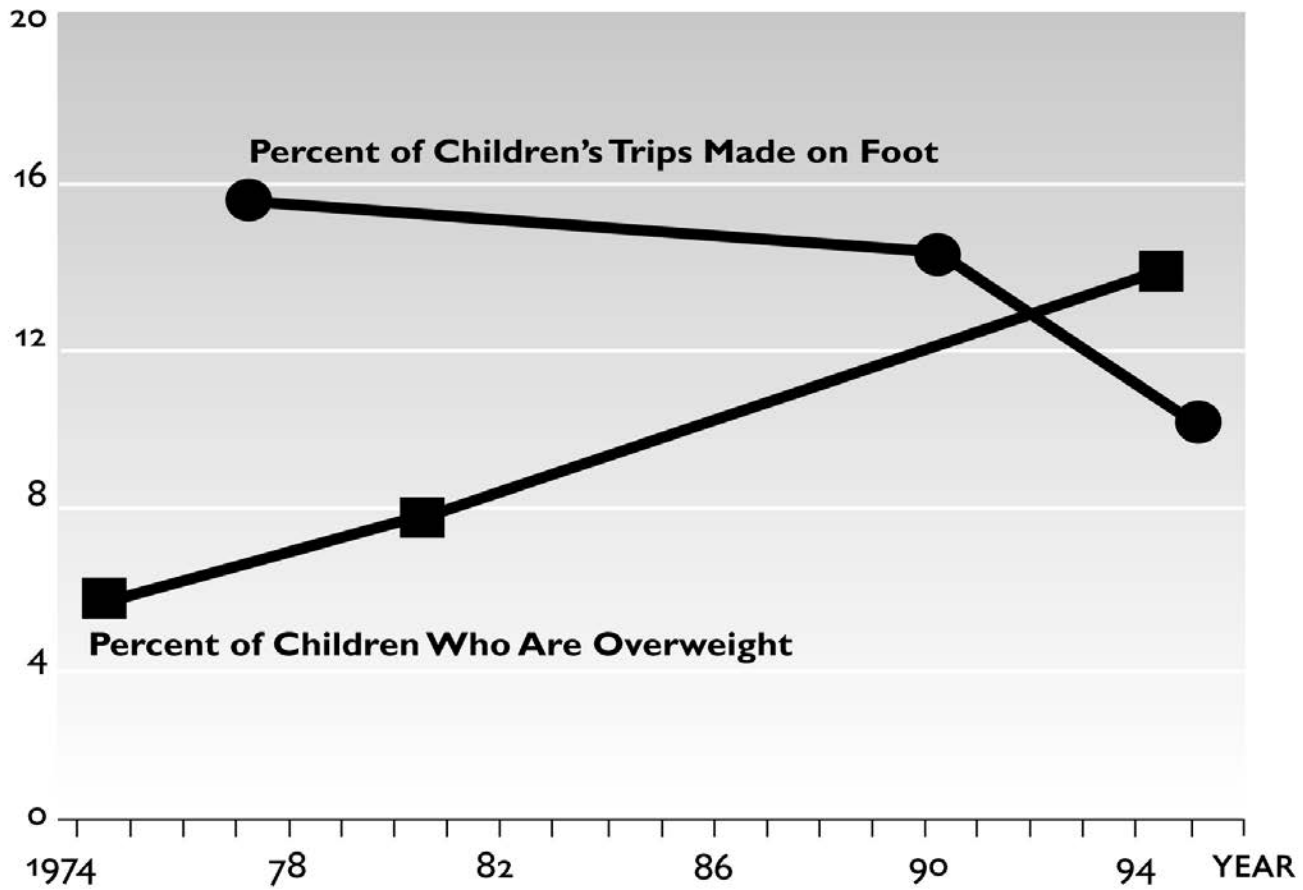




Based on data from the Nationwide Personal Transportation Survey and the Centers for Disease Control and Prevention.



