

***Stand by:***

The future is coming...

Is there a magic potion?

He Tengata

It's The People



**Dan Burden, Founder of Walkable Communities, Inc.**

**Partner And Senior Urban Designer with Glattig Jackson Kercher and Anglin**



Dan has learned to see the world through the lens of his camera, carefully picking subjects of interest to illustrate his view of the world.

There is a saying among National Geographic photographers.

“National Geographic photographers stand on top of the garbage cans to photograph the flowers ... while Life magazine photographers stand in the flowers to photograph the garbage cans.”



Jon

Marty

Paul

Earl

Dale

Dan's  
Arm

Photo by Paul



Palo Alto, California

*“What is the first thing an infant wants to do and the last thing an older person wants to give up?”*

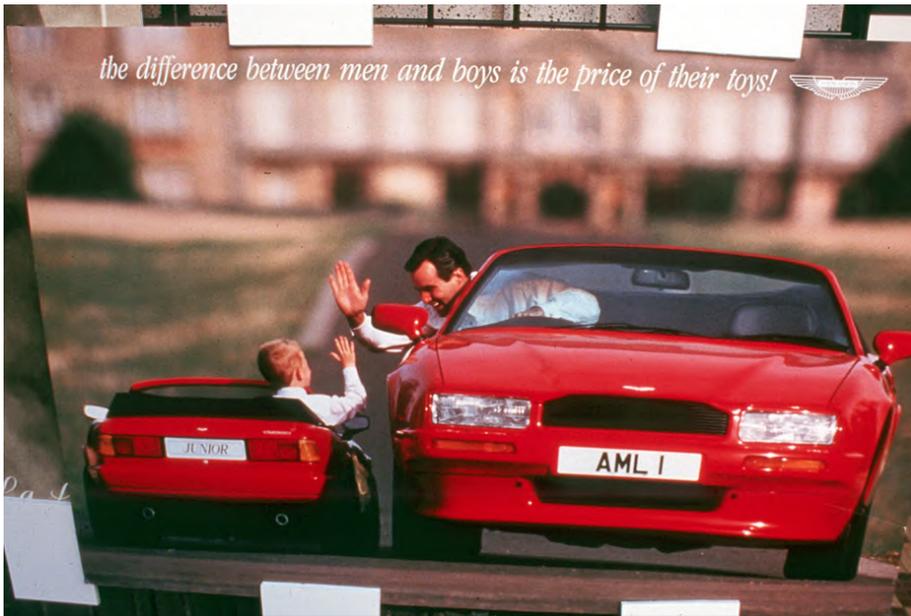
*Walking is the exercise that does not need a gym. It is the prescription without medicine, the weight control without diet, and the cosmetic that can't be found in a chemist. It is the tranquilizer without a pill, the therapy without a psychoanalyst, and the holiday that does not cost a penny. What's more, it does not pollute, consumes few natural resources and is highly efficient. Walking is convenient, it needs no special equipment, is self-regulating and inherently safe.*

*”*



**A walkability plan must set a stage for all other modes of transportation to work, including transit. If people cannot walk then transit remains ineffective.**

*the difference between men and boys is the price of their toys!* 



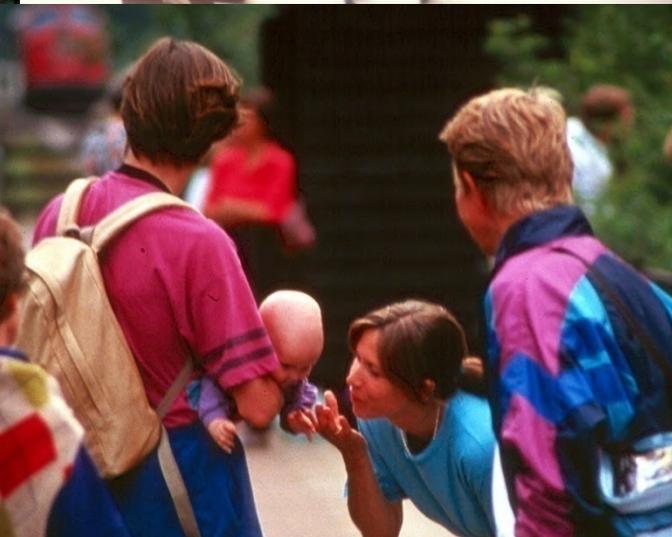
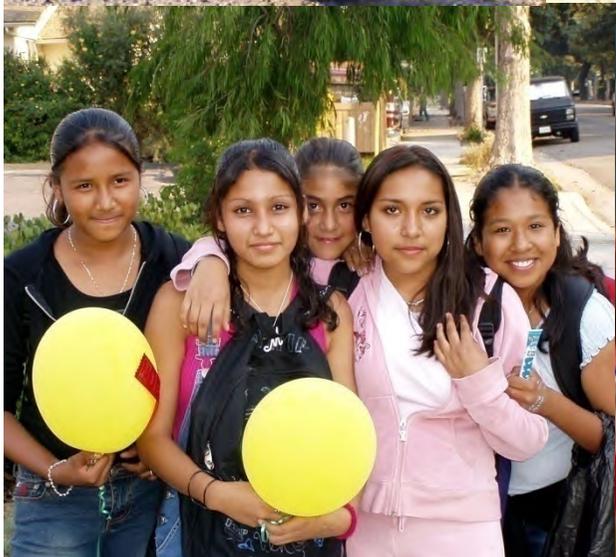
**Our cars matter .... But**





**Our People Come First**





**“How can you know what to try with traffic until**

**... “Automobiles are often conveniently tagged as the villains responsible for the ills of cities and the disappointments and futilities of city planning. But the destructive effects of automobiles are much less a cause than a symptom of our incompetence at city building.**

**The simple needs of automobiles are more easily understood and satisfied than the complex needs of cities, and a growing number of planners and designers have come to believe that if they can only solve the problems of traffic, they will thereby have solved the major problems of cities.**

**Cities have much more intricate economic and social concerns than automobile traffic. How can you know what to try with traffic until you know how the city itself works, and what else it needs to do with its streets? You can't.”**

*Jane Jacobs, Death and Life of Great American Cities , 1961*



Not Walkable

High Car Dependency

Serious Congestion



Walkable

Low Car Dependency

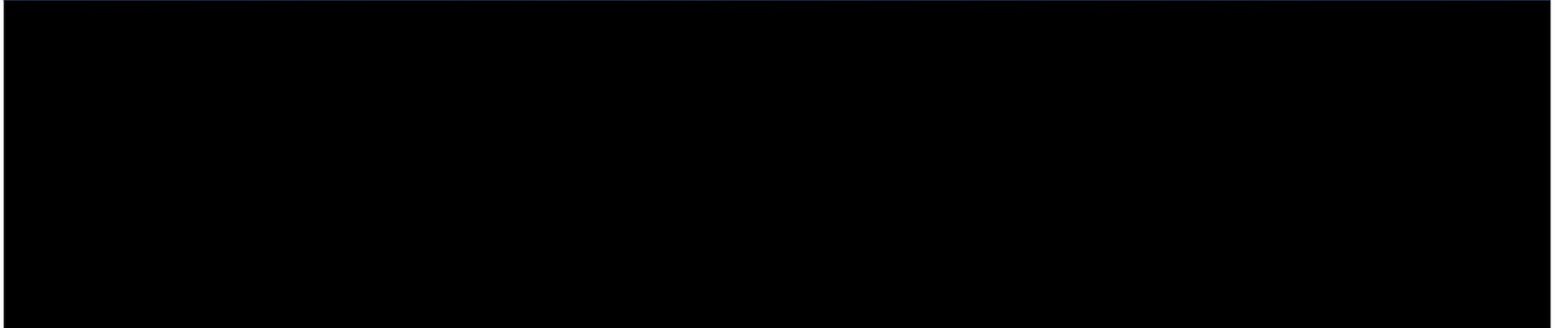
Moderate Congestion





**Which Makes More Money?**











Lakeshore Road (SR 5), Hamburg, NY

What the  
Community  
Provided

What the Customer  
Wanted





## CANINE CONSTITUTIONAL



By David J. Phillip

A brisk walk in the park keeps Norey B in shape between dog shows. His owner, Columbia resident Cathy Stumbo, got up early

to give her 3-year-old Doberman his regular workout. They typically jog 15 miles in Berlin Park.

EXP JUN

INDIANA

INDIANA  
INDIANA  
INDIANA  
01  
KG1680



KG 1680

Kids First





If it weren't for the damn  
pedestrian there would be no  
traffic problem in Los Angeles...

... circa 1972, Los Angeles Traffic Engineer

Compact villages and a strong civilian  
presence is the only solution to our  
traffic problems...

... circa 1995, San Diego Traffic Engineer



Tennessee Avenue, Tallahassee, Florida

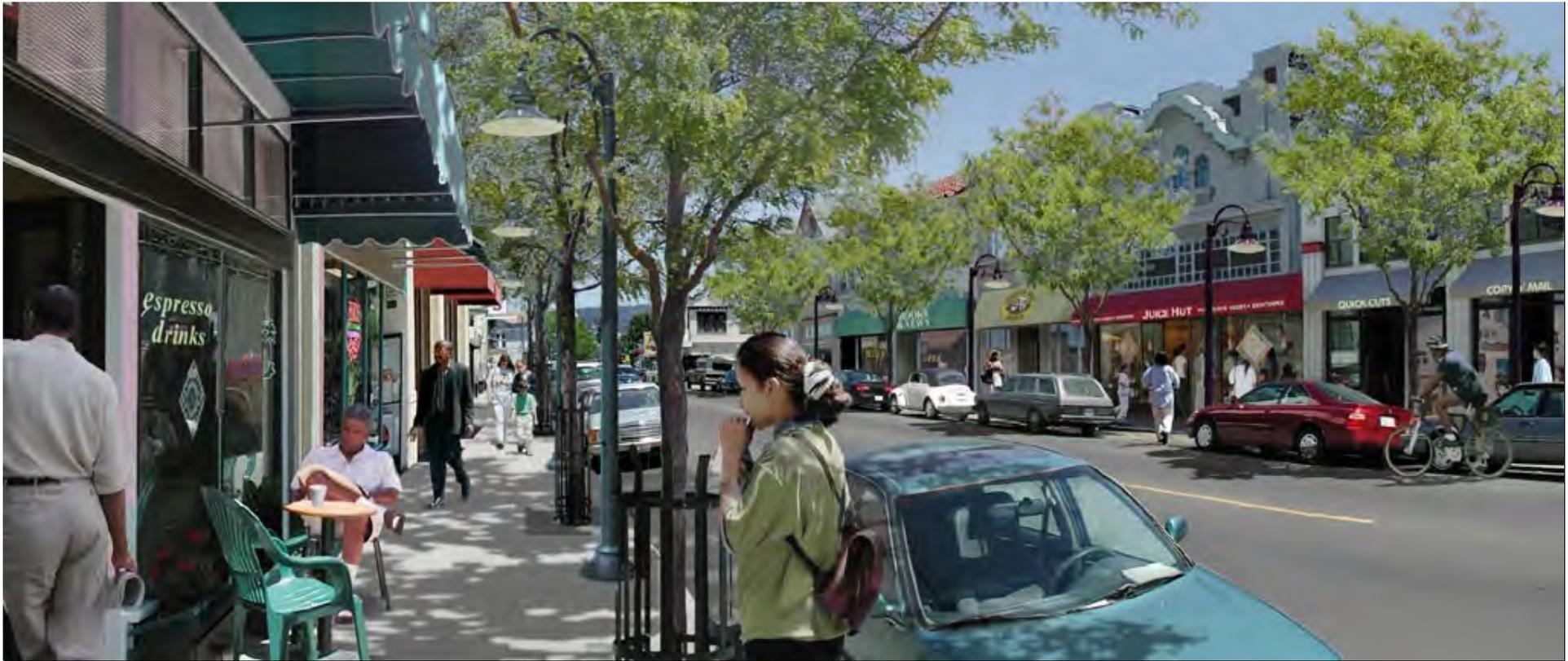
People once fled cities  
... for their health ...



