

*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

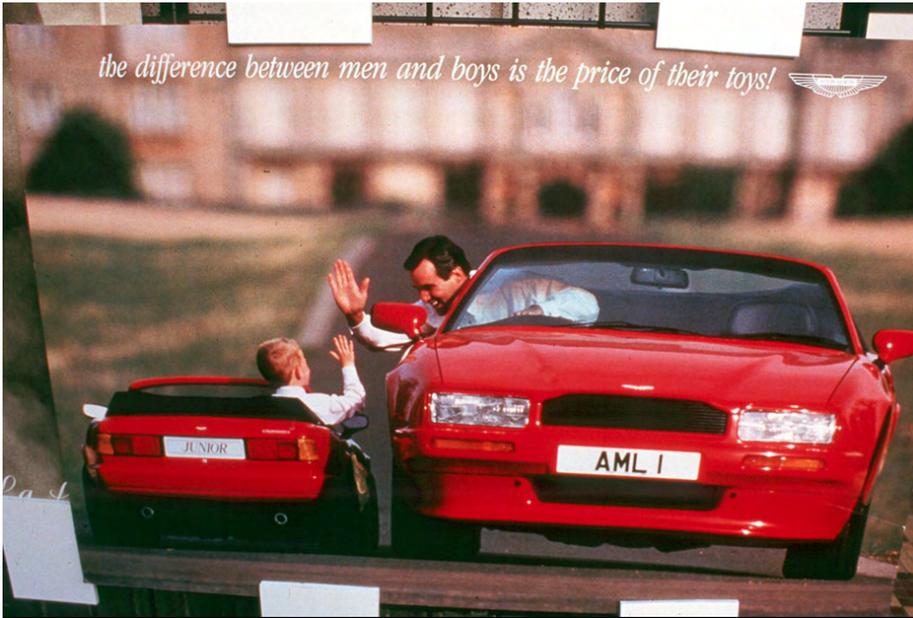
*“What is the first thing an infant wants to do and the last thing an older person wants to give up?”*

