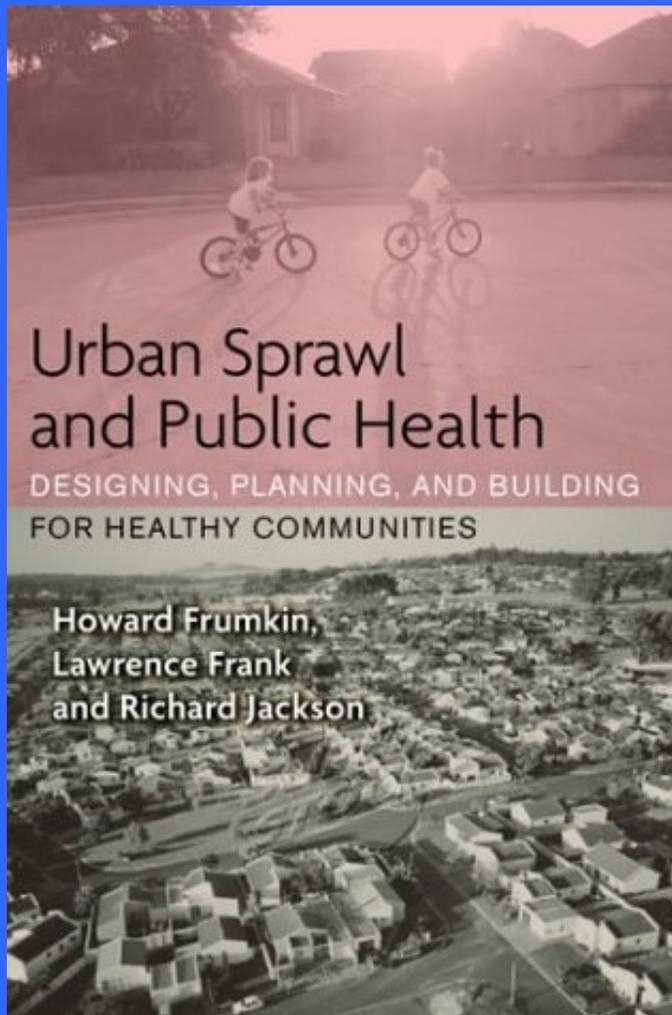


Health and the Built Environment



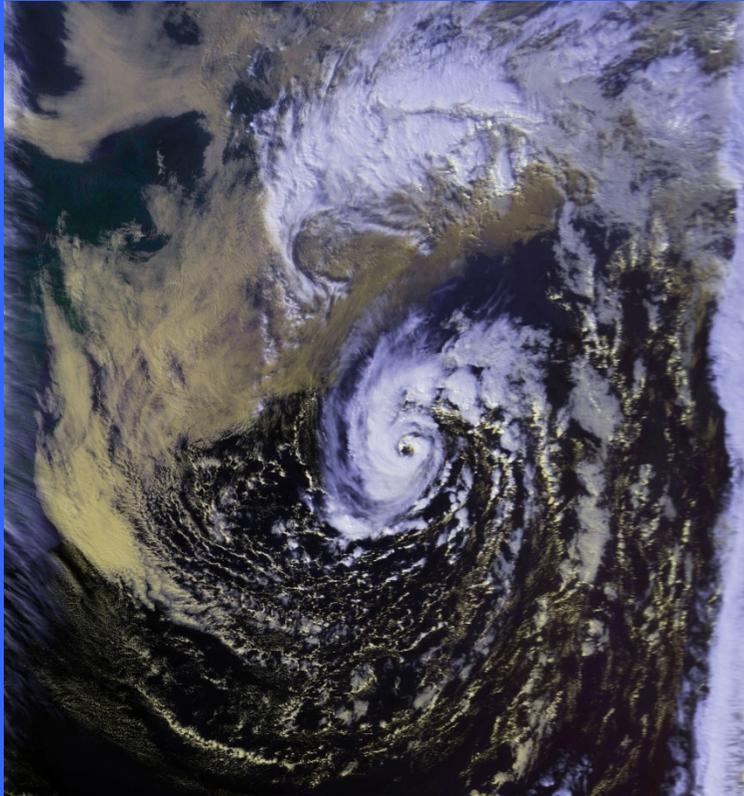
- *Richard J Jackson MD*
Professor and Chair, Environmental Health Sciences
- *UCLA School of Public Health*
- *dickjackson@ucla.edu*

Our shaping of the environment shapes our health, wealth, and future.

Built environments are social determinants of health in concrete



Our shaping of the environment shapes our health, wealth, and future.



The collision
of health,
economic,
environmental
challenges— all
urgent.

“Perfect Storm”

November 1, 1991

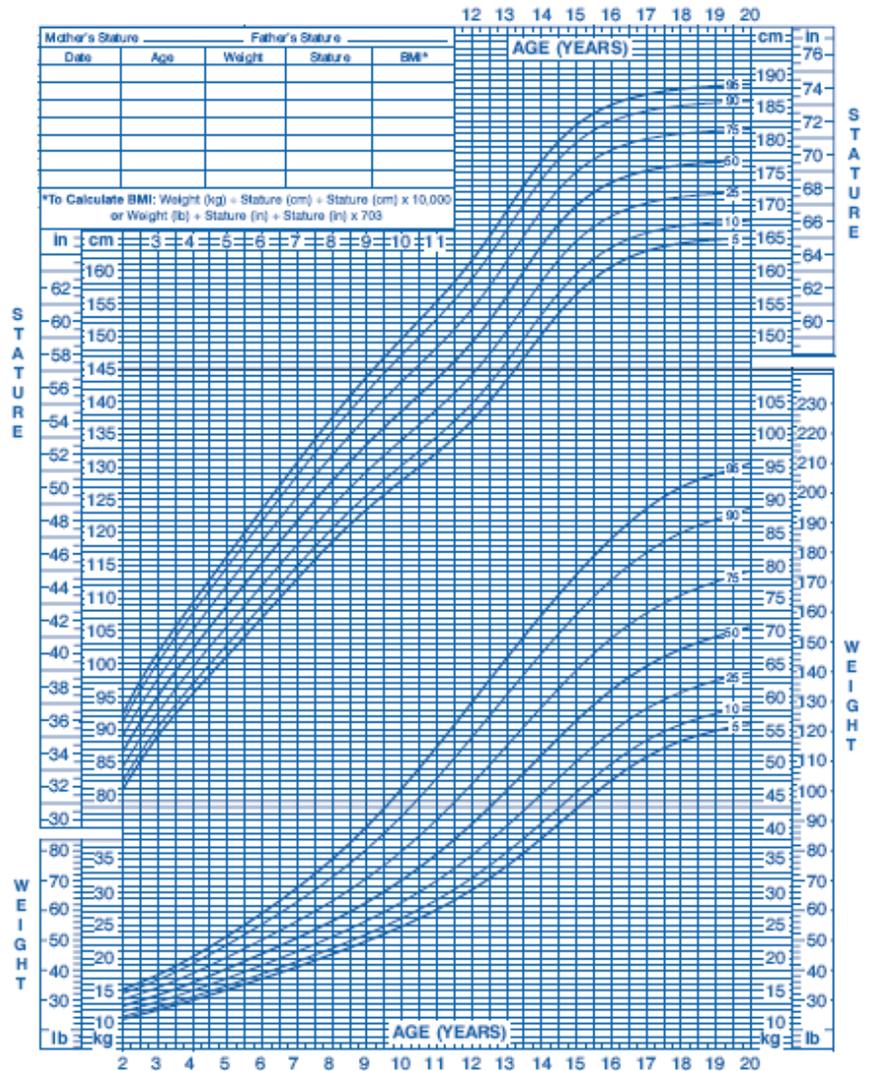
The Check Up 10 year old boy

2 to 20 years: Boys

Stature-for-age and Weight-for-age percentiles

NAME _____

RECORD # _____



Published May 31, 2000 (modified 11/21/00).
SOURCE: Developed by the National Center for Health Statistics in collaboration with the National Center for Chronic Disease Prevention and Health Promotion (2000).
<http://www.cdc.gov/growthcharts>



SAFER • HEALTHIER • PEOPLE™

“Problem” List

- Physical exam unremarkable
- Ht 54” (50%)
- Wt 115# (95%)
- BP 140/90
- Blood glucose elevated, urine normal
- Cholesterol 220
- Signs of Depression

Treatment Plan

- Referral to “overweight” clinic
- Weight loss program
- TV out of the bedroom; no soft drinks in the house
- Exercise program; Encourage sports

Two Months Later...

- Lost One pound
- Can't change the food at school
- Day is already too full
- No Time for exercise; “not good at sports”
- No place to Walk

2 months later our patient could be taking:



- Antihypertensive medication
- Oral Hypoglycemic agent
- Antidepressant
- Cholesterol lowering agent

- Monthly medication costs:
 - \$385



- The “environment” is rigged against the child...
- And the doctor.

A FILM BY KEN BURNS
THE NATIONAL PARKS
America's Best Idea

History

Parks

People

Share
Your Story

Search
& Explore

Watch
Videos

Buy the
DVD/Book

**Parks
Overview**

Acadia

Biscayne

Denali

Everglades

Grand
Canyon

Great Smoky
Mountains

Kenai
Fjords

Mesa
Verde

Yellowstone

Yosemite

Park
Explorer

Parks Overview

 Print  Email  Share

Did you know there are almost 400 parks in the national park system? Use the Park Explorer to find them all, or click on the images below to learn more about some of America's most storied and spectacular places.

Park Explorer →
Discover the parks in the
National Park System



Featured Parks:



Acadia

Maine, est. 1919



Biscayne

Florida, est. 1968



Denali

Alaska, est. 1917



Everglades

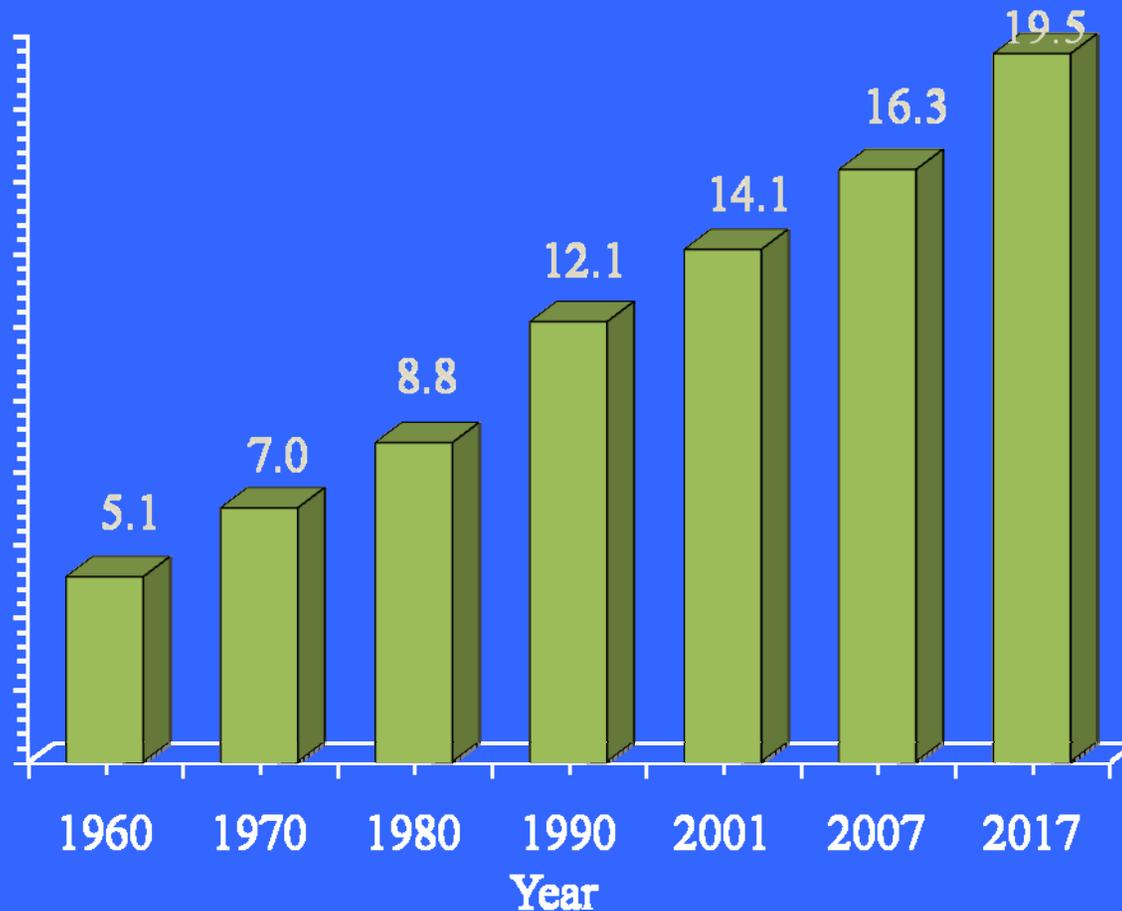
Florida, est. 1934



Grand Canyon

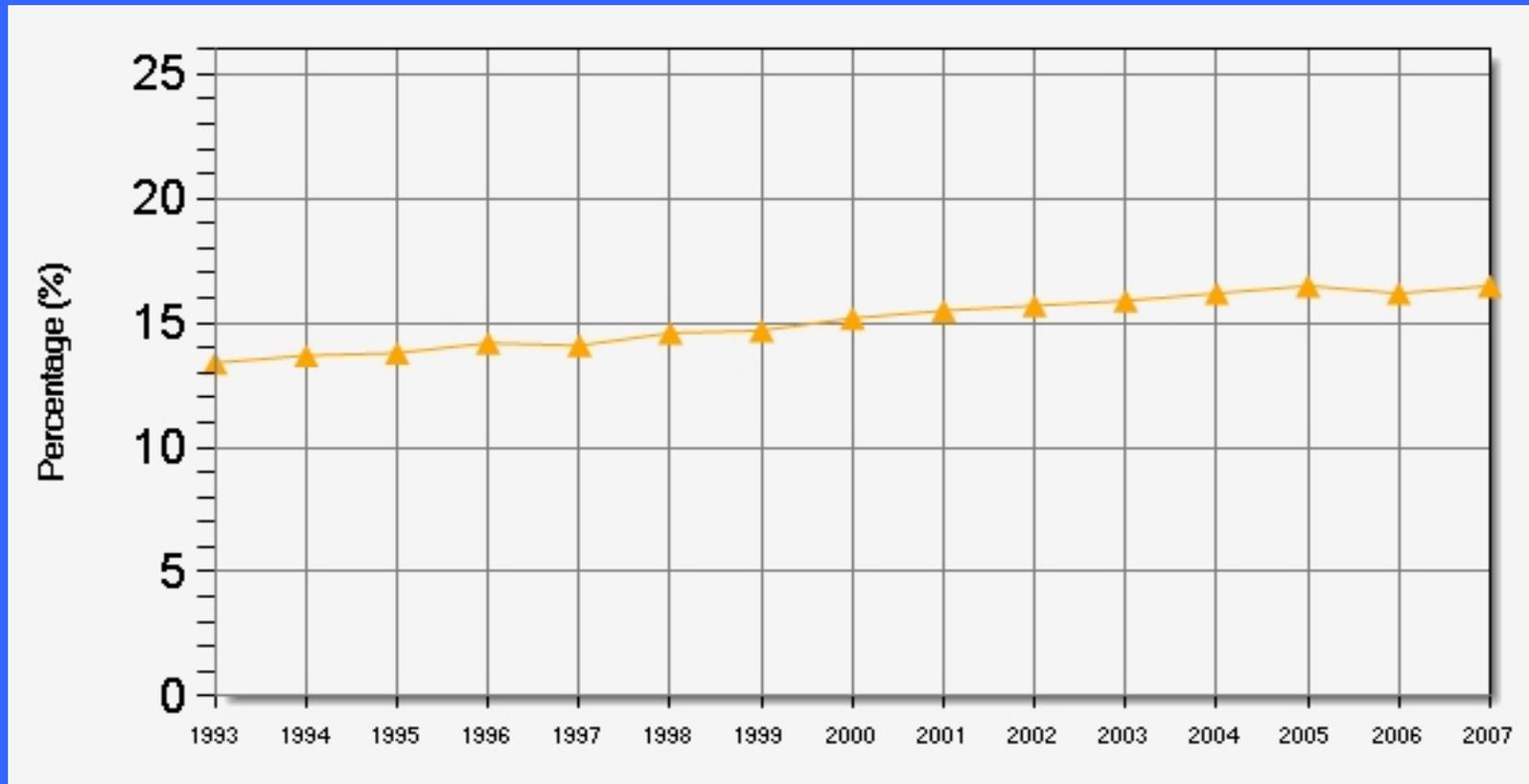
Arizona, est. 1919

U.S. Health Care Expenditures as Percent of GDP Projections



Keehan et al:
Health Affairs
March/April 2008 27:
145-155

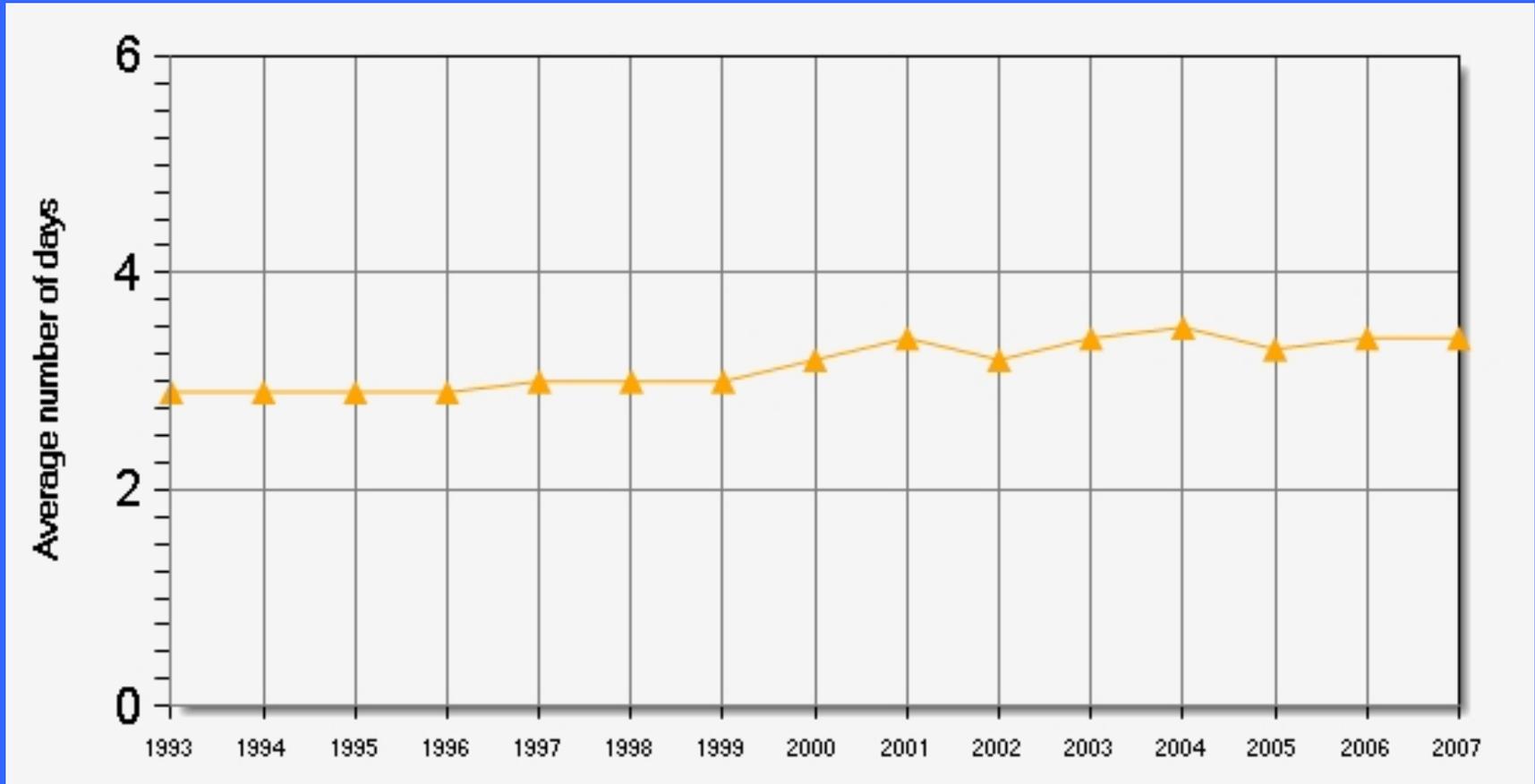
Percentage with Fair or Poor Self-rated Health US Population – from national BRFSS 0.1-1.0 million interviews per year



13.4 → 16.3% (22% increase)

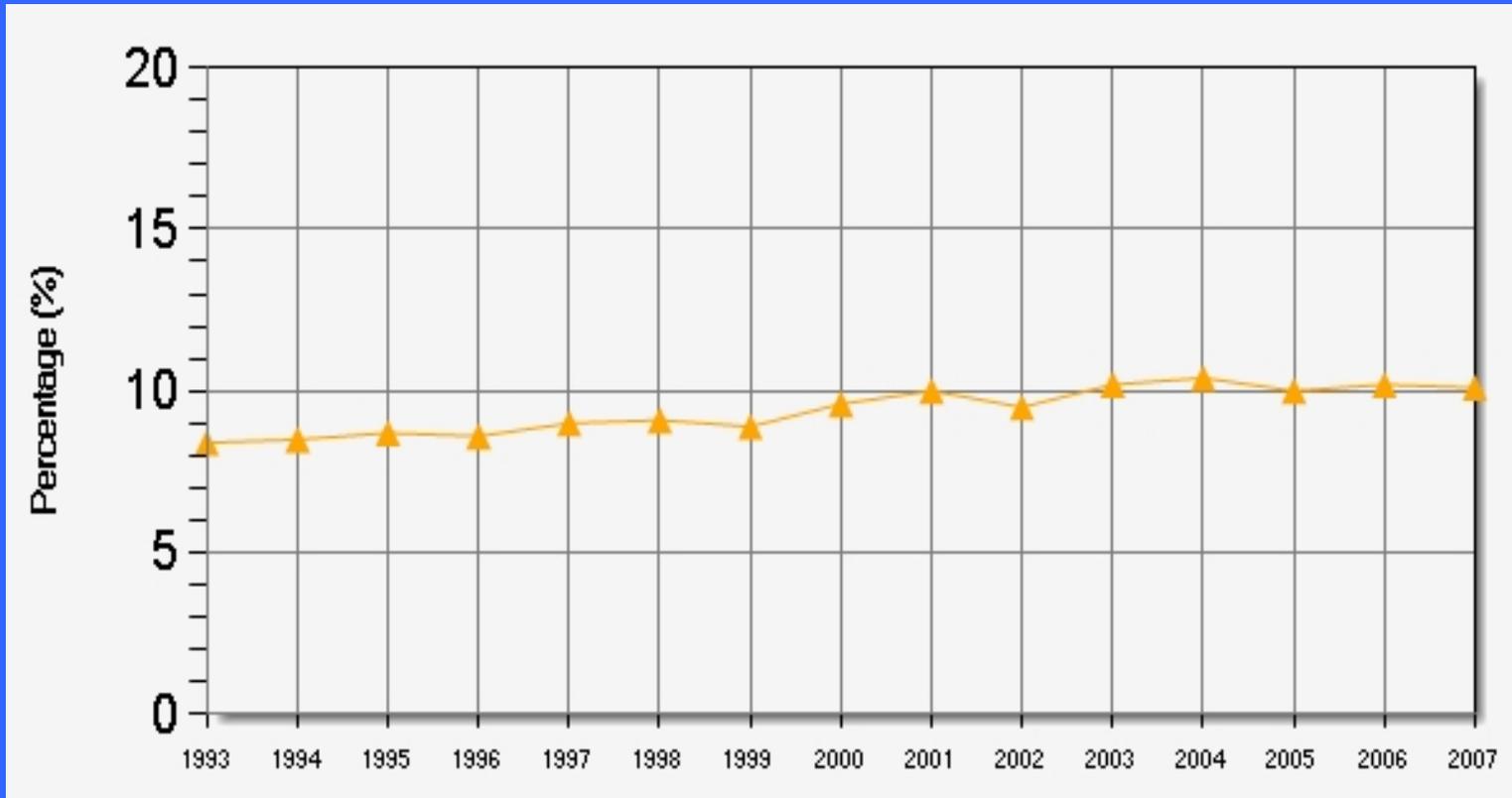
Mean Mentally Unhealthy Days

US Population – from national BRFSS
0.1-1.0 million interviews per year



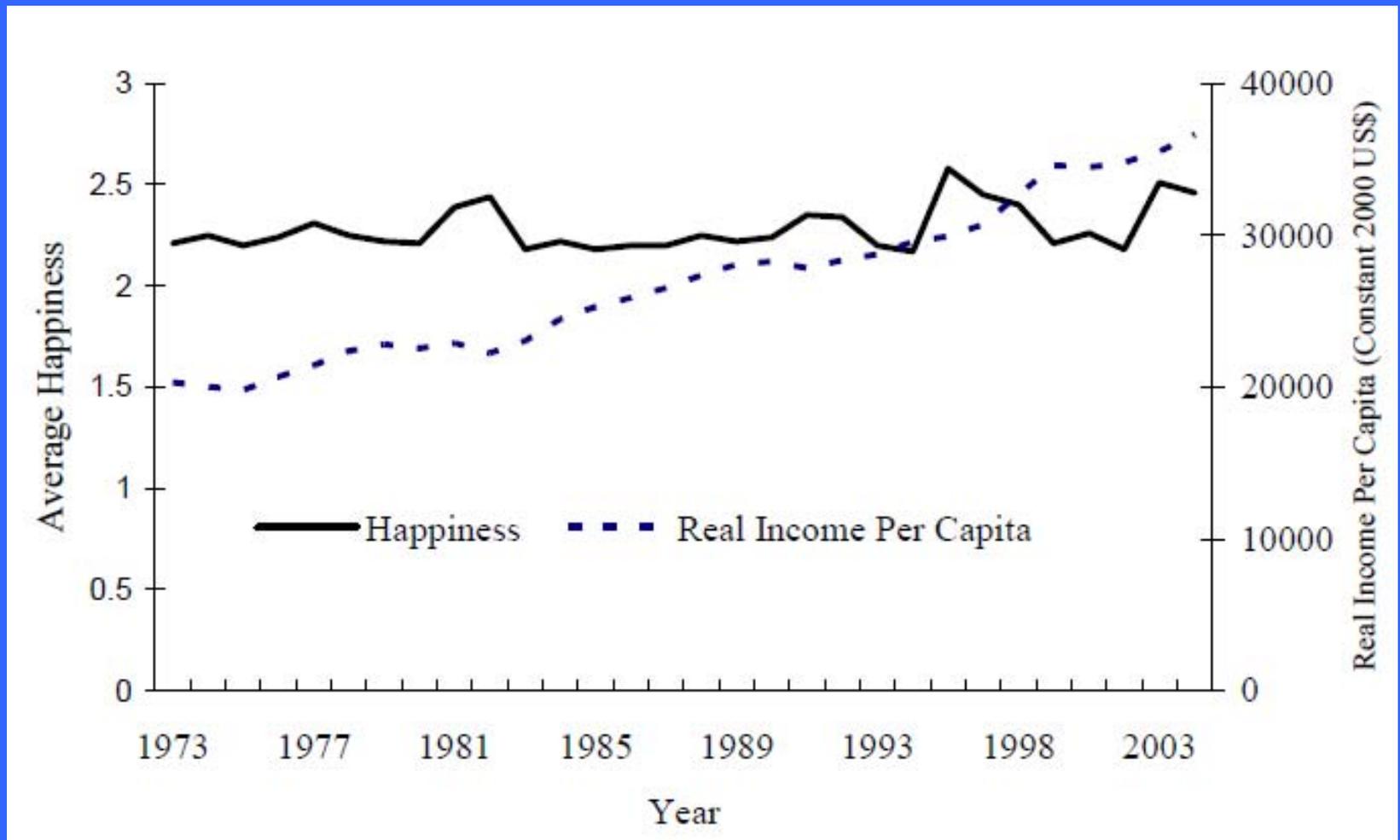
2.9 → 3.4 days per month (17% increase)

Percentage with 14 or More “Mentally Unhealthy Days” (Frequent Mental Distress) US Population – from national BRFSS 0.1-1.0 million interviews per year



8.4 → 10.1% (17% increase)

Happiness and Real Income Per Capita in the US 1973-2004



“Life Expectancy Is Declining in Some Pockets of the Country”

NICHOLAS BAKALAR -- New York Times

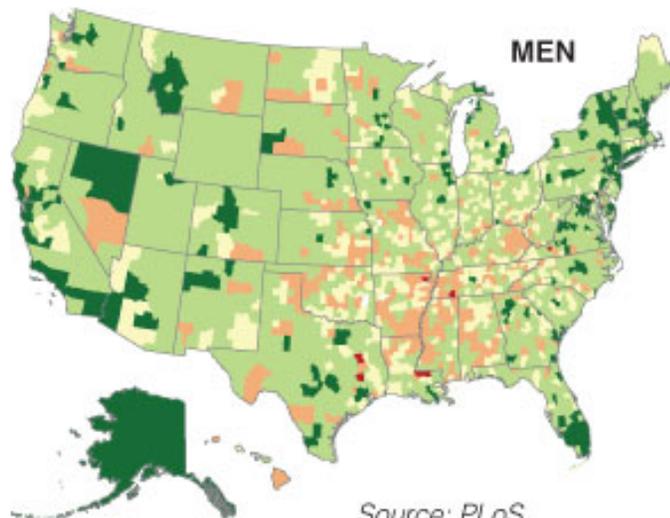
The New York Times

April 22, 2008

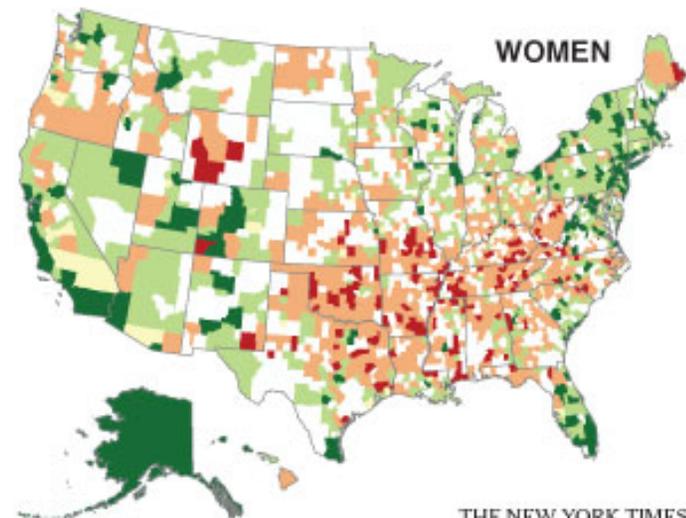
Longevity by County

From 1983 to 1999, life expectancy declined significantly in 11 counties for men, and 180 counties for women. Counties with significant declines were consistent with regional trends in smoking, high blood pressure and obesity.

Change in life expectancy
relative to the national average

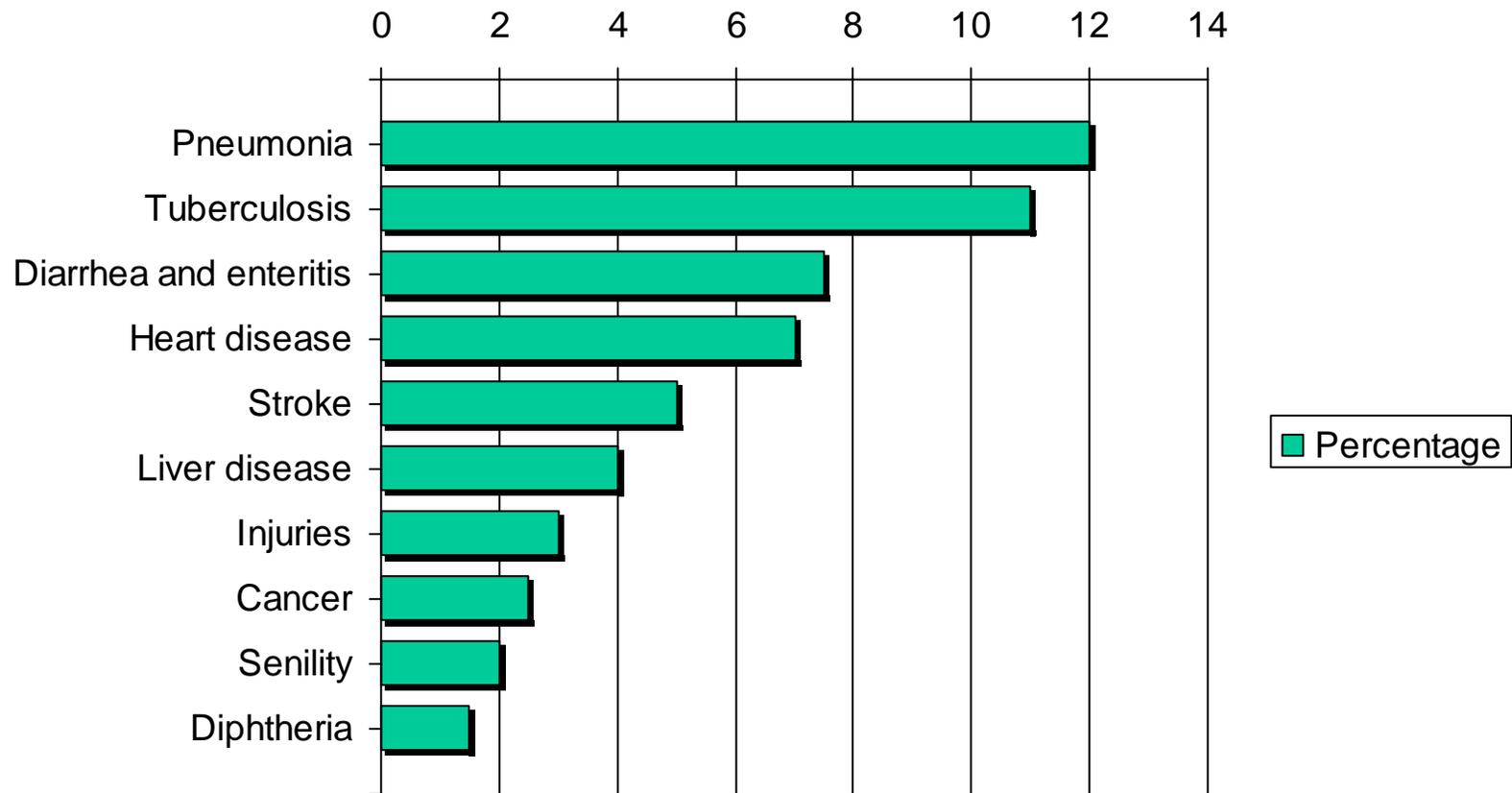


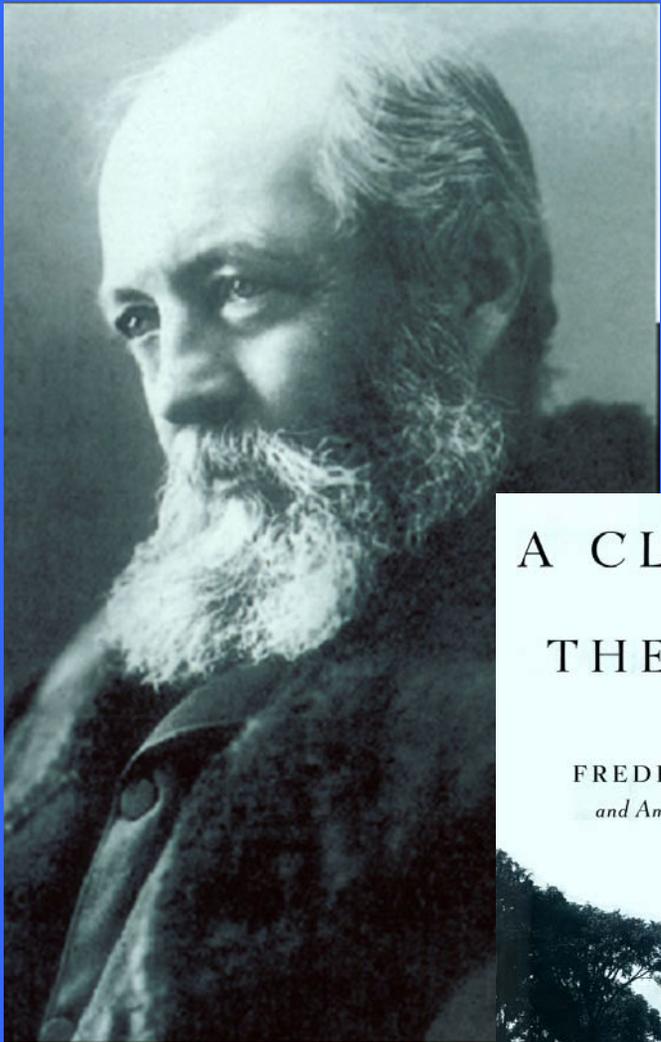
Source: PLoS



THE NEW YORK TIMES

10 leading causes of death - United States, 1900





A CLEARING IN
THE DISTANCE

FREDERICK LAW OLMSTED
and America in the Nineteenth Century



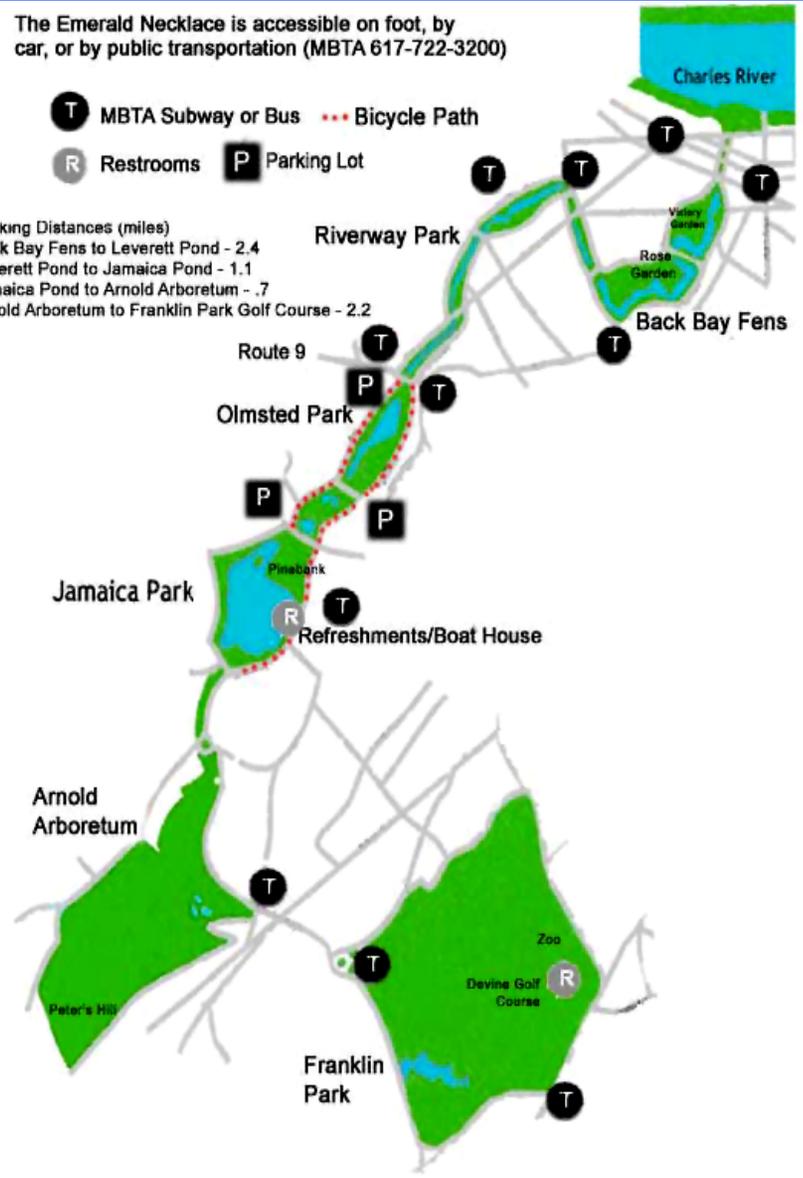
WITOLD RYBCZYNSKI
AUTHOR OF *HOME AND CITY LIFE*



The Emerald Necklace is accessible on foot, by car, or by public transportation (MBTA 617-722-3200)

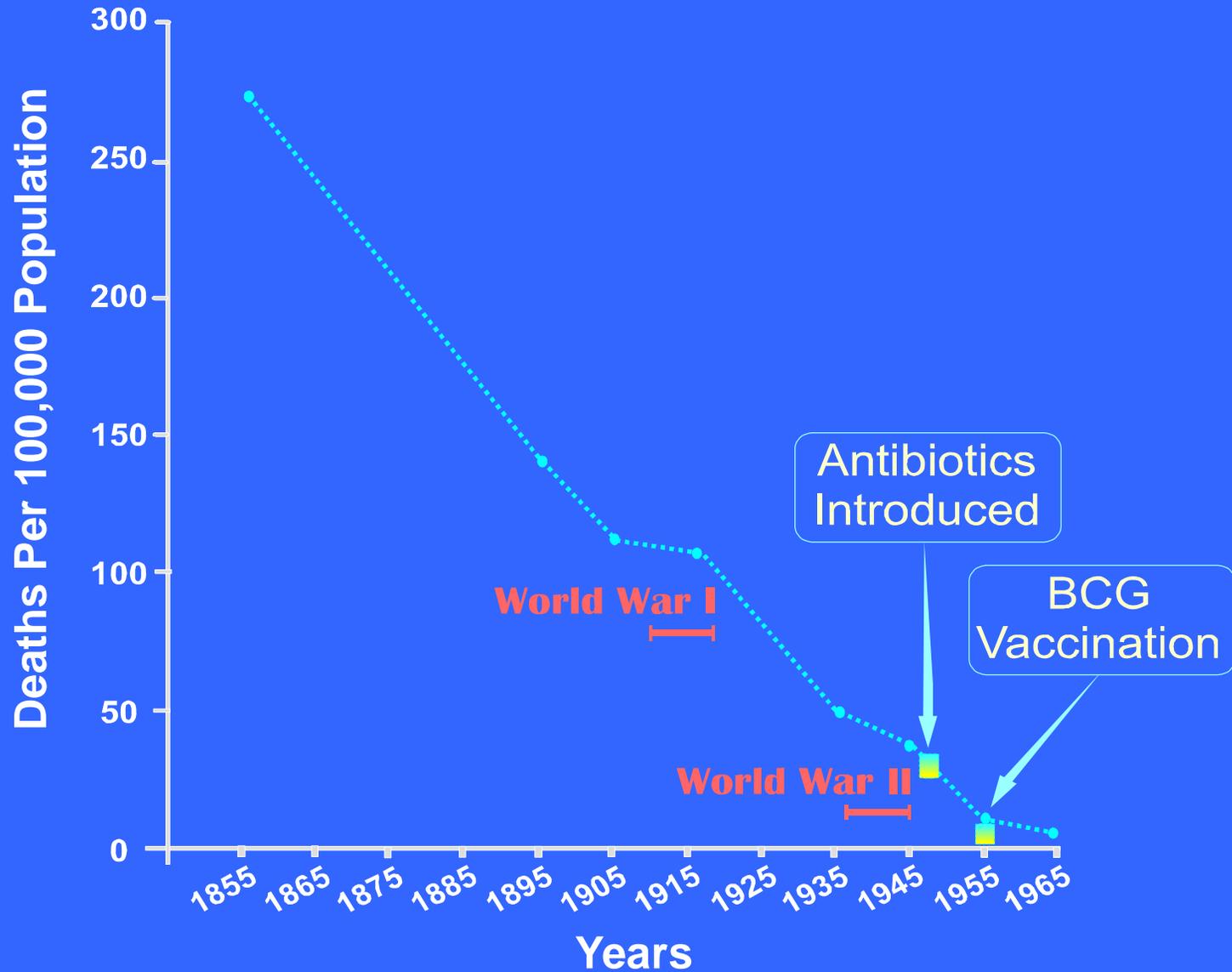
- T** MBTA Subway or Bus **---** Bicycle Path
- R** Restrooms **P** Parking Lot

Walking Distances (miles)
 Back Bay Fens to Leverett Pond - 2.4
 Leverett Pond to Jamaica Pond - 1.1
 Jamaica Pond to Arnold Arboretum - .7
 Arnold Arboretum to Franklin Park Golf Course - 2.2



Source: "Emerald Necklace Conservancy; H. Mattison"

England 1855-1964: Decennial Death Rates From Respiratory Tuberculosis



CDC Headquarters - Atlanta



July 6, 1999



Disease in the 21st Century

- Diseases and costs of care for Aging Populations.
- Overweight: Diabetes II, Heart Disease
- Mental Disorders: Depression, Anxiety, Developmental, Substance Abuse
- Macro-environment: Climate, Conflict

- The Built Environment
– how we build our homes, workplaces, towns, cities and world

