Livability/Health and the role of Place, Walkability and Bicycling











Where do we go from here?



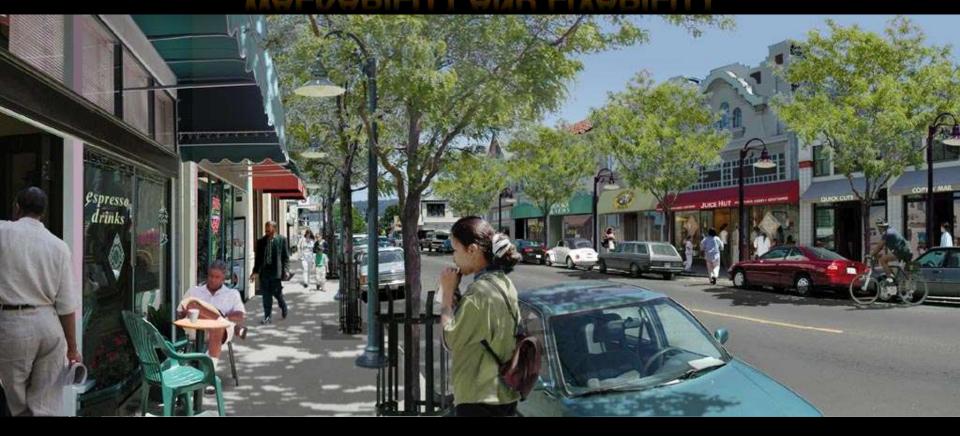








WALKABILITY AND LIVABILITY



Dan Burden ,Walkable and Livable Communities Institute

Simcoe County

"Why" and "How" to build more livable and walkable communities.

Is this the landscape we want to leave our children?

















Stayner, Ontario



















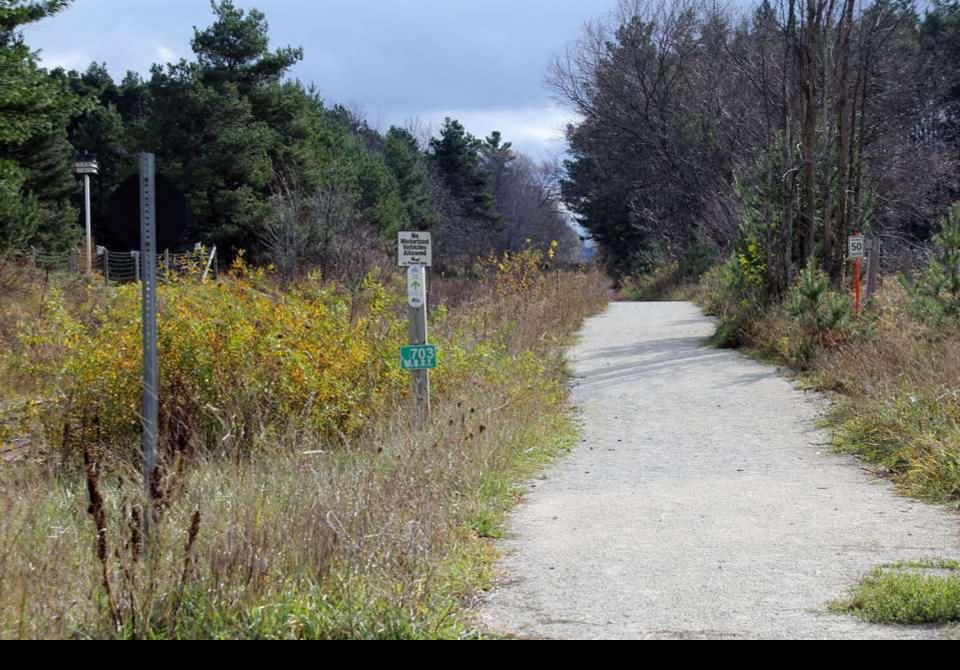


Stayner, Ontario









Stayner, Ontario



Stayner, Ontario



Stayner, Ontario



Stayner, Ontario

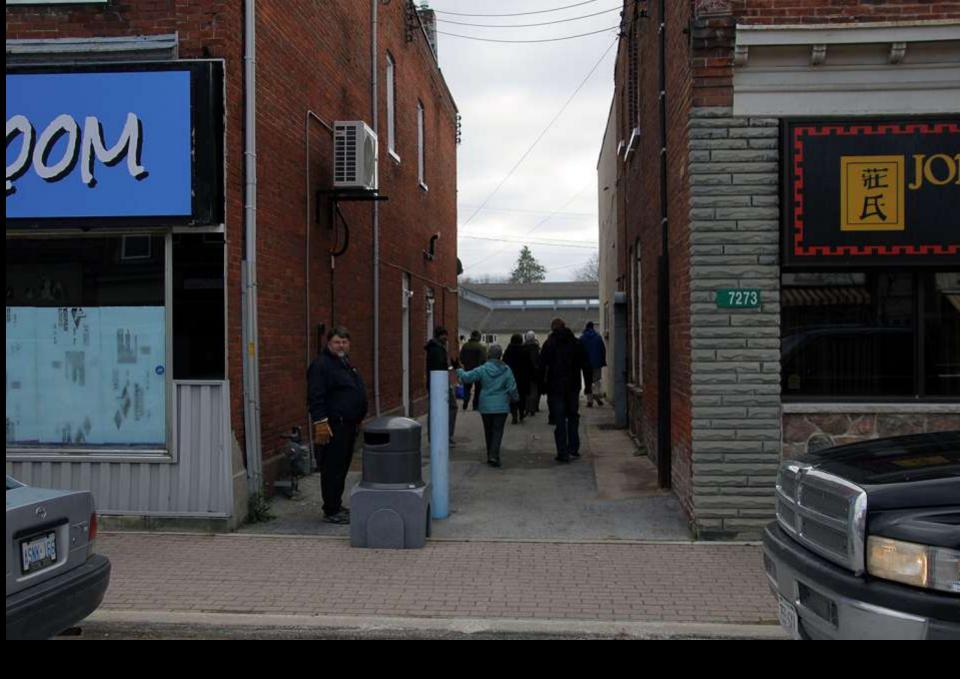


Stayner, Ontario





Stayner, Ontario





Bradford, Ontario



Bradford, Ontario





Bradford, Ontario





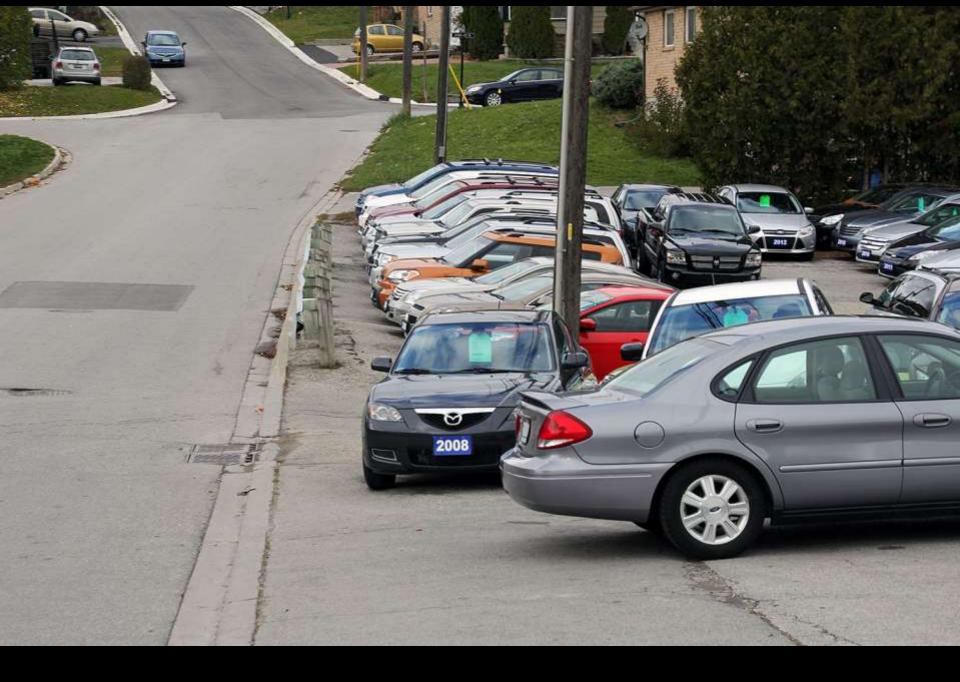


















Bracebridge, Ontario



Bracebridge, Ontario





Bracebridge, Ontario





Bracebridge, Ontario



Bracebridge, Ontario





















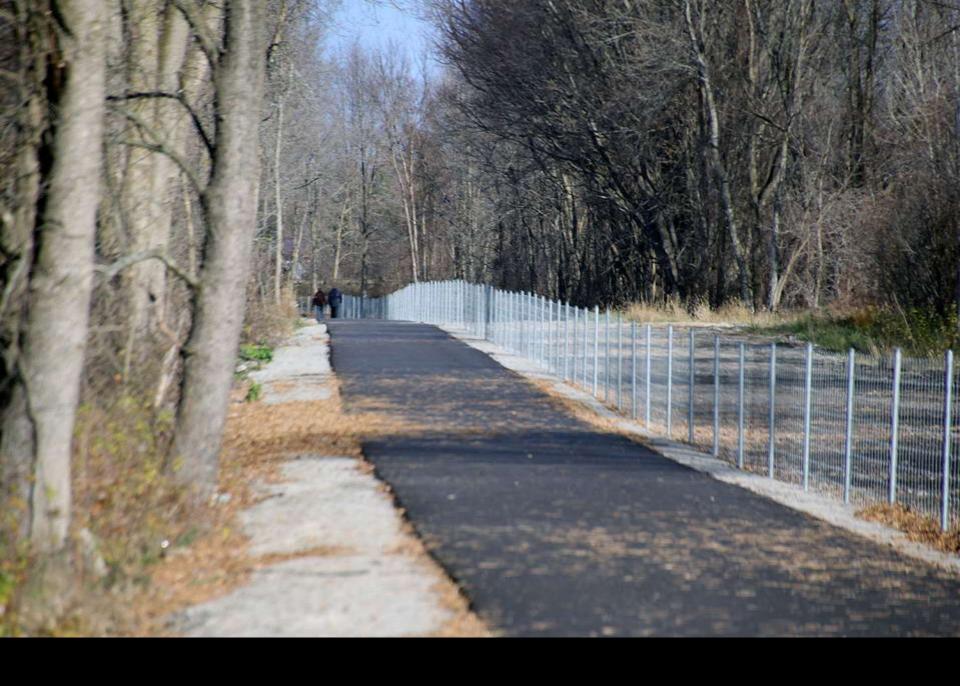
Coldwater, Ontario

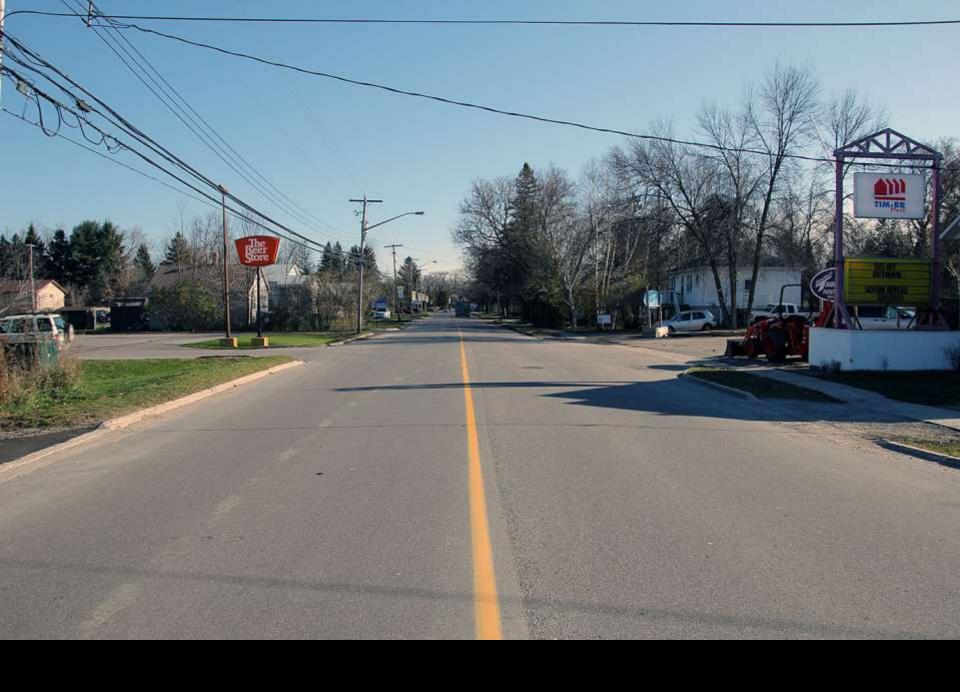


Coldwater, Ontario











Coldwater, Ontario

HAVING LESS OF THIS...

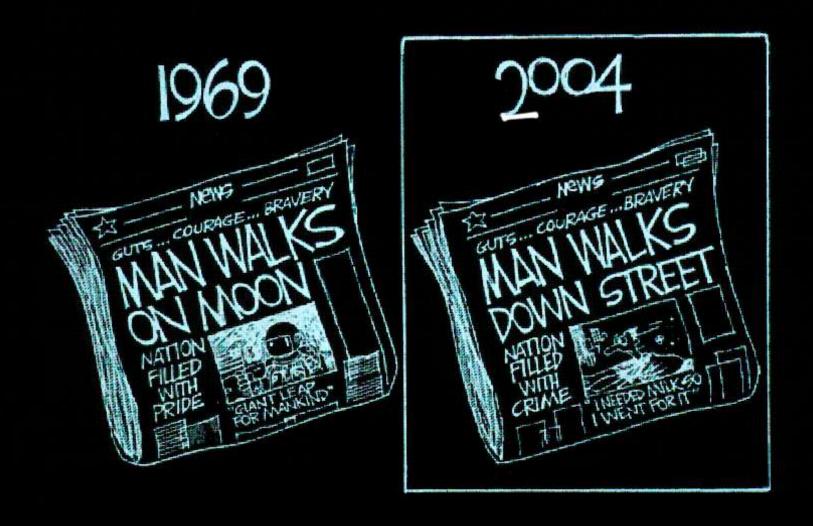




REQUIRES MORE OF THIS...