*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.*

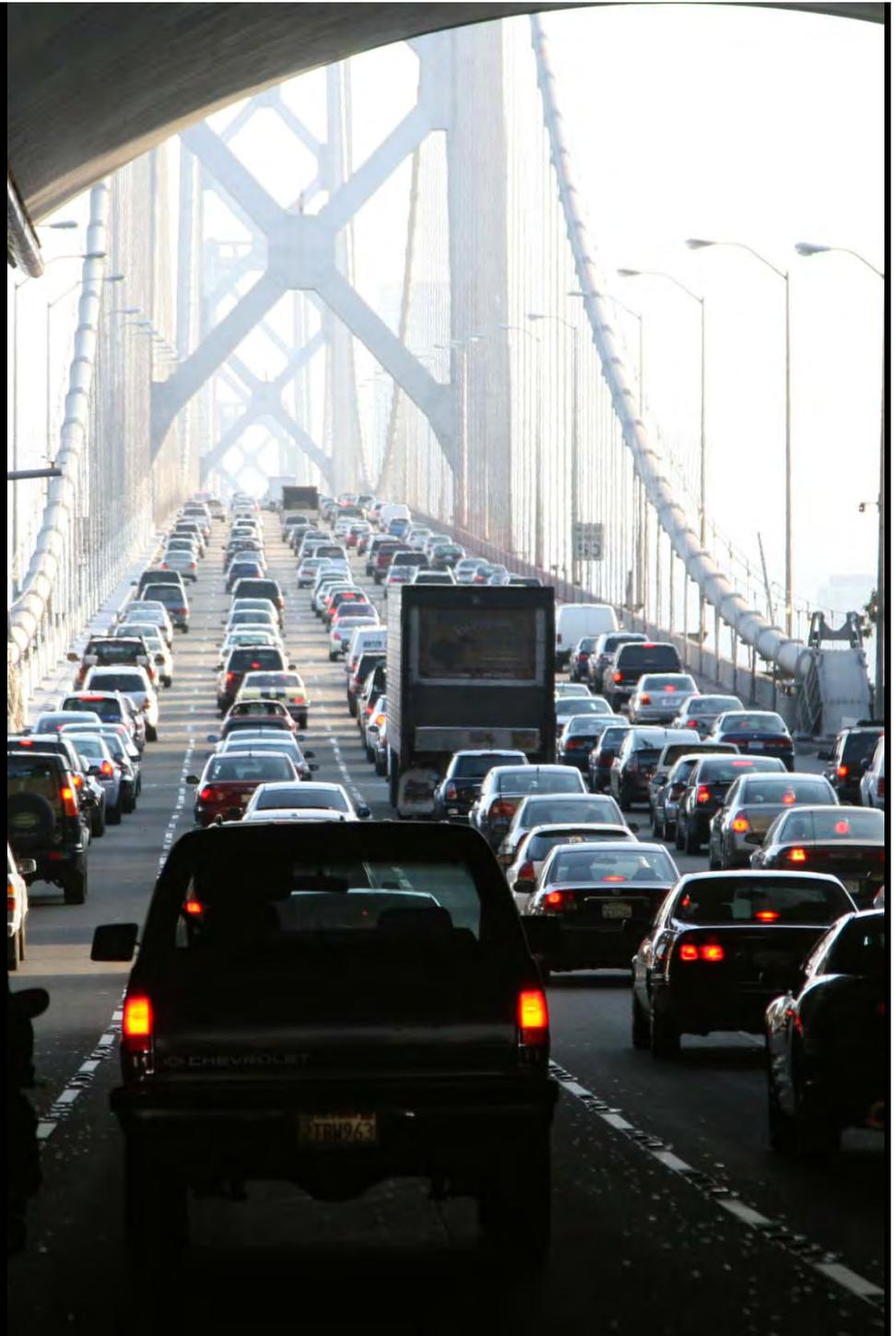
*.”*



**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.**



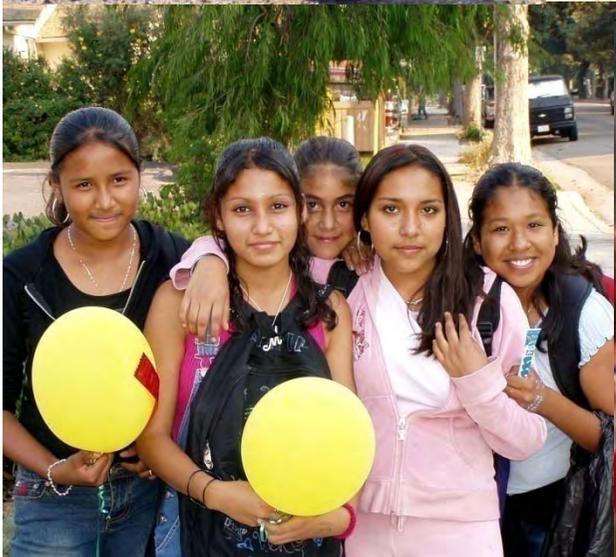
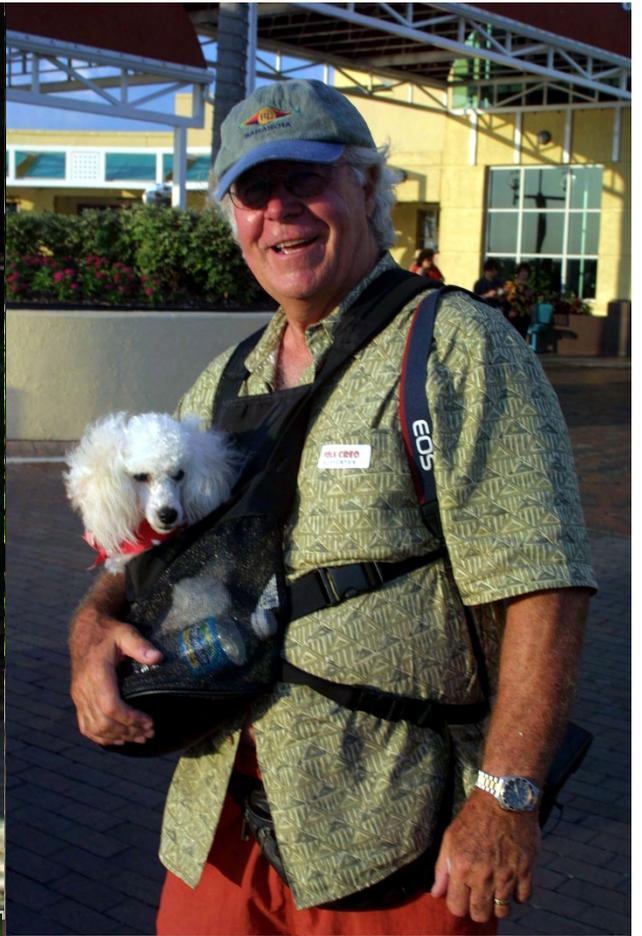
**Our cars matter .... But**





