



American Planning Association
New Jersey Chapter

Urban Form: Health Consequences & Opportunities

Planning & Community Design: The Nexus Between Transportation and Land Use Planning

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President, American Planning Association - New Jersey

NJ Public Health Symposium

What is Planning and Community Design?



Physical Activity and Community Design

- A sedentary lifestyle is a primary risk factor in cardiovascular disease, stroke, and all causes of death
- People who live in communities that make it safer to walk or bike to are generally more physically active.





We can't buy our way out of where we are...
BUT, community design is a big part of our way out of it...

We need to Learn from each other...



***“Blue Cross and Blue Shield Plans to Encourage
Congress and Nearly 89 Million Cardholders to Walk
to Better Health”***



Alter behavior

“Research indicates that the U.S. could save approximately \$77 billion in direct healthcare spending-and more than double that amount when lost workplace productivity is considered-if Americans with inactive lifestyles met the government's daily recommendations for physical activity. Physical inactivity can lead to many of the chronic health problems, including heart disease, stroke, colon cancer, diabetes, arthritis and osteoporosis, which are so costly to treat. The nation spends more than \$600 billion each year on treatment for chronic illnesses. Research shows that a regular walking program can help control weight, condition the heart and lungs, and prevent the onset of health problems.”

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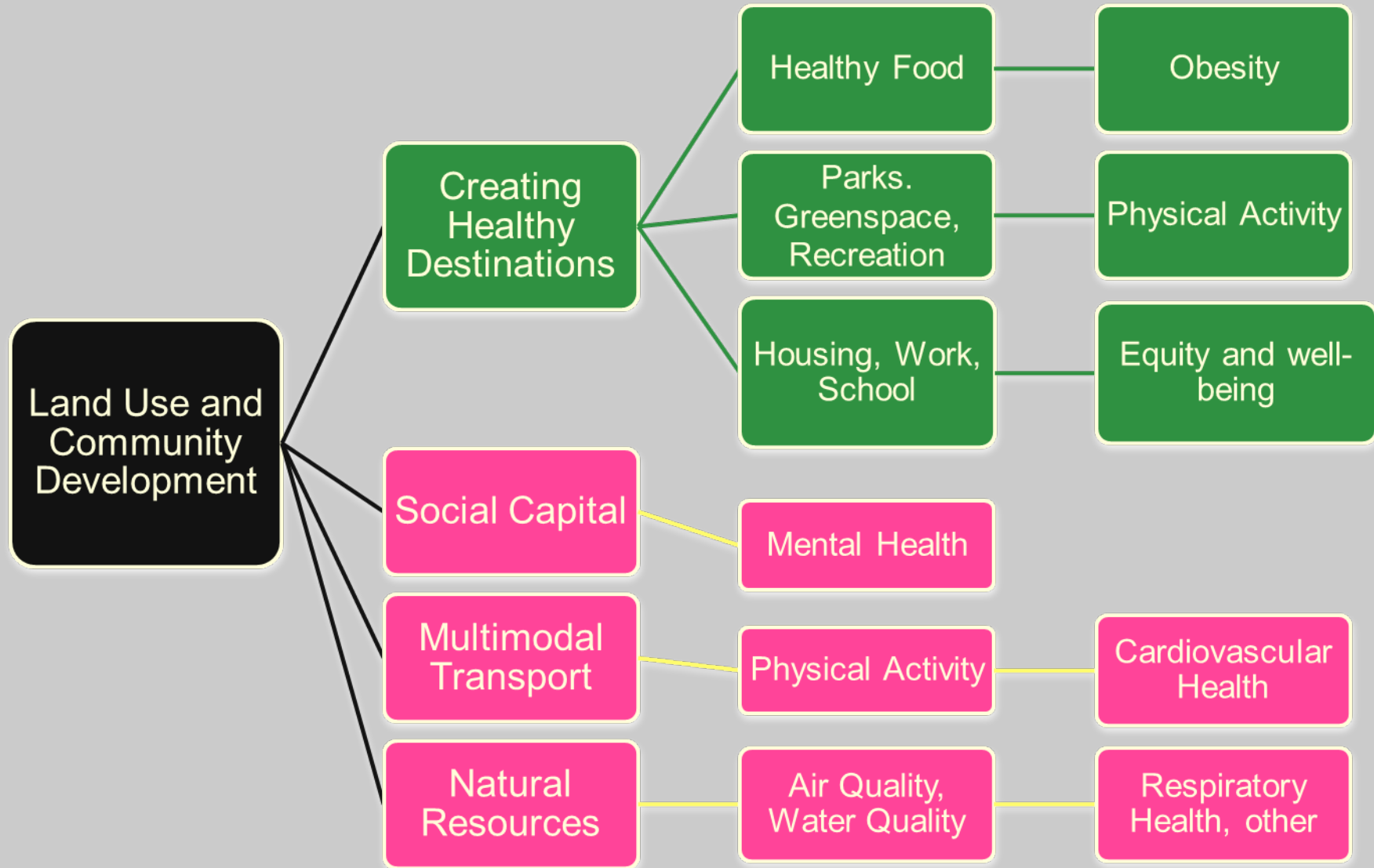
“Blue Cross and Blue Shield Plans to Encourage Congress and Nearly 89 Million Cardholders to Walk to Better Health”



To reduce the cost of services to a manageable level

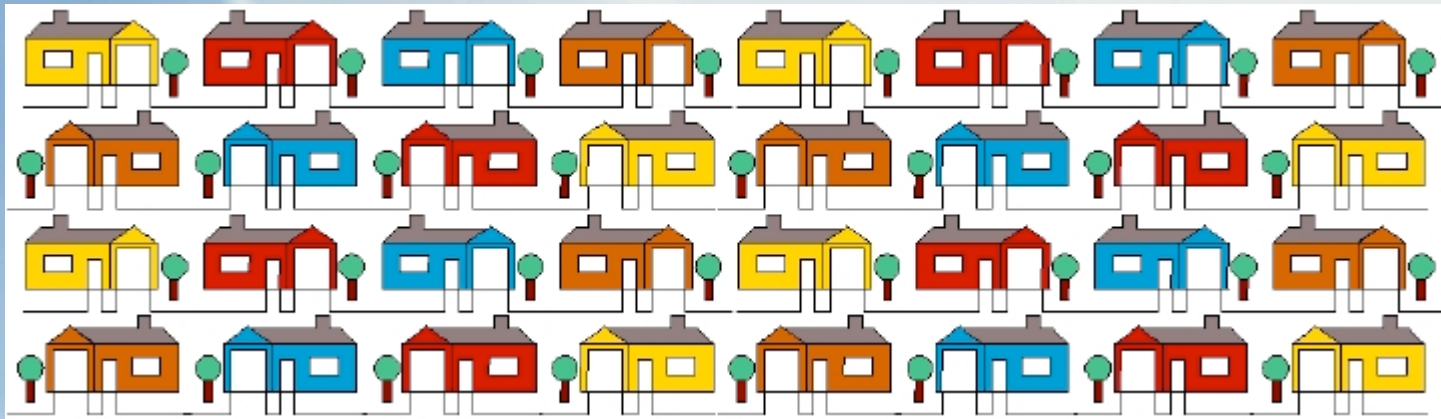
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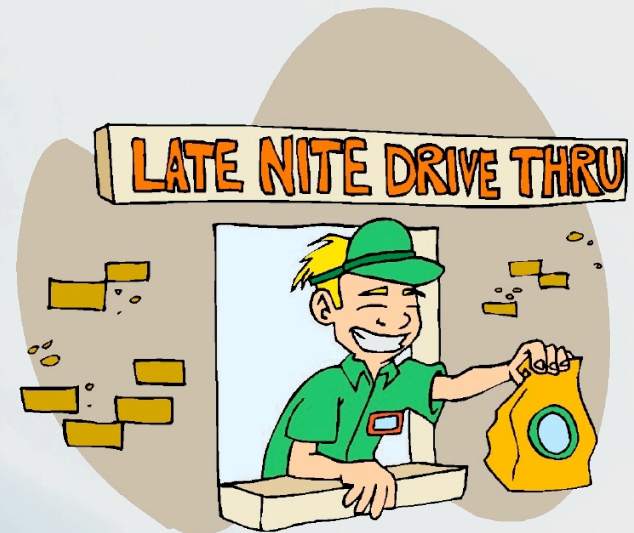
Land Use and Public Health

