

Livable Community Principles

Encourage Your Hopes
Not Your Fears

Memphis, Tennessee
June, 2005

Dan Burden, Glatting Jackson and Walkable Communities, Inc.



What is the Purpose of Cities?



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

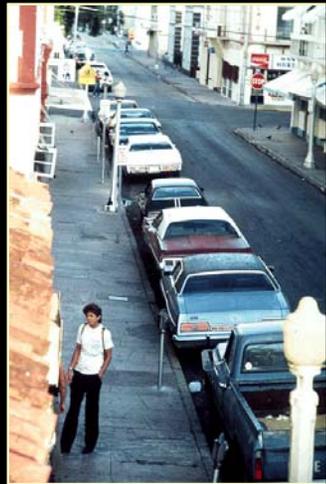
The role of transport is to maximize exchange.

....David Engwicht





Before and After





The Only Constant is CHANGE

In the **past** fifty years transportation planners/engineers **have**:

Reduced parking for safety

Reduced trees for safety

Reduced lanes for safety

Widened lanes for safety

Widened shoulders for safety

Takesidewalks for capacity

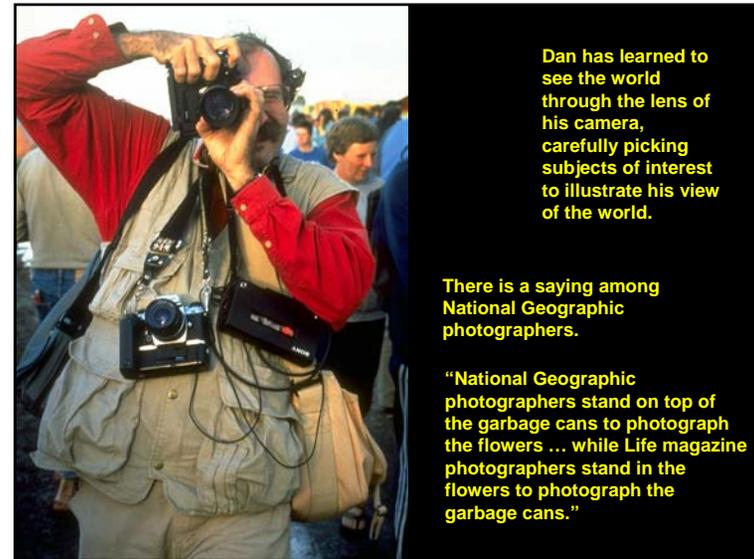
*In the **future** traffic planners and engineers **will** be expected to **take** into account the **quality of life** of cities and quality of life.*