**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*

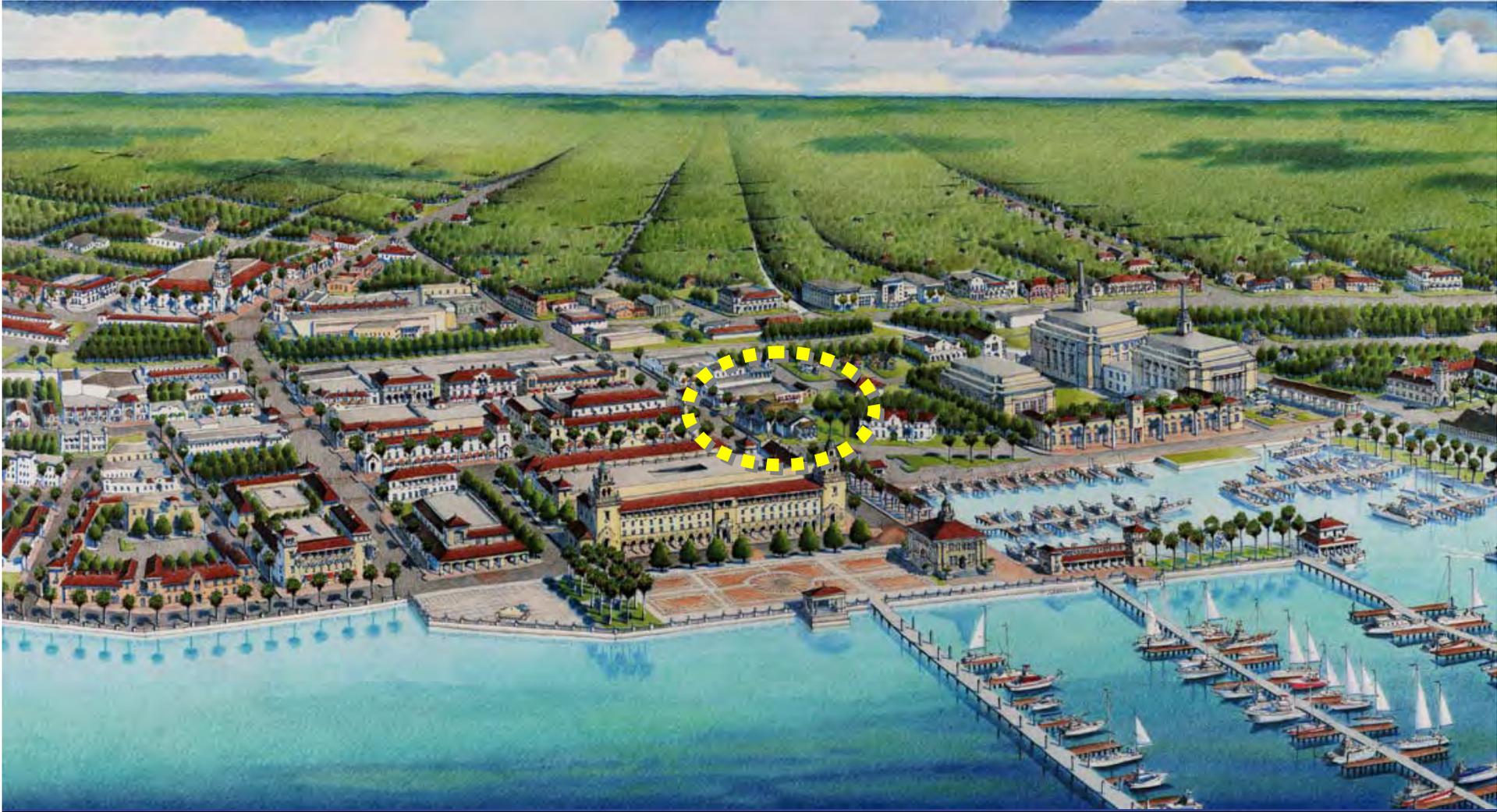
*Moderate Congestion*





*Which Makes More Money?*







*Engraving by D. Child of Original Art. by Geo. Meyer. In the Office of the Surgeon, District of New York.*

## BIRDS EYE VIEW OF ALEXANDRIA, VA





Lakeshore Road (SR 5), Hamburg, NY

*What the  
Community  
Provided*

*What the Customer  
Wanted*





## CANINE CONSTITUTIONAL



Photo: [unreadable]

A brisk walk in the park keeps Maree II in shape between dog shows. His owner, Columbus resident Cathy Stumbo, got up early

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

EXP JUN

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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

