

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?”

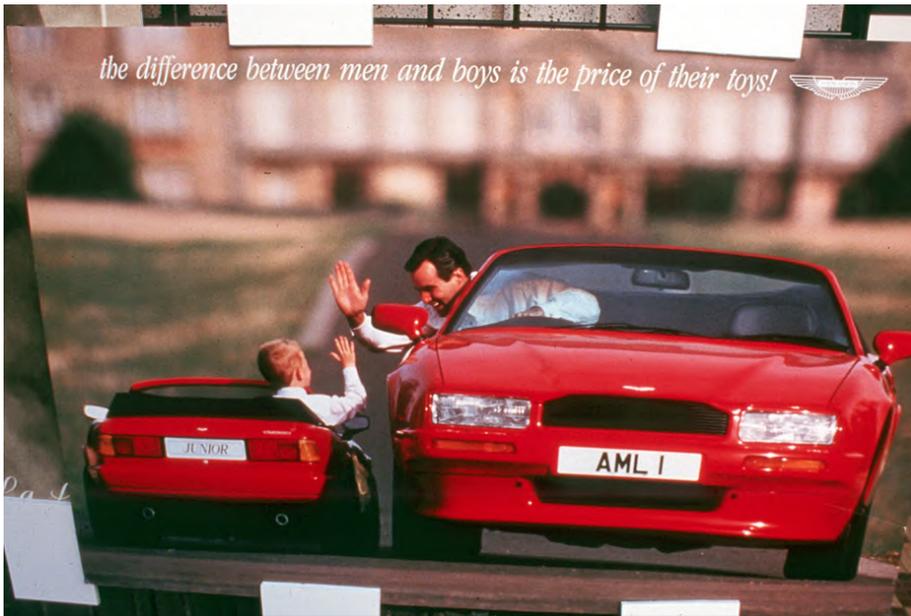
Walking is the exercise that does not need a gym. It is the prescription without medicine, the weight control without diet, and the cosmetic that can't be found in a chemist. It is the tranquilizer without a pill, the therapy without a psychoanalyst, and the holiday that does not cost a penny. What's 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! 



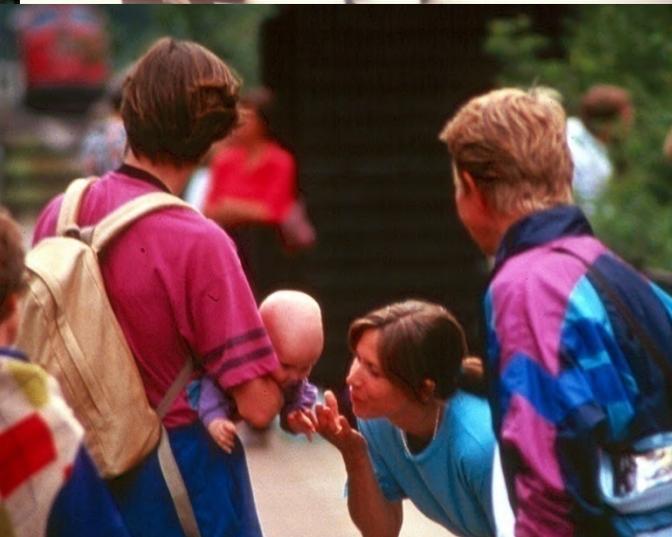
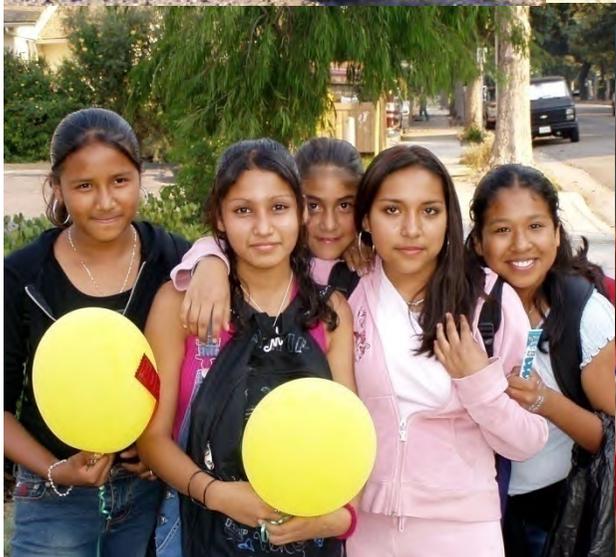
Our cars matter But





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

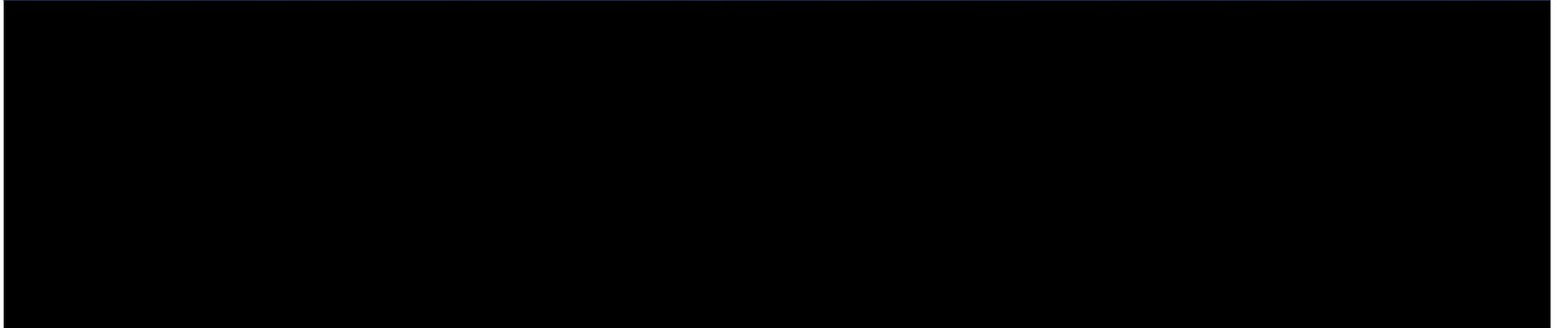
Moderate Congestion





Which Makes More Money?







Engraving by Wm. H. Bennett, AD 1847, by Geo. S. Rogers, in the Central Office of the Surveyors, 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



By Susan S. S. S.

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

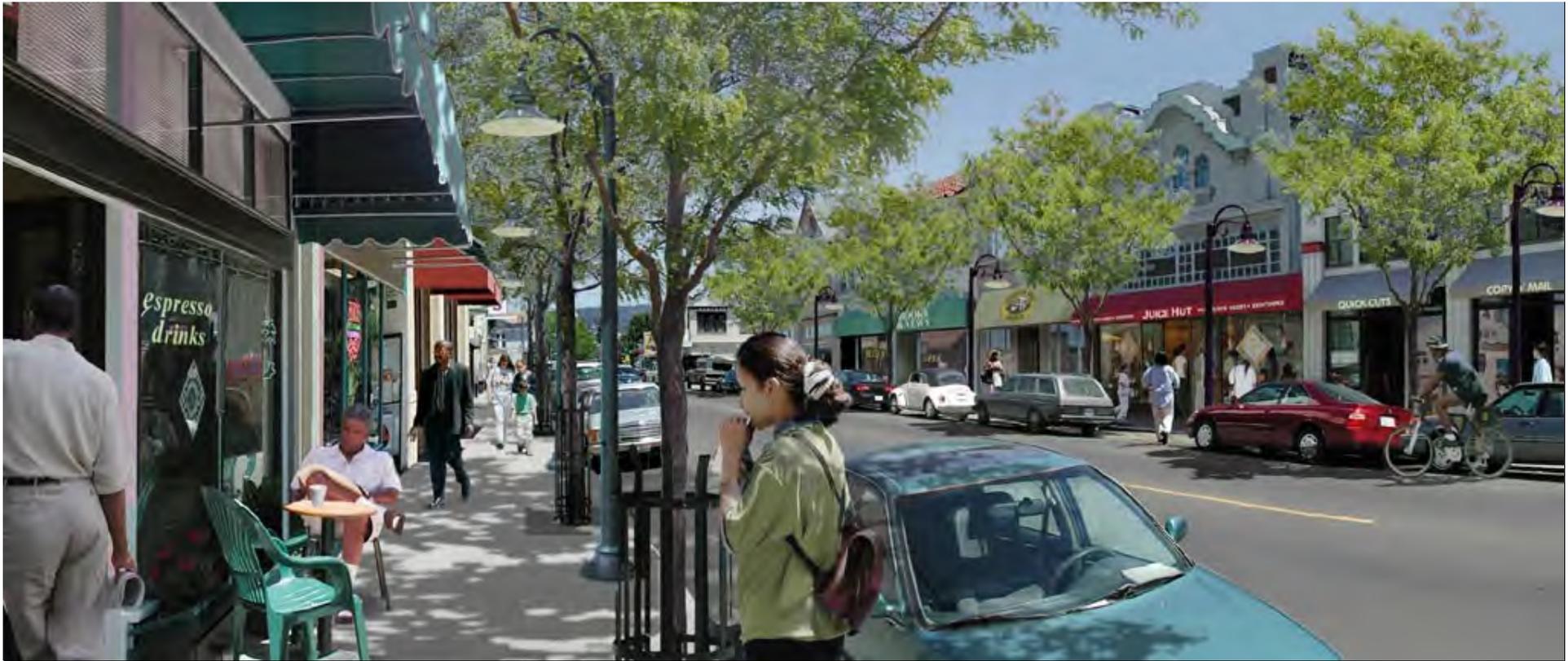
People once fled cities
... for their health ...