35th Anniversary of Walk







American children grow up. It is where most economic activity takes place. Indeed, I will make the argument that this process of destruction, and the realm that is spawned, largely became our economy.



.....James Howard Kunstler

Geography of Nowhere, 1981

If we were to place blame on our economic meltdown on one source, who would we blame?

"How can you know what to try with traffic until

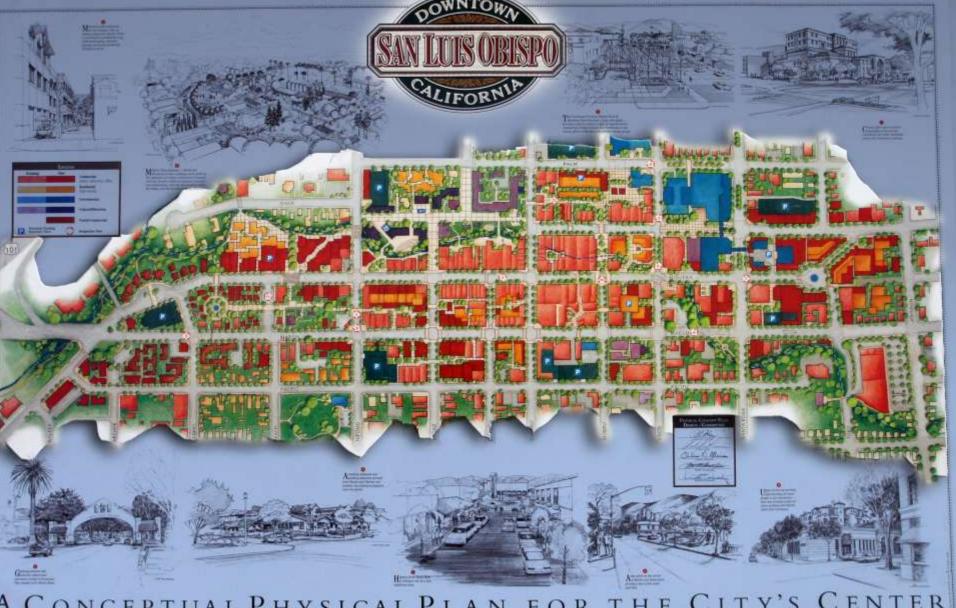
"Automobiles are often conveniently tagged as the villains responsible for the ills of cities and the disappointments and futilities of city planning. But the destructive effects of automobiles are much less a cause than a symptom of our incompetence at city building.

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





A CONCEPTUAL PHYSICAL PLAN FOR





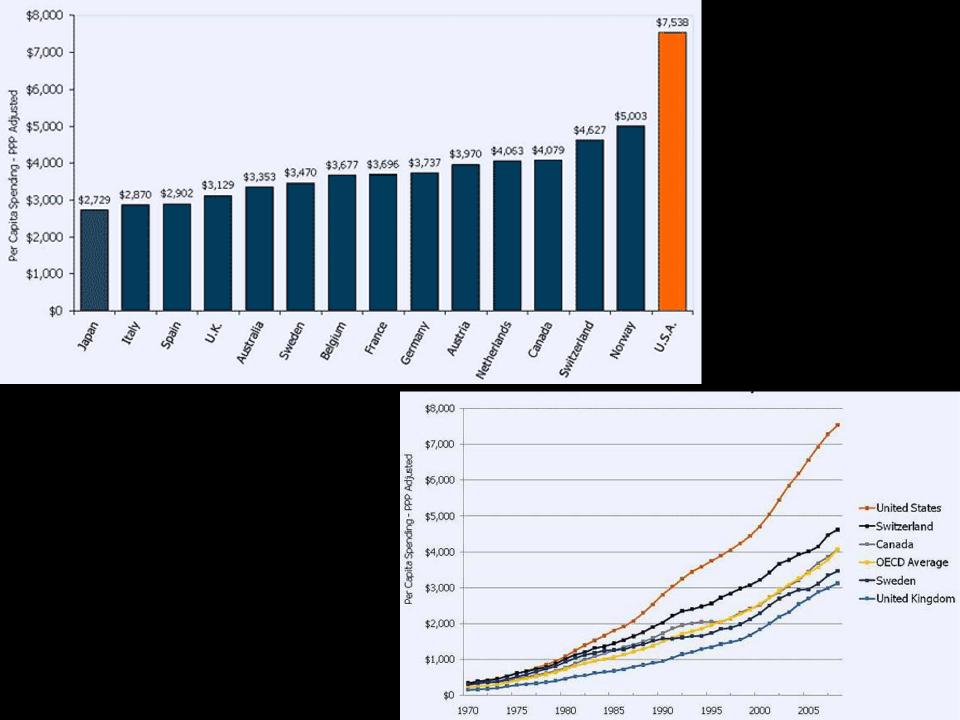
Arachsportvation bastaduventes built darscities.

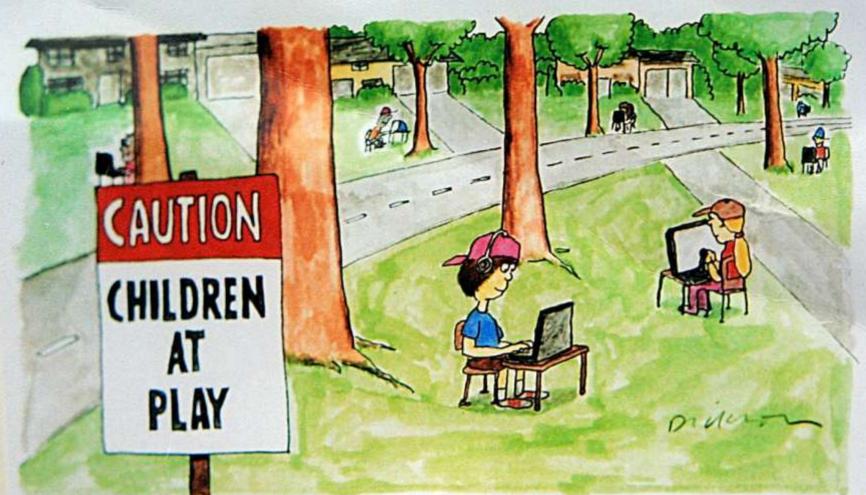
Always.











TOM DICKSON



"There is No There There"

...Gertrude Stein

Houston, Texas



<u>Fifty percent</u> of all American cities are now under concrete and asphalt.

(In Los Angeles it is now 66 percent.)



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

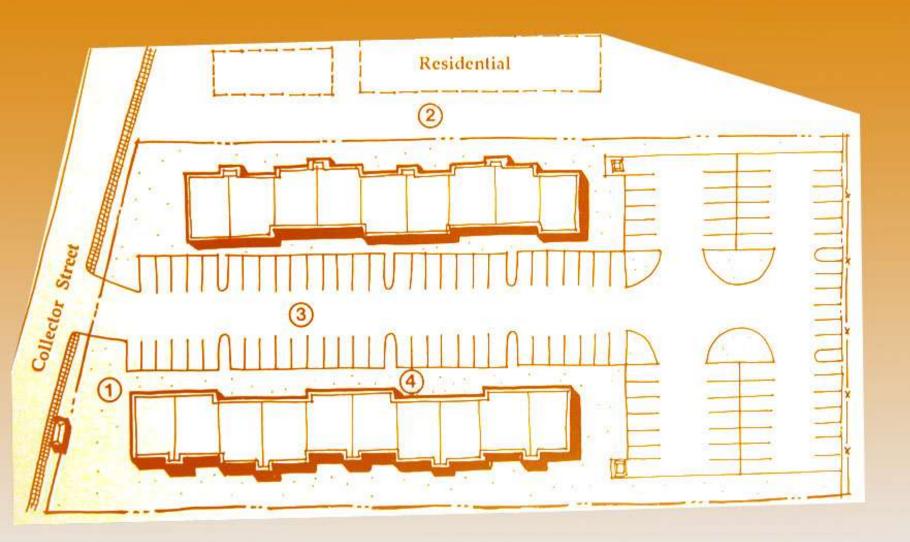
Affordable, inspiring, well maintained streets and homes.



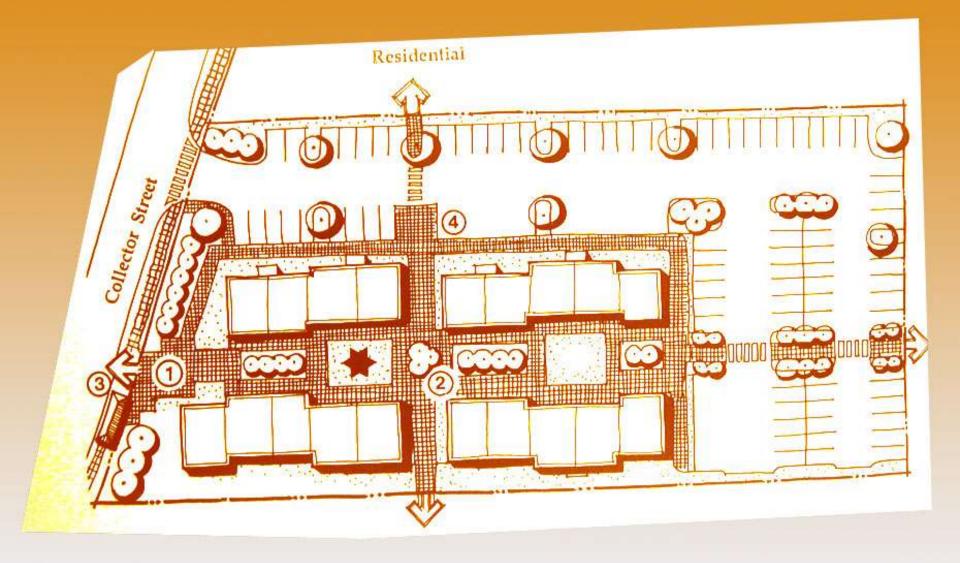
1550 feet from THE CHEERS BAR, 6 other bars, 8 deli's, 4 banks, 3 hardware stores, 2 florists, 18 restaurants, 5 churches, grocer, pharmacist, medical and dozens more.