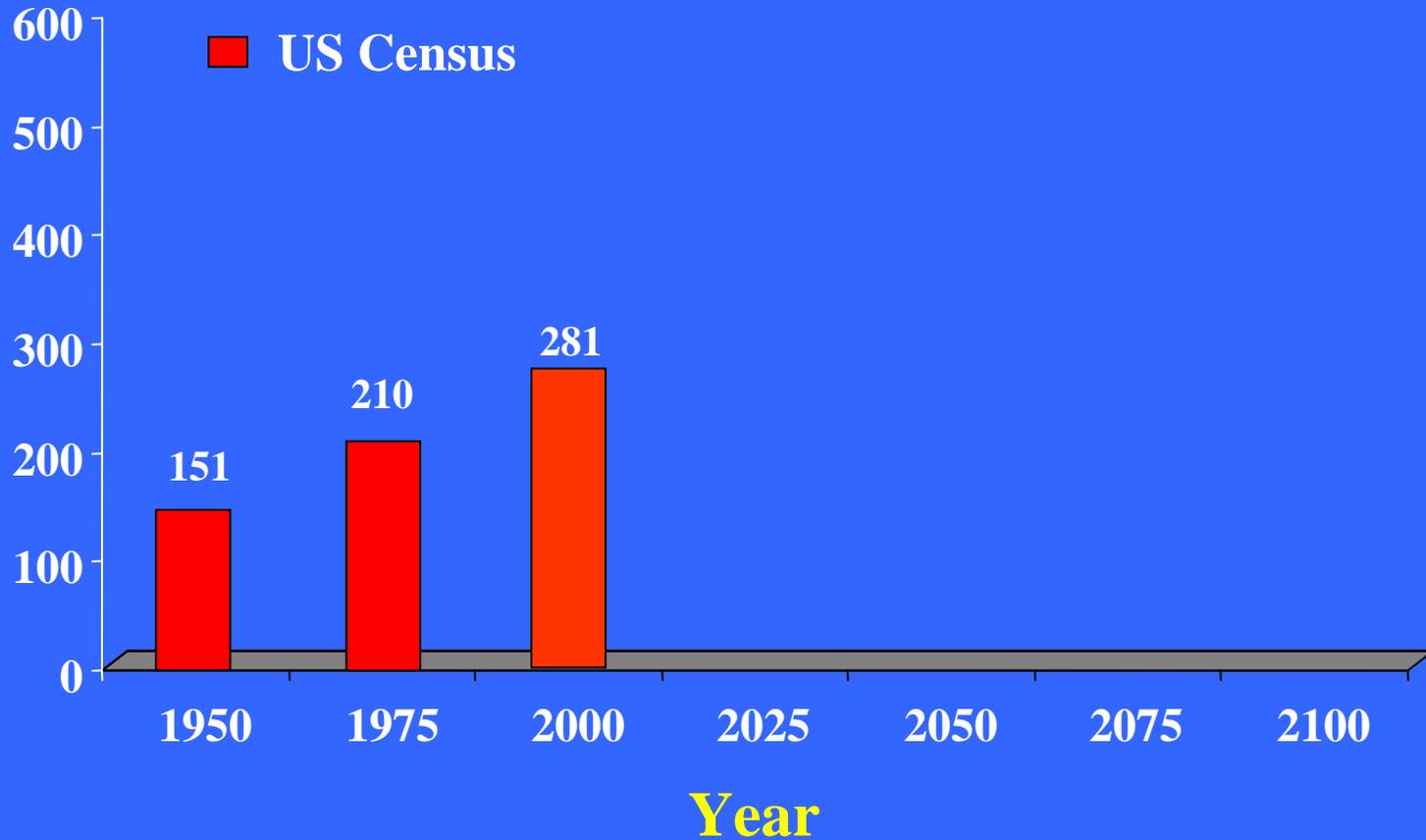


Place

- Associated with risk of
 - Hypertension
 - Homicide
 - Illiteracy
 - And almost everything else

U.S. Population, 1990-2000

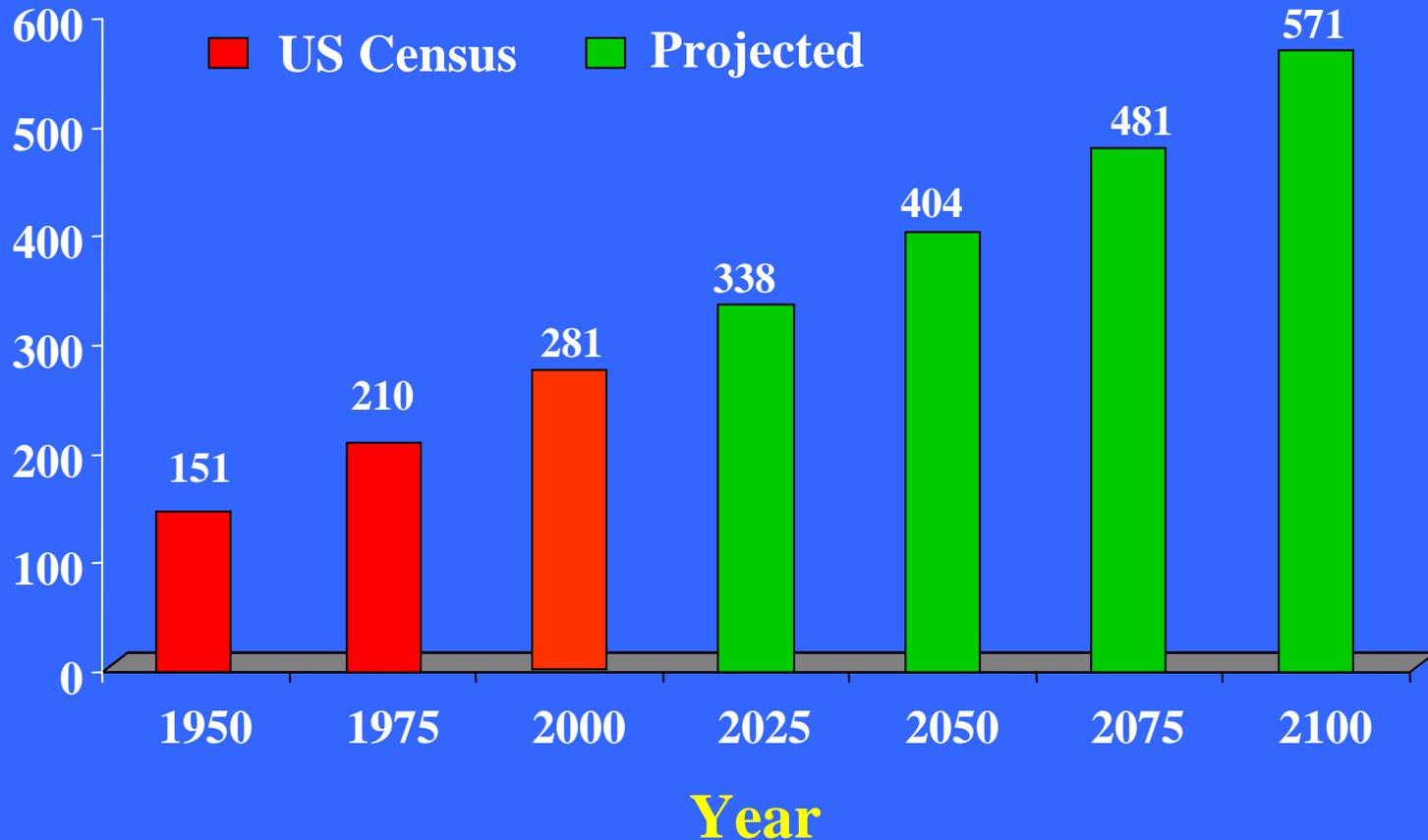
Number in millions



Source: U.S. Census Bureau

U.S. Population, 1990-2100

Number in millions



Source: U.S. Census Bureau

60,000 square miles

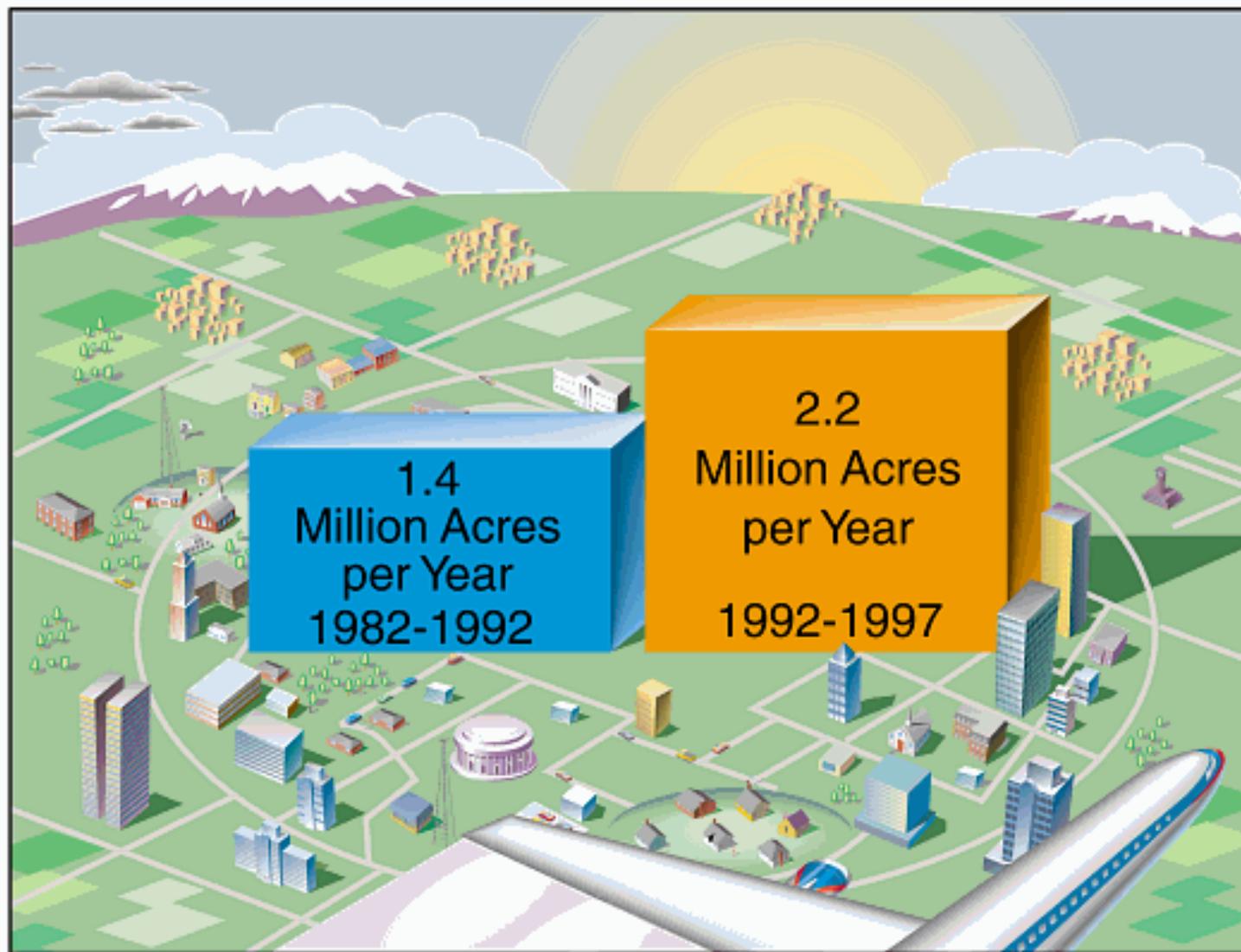


And Photosynthesis is
our friend!



The United States has now
paved over the equivalent
area of the entire state of
Georgia

Land Converted to Development



Source: USDA, Natural Resources Conservation Service
1997 National Resources Inventory
Revised December 2000

FARMING ON THE EDGE

Sprawling Development
Threatens America's
Best Farmland

California



Legend:

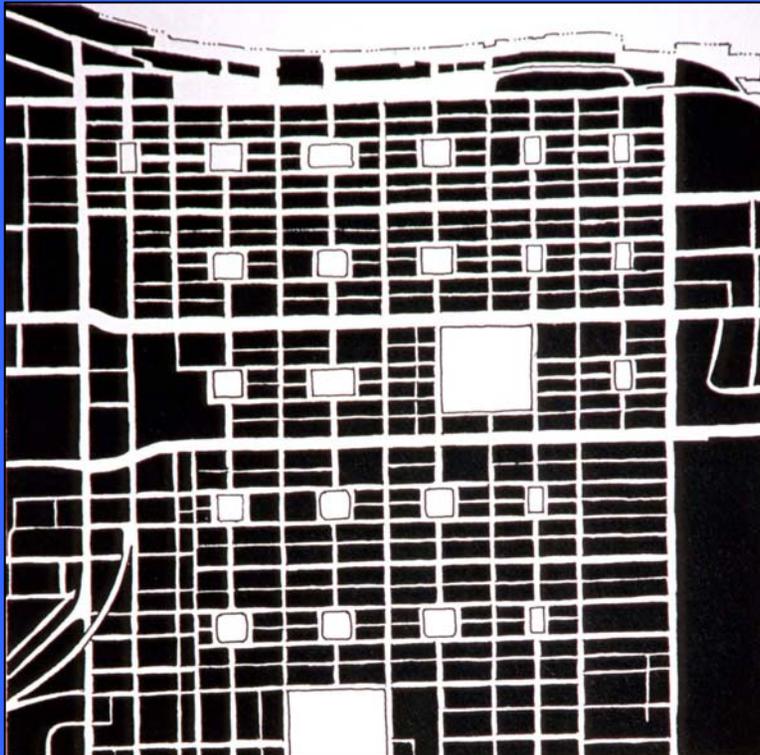
- High-Quality Farmland & High Development
- High-Quality Farmland & Low Development
- Federal & Indian Lands
- Urban Areas
- Other Lands

American Farmland Trust
www.farmland.org

0 20 Miles

Walking Places vs. Driving Places

Central Business Districts at the same scale



Great Streets, Allen Jacobs

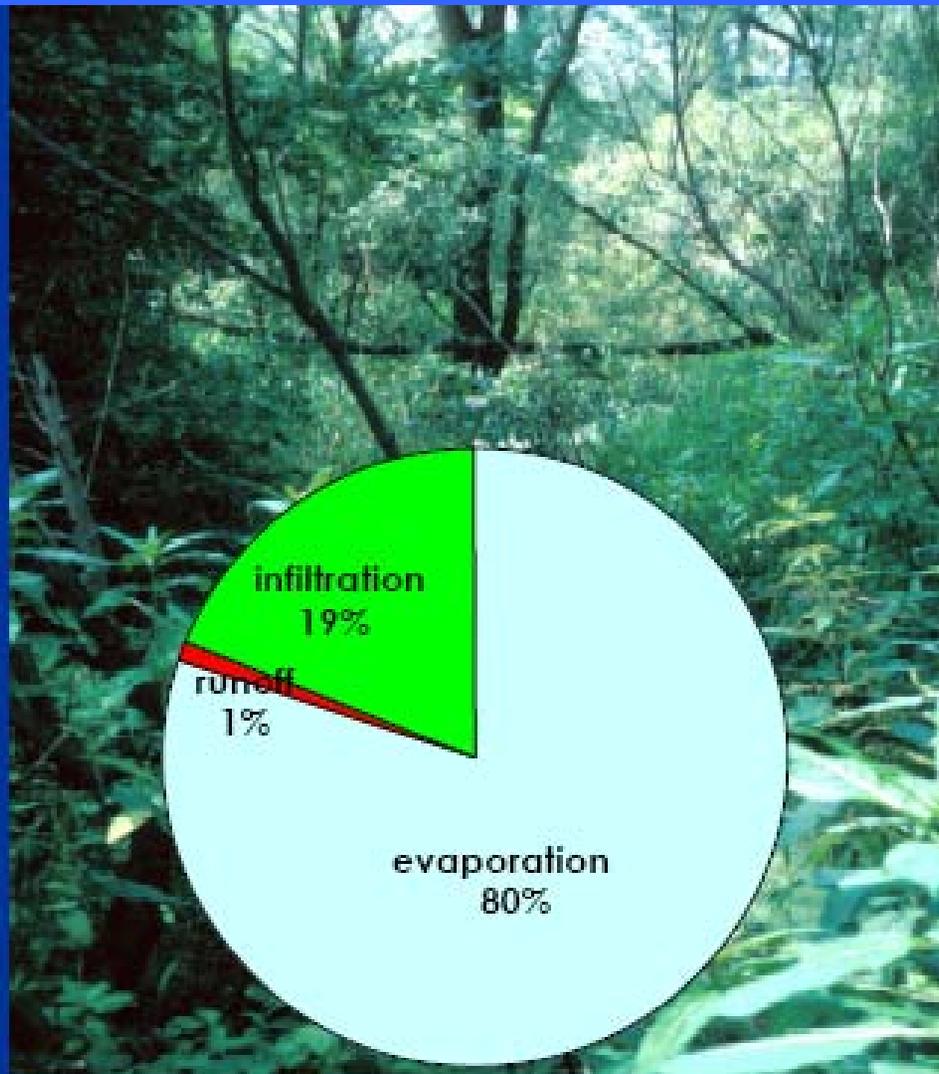
Savannah, Georgia



Great Streets, Allen Jacobs

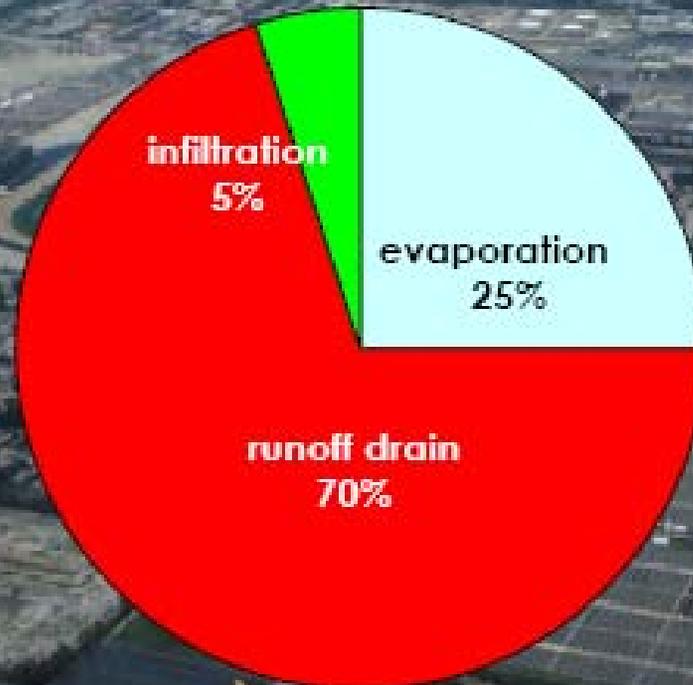
Irvine, California

Water in the Forest

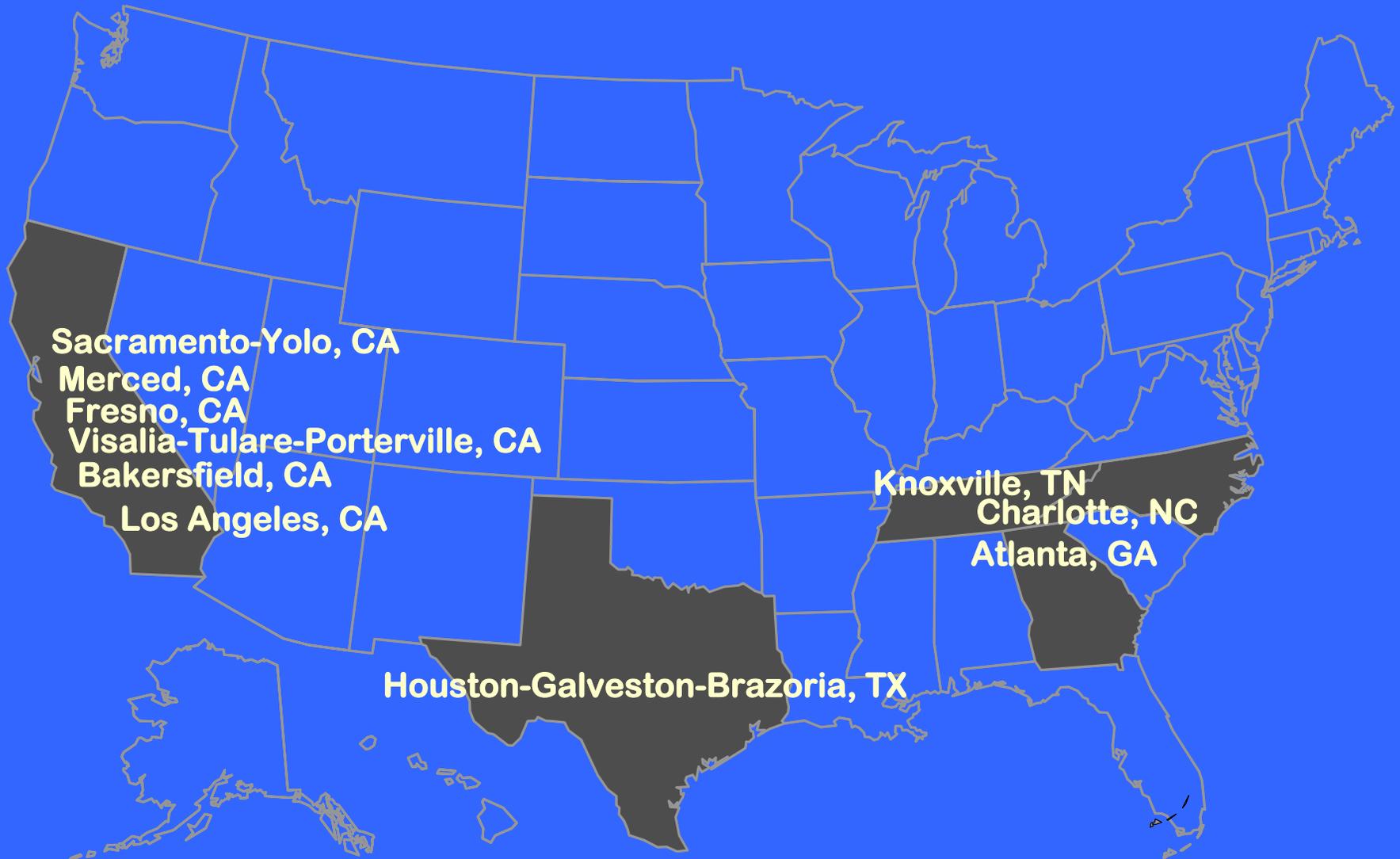




Water in the City



Top 10 Most Ozone-Polluted Cities in US



Source: American Lung Association State of the Air 2003

Asthma Study in 12 Southern California High Schools

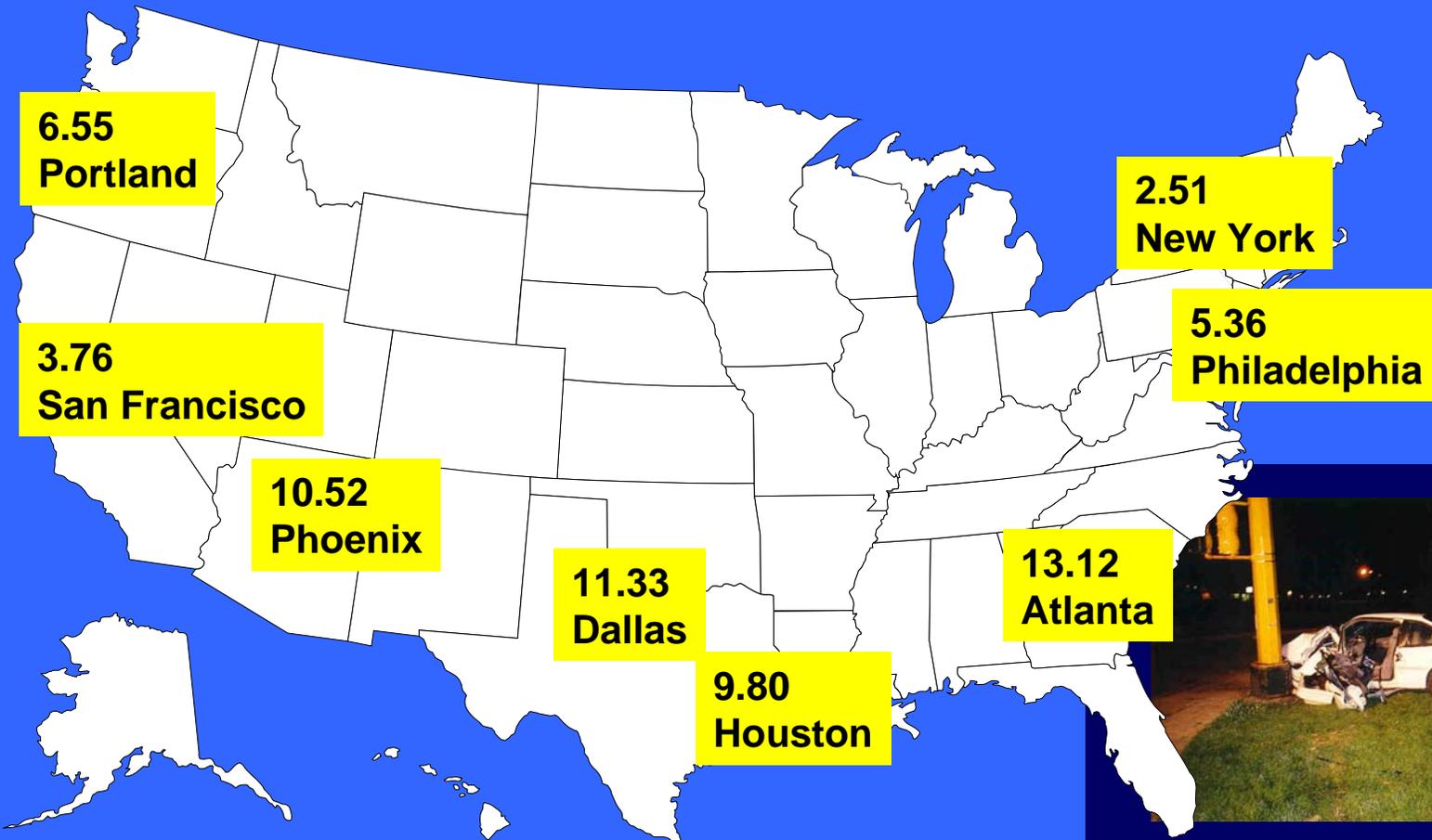
- 3535 children with no history of asthma in 6 high and 6 low air pollution high schools
- **5 years later:** 265 developed asthma.
 - High ozone high schools:
 - asthma rate was 3.3x higher in children playing three or more sports.
 - Low ozone high schools:
 - sports had no effect on asthma rates

R A N K	Cause and Number of Deaths									
	Under 1	1-3	4-7	8-15	16-20	21-24	Other Adults			65+
							25-34	35-44	45-64	
1	Perinatal Period	Congenital Anomalies	MV Traffic Crashes	Malignant Neoplasms	Malignant Neoplasms					
2	Congenital Anomalies	MV Traffic Crashes	Malignant Neoplasms	Malignant Neoplasms	Homicide	Homicide	Suicide	Heart Disease		
3	Heart Disease	Accidental Drowning	Congenital Anomalies	Suicide	Suicide	Suicide	Homicide	MV Traffic Crashes		
4	Homicide	Homicide	Accidental Drowning	Homicide	Malignant Neoplasms	Accidental Poisoning	Malignant Neoplasms			
5	Septicemia	Malignant Neoplasms	Exposure to Smoke/Fire	Congenital Anomalies	Accidental Poisoning	Malignant Neoplasms				
6	Influenza/Pneumonia	Exposure to Smoke/Fire	Homicide	Accidental Drowning						
7	Nephritis/Nephrosis	Heart Disease	Heart Disease							
8	MV Traffic Crashes									

For every age group from 3 through 33-- crashes were the No. 1 cause of death

Automobile fatality rates by city, 1998

(excluding pedestrian fatalities; deaths/100,000/year)

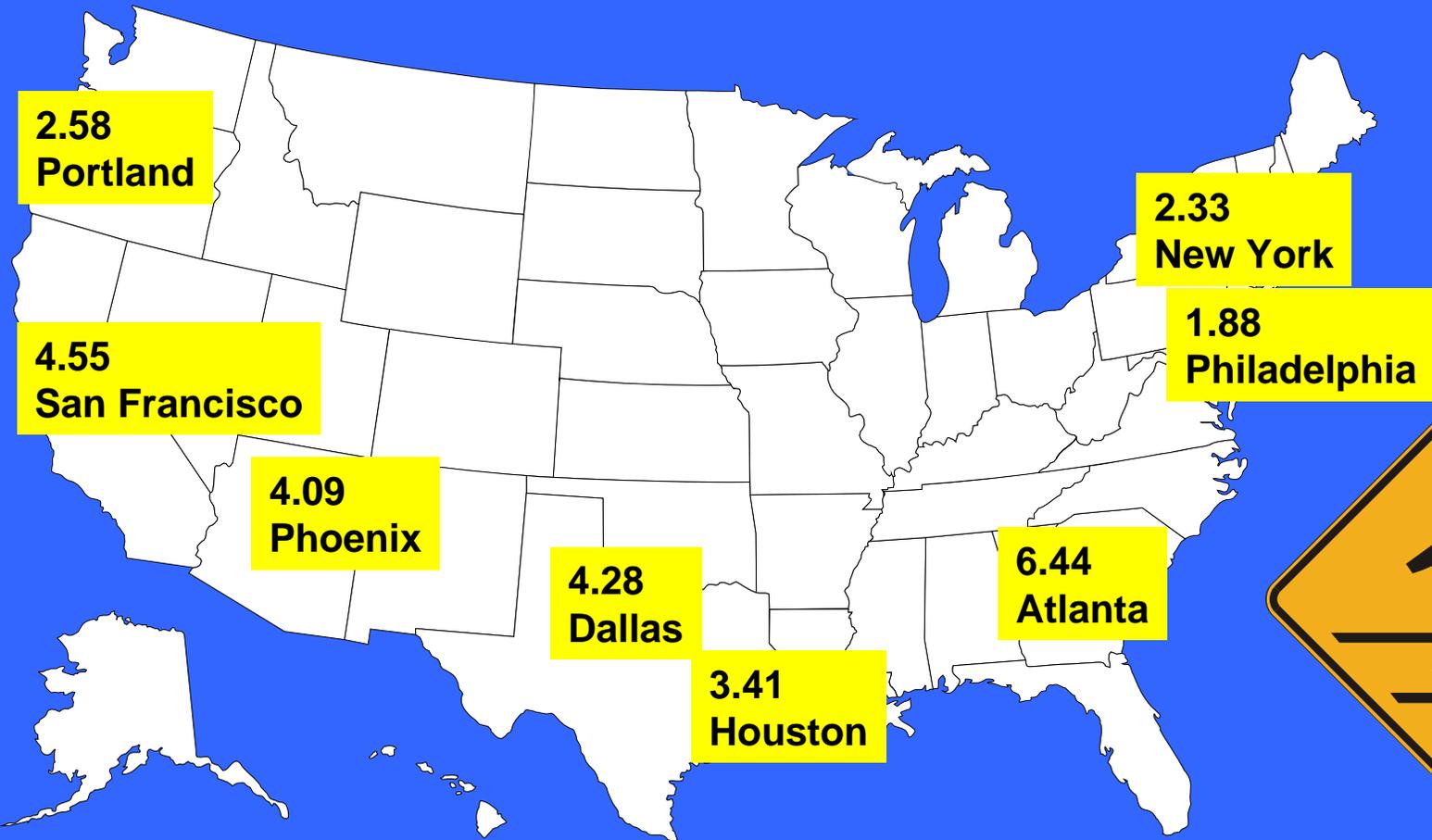


Source: NHTSA



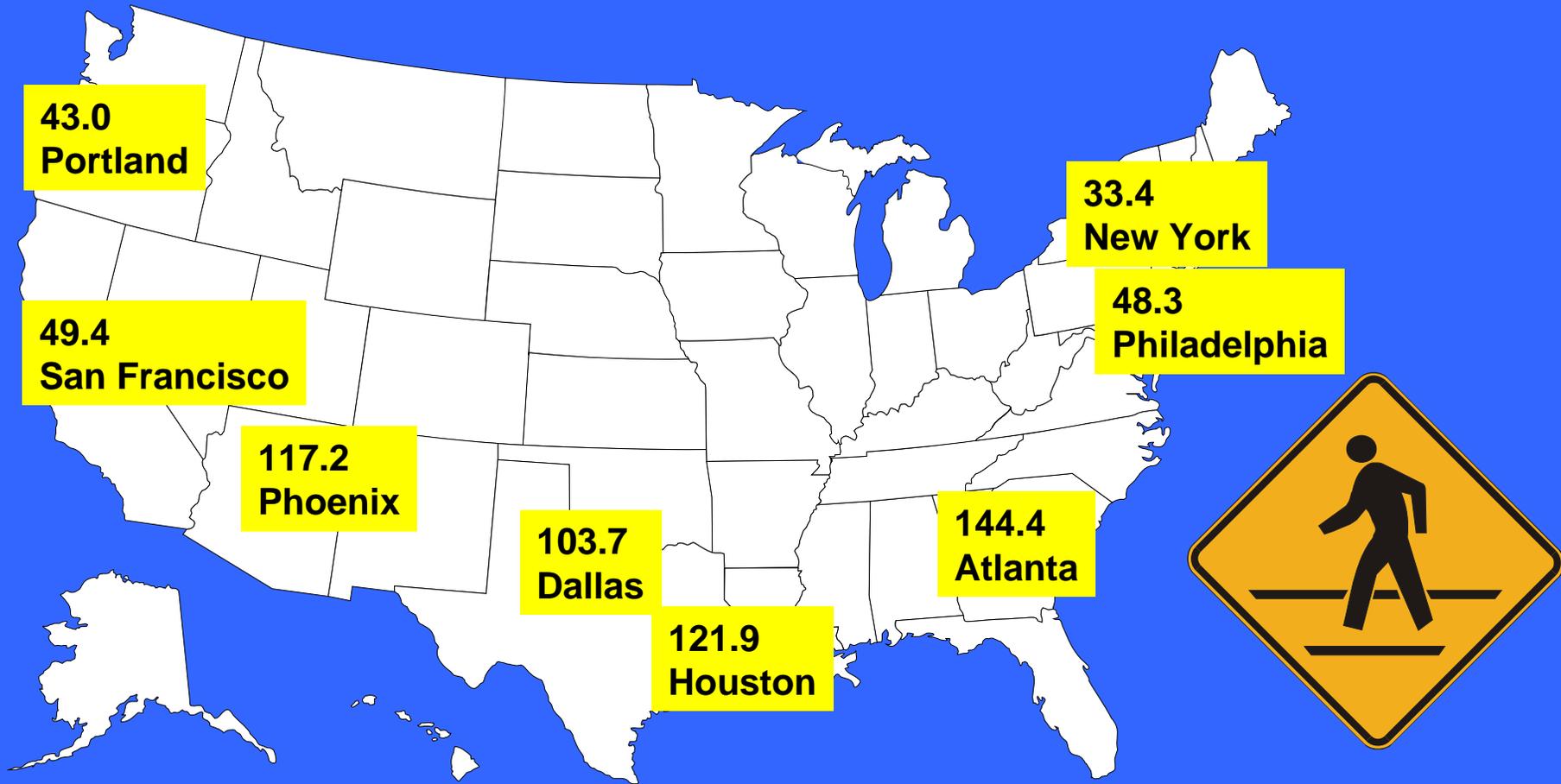
Pedestrian fatality rates by city, 1998

(deaths/100,000/year)



Source: NHTSA

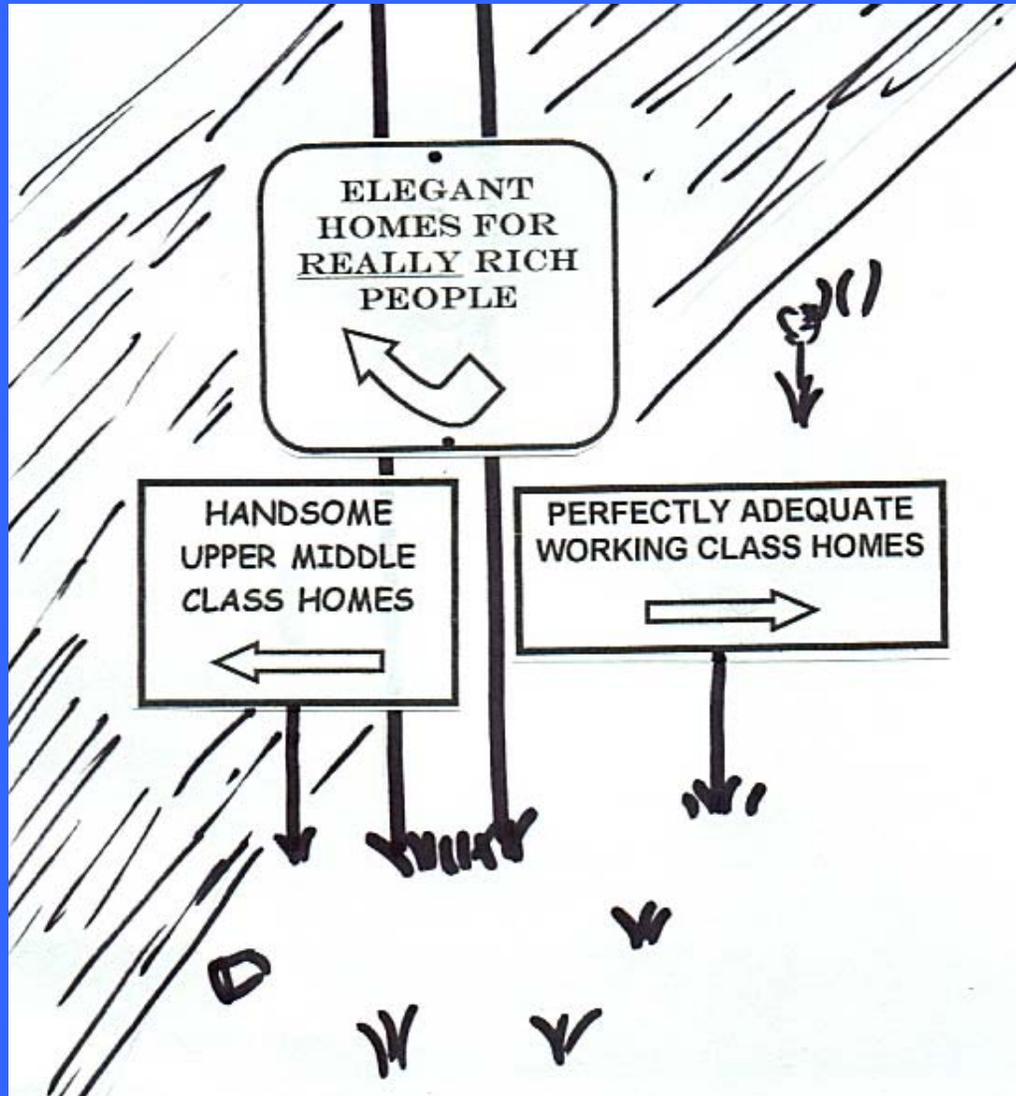
Pedestrian Danger Index, 2002-2003



“Drive until you qualify”

- ... a phrase that real-estate agents use to describe a central tenet of the commuting life

Sprawl and Income Inequality



Sprawl and Income Inequality



Will 23 lanes be enough?

Proposal would put I-75 among country's biggest

By ARIEL HART
ahart@ajc.com

It's wider than an aircraft carrier. Far wider than the carving on Stone Mountain. Wider than the White House stretched end to end, twice.

It's the planned I-75, all 23 lanes, coming soon to Cobb County. As currently conceived it's 388 feet across, wider than a football field is long.

23 LANES: The state Department of Transportation is planning to expand I-75 (below) and I-575 in Cobb and Cherokee counties. The 23-lane stretch would be between Delk and Windy Hill roads on I-75.



Traffic heads north on I-75, just north of I-285, on Thursday. A proposal for the interstate is enough to make a road builder weep with joy, and make others wonder whether it's overkill.

Mental Health



“We drive up and down the gruesome, tragic suburban boulevards of commerce, and we’re overwhelmed at the fantastic, awesome, stupefying ugliness of absolutely everything in sight—the fry pits, the big-box stores, the office units, the lube joints, the carpet warehouses, the parking lagoons, the jive plastic townhouse clusters, the uproar of signs, the highway itself clogged with cars—as though the whole thing had been designed by some diabolical force bent on making human beings miserable. And naturally this experience can make us feel glum about the nature and future of civilization.”

James Howard Kunstler, “Home from Nowhere”



Overall: Compared to 1969

Americans drive:

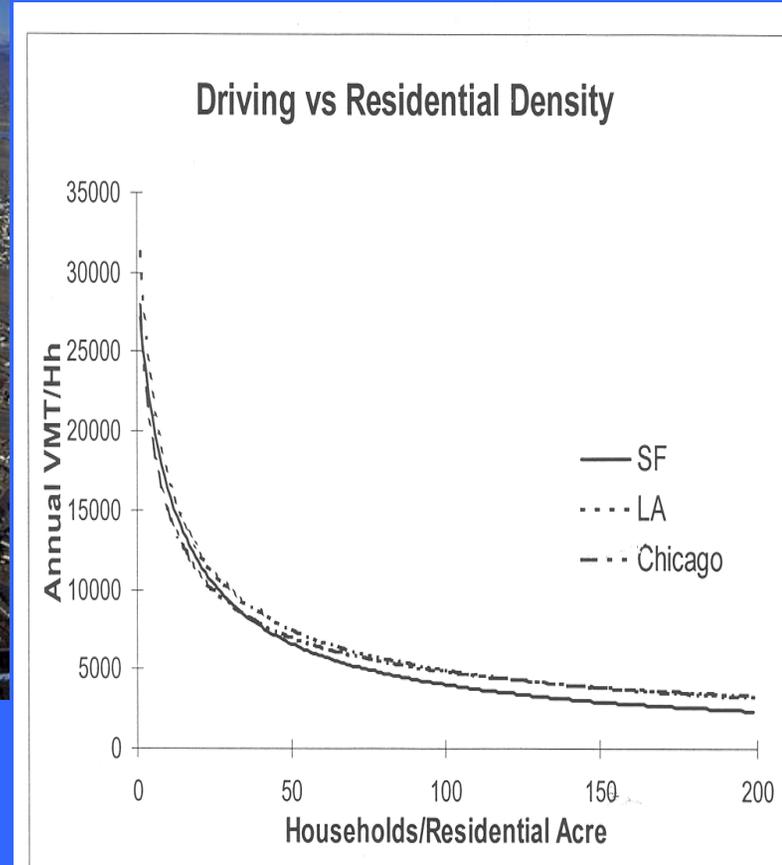
- 88% farther to shop
- 137% farther for errands



Mega-Mileage Moms

- Family “chauffeur”
- Average minutes per day spent in car:
 - Women overall: 64 minutes
 - Single mothers: 75 minutes

Less Density = More Driving

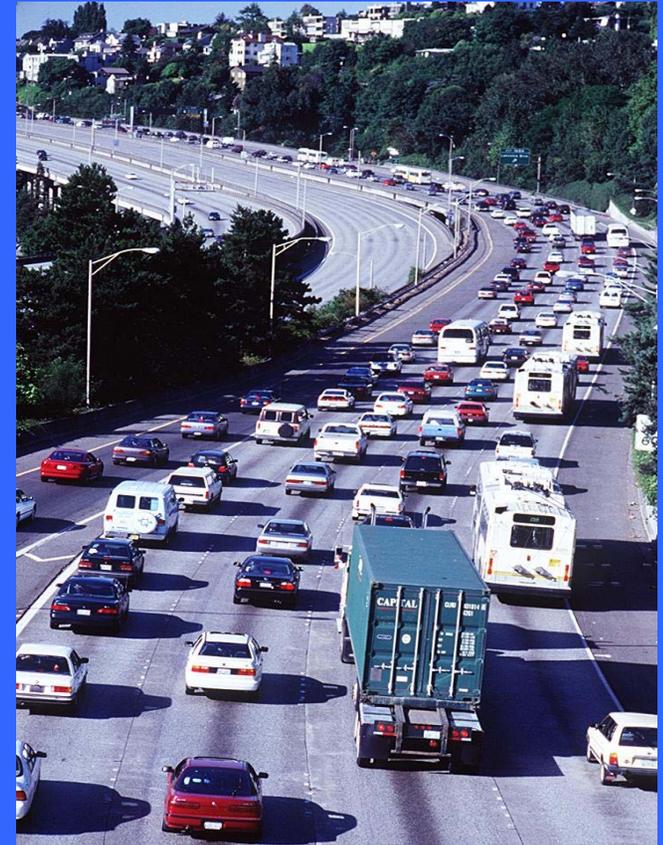
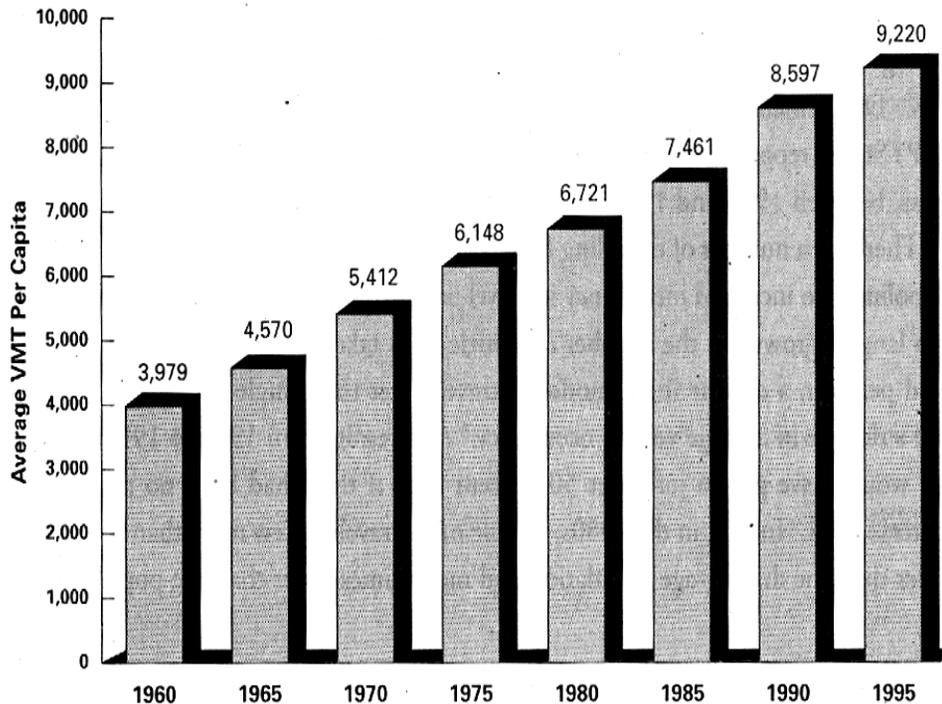


Miles per capita— more than doubled in one generation

Figure 2-2

Vehicle Miles Traveled (VMT) Per Capita, 1960–1995

Source: Bureau of Transportation Statistics, U.S. Department of Transportation, *National Transportation Statistics 1998*, Washington, DC: 1998, Table 4-12; U.S. Bureau of the Census, "Historical National Population Estimates," Washington, DC: April 2, 1998.