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

Portland, Oregon

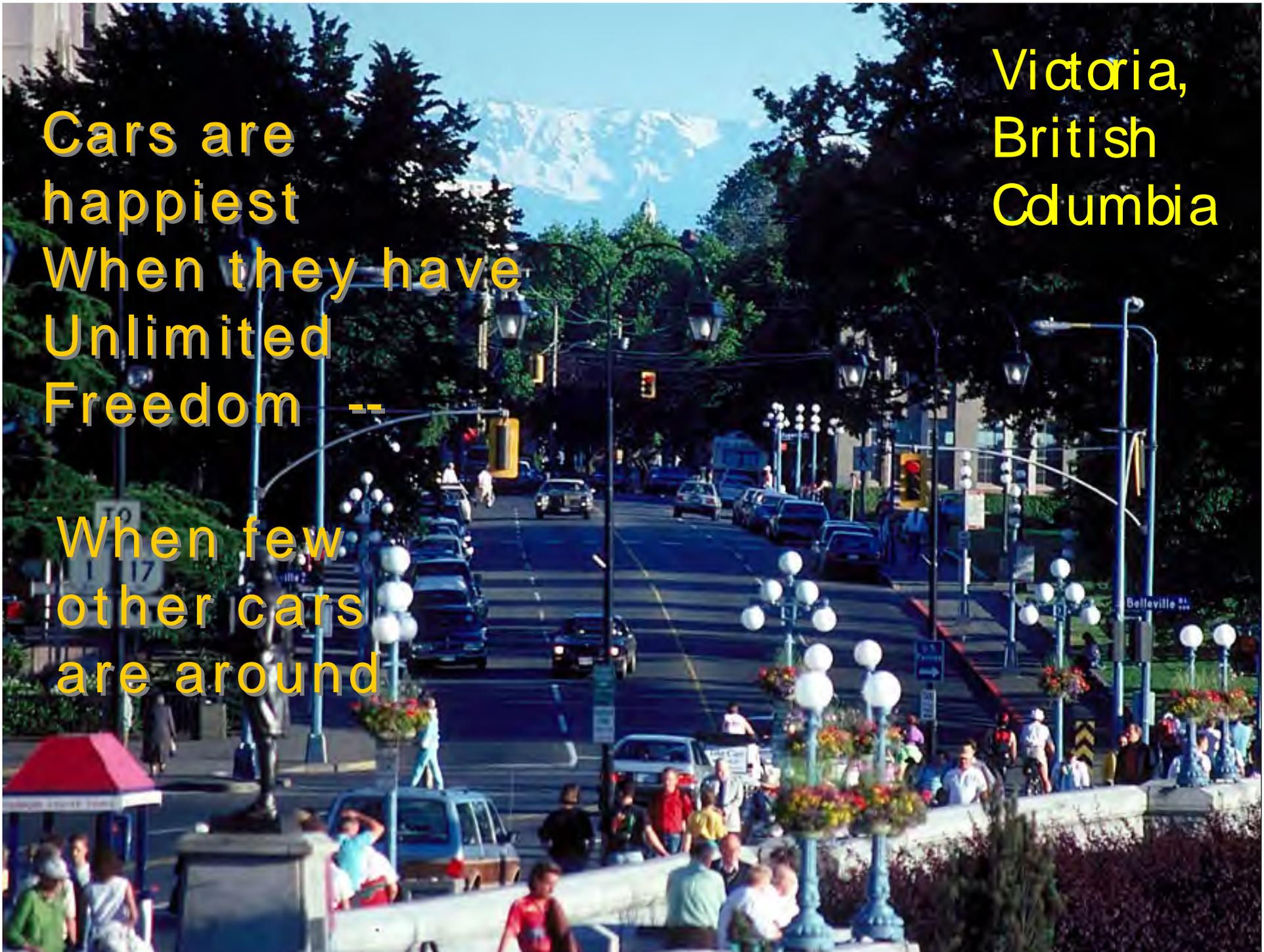




Victoria,
British
Columbia

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

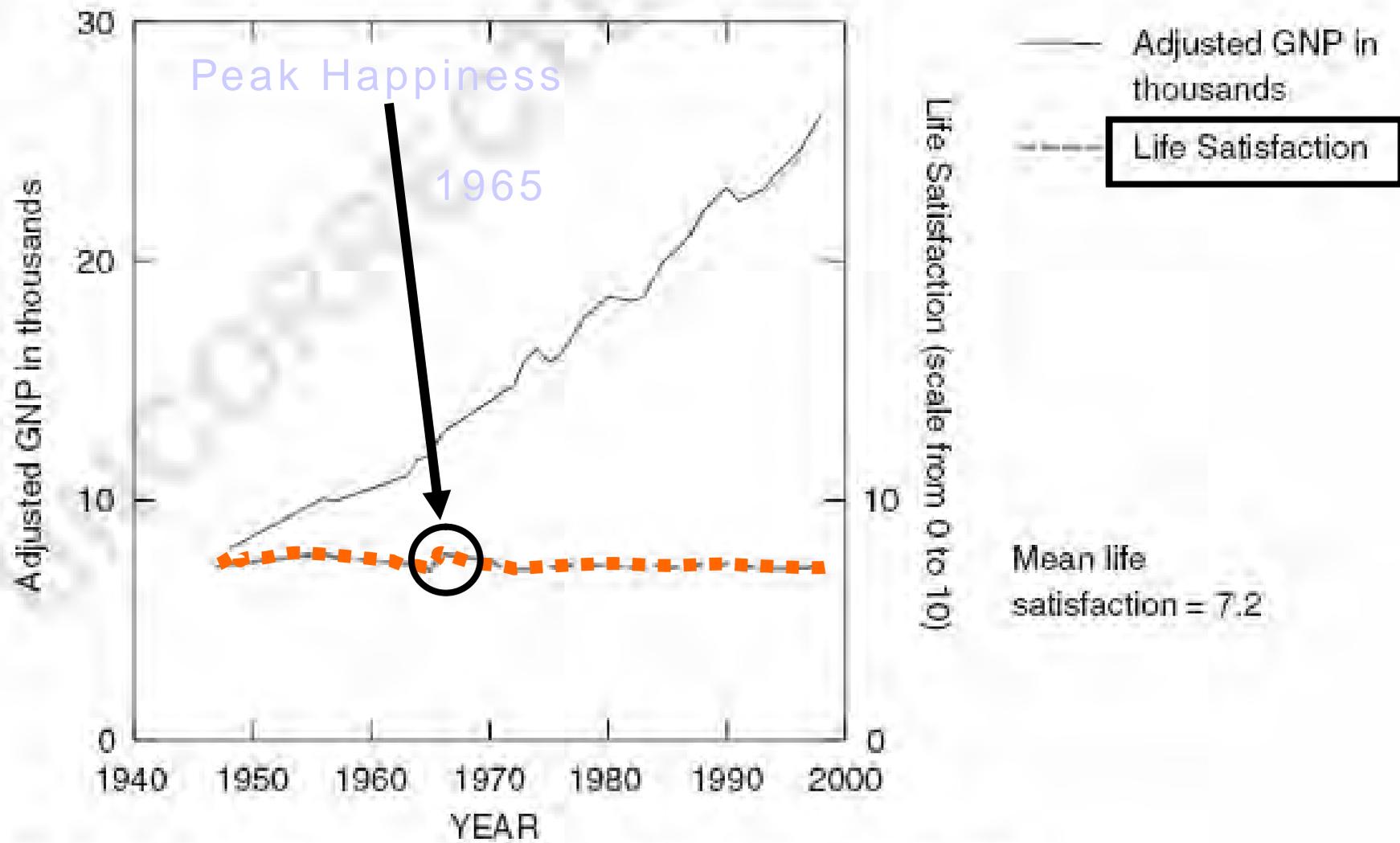


Fig. 1. U.S. gross national product (GNP) and mean life satisfaction from 1947 to 1998.

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.”