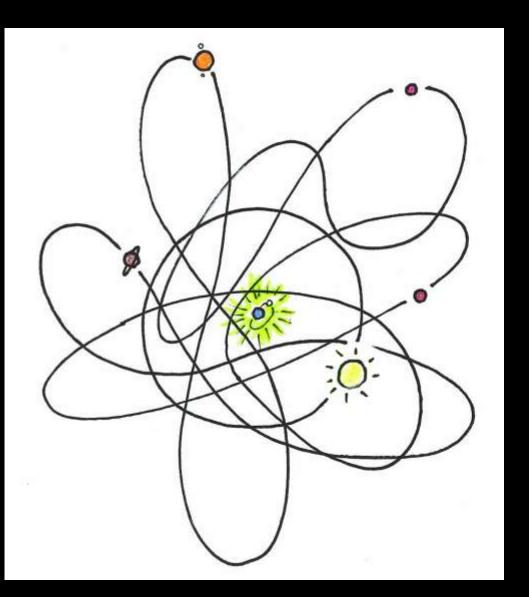


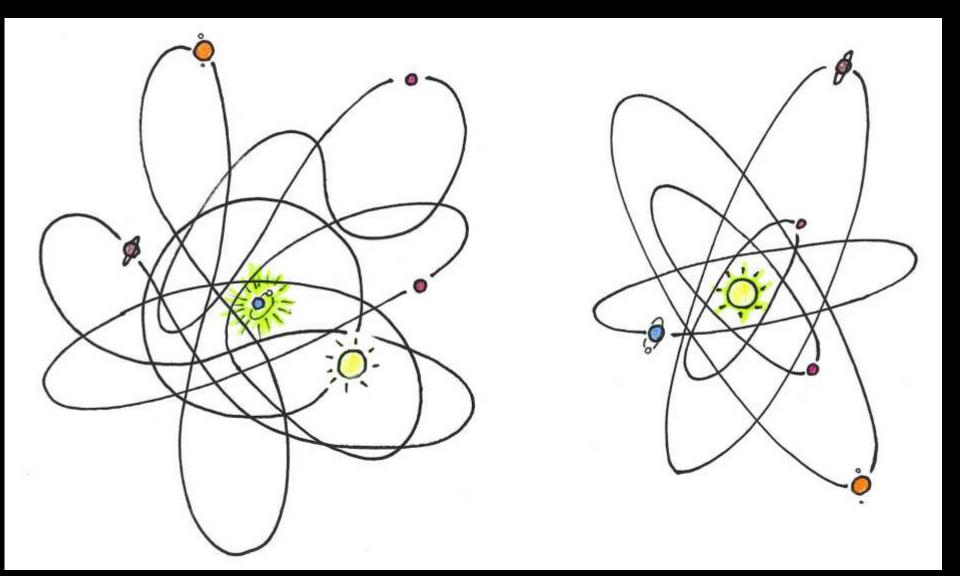
Small Apartment - Typical

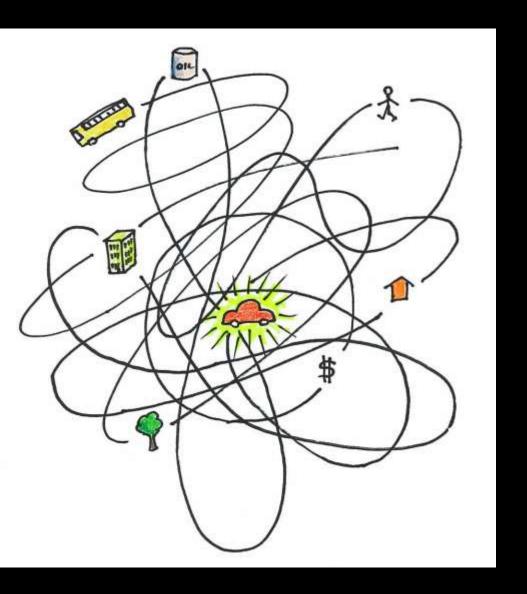


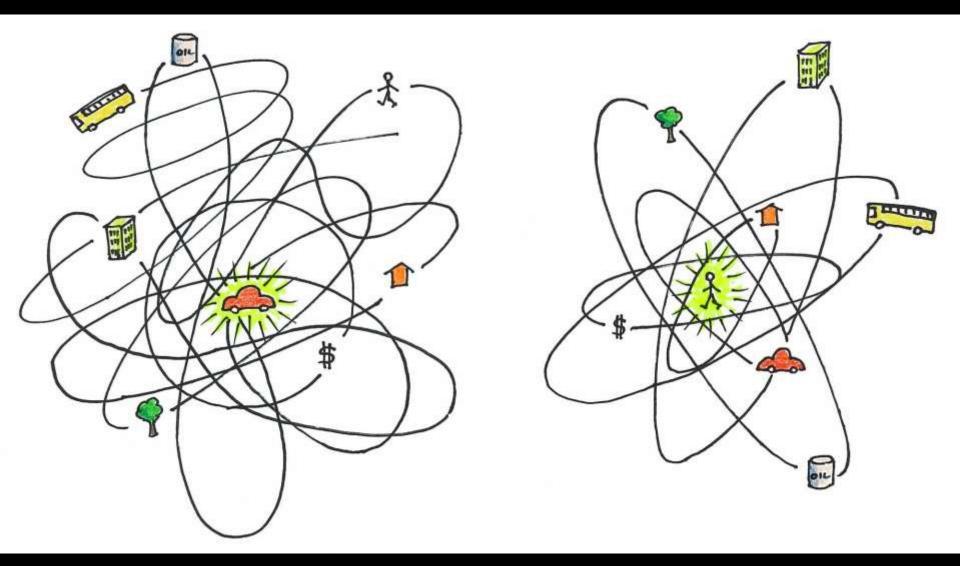
Small Apartment Complex Transit Compatible











If you plan cities for cars and traffic, you get cars and traffic.

If you plan for people and places, you get people and places.







"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.

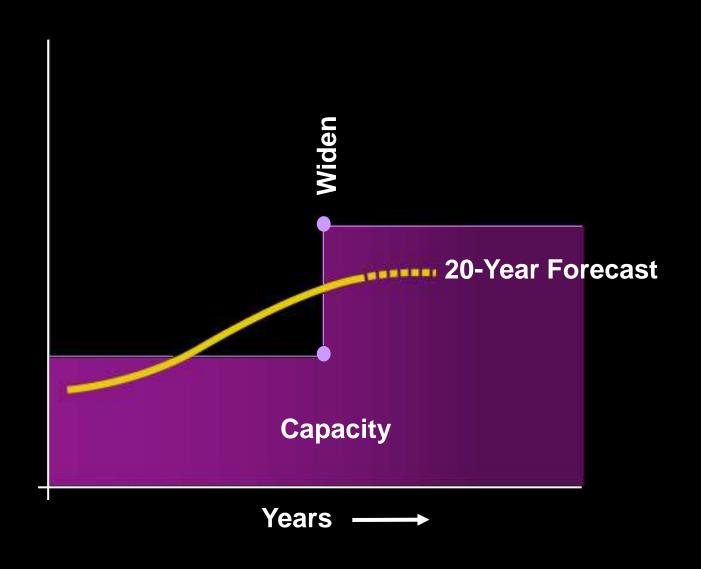
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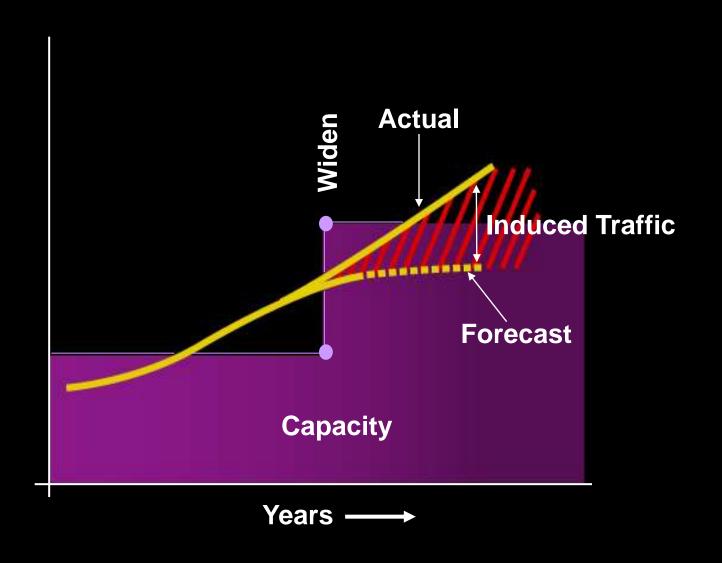
Jane Jacobs, Death and Life of Great American Cities, 1961

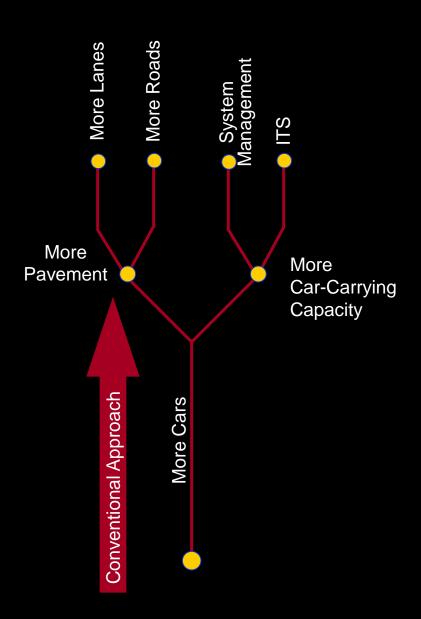


Land Use & Transportation – Ideal Traffic Planning

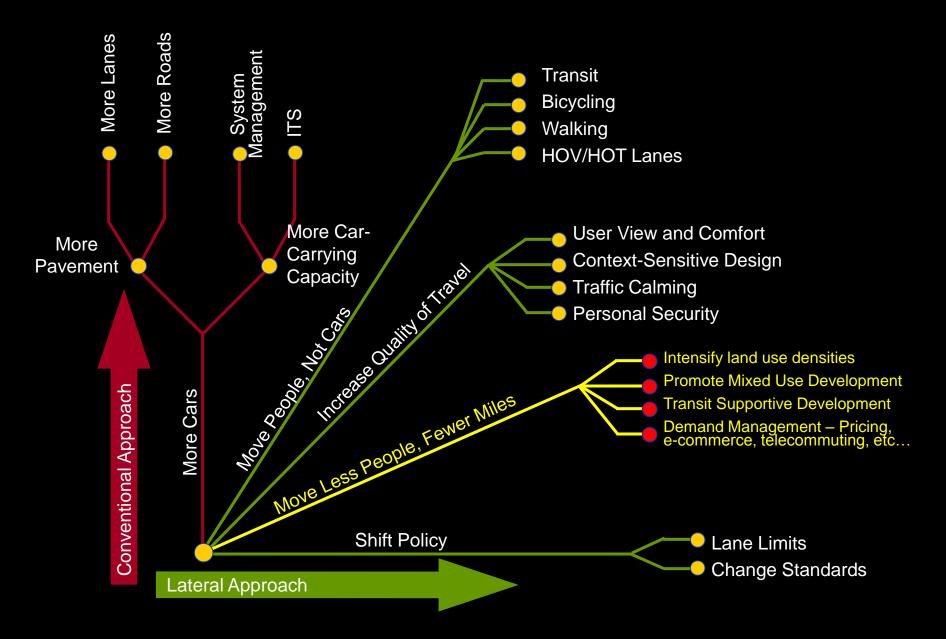


Land Use & Transportation – The Reality

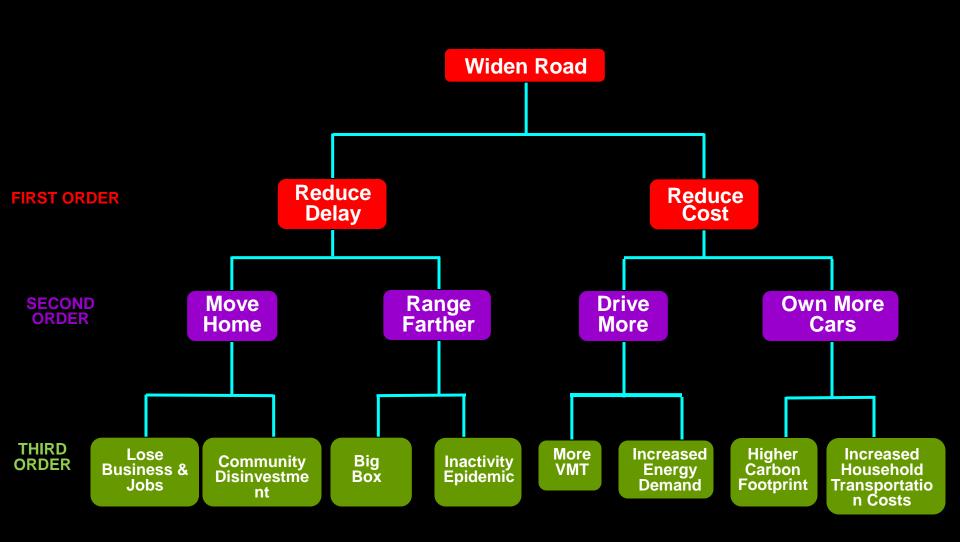




A Balanced Transportation Approach



Chain of Impacts



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.)

3,300

3,100

2,900

2,700

2,500

2,300

2,100

1,900

1,700









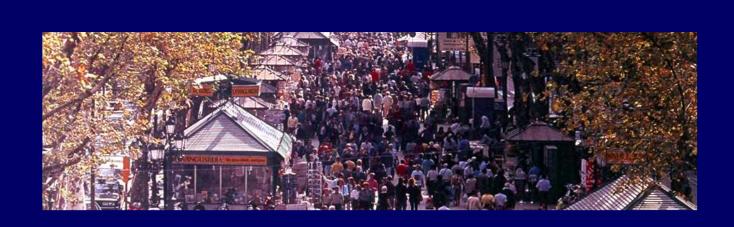
Cost Comparisons Suburban vs. Urban

	Housing Costs		Transportation Costs		Total
New York City	37.1%		15.1%		52.2%
Tampa	31.1%		25.1%		56.4%

Economics of Space

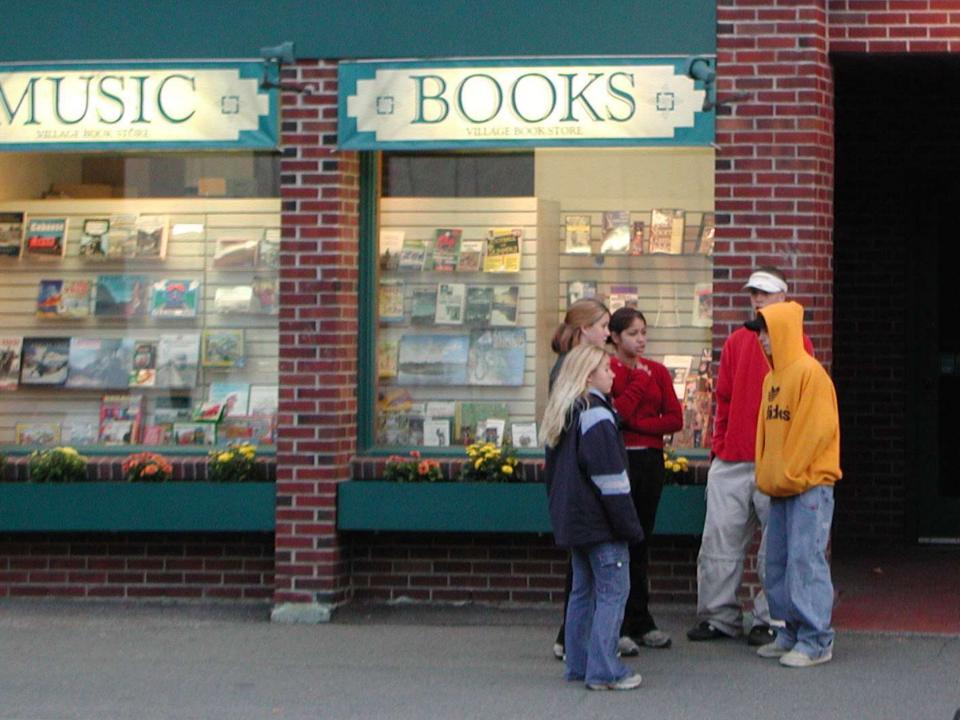


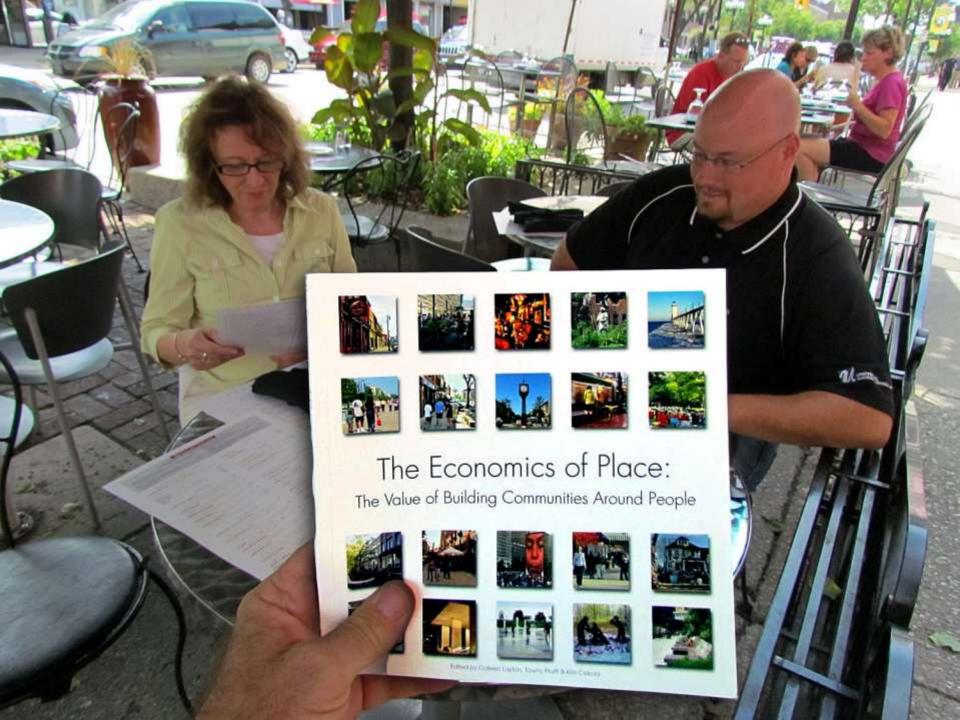
Below scene: Costs 1/5th to 1/10th to maintain as above