Today people are  
returning to cities ...  
... for their health

Portland, Oregon





Victoria,  
British  
Columbia

Cars are  
happiest  
When they have  
Unlimited  
Freedom --

When few  
other cars  
are around





People are  
Happiest  
when  
there are  
many  
others  
around.

Victoria,  
British  
Columbia

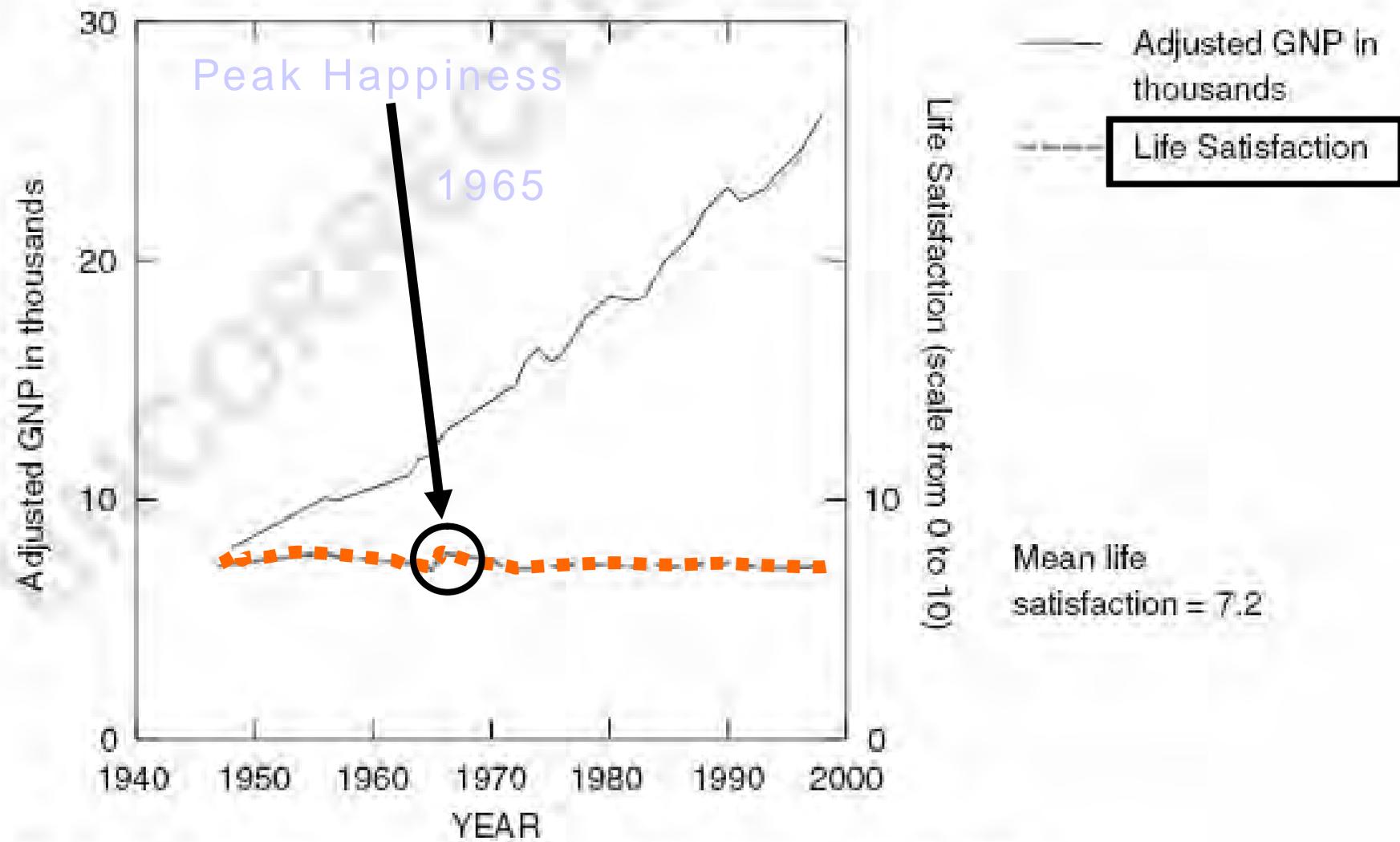


Fig. 1. U.S. gross national product (GNP) and mean life satisfaction from 1947 to 1998.

## So what makes societies happy?

Feelings of well-being are determined as much by status and social connectedness as by income. Richer people are happier than poor people, but societies with wider income gaps are less happy on the whole. People who interact more with friends, family and neighbours are happier than those who don't.



**Recent studies on life satisfaction show that commuting makes people more unhappy than anything else in life.**

“There are a few things we can agree on about happiness,” he says. “You need to fulfill your potential as a human being. You need to walk. You need to be with other people. Most of all, you need to not feel inferior. When you talk about these things, designing a city can be a very powerful means to generate happiness.”

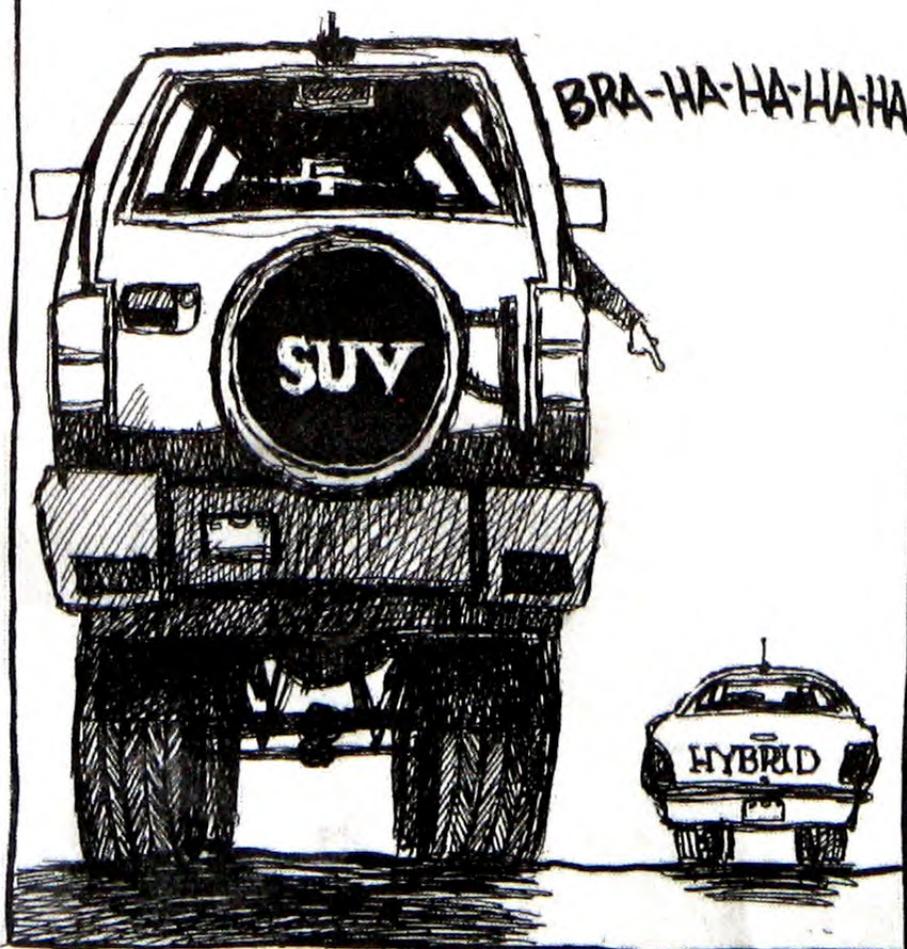


*...From a recent article on Enrique Penalosa, former Mayor of Bogota, Columbia*

STAMPS ©2005 USA 7 CENTS  
OPTIMA NEWS SERVICE

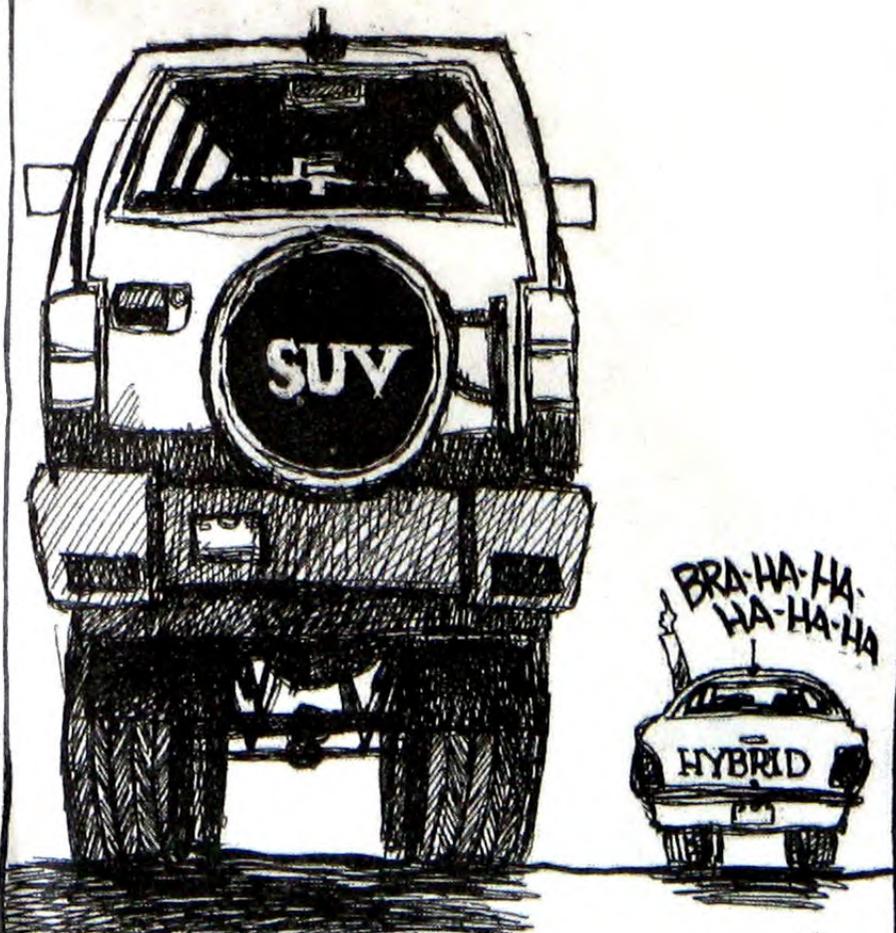
THEN

BRA-HA-HA-HA-HA



TODAY

BRA-HA-HA-HA-HA





Last year car buyers ranked fuel economy **17th** on their list of priorities, just below cup holders and the car's stereo system, according to a survey by CNW Research, a respected automotive market analysis firm.

Newsweek, April 08



# Sustainable Transportation

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Sustainable Transportation is about meeting present transportation needs without compromising the ability of future generations to meet their needs.”

The concept of sustainable transportation is a reaction to things that have gone radically and visibly wrong with current transportation and land use policy, practice and performance over the last half of the twentieth century. In particular unsustainable transportation consumes more energy and creates pollution and declining service levels despite increasing investments.

It delivers poor service for specific social and economic groups. It reduces happiness. It raises the cost of personal transportation to 20% of a family budget and takes time away from family time and ties. Indirectly, it increases health care to 15-20%

## Why we cannot build our way out of traffic



Vehicle miles traveled (VMT) around the U.S. have increased by 70 percent over the last 20 years, compared with a **two percent** increase in new highway construction. The U.S. General Accounting Office predicts that road congestion in the U.S. will **triple in 15 years** even if capacity is increased by 20 percent.