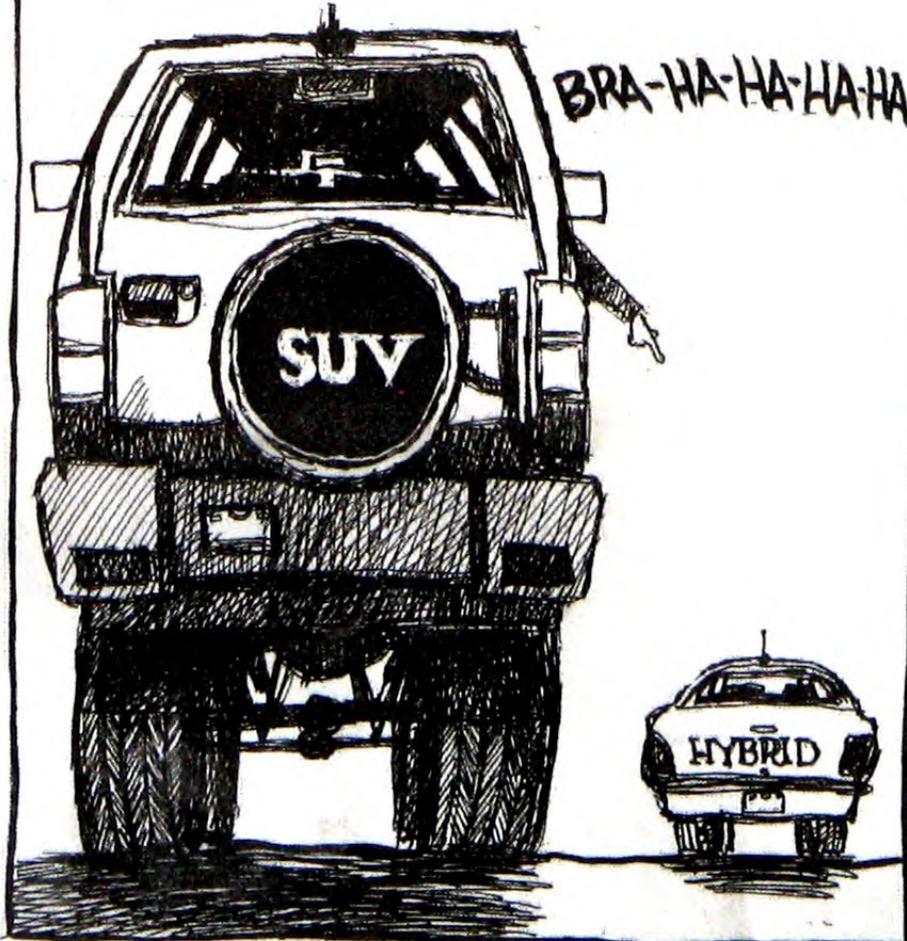


...From a recent article on Enrique Penalosa, former Mayor of Bogota, Columbia

STAMPS ©2005 USA 7 CENTS
OPTIMA NEWS SERVICE

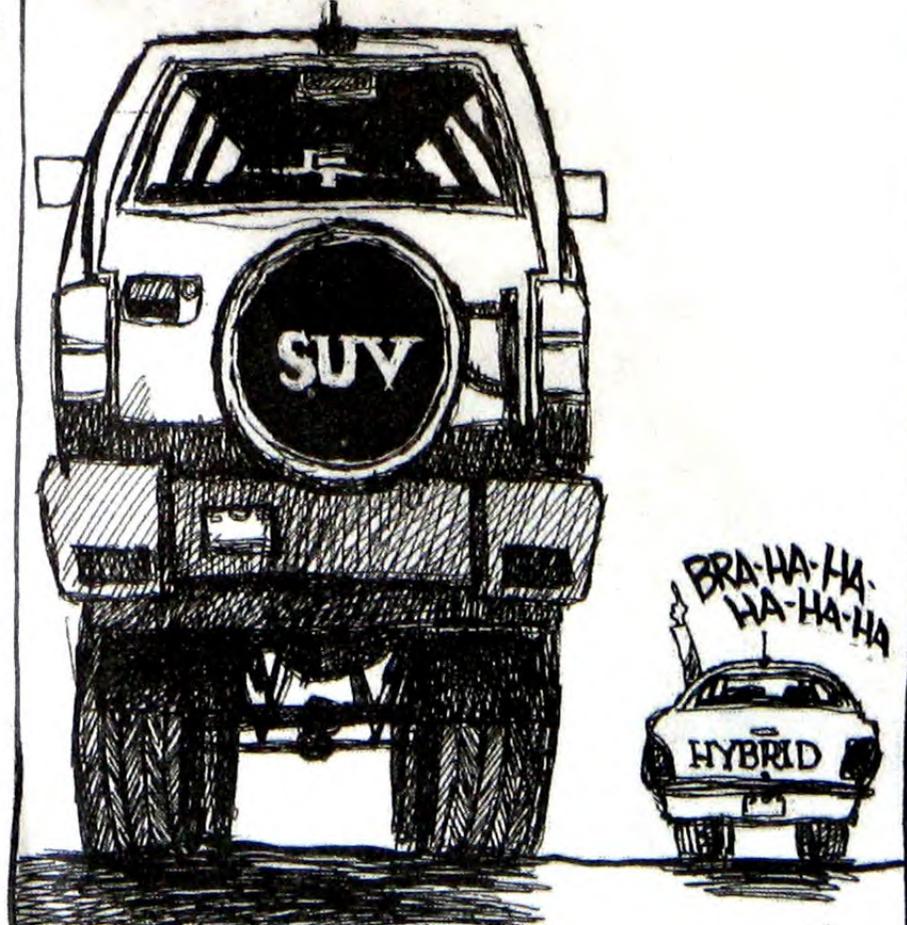
THEN

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

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.

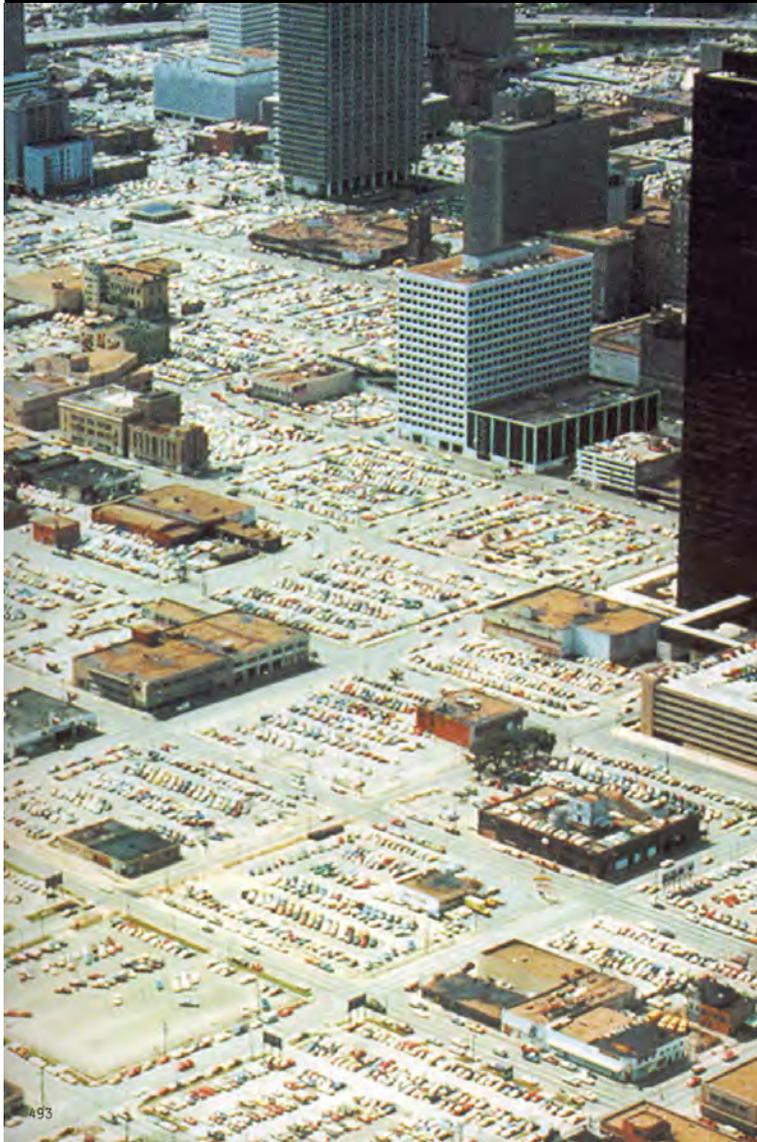
Traffic is growing about five times faster than the growth in population.

(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

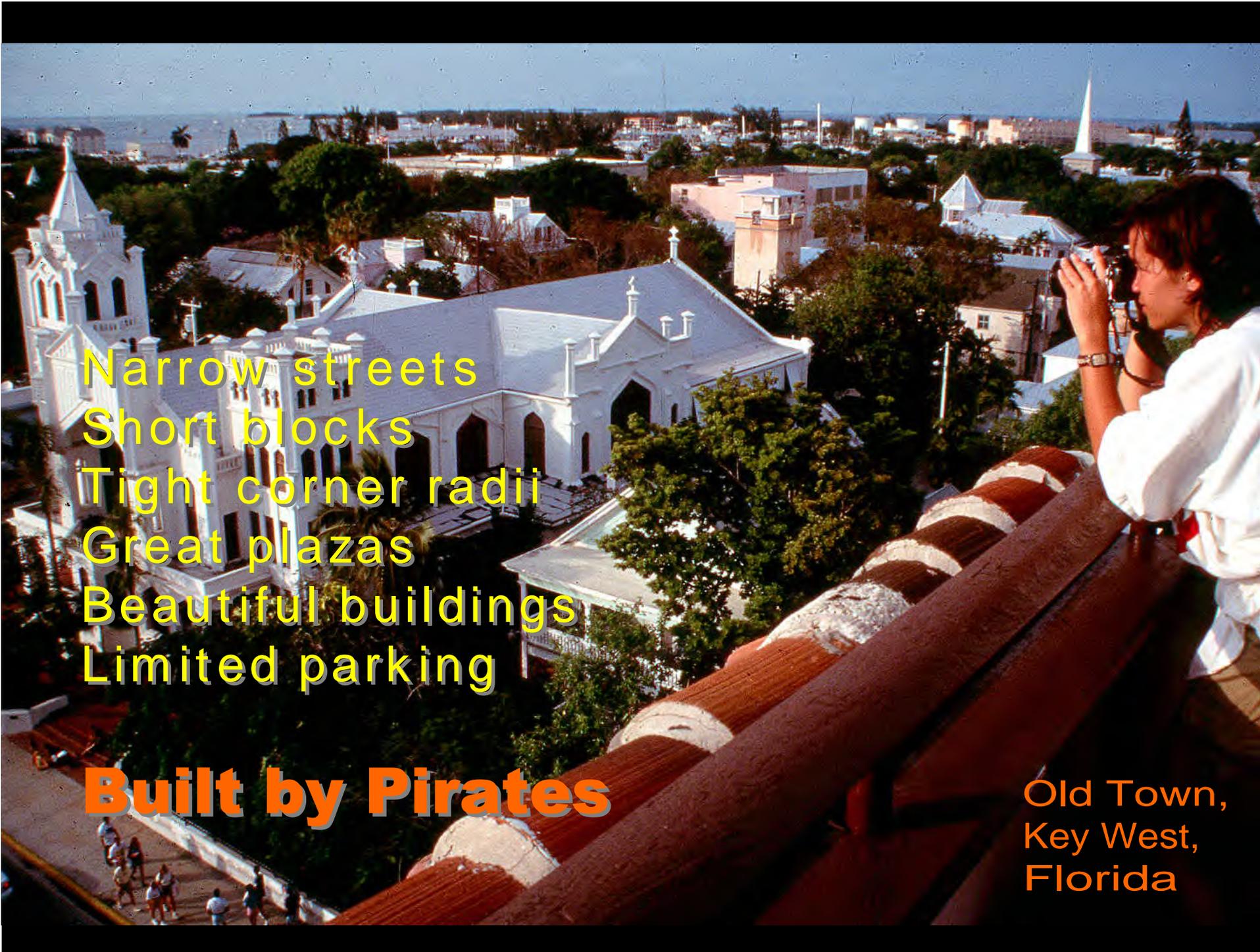
Houston, Texas



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

(In Los Angeles it is now 66 percent .)