Complete Streets



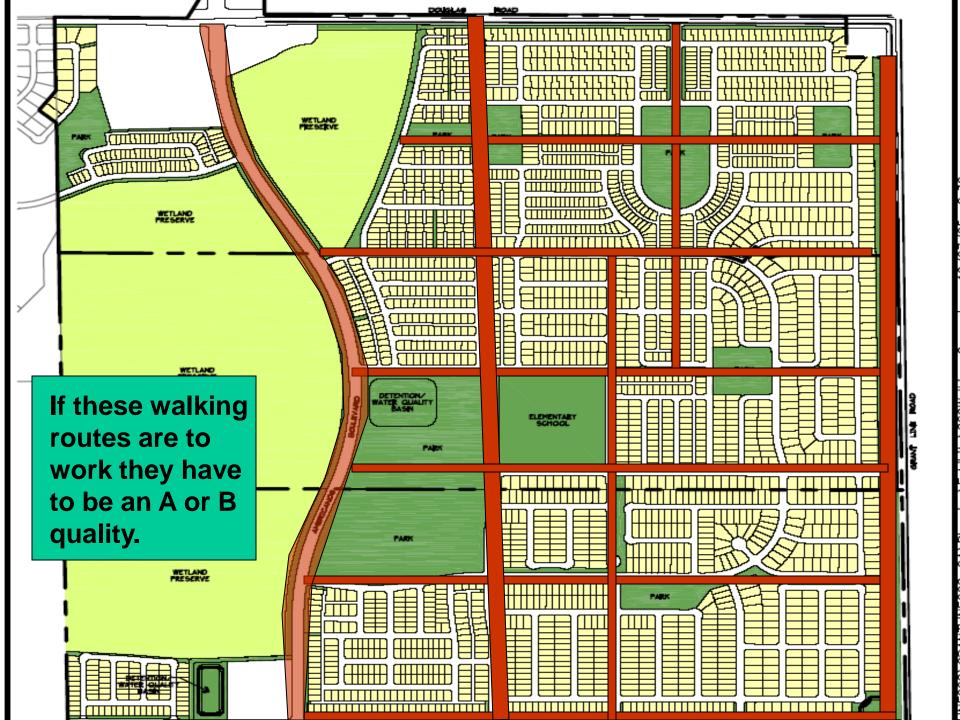






























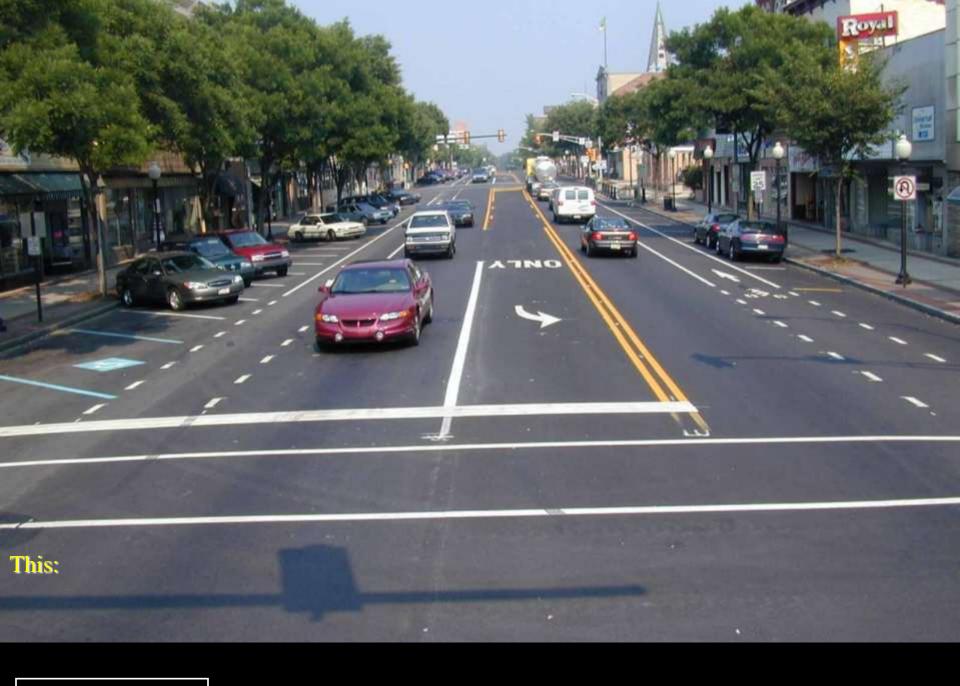








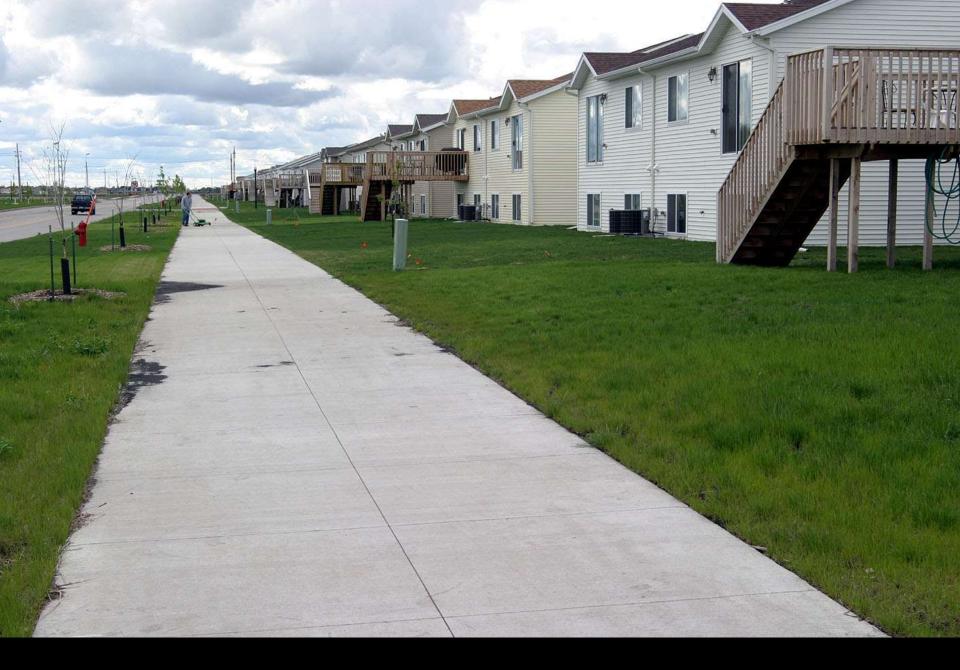








Fargo, North Dakota



Fargo, North Dakota



Bridgeport Way, University Place, Washington





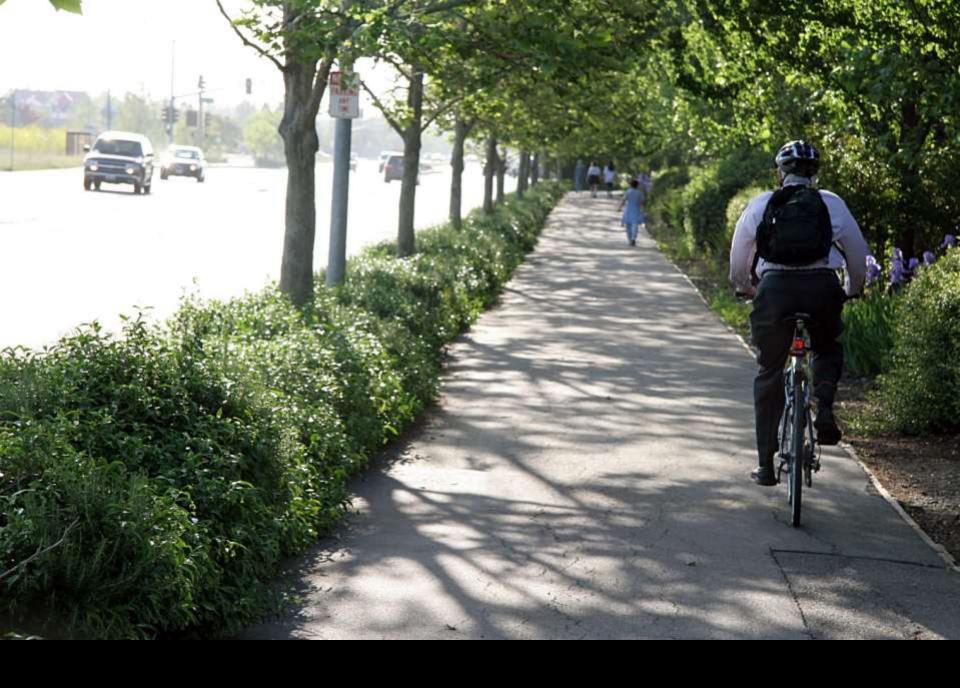


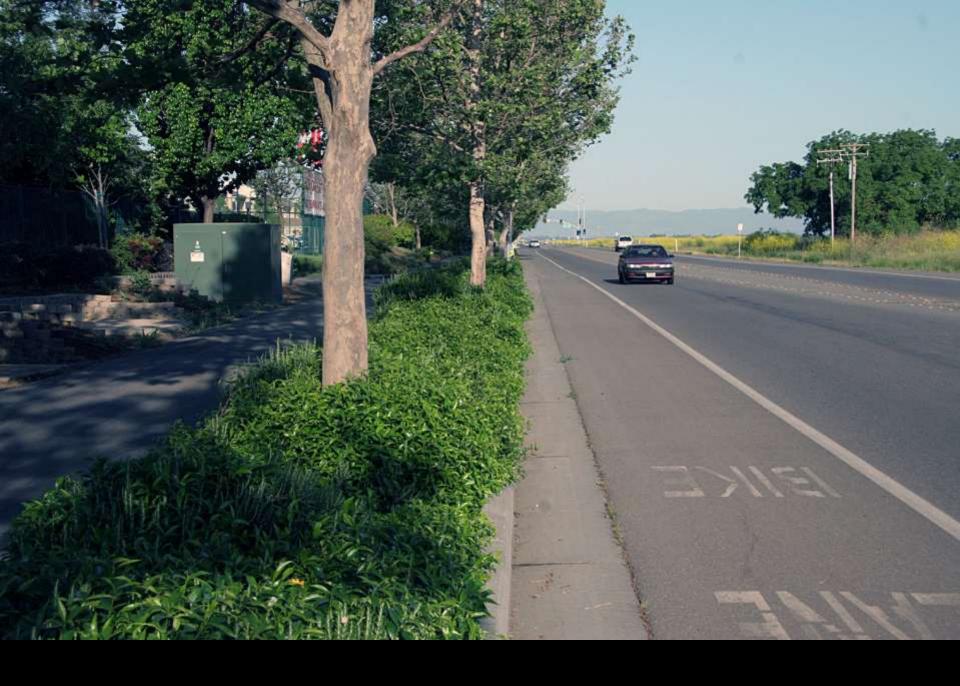




















U.S. 27, High Springs, Florida



U.S. 27, High Springs, Florida



Delft, UT Campus Holland. Example of Alternative of off-street trail system/walkway





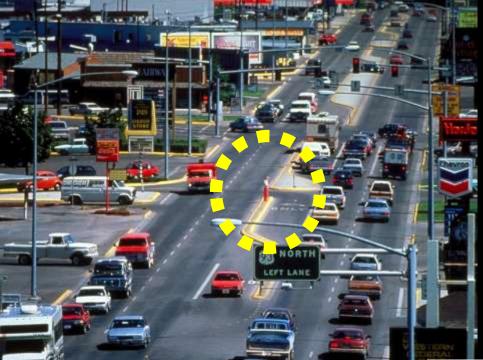












Highway 93, Missoula, Montana **USA**

Canada

Marine Drive, Dundarave, B.C.





Marine Drive, Dundarave, B.C.