Debbie -- Retired School Teacher

Painted rainbow crosswalks throughout town

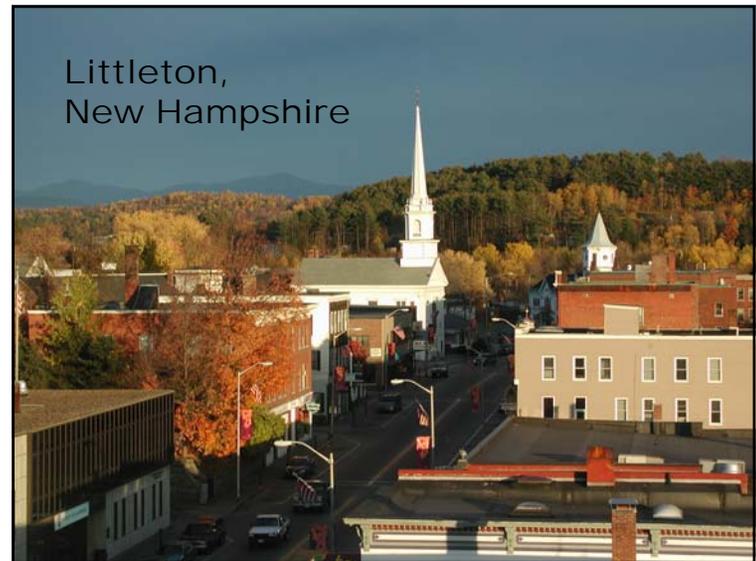


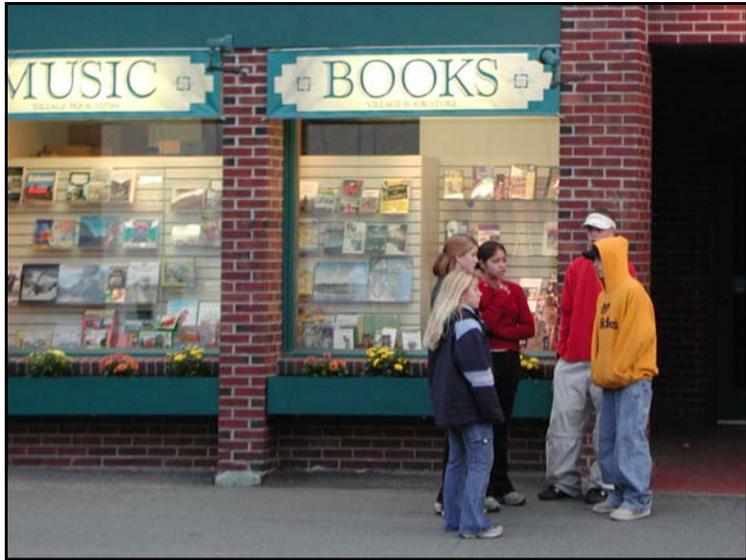


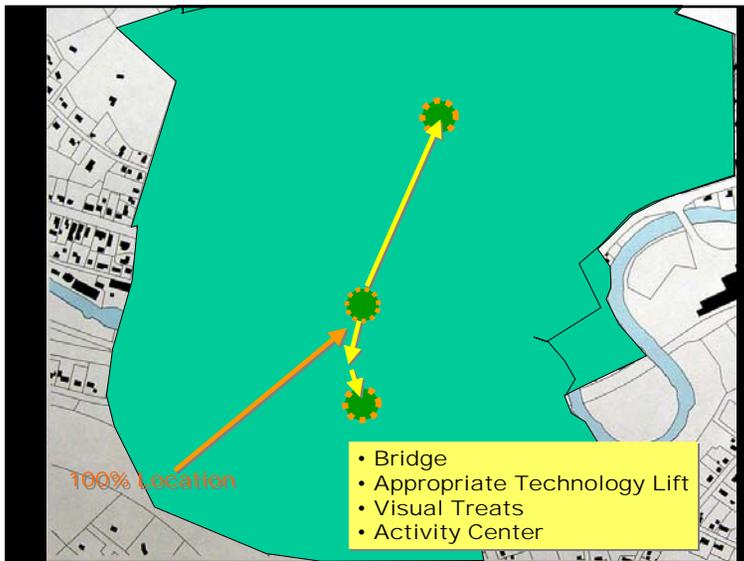
Dan has learned to see the world through the lens of his camera, carefully picking subjects of interest to illustrate his view of the world.

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.”







The World is Changing
Expect:

Option One:

*25% more traffic every ten years.
More intersections failing.
More people spreading out into
canyons, ridges and other high risk
locations.*

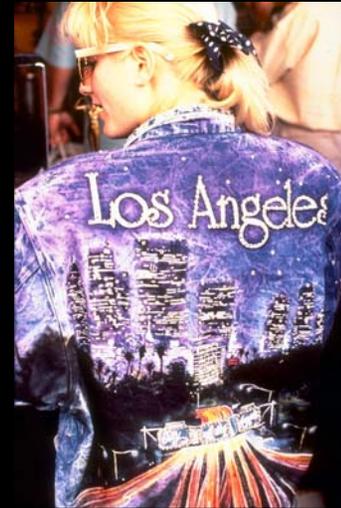


Also Expect:
*More cars per household
Limited new lanes and limits on
intersections being rebuilt
More demand for slowing traffic
More demand for traffic to stay in motion
More demand for safer streets
More demand for quieter streets*

Los Angeles, Then



Los Angeles, Now



Option Two:

Return to Traditional streets and land uses

More connectivity

More walking, bicycling and transit

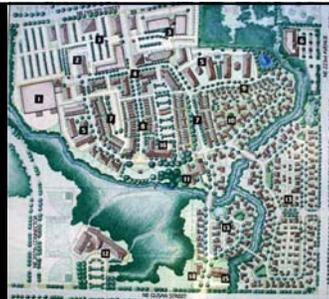
People living closer to services, shorter trips by time and distance

More funding for well located engine houses

Improved and more appropriate equipment

More ways to respond

Fewer personal injury auto crashes



Tennessee Avenue, Tallahassee, Florida

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



Today people are returning to cities ...

... for their health

Portland, Oregon

Place Versus No Place



1910

2000

Corner of Division Avenue and Fulton Street

Grand Rapids, Michigan

At one time all buildings were built for walking speed

Then with the higher speed of the auto we designed buildings with less detail, for the auto.