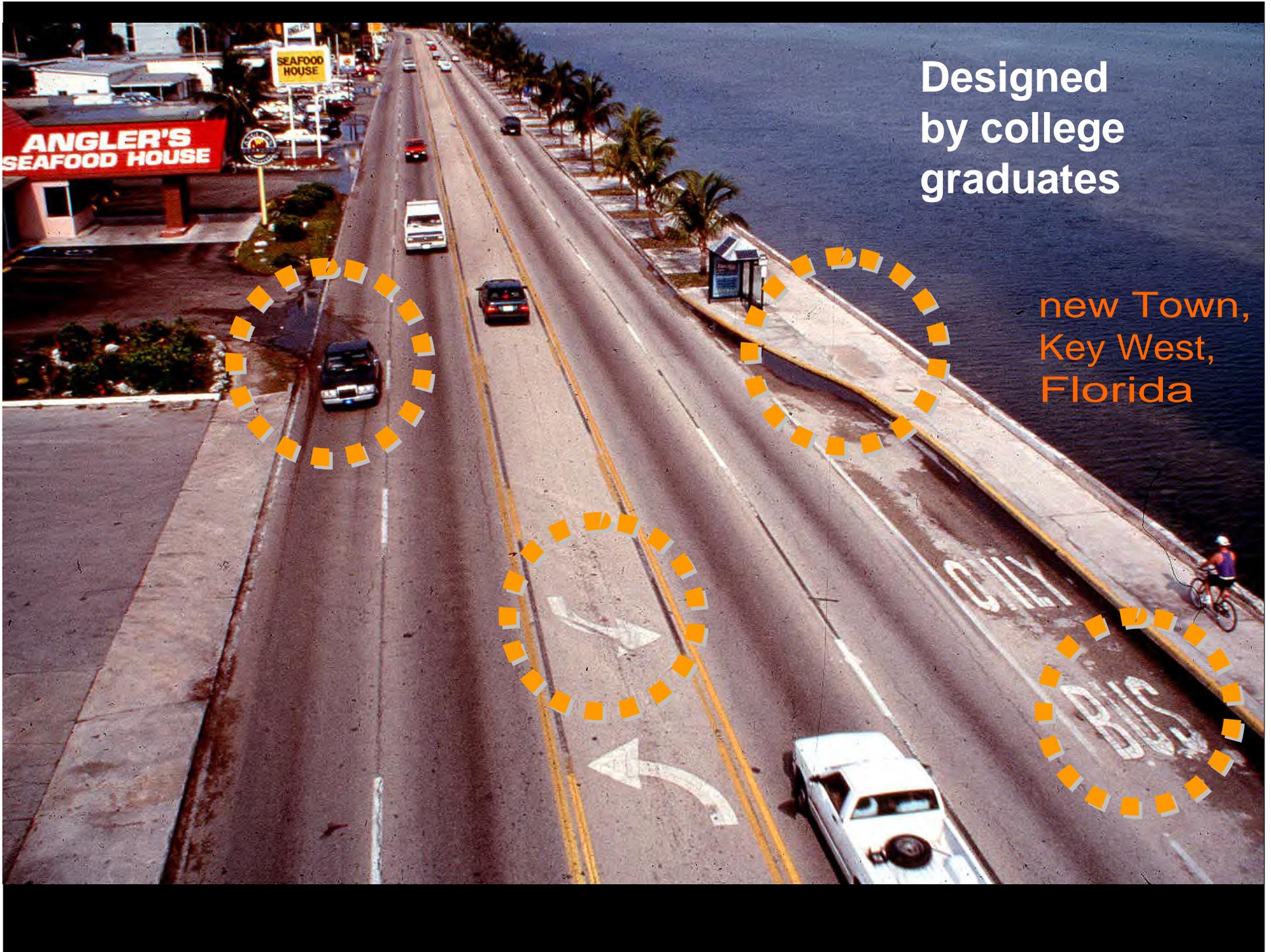
Narrow streets
Short blocks
Tight corner radii
Great plazas
Beautiful buildings
Limited parking

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.

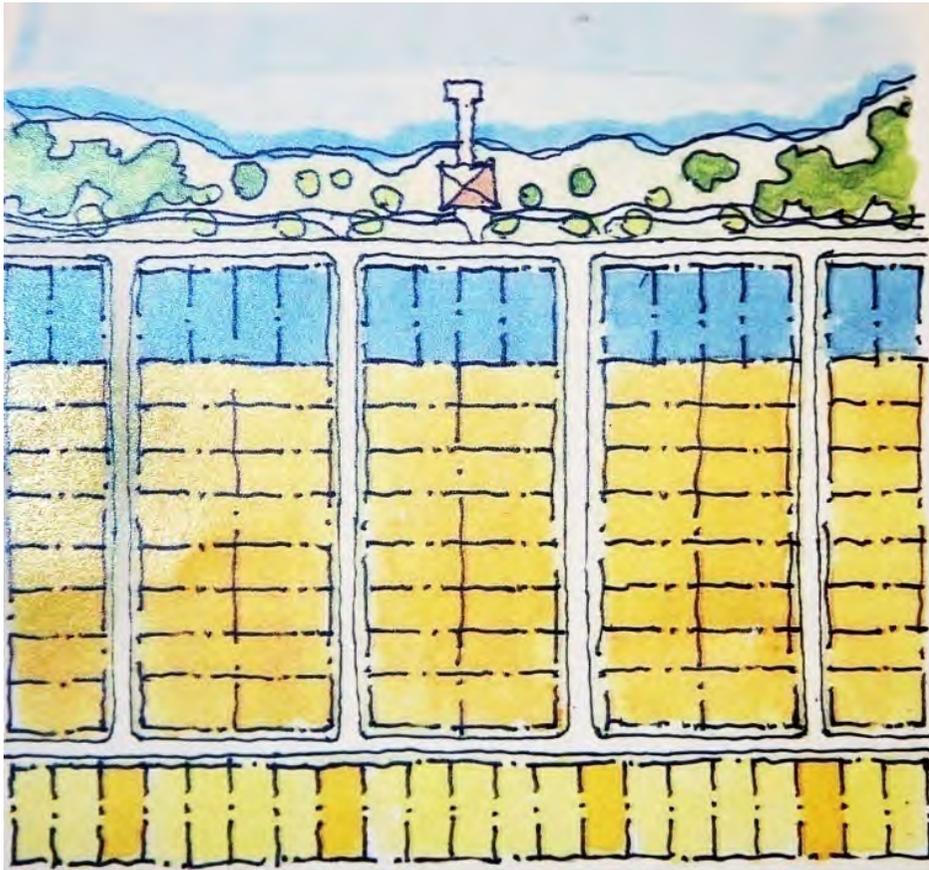
Seattle responds to citizen complaints within 48 hours. Always!

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.

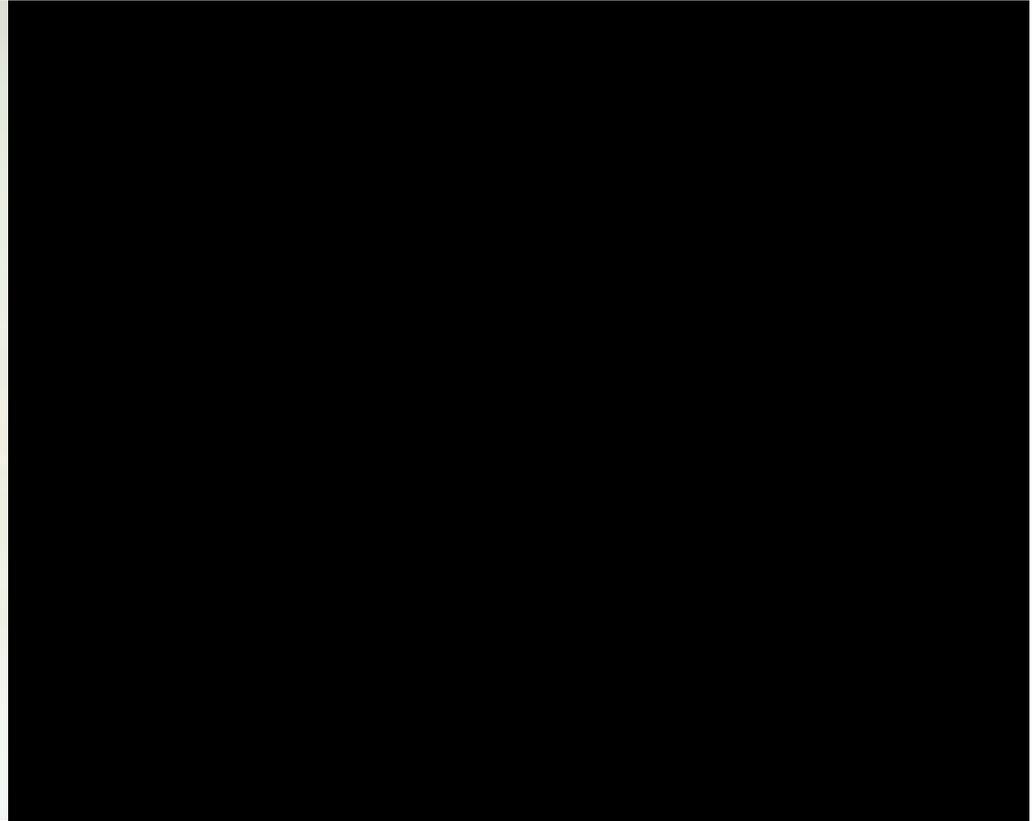




If Cities are to reduce auto-dependence a working alternative should include:

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

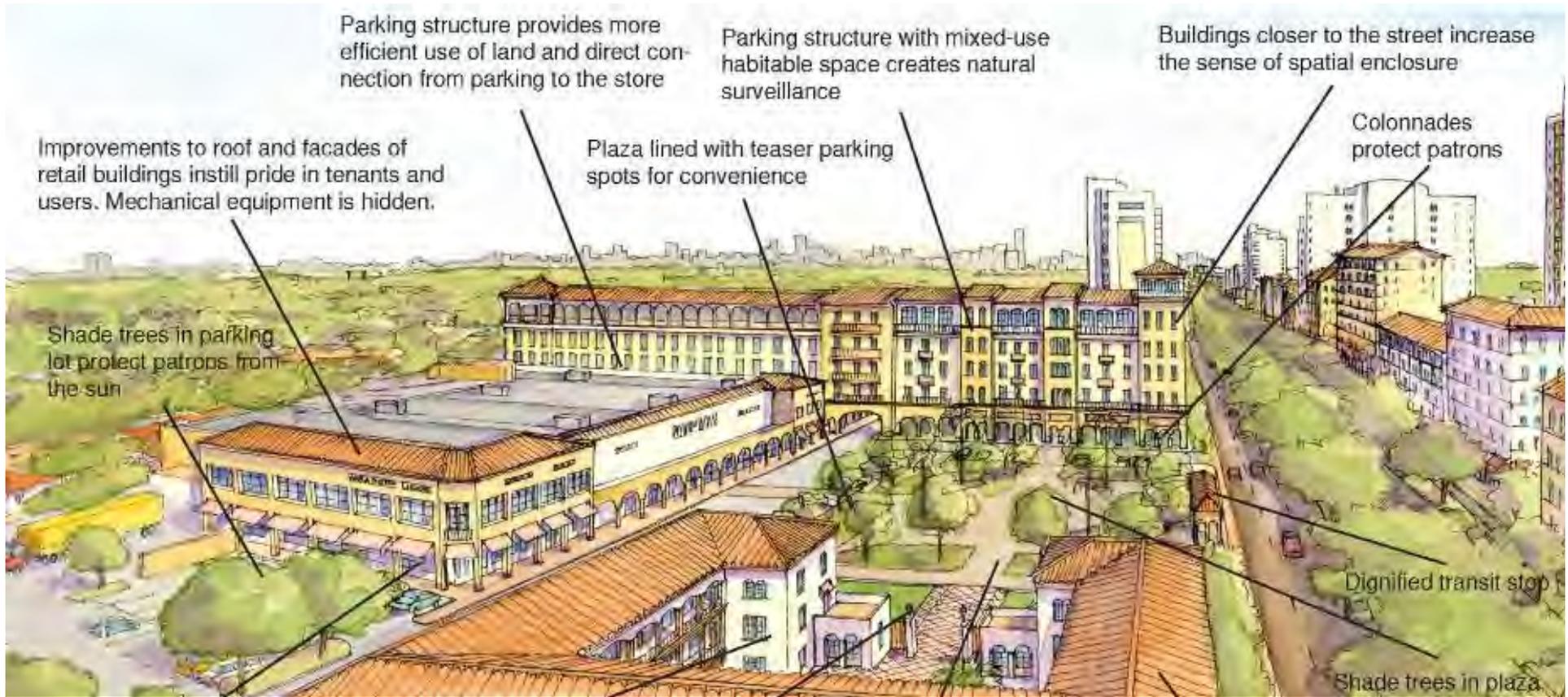




If Cities are to reduce auto-dependence a working alternative should include:

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.