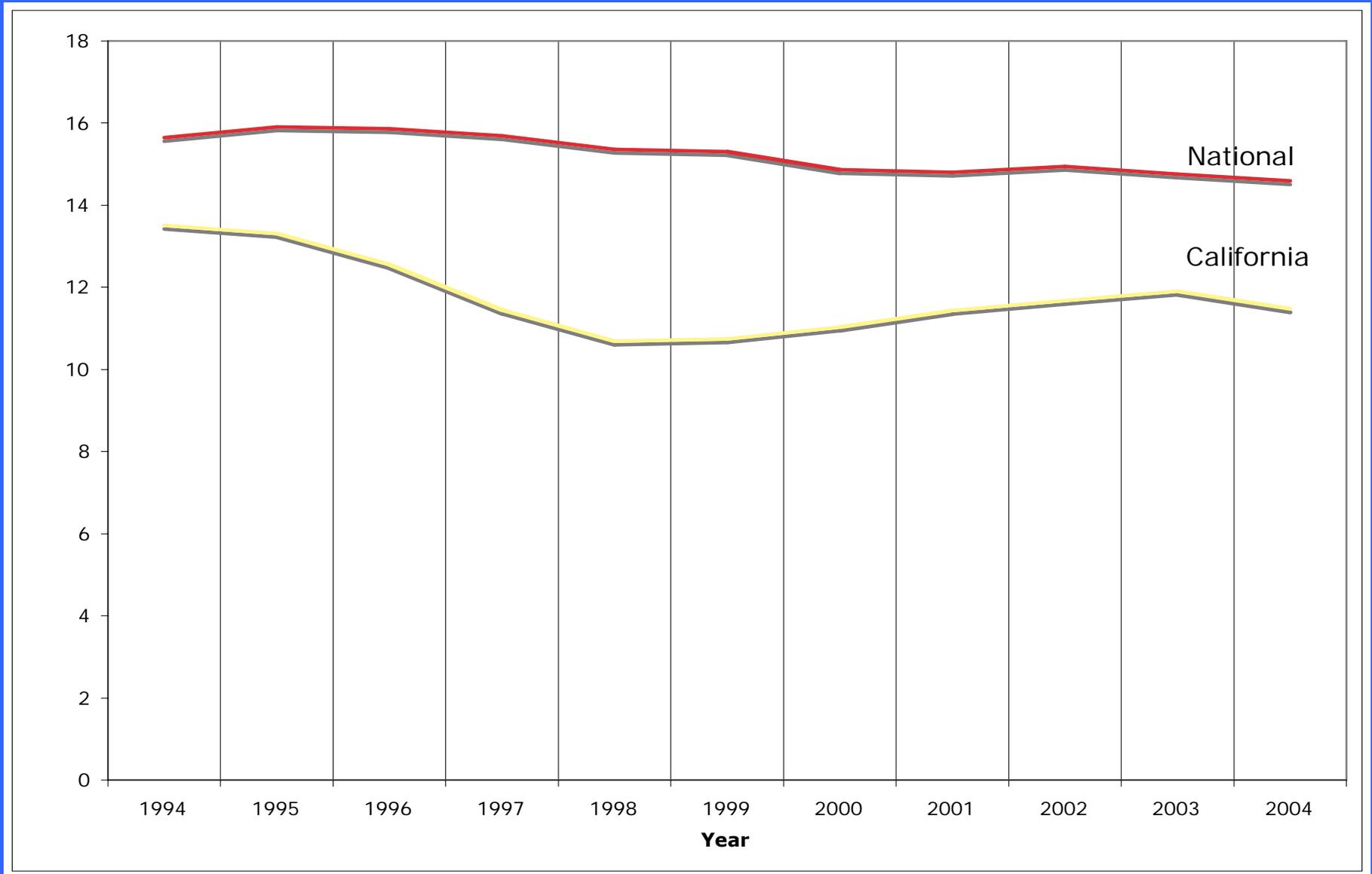
Miles per Capita: 1960 to 1995

From 4000 to 9200
VMT per person

R A N K	Cause and Number of Deaths									
	Under 1	1-3	4-7	8-15	16-20	21-24	Other Adults			65+
							25-34	35-44	45-64	
1	Perinatal Period	Congenital Anomalies	MV Traffic Crashes	Malignant Neoplasms	Malignant Neoplasms					
2	Congenital Anomalies	MV Traffic Crashes	Malignant Neoplasms	Malignant Neoplasms	Homicide	Homicide	Suicide	Heart Disease		
3	Heart Disease	Accidental Drowning	Congenital Anomalies	Suicide	Suicide	Suicide	Homicide	MV Traffic Crashes		
4	Homicide	Homicide	Accidental Drowning	Homicide	Malignant Neoplasms	Accidental Poisoning	Malignant Neoplasms			
5	Septicemia	Malignant Neoplasms	Exposure to Smoke/Fire	Congenital Anomalies	Accidental Poisoning	Malignant Neoplasms				
6	Influenza/Pneumonia	Exposure to Smoke/Fire	Homicide	Accidental Drowning						
7	Nephritis/Nephrosis	Heart Disease	Heart Disease							
8	MV Traffic Crashes									

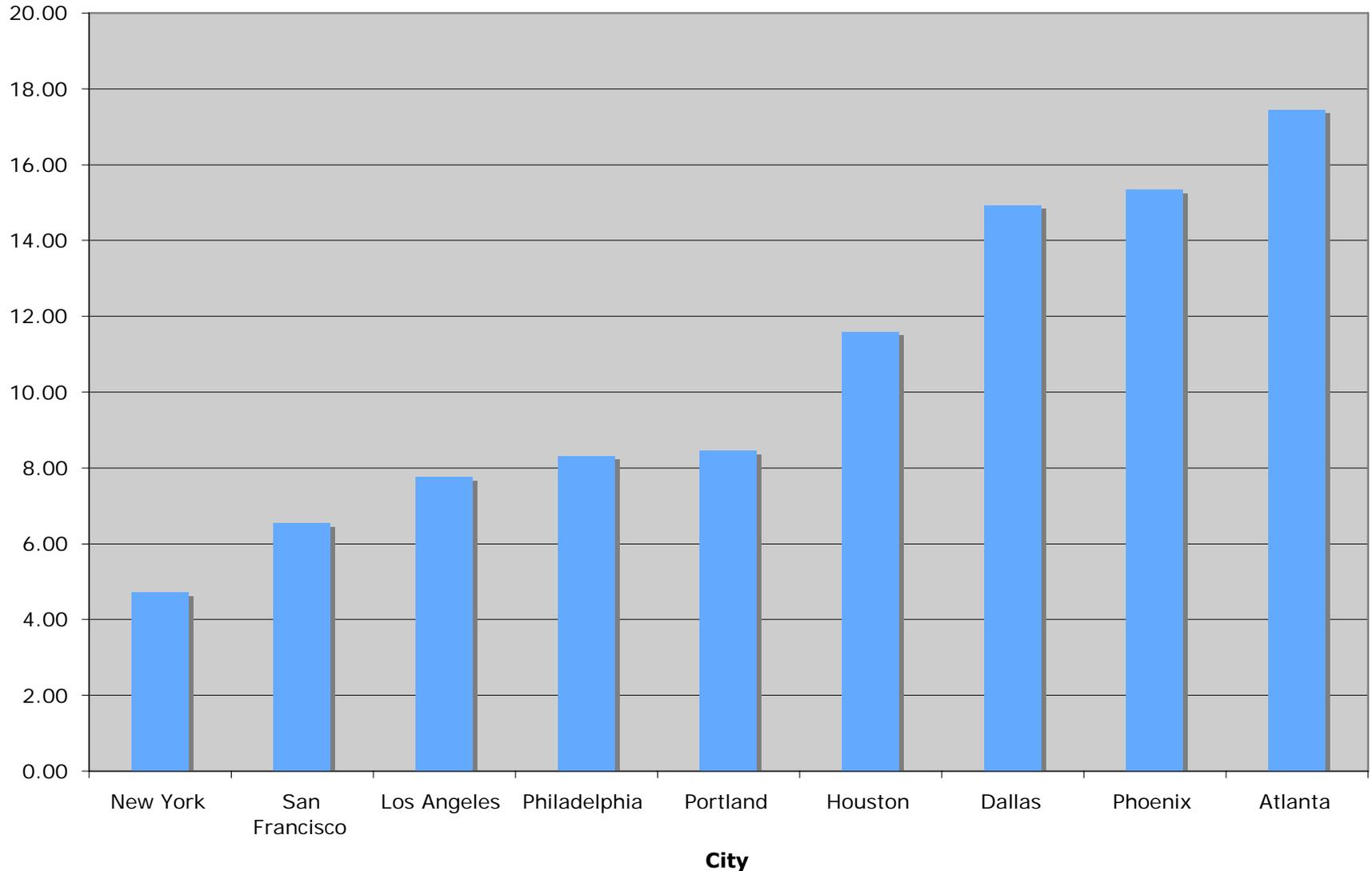
For every age group from 3 through 33-- crashes were the No. 1 cause of death

Traffic Fatalities per 100,000 population, 1994-2004



Average Automobile Fatality Rates by City, 1996-2004

(deaths/100,000/year)



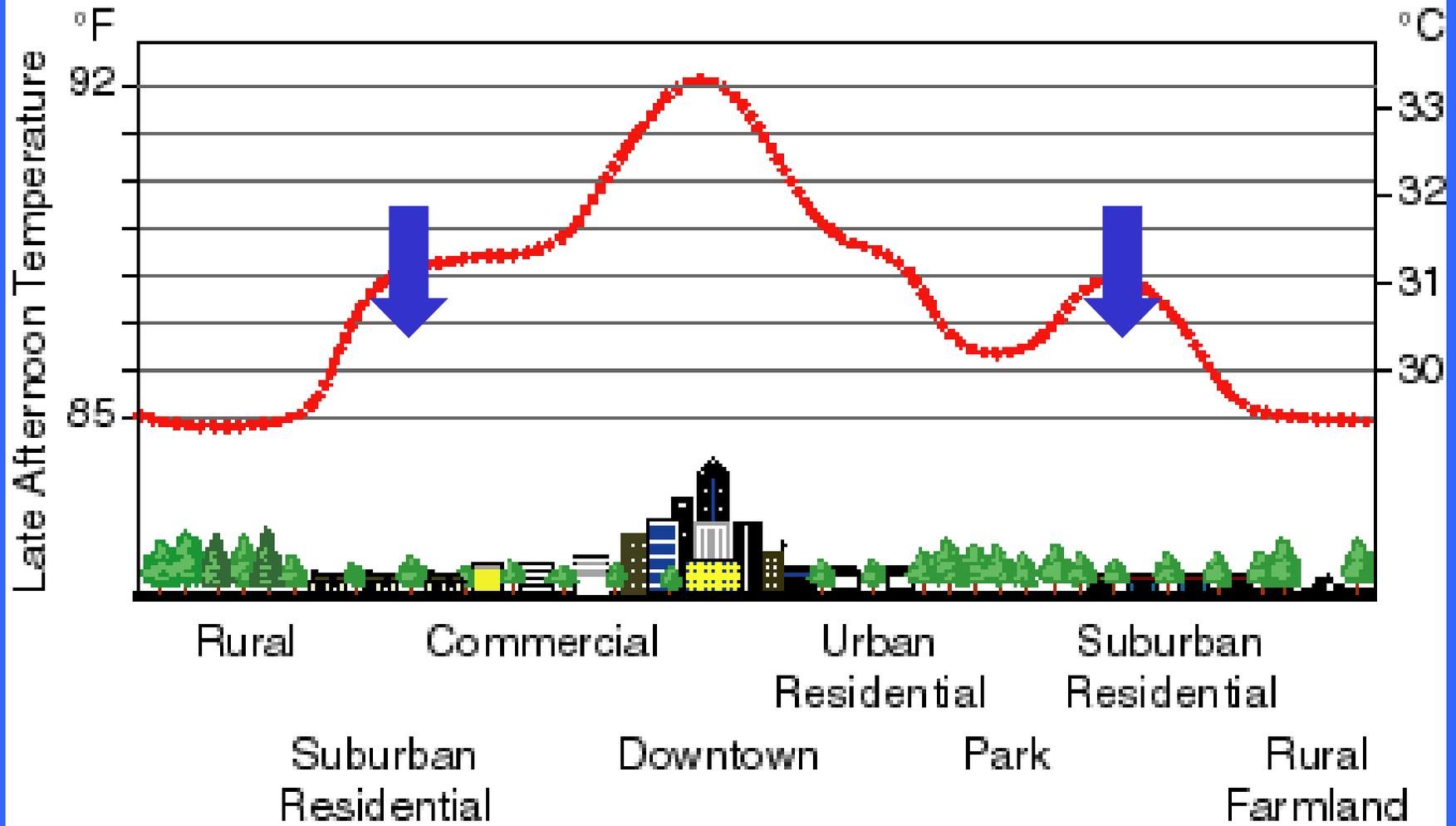
Number of Lives Saved per year

if National Car Fatality Rate same as:

- New York City 24,000
- Portland 15,000
- Atlanta None– 15,000 additional

The Heat Island

Sketch of an Urban Heat-Island Profile



Asthma outbreak hits kids

RISKS OF THE 'RED ZONE'



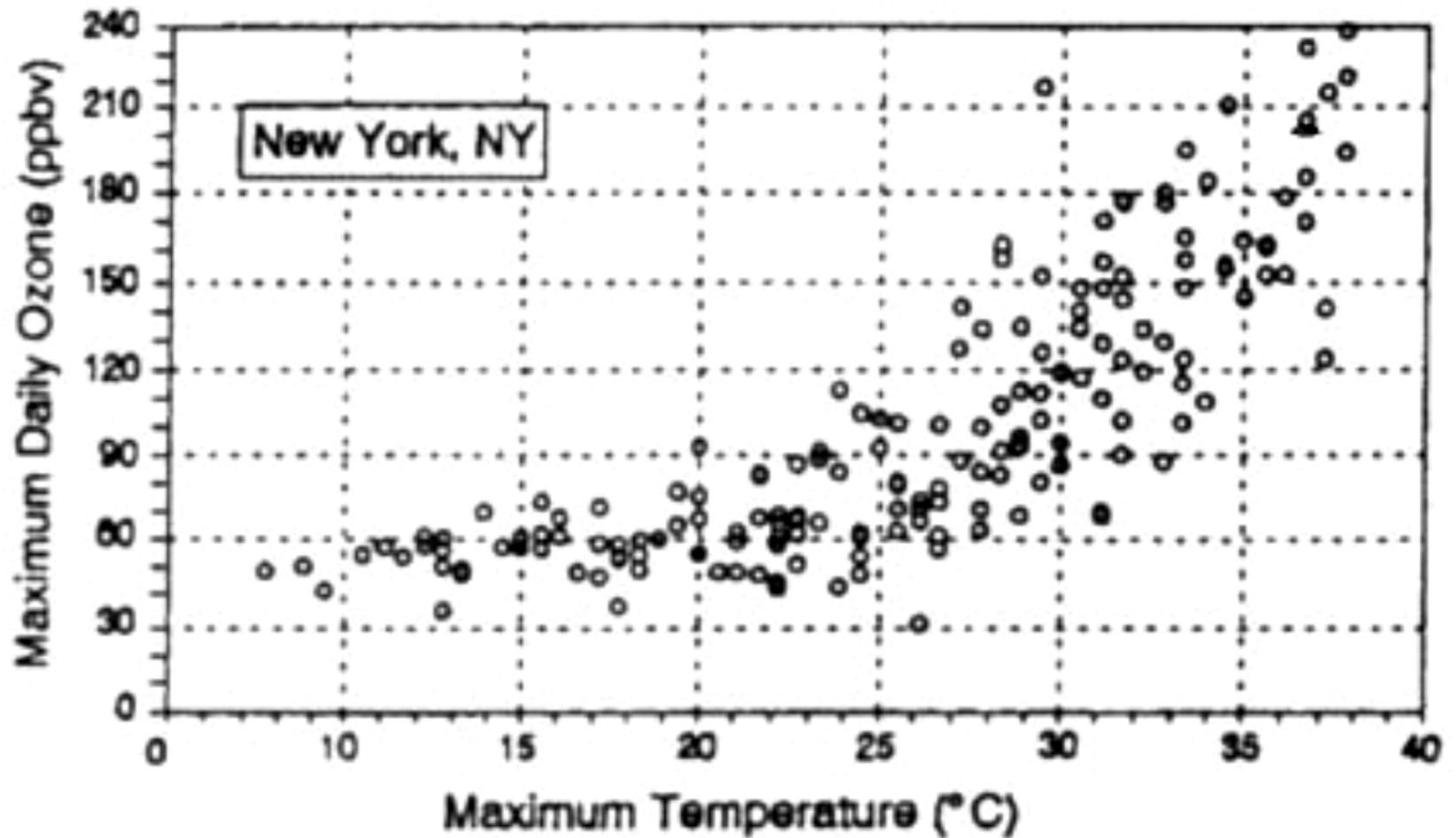
JENNI GIRTMAN / Staff

Asthma sufferer Tyrone Johnson, 2, breathes fresh air Friday as his aunt Susan Thomas tends him at Atlanta's Hughes Spalding Children's Hospital. Sky-high smog readings in metro Atlanta have produced a flare-up of asthma cases, especially among children.

The Atlanta Journal-Constitution

SATURDAY, AUG. 19, 2000

Maximum Daily Ozone Concentrations and Maximum Daily Temperature





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

LeRoy M. Graham, MD

W. Gerald Teague, MD

DESPITE ADVANCES IN ASTHMA therapy, asthma remains a substantial public health problem. In the United States, asthma is a leading cause of childhood morbidity, with an estimated prevalence of 6.9% in children and youth younger than 18 years.¹ Numerous studies have documented a rise in the morbidity, mortality, and prevalence of asthma in different populations.²⁻⁸ The cause or causes of this trend remain controversial.⁹⁻¹¹

Experimental, laboratory, and epidemiologic studies in the last several years have linked high concentrations of known air pollutants to respiratory health problems, most notably exacerbations of asthma.¹²⁻²³ However, opportunities to study the health effects of anthropogenic improvements in air quality are rare. One study found a decrease in particulate pollution and respiratory hospital admissions associated with the closure of an industrial factory in that community.²⁴ To our knowledge, no study has examined the impact of improved ozone pollution for an extended period of time on asthma exacerbations or other markers of asthma morbidity. Also, the extent to which moderate concentrations of

Context Vehicle exhaust is a major source of ozone and other air pollutants. Although high ground-level ozone pollution is associated with transient increases in asthma morbidity, the impact of citywide transportation changes on air quality and childhood asthma has not been studied. The alternative transportation strategy implemented during the 1996 Summer Olympic Games in Atlanta, Ga, provided such an opportunity.

Objective To describe traffic changes in Atlanta, Ga, during the 1996 Summer Olympic Games and concomitant changes in air quality and childhood asthma events.

Design Ecological study comparing the 17 days of the Olympic Games (July 19–August 4, 1996) to a baseline period consisting of the 4 weeks before and 4 weeks after the Olympic Games.

Setting and Subjects Children aged 1 to 16 years who resided in the 5 central counties of metropolitan Atlanta and whose data were captured in 1 of 4 databases.

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

Results During the Olympic Games, the number of asthma acute care events decreased 41.6% (4.23 vs 2.47 daily events) in the Georgia Medicaid claims file, 44.1% (1.36 vs 0.76 daily events) in a health maintenance organization database, 11.1% (4.77 vs 4.24 daily events) in 2 pediatric emergency departments, and 19.1% (2.04 vs 1.65 daily hospitalizations) in the Georgia Hospital Discharge Database. The number of nonasthma acute care events in the 4 databases changed -3.1%, +1.3%, -2.1%, and +1.0%, respectively. In multivariate regression analysis, only the reduction in asthma events recorded in the Medicaid database was significant (relative risk, 0.48; 95% confidence interval, 0.44-0.86). Peak daily ozone concentrations decreased 27.9%, from 81.3 ppb during the baseline period to 58.6 ppb during the Olympic Games ($P < .001$). Peak weekday morning traffic counts dropped 22.5% ($P < .001$). Traffic counts were significantly correlated with that day's peak ozone concentration (average $r = 0.36$ for all 4 roads examined). Meteorological conditions during the Olympic Games did not differ substantially from the baseline period.

Conclusions Efforts to reduce downtown traffic congestion in Atlanta during the Olympic Games resulted in decreased traffic density, especially during the critical morning period. This was associated with a prolonged reduction in ozone pollution and significantly lower rates of childhood asthma events. These data provide support for efforts to reduce air pollution and improve health via reductions in motor vehicle traffic.

JAMA. 2001;285:897-905

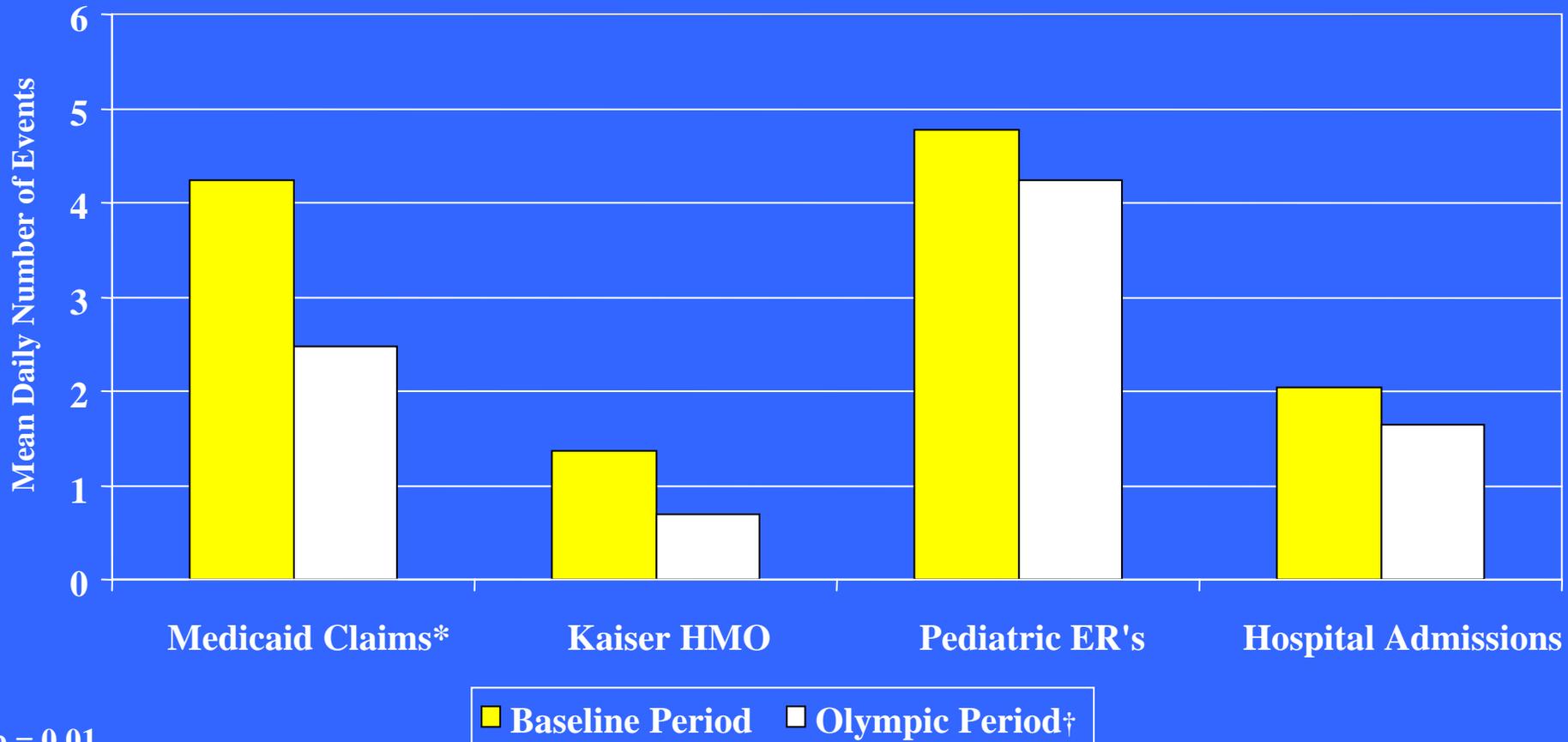
www.jama.com

ozone (ie, daily peak of 50-100 ppb) during various exposure lengths affects asthma morbidity remains controversial.¹²⁻¹⁸

Author Affiliations are listed at the end of this article.
Corresponding Author and Reprints: Michael S. Friedman, MD, Air Pollution and Respiratory Health Branch, National Center for Environmental Health, Centers for Disease Control and Prevention, Atlanta, GA 30333 (e-mail: mff7@cdc.gov).



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

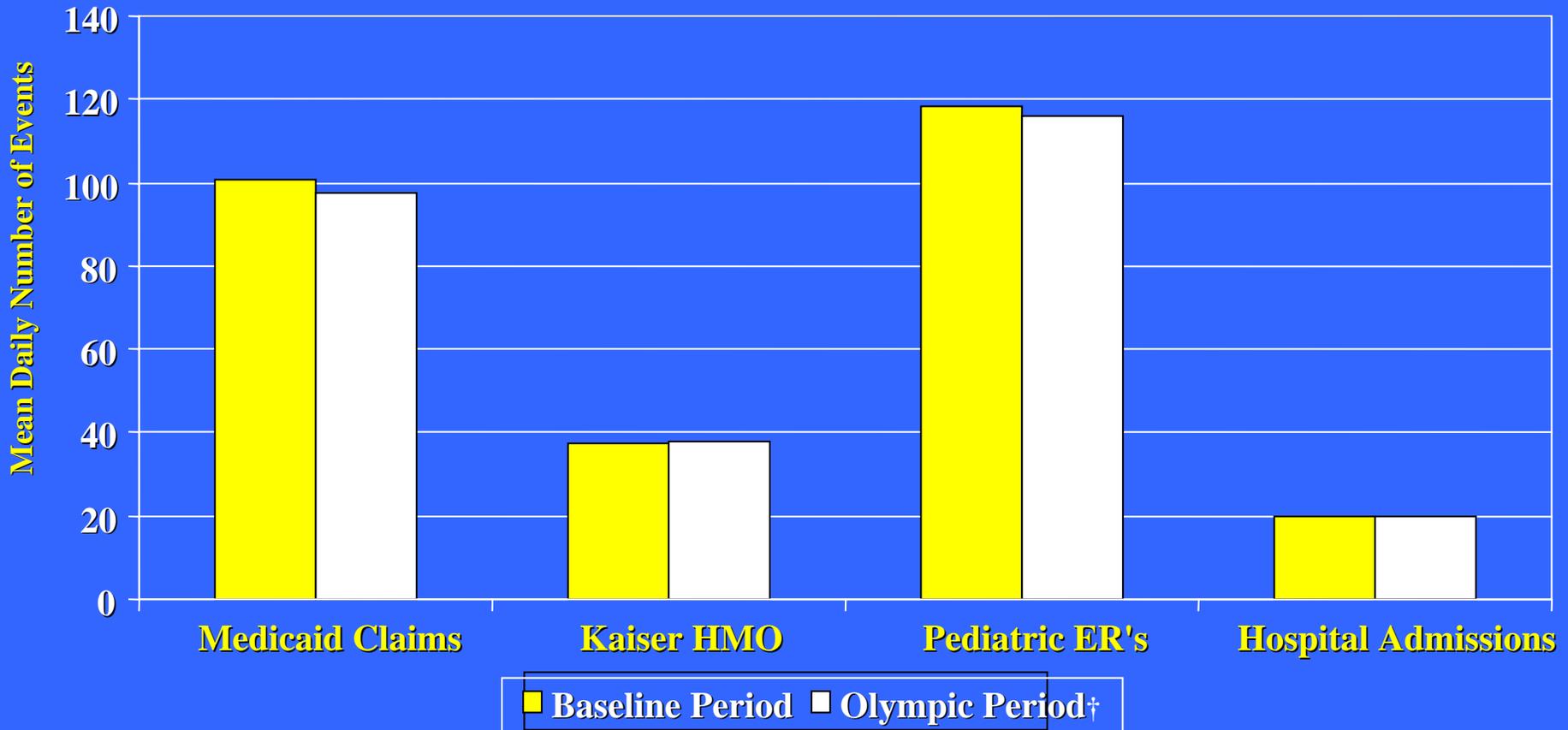


•p = 0.01

† July 19 –August 4, 1996

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

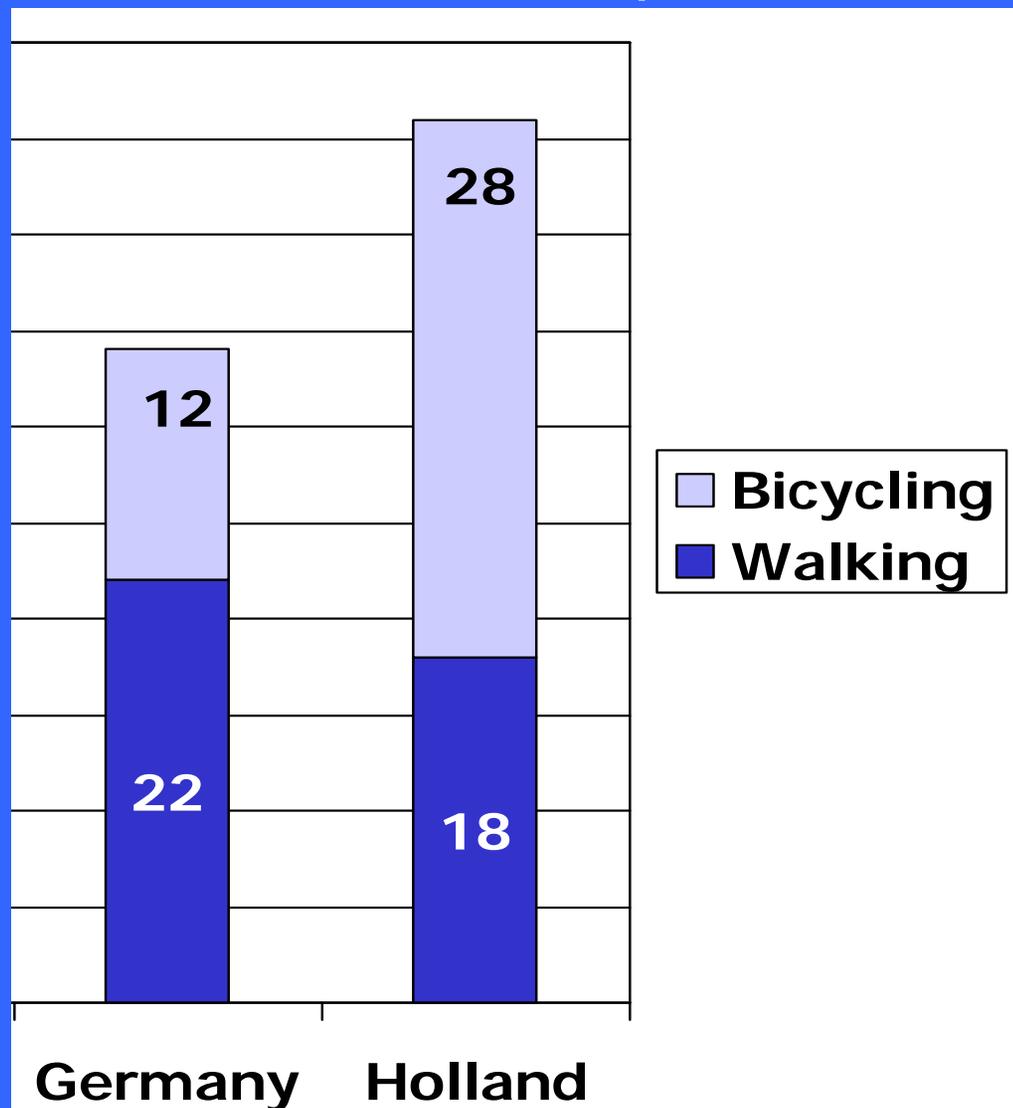
Results: Total Non-Asthma Related Acute Care Visits 1-16 year old residents of Atlanta



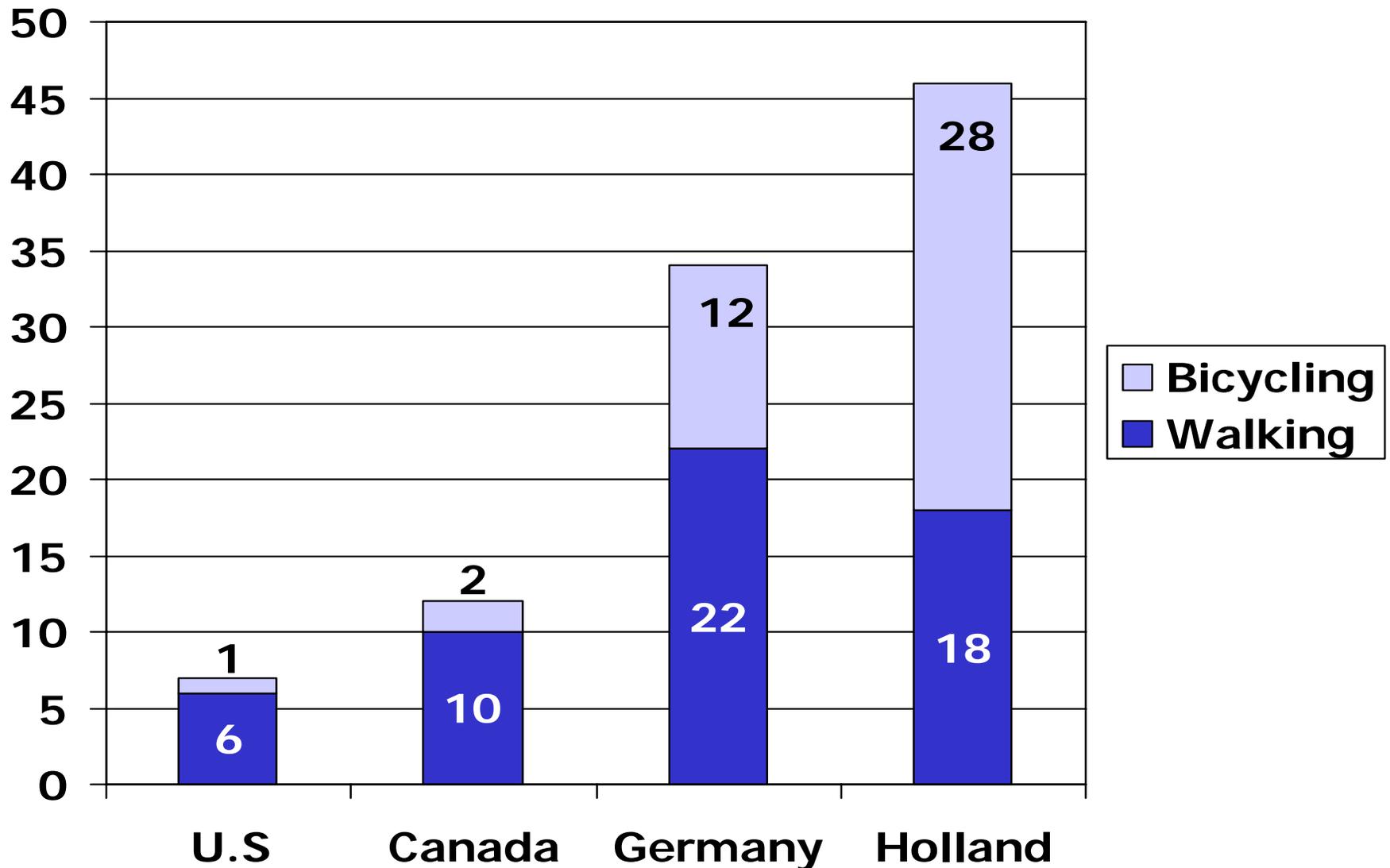
† July 19 –August 4, 1996

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

Percentage of Trips in Urban Areas Made by Walking and Bicycling: North America and Europe 1995



Percentage of Trips in Urban Areas Made by Walking and Bicycling: North America and Europe 1995

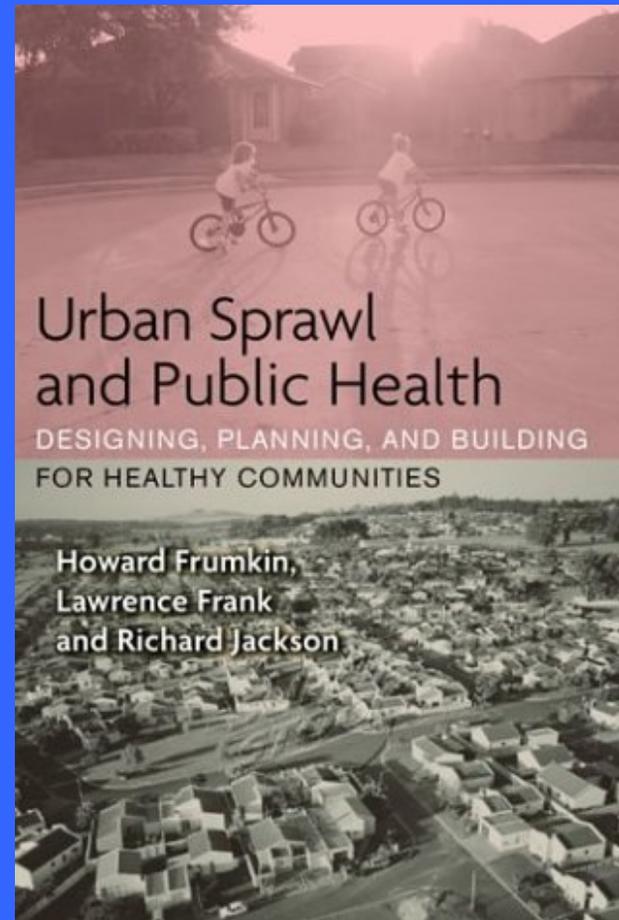




The American
"Never Walk"
Campaign

11 Strategies

With Thanks to Howard Frumkin



Howard Frumkin MD MPH DrPH is the Director of CDC's National Center for Environmental Health and ATSDR

Strategy #1:

Don't Build Sidewalks



HIGHWAY
STORAGE

CASH
AMERICA
LAWN

PAYDAY
LOANS

05



Strategy #2:

Build Repellant Sidewalks



Strategy #3:

Allow Sidewalks to Disintegrate



Strategy #4:

Build Treacherous Sidewalks

• IN-SCHOOL TRAINING
• EVENING PUPPY CLASSES
• TRAINING BY BOB MOOREFIELD
874-5224

ALPHA ACADEMY
of DOG TRAINING
CLIENT
PARKING
ONLY!!

Parking for Antiques Market
is Around Corner on
Pineville Place

UNITED

770-944-4960

Strategy #5:

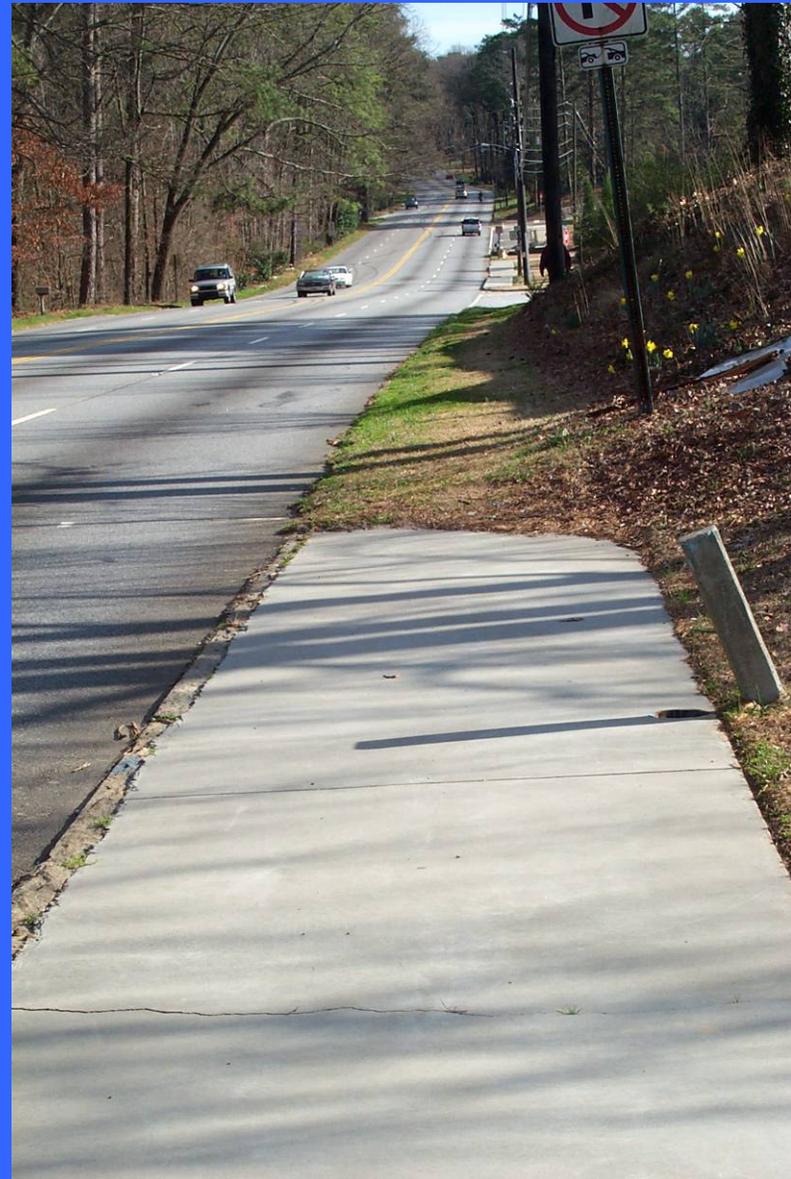
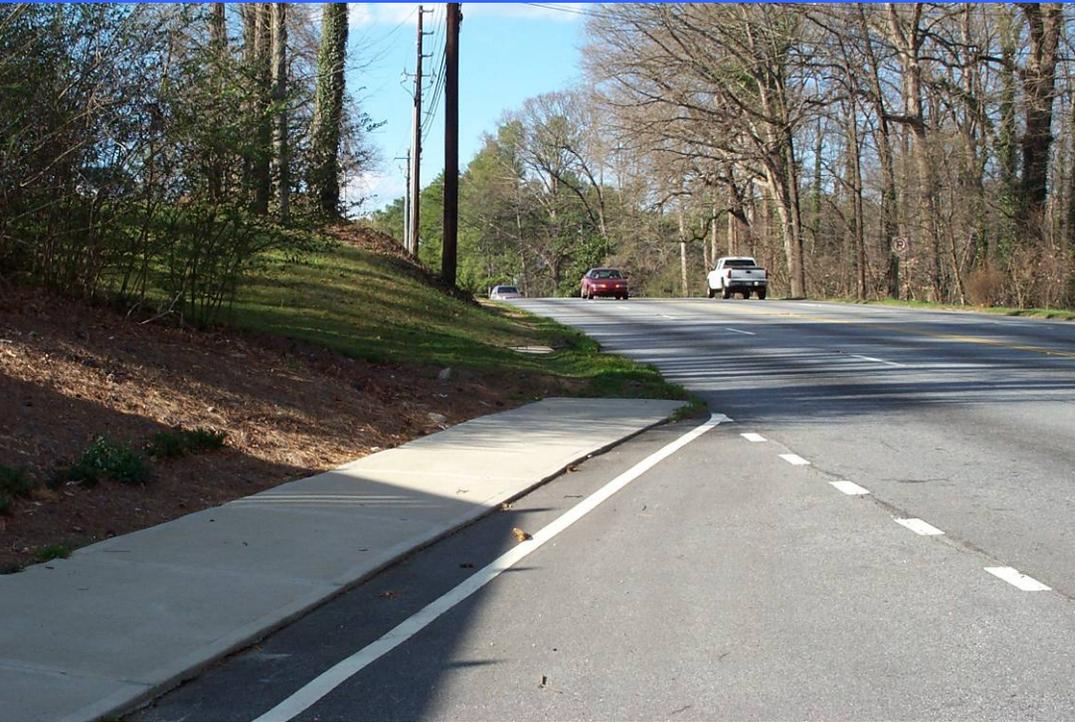
Obstruct Sidewalks





Strategy #6:

Use creative design.







Strategy #7:

Crosswalks should be
dysfunctional, if not silly.



Strategy #8:

Combine Multiple Strategies





Strategy # 9:

Never place an interesting or useful destination within walking distance of where anybody lives



Strategy #10:

Just Say It



Private Community
•••
Owners & Registered
Guests Only
•••
Parking by Permit Only
VIOLATORS WILL BE TOWED AT
DRIVER'S OWNERS EXPENSE
PER HRS 296B-11

NO
PEDESTRIANS
Mahalo

DANGER
EXIT ONLY
DO NOT OPEN GATE
IF A VEHICLE IS IN THE GATE
OR IF A PERSON IS IN THE GATE

Strategy # 11:

Make everything car-accessible.
Everything.