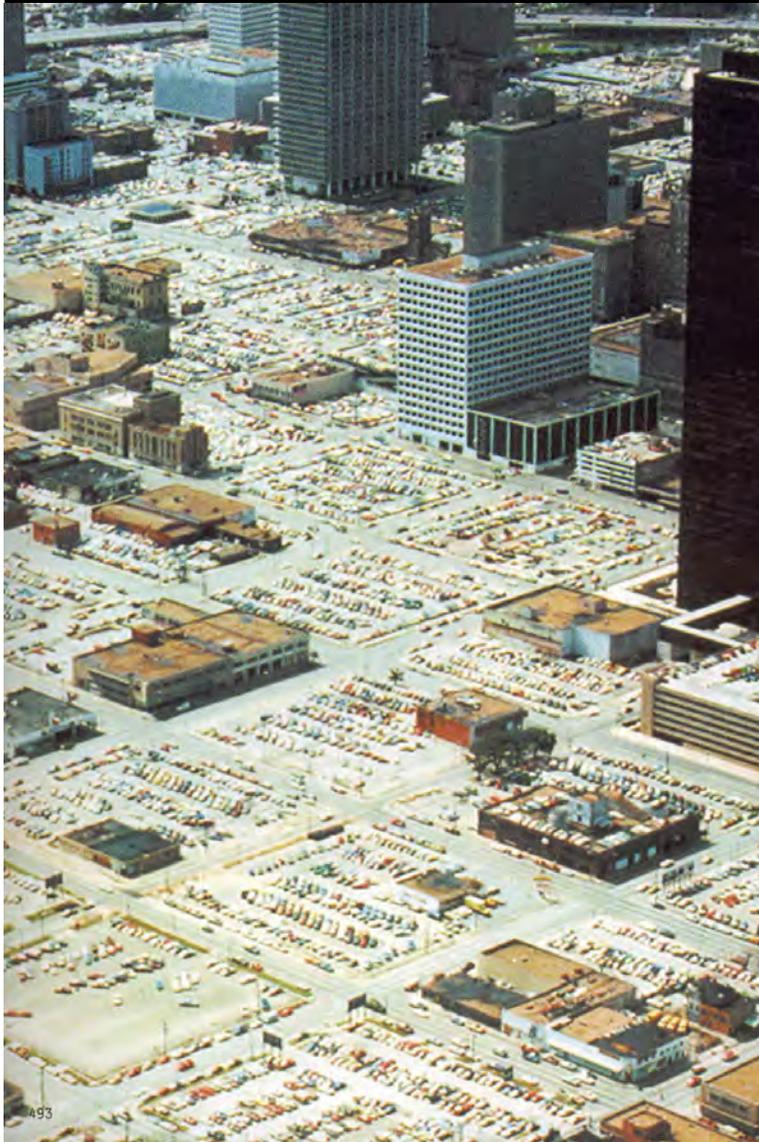
**Traffic is growing about five times faster than the growth in population.**

(Data compiled for a report to the U.S. Department of Transportation in 2006 written by Stephen Polzin, (transportation researcher at the University of South Florida in Tampa.)

“There is No There There”

...Gertrude Stein

Houston, Texas



Fifty percent of all American cities are now under concrete and asphalt.

(In Los Angeles it is now 66 percent.)

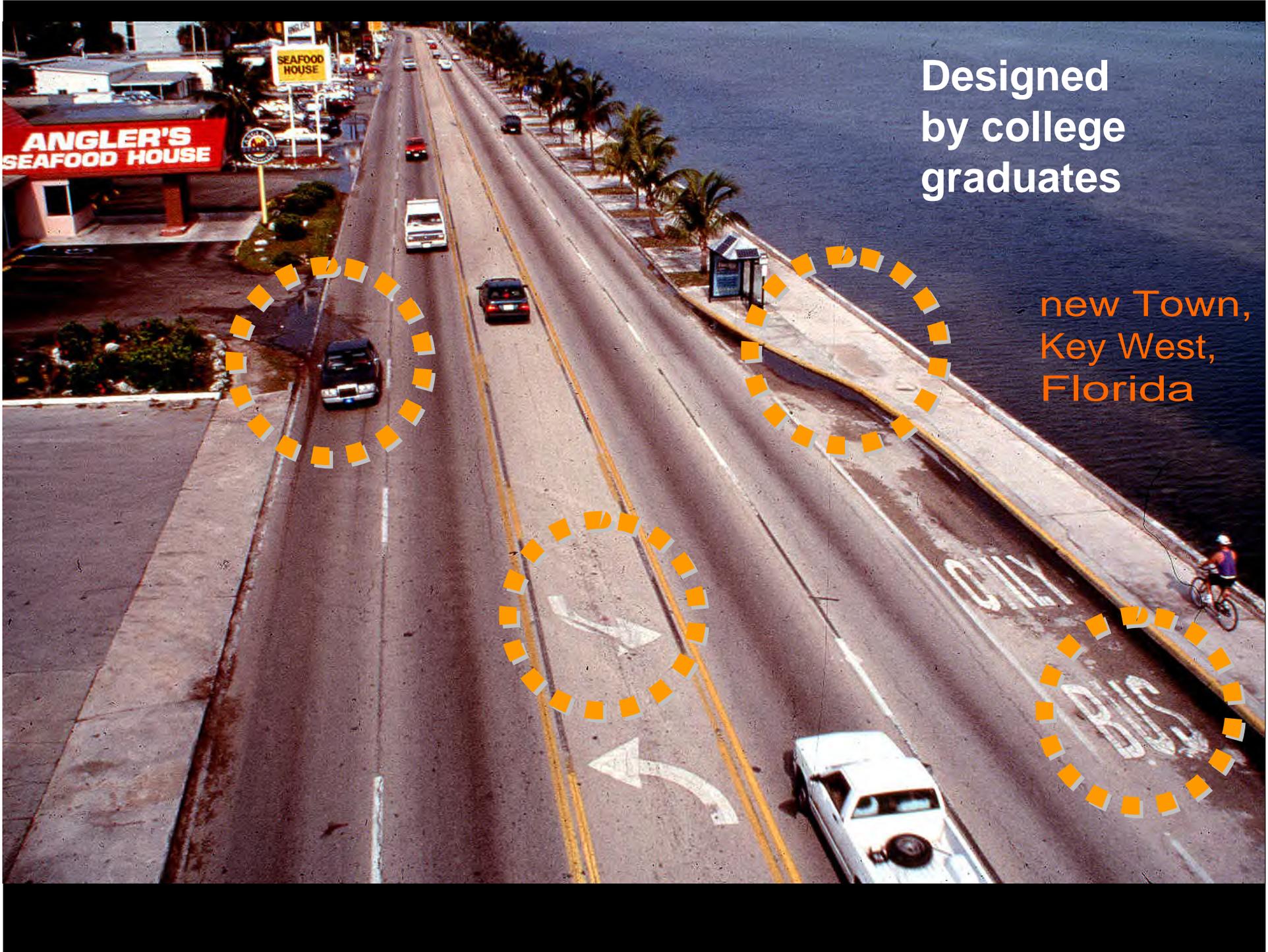




Narrow streets  
Short blocks  
Tight corner radii  
Great plazas  
Beautiful buildings  
Limited parking

**Built by Pirates**

Old Town,  
Key West,  
Florida



Designed  
by college  
graduates

new Town,  
Key West,  
Florida







# Five keys to Success of Walking

Security  
**Convenience**  
**Efficiency**  
**Comfort**  
**Welcome**



# Ten Steps To Walkability

**Compact, lively  
town center**

**Low speed streets,  
distributed volumes**

**Fine grained streets,  
many trails, transit  
links**

**Neighborhood  
schools and  
parks, within  
one quarter mile  
or one eighth  
mile**



**Public places with  
inviting features:  
benches, restrooms,  
shade, water and art**

**Convenient, safe and  
efficient crossings**

**Many people of all  
ages and abilities  
walking many hours**

**Celebrated public  
space and public life,  
parades, markets,  
festivals, awards**

**Land use and  
transportation  
partnerships**

**Affordable,  
inspiring, well  
maintained streets  
and homes.**



As density increases, per capita hours and miles of automobile travel tend to decline (Ewing and Cervero, 2001; Holtzclaw 1994; Frank et al 2006), and walking, bicycling and transit tend to increase, all else being equal.

Charleston, SC



Seattle starts a new pedestrian or cycling project each six hours ... over 500 per year.

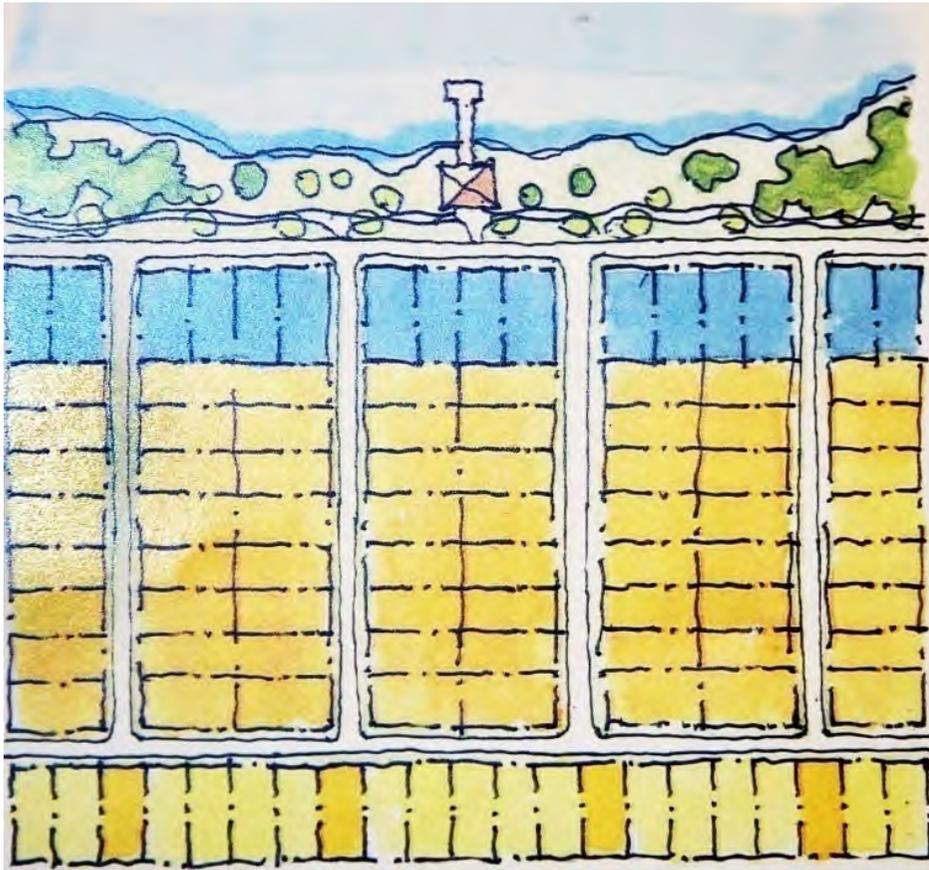
**Seattle responds to citizen complaints within 48 hours. Always!**

A recent study in Seattle found that each quartile increase in residential density corresponded with a 23 per cent increase in the odds of walking for non-work travel. (King County ORTP, 2005).

Seattle, Washington



Density relates with travel behavior by affecting distances between destinations and the portion of destinations that can be reached by active modes (walking and cycling). A concentration of jobs and households makes transit more viable and provides the critical mass necessary for supporting retail development.