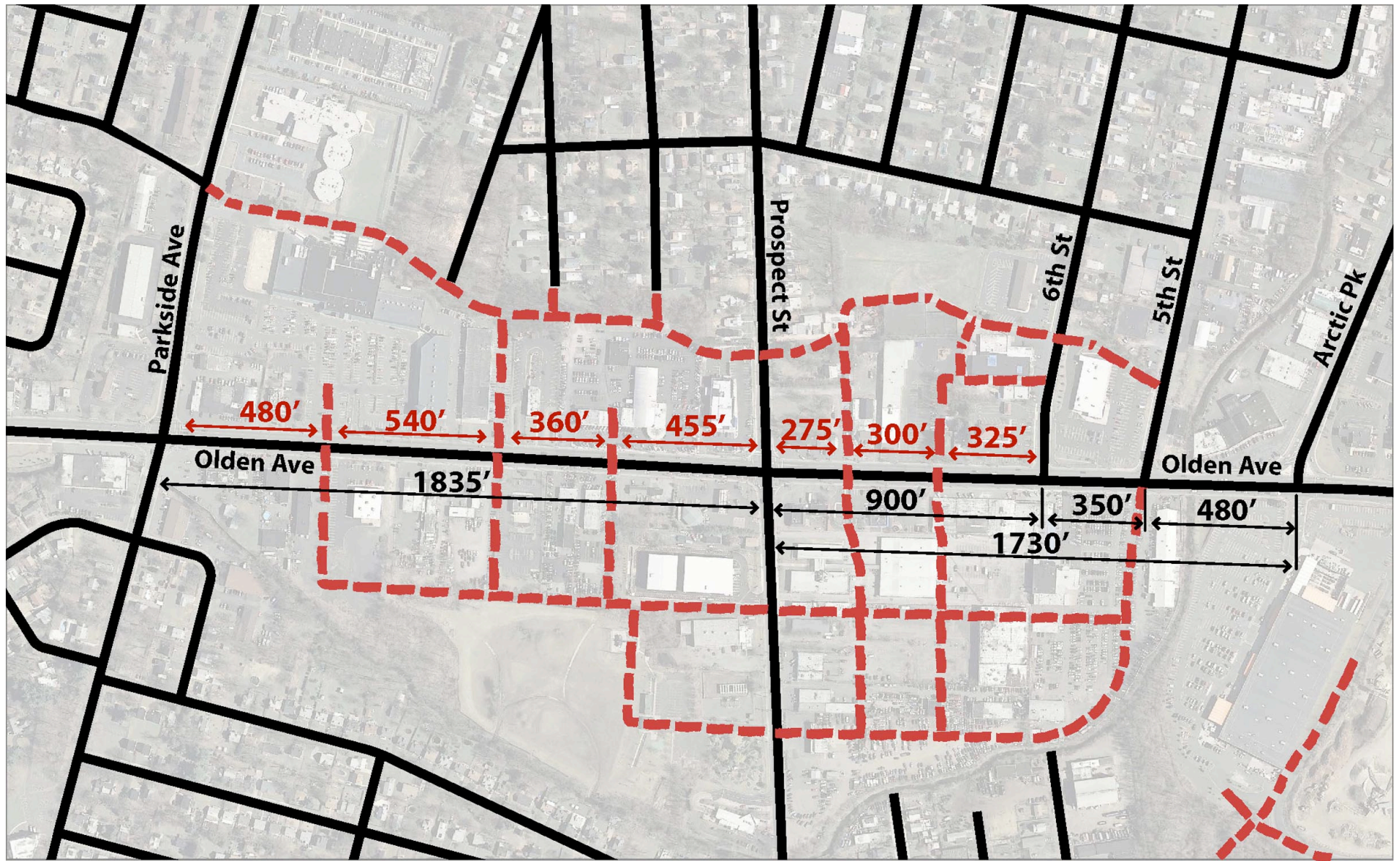


Choices

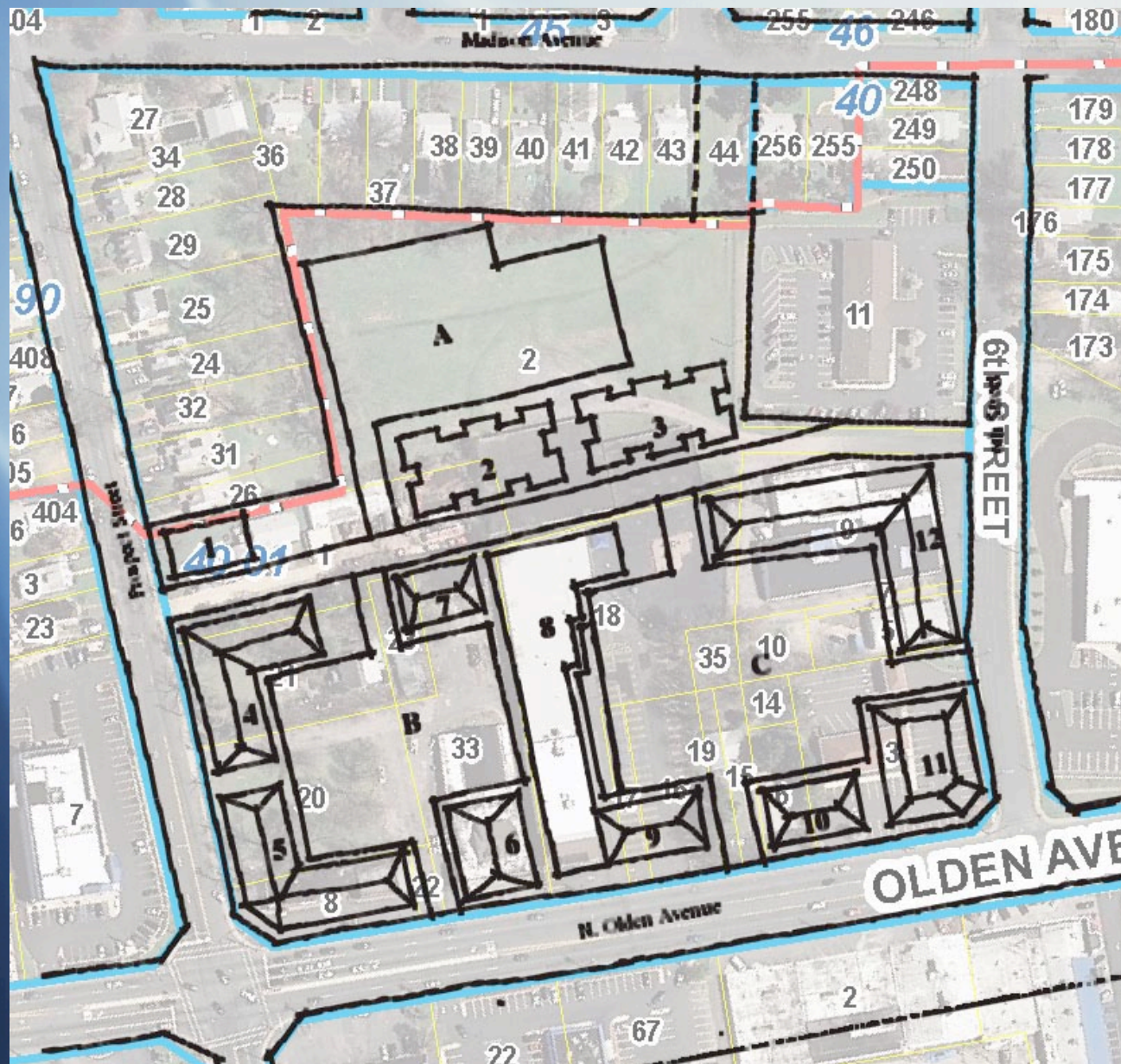








An Example





Source: NJ Division of Taxation, MODIV Data



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Source: Princeton Tax Assessor



Hidden costs?