Pharmacies



Dry Cleaners





Booze





Baked goods



Flowers



Auto Service



Fine



Food





Coffee



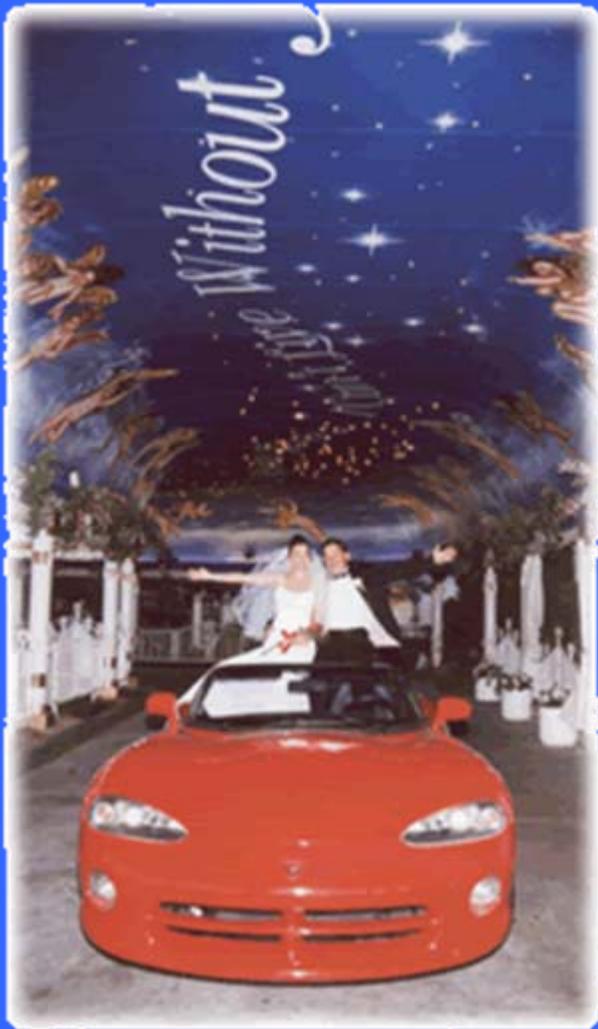
A nice touch...
Braille buttons for
blind drivers



Banking

Mail Boxes





Drive-Thru Weddings

Little White Chapel
Las Vegas, Nevada



Child support payments





Davidson, Tennessee



Pensacola, Florida

Drive-Thru Funeral Homes

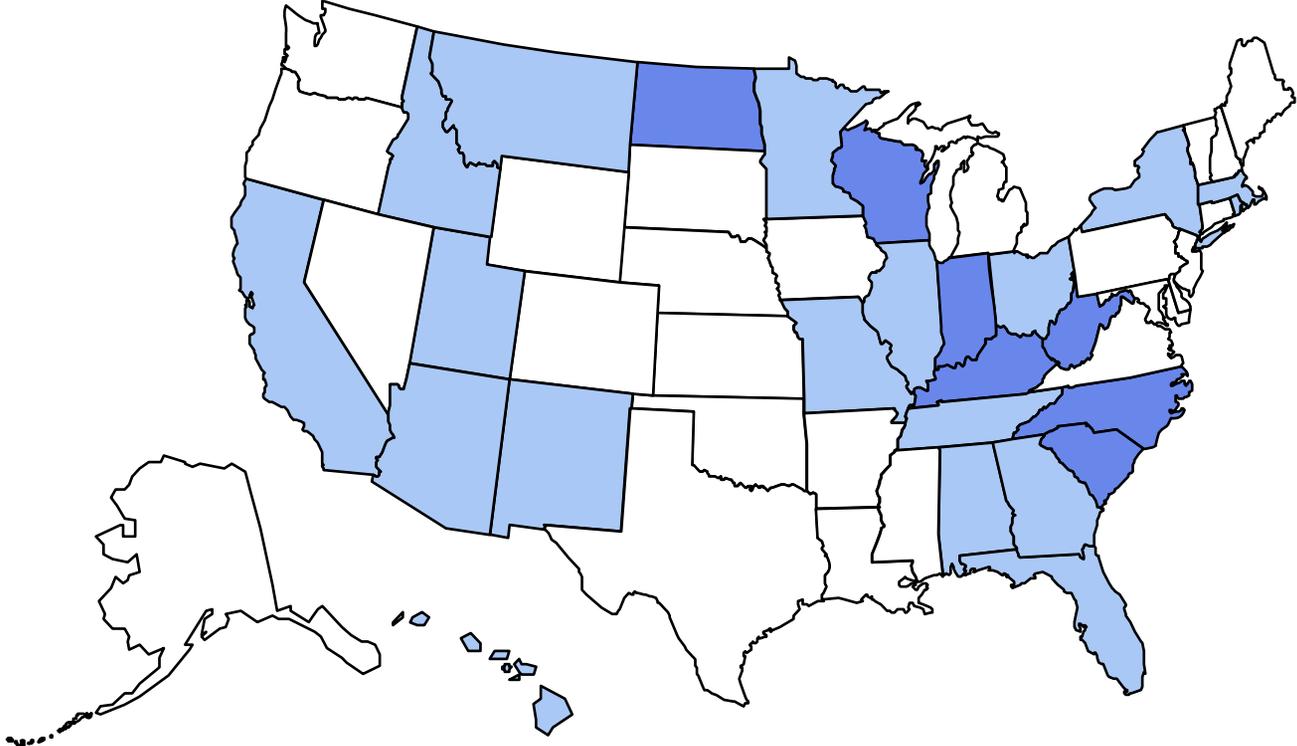


Rising Sea Levels — An Alternative Theory

Obesity Trends* Among U.S. Adults

BRFSS, 1986

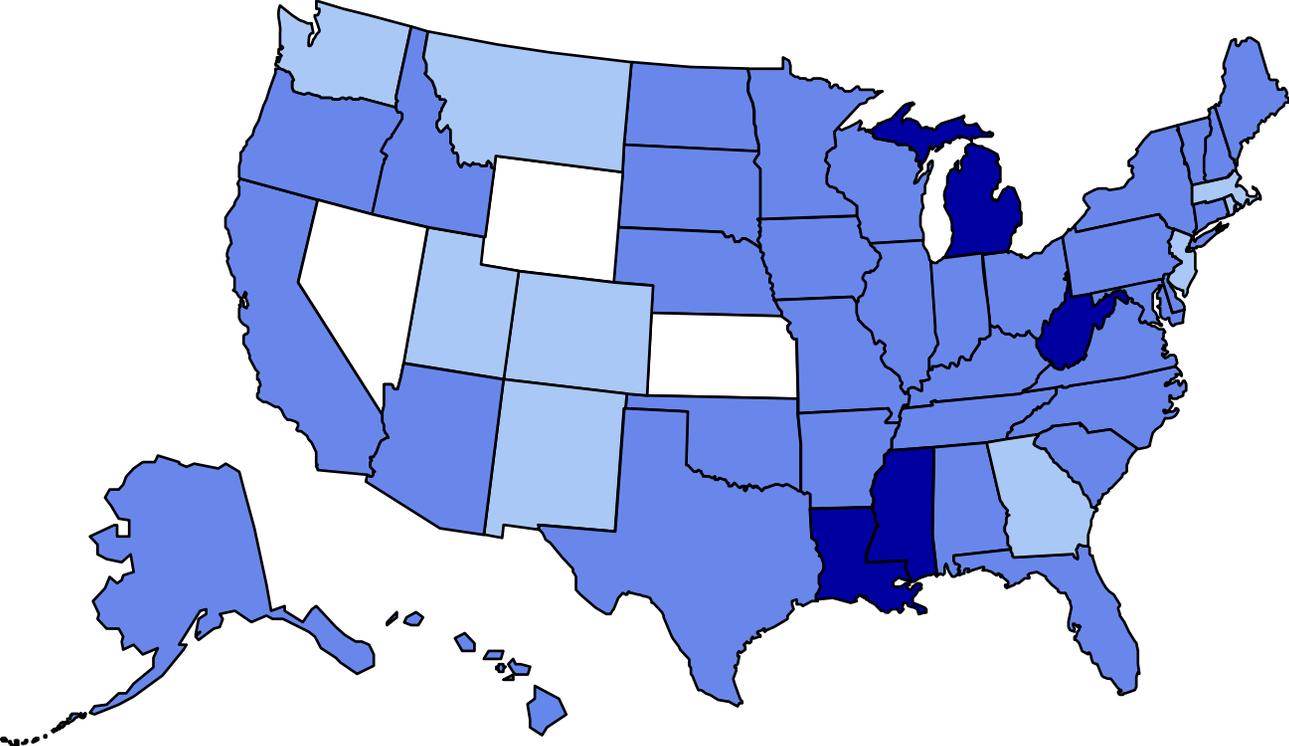
(*BMI ≥ 30 , or ~ 30 lbs. overweight for 5' 4" person)



Obesity Trends* Among U.S. Adults

BRFSS, 1991

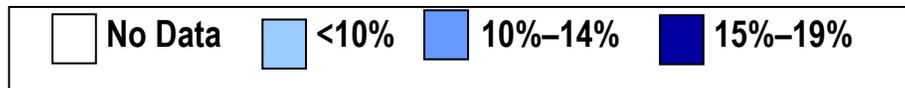
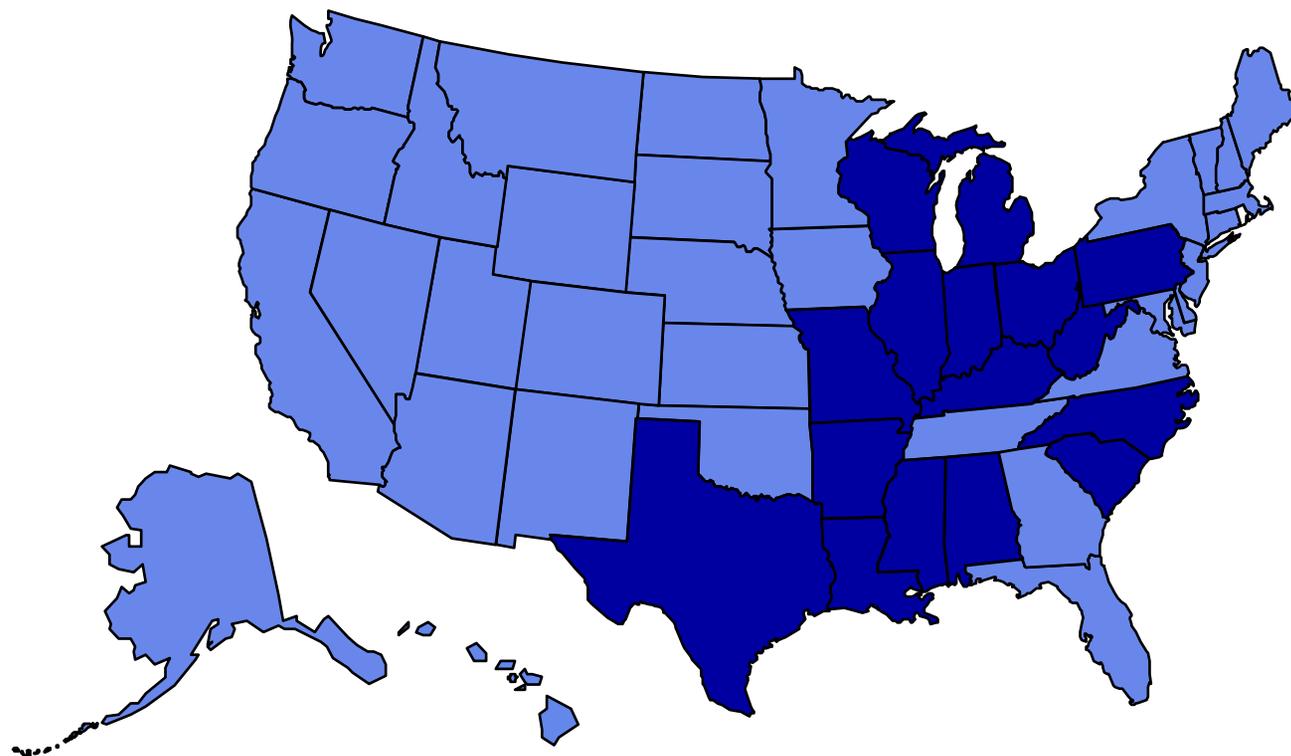
(*BMI ≥ 30 , or ~ 30 lbs. overweight for 5' 4" person)



Obesity Trends* Among U.S. Adults

BRFSS, 1994

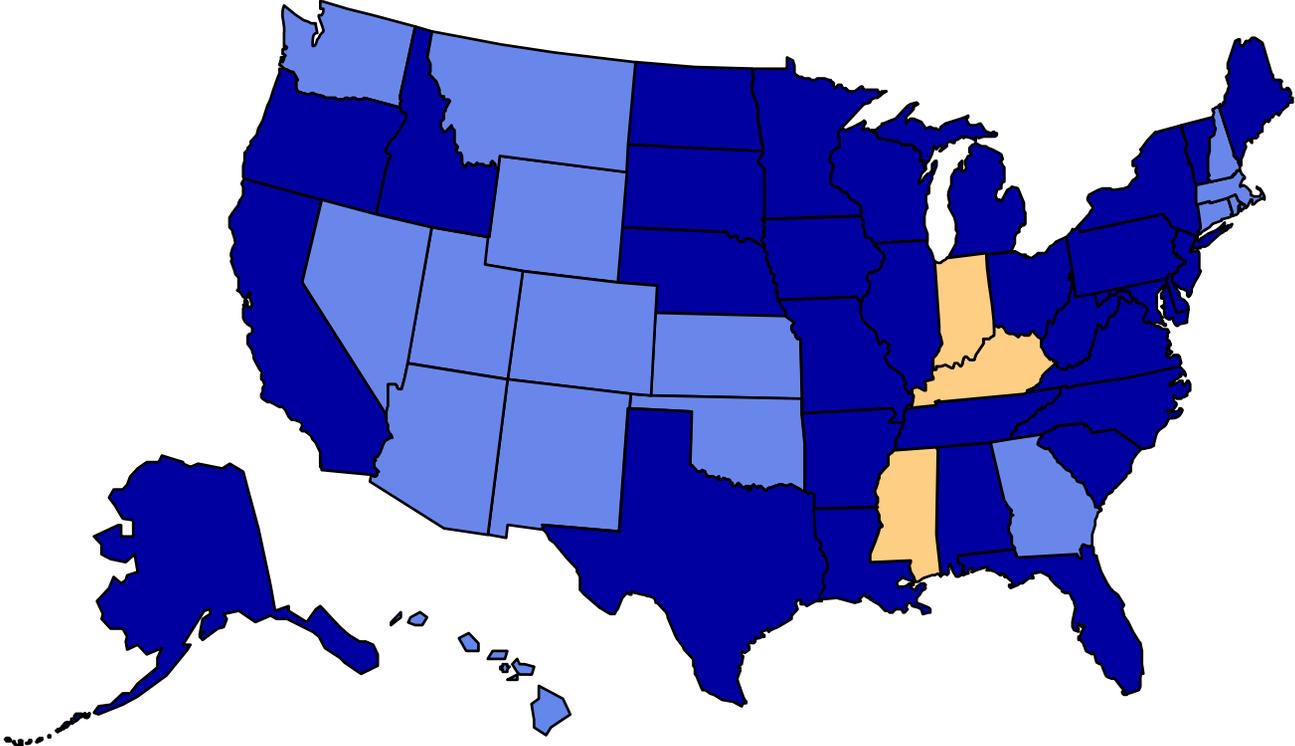
(*BMI ≥ 30 , or ~ 30 lbs. overweight for 5' 4" person)



Obesity Trends* Among U.S. Adults

BRFSS, 1997

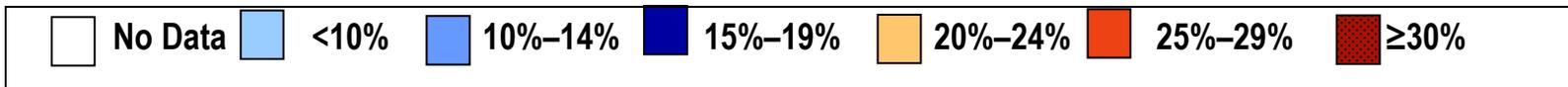
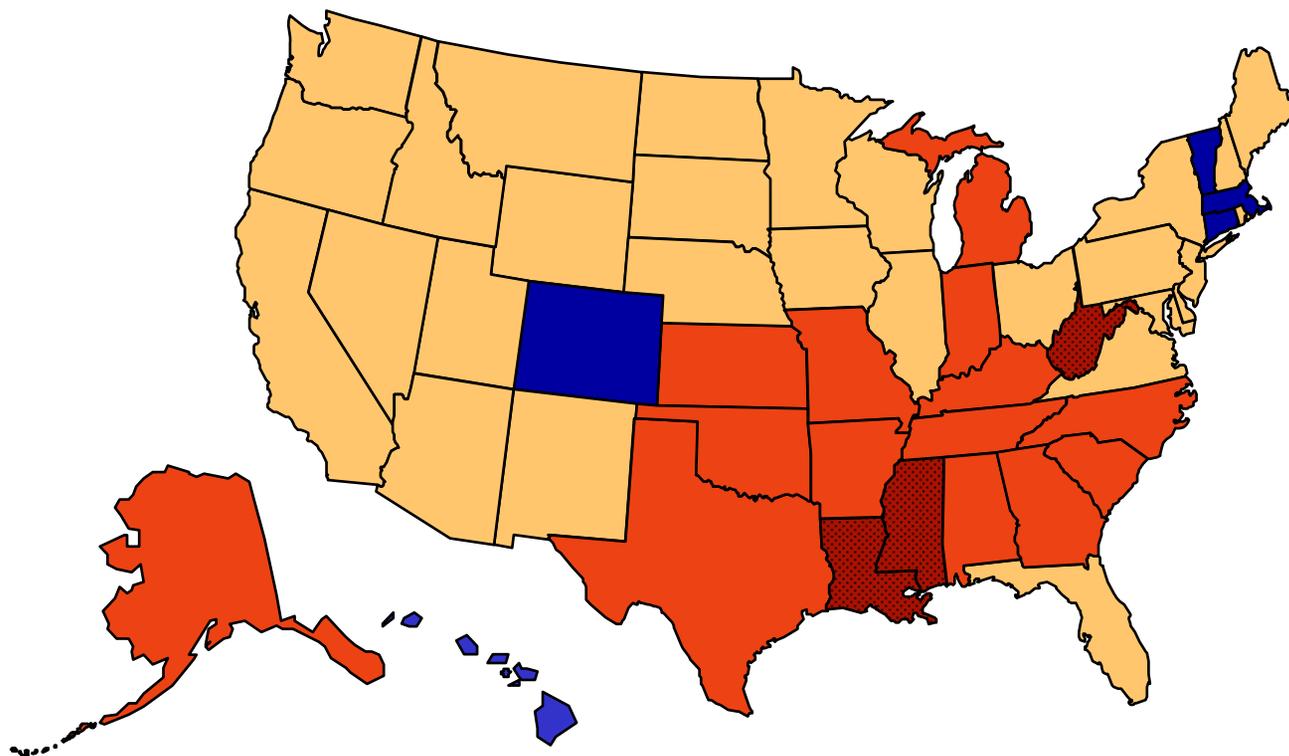
(*BMI ≥ 30 , or ~ 30 lbs. overweight for 5' 4" person)



Obesity Trends* Among U.S. Adults

BRFSS, 2005

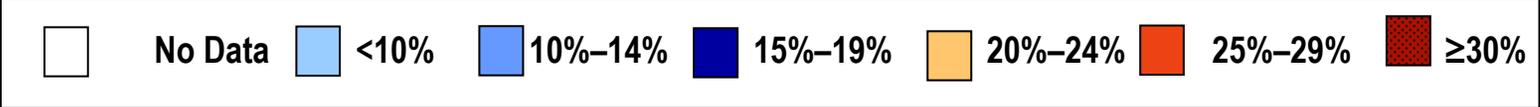
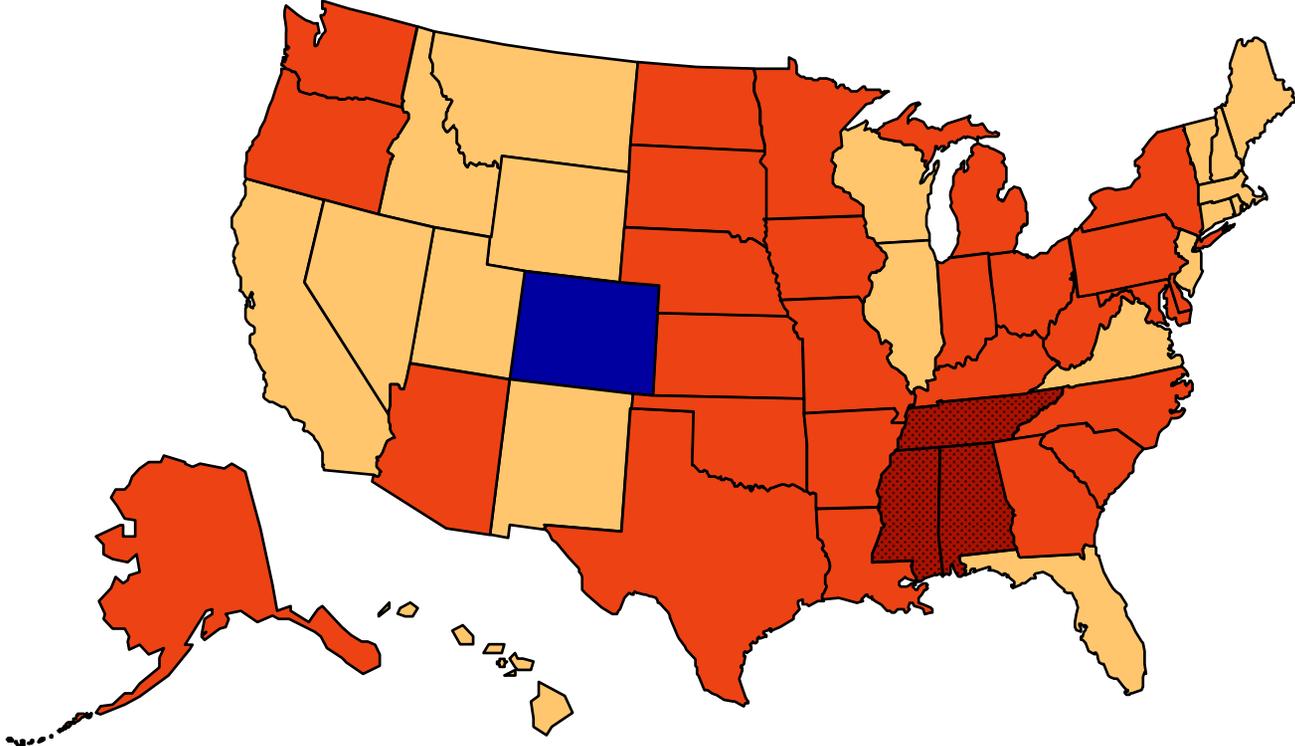
(*BMI ≥ 30 , or ~ 30 lbs. overweight for 5' 4" person)



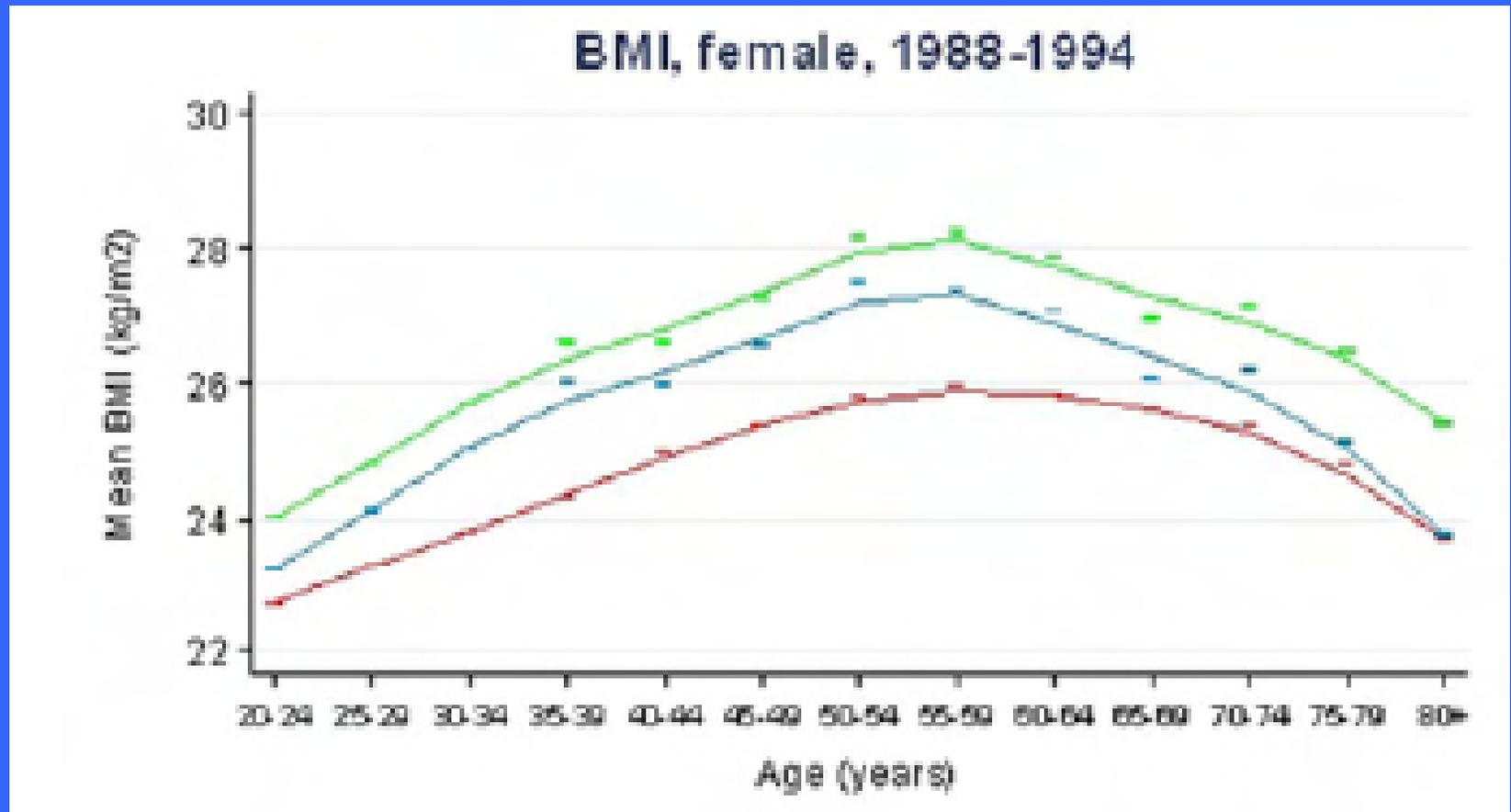
Obesity Trends* Among U.S. Adults

BRFSS, 2007

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



BMI US Females 1988-1994



NIHANES -- Measured

NHANES -- In person interview-- self-reported

BRFSS -- Telephone Interview

The Phoenix-based Bariatric system uses the Ferno Proflex cot. The Proflex model can handle 650 lbs. in the fully raised position and 900 lbs. when in the down position.



The Bariatric Unit is built on the Ford E350 Chassis and is considered a Type 3 Ambulance with a strong suspension and shocks.



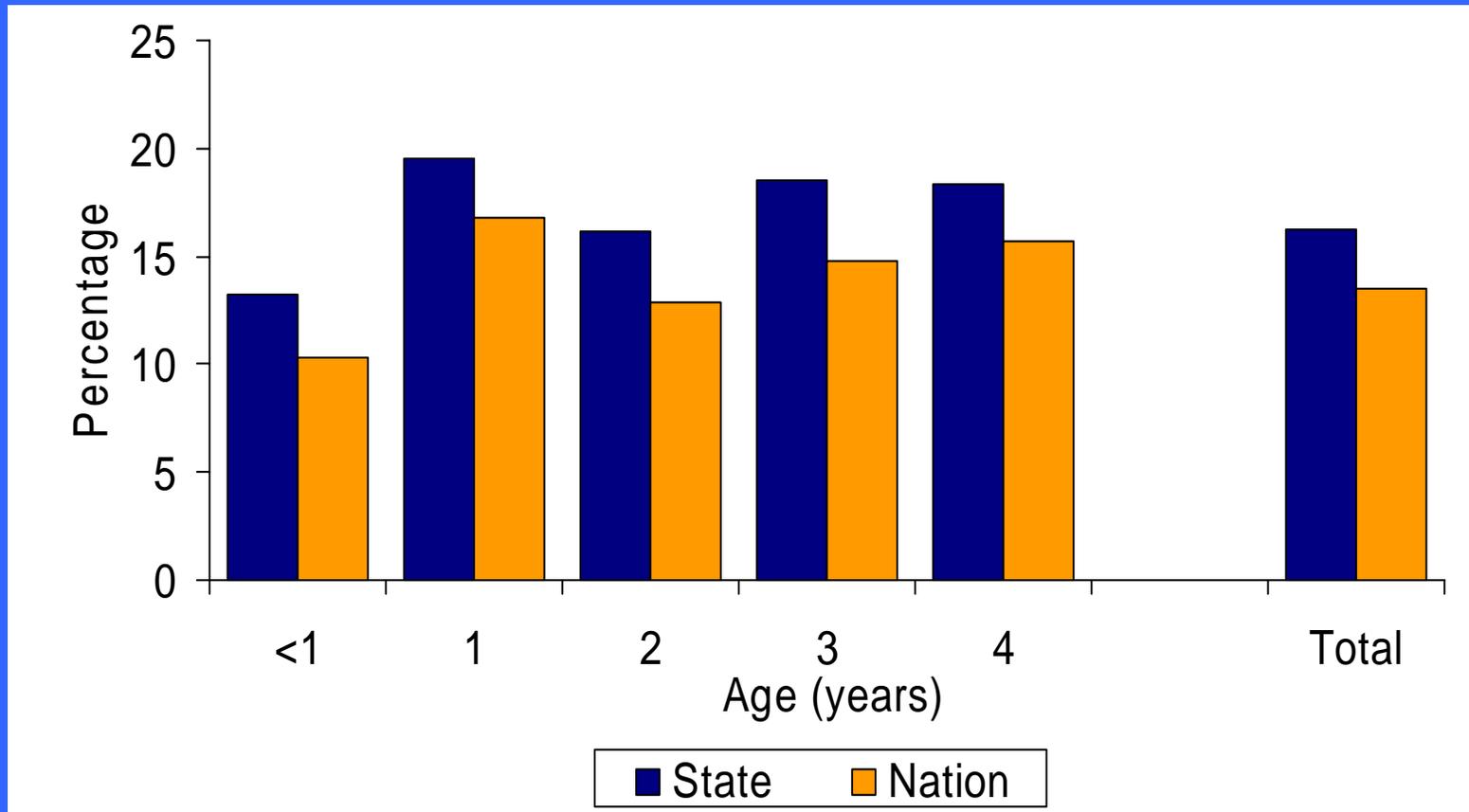
Supersizing Jet Fuel Use

- Mean weight gain of Americans in 1990s:
10 pounds
- Airline distance flown in 2000 in US:
515 billion passenger-miles
- Weight transported 1 mile by 1 gallon of fuel:
7.3 tons (passengers or cargo)
- Jet fuel to transport added weight in 2000:
350 million gallons
- Cost of extra fuel: \$1.4 billion
 - (Sept 2008 prices)
- CO₂ emissions from extra fuel:
3.8 million tons

Data sources: NCHS; US Dept. of Transportation

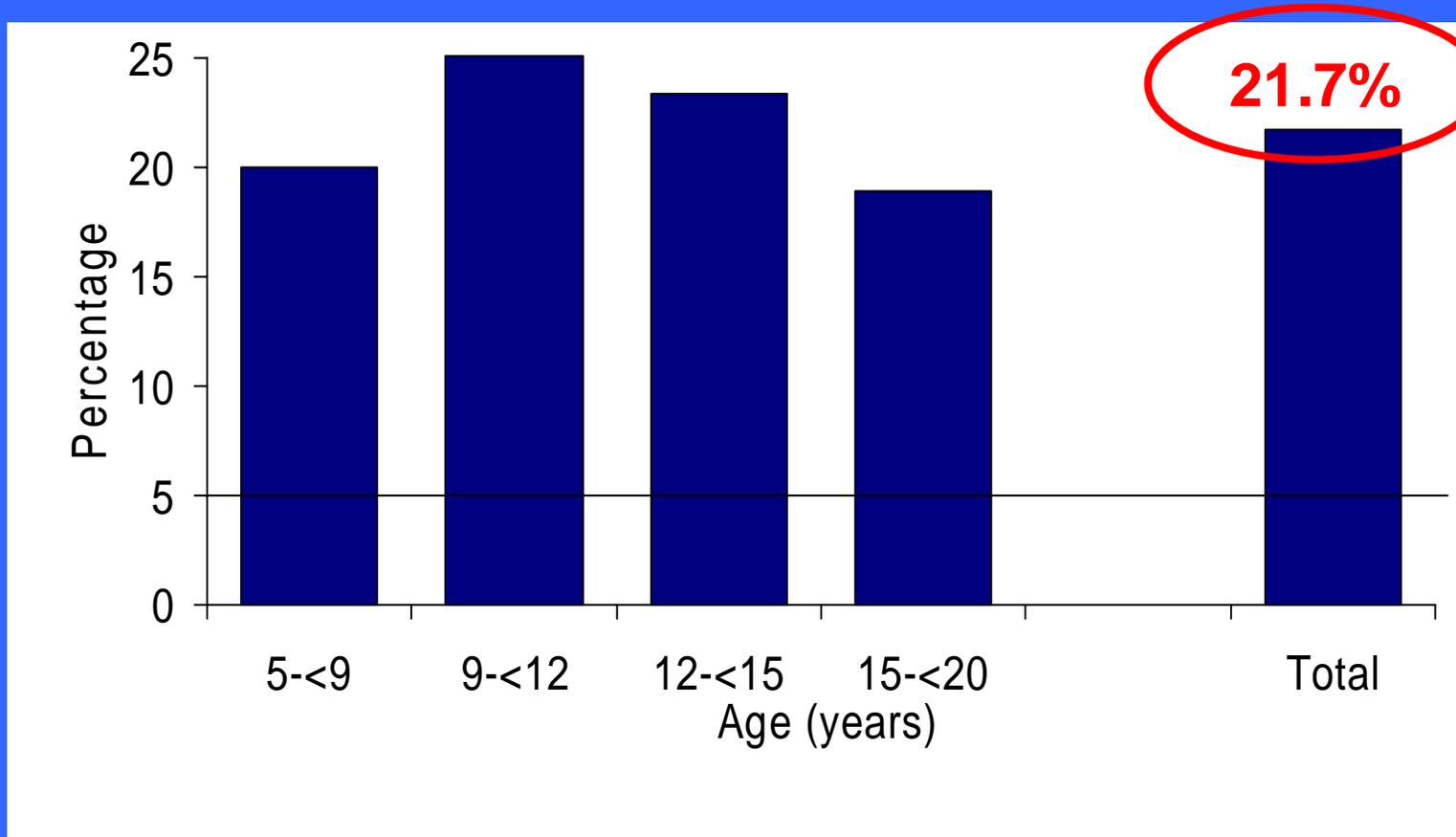


USA vs. California-Prevalence of overweight* among children aged <5 years by age



* \geq 95th percentile weight-for-length or BMI-for-age, CDC Growth Charts, 2000.
5% of children are expected to fall above the 95th percentile.

California Prevalence of Overweight* Children aged 5 to 20 years

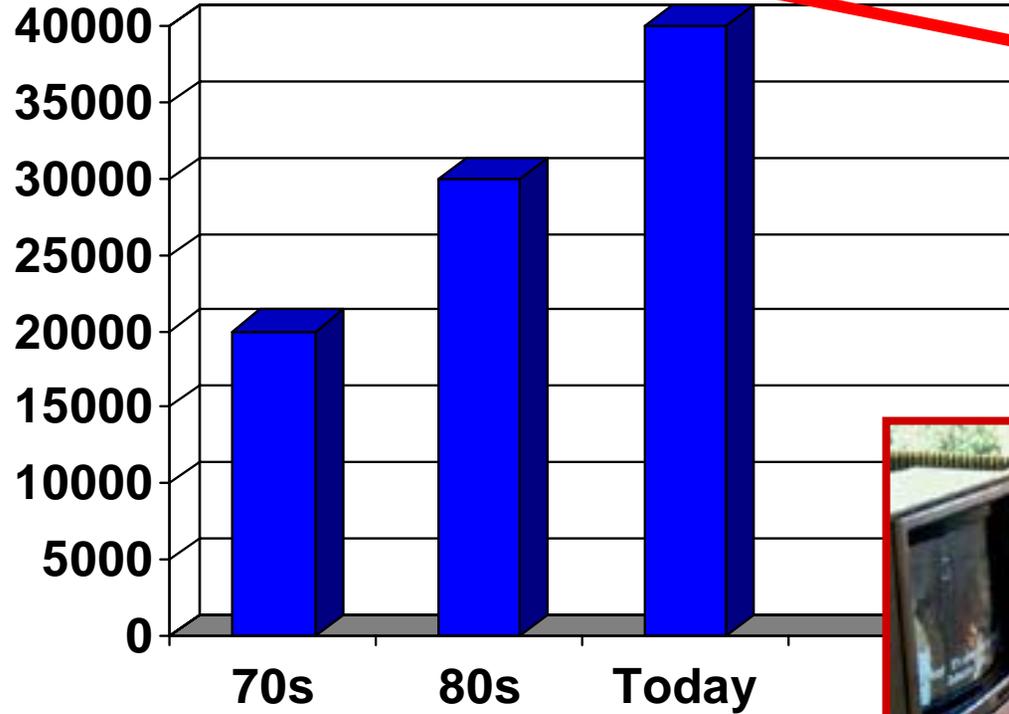


Year
2010
target**

* \geq 95th percentile BMI-for-age, CDC Growth Charts, 2000.

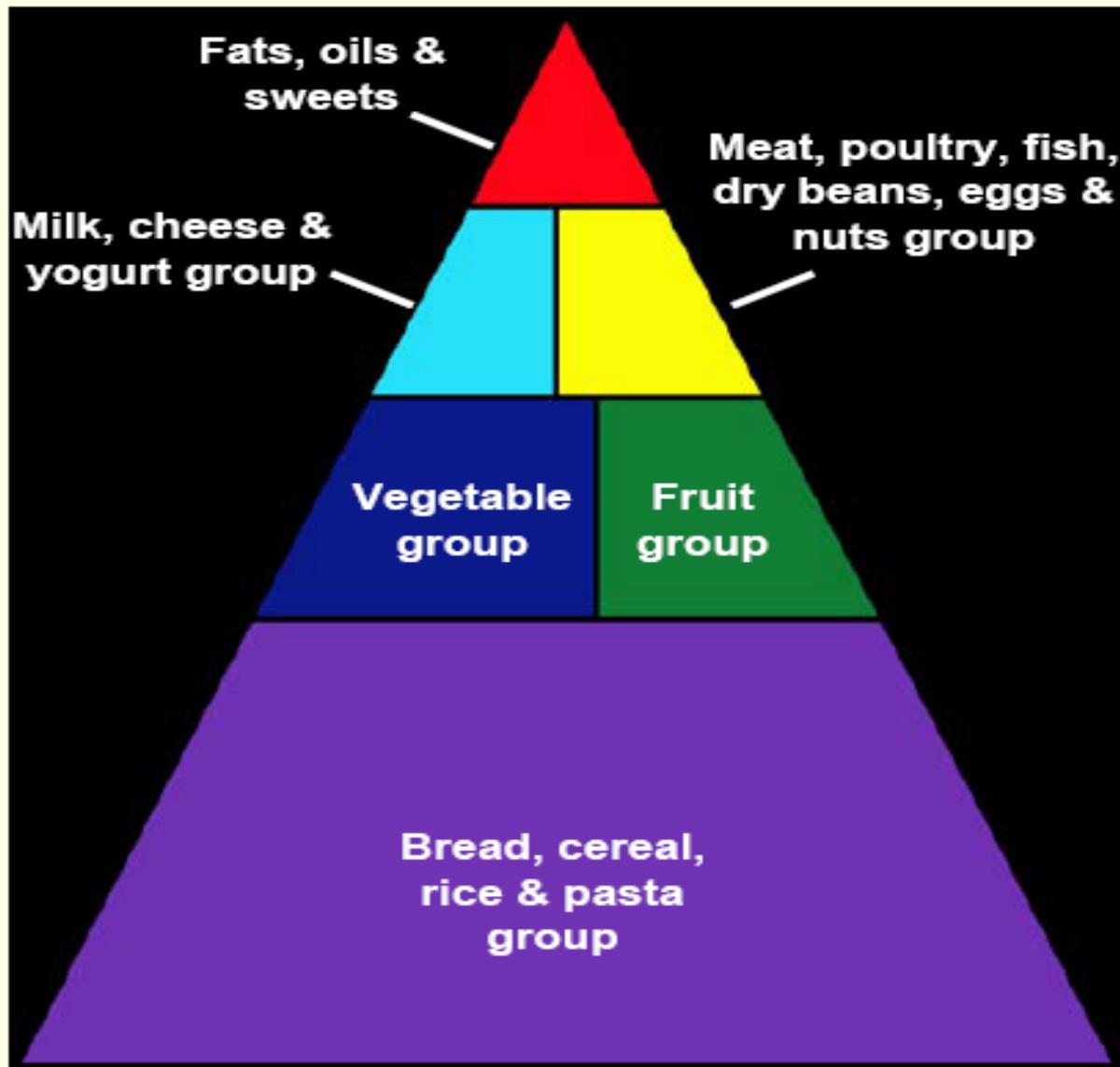
** Year 2010 target: reduce the proportion of children and adolescents aged 6 to 19 years who are overweight to 5%.

Supersizing Advertising :Number of TV Ads Seen By Children



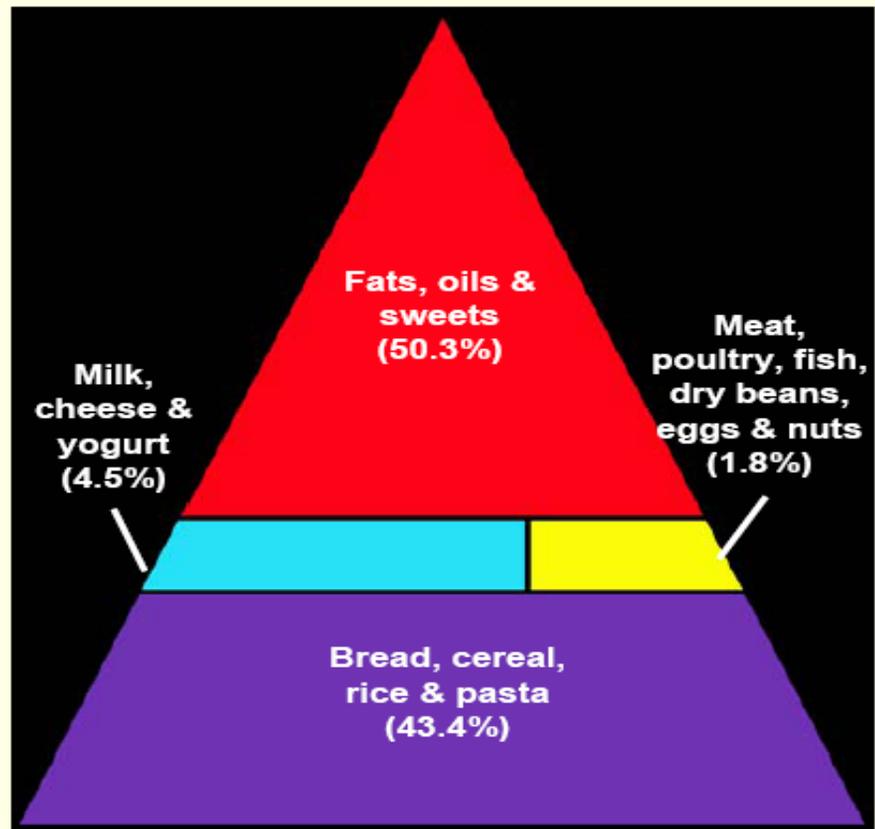
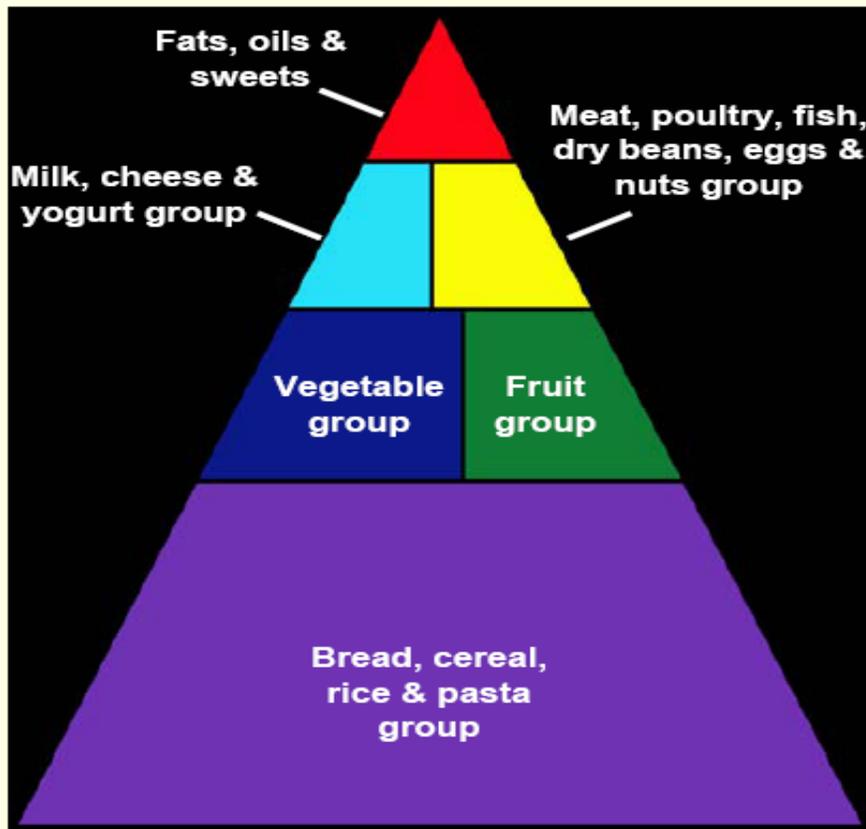
40,000 per year





The food pyramid for the last generation

The Food Pyramid for Advertising to America's children



'Fruit' in that juice? It could be red dye

Many foods marketed toward children are misleading in their packaging, report says.