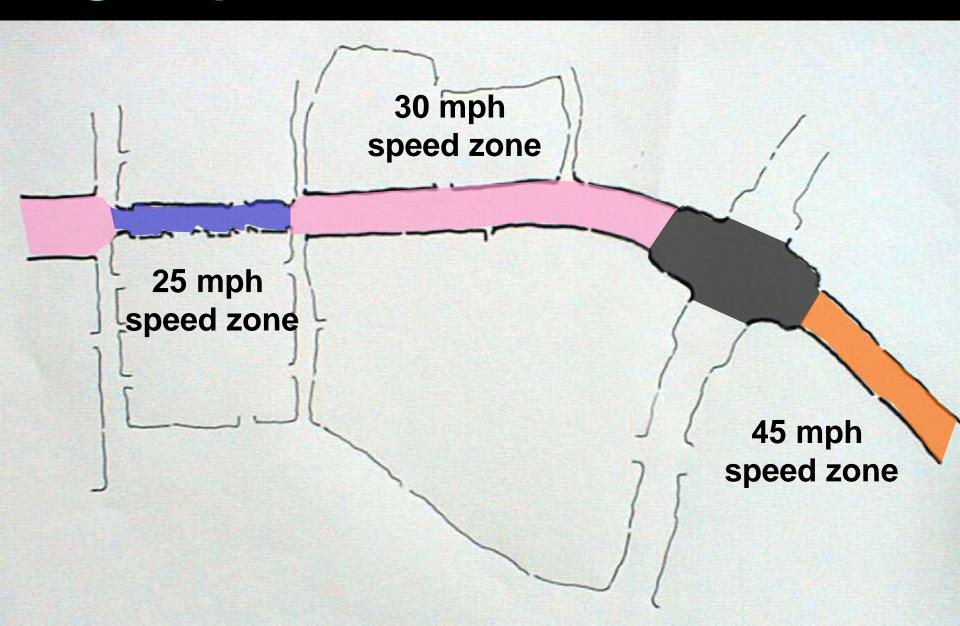


Target Speci





Target Speeds Appropriate to Land Uses

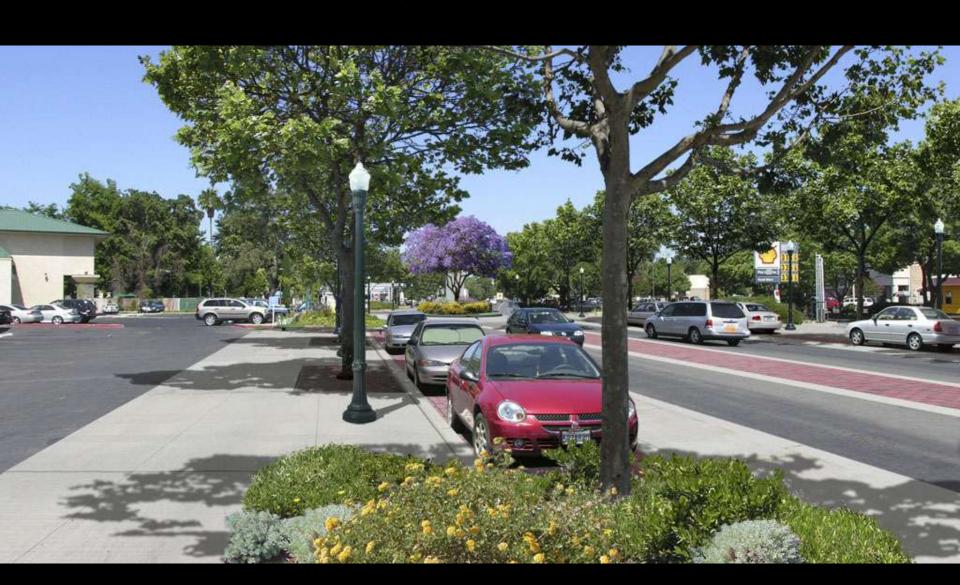




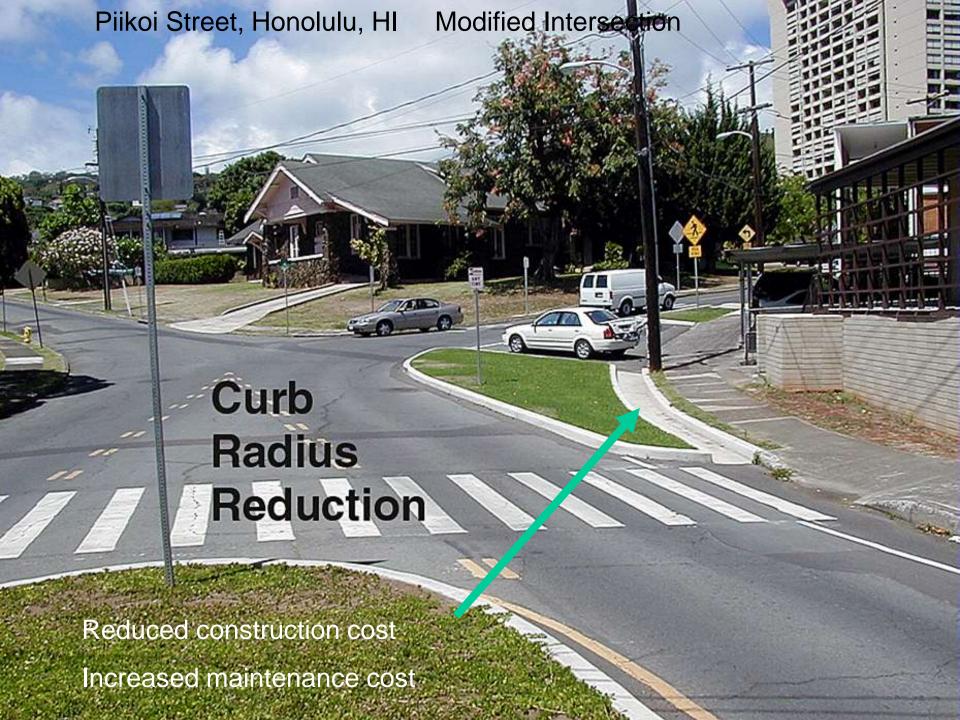








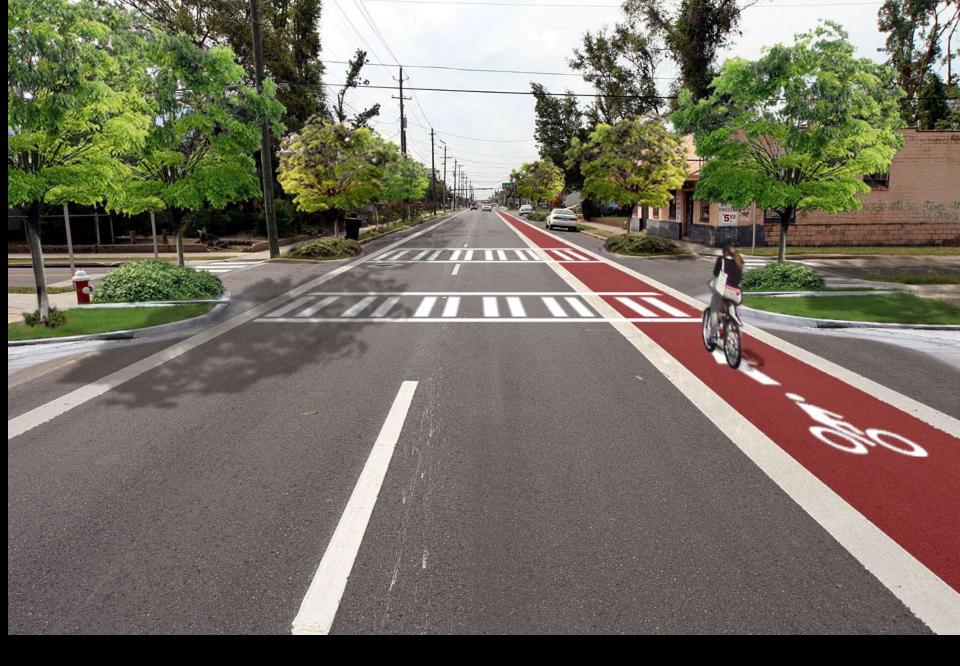




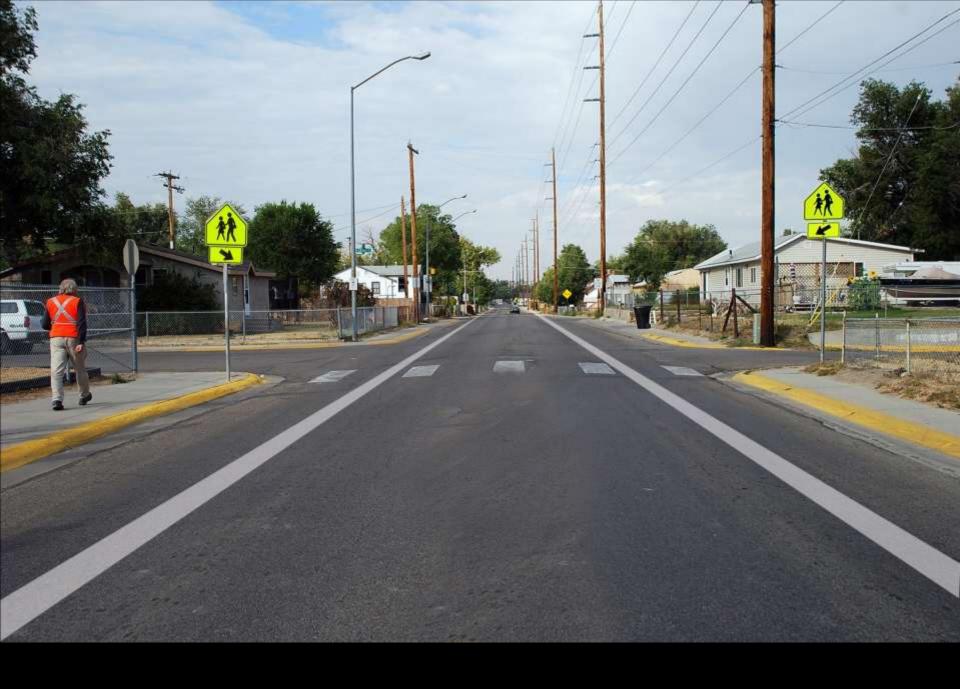


West Lafayette, Indiana (Flome of Purdue University)





