*Proportion of 12th grade boys who meet the criterion of
“overweight”*

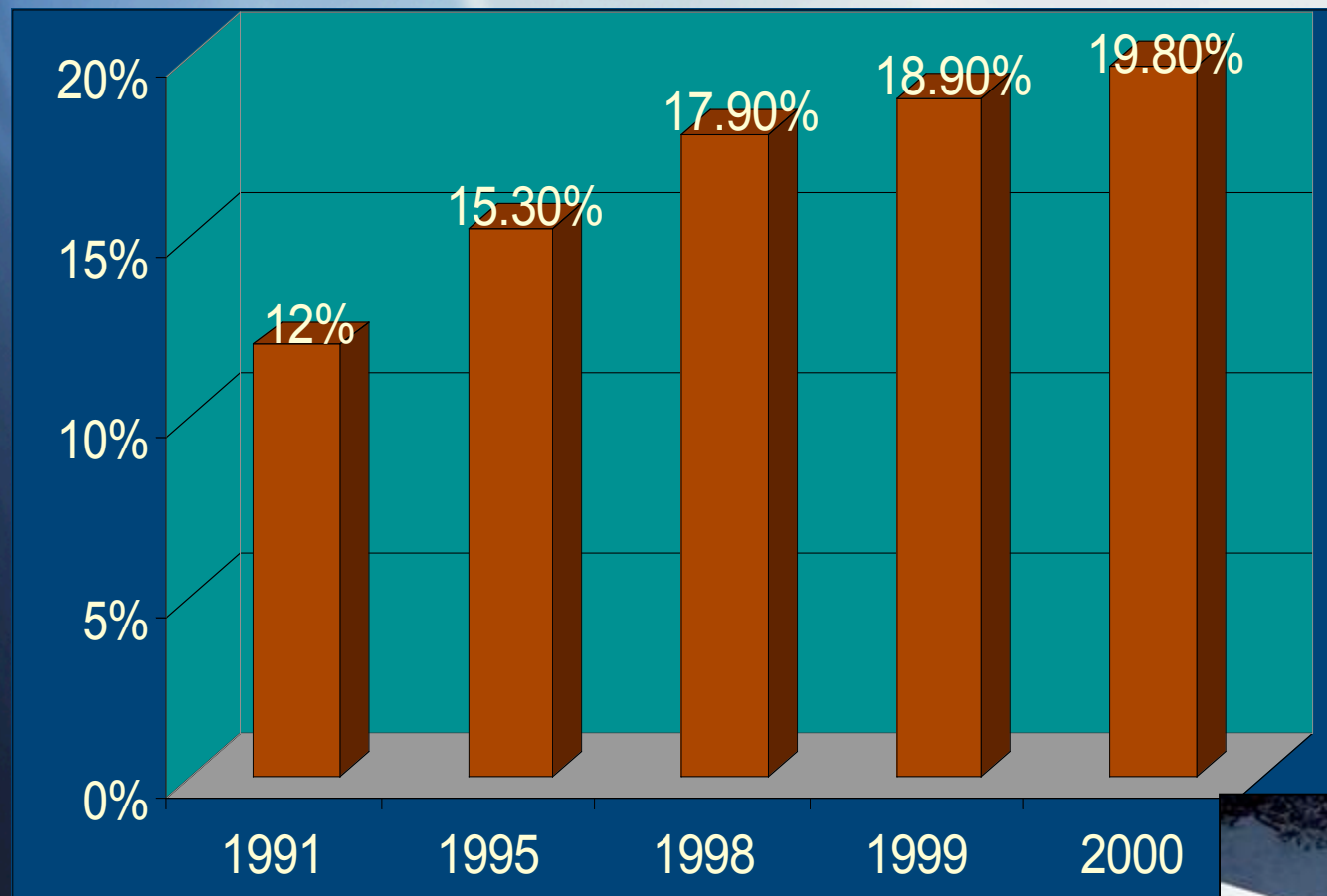
3.3% in 1986 to 11.2% in 2002

*Proportion of 12th grade girls who meet the criterion of
“overweight”*

1.9% in 1986 to 7.0% in 2002

(Robert Wood Johnson Foundation Study)

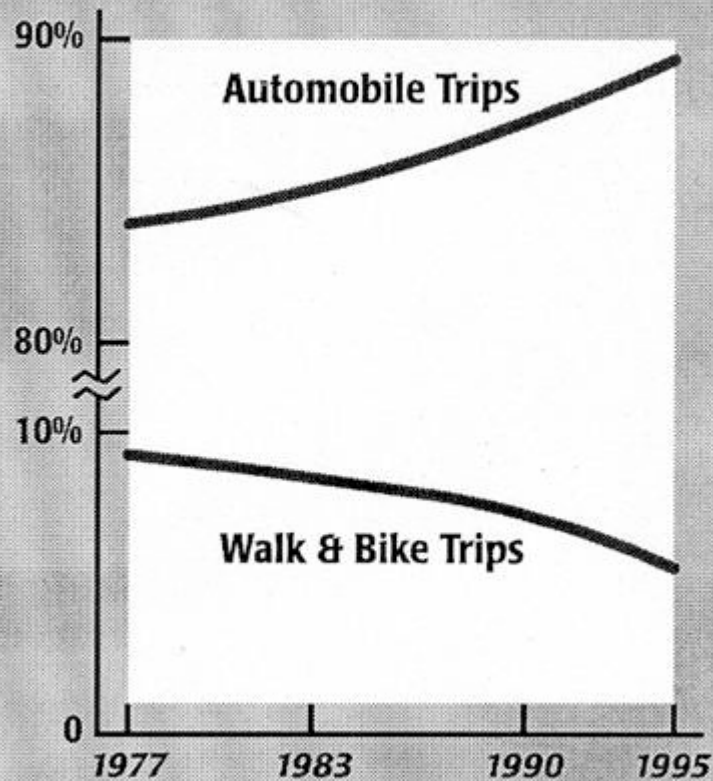
Obesity Rates Increasing Nationally



Percentage of adults more than 30
Pounds over weight



Less Walking & Bicycling, More Driving



Source: Nationwide Personal Transportation Survey



In the 18 years from 1977 to 1995, when the population increased 20 percent, the number of annual *per capita* long-distance trips increased 56 percent and the number of local trips increased 47 percent.

--BUILDING A 21st-CENTURY TRANSPORTATION SYSTEM , NGA
Center for Best Practices

The Challenge



How do we.....