By Mary Engel, Times Staff Writer
January 26, 2007

About half of the most aggressively marketed children's food with pictures or names of fruit on the packaging contains no fruit at all, according to a report to be released today at the 2007 California Childhood Obesity Conference in Anaheim.

Some of the least fruity products were cereal and yogurt, said lead author Leslie Mikkelsen, a dietitian for Prevention Institute, an Oakland-based nonprofit that promotes community-based health and safety programs.

She pointed to a box of Berry Berry Kix that showed a big spoonful of cereal with what at least looked like raspberries and blueberries.

"Parents do think cereals are a good way to start the day," Mikkelsen said, and they look at this one and think "it has the goodness of fruit."





ONE 20 oz SODA per day

- *17 teaspoons of SUGAR*
- *250 calories*
- *40 minutes of hard
basketball*

High Fructose Corn Sugar

- US annual per capita consumption of HFCS
- 63 pounds



High Fructose Corn Sugar

- US annual per capita consumption of HFCS
- 63 pounds
- 114,545 calories
 - Can convert to 28 pounds of body fat
- You Can Burn this Off !
 - with 318 hours of Intense Exercise



**Hardee's introduces
new
Mega-Calorie
“Monster
Thickburger”**



- **1,420 calories**
- **107 grams of fat**
- **7.1 hours of moderate walking**

Fast Food Restaurants

- “black/low income” neighborhoods ~
2.4 per sq. mile
- “white” neighborhoods:
1.5 per sq. mile



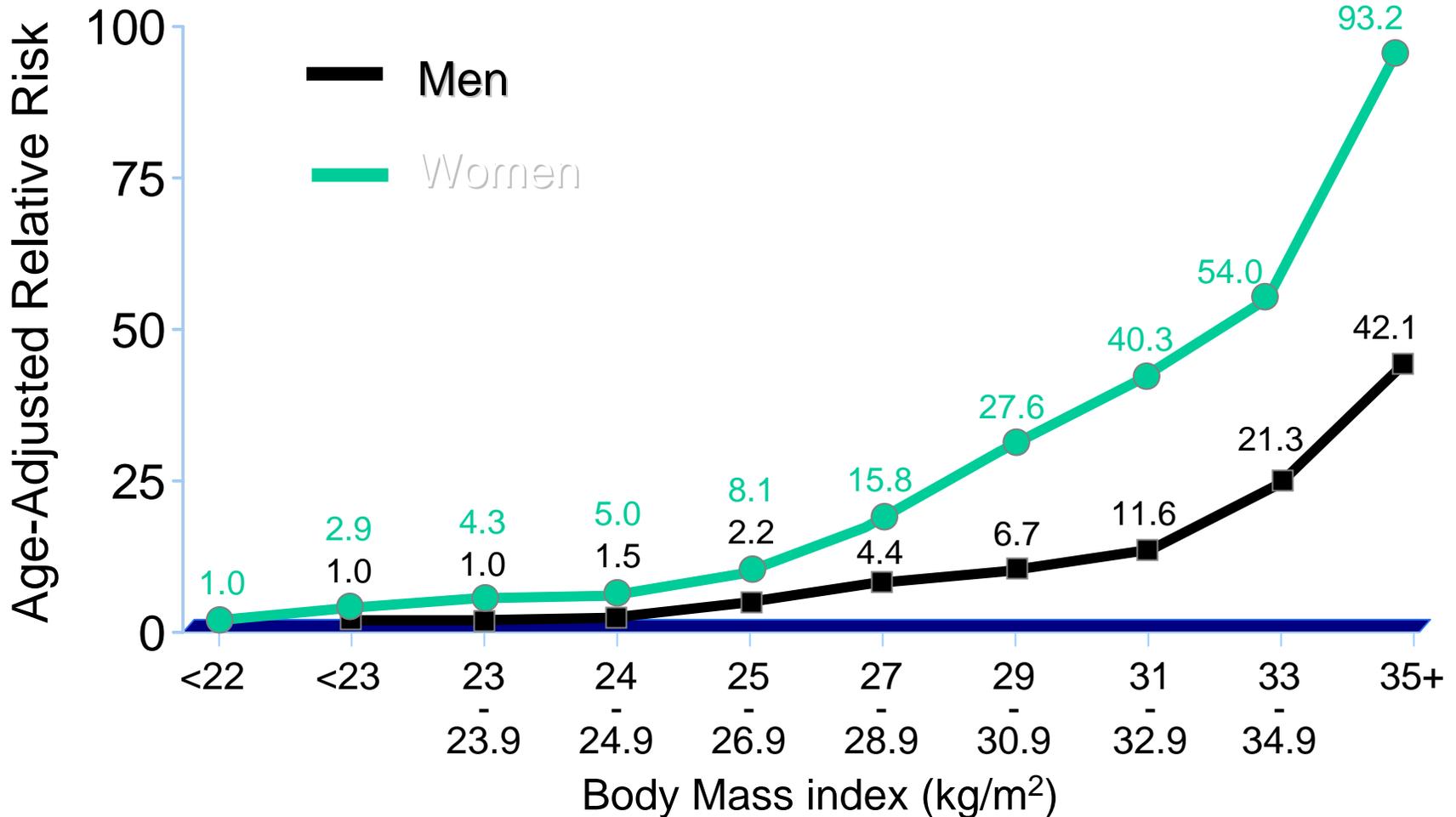
“Supersizing” a fast-food meal – the real costs

- Paying 67 cents to supersize an order — 73% more calories for only 17% more money
- A Bargain!

“Supersizing” a fast-food meal – the real costs

- Paying 67 cents to supersize an order — 73% more calories for 17% more money — adds an average of 36 grams of adipose tissue.
- The future medical costs for that “bargain” would be \$6.64 for an obese man and \$3.46 for an obese woman.

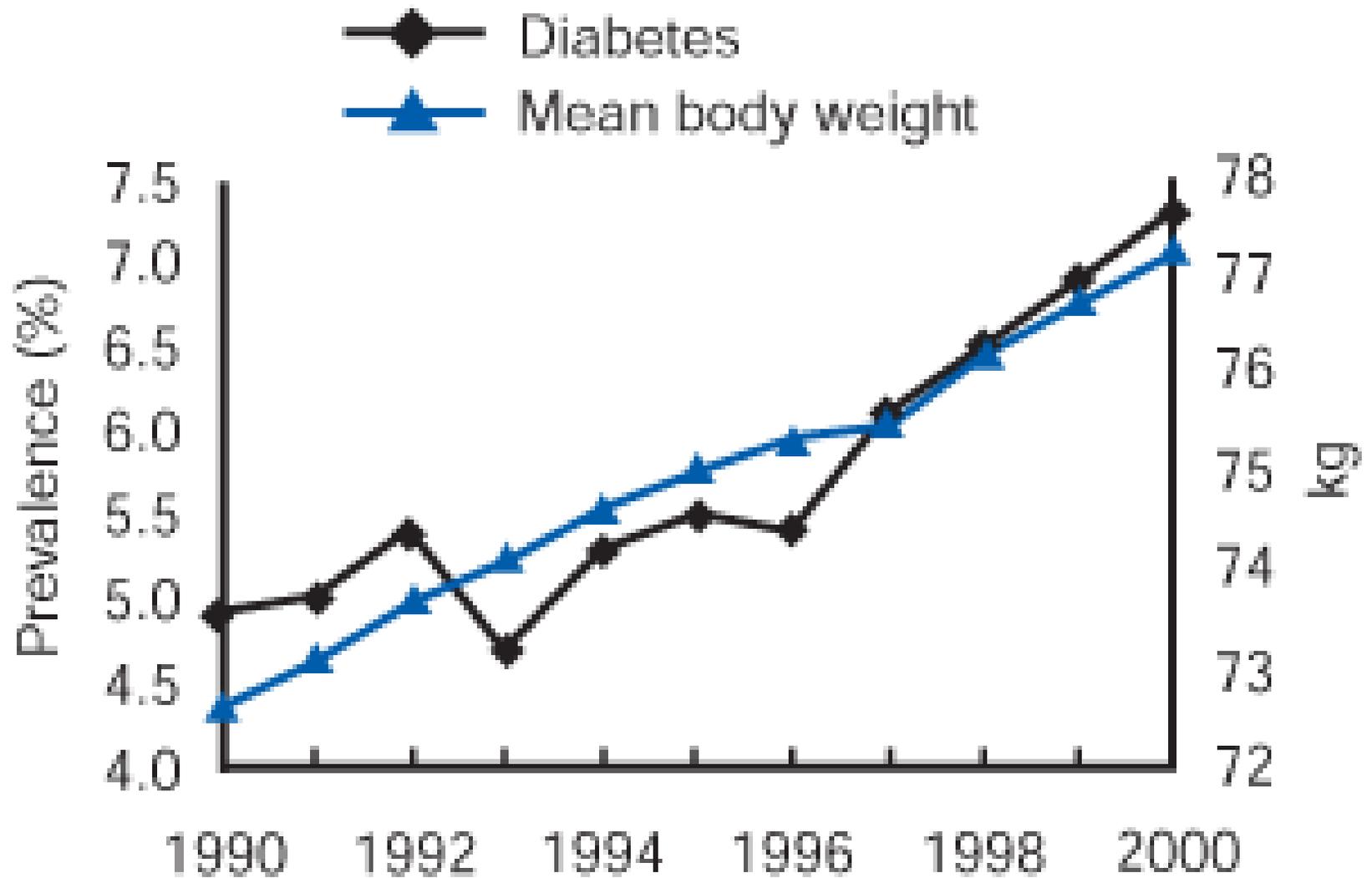
Relationship Between BMI and Risk of Type 2 Diabetes



Chan J et al. *Diabetes Care* 1994;17:961.

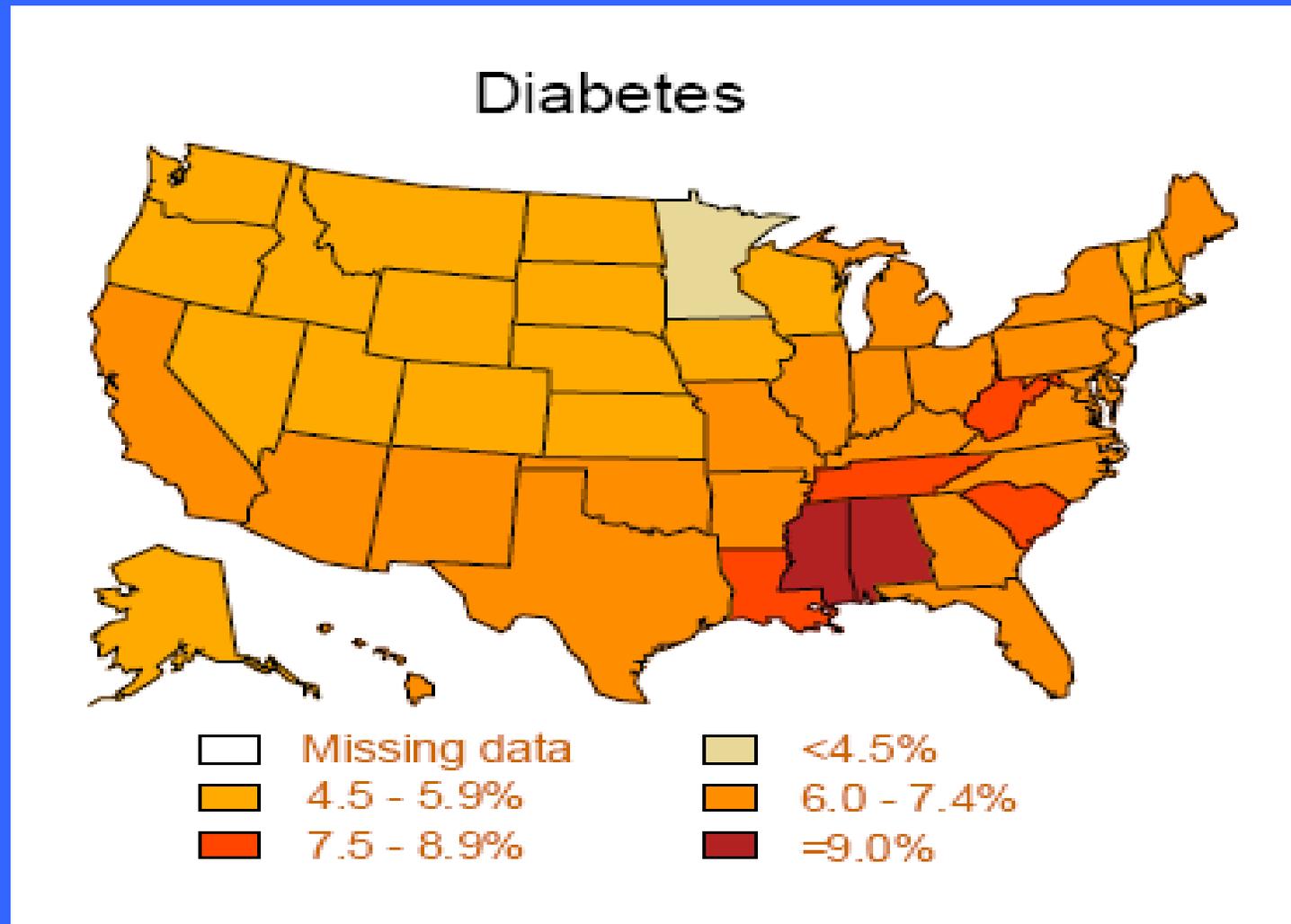
Colditz G et al. *Ann Intern Med* 1995;122:481.

Diabetes and Obesity



United States 1990 to 2000

Percentage of US Adults with Diagnosed Diabetes - 2001



People with Diabetes by Race and Ethnicity, 2004–2006*



Non-Hispanic whites	6.6%
Asian Americans	7.5%
Hispanics	10.4%
Non-Hispanic blacks	11.8%
^AIAN	16.5%

*Adjusted by age

^American Indians and Alaska Natives

Diabetes Projected Risks:

For Babies Born in 2000

Girls: 38% lifetime risk

- If diabetic before age 40, Lifespan shortened by 14 years (Quality of life by 19 years)

Boys: 33% lifetime risk

If diabetic before age 40, Lifespan shortened by 12 years. (Quality of life by 22 years)

V Narayan et al: JAMA 8 Oct 2003

The Atlanta Journal-Constitution / Sunday, June 15, 2003

CDC: Diabetes to afflict 1 in 3 born in 2000

Scientist says kids must eat healthier, exercise more

By JANET McCONNAUGHEY
Associated Press

New Orleans — One in three U.S. children born in 2000 will become diabetic unless many more people start eating less and exercising more, a scientist with the Centers for Disease Control and Prevention warned Saturday.

The odds are worse for African-American and Latino children: Nearly half of them are likely to develop the disease, said Dr. K.M. Venkat Narayan, a diabetes epidemiologist at the CDC.

"I think the fact that the diabetes epidemic has been raging has been well-known to us for several years. But looking at the risk in these terms was very shocking to us," Narayan said.

The 33 percent lifetime risk is about triple the American Diabetes Association's current estimate.

by 2050, to 29 million, an earlier CDC study by Narayan and others found.

"These estimates I am giving you now are probably quite conservative," Narayan said in an interview before the diabetes association's annual scientific meeting here.

Narayan said it would be difficult to say whether undiagnosed cases would rise at the same rate.

If they did, that could push the 2050 figure to 40 million or more.

Doctors had known for some time that Type 2 diabetes — what used to be called adult-onset diabetes because it typically showed up in middle-aged people — is on the rise, and that patients are getting younger.

Nobody else had crunched the numbers to look at current odds of getting the disease, Narayan said.

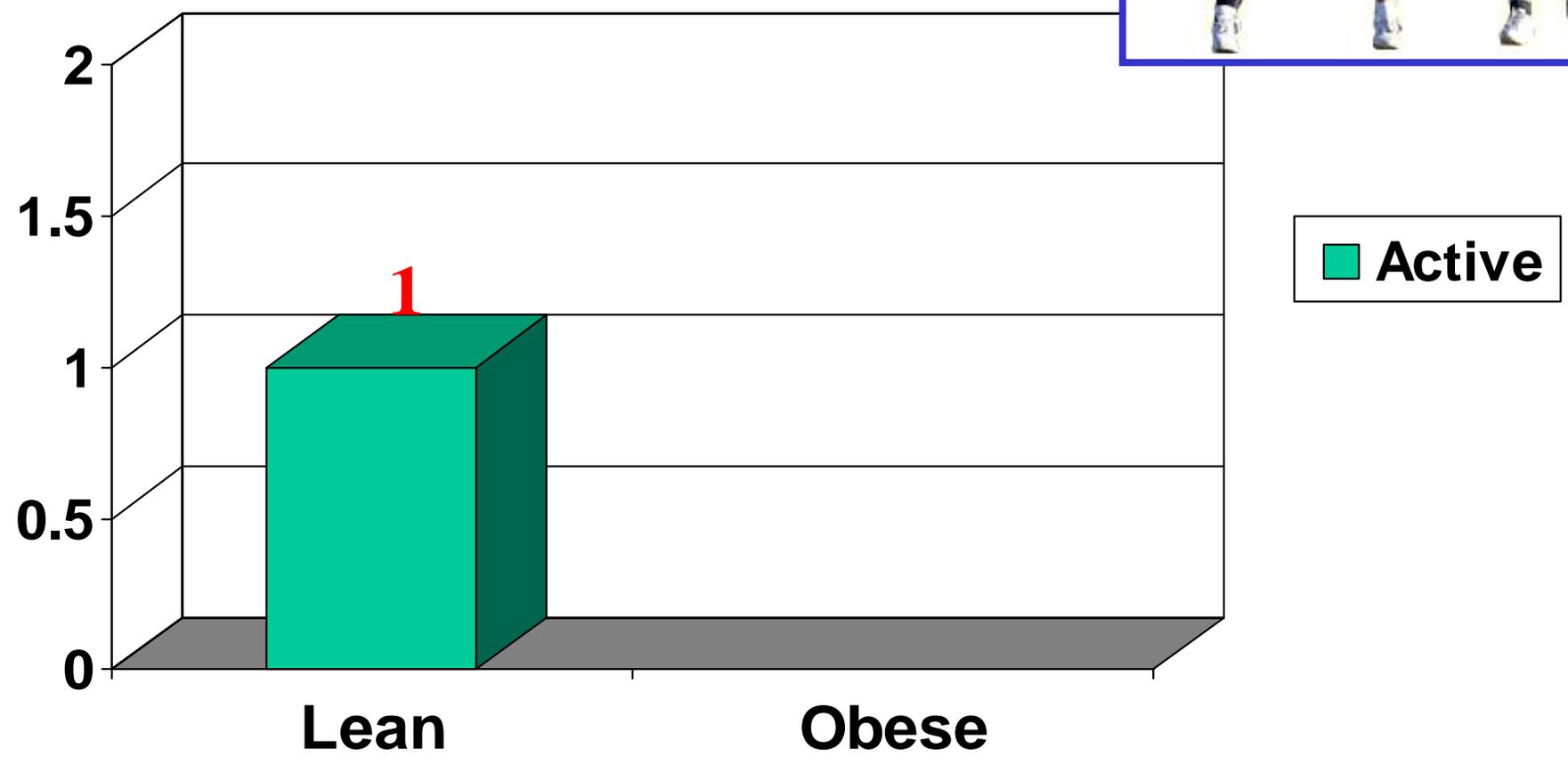
Overall, he said, 39 percent of the girls who now are healthy 2½- to 3-year-olds and 33 percent of the boys are likely to develop diabetes, he said.

For Latino children, the odds are closer to one in two: 53 percent of the girls and 45 percent of the boys. The numbers are about 49 percent and 40 percent for African-American girls

Nurse Study 1976-2000

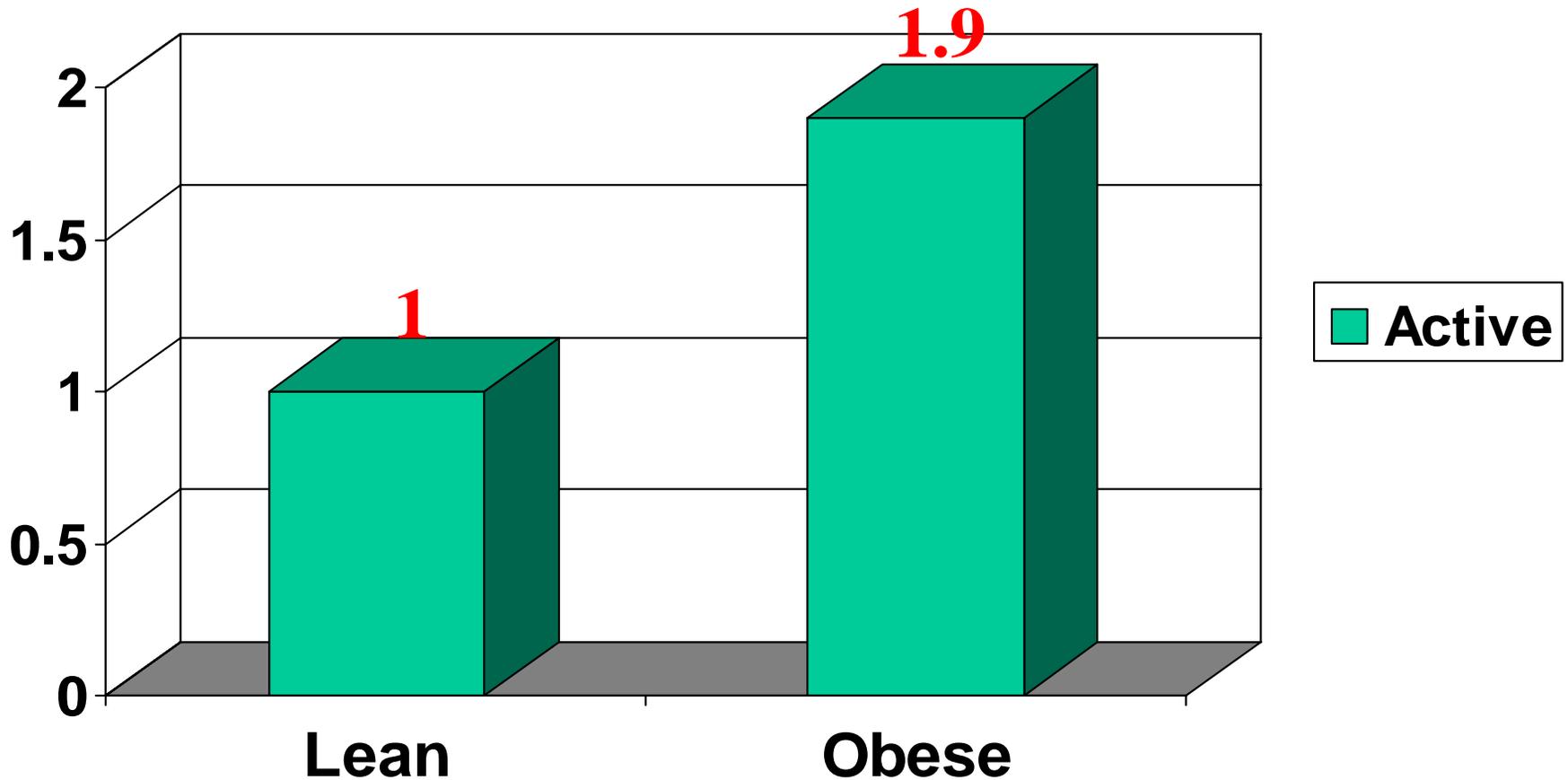


Risk of Death



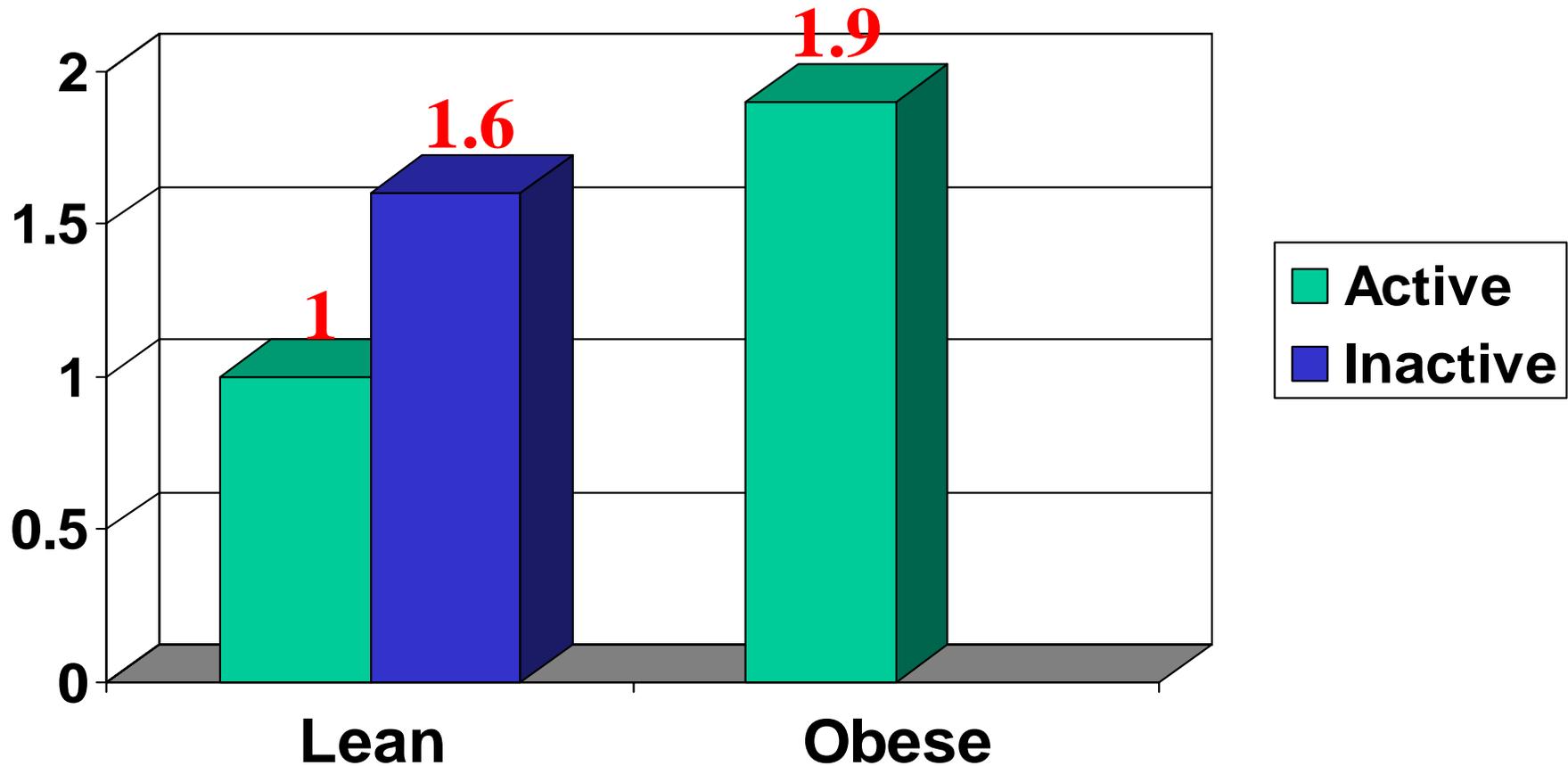
Nurse Study 1976-2000

Risk of Death



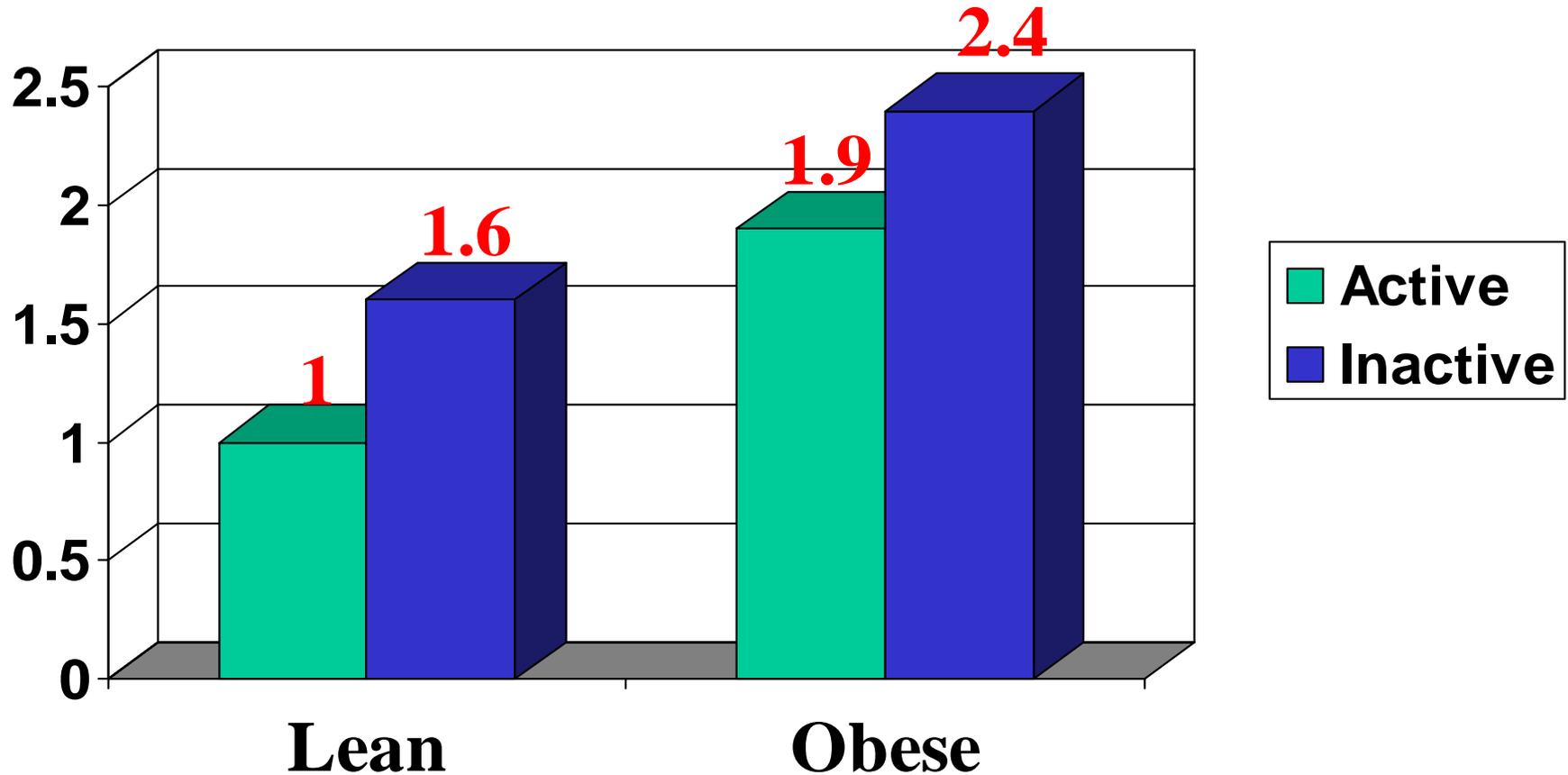
Nurse Study 1976-2000

Risk of Death

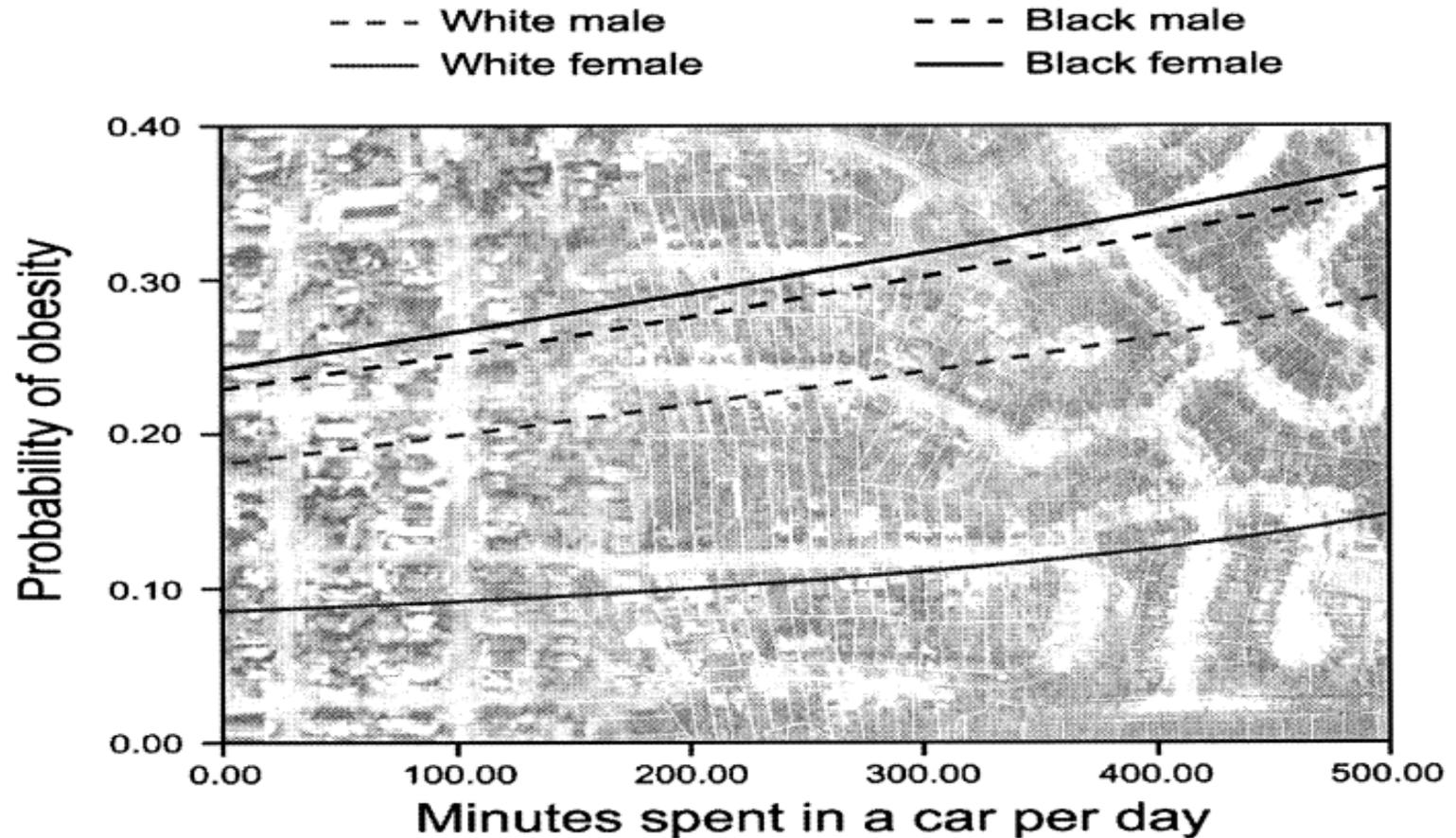


Nurse Study 1976-2000

Risk of Death



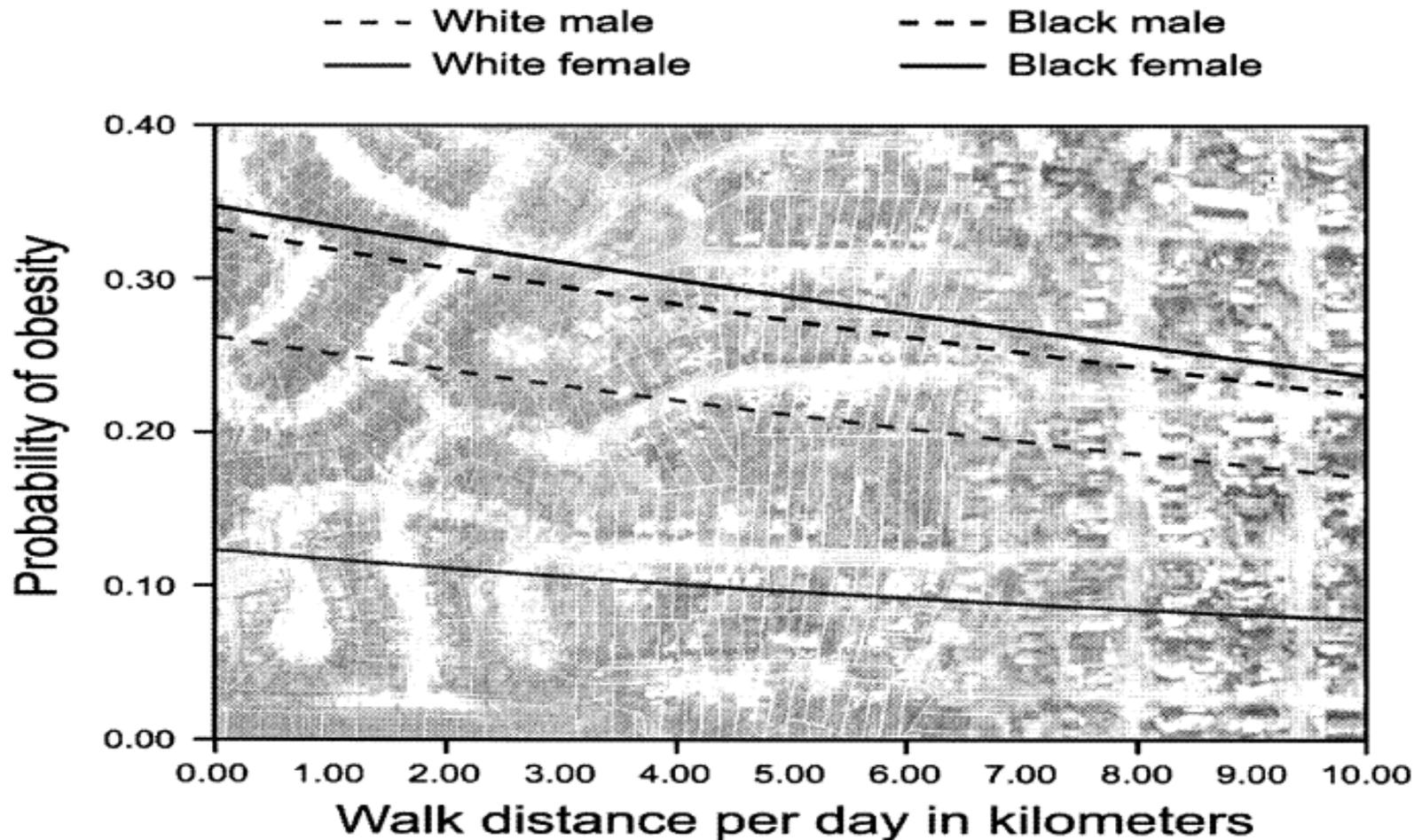
More time in a car → Higher probability of obesity



Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars

Lawrence D. Frank, PhD, Martin A. Andresen, MA, Thomas L. Schmid, PhD

More walking: Less obesity

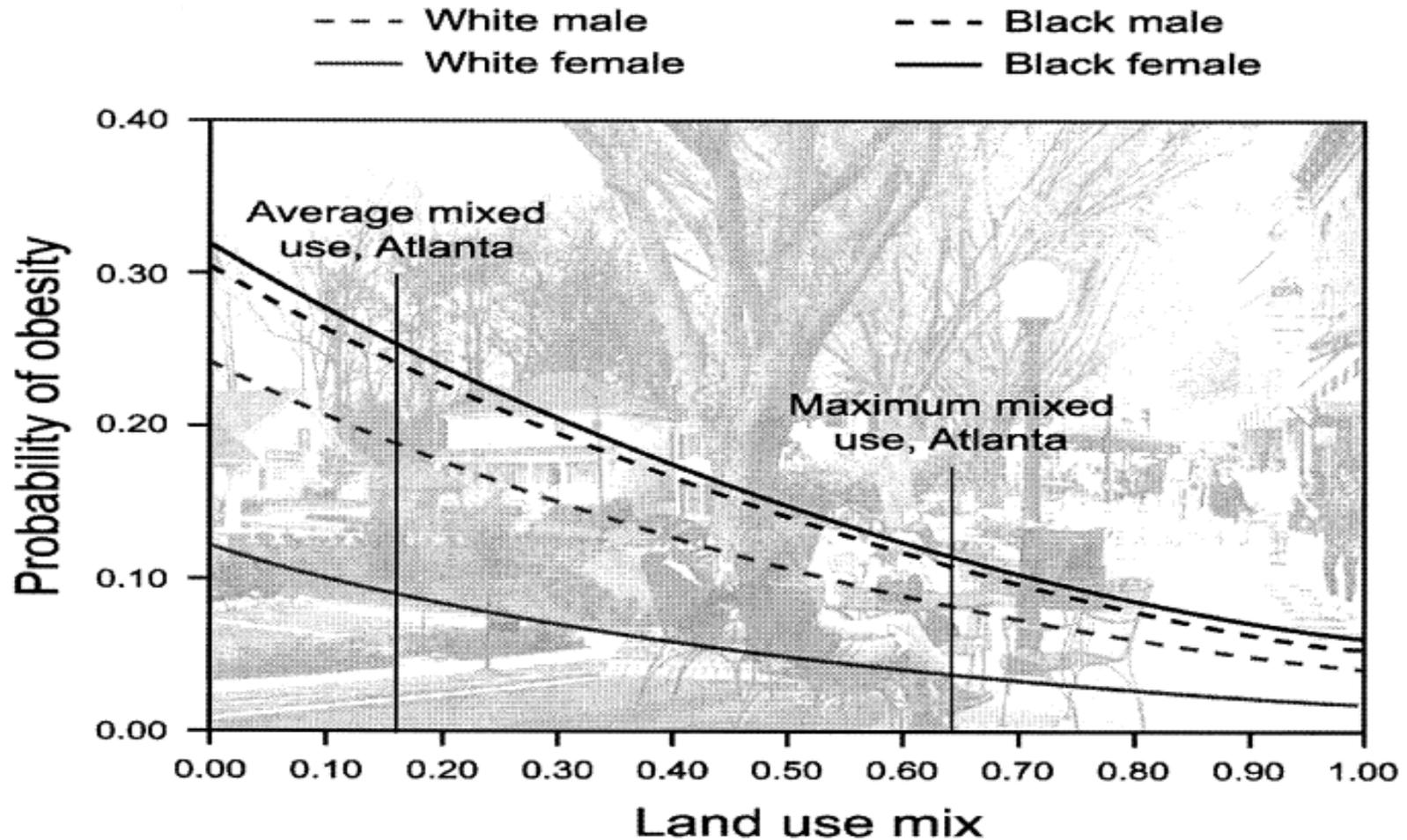


Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars

Lawrence D. Frank, PhD, Martin A. Andresen, MA, Thomas L. Schmid, PhD

Higher density and connectivity → Lower obesity

Atlanta study 2004



Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars

Lawrence D. Frank, PhD, Martin A. Andresen, MA, Thomas L. Schmid, PhD

Urban Sprawl, Physical Activity, Obesity, and Morbidity

“Those living in Sprawling counties were likely to walk less ($p=.004$), weigh more ($p<.001$), and have a greater prevalence of hypertension ($p=.018$) than those living in compact counties.” (average six pound difference)

Ewing R et al: American Journal of Health Promotion
18 (1) Sept/Oct 2003

“Old” Schools



Credit: Manitovic Public School District



Credit: Hummel Architects, Boise, ID

“Modern” Schools



Credit: South Carolina Coastal Conservation League



Credit: Constance E. Beaumont, NTHP

Schools

- Since World War II
 - Average School Size
 - grew fivefold, from 127 to 653 students
- Number of Schools declined 70%



We have changed how much we walk or bike

- Percent of children who walk or bike to school:

- 1974: **66%**

- 2000: **13%**

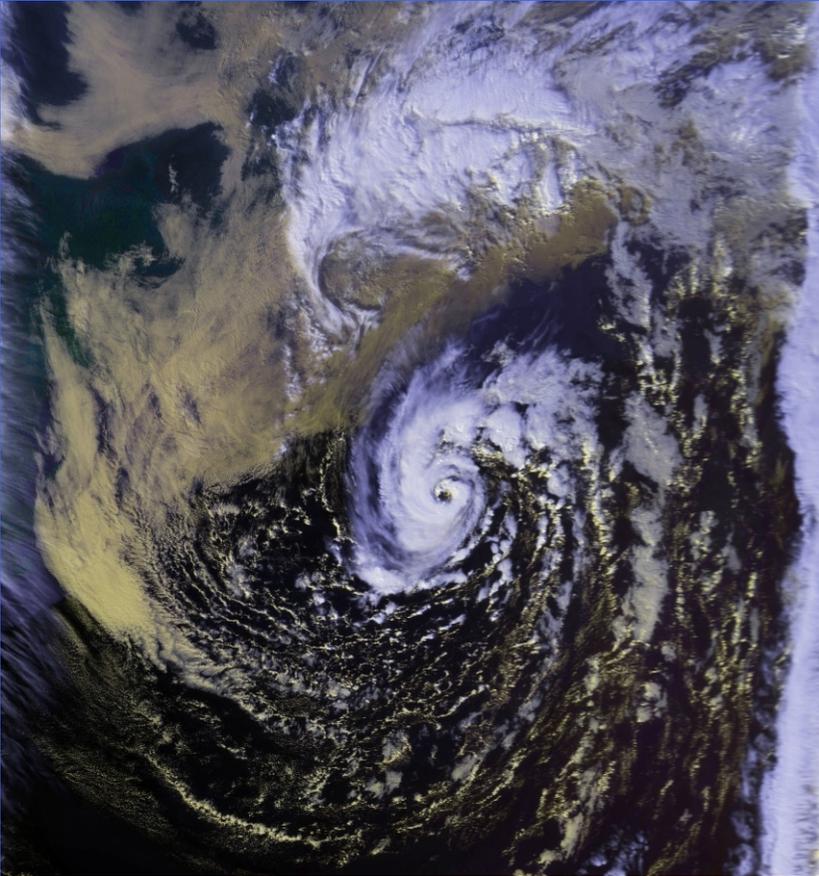
(CDC, 2000)



Microsized Fitness of California's Children

Annual California Fitnessgram

- **Conducted in Grades 5, 7, and 9**
- **Measures 6 major fitness areas**
(e.g. aerobic capacity, body composition, flexibility)
- **2004 Results: Who passed all standards?**
 - 25% → Grade 5**
 - 29% → Grade 7**
 - 26% → Grade 9**



The Perfect Storm

- Social and Health Challenges
- Economic Challenges
- Environmental Challenges

“Liquidation Nation”



BROAD JOB LOSSES AS COMPANIES FACE SHARP DOWNTURN

Unemployment Rate Highest in 16 Years
— Experts See More Cuts Ahead

By EMMETT BYRNE and
CHRISTOPHER W. YOUNG

The United States economy grew at a slower rate last year than in any other since 1982, according to government data. But the loss of jobs has been so sharp that unemployment has risen to a 16-year high, and the economy is expected to grow at a slower rate than in 2008.