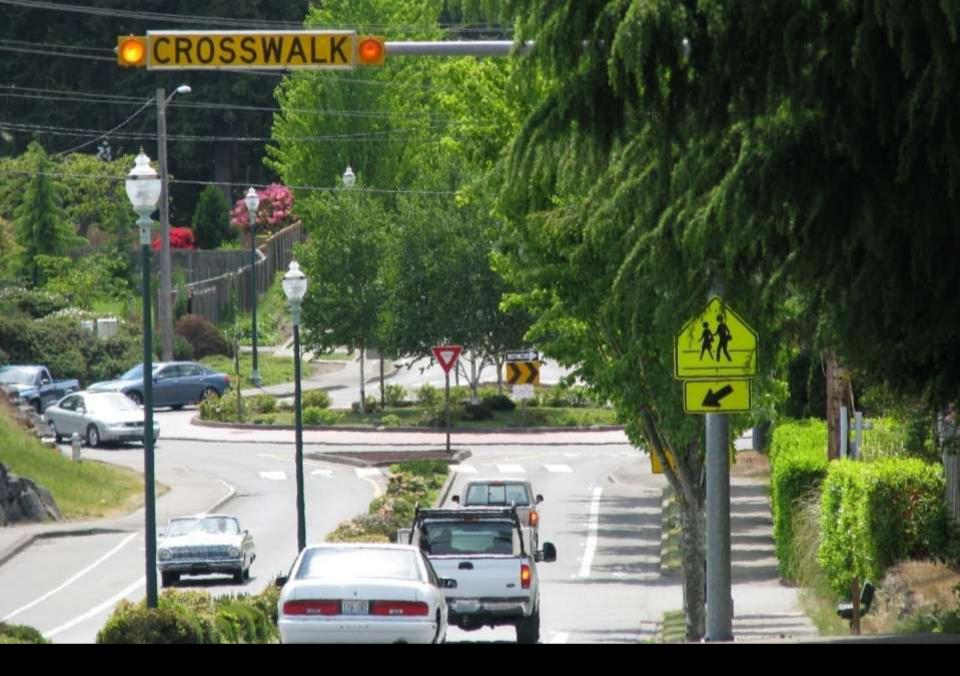








Curb-to-Curb 17 feet 38 mph running speeds



Washington's First Roundabout was placed at a school







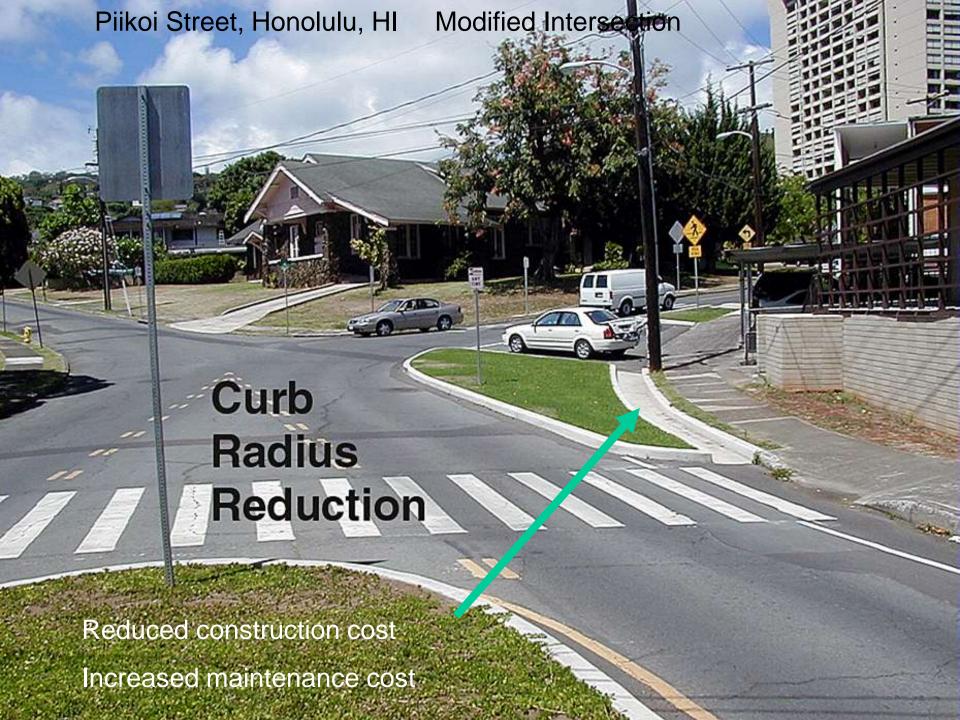








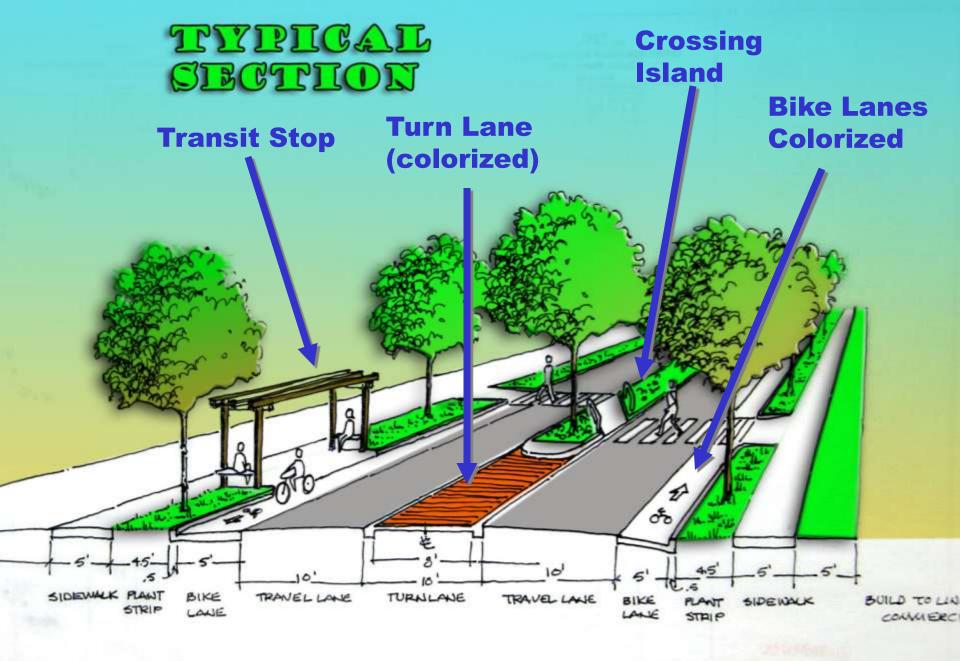






West Lafayette, Indiana (Flome of Purdue University)





Connectivity

BUTTALO MENA From the mid 52/05 1. Usin Buttalo Mena From the mid 52/05 Inches Med 12/05 Inch

nventional Versus Tradtitional Pattern

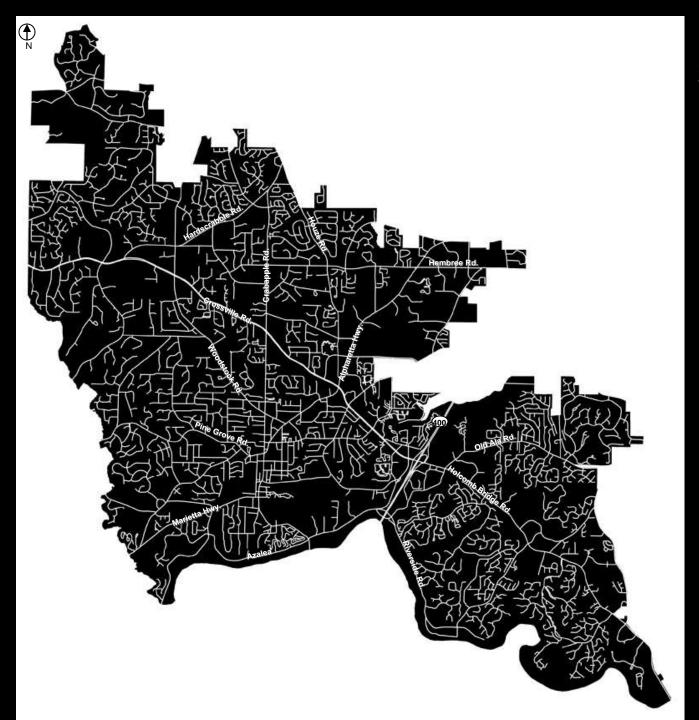
External Trips 100%



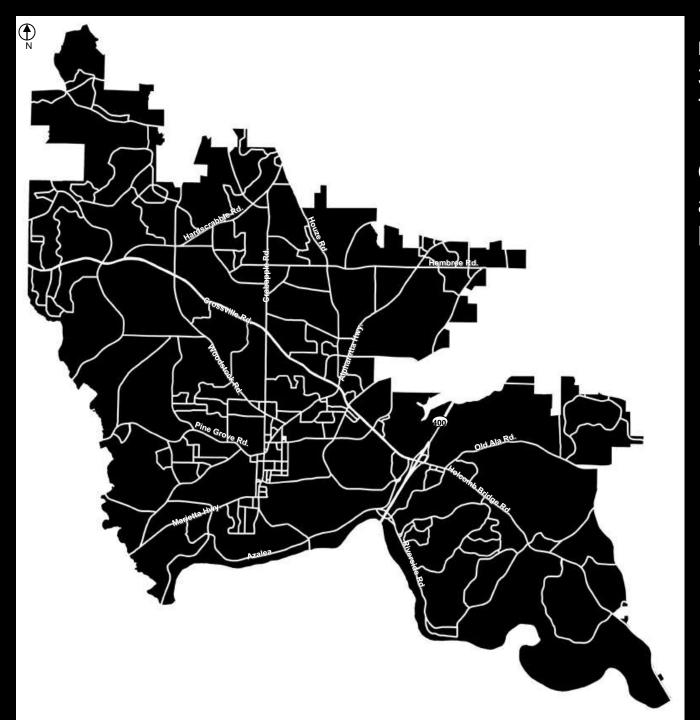
A connected network of streets (right side of drawing) with sidewalks cuts walking distances between housing, shopping, work and school.

(Source: A. Duany/E. Plater-Zyberk)





Roswell, Georgia
3,260 miles of roads



Roswell, Georgia
3,260 miles of roads
760 miles connect

Only 22% of roads are doing the heavy lifting











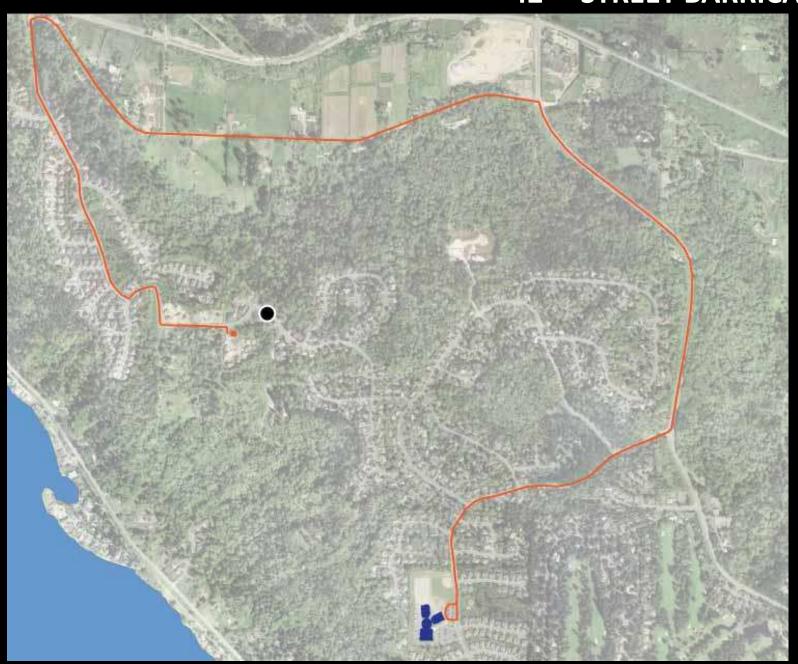


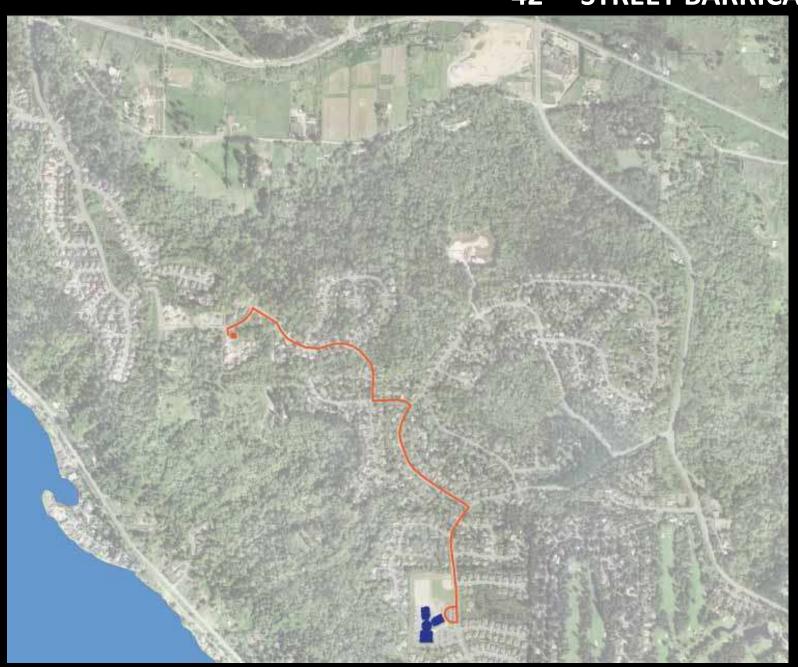






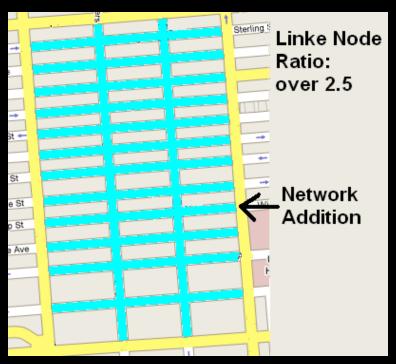




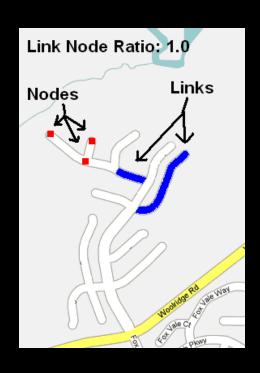




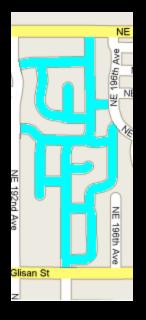
Connectivity Requirements - Examples







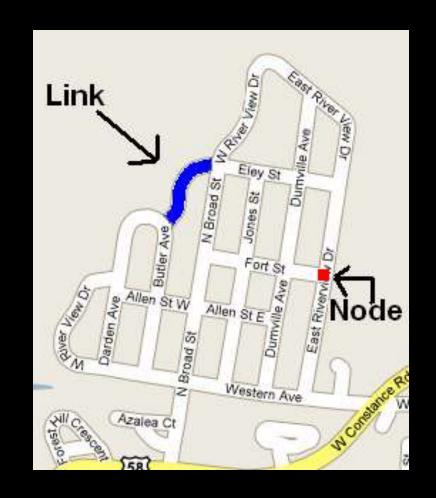
Link-node ratio of 1.44



Connectivity Requirements

Compact Area Type for Network Additions

- Link-Node Ratio of 1.6 or greater
- One external connection as well as an additional external connection and stub-out per 50 links or fraction thereof