Alter the behaviors

prevent the onset of health problems

To reduce the cost of *our* services to a manageable level

Healthy Community Principles





www.pedbikeimages.org; D.Burden



VISION

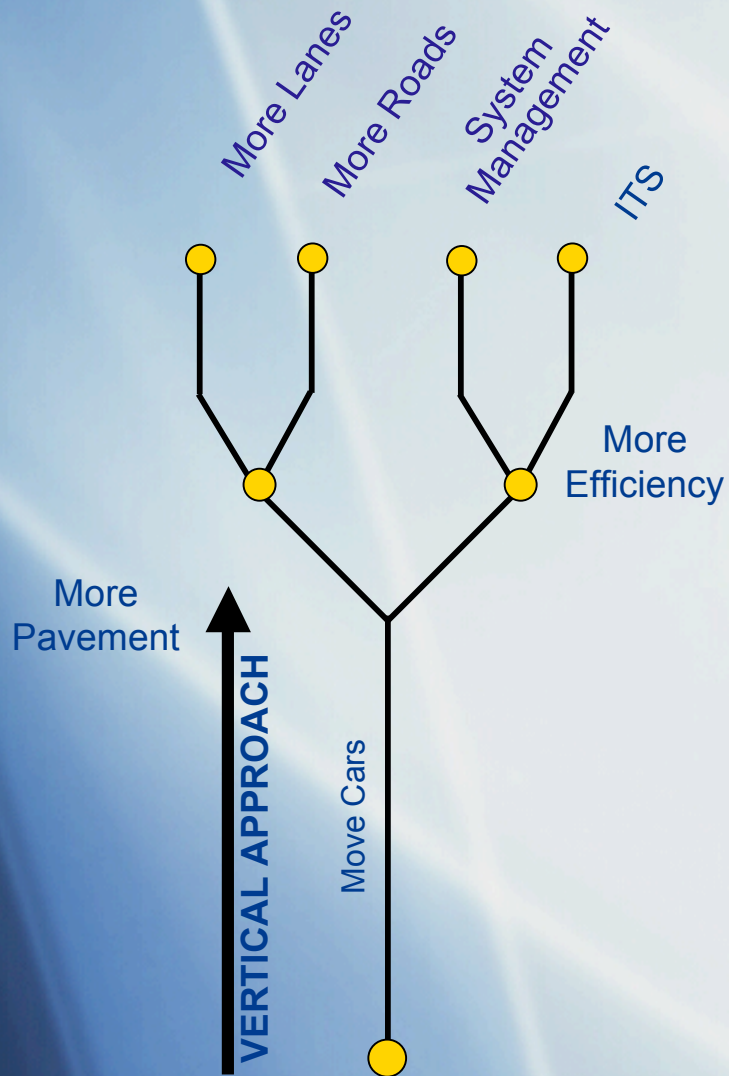
Balanced Street Design

Healthy Community

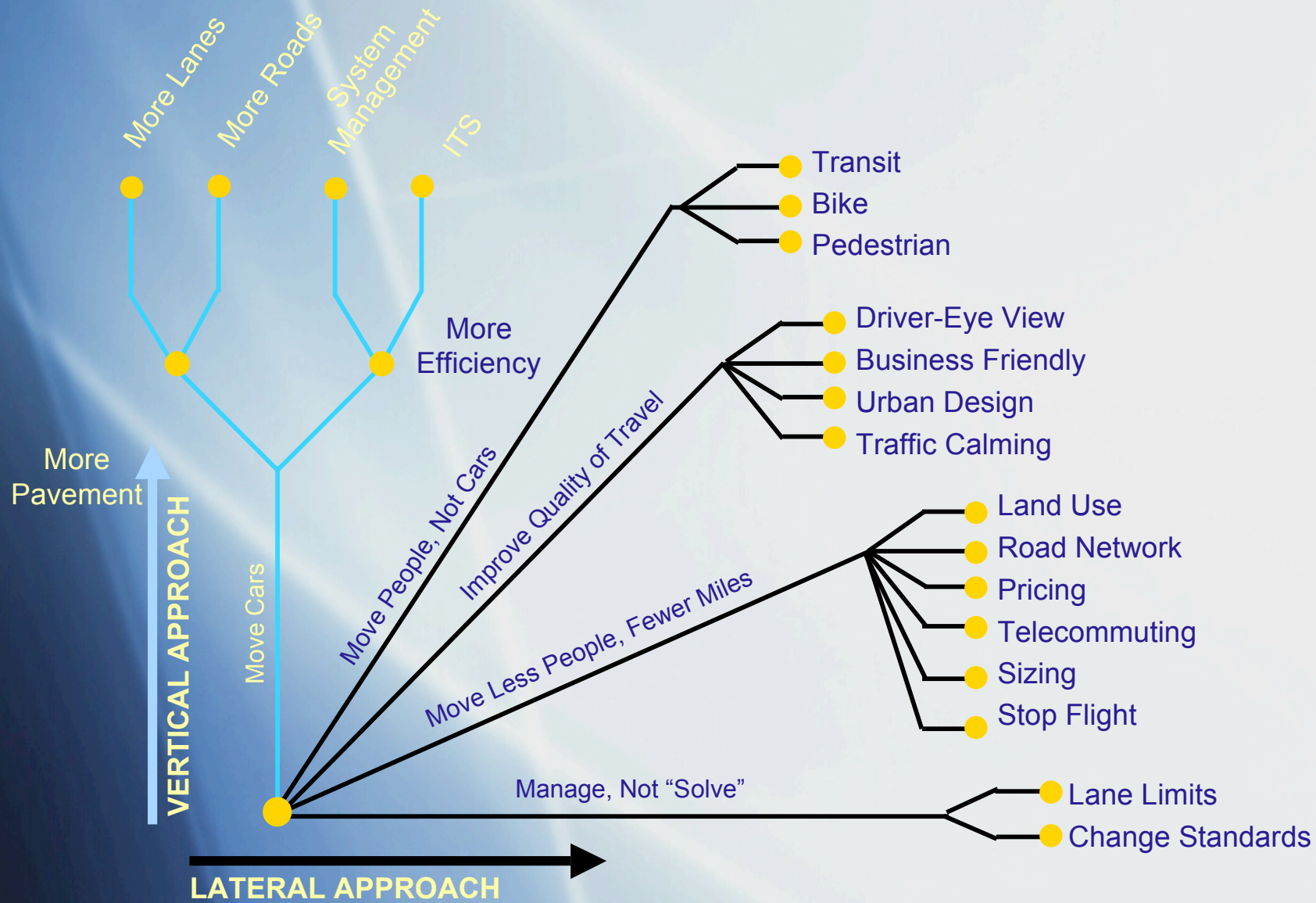
Principles



CAPACITY OF
STREETS



The Conventional Approach



The Balanced Approach

Balance Street Design



Balance Street Design



Developed by **Steve Price**
in association w/ Dover Kohl & Partners
& Glatting Jackson
for Johnson City, Tennessee

Balance Street Design



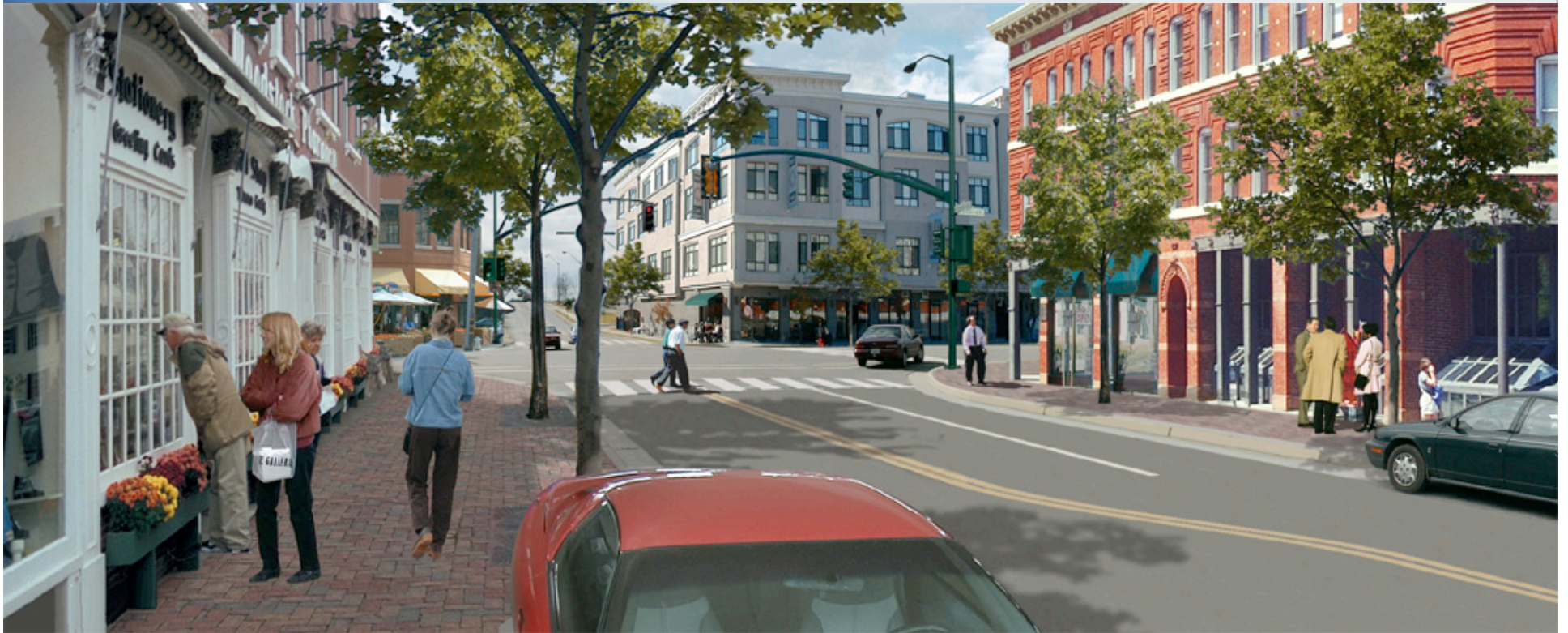
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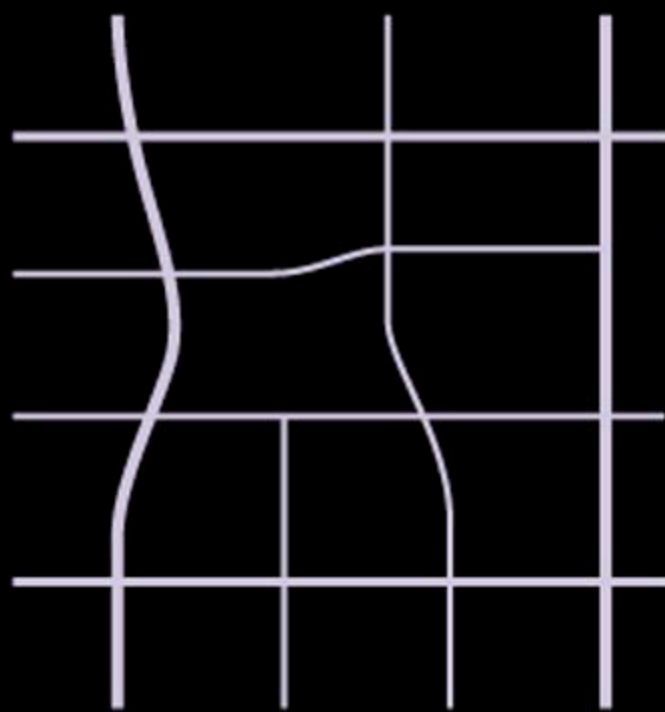