If Cities are to reduce auto-dependence a working alternative should include:

**Developers no longer block access to those places people want to reach.**





If Cities are to reduce auto-dependence a working alternative should include:

**Streets must become “right-sized” for their greater mission.**

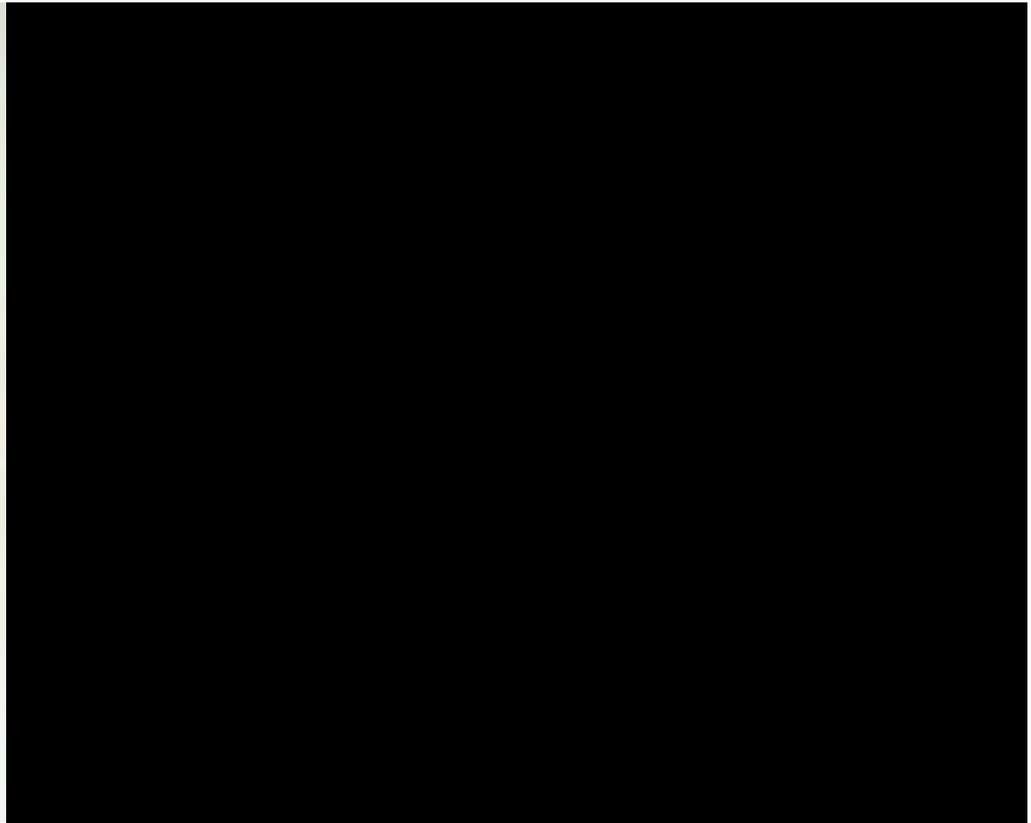




If Cities are to reduce auto-dependence a working alternative should include:

**Streets must support retail with the Smart Tools, such as road diets.**





If Cities are to reduce auto-dependence a working alternative should include:

**Intersection confluences” are solved by building network**



Chico, CA

Nord Avenue



**Chico, CA**

**Nord Avenue**

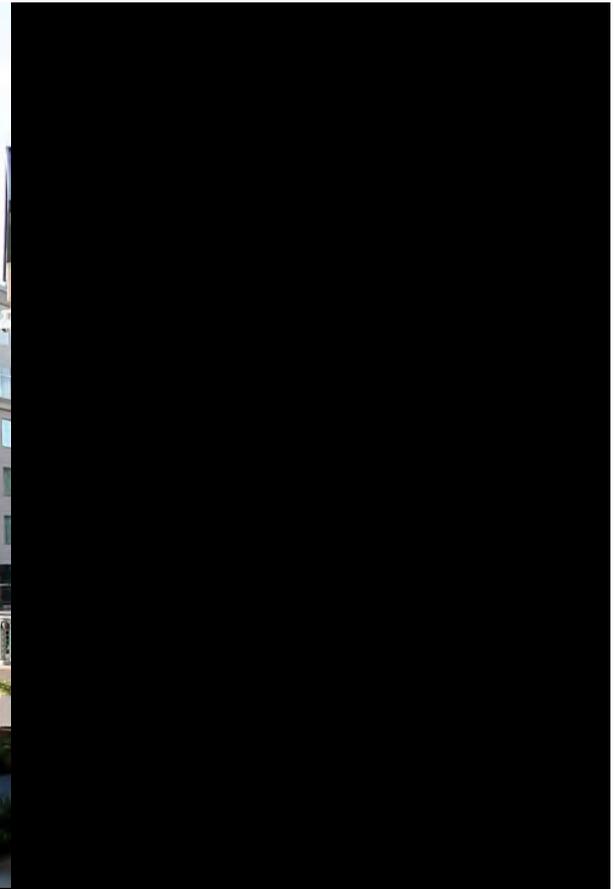




If Cities are to reduce auto-dependence a working alternative should include:

**Walls come down and buildings honor streets**

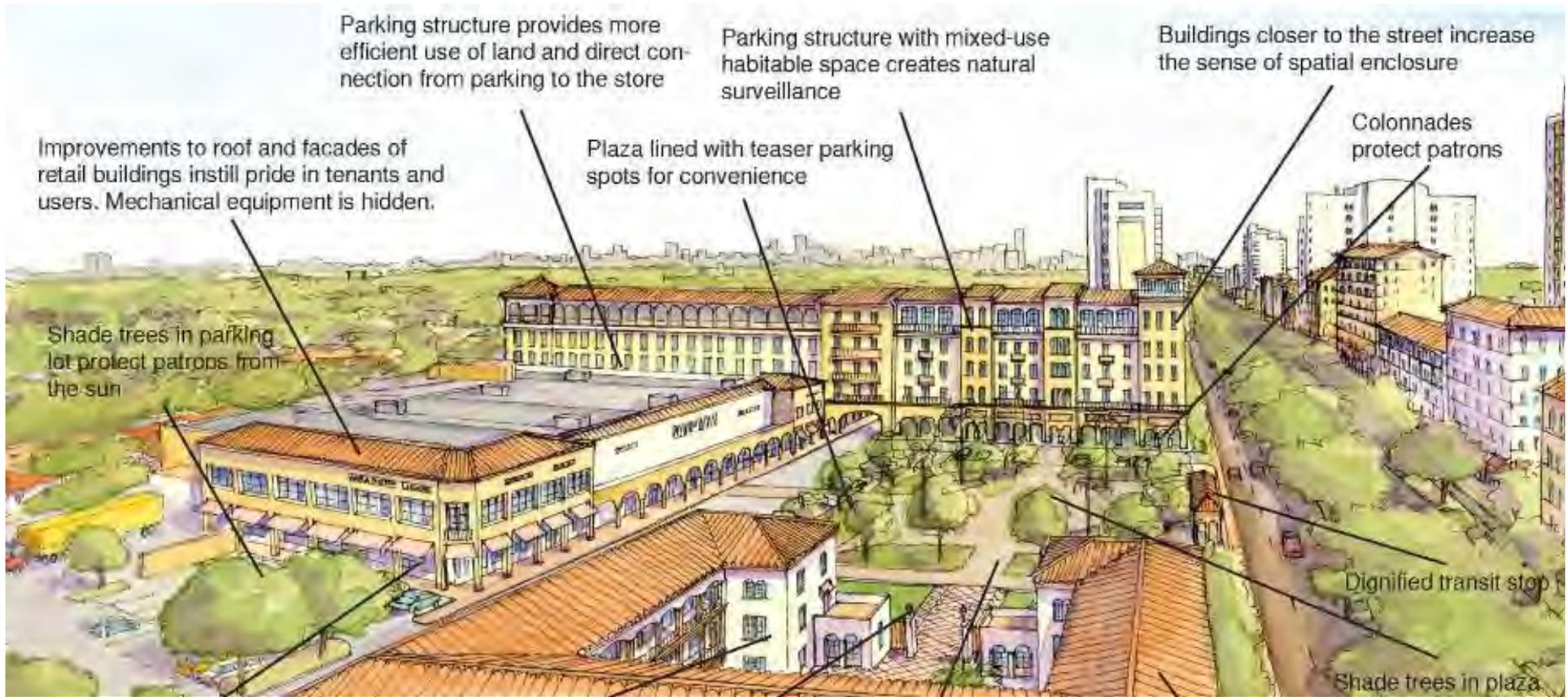




If Cities are to reduce auto-dependence a working alternative should include:

**Buildings no longer “moon” the street**





If Cities are to reduce auto-dependence a working alternative should include:

**Strip centers are replaced with town squares, destinations are a walkable scale**





If Cities are to reduce auto-dependence a working alternative should include:

Empty “placeless” space becomes lovable and loved.

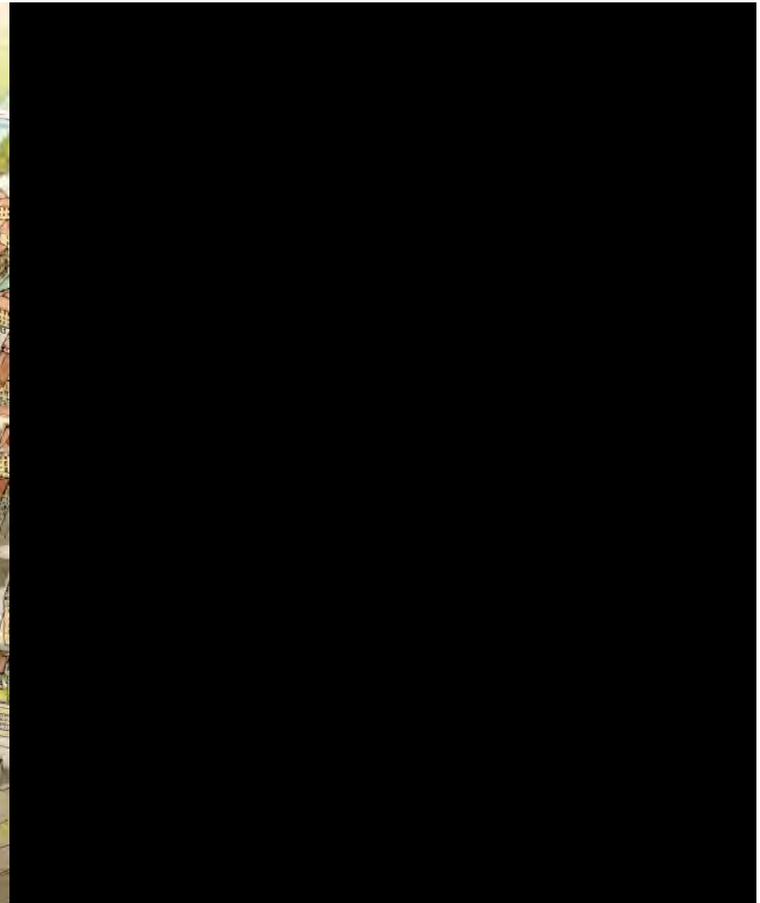
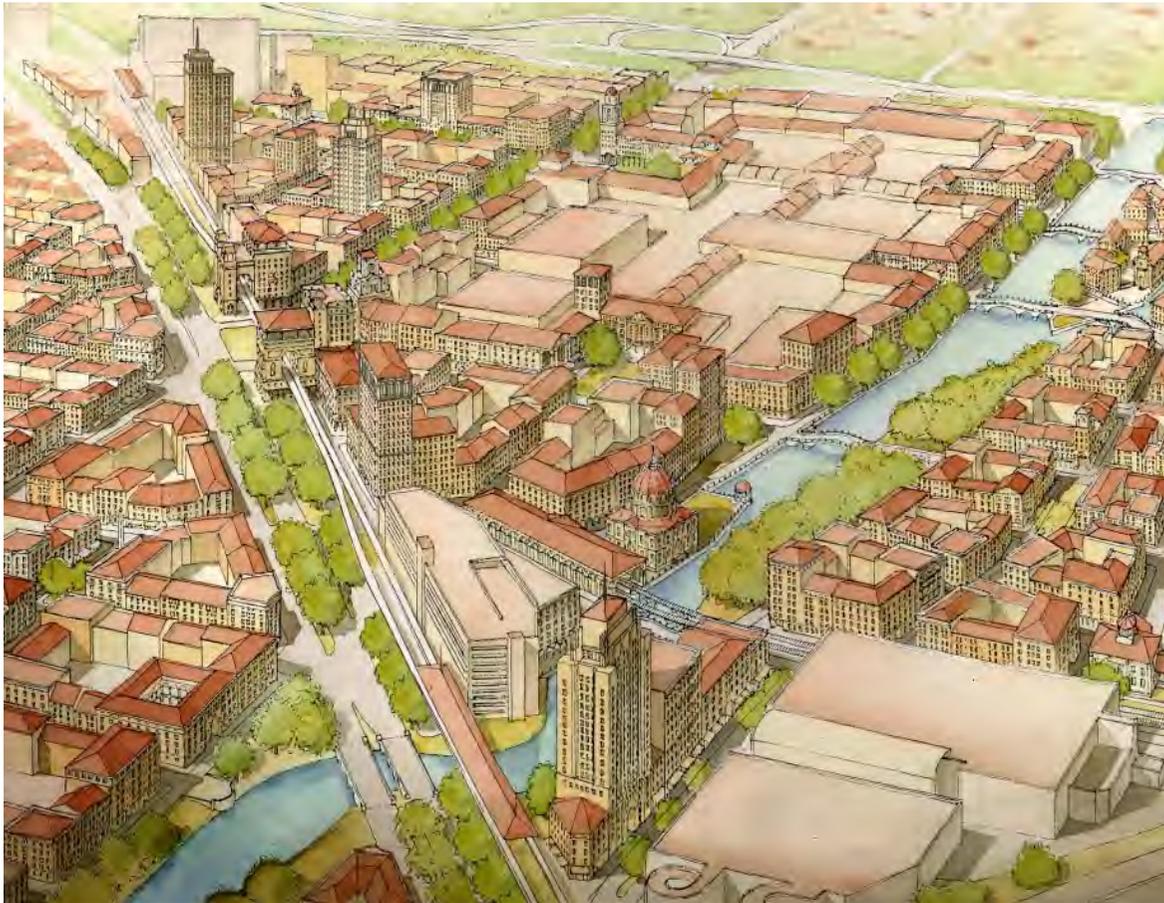