1800 vehicles per hour per lane

800 vehicles per hour Per lane

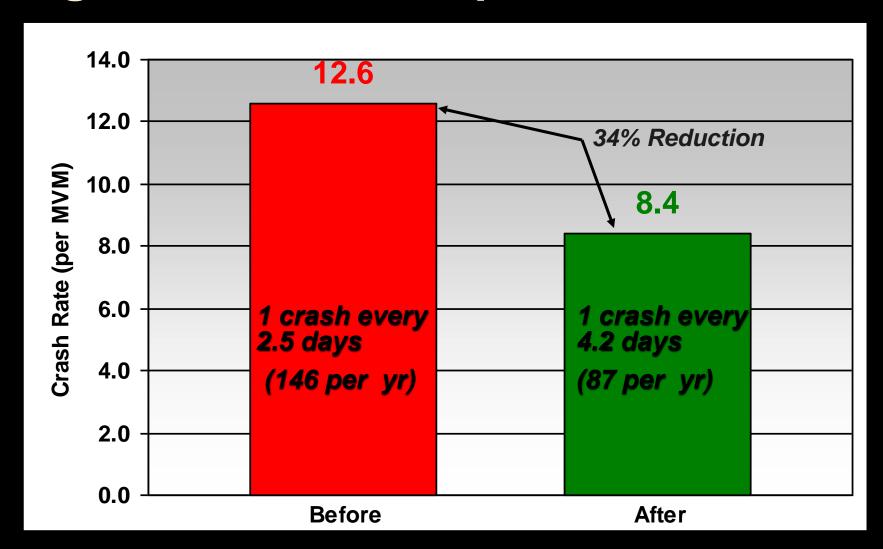




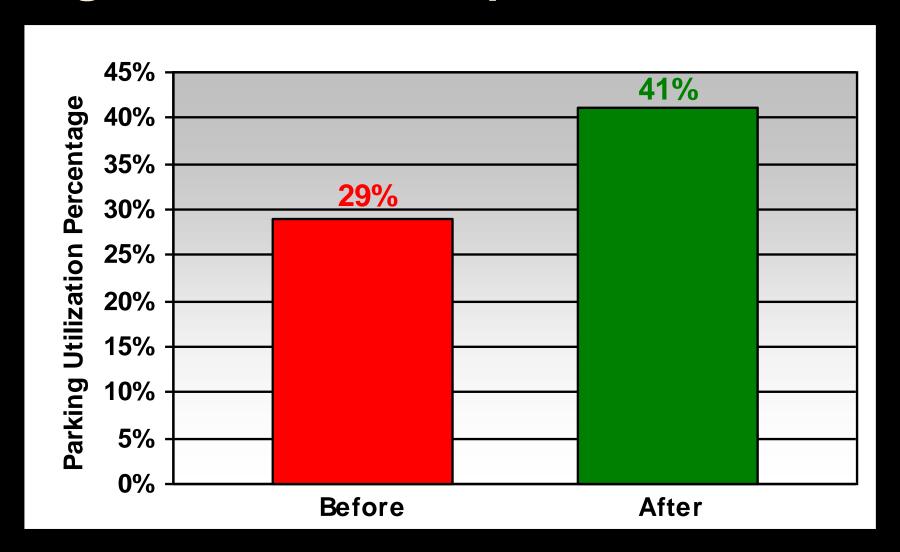
Every blizzard proves motorists prefer two lane roads

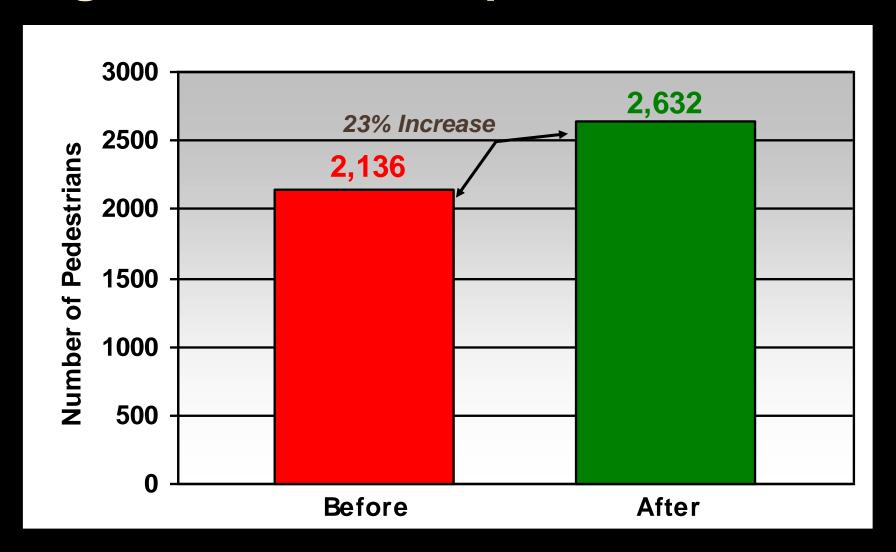
Indeed they place medians and edge buffers on 4-lane roads when they get to design them (before snow plows arrive). So why not convert to 2-3 lanes, when conditions allow?

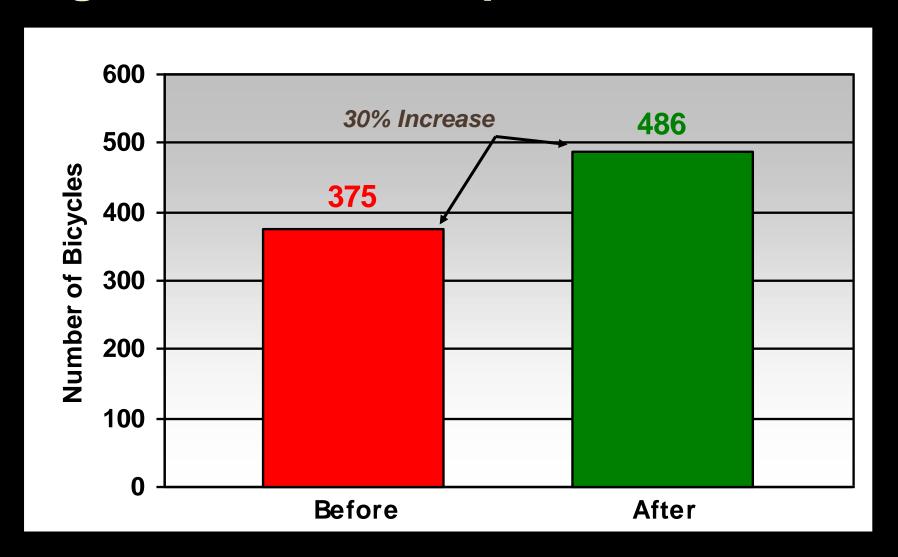




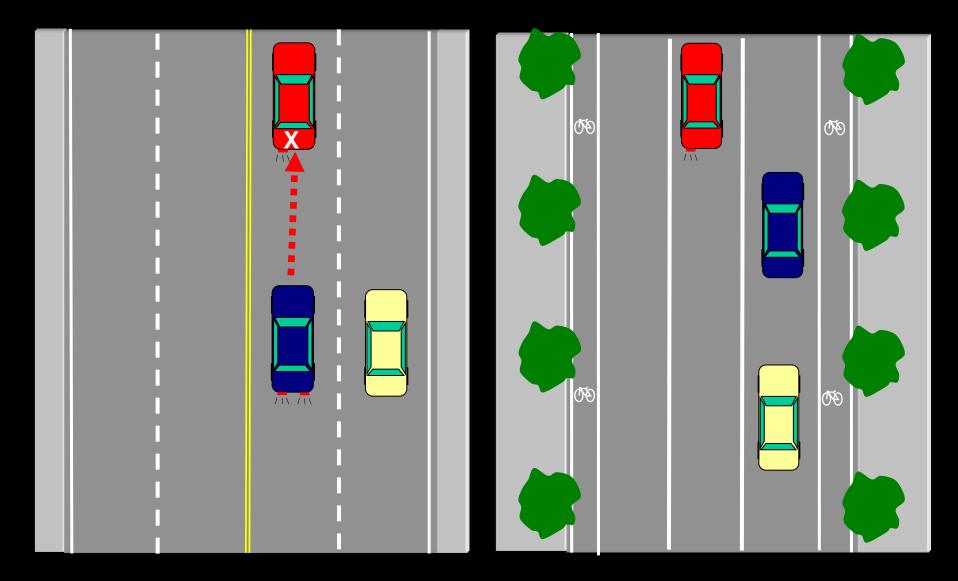
- Crash Rate declined by 34 percent
- Injury Rate declined by 68 percent



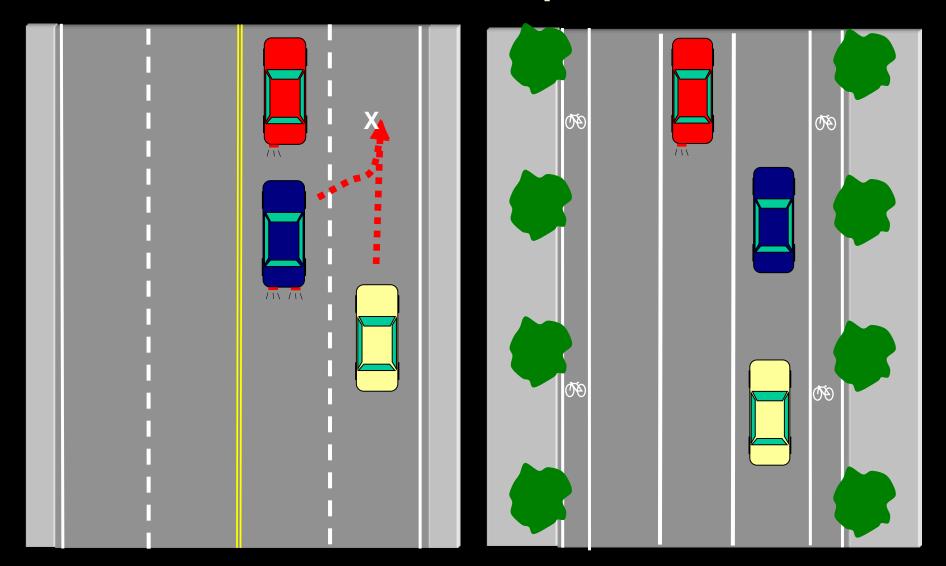




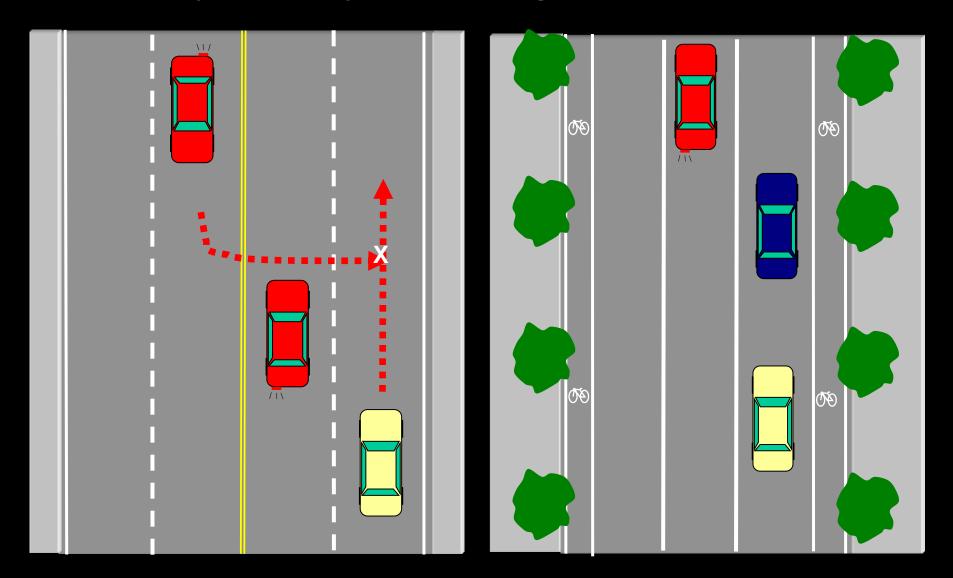
3 crash types can be reduced by going from 4 to 3 lanes: 1 – rear enders