Network Connectivity

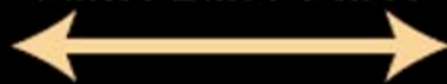
Healthy Communities

Principles

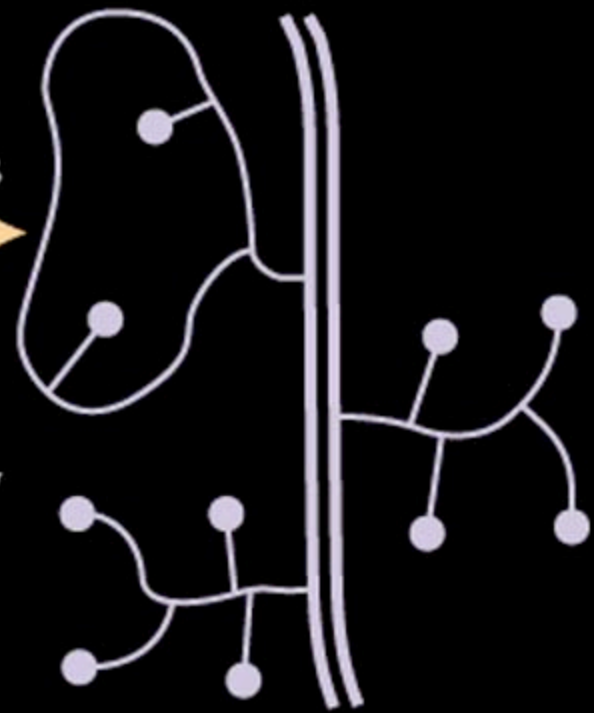


Network

Same Lane-Miles

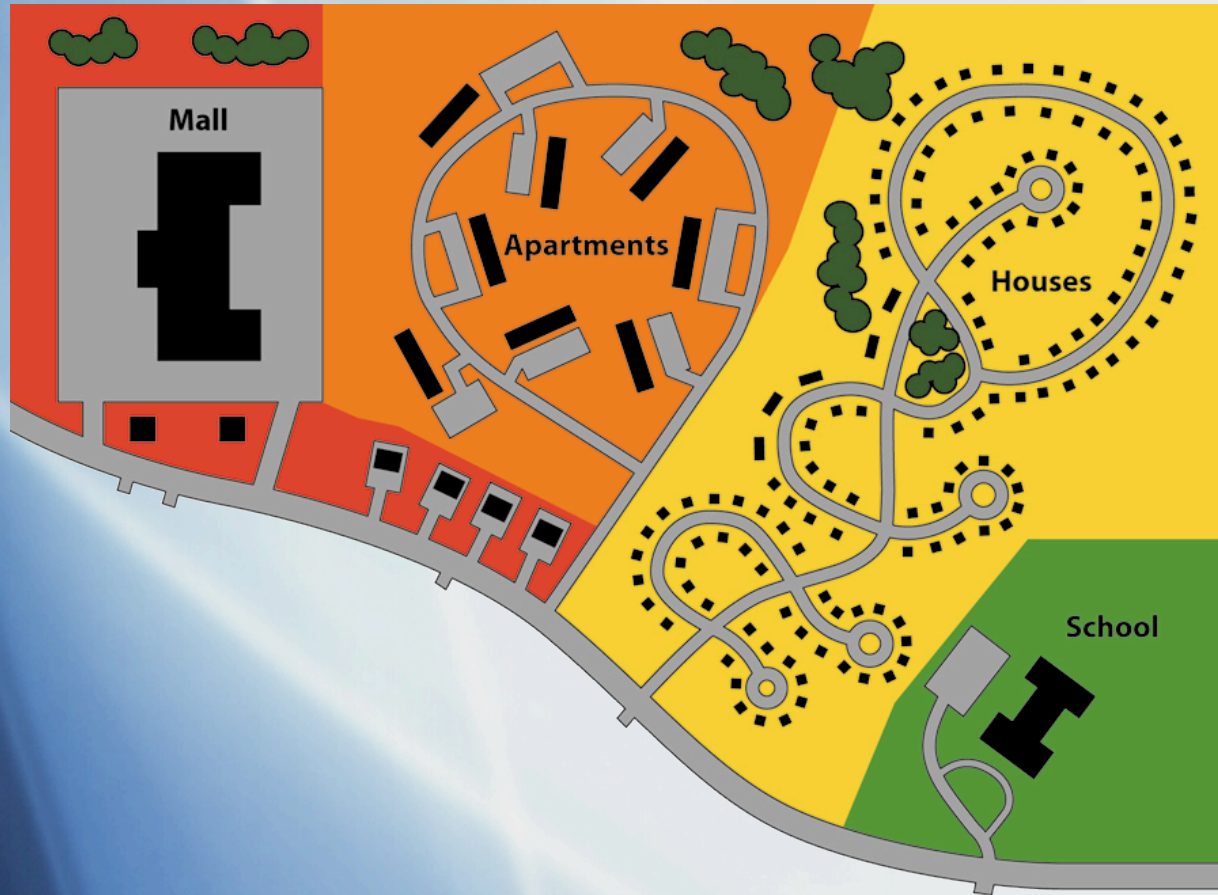


Greater Capacity

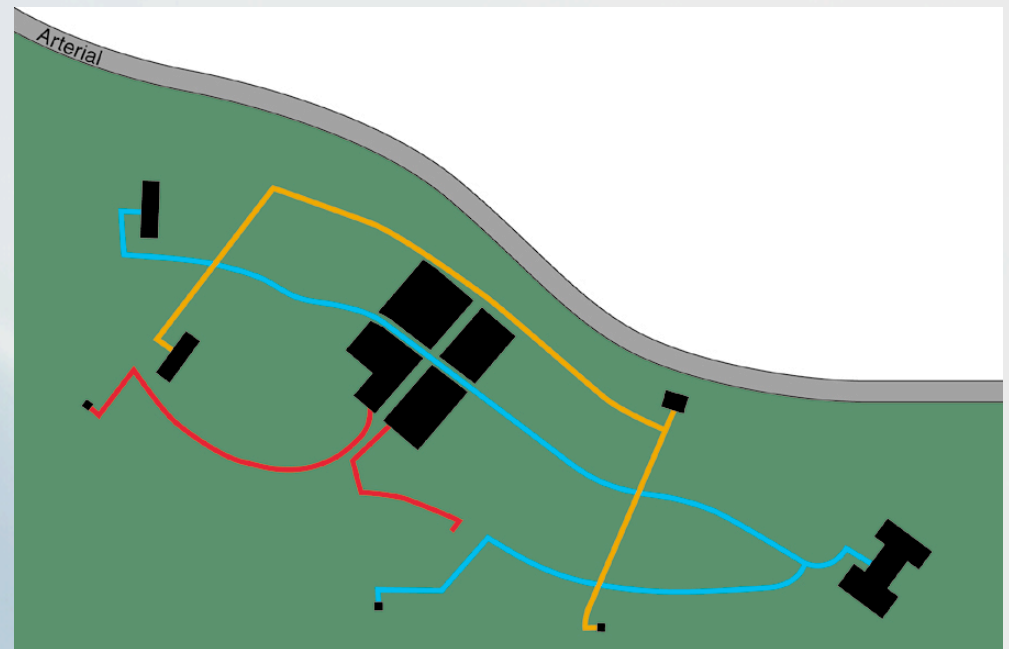
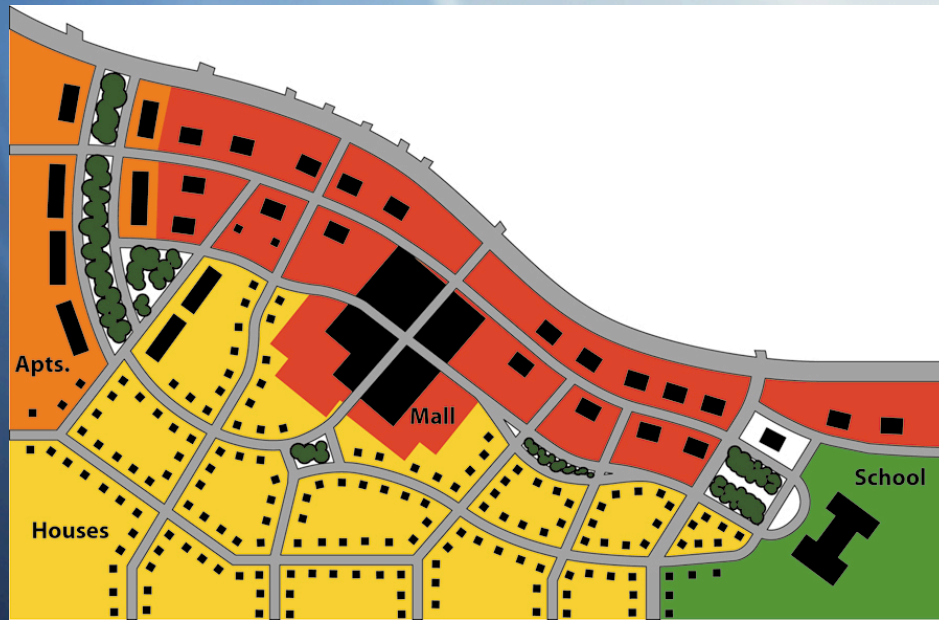