If Cities are to reduce auto-dependence a working alternative should include:

Streets undergoing reconstruction become attractive, respectful and function for all users



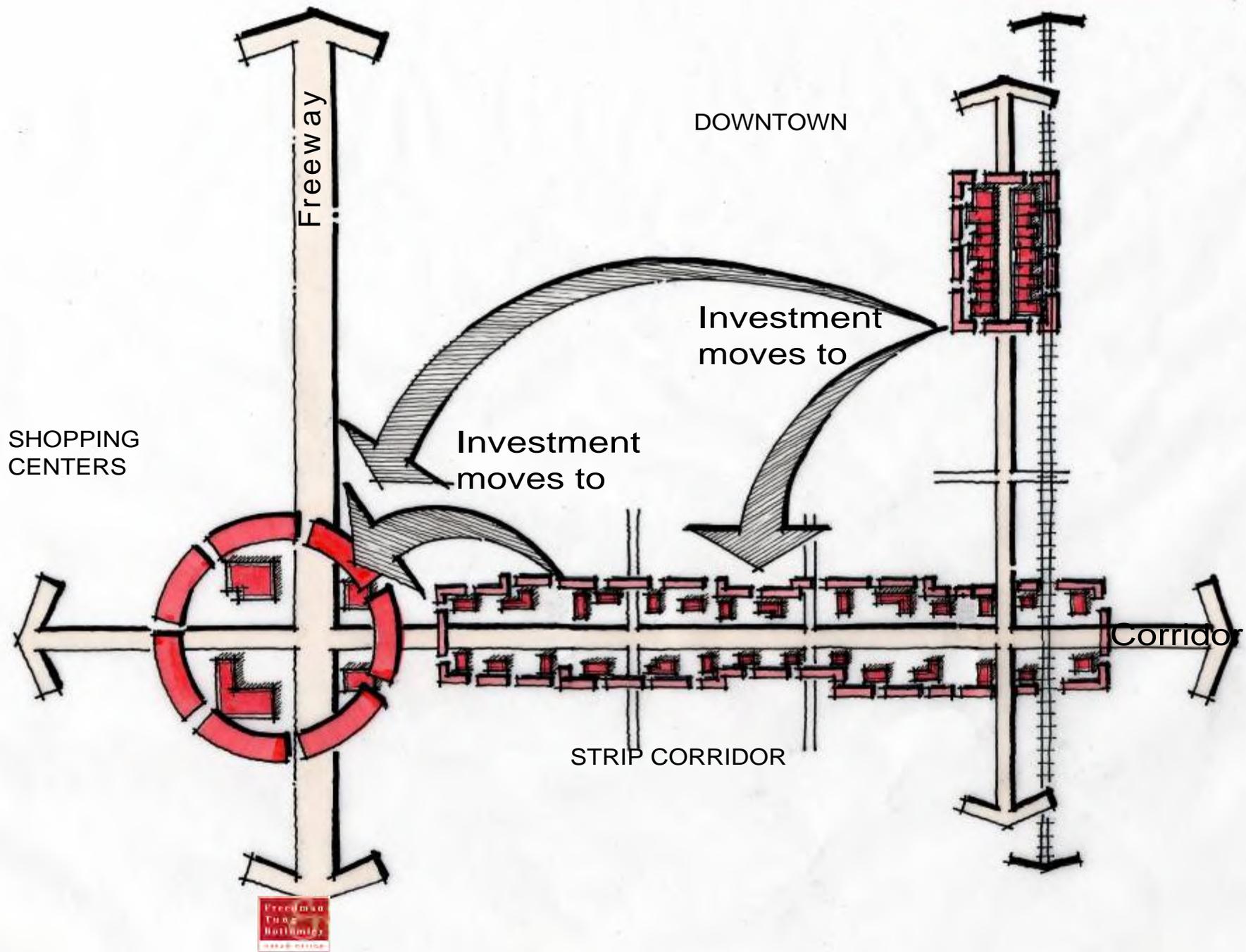


If Cities are to reduce auto-dependence a working alternative should include:

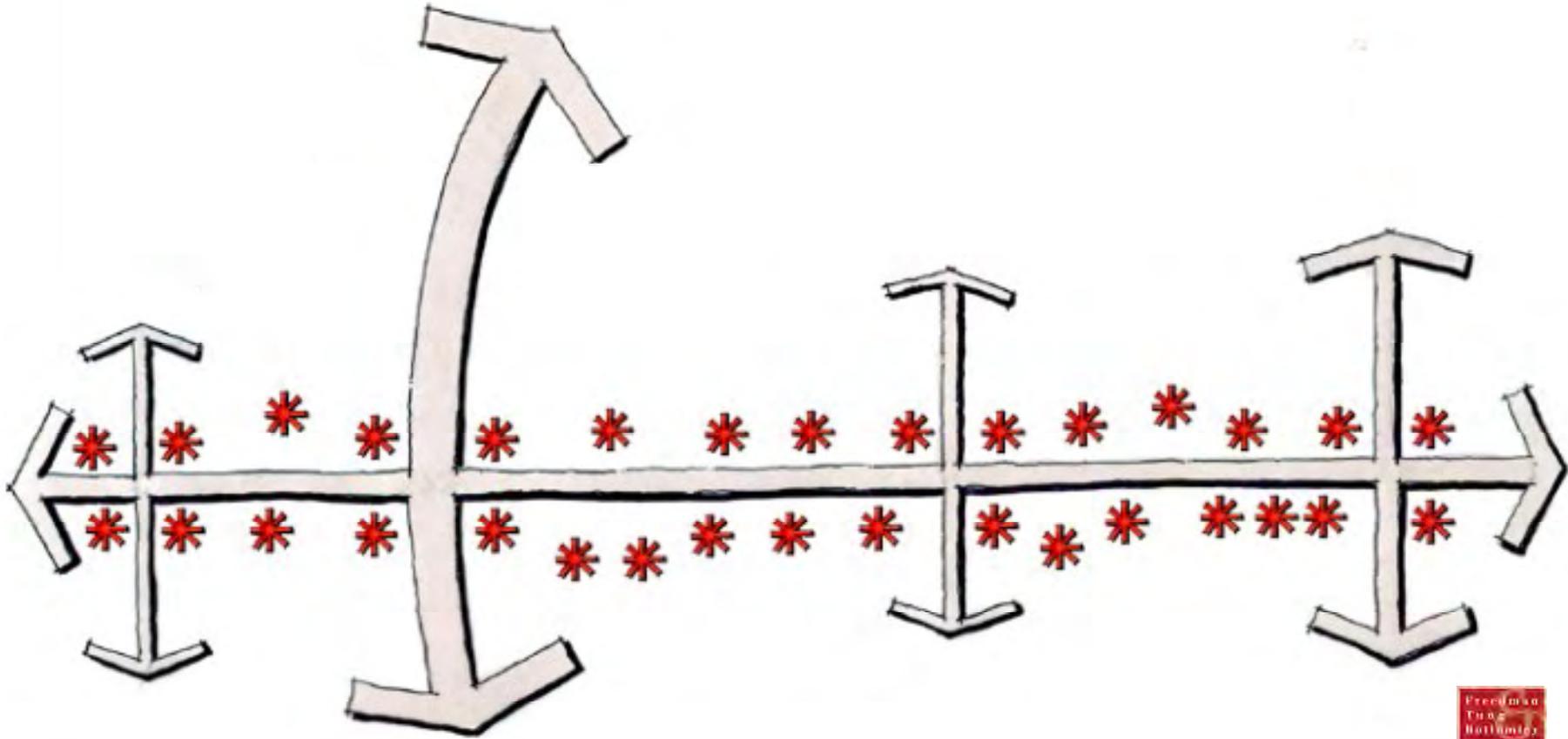
**Creative partnering for infill projects replace ill-conceived “Super Blocks**