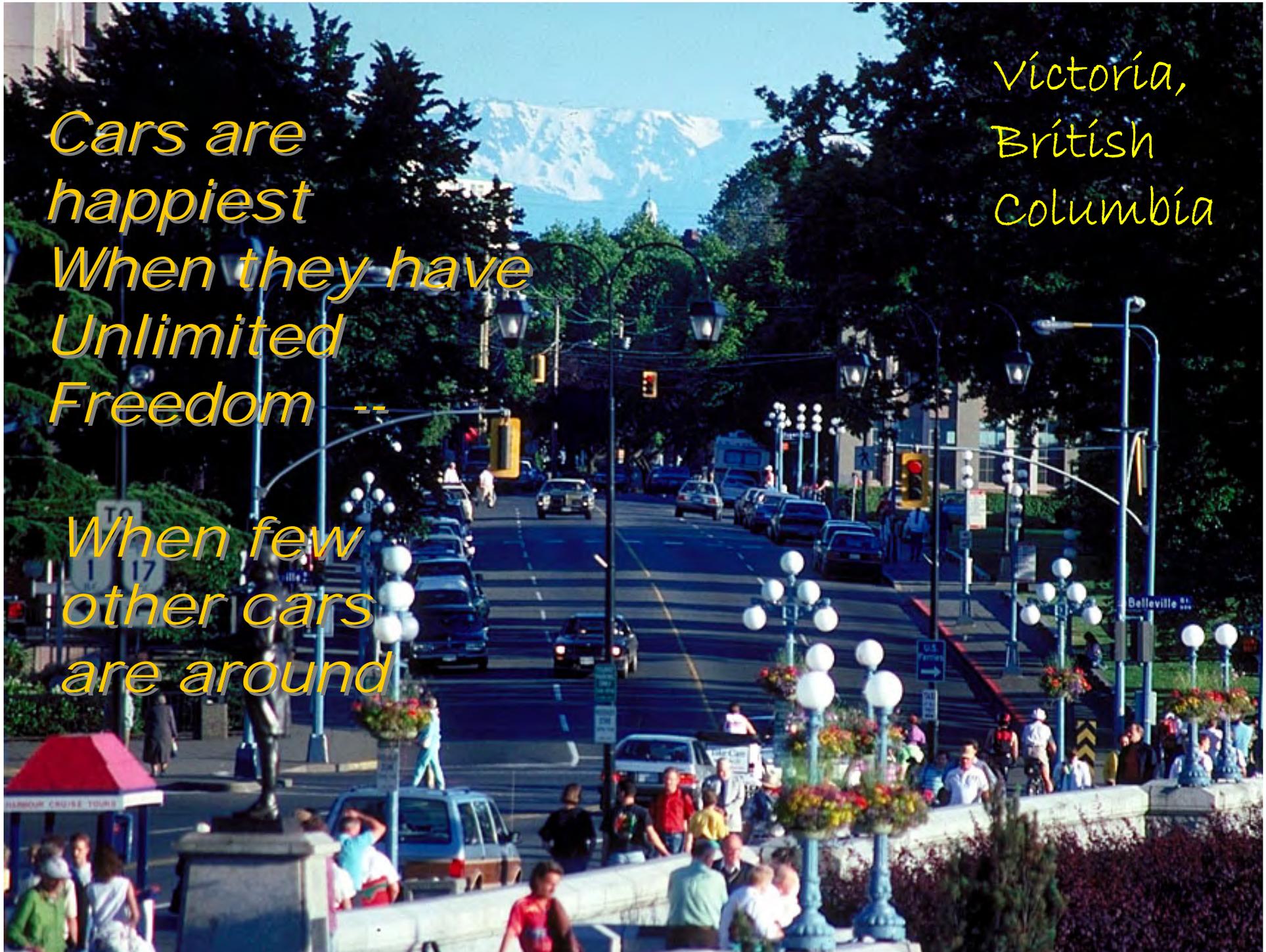




*Cars are  
happiest  
When they have  
Unlimited  
Freedom --*

*When few  
other cars  
are around*

*Victoria,  
British  
Columbia*





*People are  
Happiest  
when  
there are  
many  
others  
around.*

*Victoria,  
British  
Columbia*

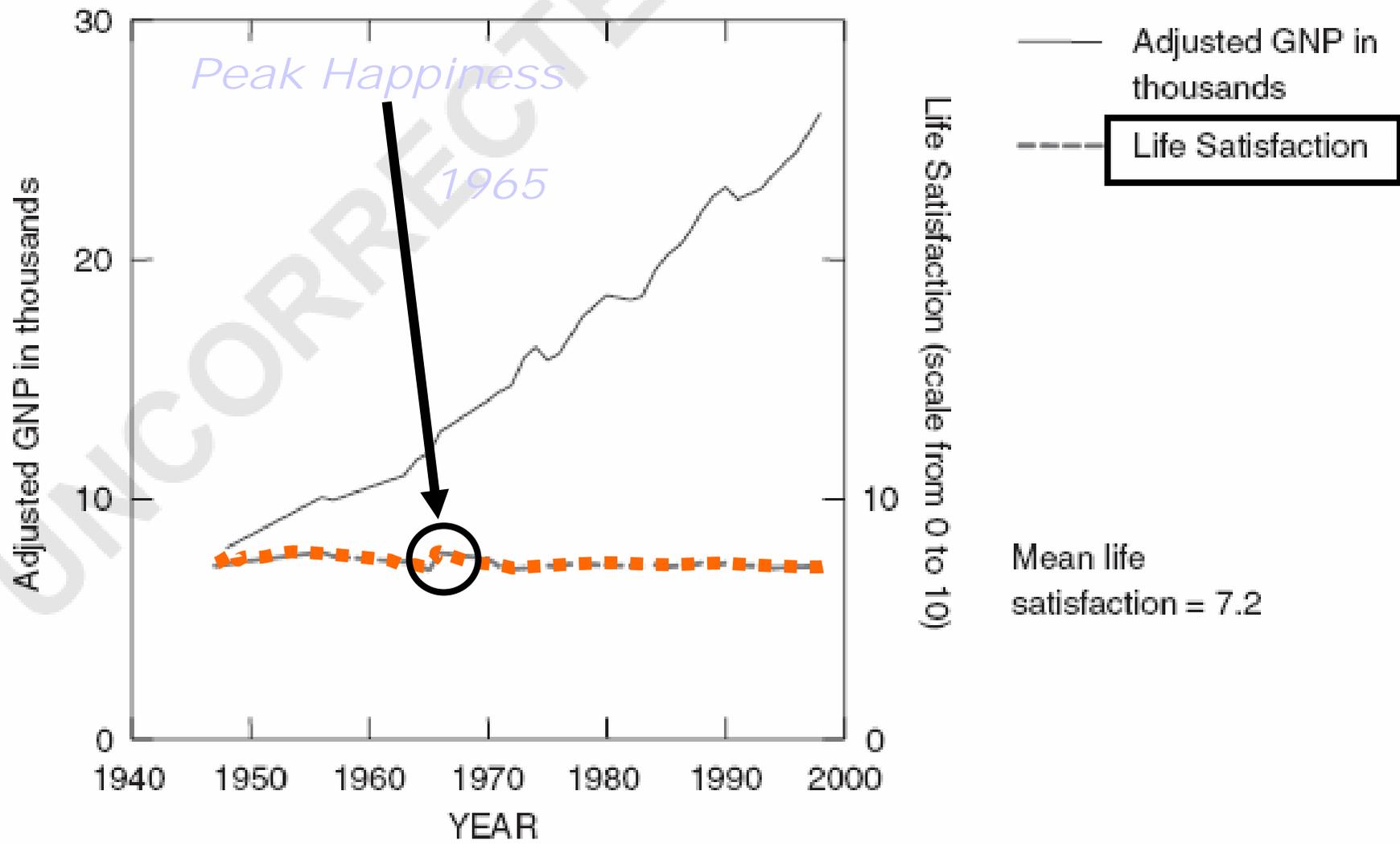


Fig. 1. U.S. gross national product (GNP) and mean life satisfaction from 1947 to 1998.