The unemployment rate rose to 6.7 percent last month, the highest since 1992, according to the Bureau of Labor Statistics. The number of unemployed workers rose to 11.5 million, and the number of jobs fell to 133.5 million. The economy added only 11,000 jobs last month, the fewest since 1982.

The unemployment rate has risen from 4.7 percent in January 2003 to 6.7 percent in January 2009. The number of unemployed workers has risen from 7.1 million to 11.5 million. The number of jobs has fallen from 139.5 million to 133.5 million. The economy added only 11,000 jobs last month, the fewest since 1982.

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Experts expect the unemployment rate to rise further as companies face a sharp downturn.

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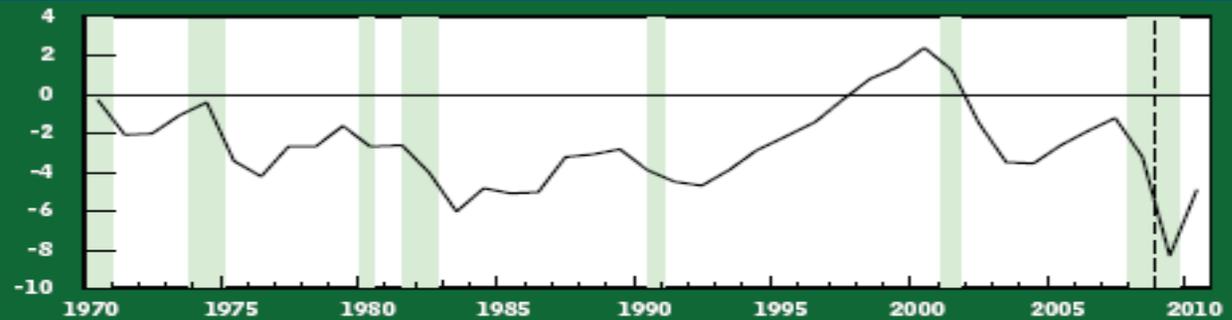
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Source: Bureau of Economic Analysis

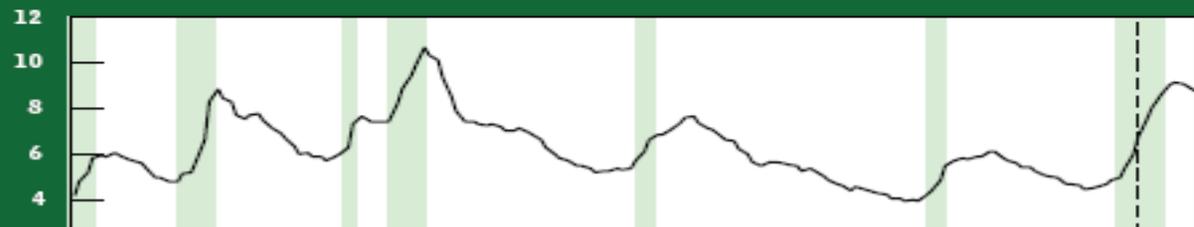
The Budget and Economic Outlook: Fiscal Years 2009 to 2019

Total Deficit or Surplus
(Percentage of gross domestic product)



Housing Starts
(Millions of units)

Unemployment Rate
(Percent)

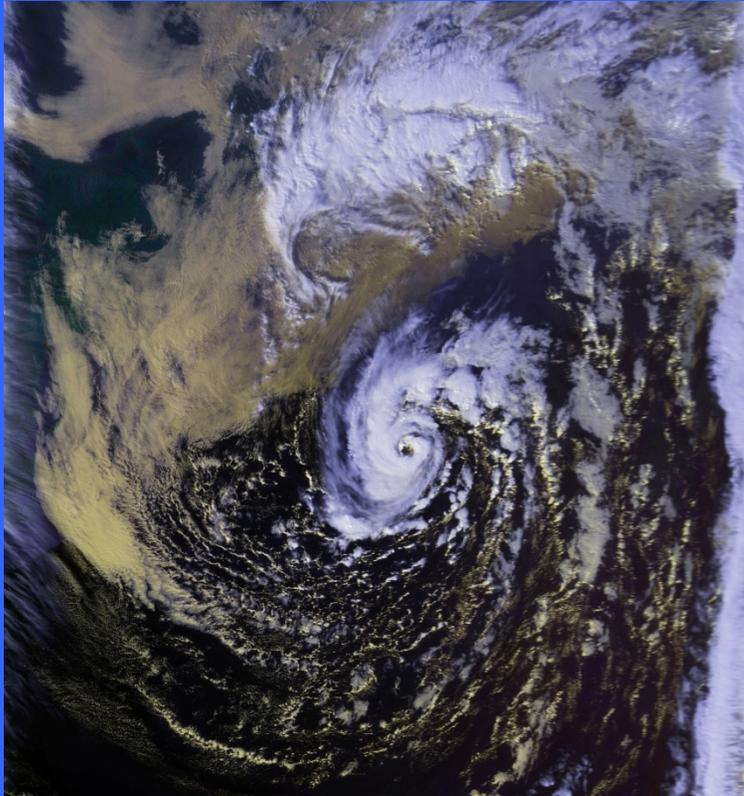


2M





**PLEASE
BUY**

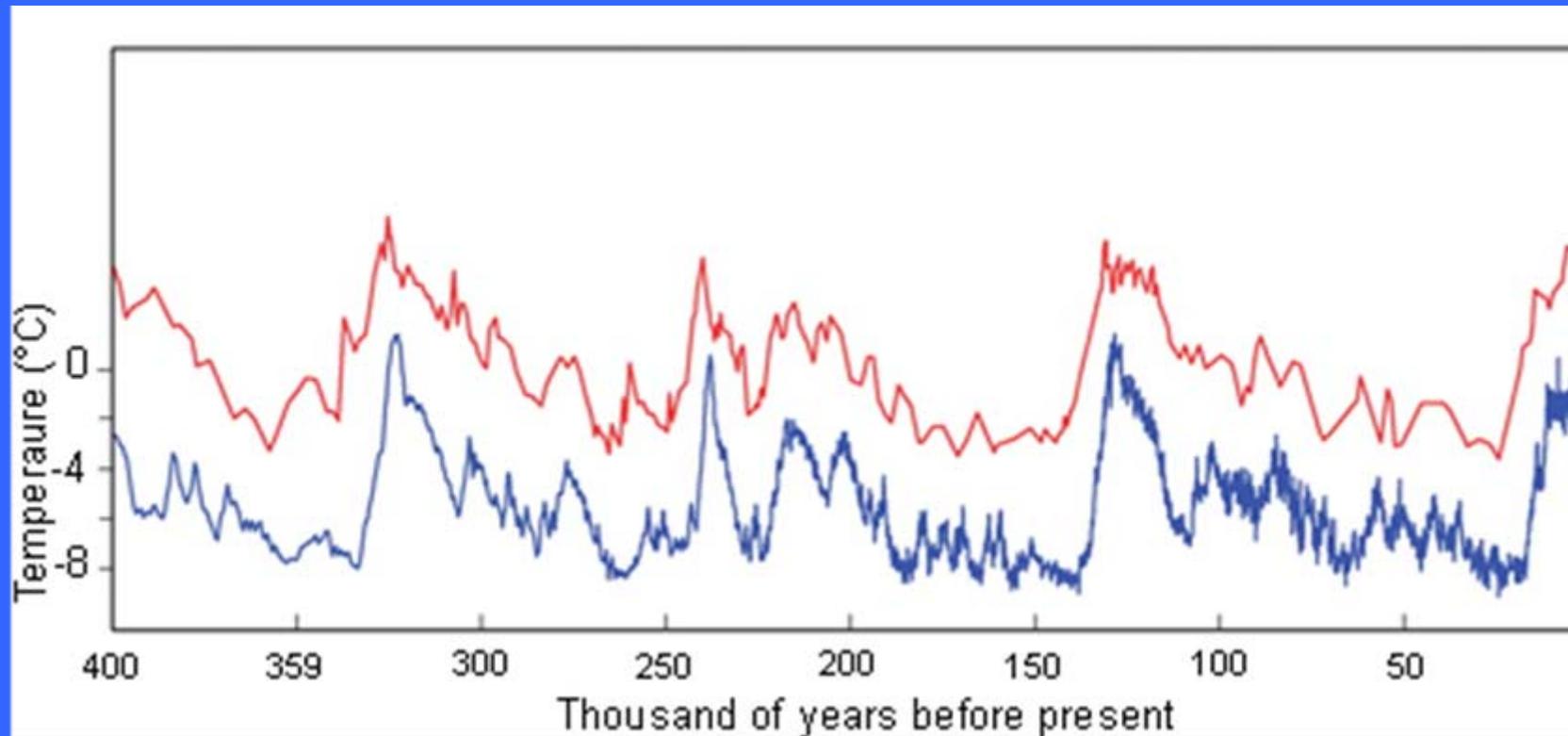


The collision
of health,
economic,
environmental
challenges— all
urgent.

“Perfect Storm”

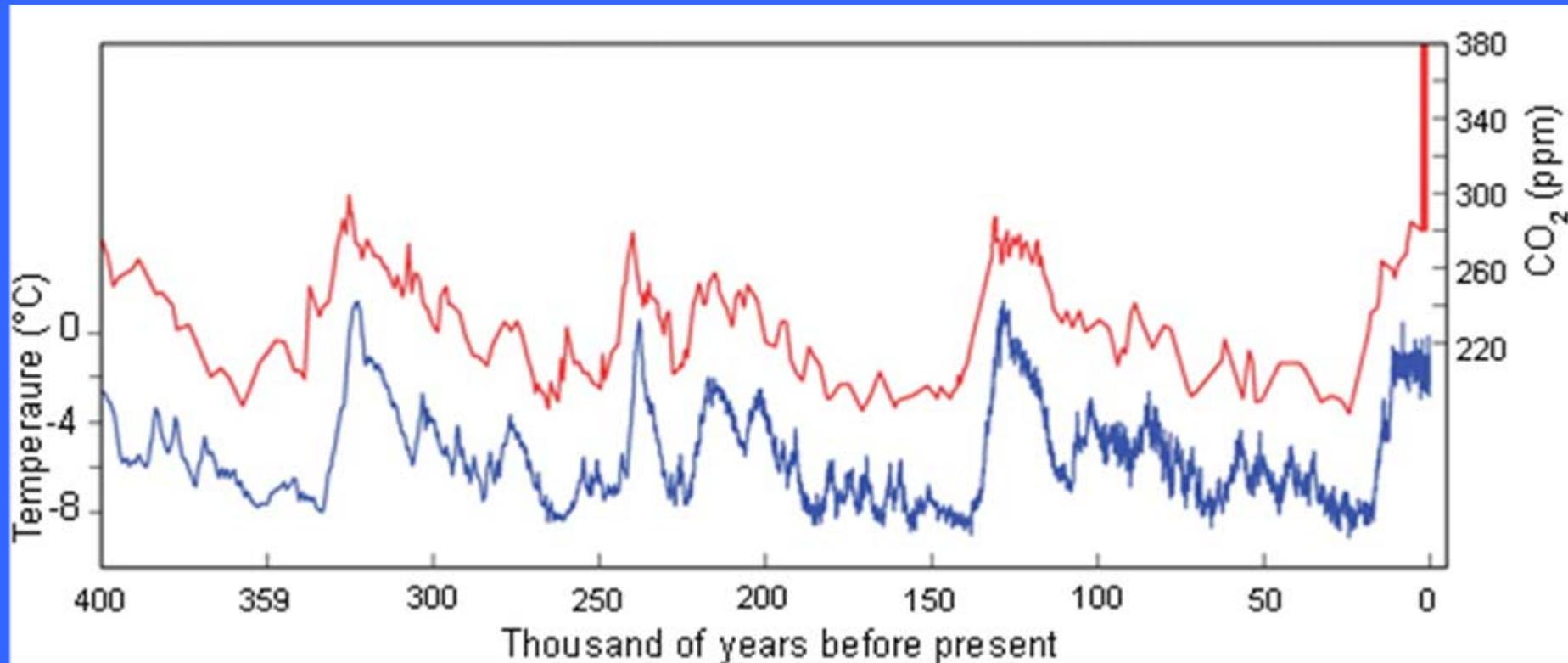
November 1, 1991

Changes in CO₂ and Temperature in the last 399,000 years



A. V. Fedorov et al. *Science* 312, 1485 (2006).

Changes in CO₂ and Temperature in the last 400,000 years



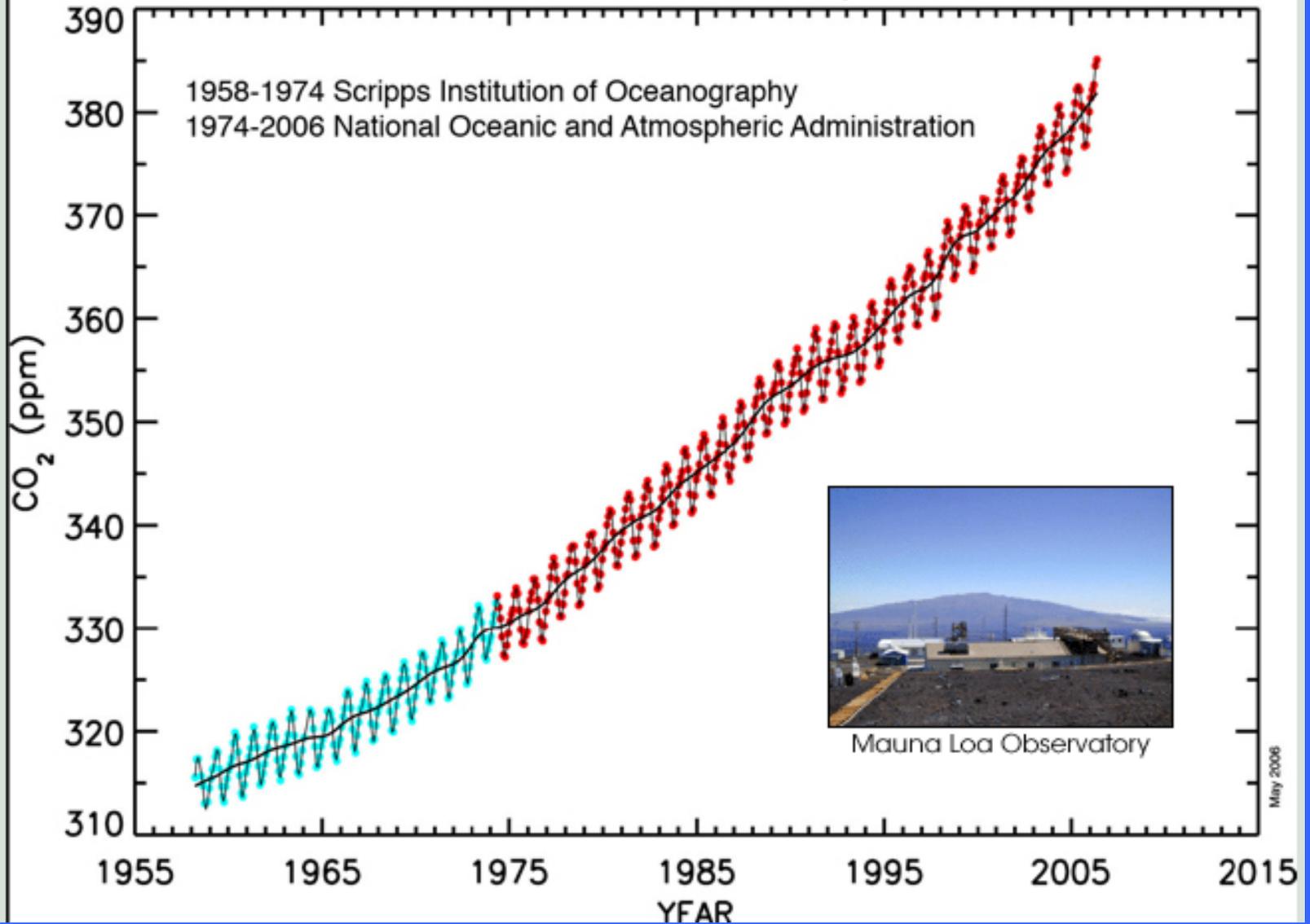
A. V. Fedorov et al. *Science* 312, 1485 (2006).

“Keeling Curve”

Mauna Loa Monthly Mean Carbon Dioxide

NOAA ESRL GMD Carbon Cycle

1958-1974 Scripps Institution of Oceanography
1974-2006 National Oceanic and Atmospheric Administration

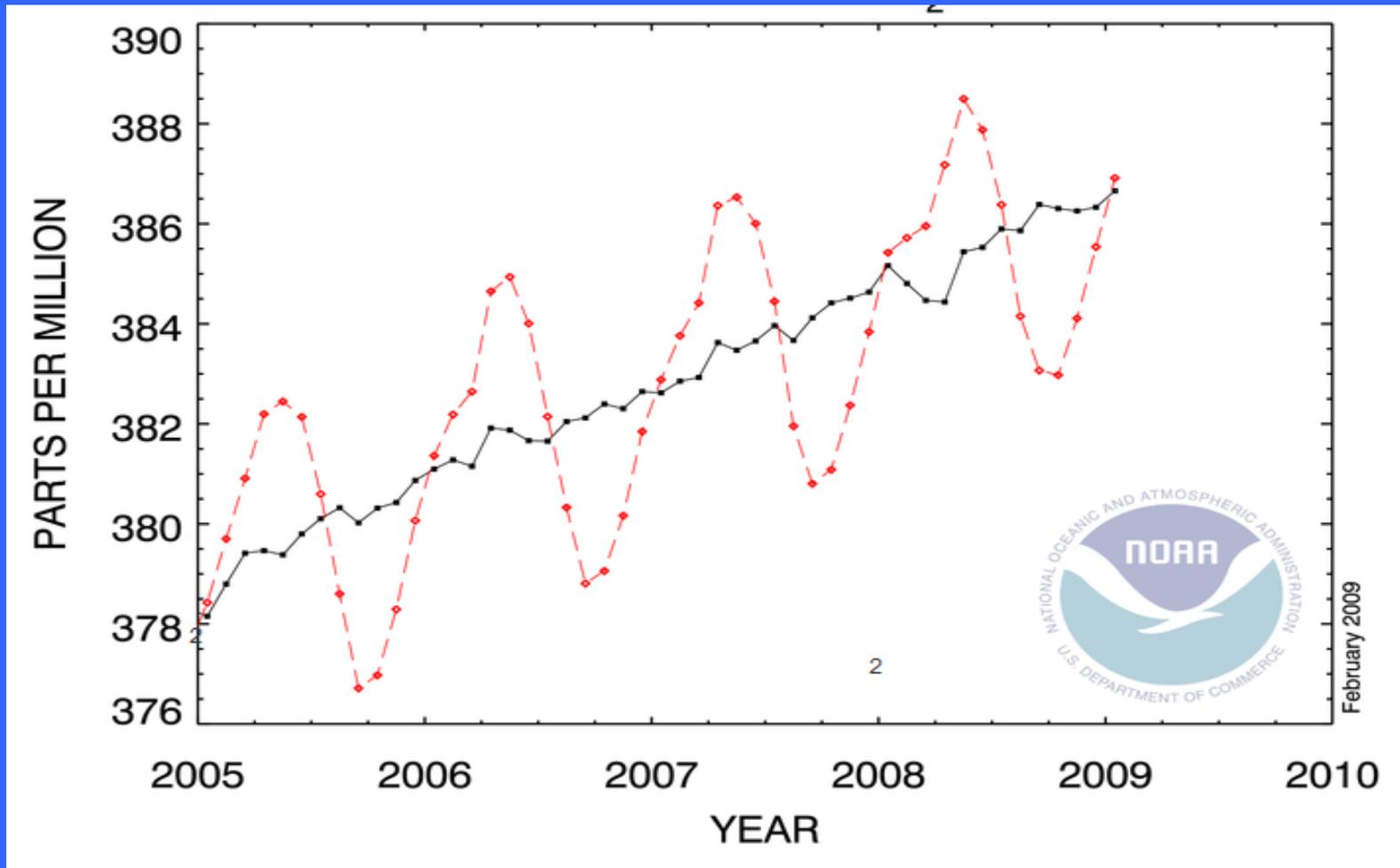


Mauna Loa Observatory

May 2006

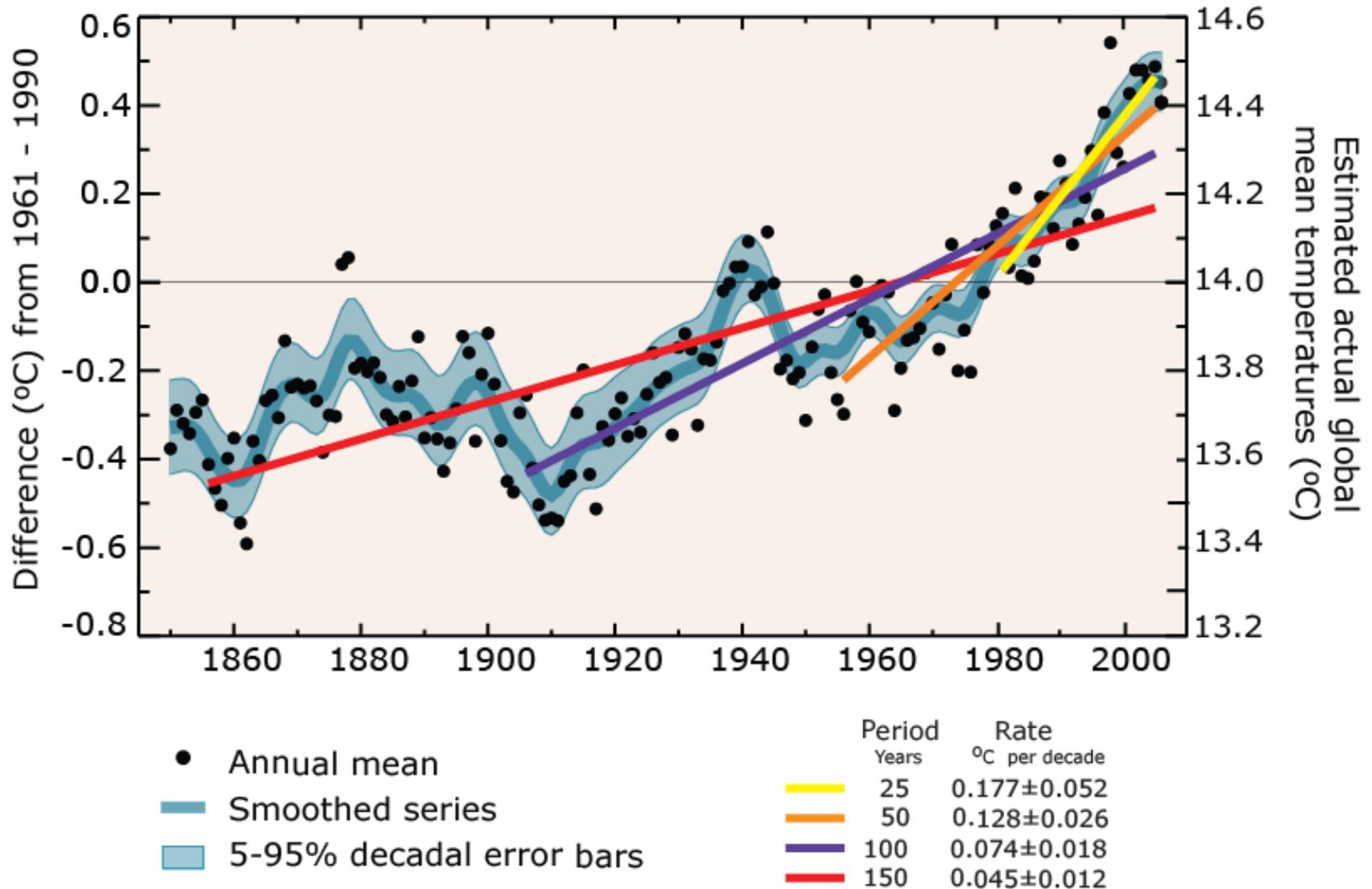
Monthly Mean CO2 at Mauna Loa

1/2005-1/2009

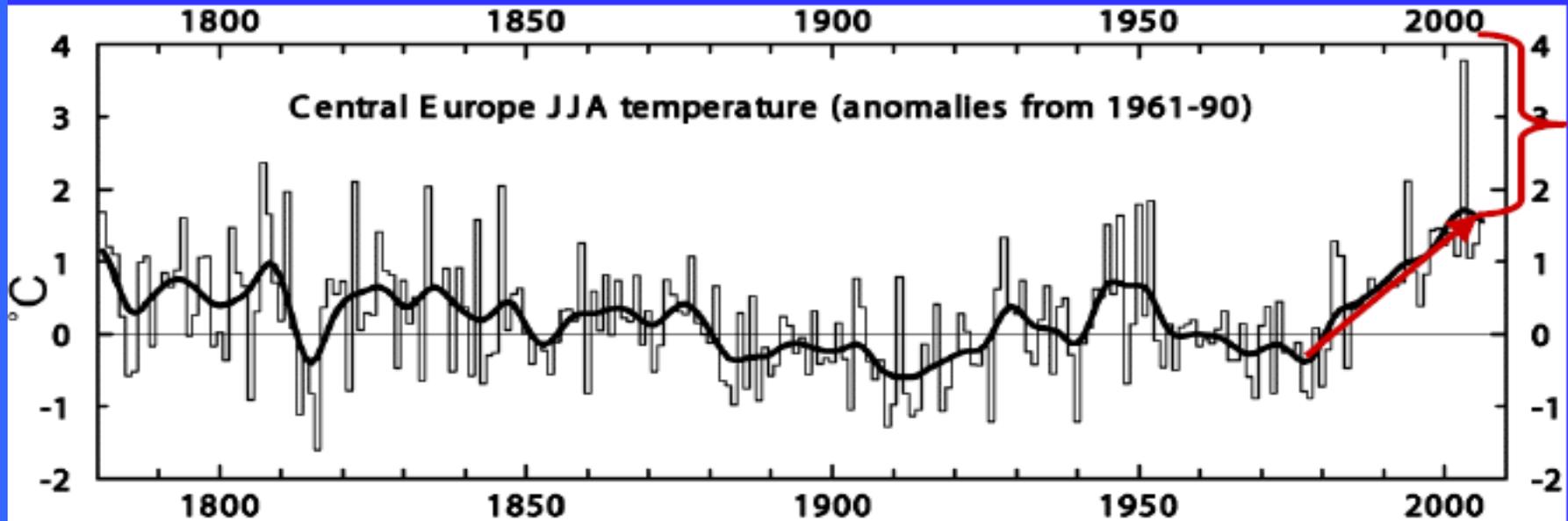


<http://www.esrl.noaa.gov/gmd/ccgg/trends/>

Global average temperature



Heat waves are increasing: an example



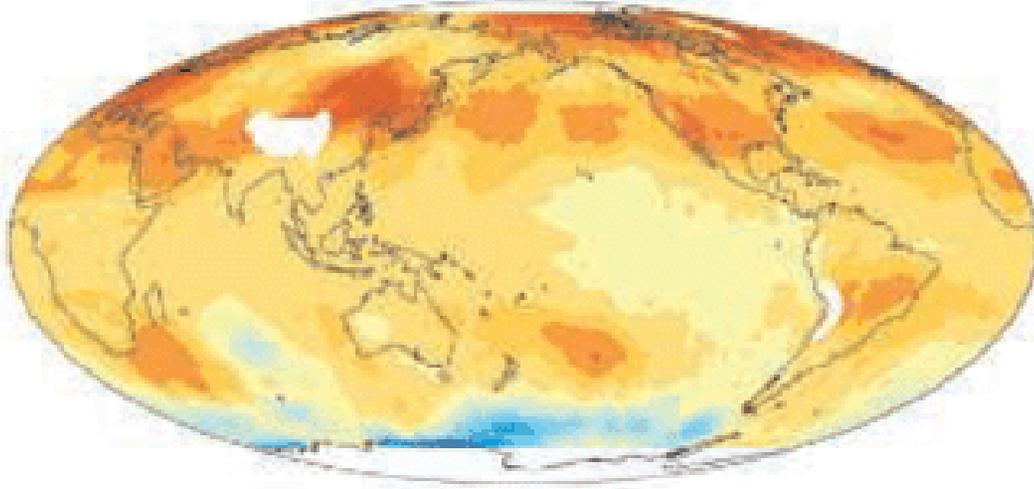
Extreme Heat Wave
Summer 2003
Europe
35,000 deaths

Trend plus variability?

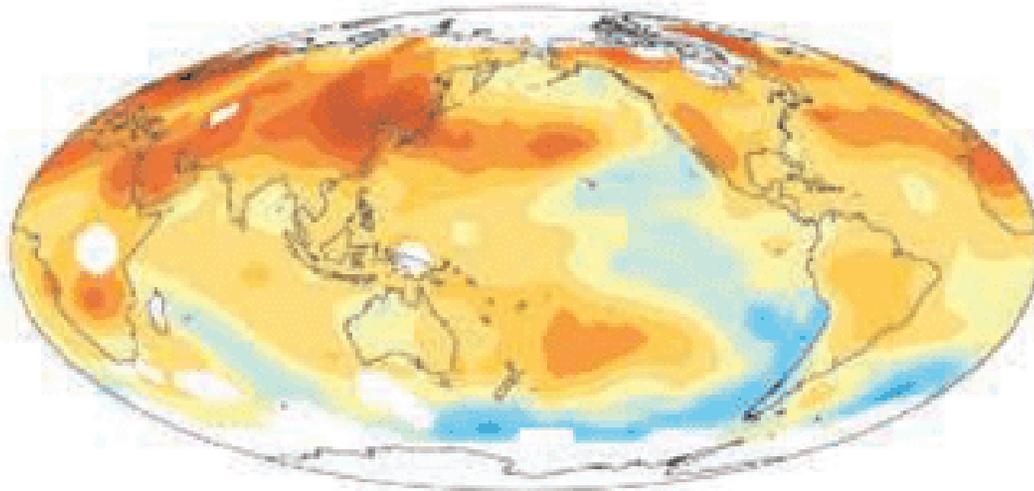
IPCC

<http://www.iom.edu/?ID=4897>. Kevin Trenberth, Sc.D.
Head of the Climate Analysis Section National Center for Atmospheric Research

Lower Troposphere



Surface



NOAA-measured Global Temperature Change

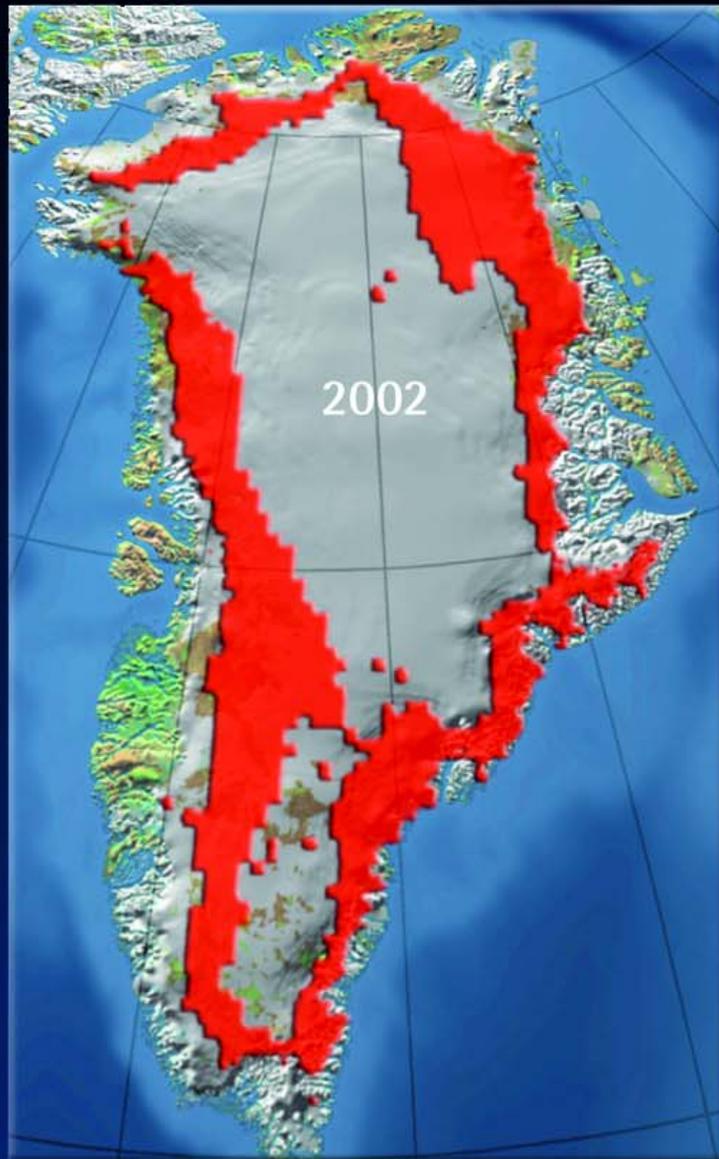
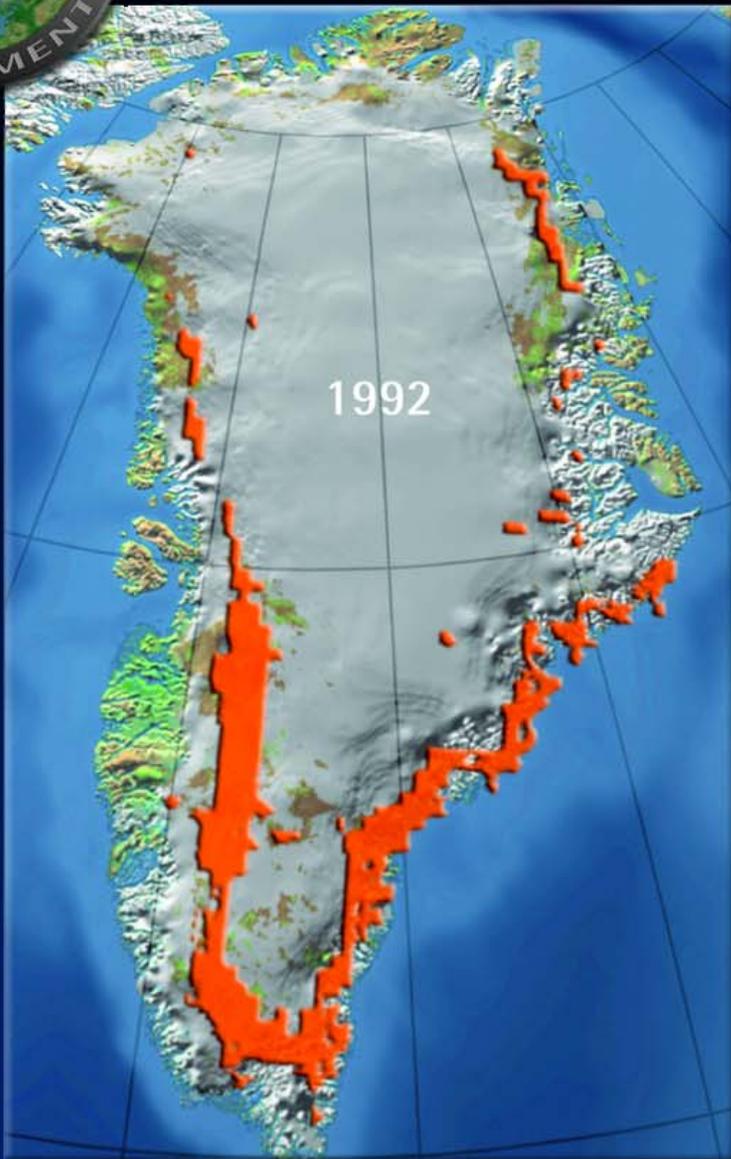
- The atmosphere and the earth's surface have become hotter over the last 25 years.

Science 12 May 2006:
Vol. 312, no. 5775, p. 825

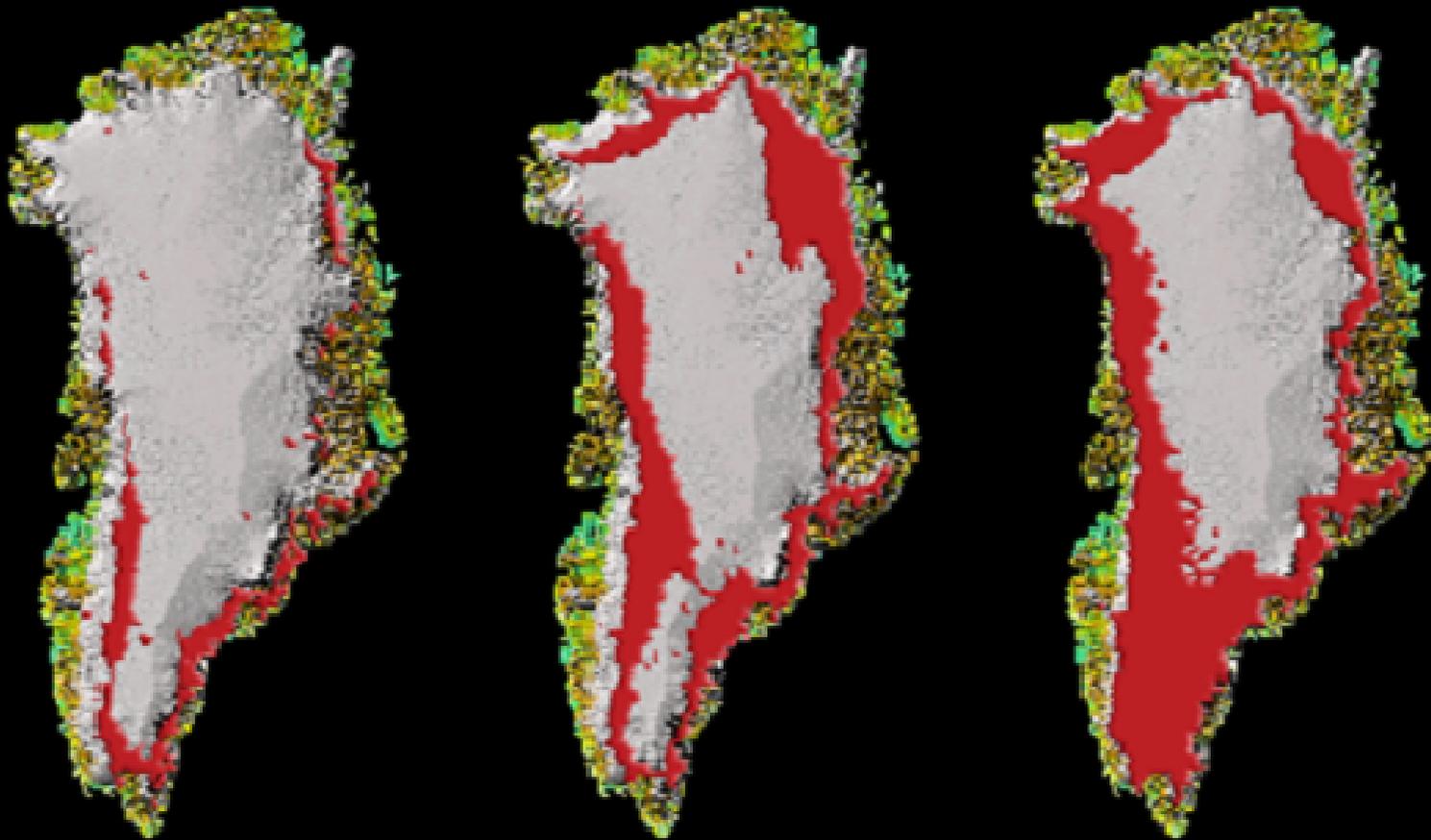


IMPACTS OF A WARMING ARCTIC

Greenland Ice Sheet Melt Extent



Increasing Extent of Greenland Seasonal Ice Melt



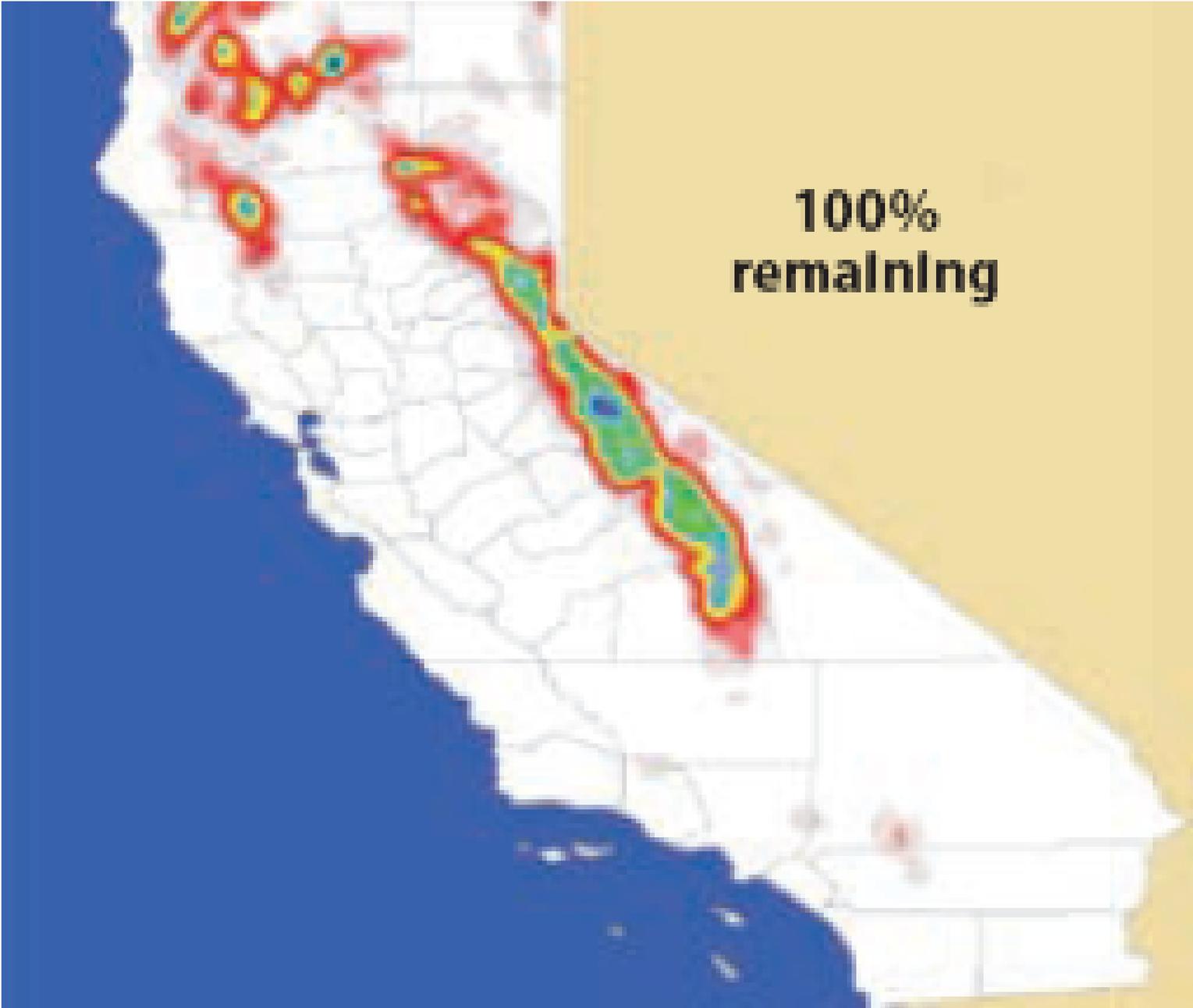
1992

2002

2005

Veloso and Wehr, "Acceleration of Greenland ice mass loss in spring 2004", *Nature* (2005)