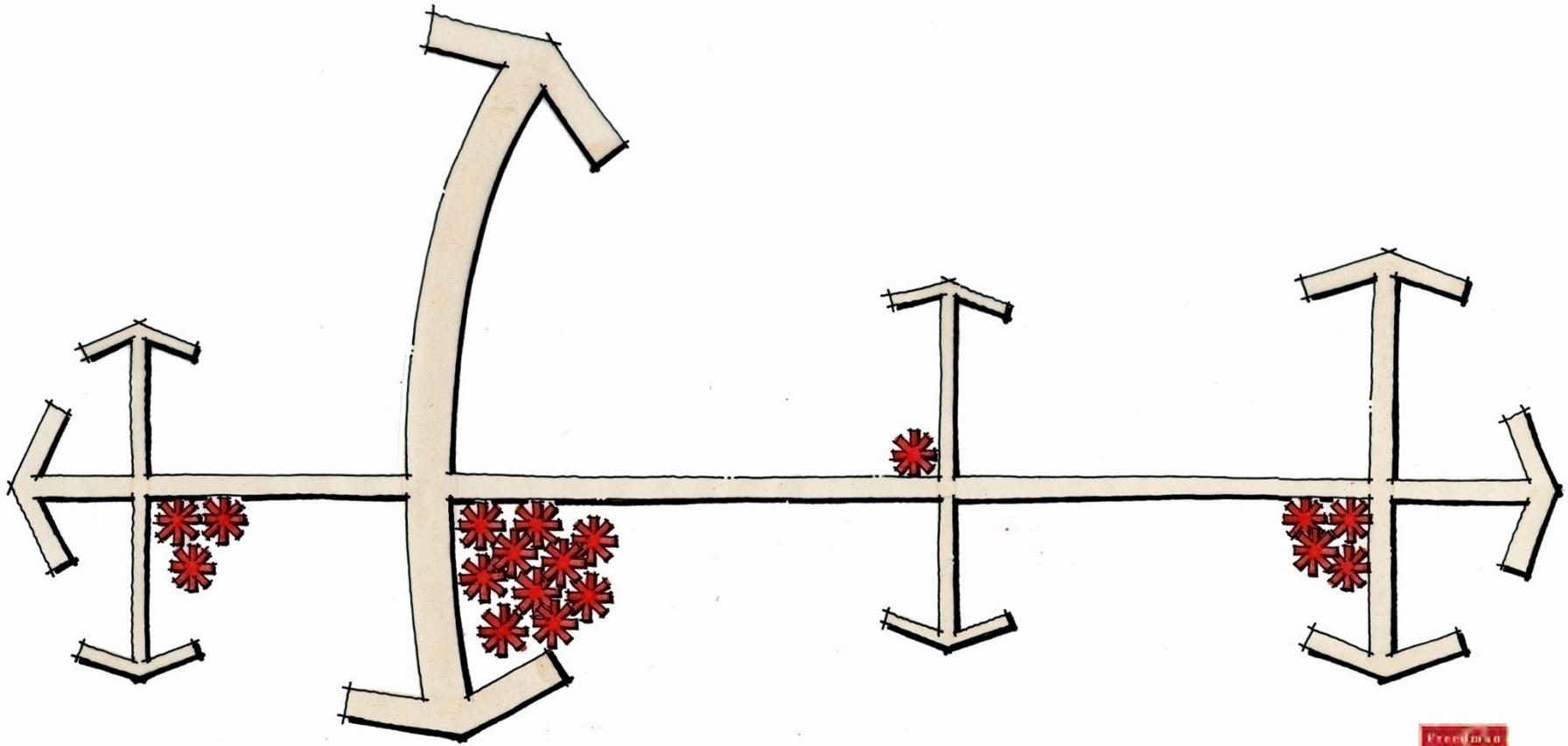


# "The Strip"



A linear pattern of commercial development along suburban arterial roadways

# Falling out of Favor: Linear Strip format





The *Illustrative Plan* (above) is the result of this planning approach; it shows the hypothetical buildout of the corridor, locating building footprints (new and existing), open space, and parking areas. The corridor was divided into four study areas, the Western Gateway, the Neighborhood Center, the Village Center, and the Town Center. Each area has its own unique characteristics and challenges which were addressed.

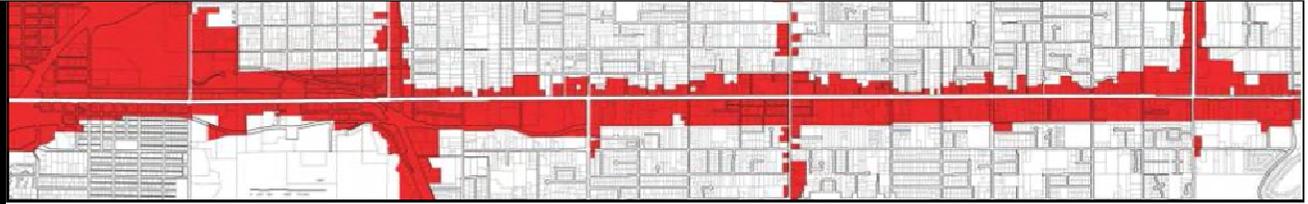
Quick sketches were done to study buildings that would result from the hypothetical building footprints in the Illustrative Plan, combined with the proposed height limits in the study areas and potential architectural regulations of the new code.

# Integrated Transport Strategy for Tauranga

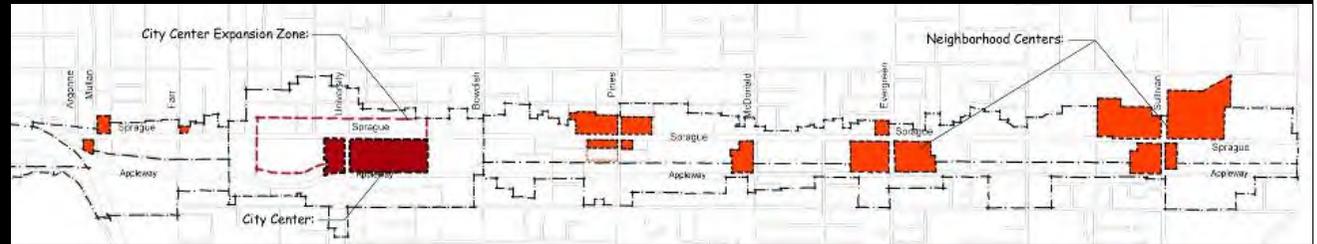
This Transport Strategy will be successful when all Tauranga citizens find it easy to travel around the city safely by any form of transport; and when people making choices about the way they travel they have the full knowledge of the consequences of those choices.



Plan the corridor  
retail as part of a  
supportable  
city & regional  
hierarchy of  
centers