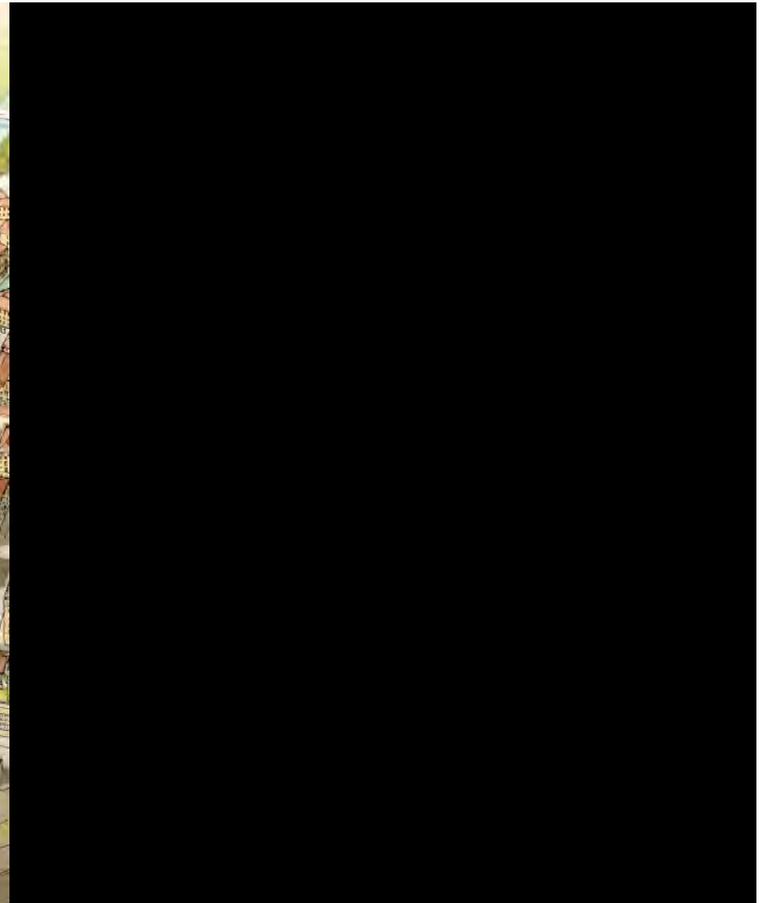
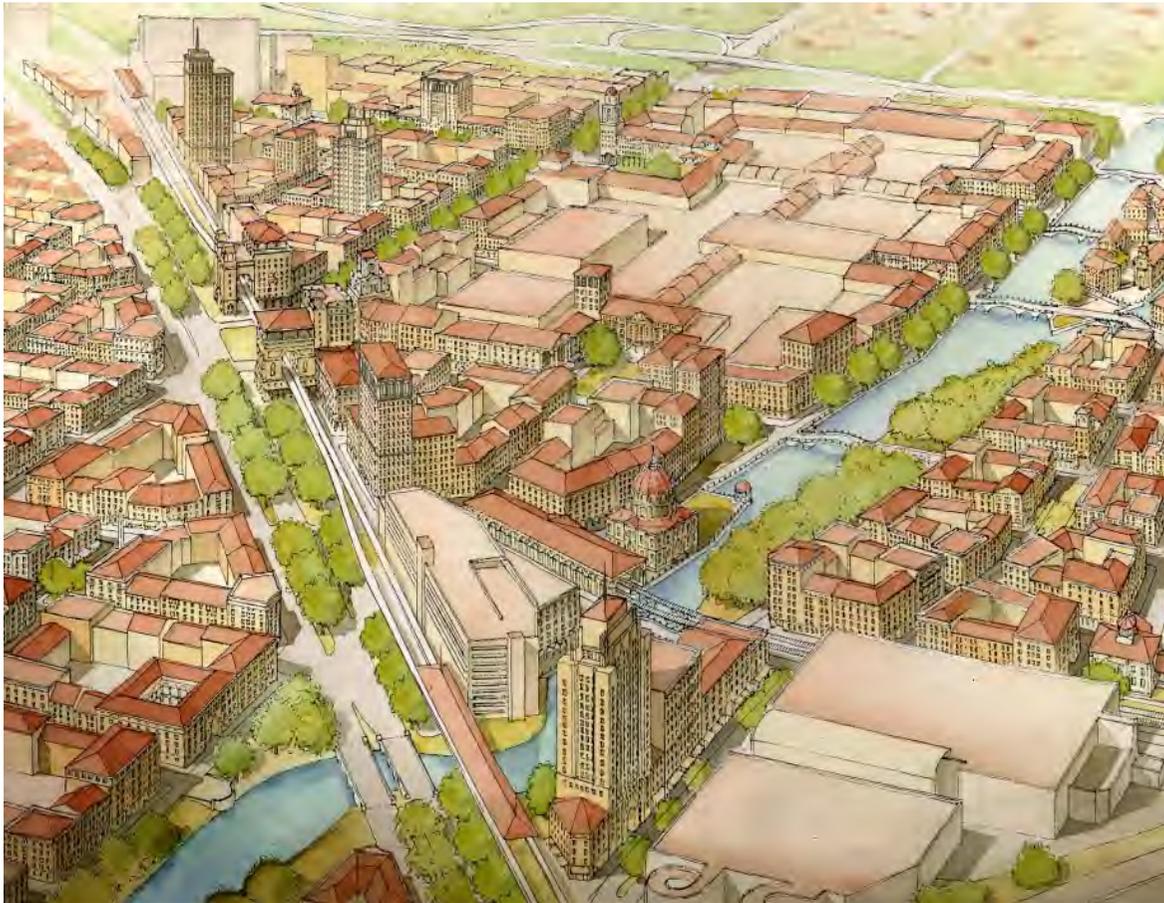




If Cities are to reduce auto-dependence a working alternative should include:

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



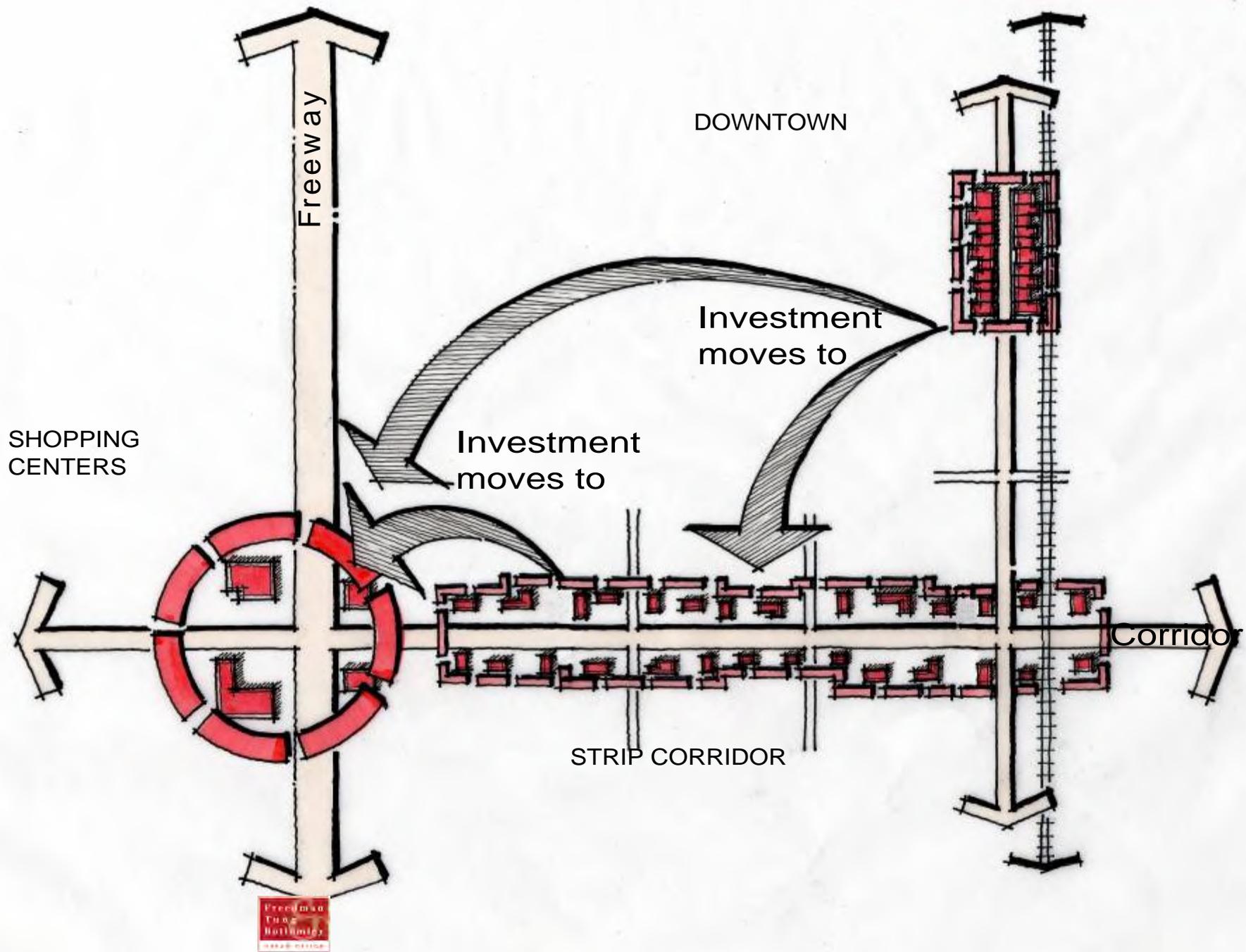


If Cities are to reduce auto-dependence a working alternative should include:

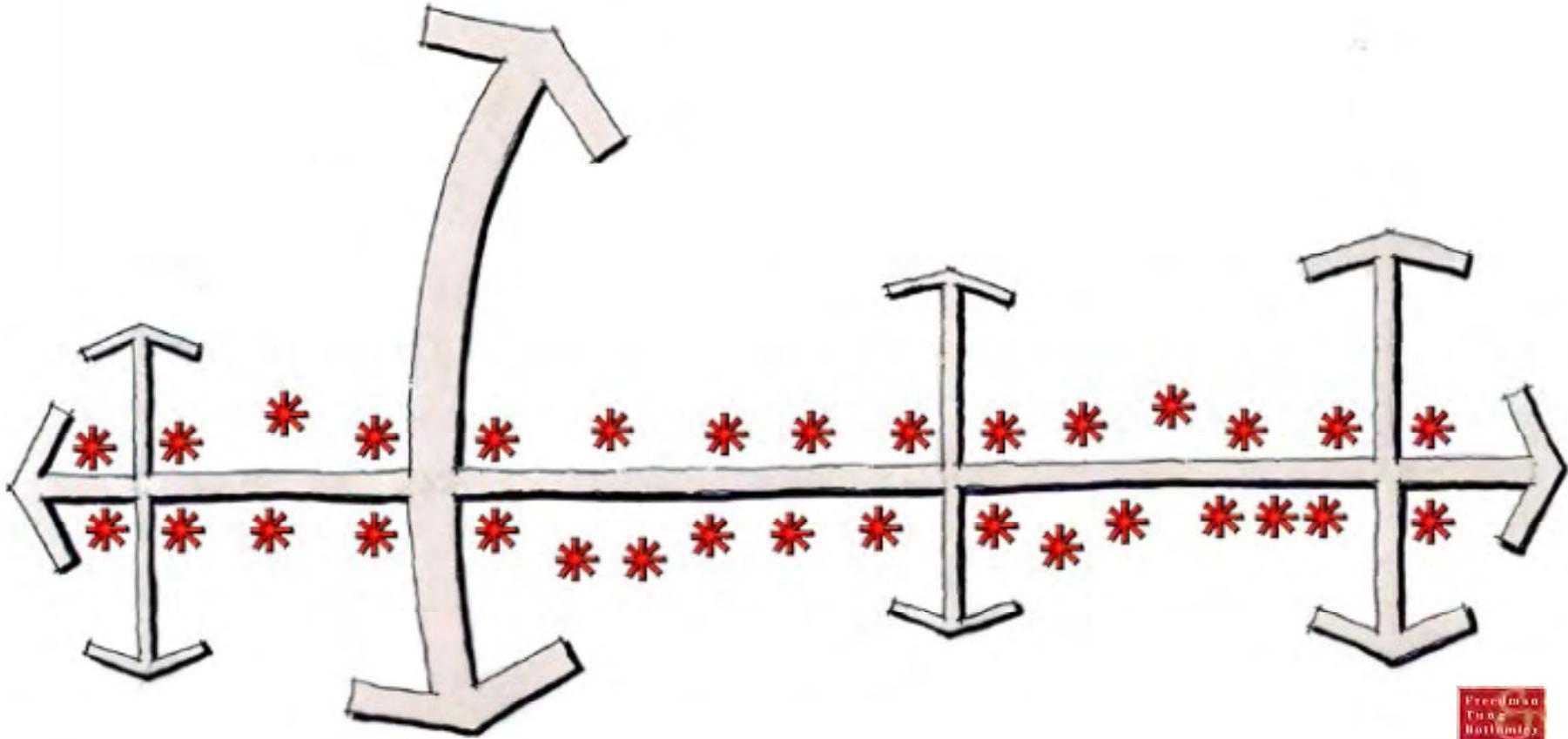
Creative partnering for infill projects replace ill-conceived “Super Blocks





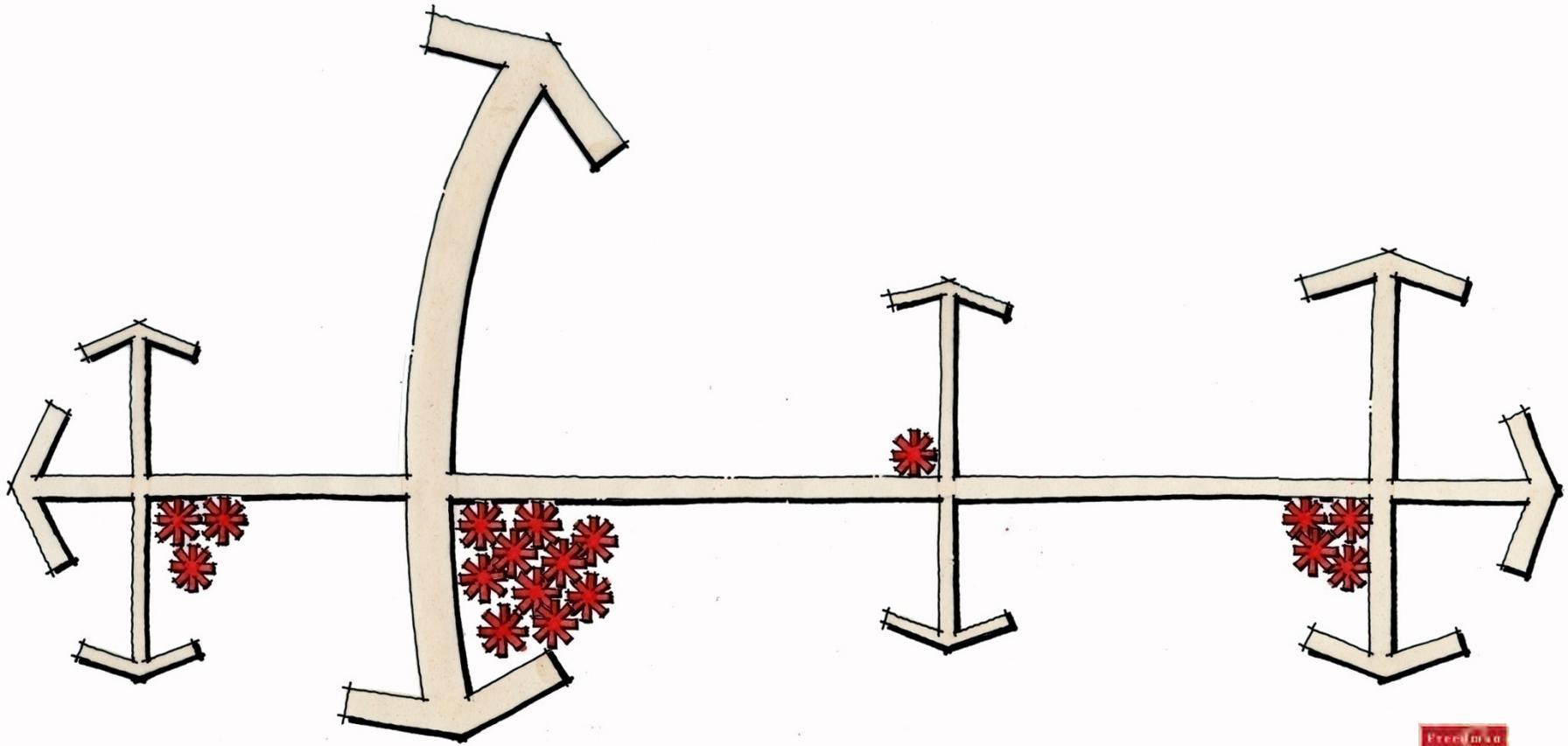


"The Strip"



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.

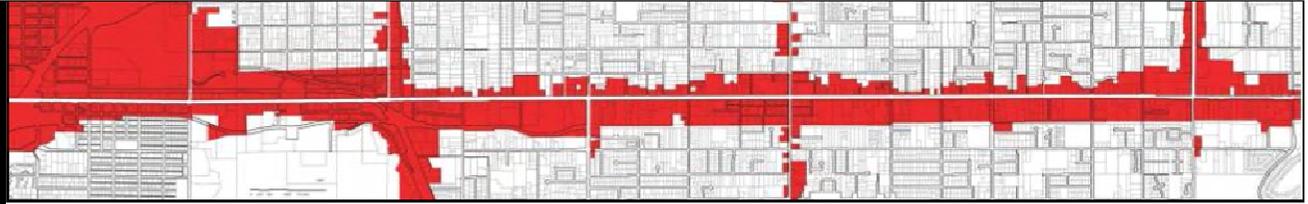
Quick sketches were done to study buildings that would result from the hypothetical building footprints in the Illustrative Plan, combined with the proposed height limits in the study areas and potential architectural regulations of the new code.

Integrated Transport Strategy for Tauranga

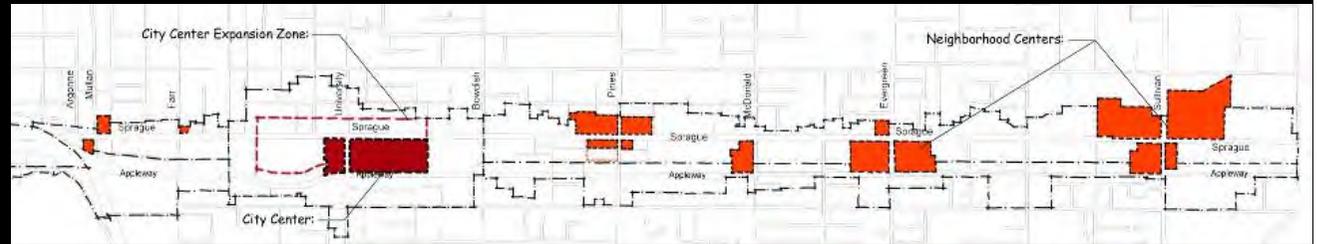
This Transport Strategy will be successful when all Tauranga citizens find it easy to travel around the city safely by any form of transport; and when people making choices about the way they travel they have the full knowledge of the consequences of those choices.



