Stand by:
The future is coming…

Walkability

Walkability

Accolades:
Time Magazine recently listed Dan as “one of the six most important civic innovators in the world.”
The Transportation Research Board (National Academy of Sciences) honored Dan by making him their Distinguished Lecturer in 2001.
In 2007 the New Partners for Smart Growth gave Dan its first “Lifetime Achievement Award.”
In 2000 The Association of Pedestrian and Bicyclists Professionals honored Dan with its first “Lifetime Achievement Award.”
The League of American Bicyclists lists Dan as “one of the 25 most significant leaders in bicycling for the past 100 years.”
Project for Public Places (PPS) profiles Dan as it highlights those individuals who have captured our imagination about the need to create great places in every community.

Designing Healthy Communities

Designing Healthy Communities

Shaping a Healthy Future IV
Jackson, Wyoming

Dan Burden, Founder of Walkable Communities, Inc.
Partner And Senior Urban Designer with Glatting Jackson Kercher and Anglin
Tree canopies can help slow traffic, which increases ability to stop and shop.

People will pay 12 cents more on the dollar inside main streets with green canopies.

West Hartford, Connecticut

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... whilst Life magazine photographers stand in the flowers to photograph the garbage cans.”

Marty

Paul

Earl

Dan's Arm

Photo by Paul
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.

“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.
If it weren't for the damn pedestrian there would be no traffic problem in Los Angeles...
... circa 1972, Traffic Engineer

Compact villages and a strong civilian presence is the only solution to our traffic problems...
... circa 1995, San Diego Traffic Engineer

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.

Why we cannot build our way out of traffic

“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
A Balanced Transportation Approach

- Conventional Approach
  - More Pavement
  - More Roads
  - More Cars
  - ITS
  - More Lanes
  - More Car-Carrying Capacity

- Lateral Approach
  - Transit
  - Bicycling
  - Walking
  - HOV/HOT Lanes
  - User View and Comfort
  - Context-Sensitive Design
  - Traffic Calming
  - Personal Security
  - Intensify land use densities
  - Promote Mixed Use Development
  - Transit Supportive Development
  - Demand Management – Pricing
  - Commerce, telecommuting, etc...
  - Lane Limits
  - Change Standards

- A Balanced Transportation Approach - Transit, Bicycling, Walking, HOV/HOT Lanes
Visuals by Marcel Steve Price, Urban Advantage

In the past fifty years transportation planners/engineers have:

- Removed parking for safety
- Removed trees for safety
- Added lanes for safety
- Widened lanes for safety
- Taken out sidewalks for added capacity
- Widened intersections for safety

In the next fifty years transportation planners/engineers will:

- Add parking for safety
- Add trees for safety
- Remove lanes for safety
- Narrow lanes for safety
- Narrow intersections for safety
- Add sidewalks for added capacity

In the past traffic planners and engineers have been seen as villains leading to the decline of cities and quality of life. In the future, traffic planners and engineers will be seen as heroes and heroines leading to the rise of cities and quality of life.

Walkability Calls for a Cultural Shift
The desire to walk, bike or use transit in places like this plummets.
Valley Boulevard at Monterey El Monte, California

In 2 seconds at 30 mph a motorist travels 264 feet (.9 football fields)

In 6 seconds at 30 mph a motorist travels 264 feet (.9 football fields)

In 3 seconds at 30 mph a motorist travels 132 feet (.4 football fields)

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
What is the Purpose of Cities?

Cities are an invention to maximize exchange (goods, culture, friendship, knowledge) and to minimize travel.

The role of transport is to maximize exchange.

...David Engwicht

People once fled cities … for their health …

Tennessee Avenue, Tallahassee, Florida

Today people are returning to cities …

... for their health

Portland, Oregon
Why do we need public places?

2001 National Geographic Magazine Article on Sprawl

Photo by: Newsday

Levittown, New York

Las Vegas, Nevada

1550 feet from THE CHEERS BAR, 6 other bars, 8 delis, 4 banks, 3 hardware stores, 2 florists, 18 restaurants, 3 churches, grocery, pharmacist, medical and dozens more.

America's First Development

Beacon Hill, Boston
I shopped for a house, but I forgot to shop for a community to live in

...Cheryl from a suburban Edmonton, Alberta, Canada Neighborhood

Such places do not sprout by happenstance. Driven by irresistible economic forces and shaped by subtly shifting social patterns, they are being created, down to the tiniest detail, by a handful of major developers with a master plan for the new America.