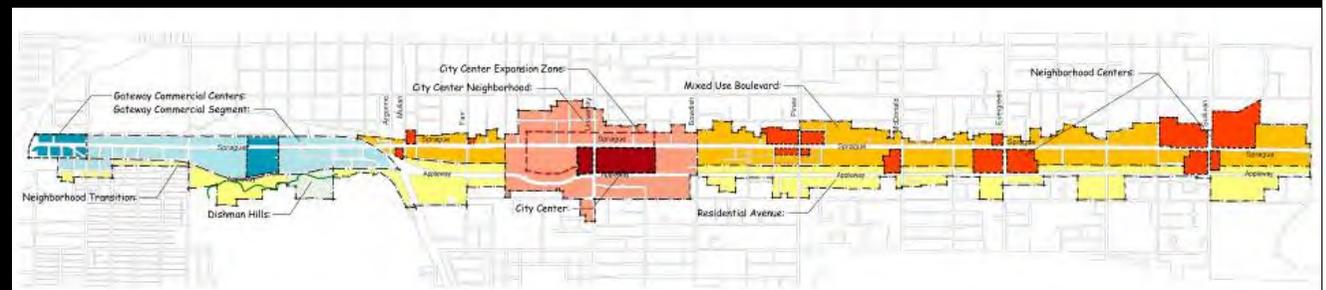
Pre-existing Zoning – retail permitted



Supportable Pattern of Centers



Pre-existing Zoning – residential permitted



New Pattern of Centers & Segments

Courtesy of  
Michael  
Freedman



Real Centers are nodes  
of **accessibility**



# Real Centers are Walkable



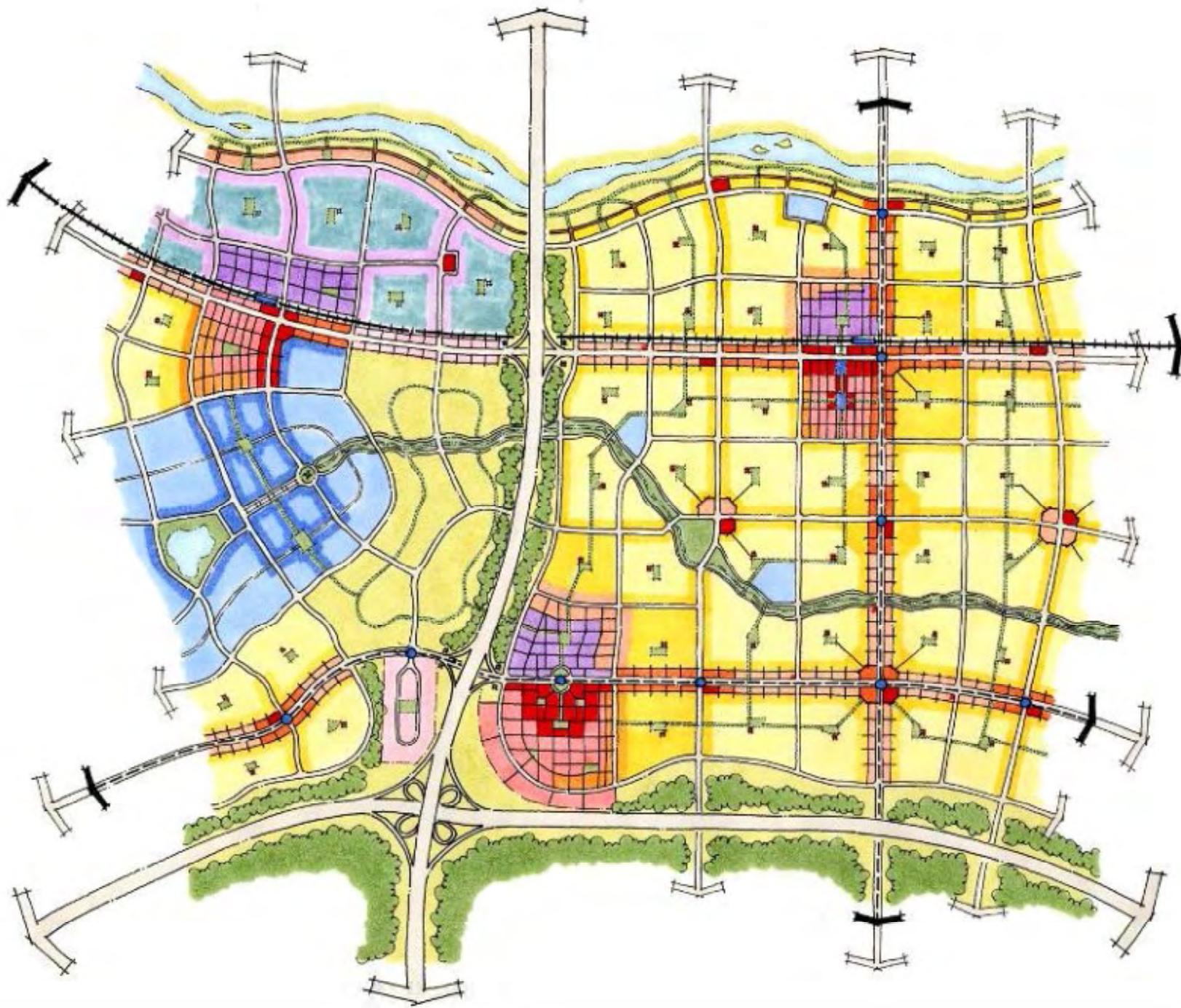
\$5-15/ sq ft



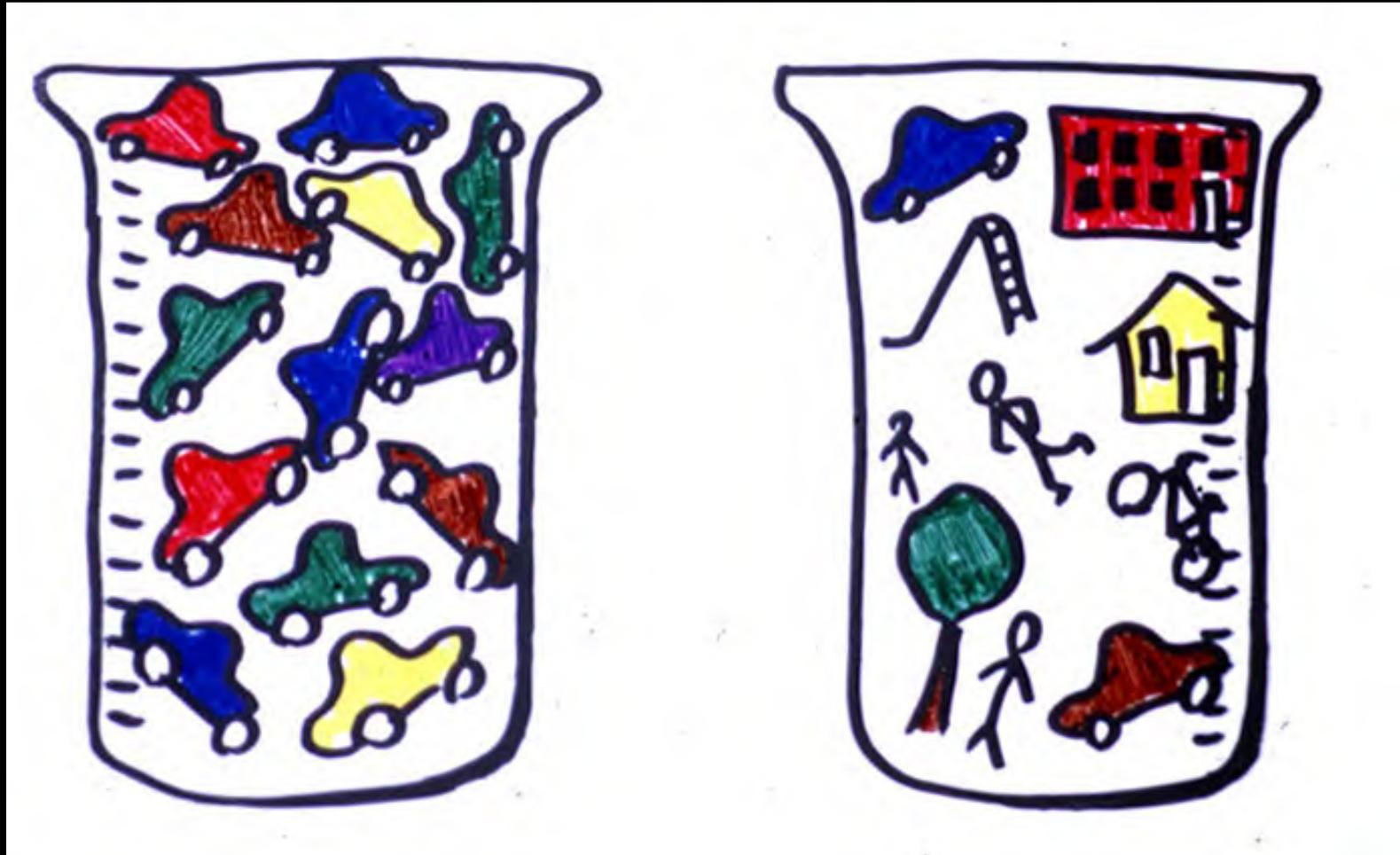
\$25-50/ sq ft

Real Centers center around the neighborhood/city/region's primary public and civic spaces





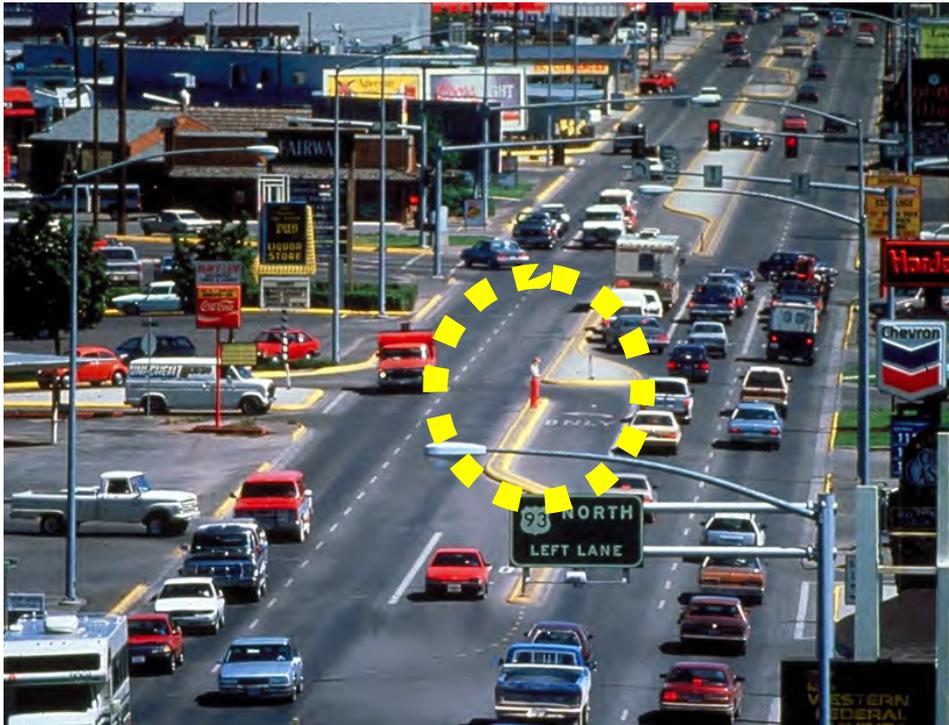
Reframing Key Transportation Conventions  
DESIGN TRAFFIC - Interpreting the Results



Capacity of Streets

# Comply 18 Streets





**Canada**

Marine Drive, Dundarave, B.C.

Highway 93, Missoula, Montana

**USA**



# Bridgeport Way, University Place, Washington



9/29/1999 2:06pm

You Know When You Have Left Claremont

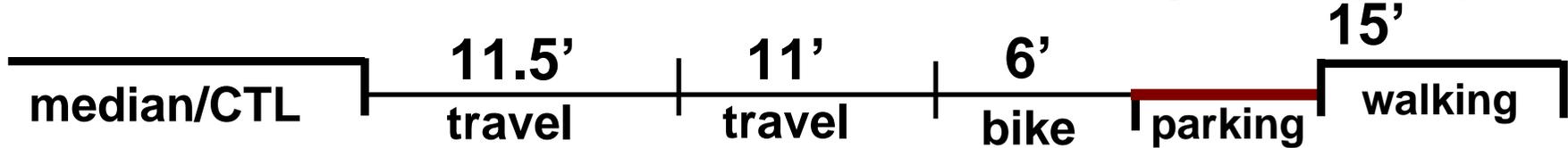


Claremont, California





**Bike lane & wider sidewalk with textured parking bays**



*Hurley looking west near Greer Elementary School*





# DOWNTOWN SAN LUIS OBISPO CALIFORNIA

**Legend**

<span style="color: red;">█</span> Existing Use	<span style="color: orange;">█</span> Commercial, Retail, Professional Office
<span style="color: yellow;">█</span> Residential High Density	<span style="color: blue;">█</span> Governmental
<span style="color: purple;">█</span> Cultural/Recreational	<span style="color: brown;">█</span> Traditional Commercial
<span style="border: 1px solid black; padding: 2px;">P</span> Potential Parking Structure Site	<span style="border: 1px solid black; padding: 2px;">↔</span> Potential Street



PHYSICAL CONCEPT PLAN  
DESIGN COMMITTEE

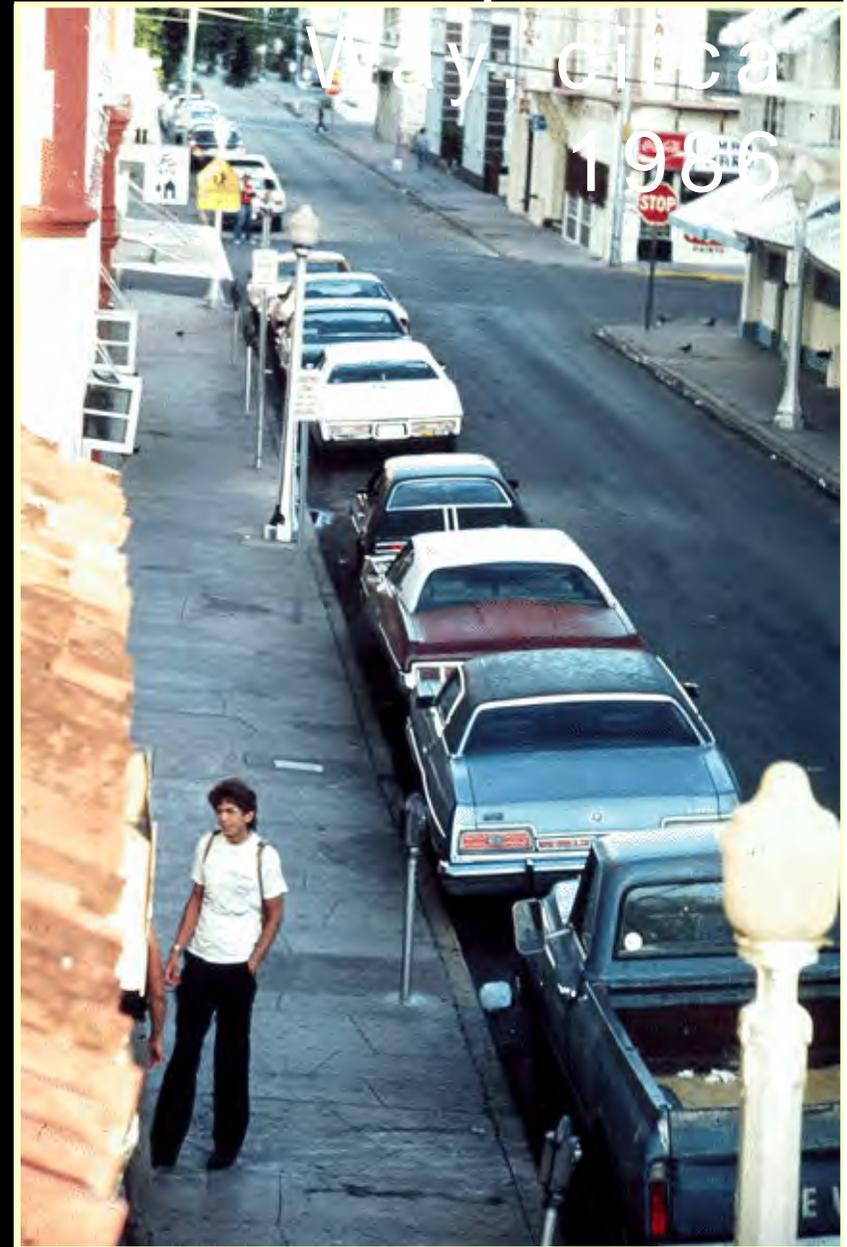
*John P. ...*  
*John J. ...*

A CONCEPTUAL PHYSICAL PLAN FOR THE CITY'S CENTER

# Before and After

# Espanola

Way, circa  
1986









**CITY OF MIAMI BEACH**  
PUBLIC WORKS DEPARTMENT

ESPANOLA WAY STREETSCAPE  
PROJECT COST  
\$259,600

MAYOR: David Dermer  
COMMISSIONERS: Matti Herrera Bower  
Simon Cruz  
Luis R. Garcia, Jr.  
Saul Gross  
Jose Smith  
Richard Steinberg  
CITY MANAGER: Jorge M. Gonzalez