3 crash types can be reduced by going from 4 to 3 lanes: 2 – side swipes



3 crash types can be reduced by going from 4 to 3 lanes: 3 – left turn/broadside





ROUNCA MOUTS ROUNCE ROU











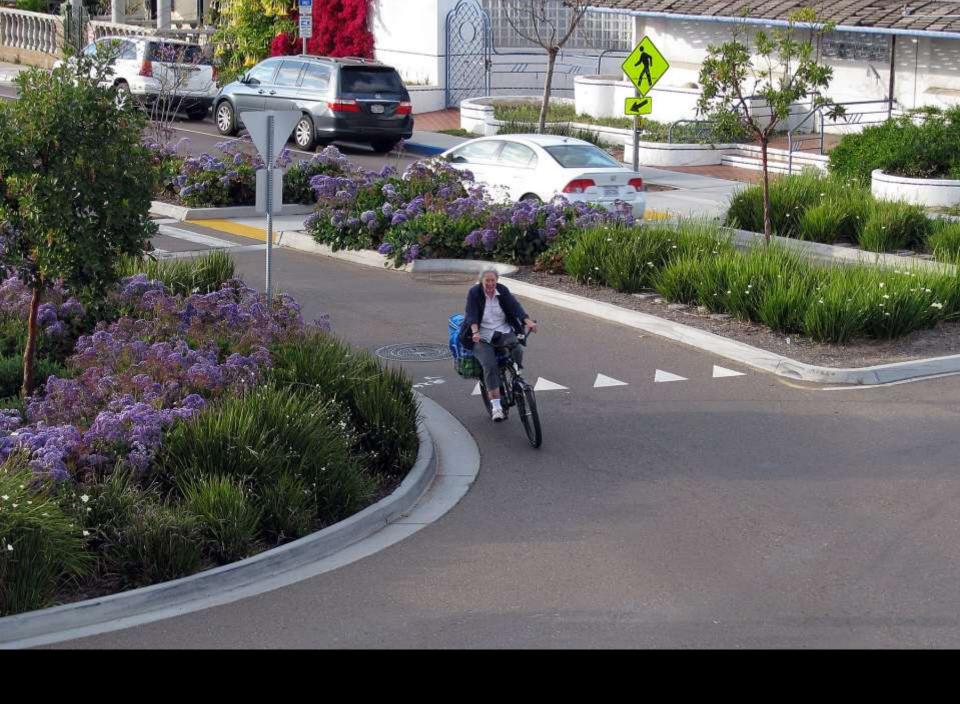














































Mini-Circles Min-Circles





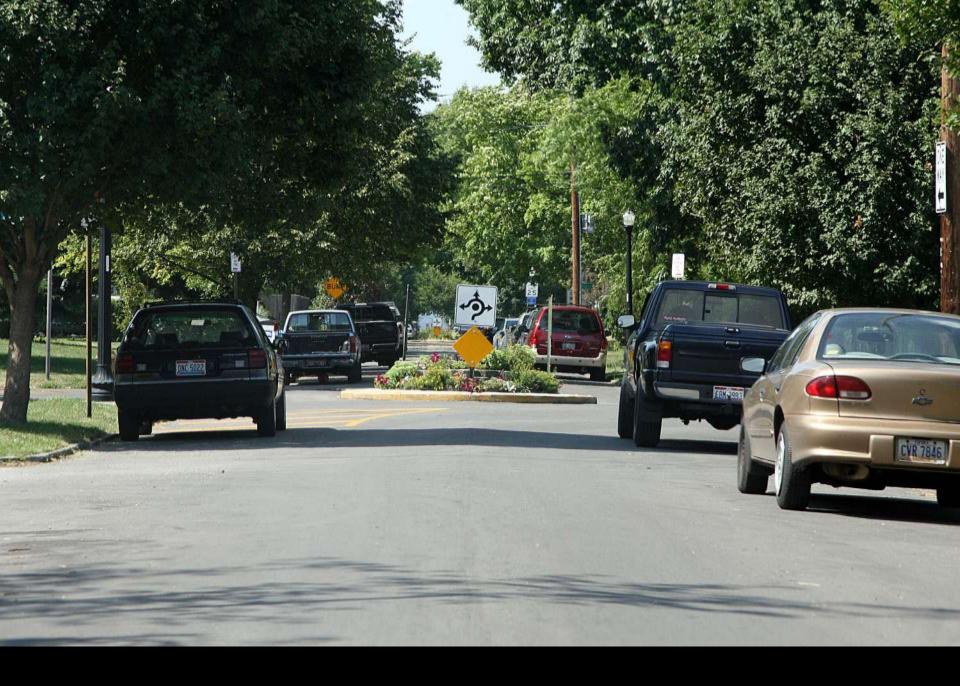










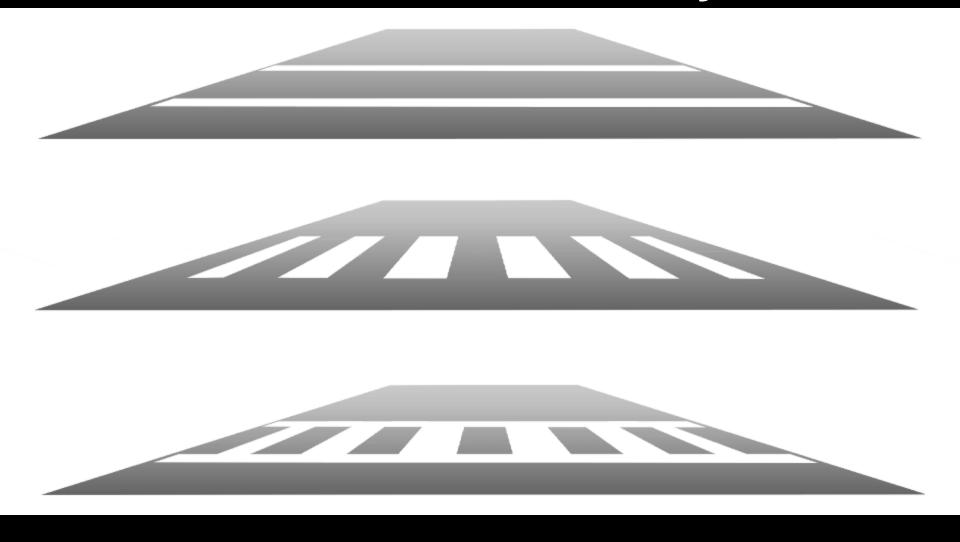




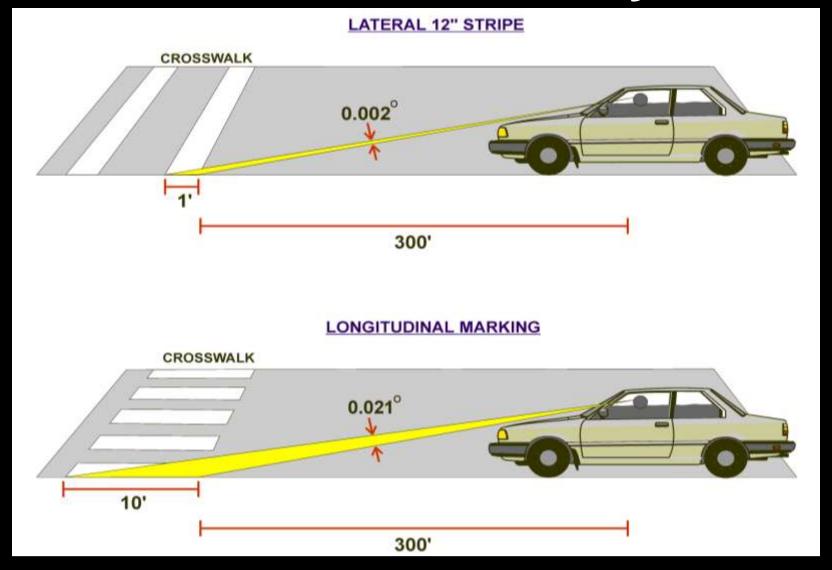




Crosswalk Visibility



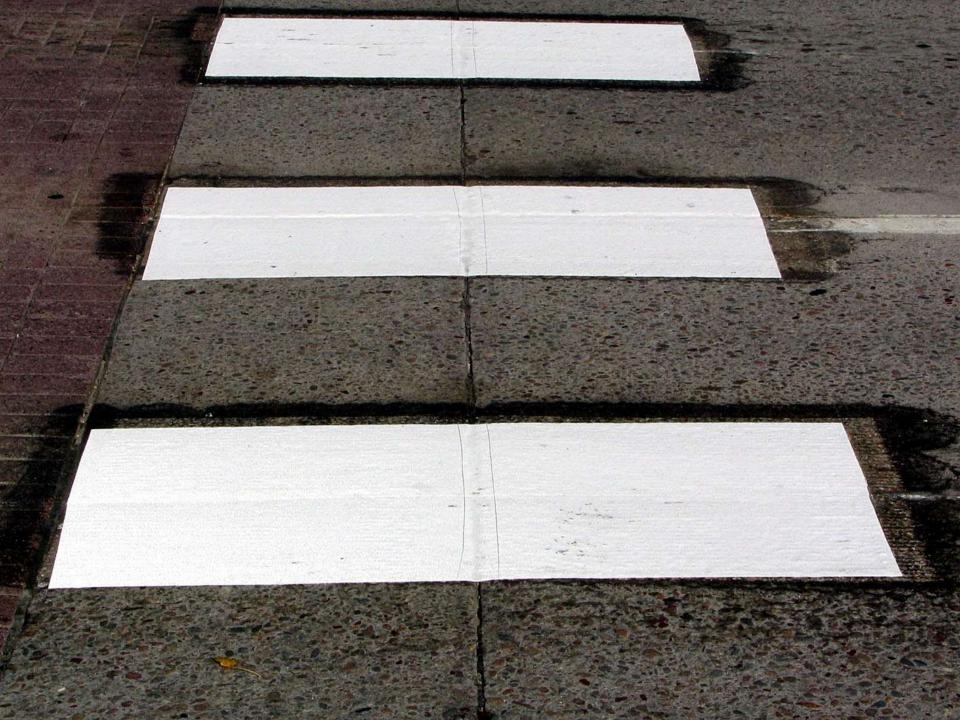
Crosswalk Visibility



Longitudinal markings are more visible to driver from afar











Medians and visual tightening (of lanes) (best when in curve)

Schools



















Golden, Colorado



Mayfind ing Mahamatana







Wayfinding Principles

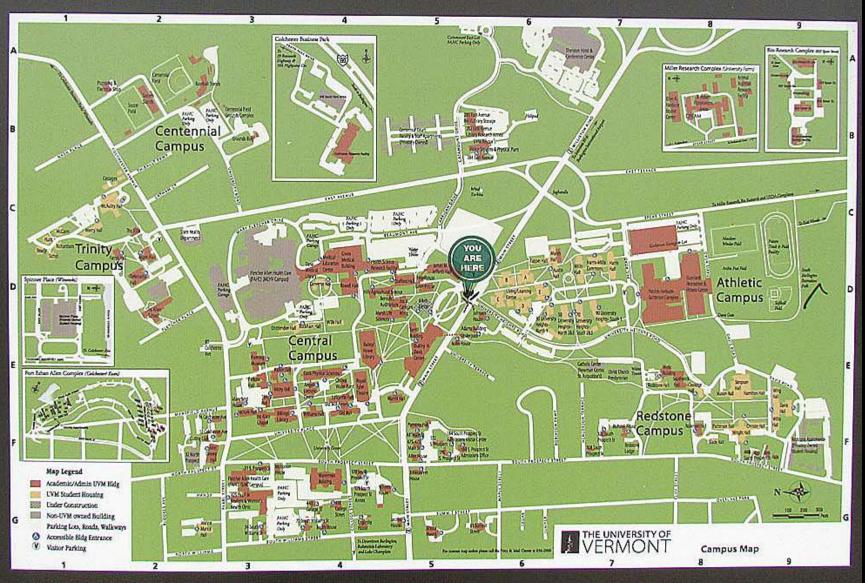
1. Be attractive







The University of Vermont CAMPUS MAP



The University of Vermont

PARKING & CATS SHUTTLE STOP MAP

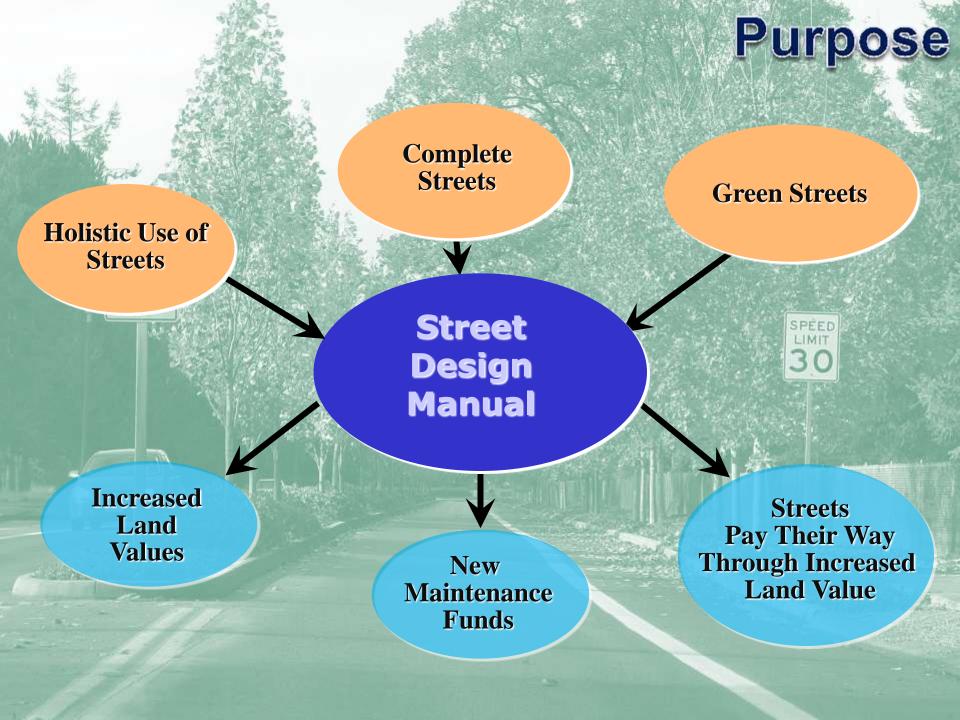




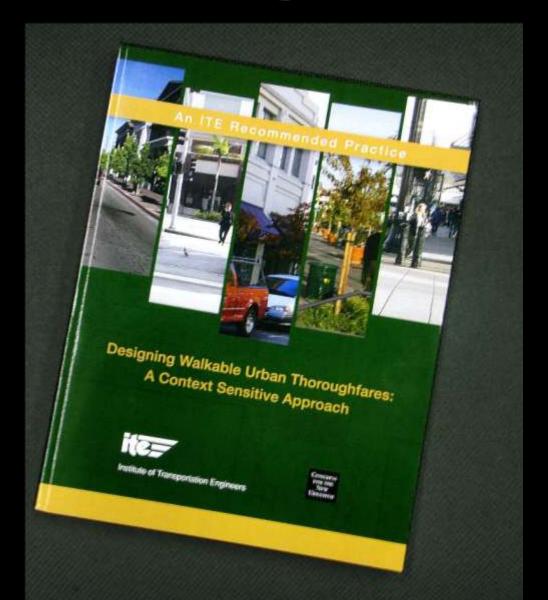








Designing Walkable Urban Thoroughfares



For further information contact:

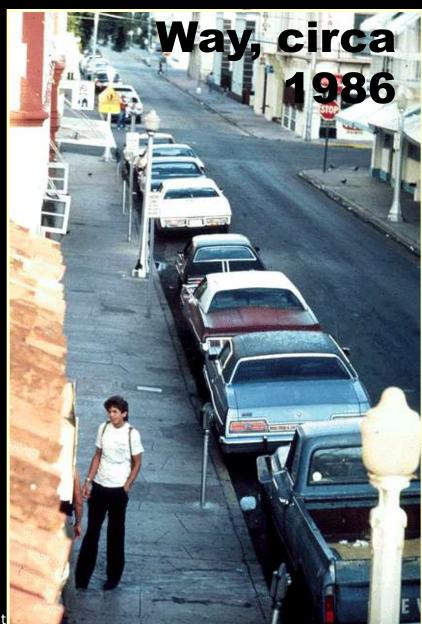


Ambassador's Program in June Stand by for dates!!!

Dan Burden, Executive Director, Walkable and Livable Communities Institute, www.walklive.org

Before and After





© Citizen Planner Instit







South Beach, Florida

Ocean Drive