## *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.”

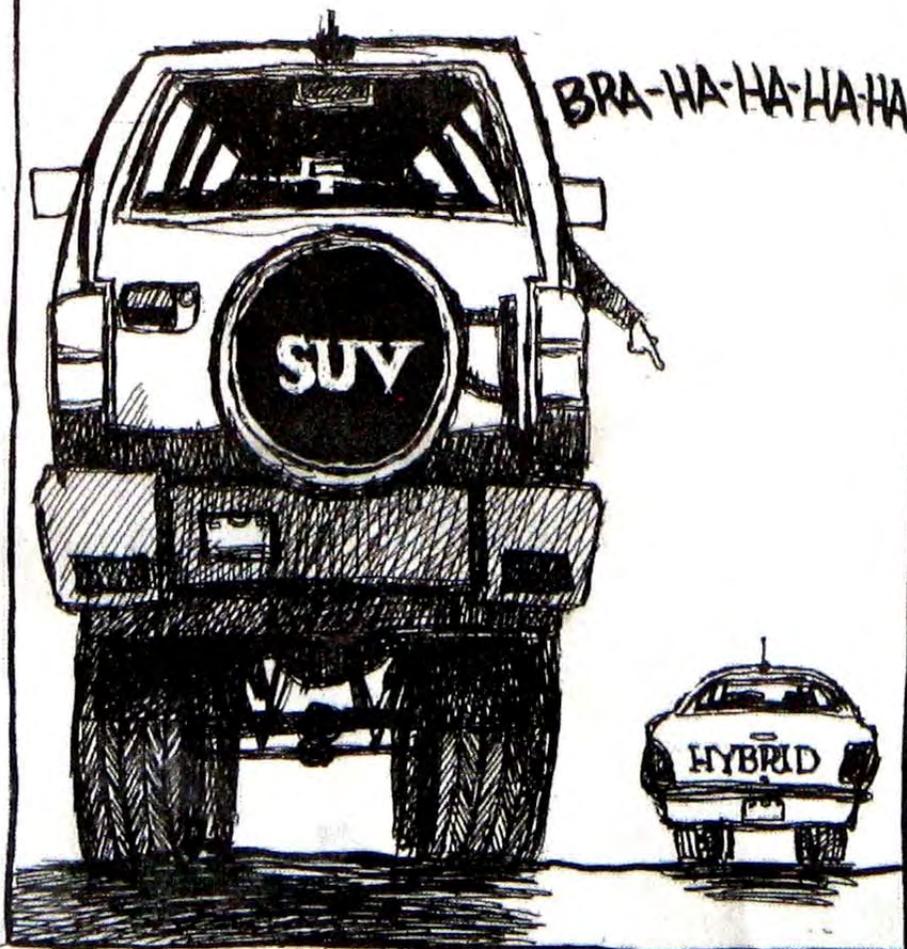


*...From a recent article on Enrique Penalosa, former Mayor of Bogota, Columbia*

STAMPS ©2005 U.S.A. TODAY  
APRIL NEWS SERVICE

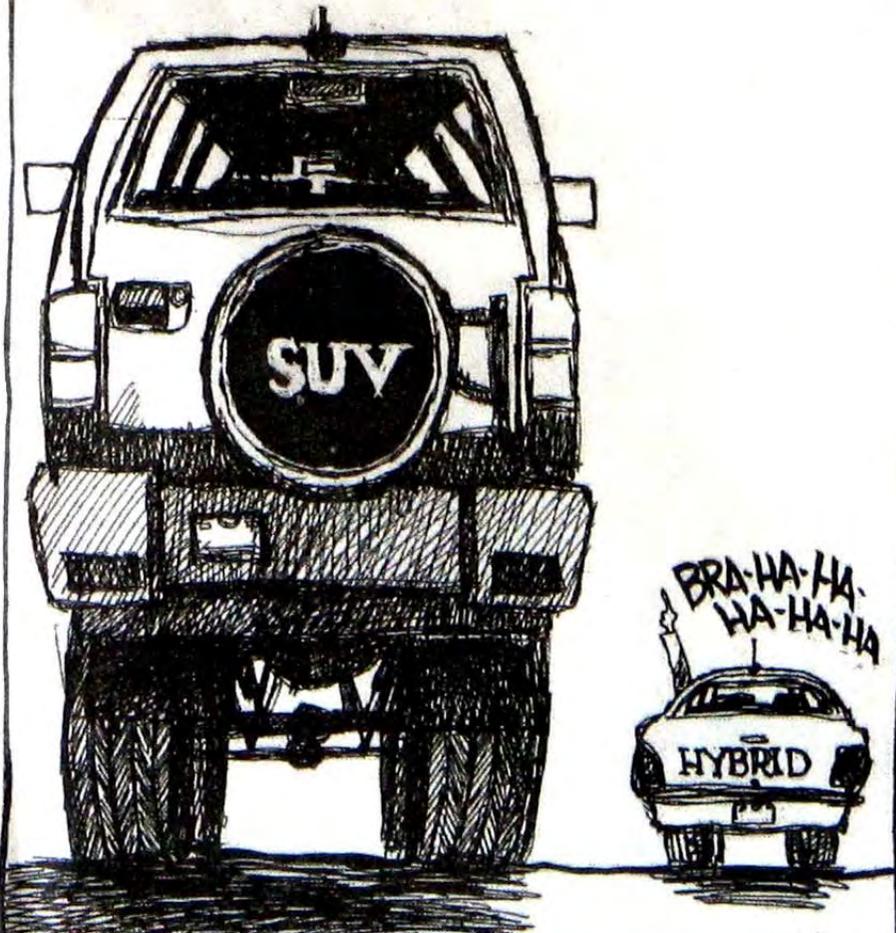
THEN