General Contractor  
F.H. Paschen, SN NIELSEN

Funding By:  
2003 Transit Surtax (PTP) Funds

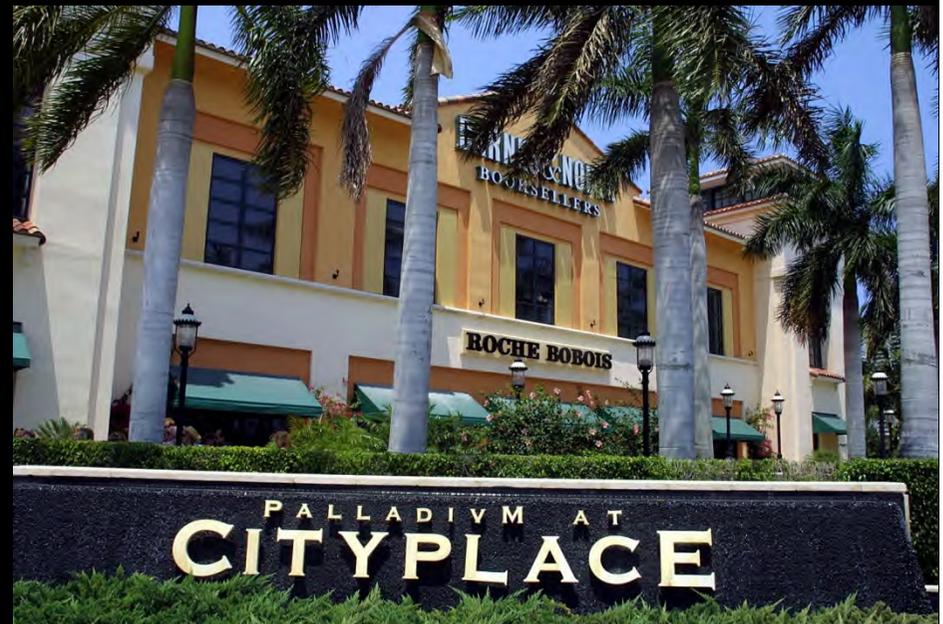




South Beach, Florida

Ocean Drive

# West Palm Beach Florida





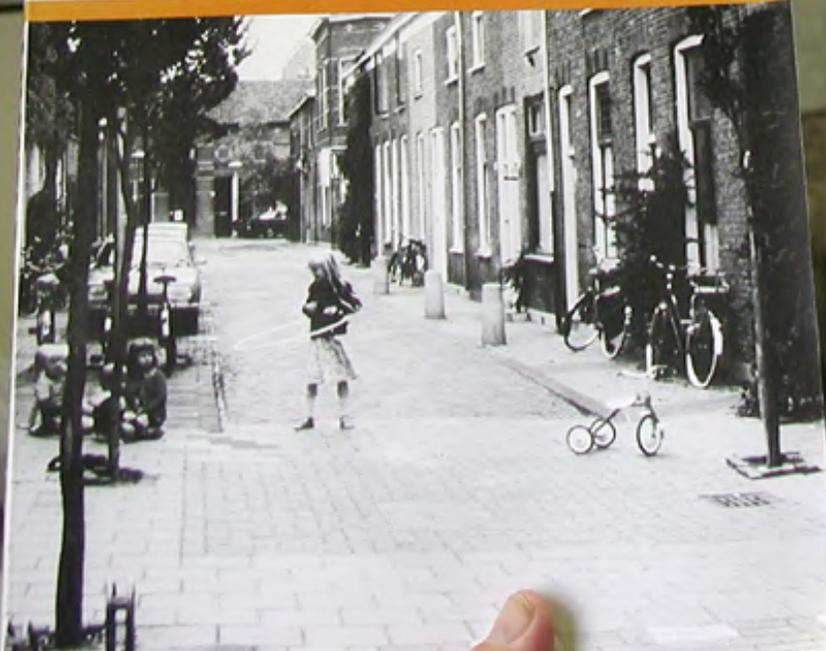
**West Palm  
Beach, 1994  
Charrette  
Team**





Ian Lockwood, P.E.  
West Palm Beach

**LIVABLE STREETS**

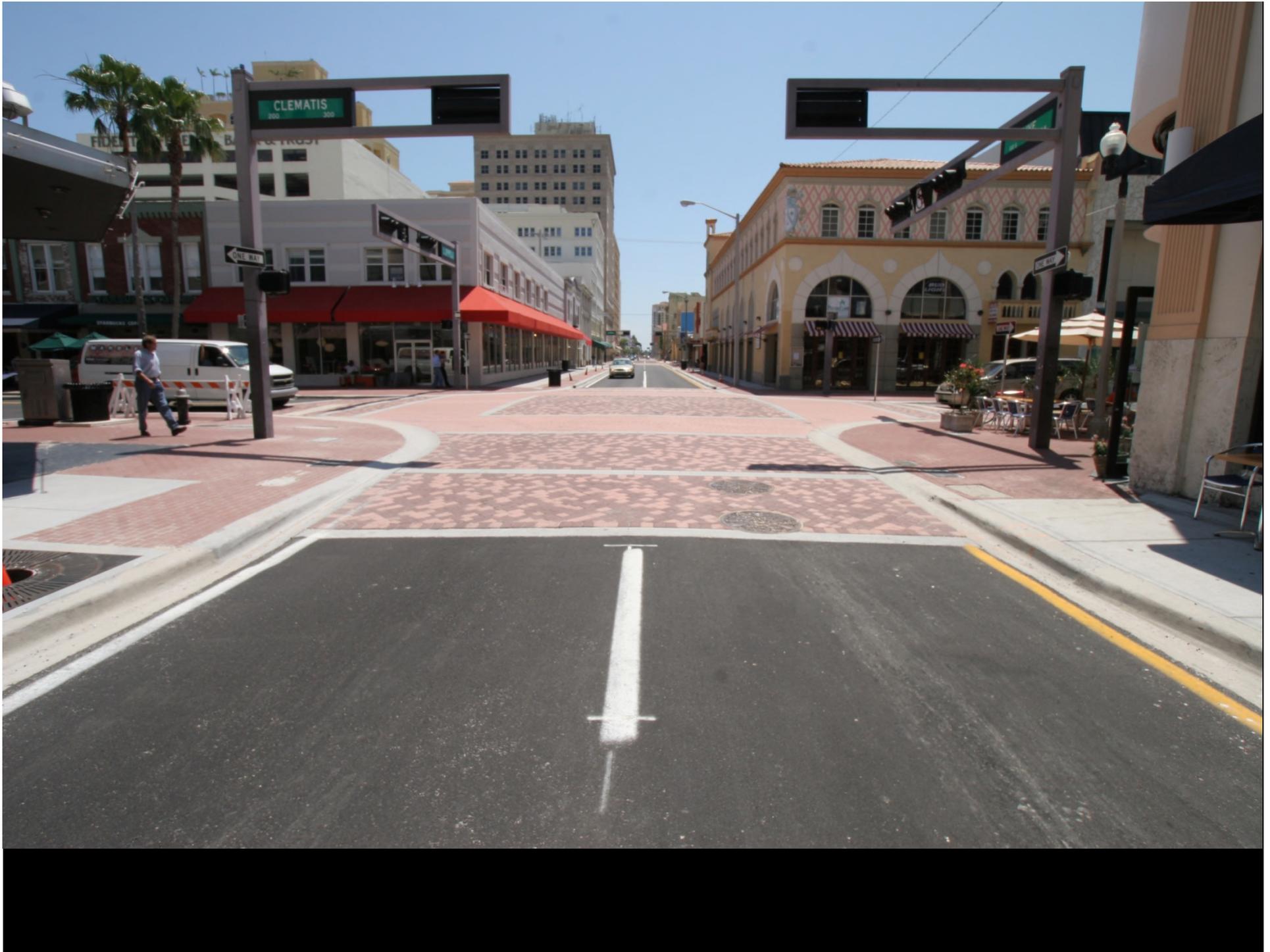




West Palm Beach, Florida

Clematis







La Jolla Boulevard, Bird Rock, San Diego, California



**Rex Burkholder**  
**Portland Area**  
**Regional**  
**Commissioner**



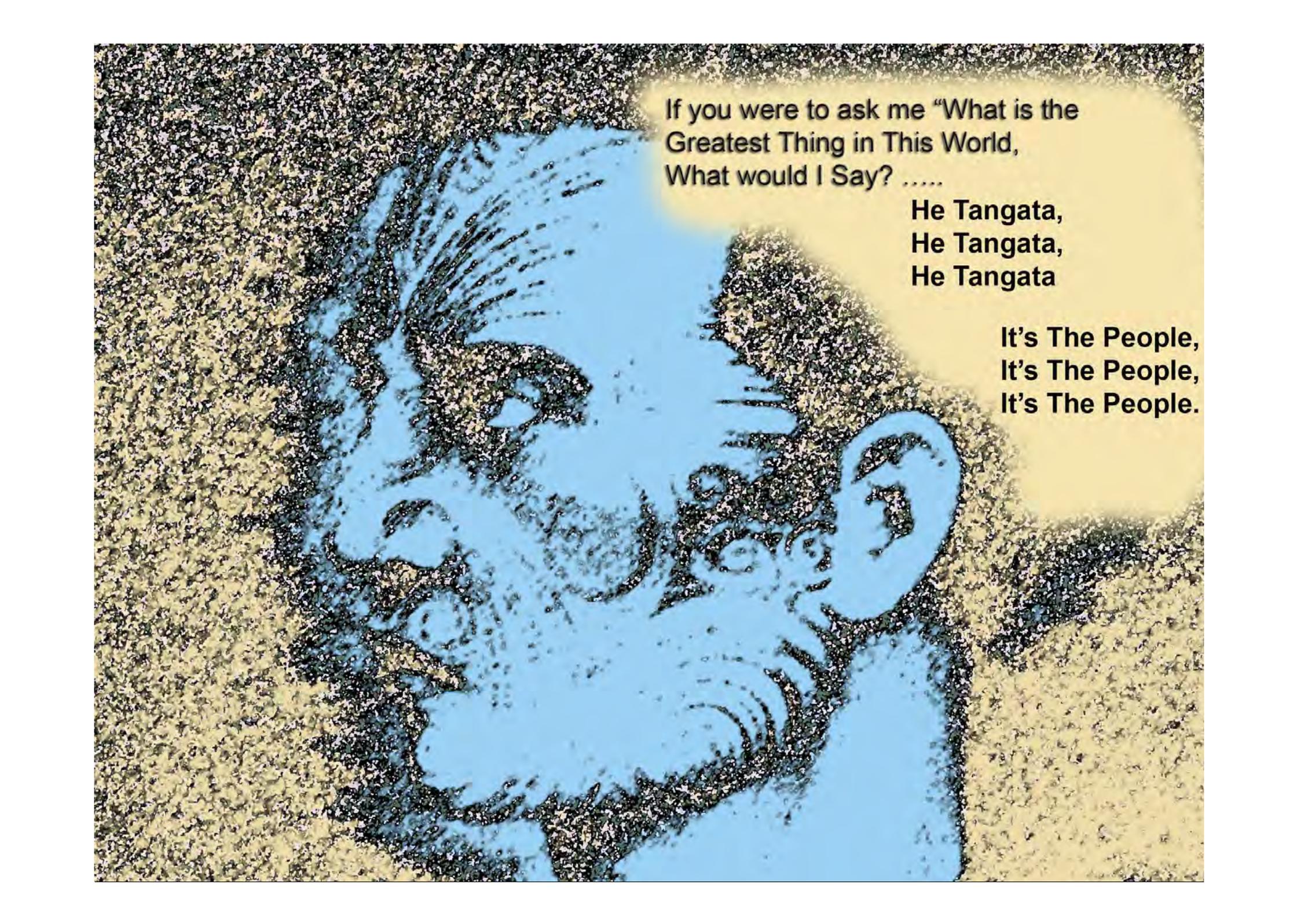




*Thanks, Dad  
For Everything*

**In Memoriam**  
Fire Chief, Ralph Burden  
1915- 2000





If you were to ask me "What is the  
Greatest Thing in This World,  
What would I Say? .....

**He Tangata,  
He Tangata,  
He Tangata**

**It's The People,  
It's The People,  
It's The People.**