PERCENT



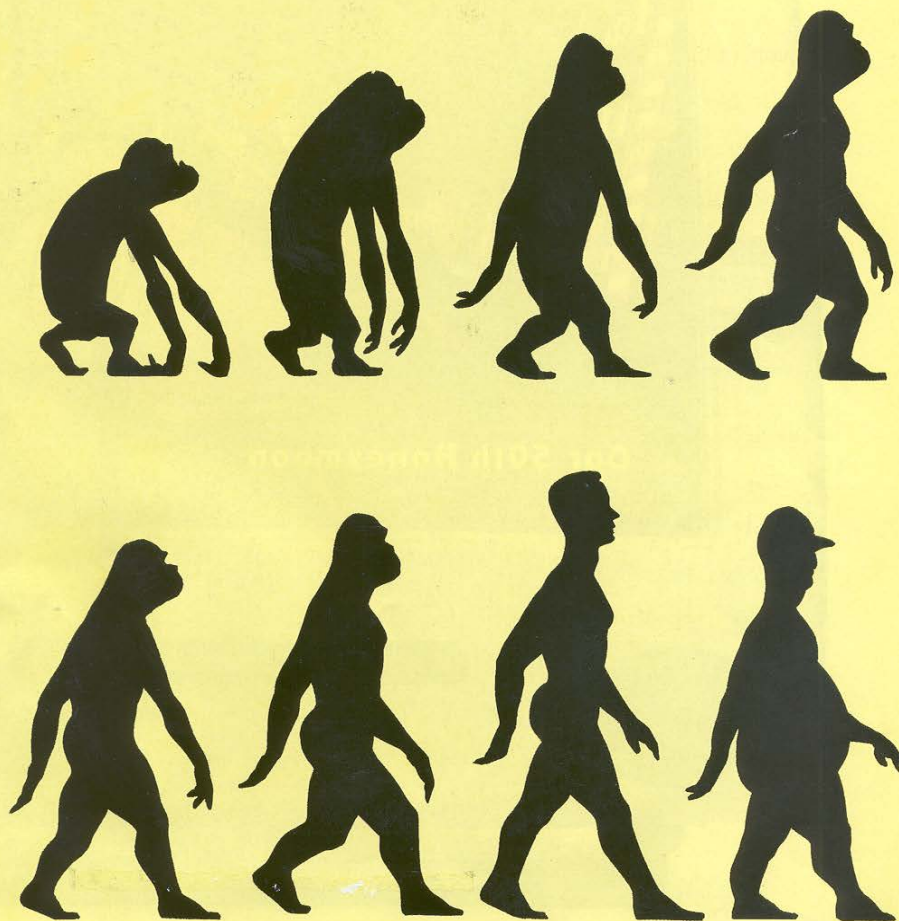
Based on data from the Nationwide Personal Transportation Survey and the Centers for Disease Control and Prevention.



PRICE \$3.00

THE NEW YORKER

MAR. 13, 2000

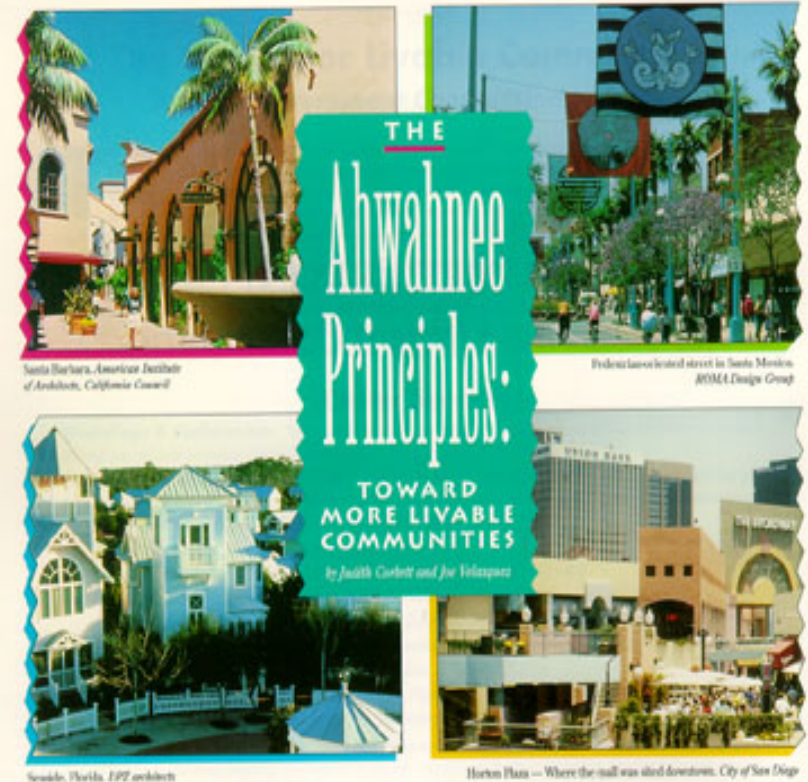


Falconer



The Ahwahnee Principles

- Revitalize communities through infill development
- Create sense of place with center focus
- Comprehensive and integrated plans with a mix of uses and diversity of housing types
 - Within walking distance of one another
 - Within walking distance of transit stops



Cities everywhere are facing similar problems — increasing traffic congestion and worsening air pollution, the continuing loss of open space, the need for costly improvements to road and public services, the inequitable distribution of economic resources, and the loss of a sense of community. The problems seem overwhelming and we suffer from their consequences every day. City character is blurred until every place becomes like every other place, and all adding up to No Place.