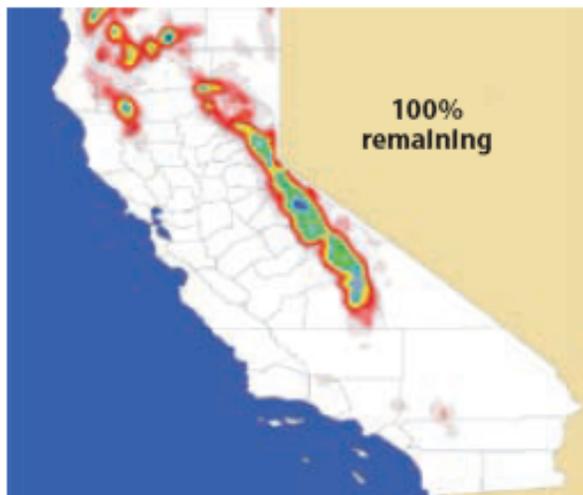




**100%
remaining**

Decreasing California Snowpack

Historical Average (1961–1990)

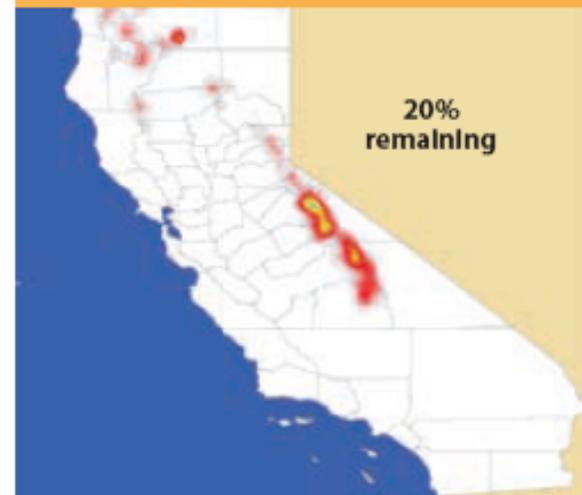


2070–2099

Lower Warming Range
Drier Climate



Medium Warming Range
Drier Climate



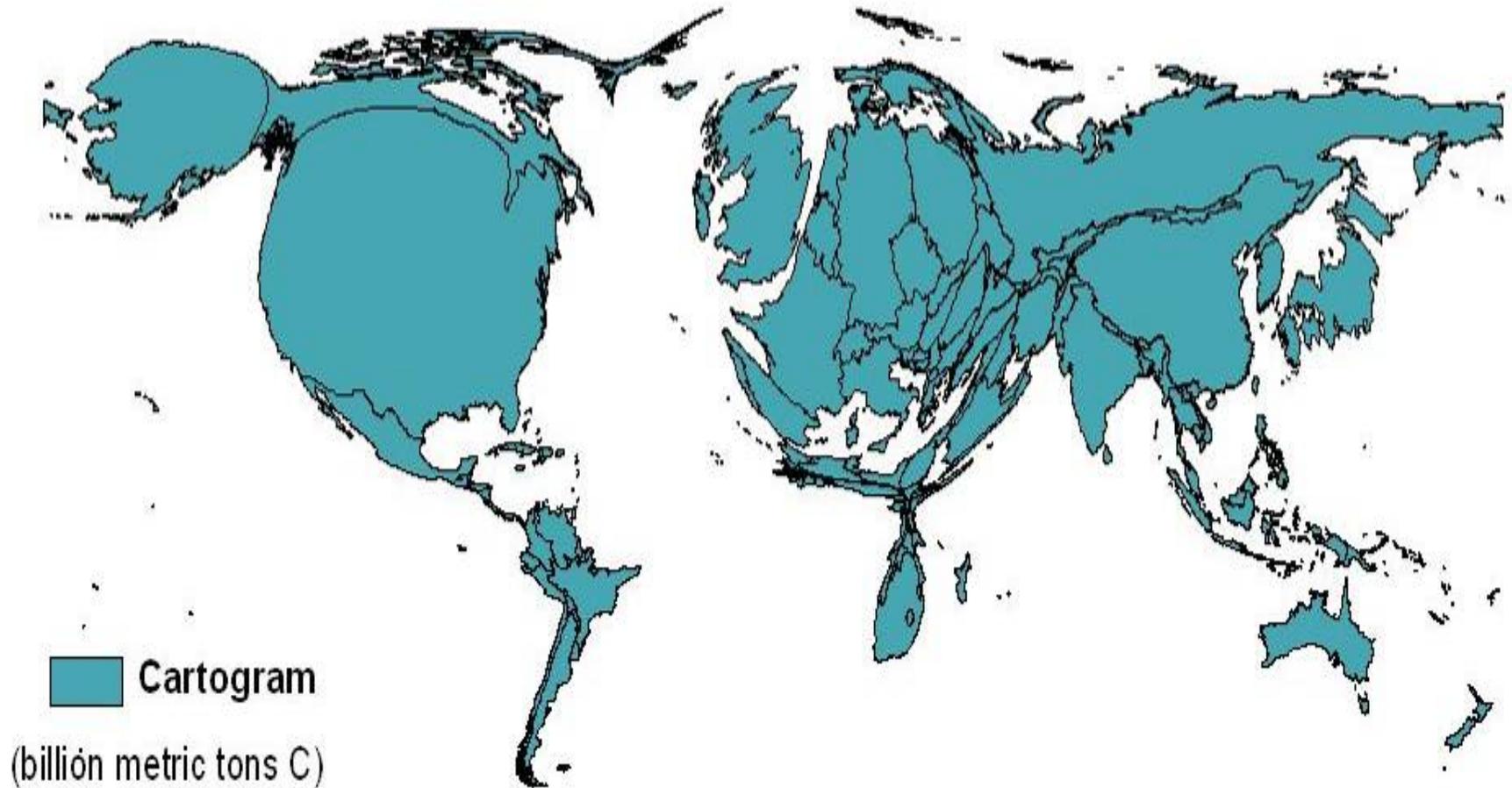
April 1 snow water equivalent (inches)

Florida
with a 2
meter sea
level rise



CUMULATIVE greenhouse emissions in 2002, by country

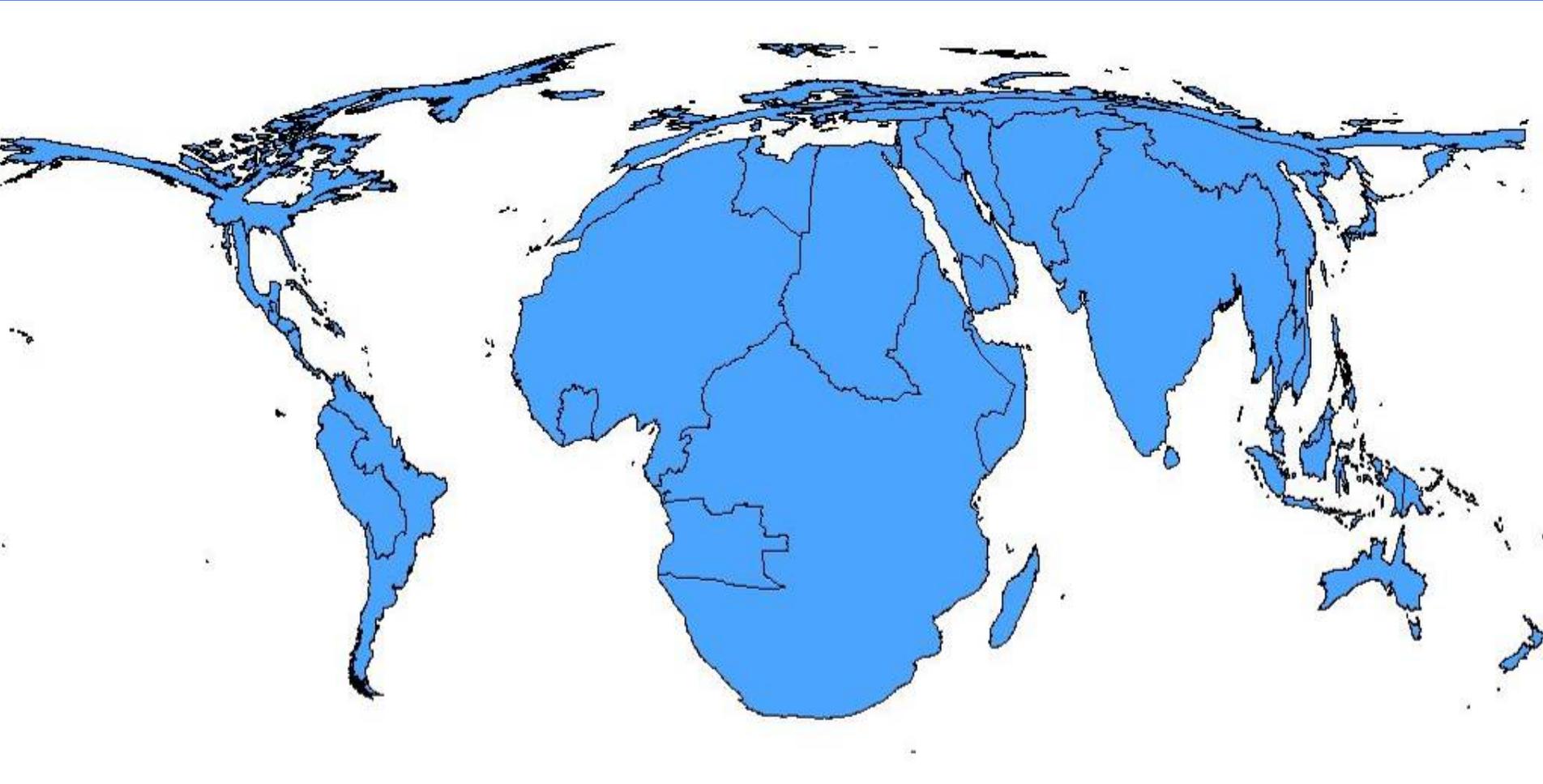
Density-equalizing cartogram;
WHO region size proportional to mortality



Jonathan Patz,
University of Wisconsin

Climate-related mortality (per 10^6 population), 2000

Density-equalizing cartogram; WHO region size proportional to mortality



Jonathan Patz

University of Wisconsin

COLLAPSE

HOW SOCIETIES CHOOSE
TO FAIL OR SUCCEED

JARED DIAMOND

Author of *GUNS, GERMS, and STEEL*

Winner of the PULITZER PRIZE

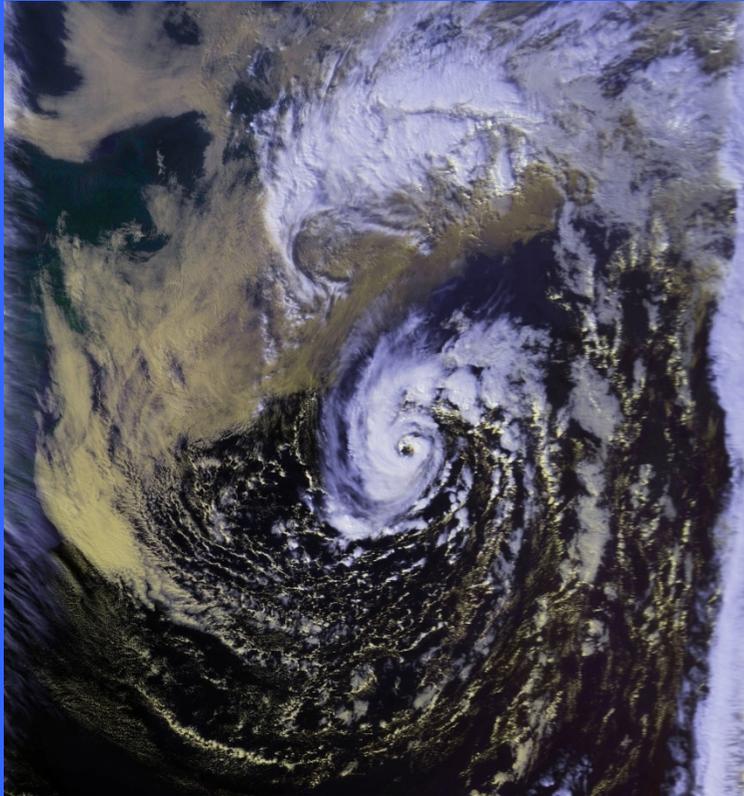


“Civilizations
that fail to
adapt, collapse
if they are not
paying
attention.”

- “Simplicity is complexity resolved.”



- Constantin Brancusi
1896-1957



“Perfect Storm”

November 1, 1991

Interventions that
Confront
Health,
Economic,
Environmental
Challenges –
Co-benefits

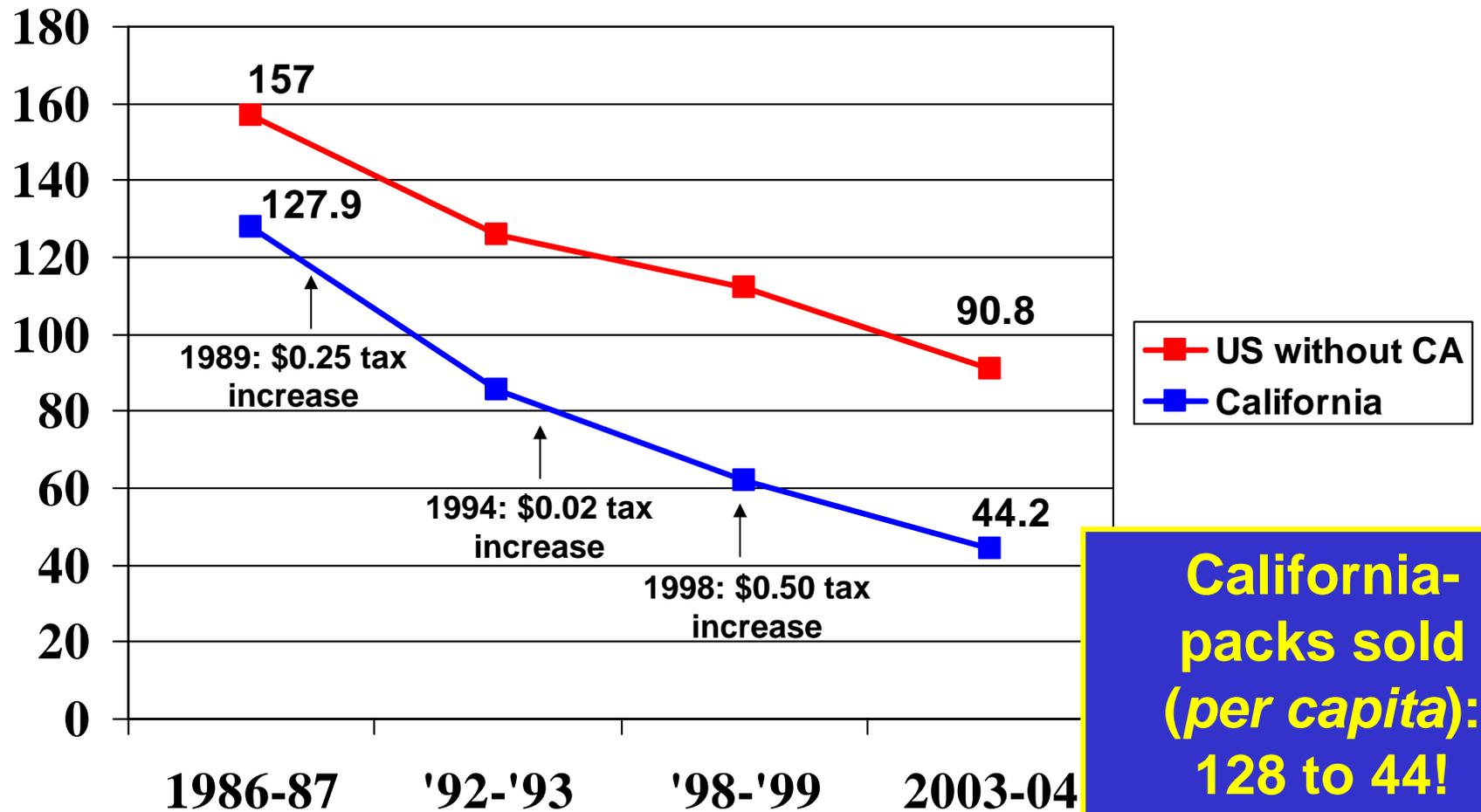
Intervening at the personal level
is important, but so are
population interventions

WELCOME TO CALIFORNIA AMERICA'S NON-SMOKING SECTION

SMOKE FREE PUBLIC PLACES SINCE 1988.

**CALIFORNIA DEPARTMENT OF HEALTH SERVICES
4082740**

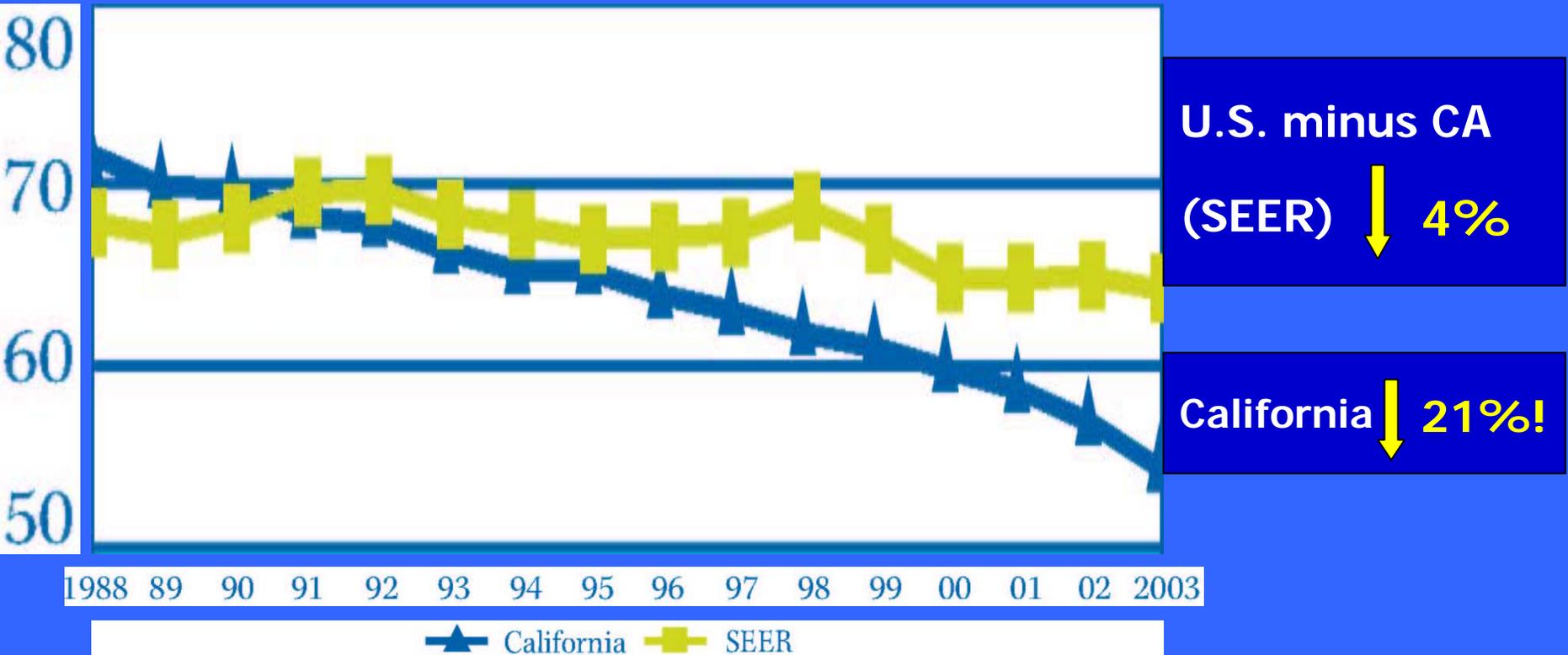
California vs. Rest of US: Adult Cigarette Consumption 1984 to 2004



Lung Cancer Incidence: California vs. Rest of U.S.

1988-2003

Rate per 100,000



Note: Rates are age-adjusted to the 2000 US population.

Source: California Cancer Registry, California Department of Health Services.

Prepared by the California Department of Health Services, Cancer Surveillance Section.

*SEER includes 14 cancer registries from across the U.S.

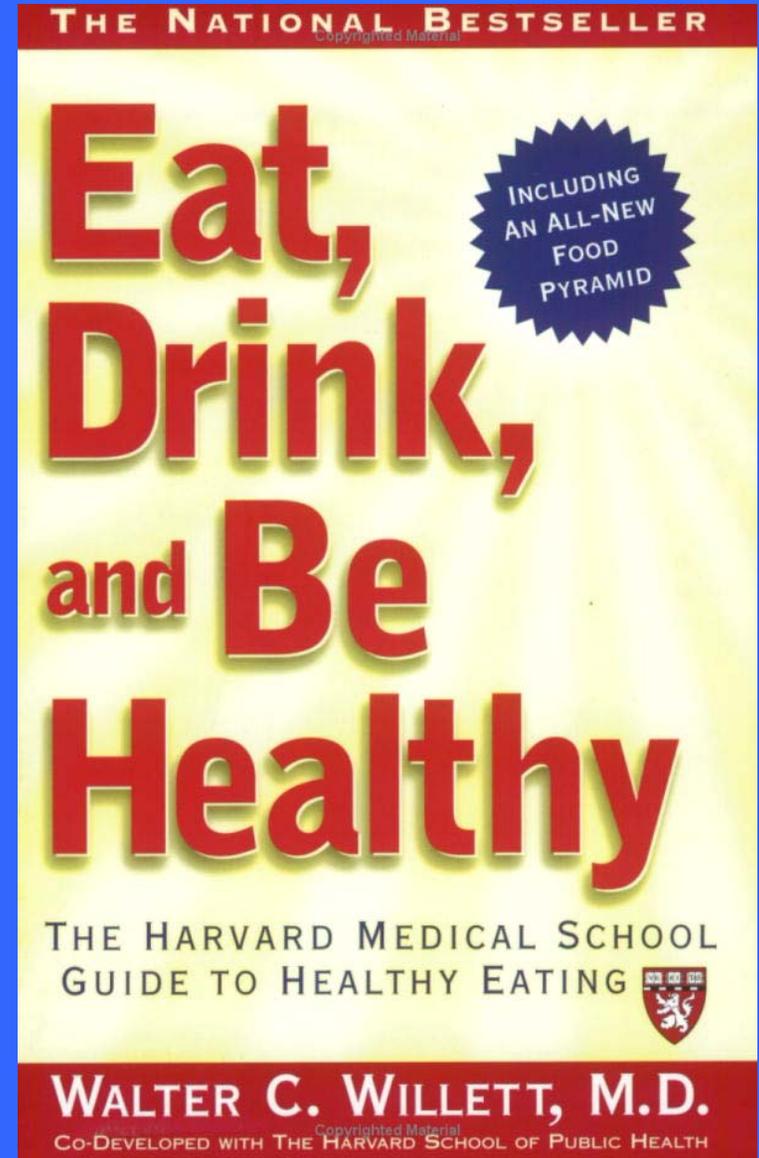
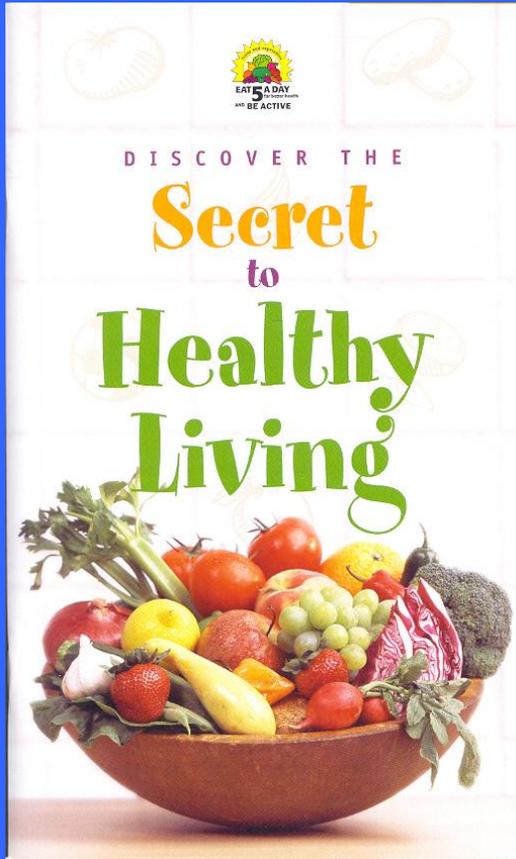
Where to go from here?

Prevention Opportunities

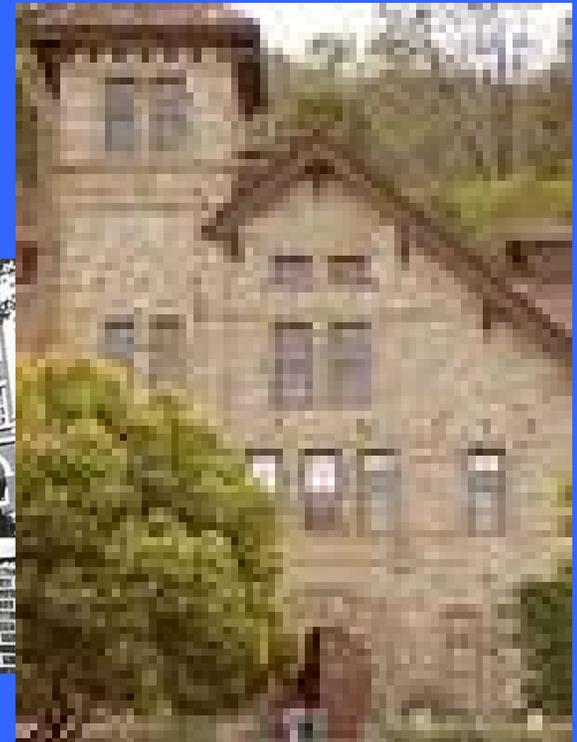
- Individual choices in context of environments
 - Food and physical activity environments
 - Social, cultural, and economic norms
- Address underlying determinants of health
 - Physical – neighborhoods, housing, land use,
 - Social & economic – poverty, education, employment, AOD, social support, social norms, opportunity, isms
 - Services – food, transportation, health care
- Inter-sectoral collaboration
 - Health in All Policies
 - Health impact assessments

Mindfulness about Food

Mindfulness about what
and how we eat



Culinary Institute of America



Food



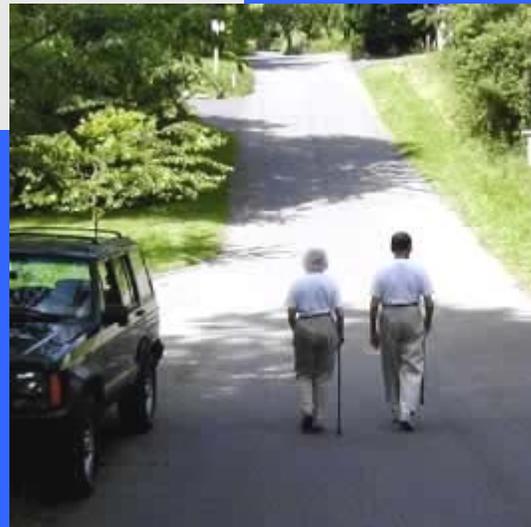
Doof



- Always good, but especially as we age, what is the best exercise?

10,000 Steps a Day

Originated from Japanese: “*Manpo-Kei*”



10,000 steps

- 3234 people with IGT (Pre-Diabetes)
- walked or exercised five times a week for 30 minutes
- lost 5% to 7% of their body weight
- reduced their risk of diabetes by 58%

Walkable neighborhoods encourage more walking in older adults

- Older women who live within walking distance of trails, parks or stores recorded significantly higher pedometer readings than women who did not. The more destinations that were close by, the more they walked.





Walk Score™

How walkable is your house?

[Why Walking Matters](#) | [Walkable Neighborhoods](#) | [What is Walk Score?](#)

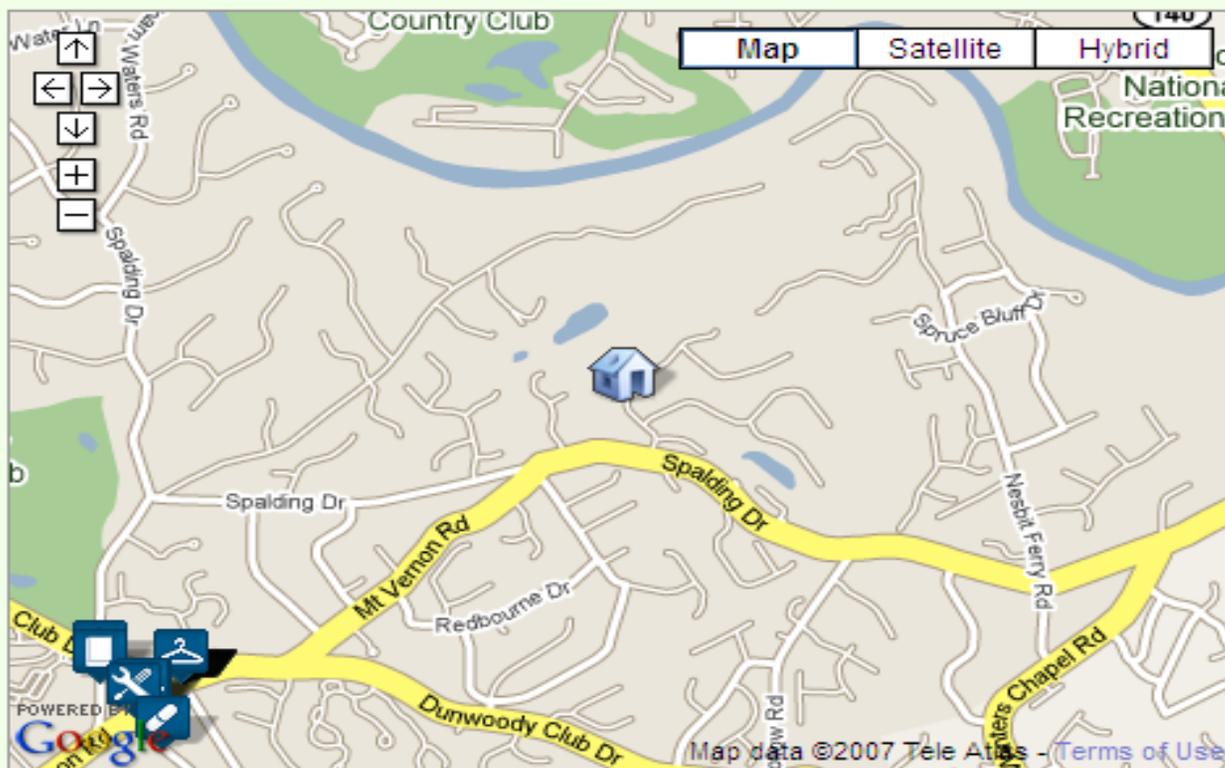
Street Address: City, State OR ZIP:

Walk Score: 0 out of 100



[What it means](#)

- [Expand all](#)
- Grocery stores**
 - Kroger Co the: Info 1.05 Mi
 - Restaurants**
 - Oscar's Villa Capri 1.05 Mi
 - Coffee shops**
 - Starbucks 1.05 Mi
 - Bars**
 - Timmy's Village Pub 1.05 Mi
 - Movie Theaters**
 - Jewish Theatre of t 1.82 Mi
 - Schools**
 - Holcomb Bridge Midd 1.9 Mi
 - Libraries**
 - Dunwoody Library 3.18 Mi
 - Parks**
 - Horseshoe Bend Coun 1.11 Mi
 - Bookstores**
 - Smythe Books 1.18 Mi



What is Walk Score? Walk Score helps people find walkable places to live. Walk Score calculates the walkability of an address by locating nearby grocery stores, restaurants, schools, parks, etc.



Walk Score™

Find a great neighborhood.

[Why Walking Matters](#) | [Walkable Neighborhoods](#) | [How It Works](#) | [How It Doesn't Work](#) | [Real Estate Tile](#) | [Blog](#)

Please type an address

Address:

Go

United States

Walk Score: **49** out of 100

Worst



Best

What it means

[Expand all](#)

Grocery Stores

Strickland's Market 0.47 Mi

Restaurants

Maize N Blue Delica 0.5 Mi

Coffee Shops

Bubble Island 0.59 Mi

Bars

Ashley's 0.96 Mi

Movie Theaters

Ann Arbor Film Coop 0.87 Mi

Schools

University of Michi 0.17 Mi

Parks

Nichols Arboretum 0.48 Mi

Libraries

Public Health 0.62 Mi

Bookstores

Impression Book & J 0.61 Mi

Fitness

Yoga Today 0.38 Mi

ShortSale Secret Revealed

Step-by-Step Guide To Getting Banks To Discount Properties by 40%!

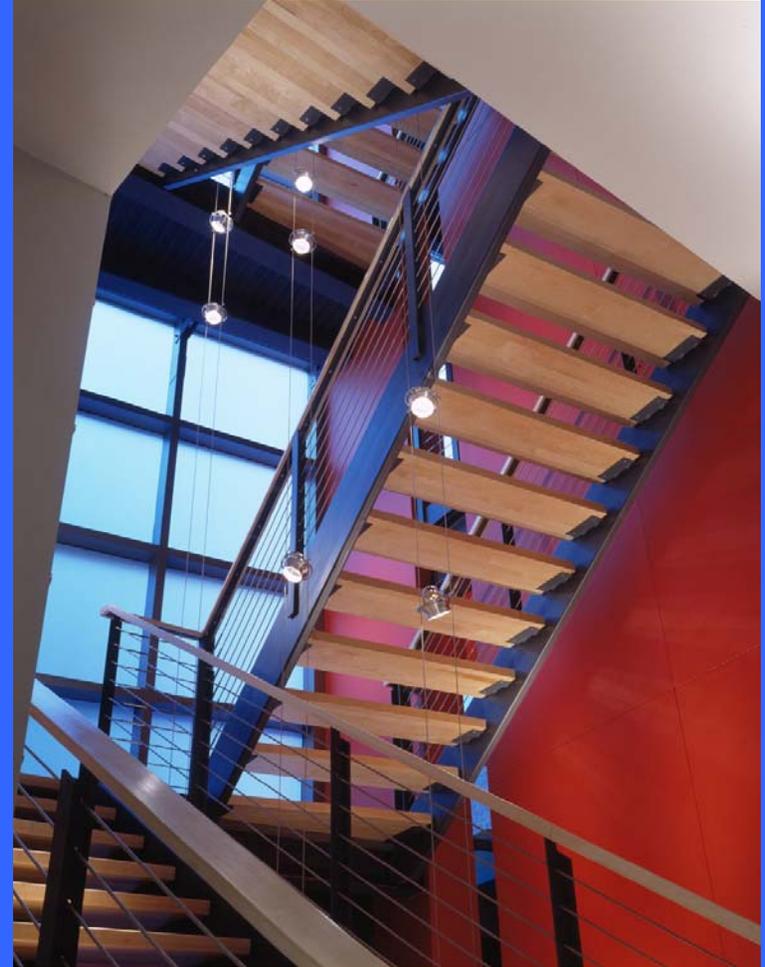
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Get a FREE list of motivated homesellers ready to negotiate!

Ads by Google

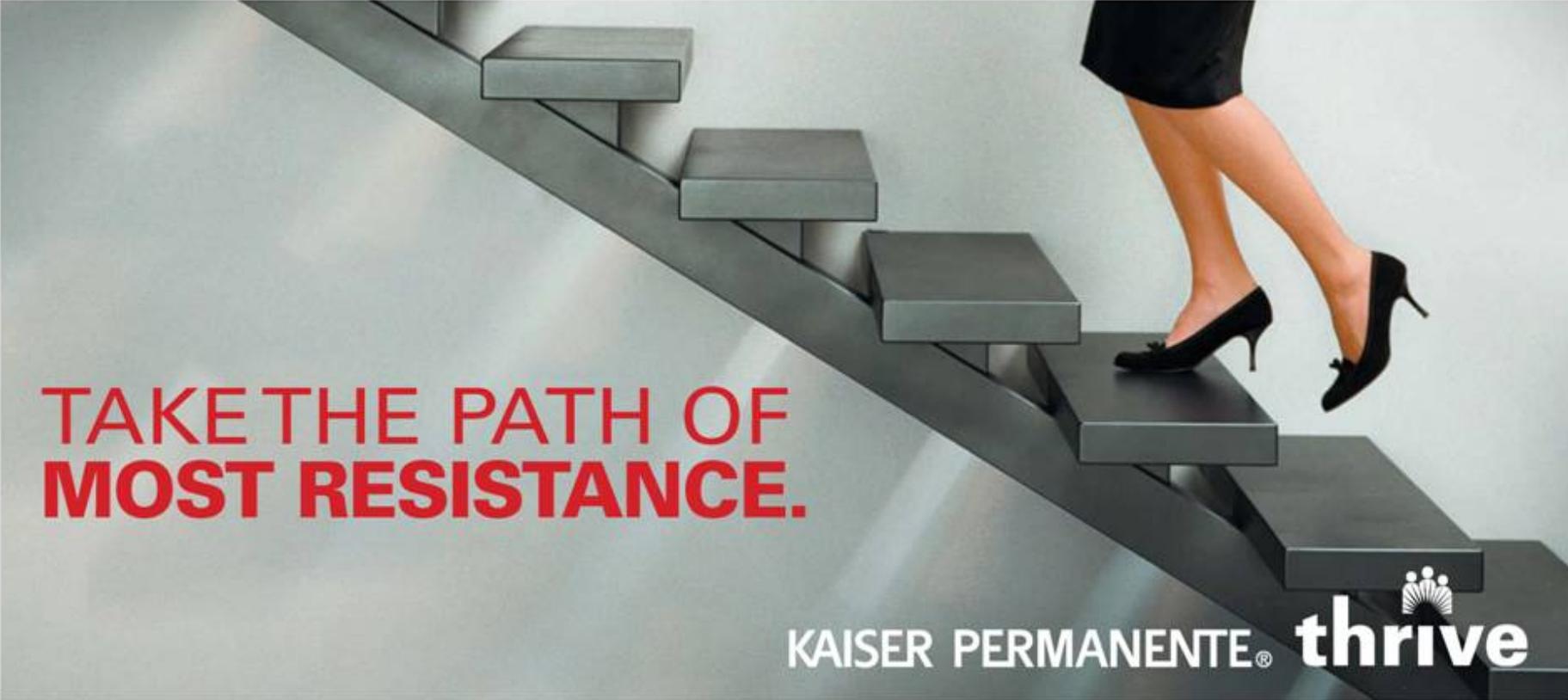


What is Walk Score? We help homebuyers, renters, and real estate



“These stairs have become a gathering, meet and greet space for us as well as a way to get from the first to the third floor. Since we moved into our new office with its convenient, attractive stair, almost no one uses the elevator.”

Thompson E. Penney, FAIA President/CEO LS3P ASSOCIATES LTD.



**TAKE THE PATH OF
MOST RESISTANCE.**

KAISER PERMANENTE®  **thrive**

Policy That Works for Health, Environment and Long Term Prosperity

- At the local level...

Healthy General Plans

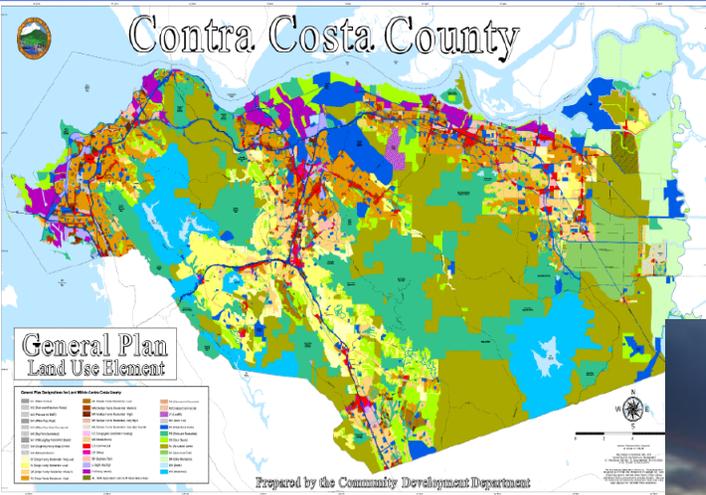


Public Health and Planning Can Work

Adapted from Erica Halchek

Required Elements

Land Use



Noise



Transportation



Housing



Conservation



Open Space



Safety



Healthy General Plans

“Can be called “Master Plan” etc in other jurisdictions”

- Primary land use policy document for California communities
- Underlies all land use decisions
- Typically spans 20 years
- Can be tools to help guide development and address health problems

Los Angeles County Department of Public Health “Place Program”



LA County Bike Coalition



Pacoima Beautiful



City of Long Beach



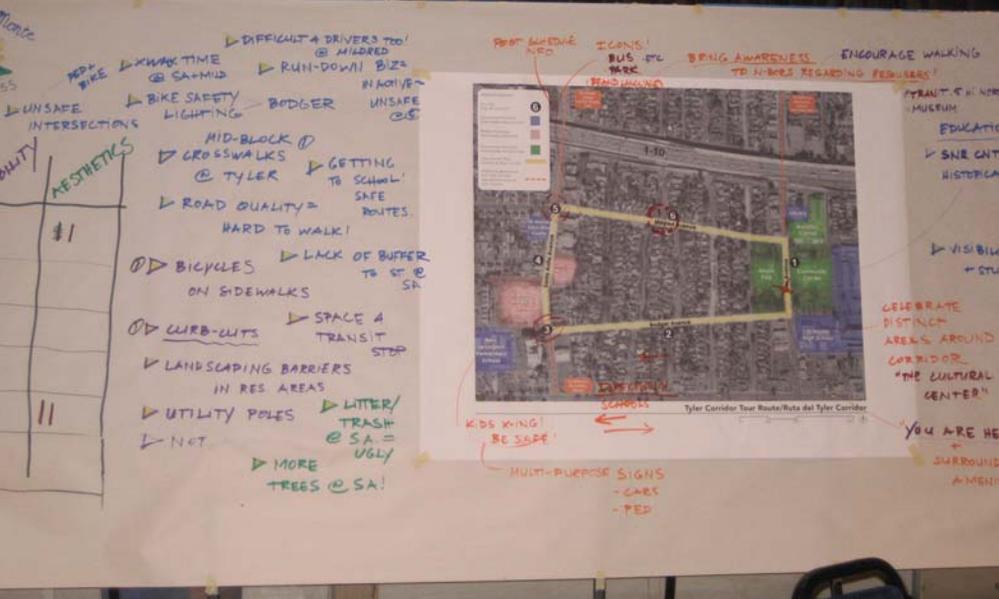
City of El Monte



City of Culver City

El Monte Charette

- In the midst of their general plan update
- Will include health and wellness element
- Proposed components
 - Healthy lifestyles and physical activity
 - Access to healthy food
 - Public safety and security
 - Access to recreation
- Physical project to accompany update



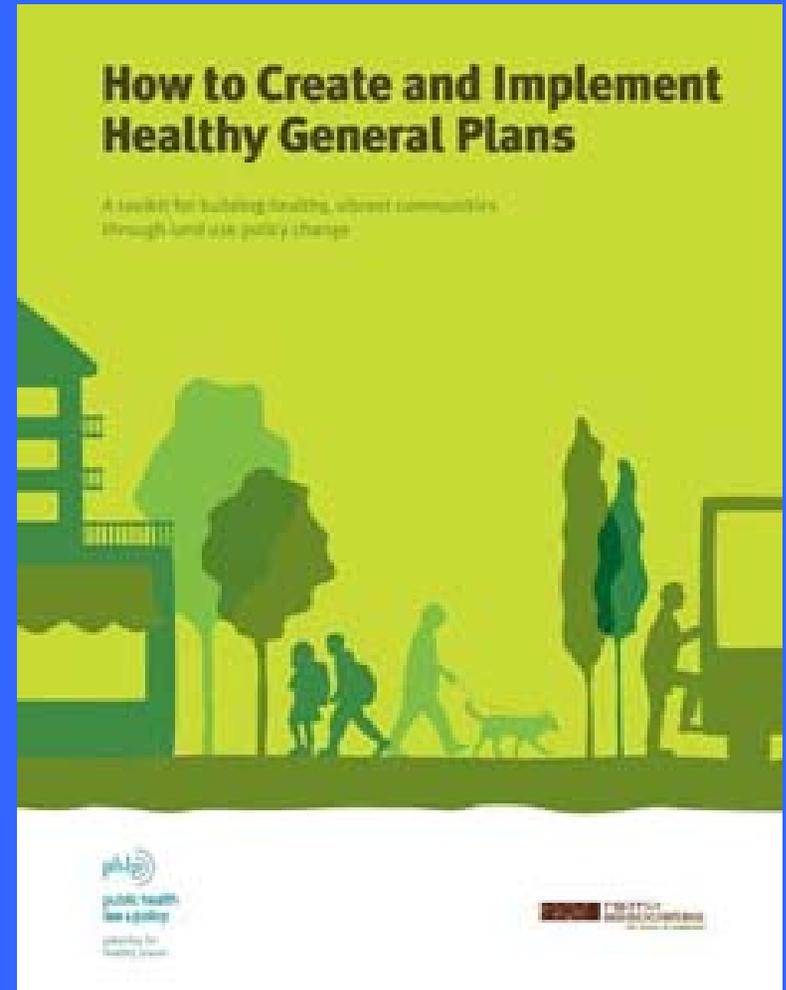
The Tyler Corridor walking project in El Monte.

By including a physical project along with the implementation of a healthy general plan element can help enforce the goals of a healthy community.



California cities with health elements or health-related language in their general plans

- General plans with health language can powerfully orient government actions for decades.
- Public health can provide health data to planners.
- Planners can implement healthy language into general plans and carry out health goals.



Educational Benefits of Walking and Biking to School

- Increases concentration
- Improves mood and ability to be alert
- Improves memory and learning
- Enhances creativity



BE COOL
WALK TO SCHOOL



Dangerous Intersections in Topeka

Dangerous intersections in Topeka

The blue pin points locate the Top 18 dangerous intersection with the Topeka city limits, identified by the Topeka Police Department. Similarly, the redIn 2008, there were accidents at this intersection in Topeka. pinpoints show dangerous roads within Shawnee County, according to the sheriff's office.