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



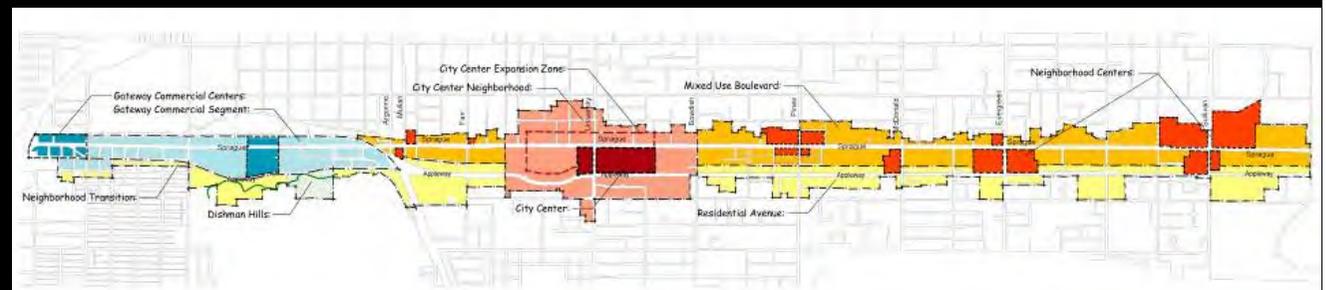
Pre-existing Zoning – retail permitted



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



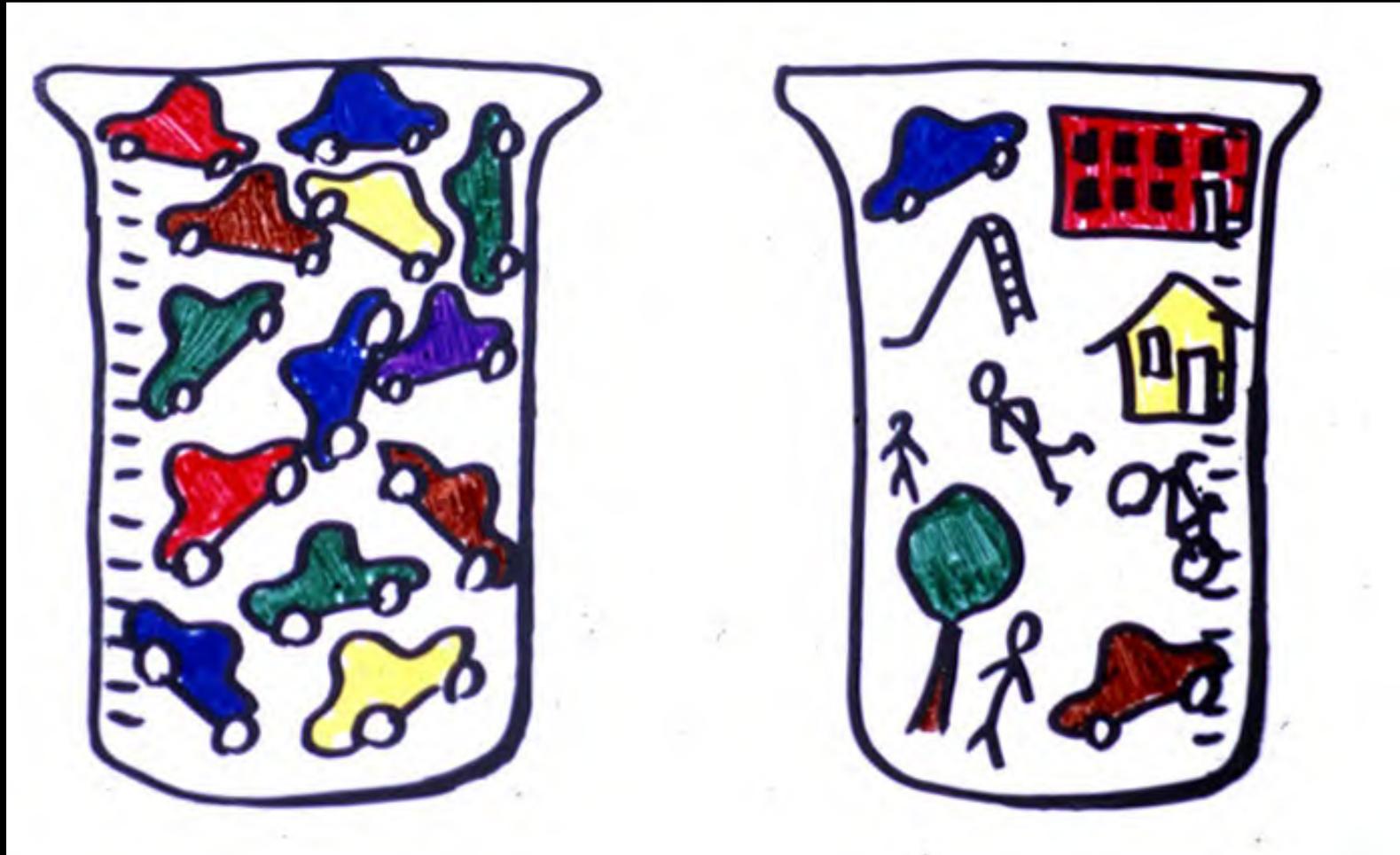
\$25-50/ sq ft

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





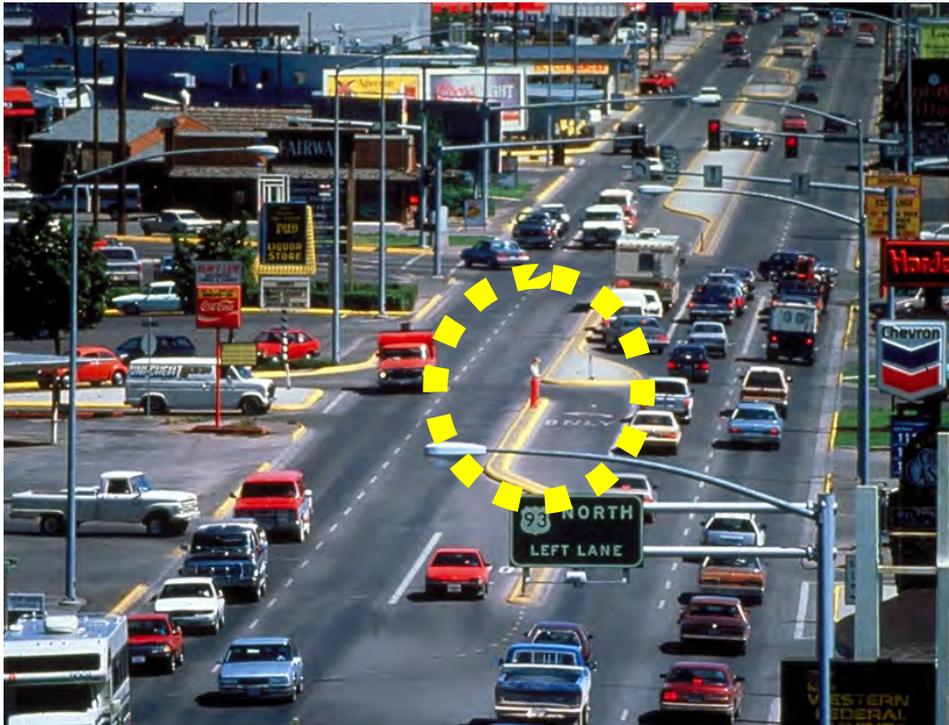
Reframing Key Transportation Conventions
DESIGN TRAFFIC - Interpreting the Results



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

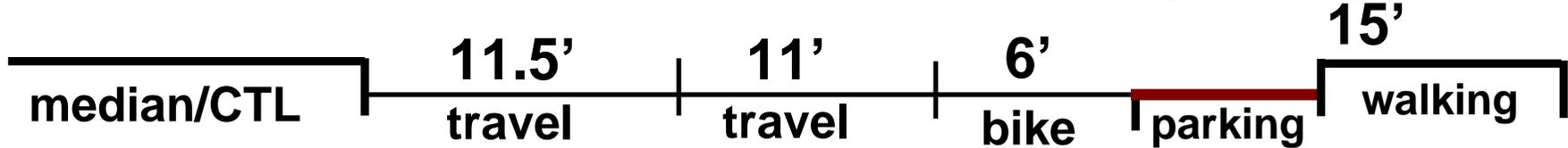


Claremont, California





Bike lane & wider sidewalk with textured parking bays



Hurley looking west near Greer Elementary School





DOWNTOWN SAN LUIS OBISPO CALIFORNIA

Legend

█ Existing Use	█ Commercial, Retail, Professional Office
█ Residential High Density	█ Governmental
█ Institutional	█ Cultural/Recreational
█ Traditional Commercial	█ Traditional Commercial
P Potential Parking Structure	↔ Potential Street