... NY Times, August 15, 2005
Low traffic, many associations on each side
3.0 friends
6.3 acquaintances

Moderate traffic, reduced use of public space
1.3 friends
4.1 acquaintances

Heavy traffic few associations. Few friends across street
0.09 friends
3.4 acquaintances

Livable Streets by Appleyard
What is “Place?”

Thornton, Colorado

Littleton, New Hampshire
Childstreet 2005
The future of childhood …
… is teetering on the edge

Delft, Holland August 24, 2005
Dan Burden, Glatting Jackson and Walkable Communities, Inc.

Childhood needs
1. Social greeting by elders
2. Adult watchfulness
3. Traffic awareness
4. Defensible space

Childhood needs
1. To develop fully children need a broad range to roam
2. U.S. children today have a range one/ninth of their parents
3. Einstein roamed the streets of Munich at the age of four, exploring on his own
4. Our most important neural pathways are developed before the age of nine.
Like newborn animals, children are genetically predisposed to move, to explore the space around them, and to discover its contents. All streets and parks offer physical activity and free-range learning. The richer the street and park environment, the richer the learning will be.

**Childhood needs**

1. Hanging out, telling stories
2. Mobility, places to go, things to do
3. Freedom to explore
4. Buzzing the “hive”
5. Checking out the gene pool
   (Looking for compatible genetic material)

**Childhood needs**

1. Explore natural areas, open, wild
2. See animals in their place
3. Learn size, scale, changes in habitat and physical space
4. Have adventures, take risks
Well designed streets and public spaces offer children a sense of belonging as an antidote to social violence.

If children participate in the design and cleanliness of spaces in their neighborhood, they will value and respect them more fully.

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**Peak Happiness**

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<th>Adjusted GNP in thousands</th>
<th>Life Satisfaction (logs)</th>
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Fig. 1. U.S. gross national product (GNP) and mean life satisfaction from 1947 to 1998.

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**Not Walkable**

- High Car Dependency
- Serious Congestion

**Walkable**

- Low Car Dependency
- Moderate Congestion
Bryant Park

The park’s success has spurred a district-wide revival: rental activity around the park increased by 60 percent after its reclamation and the park is widely considered the prime public asset in booming Midtown Manhattan.

We came away from our work on Bryant Park with a newfound appreciation for managing public spaces in a hands-on, creative way. Today we say that at least 80% of a park’s success is due to good management. For cities seeking to tap the economic benefits of great public parks, the importance of management remains the most significant lesson to draw from Bryant Park.

Santa Barbara,
Connectivity: Network

3,568 miles of roads

Connectivity: Effective Network

735 miles of roads
21% of the Total Network is “Effective”

These approaches to transportation corridor projects

- Area identified in red - high demand for services
- Area identified in yellow - moderate demand for services
- Area identified in blue - low demand for services

Study area further expanded to recognize the influence of existing streets and grid patterns.
Five keys to Success of Place
Security
Convenience
Efficiency
Comfort
Welcome
What are the problems here?

- Lack of Security
- Auto dependence
- Lack of people
- No place to buy a popsicle
- Lack of investment
- Lack of diversity
- Lack of diversity
- Lack of activity
If Cities are to reduce auto-dependence a working alternative should include:

Sidewalks no longer make pedestrians feel vulnerable.
If cities are to reduce auto-dependence a working alternative should include:

Developers no longer block access to these places people want to reach.

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

Empty "placeless" space becomes lovable and loved.
Parks

Parks within 1/8th Mile of each house (800 feet)
Walkability Science

Rubber band planning  Sense of Aesthetics  Levels of Quality

Rubber Band Planning
size neighborhoods for a 5-minute walk

Create a strong “sense of place”:

Buildings fronting on streets and around public spaces

Natural systems accommodated within the neighborhood

Civic buildings and parks oriented as public squares

If these walking routes are to work they have to be an A or B quality.
In just two years, Seattle has provided...
15,000 new housing units, 10 million SF office
By 2024, estimates of 50,000 more jobs and 22,000
new housing units will be created in the urban core
Northwest is bucking the national trend! Steady
housing prices, steady employment
Land values--- are going up while most of the nation
is seeing declines.

Whether you are an
engineer, planner,
architect, landscape
architect, main street
retailer, principal, fire
administrator, elected
leader...
Be a Good One
commissioner, citizen
advocate, lawyer, teacher,
whatever ...
In Memoriam
Fire Chief, Ralph Burden
1915-2000

Thanks, Dad
For Everything
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