Many of our social, economic and environmental problems can be traced to land use practices adopted since World War II. In the late 1940s we began to adopt a notion that life would be better and we would all have more freedom if we planned and built our communities around the automobile. Gradually, rather than increasing our freedom, auto-oriented land use planning has reduced our options. Now, it takes much more time than it used to carry out our daily activities. We must go

everywhere by car — there is no other option. We must take a car to the store for a gallon of milk, drive the children to Little League practice, even spend part of the lunch hour driving to a place to eat. And as roads become increasingly clogged and services farther from our homes, we spend our time as anonymous individuals waiting for the traffic light to change rather than chatting with friends at the corner store or playing ball on the lawn with the neighborhood kids.

LEAGUE OF CALIFORNIA CITIES





Downtown



Mall





Parking Structures



Surface Lots





Narrow Streets



Wide Streets





Mixed Use



Single Use





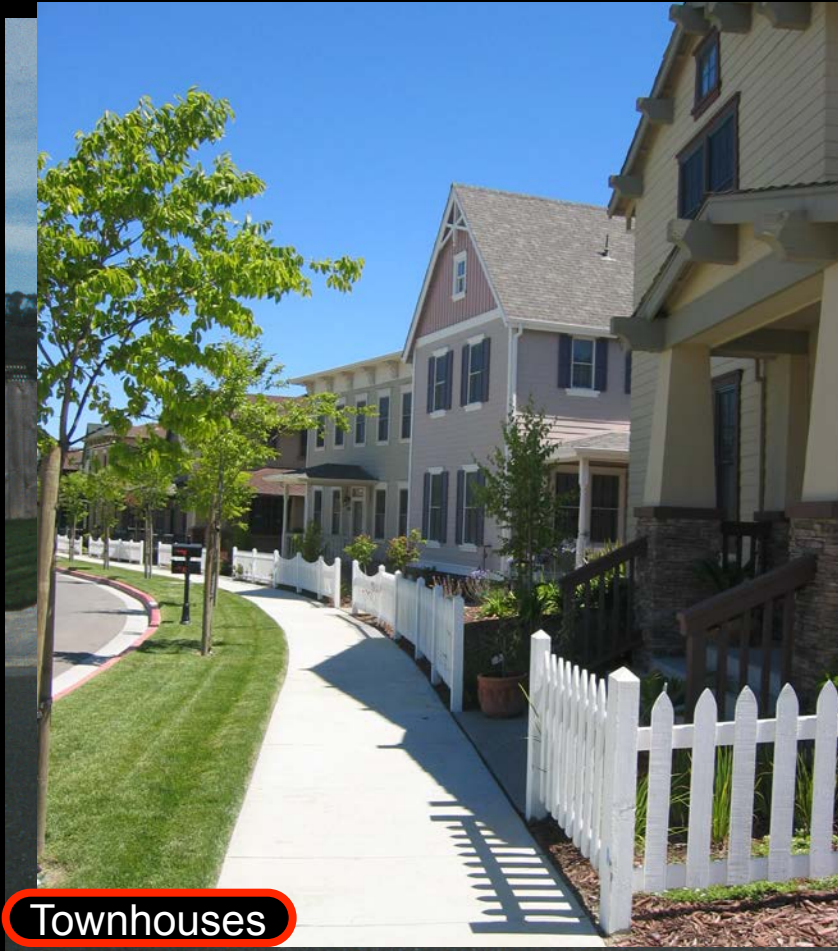
Light Rail

Walking



Congested Roadways





Townhouses



Single Family Homes



“On average,
walkable
neighborhoods
encourage 15-30
extra minutes of
walking per week...
*enough to lose a
pound a year.*”

Saelens, B.E. *Annals of
Behavioral Medicine* 2003



“People who live in neighborhoods with a mix of shops and businesses within easy walking distance have a 35% lower risk of obesity.”



Larry Frank, et. Al.

American Journal of Preventative Medicine



“More children walked to school when there were sidewalks.”