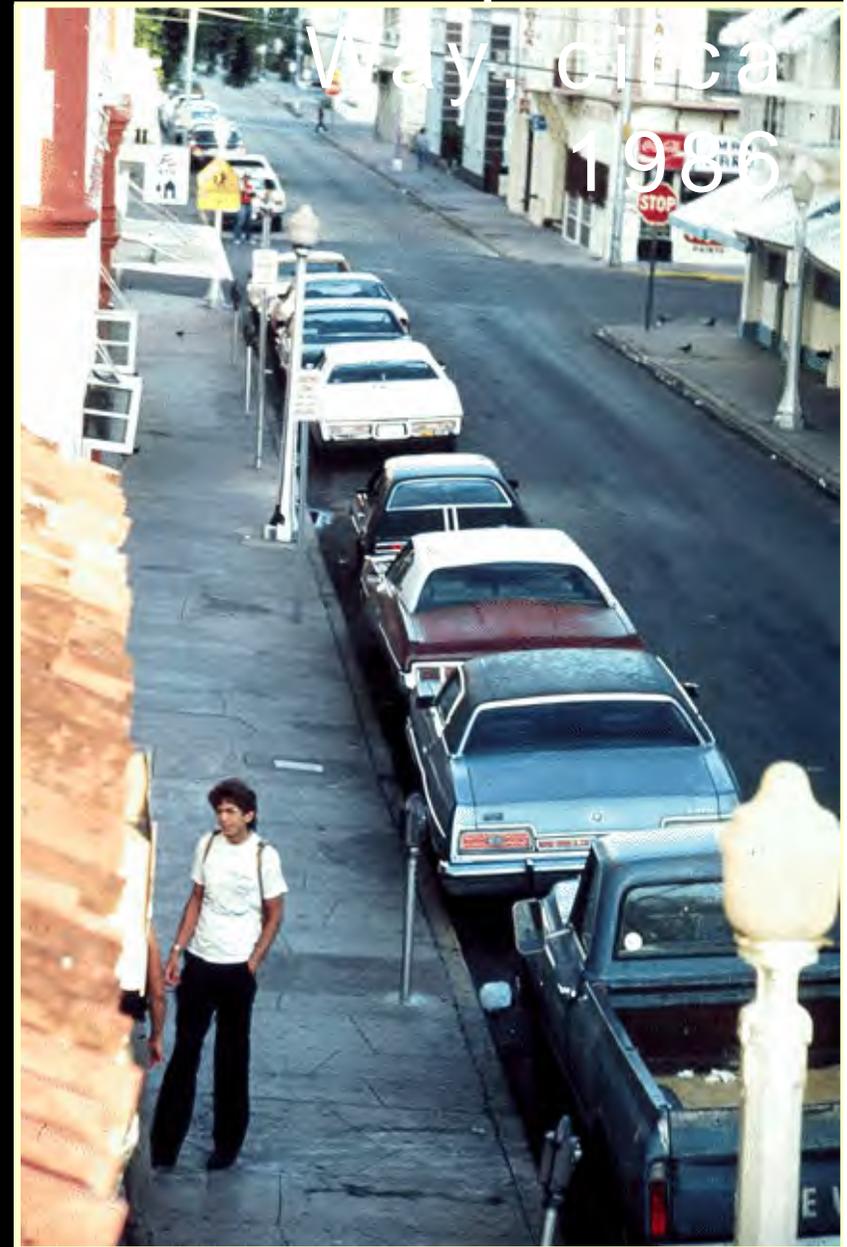


A CONCEPTUAL PHYSICAL PLAN FOR THE CITY'S CENTER

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





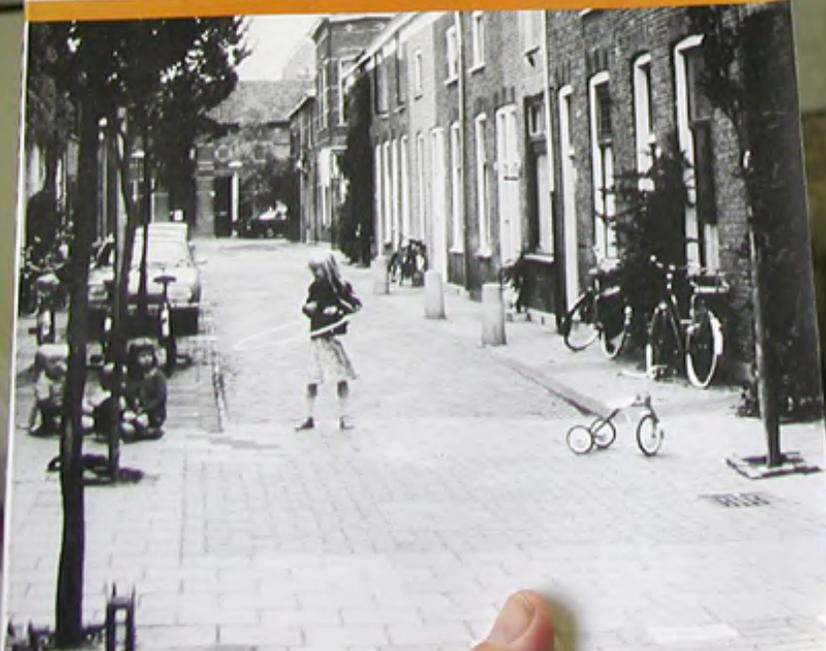
**West Palm
Beach, 1994
Charrette
Team**





Ian Lockwood, P.E.
West Palm Beach

LIVABLE STREETS

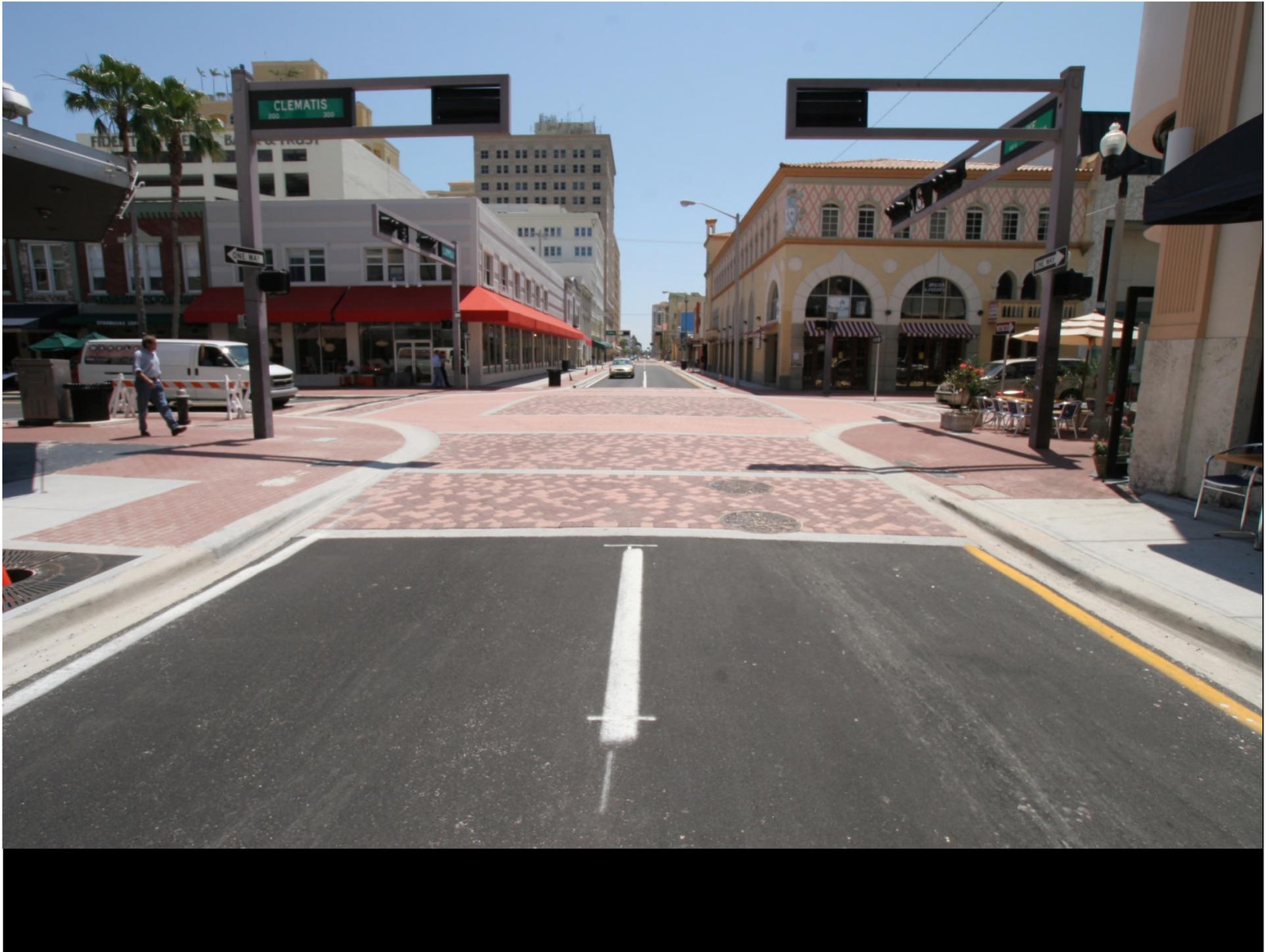




West Palm Beach, Florida

Clematis







La Jolla Boulevard, Bird Rock, San Diego, California



Rex Burkholder
Portland Area
Regional
Commissioner



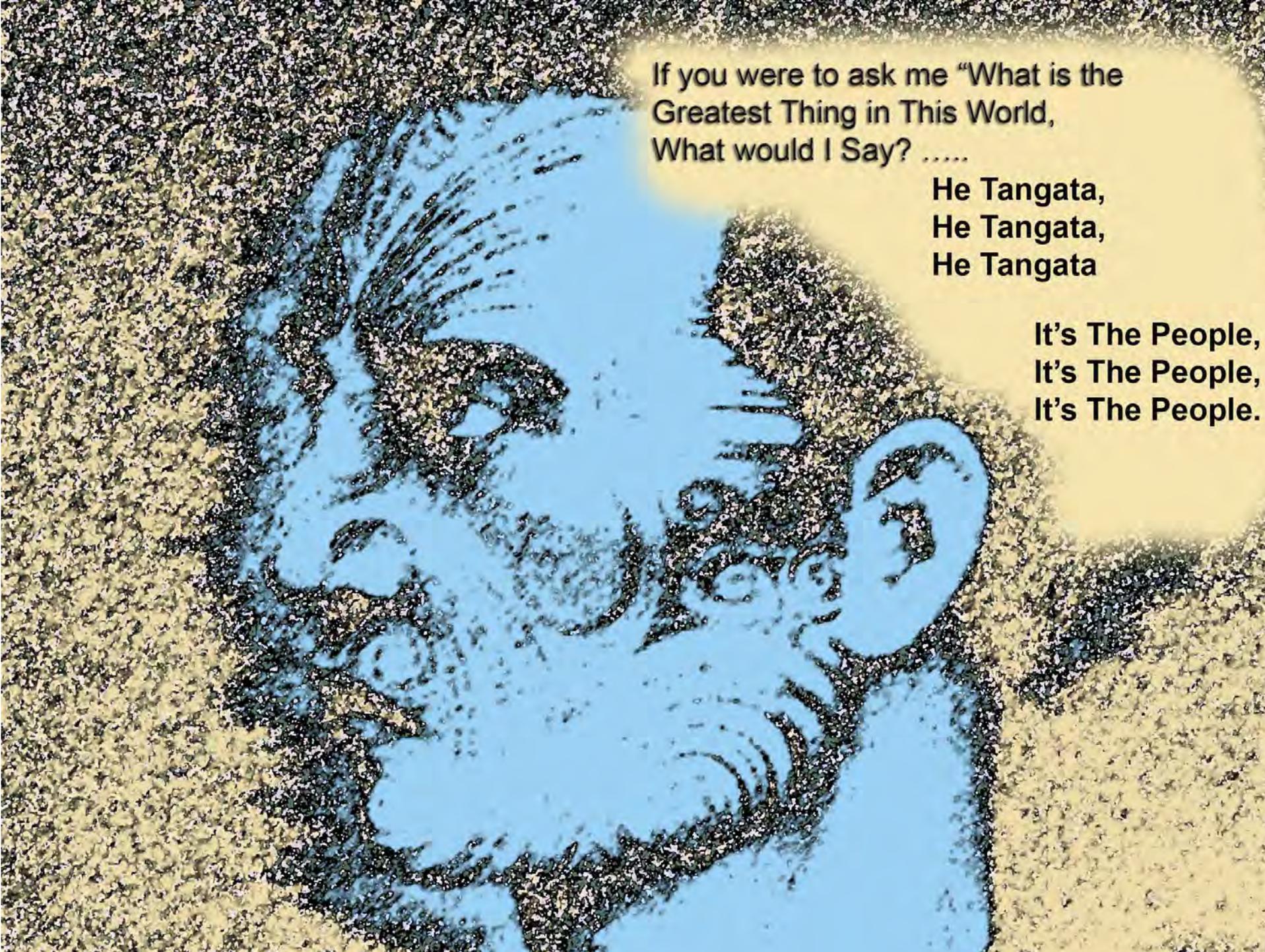




*Thanks, Dad
For Everything*

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.**