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

*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.

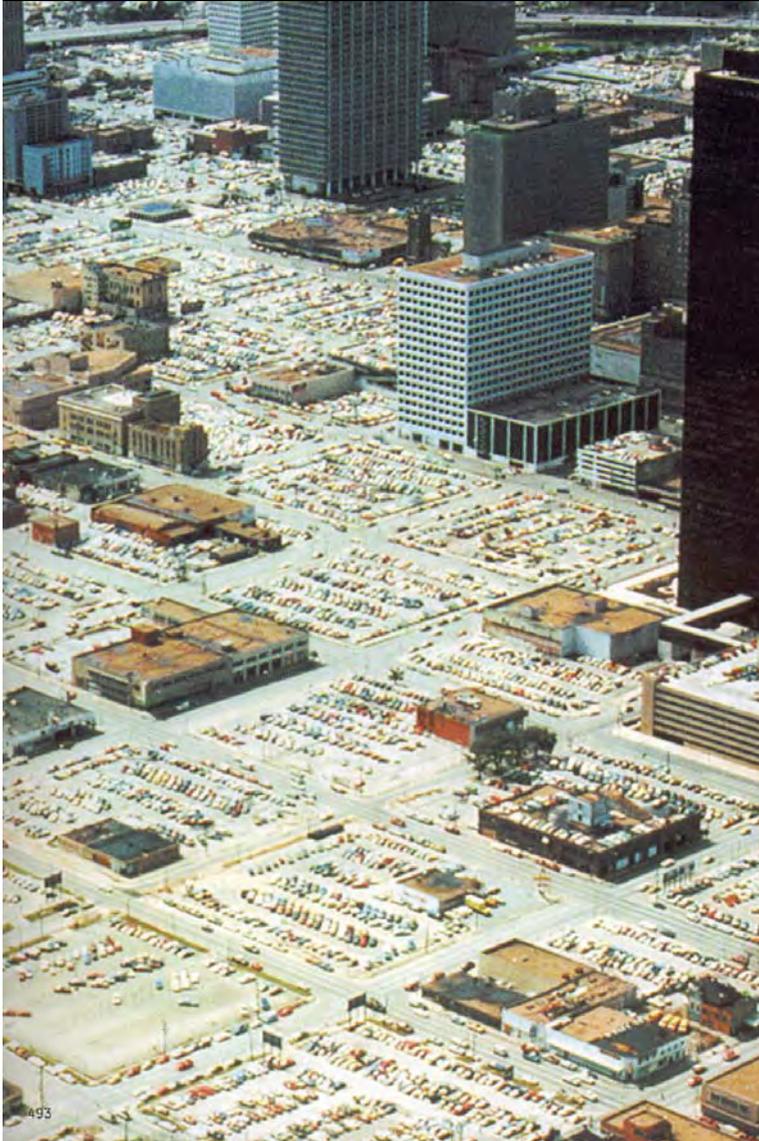
*Traffic is growing about five times faster than the growth in population.*

*(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.)