Sparse Hierarchy

Suburban Network – BIG ROADS



Urban Network – SMALL ROADS

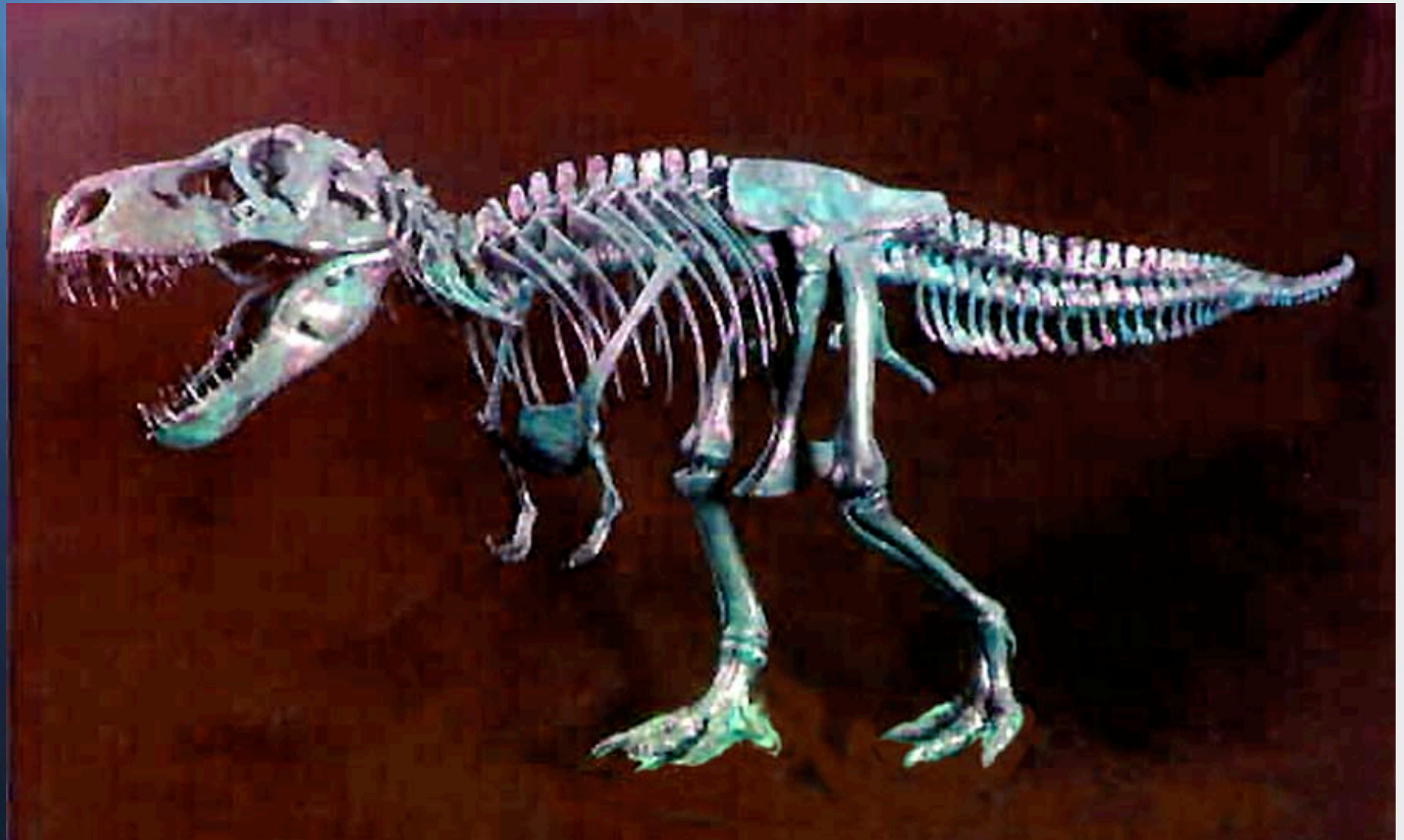




Retrofits

***Network as the bones of the
urban form***

Healthy Community
Principles





Source: www.completethestreets.org



Narrow travel lanes, add a bike lane

Source: www.completethestreets.org

Bringing in the other needed ingredients:



Add a median, trees and some texture



Bring the buildings in closer

Source: www.completethestreets.org



Make sure the buildings face the street

Source: www.completethestreets.org



Bring in more buildings (infill)

Source: www.completethestreets.org



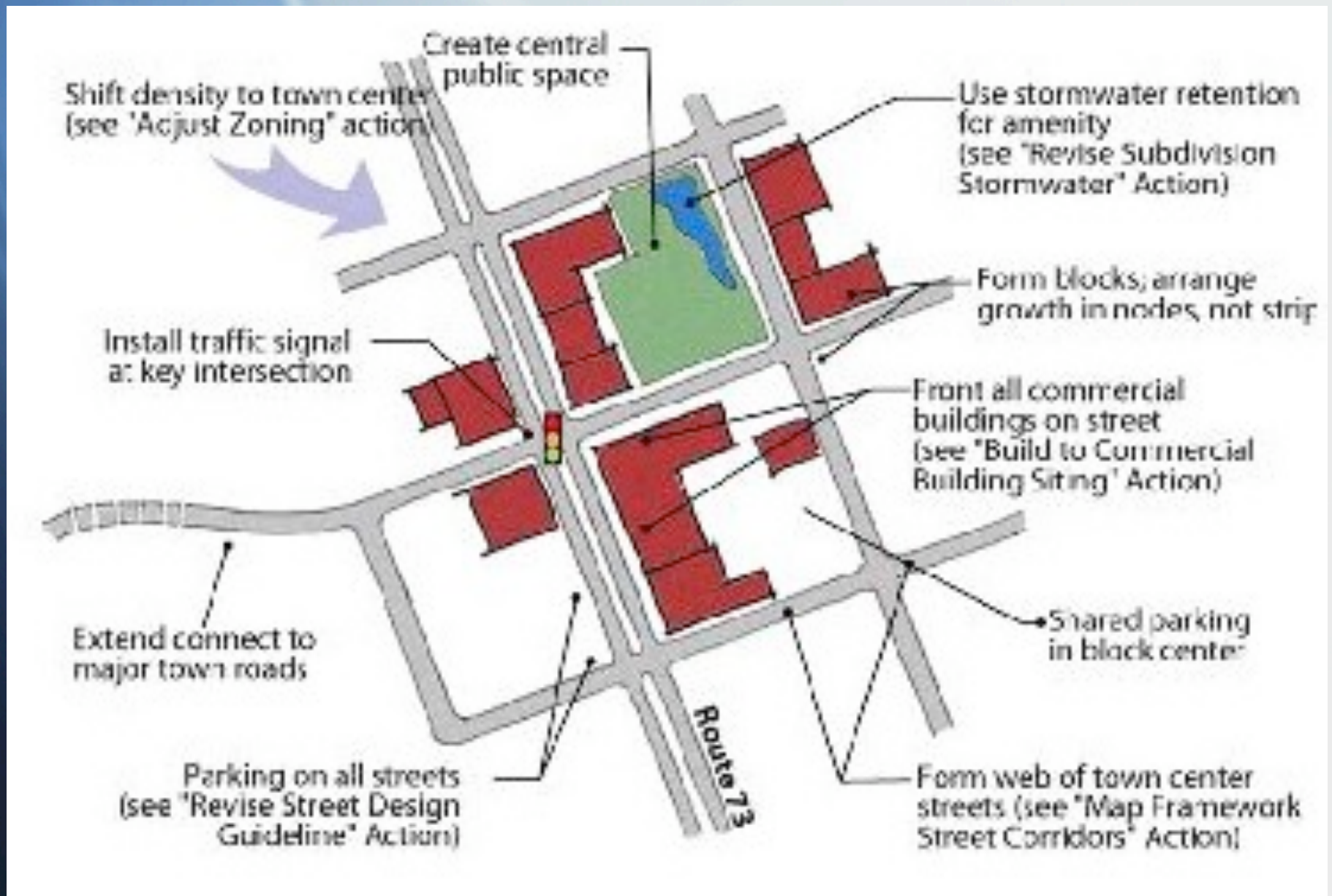
The street now has life!