2,546 views - Public

Created on Aug 13 - Updated Aug 14

By [news](#)

[Rate this map](#) - [Write a comment](#)

 [S.W. Huntoon/12th and Topeka Blvd.](#)
In 2008, there were 16 accidents at this intersection in

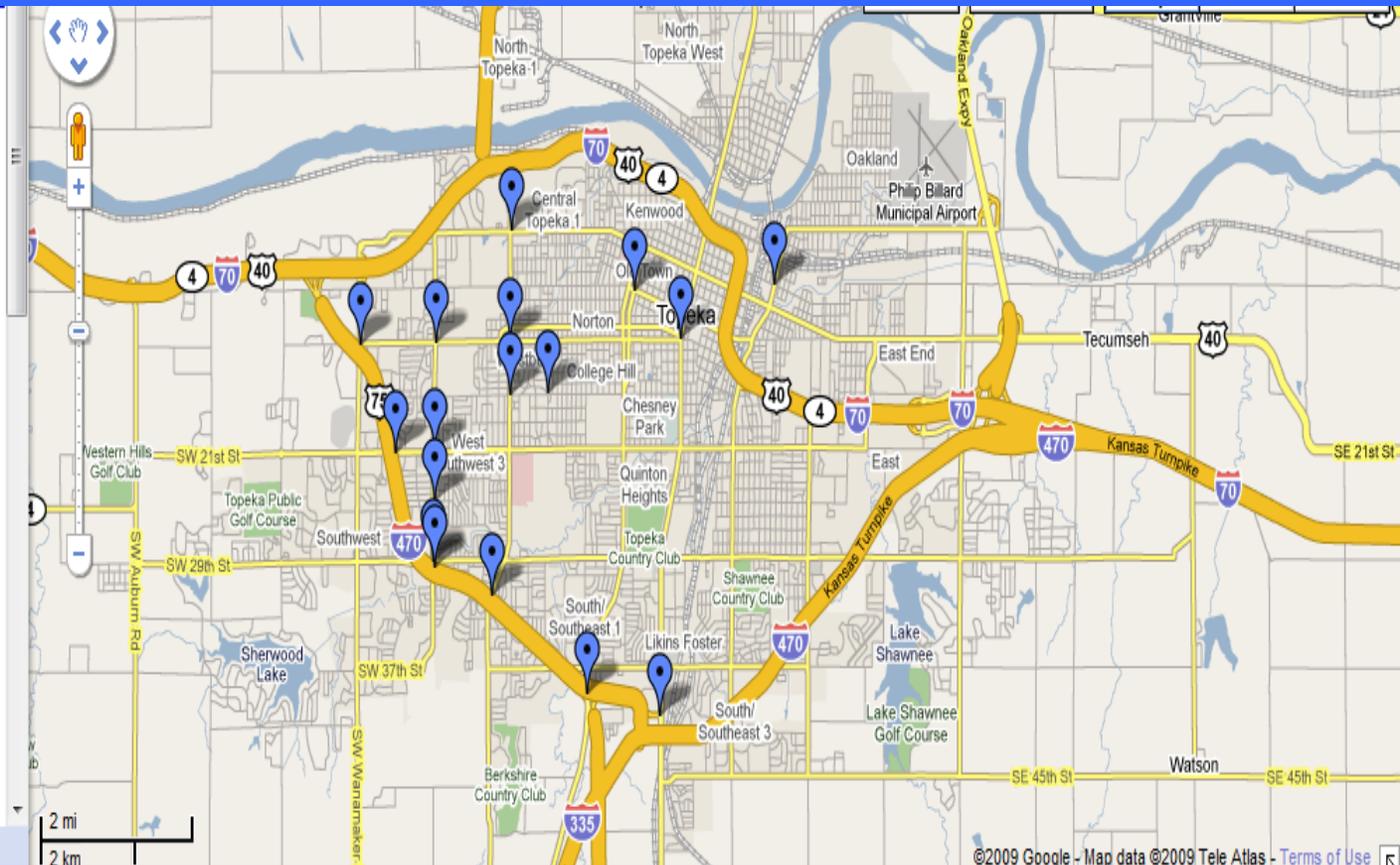
 [Huntoon and Wanamaker](#)
In 2008, there were 15 accidents at this intersection in

 [S.W. 21st and Fairlawn](#)
In 2008, there were 14 accidents at this intersection in

 [S.W. 25th and Fairlawn](#)
In 2008, there were 14 accidents at this intersection in

 [S.W. 17th and Oakley/Westover](#)

 [topeka, ks](#)



“Old” Schools



Credit: Manitovic Public School District



Credit: Hummel Architects, Boise, ID

Cost

PDE's experience has shown it is generally less expensive to renovate an existing school than build a new one, especially considering the cost of land acquisition and development. Renovations in 2000 to Pottstown's 1932 middle school, right, cost \$108 per square foot, while an addition cost \$136 per square foot.



New addition \$136 sq. ft.

Renovations \$108 sq. ft.



Safe Routes to School 2009 Policy Report

Moving to the Future: Building on Early Achievements



Changing the Habits of
an Entire Generation

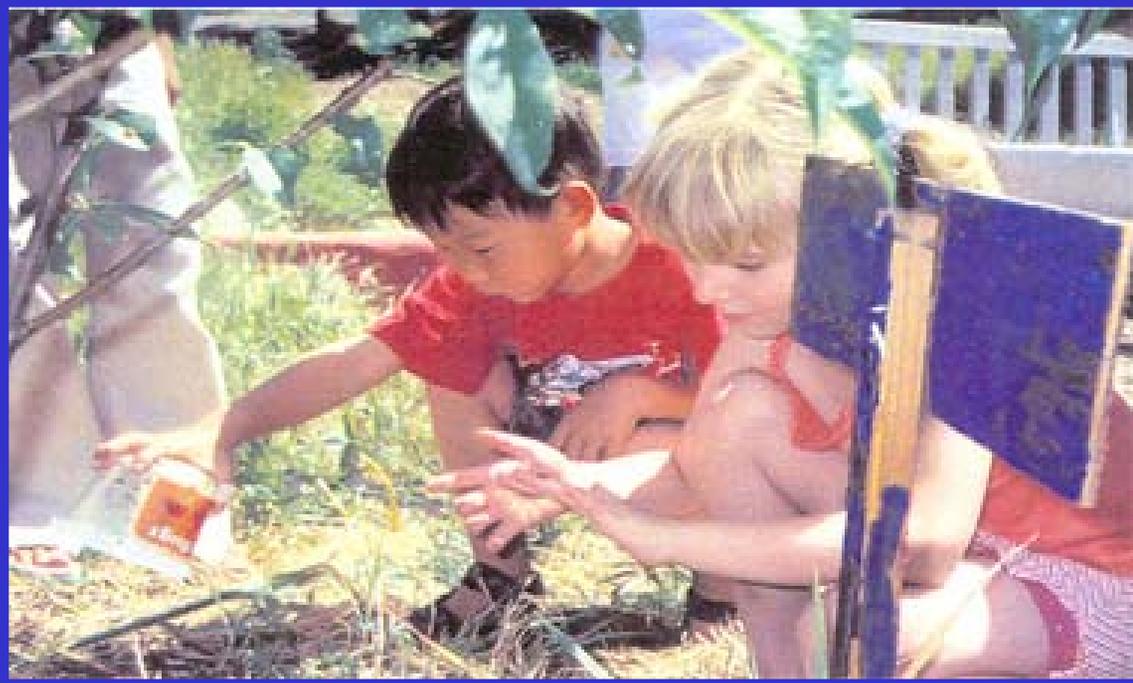
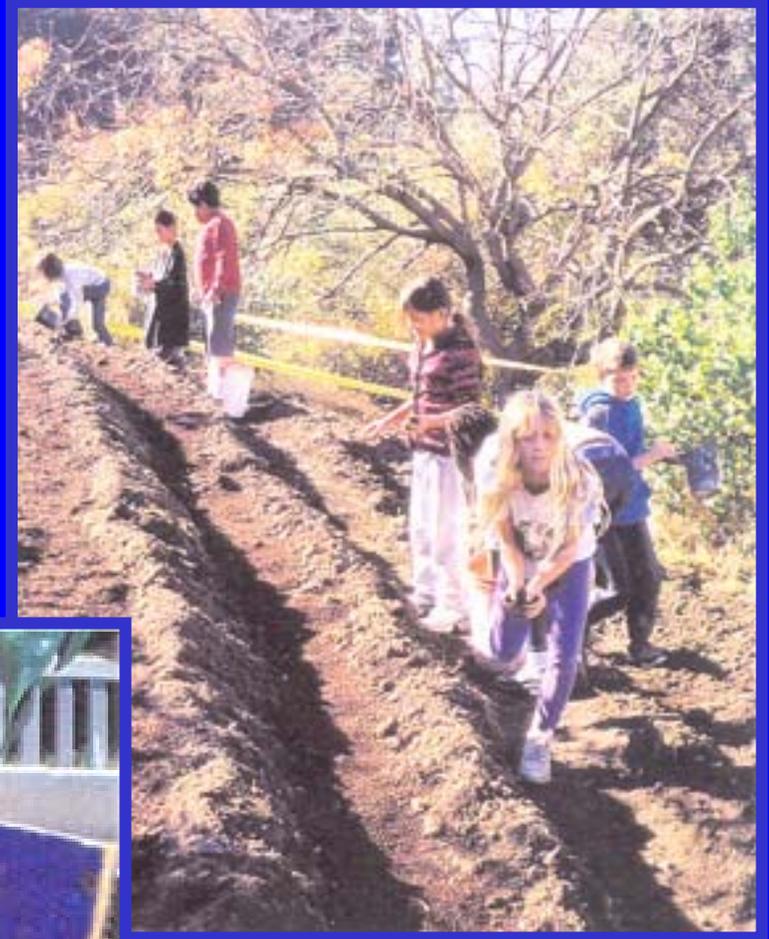
March 2009

Fairfax, California after Starting Program for Safe Routes to School

<i>Manor School</i>	Before	After
Drive Alone	62%	38%

School Gardens

Exercise, Learning,
Cooperation, Fun, and



It Tastes good

Farmer in Chief

By MICHAEL POLLAN
Published October 9, 2008

Dear Mr. President-Elect,

 Enlarge This Image

Brewer Photo for The New York Times

Multimedia

K. R. Ruchty
Michael Pollan Answers Readers' Questions

Related

The Food Issue: New Food Ideas
(October 10, 2008)

Times Topics: Food Prices and Supply

 Enlarge This Image

Brewer Photo for The New York Times

It may surprise you to learn that among the issues that will occupy much of your time in the coming years is one you barely mentioned during the campaign: food. Food policy is not something American presidents have had to give much thought to, at least since the Nixon administration — the last time high [food prices](#) presented a serious political peril. Since then, federal policies to promote maximum production of the commodity crops (corn, soybeans, wheat and rice) from which most of our supermarket foods are derived have succeeded impressively in keeping prices low and food more or less off the national political agenda. But with a suddenness that has taken us all by surprise, the era of cheap and abundant food appears to be drawing to a close. What this means is that you, like so many other leaders through history, will find yourself confronting the fact — so easy to overlook these past few years — that the health of a nation's food system is a critical issue of national security. Food is about to demand your attention.

Complicating matters is the fact that the price and abundance of food are not the only problems we face; if they were, you could simply follow Nixon's example, appoint a latter-day Earl Butz as your secretary of agriculture and instruct him or her to do whatever it takes to boost production. But there are reasons to think that the old approach won't work this time around; for one thing, it depends on cheap energy that we can no longer count on. For another, expanding production of industrial agriculture today would require you to sacrifice important values on which you did campaign. Which brings me to the deeper reason you will need not simply to address food prices but to make the reform of the entire food system one of the highest priorities of your administration: unless you do, you will not be able to make significant progress on the health care crisis, [energy independence](#) or [climate change](#). Unlike food, these are issues you did campaign on — but as you try to address them you will quickly discover that the way we currently grow, process and eat food in America goes to the heart of all three problems and will have to

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THE NOVEL

“Farmer in
Chief”
Michael Pollan
New York Times
October 12, 2008



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AGRICULTURAL PARKS

- SUNOL WATER TEMPLE AGRICULTURAL PARK
- URBAN EDGE AGRICULTURAL PARKS TOOLKIT
- MARTIAL COTTLE PARK
- MOUNTAIN VIEW FARM & CALIFORNIA STATE PARKS

URBAN EDGE AGRICULTURE

- NEW RURALISM
- COYOTE VALLEY GREENBELT
- FESTIVAL RANCH MASTER PLANNED COMMUNITY

PUBLIC & FARMERS' MARKETS

- FARMERS' MARKET RESOURCE KIT
- DETROIT EASTERN MARKET & RAILROAD SQUARE FOOD & WINE CENTER

PUBLIC EDUCATION

- AGRICULTURAL ATLAS & MOBILE AGRICULTURAL EDUCATION EXHIBIT
- KIDS COOK FARM FRESH FOODS
- AGRICULTURAL ROOTS FAIR
- OPEN GARDEN DAY

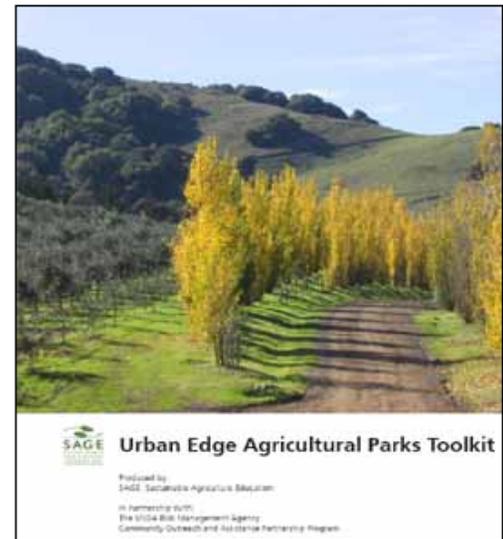
Urban Edge Agricultural Parks Toolkit

SAGE developed this Toolkit as a guide for landowners considering sustainable agriculture as a component of planned developments.

Part working agriculture and part parkland — Urban Edge Agricultural Parks provide affordable land, shared infrastructure, and direct marketing opportunities for small farmers; and fresh food and an educational, environmental, and aesthetic amenity for nearby communities.

The *Urban Edge Agricultural Parks Toolkit* is a comprehensive guide for public and private landowners who want to establish agriculture as a valued urban-edge amenity. At an AgPark, nature trails, food production, and agricultural learning — all addressing economic, health-related, educational and recreational needs — create multi-functional places that link urban residents and farmers for their mutual benefit.

The concept for Urban Edge Agricultural Parks stems from the simple idea that the most critical place to create common ground between urban and rural interests is in the interface: a place with the potential for a rich intermixing of urban and rural activities.





FARM BUREAU SAN DIEGO COUNTY

Weather



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Certified Farmers' Markets

Buy Local San Diego Produce

Visiting one of the Farmers' Markets in San Diego County allows you to experience agriculture. These Farmers' Markets are certified by the State, ensuring that the produce is being sold by the grower, is grown in California and meets all California quality standards. These criteria ensure that you receive the freshest produce for the right price.



For information about how to become Certified by the State to sell your produce at a Farmer's Market call the **County of San Diego Department of Agriculture Weights & Measures.**

San Marcos Office: 760-752-4700

San Diego Office: 858-694-2778

New Market Coming Soon

Thursday, **September 4th** will be the inaugural day for the Farm Bureau sponsored **Valley Center Farmers' Market**. The weekly market will start at 3:00 p.m. and run until sunset. The location is the parking lot between the Upper and Lower Elementary Schools on Cole Grade Road.

If you want to be a part of this market, give Casey Anderson a call at 760-745-3023.



Mark Leno

California Assemblyman
Representing the 13th Assembly District

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AB 1358 - Complete Streets Act

AB 1358 - Complete Streets Act

This bill prompts cities and counties to plan for the accommodation of all users of the roadway including motorists, bicyclists, pedestrians, seniors, children, and the disabled. Planning for these accommodations before construction begins is cheaper than retrofitting existing infrastructure and will give Californians real options for getting out of their cars. The resulting reduction in vehicle miles traveled will reduce California's greenhouse gas emissions and help us meet standards set by AB 32.



NOT COMPLETE



COMPLETE

Astonishing News from Men's Health



Men's Health

WHAT MATTERS

BEST LIFE

273
MUST-HAVE
GUY SKILLS

LOOK-GREAT-FOR-LIFE SPECIAL

**GET BACK
IN SHAPE!**
YOUR BEST BODY AT 30, 40, 50+

**HEALTHY,
WEALTHY
& WISE**
Ace Your
Next 10
Years!

**HOW SMART MEN
LOSE WEIGHT**

**Sex Secrets of
Erotic Marriage**

**DROP
THOSE
LAST 10
POUNDS**

May 2009

Walkable Cities = Healthy Cities



Widen sidewalks:
10' wide with additional landscaping. Helps pedestrians feel safe.

Protect Bicyclists:
5' wide lanes provide legitimacy and cue motorists to slow down.

Road Diet, 3 Lanes: 1 lane in each direction and a turn lane in the middle. Extra space for peds & cyclists.

Go Narrow:
Narrow lanes (9'-10') slow traffic and reduce accidents.

Separate Traffic with Medians:
Pedestrians have to cross fewer lanes before reaching safety.



Replace Traffic Signals with Roundabouts:

Roundabouts move 30% more vehicles than traffic signals and reduce serious crashes by about 90%

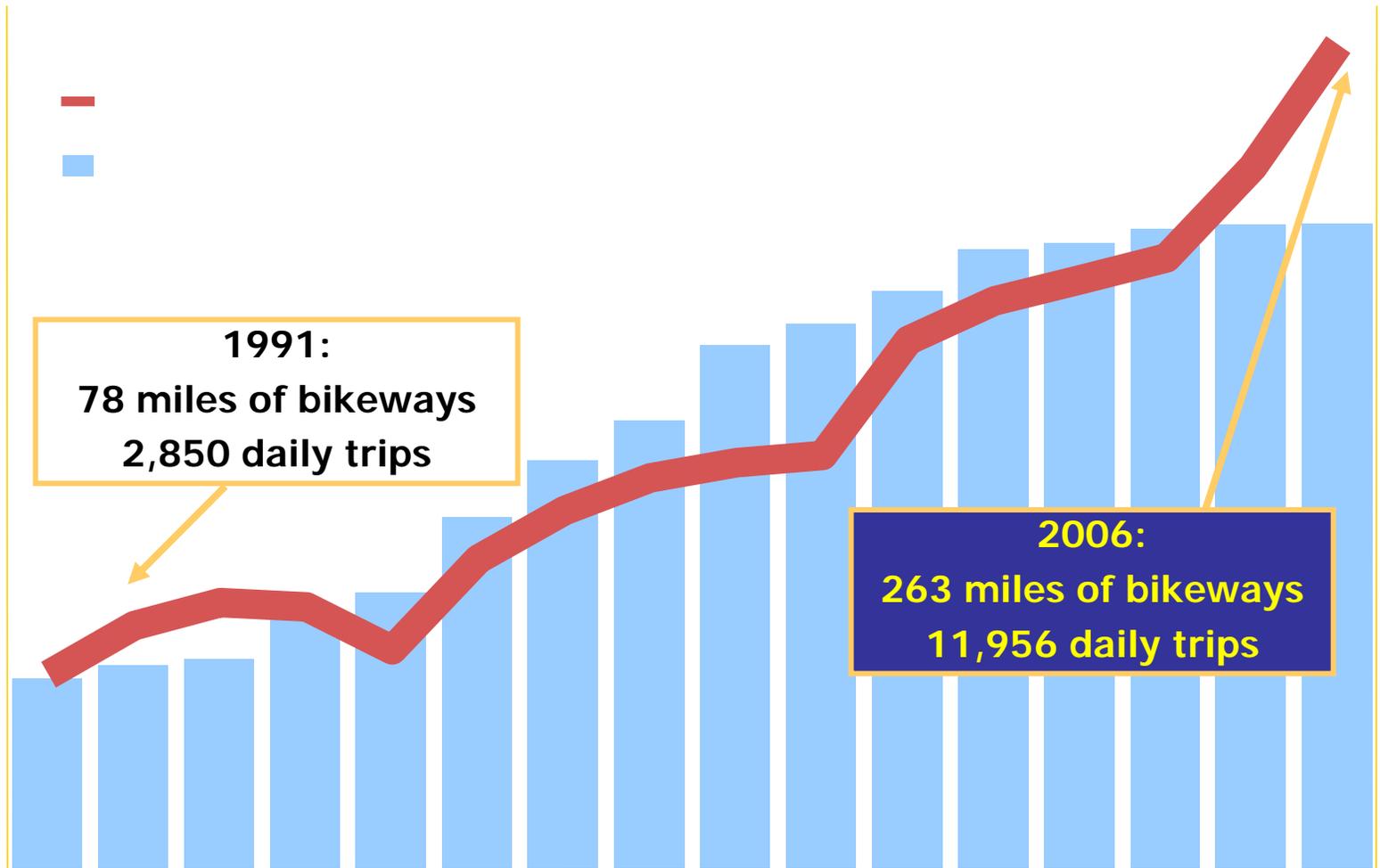
Paint Fog Lines:
Visual tricks can make lanes seem narrower, reducing traffic speed

Plant Trees: Trees create a sense of security and separation from the road, attracting pedestrians. Trees increase property values up to 20%, reduce air temperature and energy use, & lower carbon dioxide.

Increasing Bicycle Use, Portland, OR

Cyclists Per Day

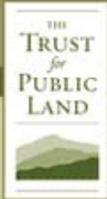
Bikeway Miles



1991:
78 miles of bikeways
2,850 daily trips

2006:
263 miles of bikeways
11,956 daily trips

Year:	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Bridge Bicycle Traffic	2,850	3,555	3,885	3,830	3,207	4,520	5,225	5,690	5,910	6,015	7,686	8,250	8,562	8,875	10,192	11,956
Bikeway Miles	78	83	86	103	113	144	166	183	213	222	235	252	254	260	262	263



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NYC Launches "Schoolyard to Playground" Initiative

 [Print Version](#)

Contact:

Susan Clark, The Trust for Public Land, (212) 677-7171/ (347) 675-5824, susan.clark@tpl.org

New York, NY 7/2/2007: Mayor Michael R. Bloomberg announced today that the City of New York will transform 290 schoolyards into vibrant community parks by 2010 with the help of The Trust for Public Land (TPL), a nonprofit organization dedicated to providing parks for people. This begins a \$111 million investment from the Bloomberg Administration towards the improvement of schoolyards, which will significantly advance the mayor's PlaNYC goal of having every New Yorker live within a 10-minute walk of a park or playground.



TPL Senior Vice President Rose Harvey announced the new initiative with Mayor Michael R. Bloomberg.

Photo: Avery Wham

"Today marks the start of realizing a central goal of the PlaNYC agenda-making sure all New Yorkers live within a 10-minute walk of a park or playground," said Mayor Bloomberg. "I want to thank The Trust for Public Land-through their Parks for People program, they are a great partner in building and preserving open space across the city."

Today, 69 existing playgrounds on schoolyard sites were opened to the public. Through this partnership, more than two hundred additional schoolyards will receive much-needed renovations and upgrades including the transformation of many barren asphalt lots into safe, accessible community gathering spaces. The Trust for Public Land will develop 30 schoolyards into model community parks through a kid-led design process and extensive community partnerships. Another 161 sites will receive participatory design oversight by TPL for the construction of new playgrounds. TPL will raise \$8.5 million toward the cost of creating these community resources.

NYC Mayor Bloomberg Announces PlaNYC to place a park or playground within a ten minute walk for every New Yorker.

August 2007

Trust for Public Land

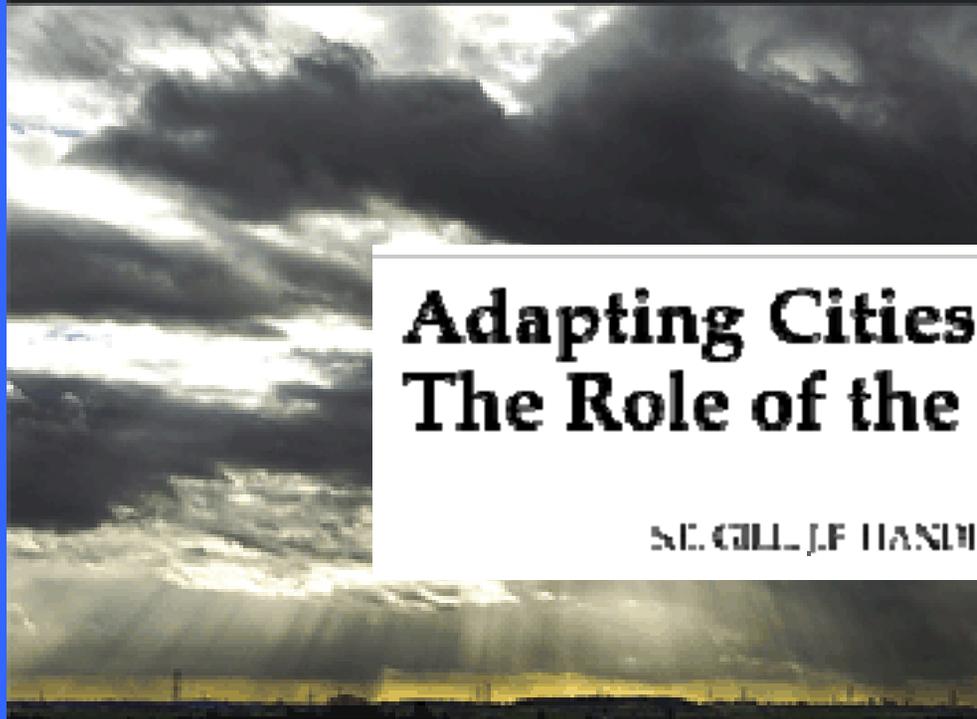
Built Environment

Volume 33, Number 1

Published by Ashgate Press and edited by Peter Hall and David Banister

Climate Change and Cities

GUEST EDITOR: DARRYN McEVOY

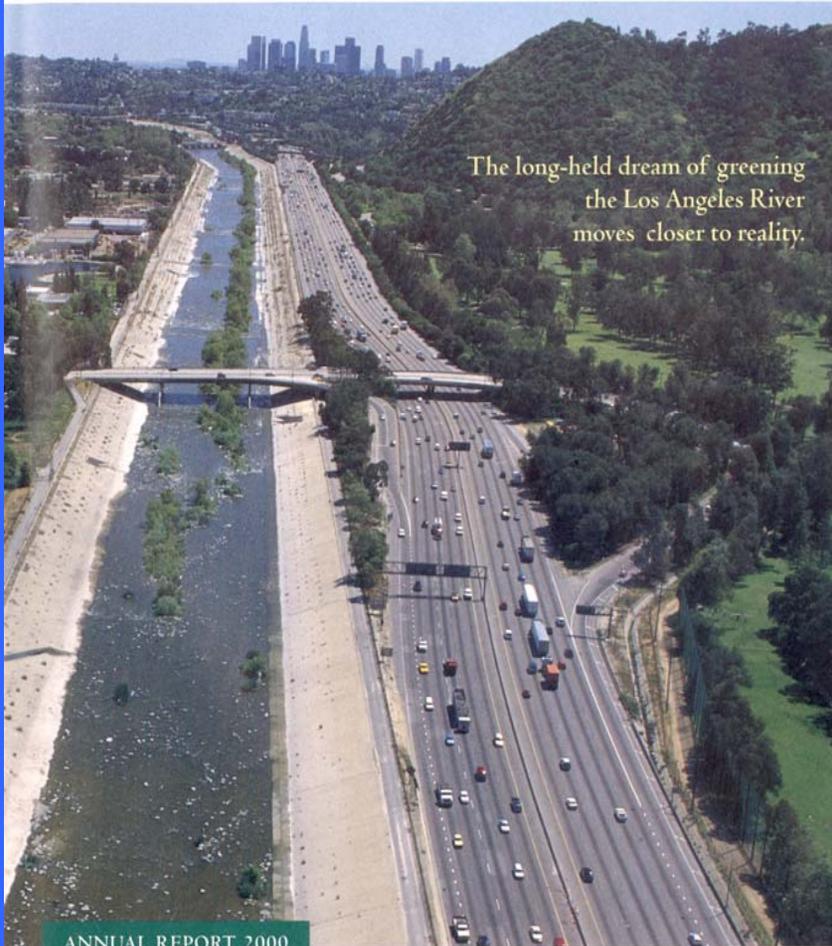


10% increase in
urban parks = 4°F
decrease in urban
surface
temperature

Adapting Cities for Climate Change: The Role of the Green Infrastructure

NE. GILL, J.F. HANDLEY, A.R. ENNIS and S. MULETT

Land & People



The long-held dream of greening the Los Angeles River moves closer to reality.

ANNUAL REPORT 2000

Volume 12 Number 2 Fall 2000



Source: LAND & PEOPLE Fall 2000





Empire State Building NYC











Hoover Dam





Grand
Coulee
Dam



Recommendations for the Prevention and Wellness Funds

*A Memo Prepared by PolicyLink and Prevention Institute
for President Obama's Administration*

April 2009

America's success rests upon the health of its citizens. Healthy American workers, thinkers, students, and families are at the backbone of a strong and productive nation, driving the economic engine that fuels America's competitiveness abroad.

Yet every year, hundreds of thousands of Americans die from preventable illnesses and injuries. These illnesses and injuries disproportionately impact communities of color and low-income communities, populations that meet greater difficulties in paying for the rising costs of care.ⁱ Though America spends over two trillion dollars on health expenditures, approximately 96% of which is directed at medical services, Americans still rank among the lowest in terms of health outcomes compared to other industrialized countries.ⁱⁱ

Recommendations

The Prevention and Wellness Funds should be prioritized for projects that:

1. **Target people and places that are most vulnerable** by using community health and community development indicators to identify community needs.
2. **Address the core components of healthy communities through a focus on changing environments.** This means addressing the underlying community factors that impact health, such as ensuring safe places to live, work, and play, and access to healthy foods and transportation, particularly in the most vulnerable communities.
3. **Involve collaboration between community leaders, nonprofit organizations and agencies representing multiple disciplines and multiple sectors** in order to be more comprehensive in scope and impact, to better leverage resources from the philanthropic sector, and to build from a diverse range of experiences from community and leadership engagement.
4. **Bring in and integrate the voices of those most in need** with a particular emphasis on projects that engage residents in a leadership role and include them in the evaluation process.
5. **Build on successful prevention and wellness initiatives in place in communities** to utilize existing momentum, including both initiatives that have been funded with government funds, as well as those supported by philanthropic and other resources. Projects should be prioritized that can further develop successful strategies, build on experience, demonstrate effectiveness, document outcomes, and maximize existing momentum.
6. **Develop and use strategies that draw from existing knowledge and data,** including the importance of comprehensive approaches that link different sectors (e.g. health, law enforcement, housing, and transportation) and promote policy and environmental change for greater, long-lasting impacts.
7. **Build leadership and workforce capacity** to successfully shape, communicate, and implement prevention strategies, engage diverse partners and promote health in a range of policy arenas including transportation, economic development, housing, and food policy.
8. **Provide both immediate health benefits in the short-term as well as reduce chronic disease rates over the long term.**

Envisioning Change



Envisioning Change



Envisioning Change

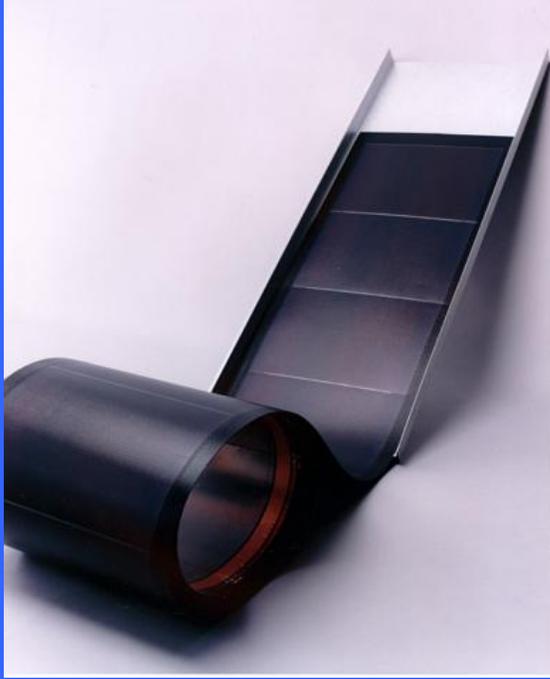


Places of the Heart



The health need for them

Roll on PV cells



Solar photovoltaic installations of thin film cells, in Germany

Is your clothesline illegal?



In places where the practice is banned as an unsightly nuisance to neighbors, right-to-dry activists and blogging eco-moms are forming an alliance.

By Alexandria Abramian Mott
February 7, 2009

When clothes dryers account for at least 6% of the electricity used by U.S. households, is it any wonder that line-drying is coming back? In places where the practice is banned as an unsightly nuisance to neighbors, right-to-dry activists and

Environment

News/Opinion

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Living

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6% of US Household Electricity Used by Clothes Dryers

Honda Engineering Comes Home!

Inexpensive, Clean Power from Honda



American Honda Motor Co., Inc. and Climate Energy, LLC have collaborated to develop the freewatt™ Micro-sized Combined Heat and Power (Micro-CHP) cogeneration system for homes, which features advanced and highly efficient energy management technologies.

The freewatt™ Micro-CHP system is comprised of an MCHP cogeneration unit developed by Honda, which is paired with a furnace or boiler produced by Climate Energy. This system provides heat for the home with the added benefit of electricity production. The ultra-quiet MCHP unit produces 3.25 kilowatts/hr. (11,000 BTU) of heat and 1.2 kilowatts of electric power. Further, it allows homeowners to reduce their utility bills and curb carbon dioxide emissions while improving overall energy efficiency and comfort. In relation to energy costs, Climate Energy test data has shown that when the freewatt™ Micro-CHP system replaces a typical 80% efficiency home heating system,

homeowners can realize an average of 30% in energy cost savings.

The freewatt system produces electric power as a by-product of its heating functionality. The electric power produced displaces electricity that consumers would otherwise purchase from the local electric utility, saving \$500 to \$1000 per year on their electric bill. An additional unique financial savings benefit of utilizing the freewatt system is realized through the process of net metering. In states where legislated, net metering allows homeowners to literally sell unused electric power back to the power grid in their community, providing additional savings.

In addition, the system produces 30% less carbon dioxide emissions than a conventional heating system with electricity provided from the grid. This allows homeowners to take an active role in the effort to reduce greenhouse gases. Comfort is enhanced due to the system's ability to provide constant and extremely quiet circulation of heated air. This produces more uniform and comfortable temperatures in the home without running noisy blowers at high speeds.

Currently, the heat and power units are available for sale to customers living in the Northeastern United States in conjunction with select local utility providers. This is due to high heating demand in the region, which allows the system to provide the greatest benefit. The freewatt™ Micro-CHP systems will only be available through certified, trained, and authorized Climate Energy installation professionals.

Climate Energy and Honda plan to gradually expand production and sales of the freewatt™ Micro-CHP system and plan to introduce the system to other U.S. markets in the future.

For more information go to www.freewatt.com.



Plug In Partners

/ e.g. CalCars.org



Wind energy industry picks up speed in Iowa



Des Moines
Register
December 30,
2007

Kelli Seeman works inside the hub of a wind turbine being built at Clipper Windpower in Cedar Rapids. Each turbine is mounted on a 300-foot tower and can generate 2.5 megawatts of electricity

Kaiser Permanente...New Facilities

- **Daylighting**
- **One pass air exchanges**
- **Energy Efficiency**
- **Organic gardens and green areas**
- **Farmers Markets**
- **Remove toxic materials**



Templated Hospital Design: Modesto, CA

Pervious Concrete Offers **Win-Win Solution** for Developers



As developers, land planners and civil engineers are faced with more stringent "smart growth" requirements, pervious concrete offers a win-win solution for developers and the environment. Formally referred to as Portland cement pervious pavement, pervious concrete, also known as porous concrete, is an innovative pavement solution because it maximizes land use and improves water quality. In fact, the Florida Department of Environmental Protection's (DEP) *Storm Water Management Guide* states: "Porous concrete is another innovative Best Management Practice with widespread applicability for parking areas..."

The Art of Health Promotion



practical information to make programs more effective

May/June 2005

City and Regional Planning: A Primer for Public Health Officials

Emil E. Malizia, MRP, PhD, AICP

Abstract

Recognizing that planners' decisions affect the public's health, some public health officials are becoming more involved in city and regional planning. This article de-

planners first made claim to professional status, the fields of public health and planning had already grown apart.⁷ When planners called for greater linkage between the fields in 1994, few planners answered the call.⁸ Health researchers have generated most of the knowledge about

Selection of articles on CDC site:

<http://www.cdc.gov/healthyplaces/articles.htm>



POLICY STATEMENT

The Built Environment: Designing Communities to Promote Physical Activity in Children

Committee on Environmental Health

ABSTRACT

An estimated 32% of American children are overweight, and physical inactivity contributes to this high prevalence of overweight. This policy statement highlights how the built environment of a community affects children's opportunities for physical activity. Neighborhoods and communities can provide opportunities for recreational physical activity with parks and open spaces, and policies must support this capacity. Children can engage in physical activity as a part of their daily lives, such as on their travel to school. Factors such as school location have played a significant role in the decreased rates of walking to school, and changes in policy may help to increase the number of children who are able to walk to school. Environment modification that addresses risks associated with automobile traffic is likely to be conducive to more walking and biking among children. Actions that reduce parental perception and fear of crime may promote outdoor physical activity. Policies that promote more active lifestyles among children and adolescents will enable them to achieve the recommended 60 minutes of daily physical activity. By working with community partners, pediatricians can participate in establishing communities designed for activity and health. *Pediatrics* 2009;123:1591-1598

INTRODUCTION

A child's life is affected by the environment in which he or she lives. Relationships between health and the quality of air, water, and food are well recognized.¹⁻³ The physical environments of the home and school also influence health through exposures to lead,⁴ mold,⁵ noise,⁶ or ambient light.⁷ In addition, the overall structure of the physical environment of a child's community (referred to as the "built environment") can also affect health in diverse ways.

As cities have expanded into rural areas, large tracts of land have been frequently transformed into low-density developments in a "leapfrog" manner. The resultant urban sprawl can increase automobile travel, which increases air pollution⁸ as well as passenger and pedestrian traffic fatalities.⁹ Some urban areas may have few supermarkets, produce stands, or community gardens, thereby limiting access to fresh fruits and vegetables.¹⁰ The physical environment of a community can support opportunities for play, an essential component of child development,¹¹ and for physical activity, a health behavior that not only reduces risk of excess weight gain^{12,13} but also has many other benefits for overall well-being.

Many factors influence a child's level of physical activity, including individual-level psychosocial factors such as self-efficacy^{14,15}; family factors such as parental support¹⁶; and larger-scale factors such as social norms.¹⁷ Although these are all important contributors, this policy statement is limited to focusing on how the physical design of the community affects children's opportunities for physical activity. Opportunities for recreational physical activity arise with parks and green spaces. "Utilitarian" physical activity, such as walking or bicycling to school and to other activities, is an equally important part of a child's daily life. Environments that promote more active lifestyles among children and adolescents will be important to enable them to achieve recommended levels of physical activity.

BACKGROUND

The term "built environment" refers to spaces such as buildings and streets that are deliberately constructed as well as outdoor spaces that are altered in some way by human activity. This term may be unfamiliar to most clinicians, but with the high prevalence of childhood overweight and obesity,¹⁸ the subject is increasingly relevant.

Organizational Principles to Guide and Define the Child Health Care System and to Improve the Health of All Children

www.pediatrics.org/cgi/doi/10.1177/0149126109350947
pedi.2009-0750

doi:10.1177/0149126109350947

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KeyWords

physical activity, youth, neighborhood, active transport, walk to school, parks, built environment, active living, urban design, pedestrian safety

PEDIATRICS (ISSN Number: 0031-4005; Online, ISSN 1098-4275). Copyright © 2009 by the American Academy of Pediatrics

- The Built Environment: Designing Communities to Promote Physical Activity in Children
- Policy Statement American Academy of Pediatrics
- June 2009

Our patient starts to walk or
bicycle to school 1 mile 4 days
per week

The New “Active” Commuter

- 30 minute walk or bicycle trip burns 125 calories each way (for a 130 pound child)
- 4 days per week = 1000 calories per week, 40,000 calories for school year.
- Converts to 11.5 pounds of body fat.

Over two years

- And the family car ran 1280 less miles
- Used 64 fewer gallons of gasoline
- Saved \$704
- And he made new friends and was learning better

The New walk/bike Student

Two year follow up (age 12)

- Height – 59” (50%ile)
- Weight – 110# (65%ile)
- BP - 130/78
- Blood sugar – Normal
- Cholesterol – 175
- Energy level and Mood - Good



MEDIA & POLICY CENTER

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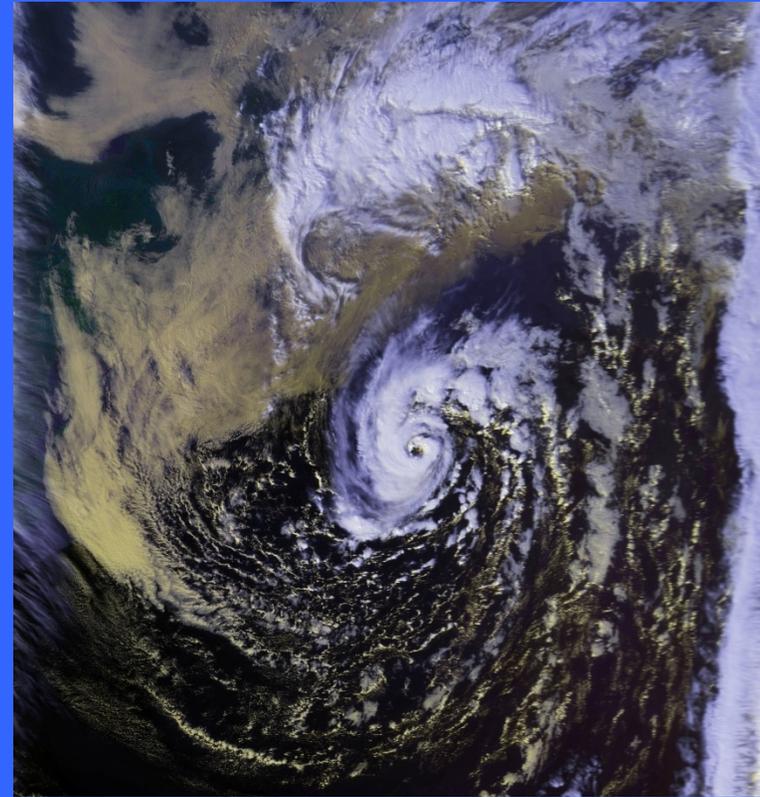
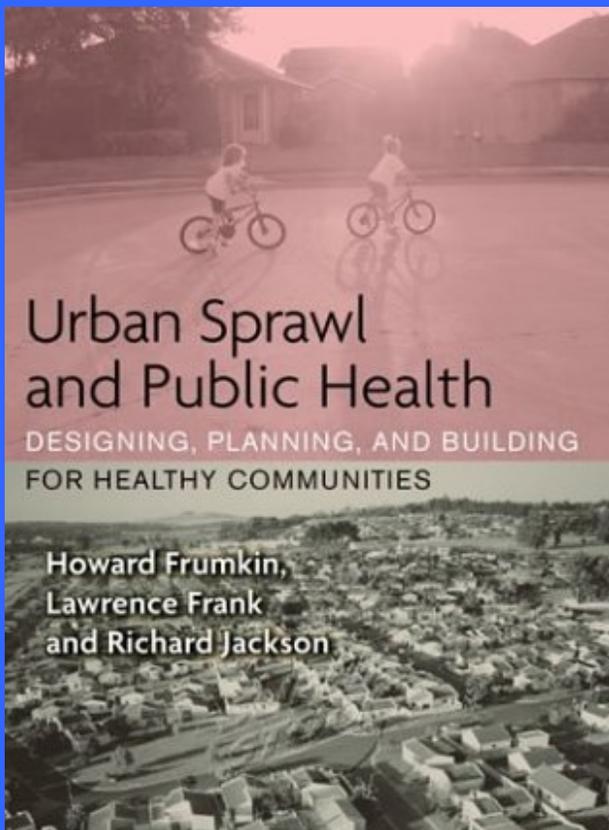
PUBLIC SPACE / PUBLIC HEALTH

IN DEVELOPMENT

For many Americans, the drive from work or school to home is all too familiar: it begins with a long, multi-lane road infamous for its strip malls, lack of sidewalks, and high pedestrian fatality rates. It progresses to a jumble of connecting interstate highways packed with rush-hour traffic. And it ends with clusters of new, low-density, single-family residential developments lacking public parks, playgrounds, libraries, nearby stores or cafés, sidewalks, bicycle trails, and public transit. In much of this country, adults and children travel by private automobile to virtually all of their destinations, because they have no practical transportation alternatives. In poor communities, adults often rely on inadequate public transportation to get to work. Their children end up walking through unsafe neighborhoods to get to school.

Public health has traditionally addressed the "built environment" to tackle specific health issues such as sanitation, lead paint, workplace safety, fire codes, and access for persons with disabilities. We now realize that how we design the built environment may hold tremendous potential for addressing many of the nation's greatest current public health concerns, including obesity, cardiovascular disease, diabetes, asthma, injury, depression, violence, and social inequities. Almost everything in our built environment is the way it is because someone designed it that way. We still have a remarkable capacity to





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