Reid Ewing

Transportation Research Review





City of Visalia, Main Street, Unimproved downtown street





City of Visalia, Main Street, After narrowing, adding diagonal parking and streetscape improvements

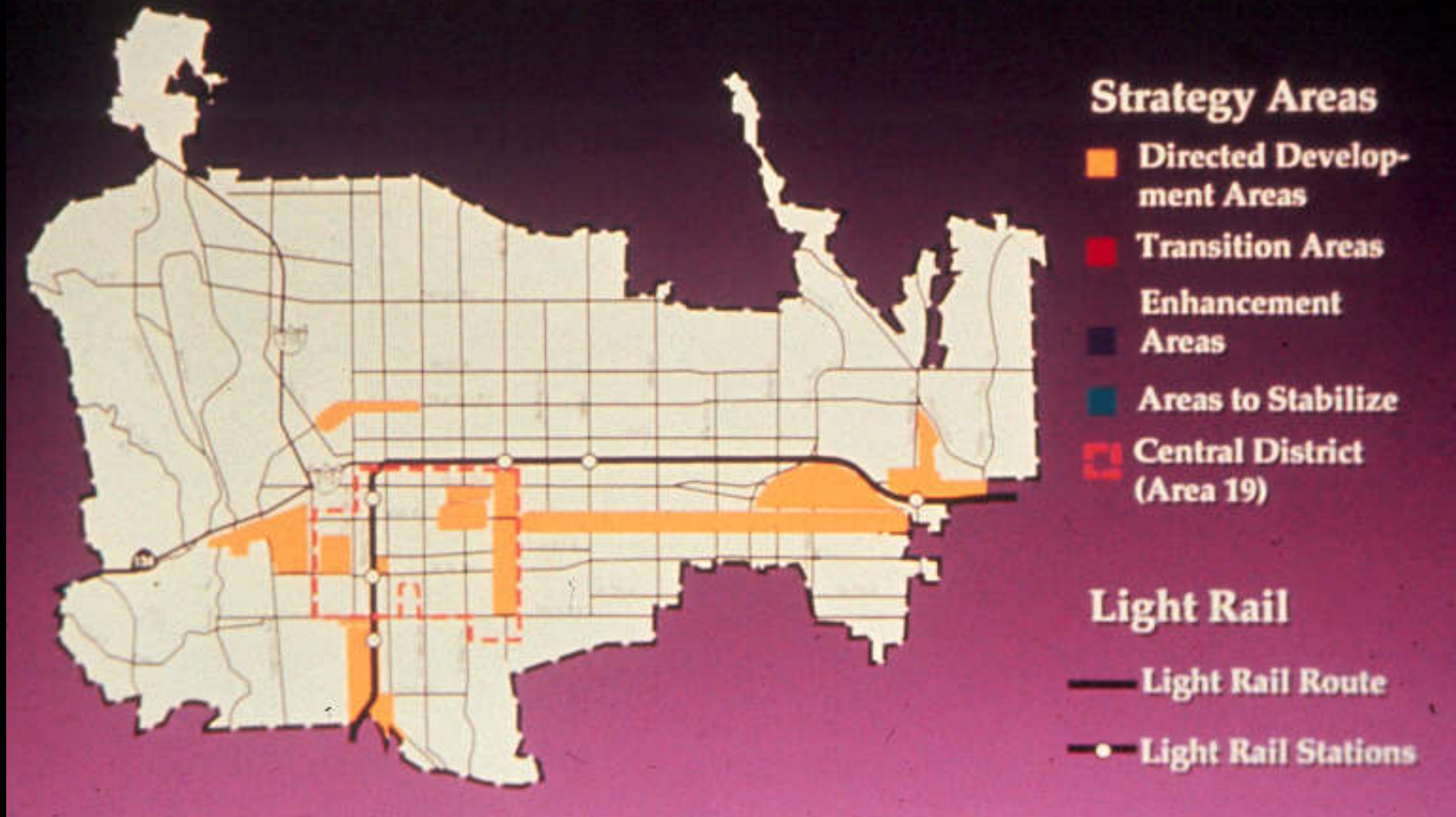




City of Visalia, Main Street, after streetscape improvements



Point of Agreement: Targeted Growth



City of Pasadena, General Plan Update





Del Mar Station



Archstone Apts.

How to fix what we have



How to fix what we have



How to fix what we have



Photo Simulation by Steve Price, Urban Advantage (www.urban-advantage.com)



For more information

Local Government Commission Center for Livable Communities

- Web: www.lgc.org
- Phone: 800-290-8202
- e-mail: center@lgc.org

Active Living Leadership

- Web: www.activelivingleadership.org

Healthy Transportation Network

- Web: www.caphysicalactivity.org



Special Thanks To...

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