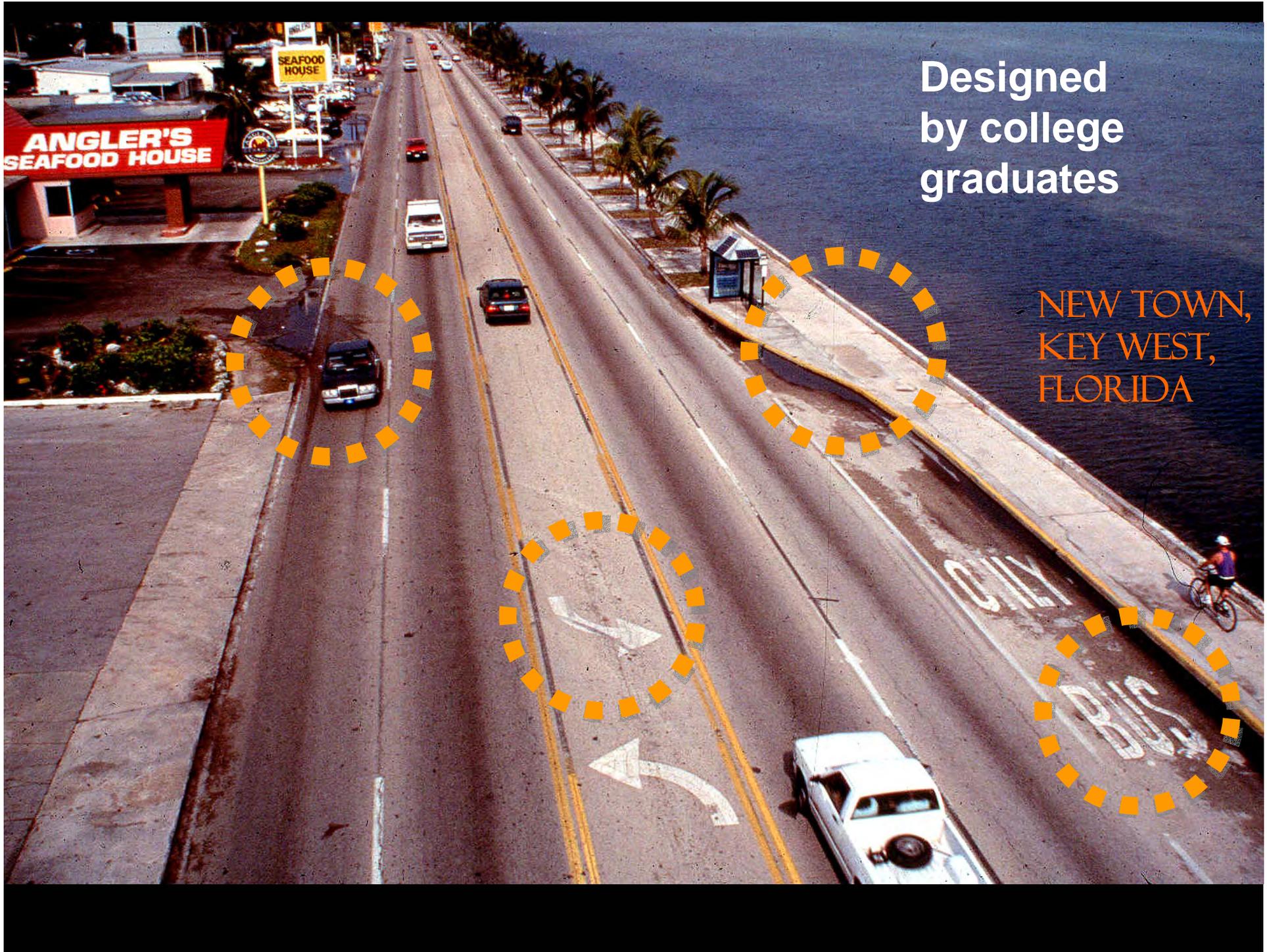
*Narrow streets  
Short blocks  
Tight corner radii  
Great plazas  
Beautiful buildings  
Limited parking*