Source: www.completethestreets.org



Urban Design

Healthy Community
Principles



Placemaking



Before: Roadside Strip; parking dominates view; no shared parking; no walking environment

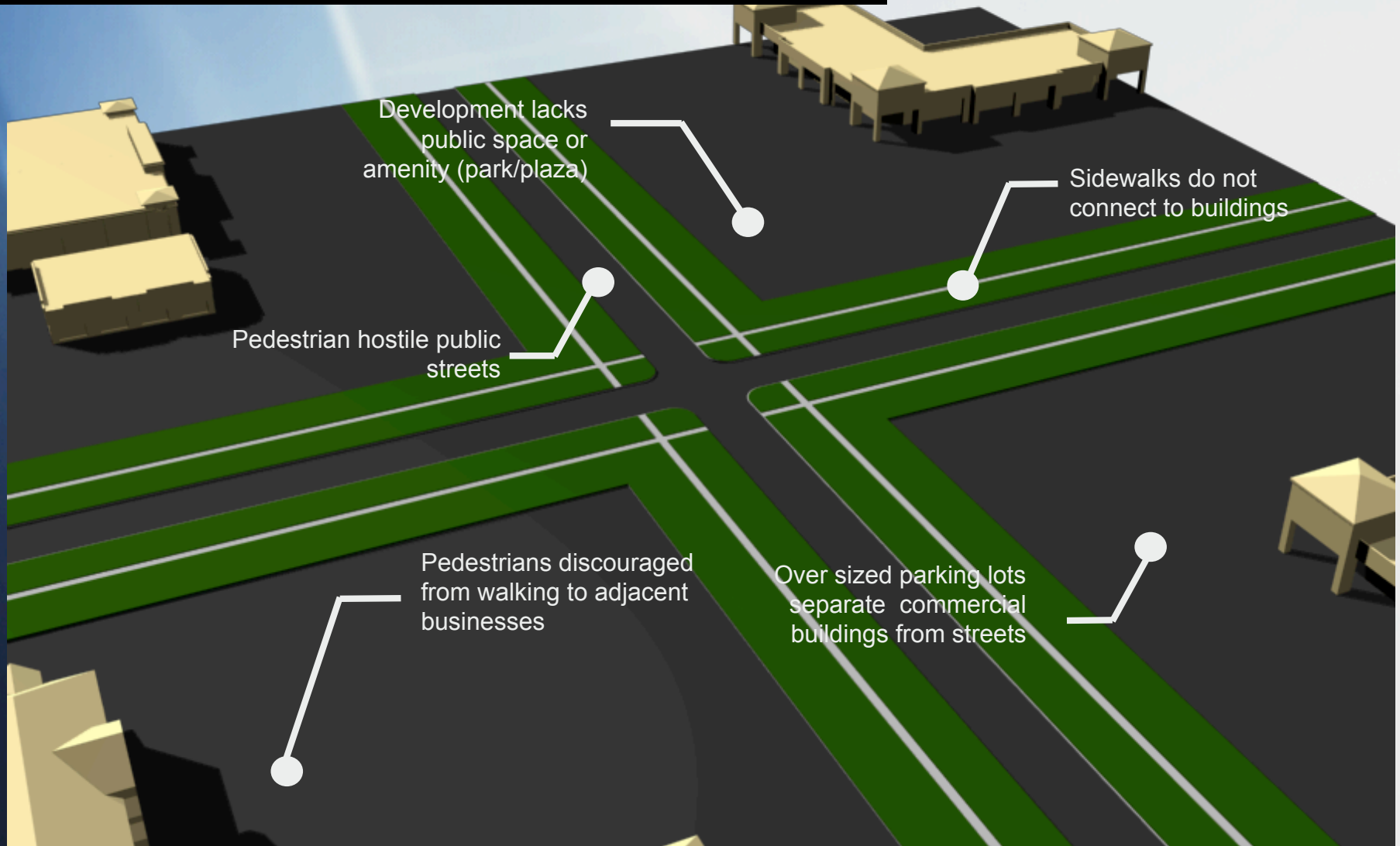


After: New buildings sited on street; old businesses remain; village buildings dominate view; sharing parking; superior walking environment

Orient building to the street

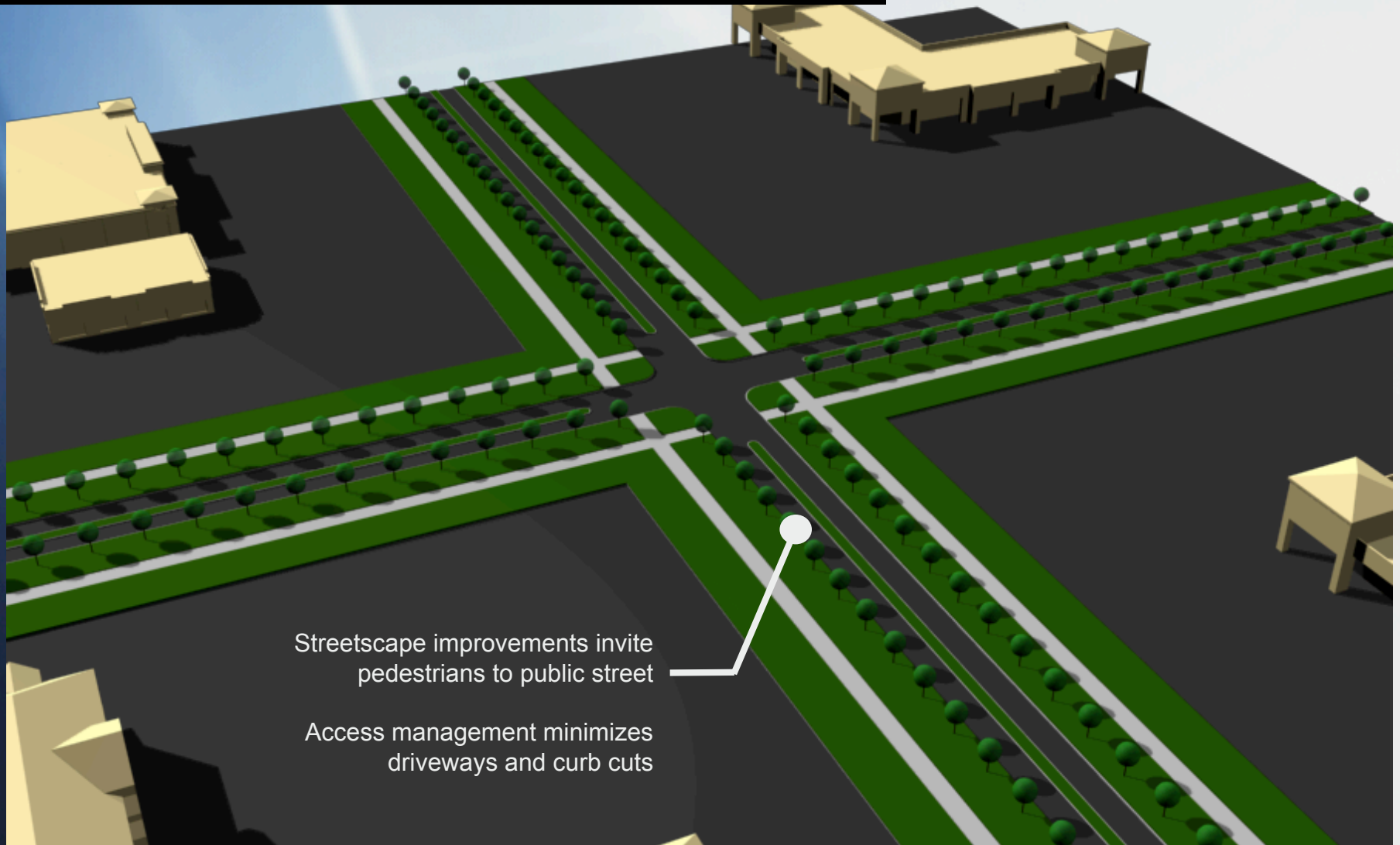
Typical NJ conditions

Transit service ineffective
(Buildings too far from street
results long walks and
inefficient routing)



Orient building to the street

Public investment



Orient building to the street

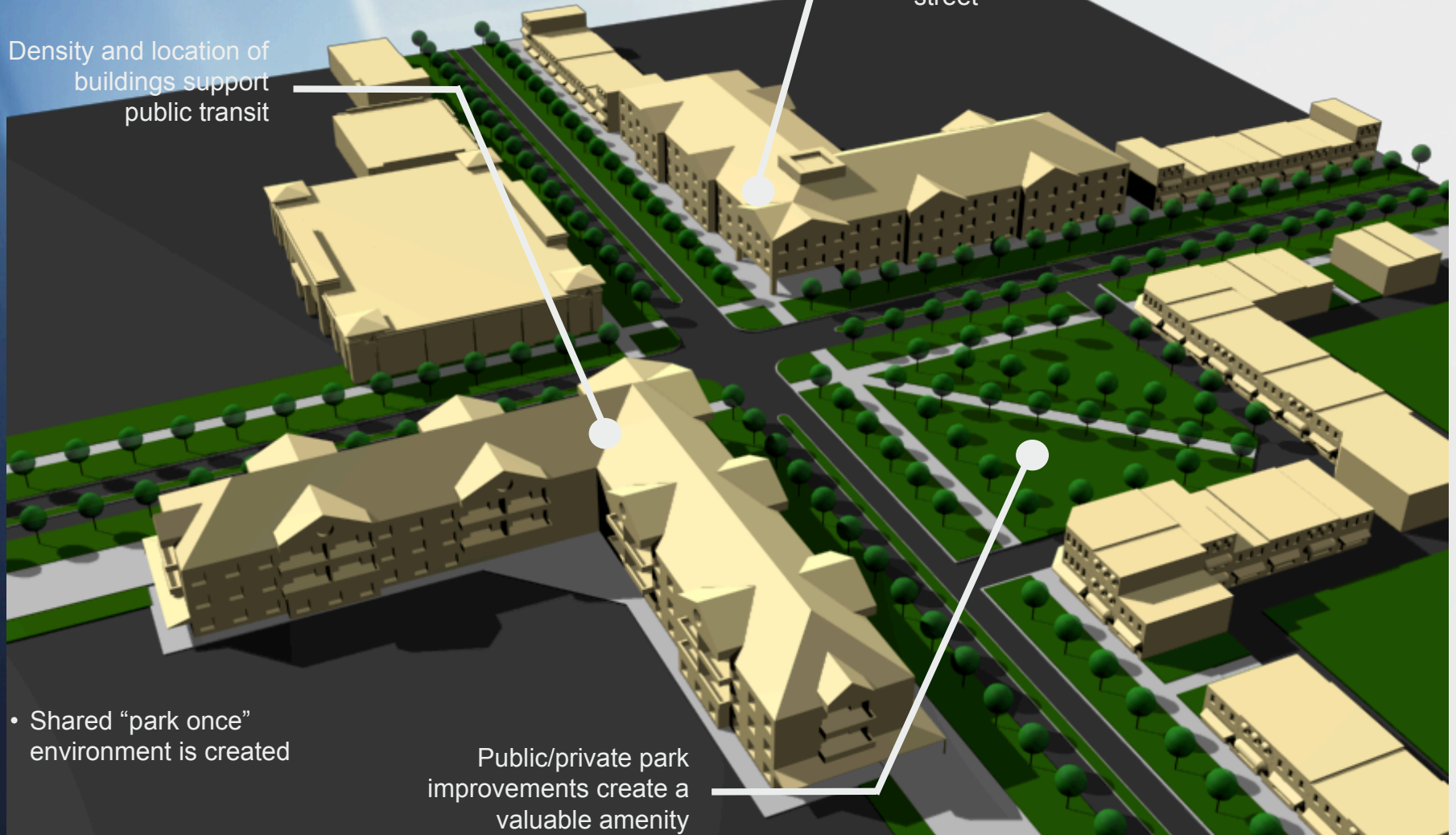
Public park and continued street orientation

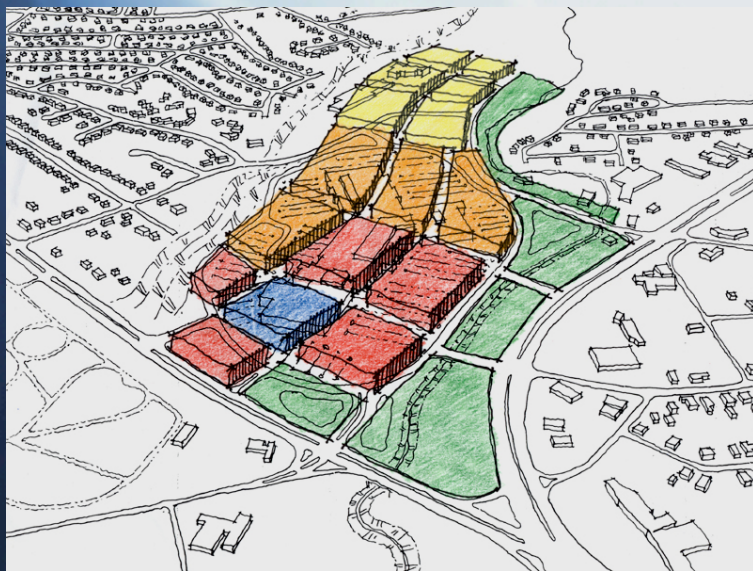
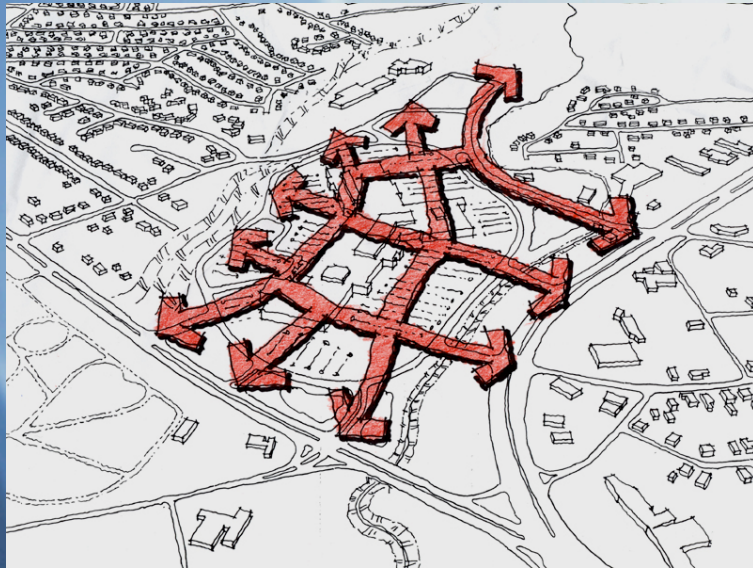
New development
continues to build to the
street

Density and location of
buildings support
public transit

- Shared “park once”
environment is created

Public/private park
improvements create a
valuable amenity





COMMUNITIIES MUST DEFINE ISSUES AND OPPORTUNITIES

- Primary Data Collection (Base Mapping)
- Context Analysis
- Transportation Analysis Initial Evaluation
- Project Issues & Opportunities
- Project Direction..
- PLAN



COMMUNITIES MUST PLAN TOGETHER

- Educate
- Advisory Committees
- Public Input, Design Sessions, Charrettes
- Vision
- Develop Physical alternatives (on-site)
- Adopt a Plan and Ordinances



The erosion of cities by automobiles proceeds as a kind of nibbling. Small nibbles at first but eventually hefty bites. A street is widened here, another is straightened there, a wide avenue is converted to one way flow and more land goes into parking. No one step in this process is in itself crucial but cumulatively the effect is enormous.

-- Jane Jacobs



*The street is the river of life,
the place where we come to together,
the pathway to the center.*

--William H. Whyte



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