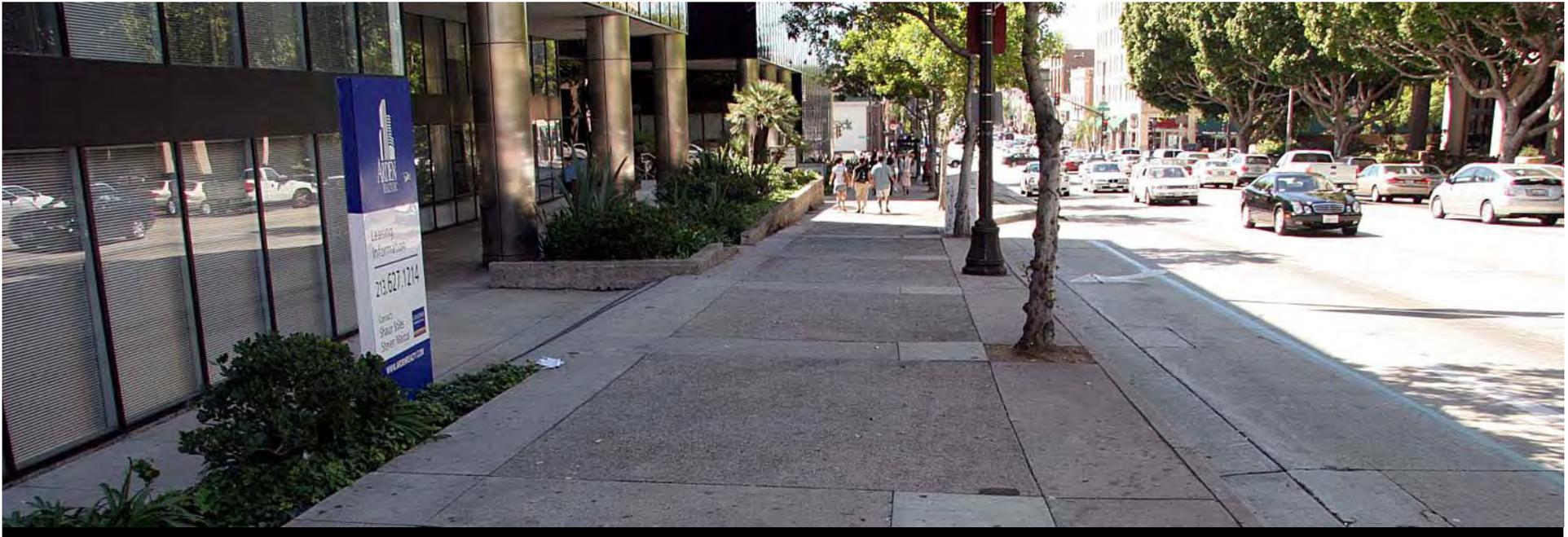
*Built by Pirates*

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!**

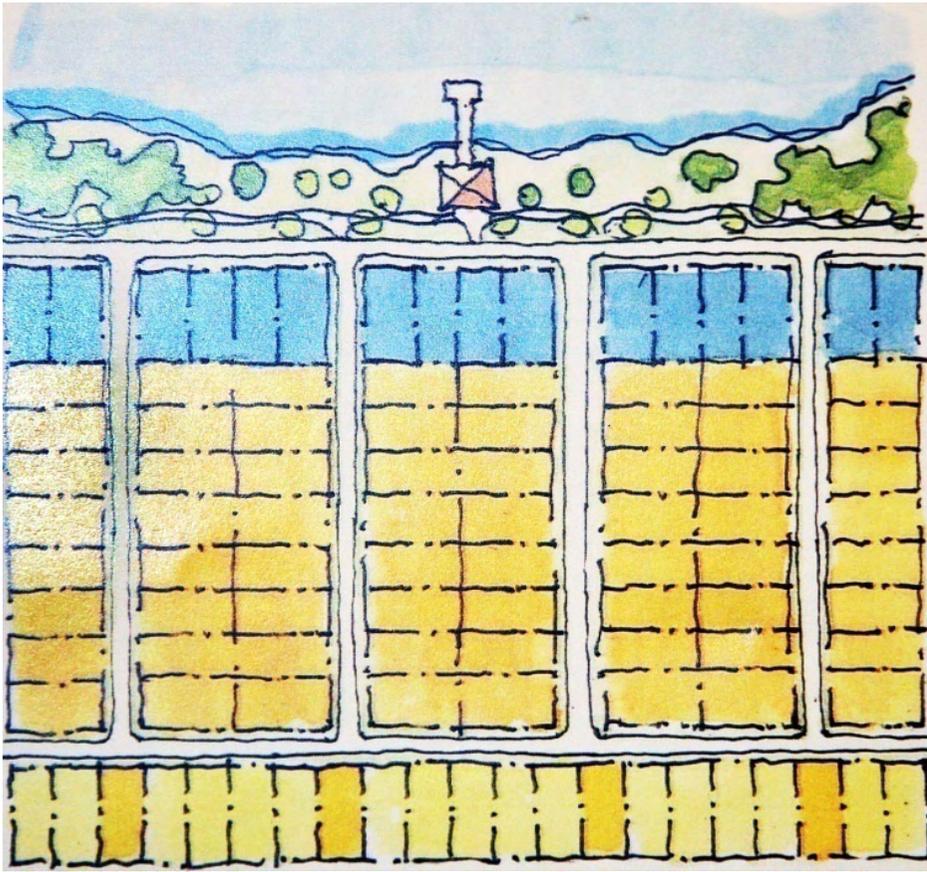
A recent study in Seattle found that each quartile increase in residential density corresponded with a 23 per cent increase in the odds of walking for non-work travel. (King County ORTP, 2005).

*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.

*Santa Fe, NM*



*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*