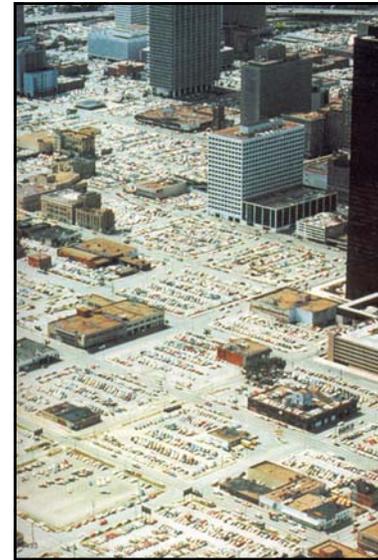
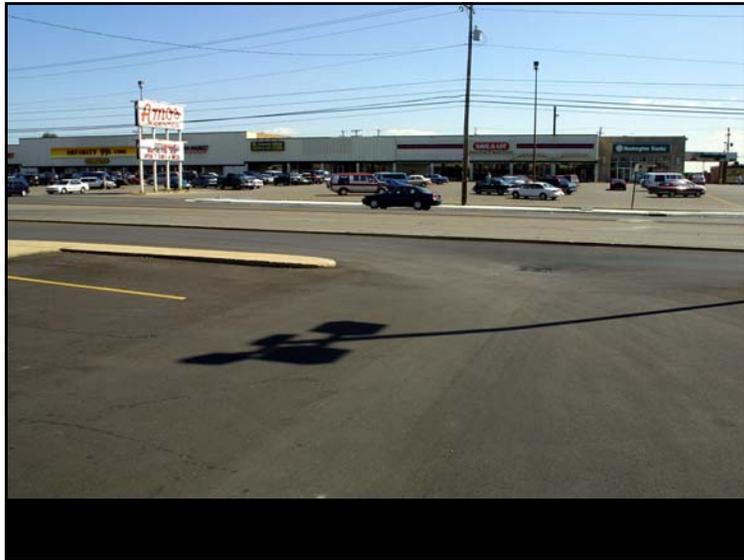
If it weren't for the damn pedestrian there would be no traffic problem in Los Angeles...

... 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





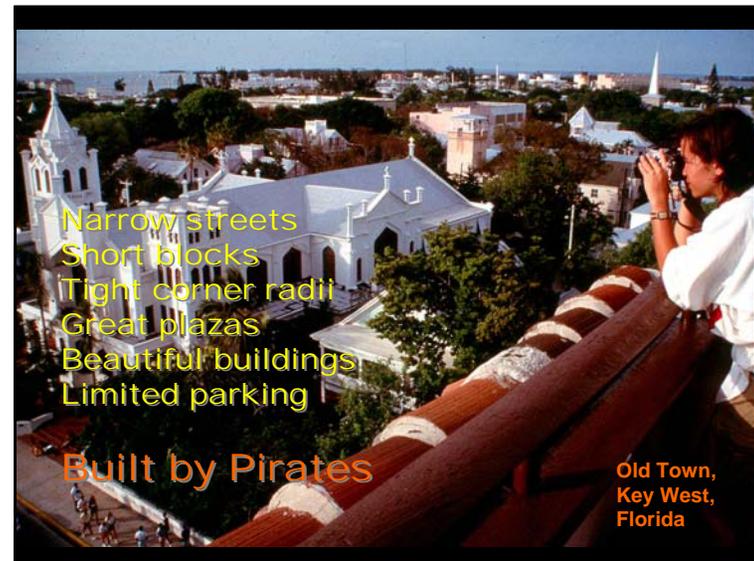
America's high level of dependence upon the automobile has lowered the standard of living, snarled traffic and lowered air quality.

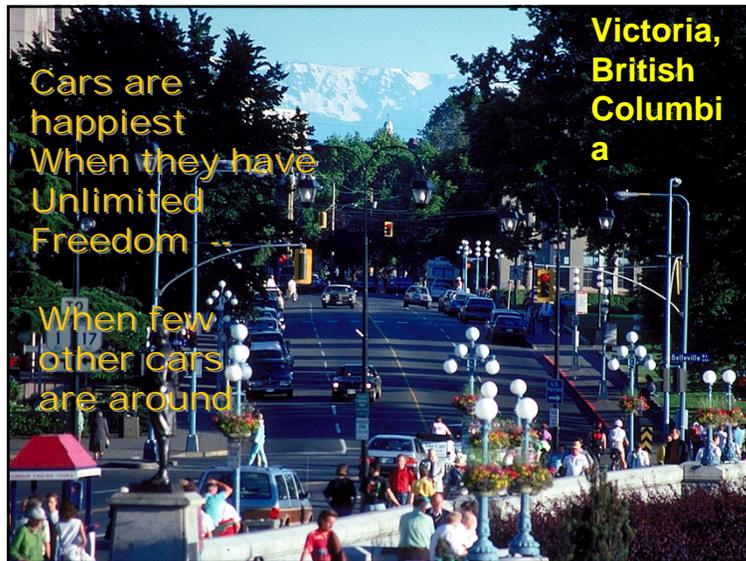
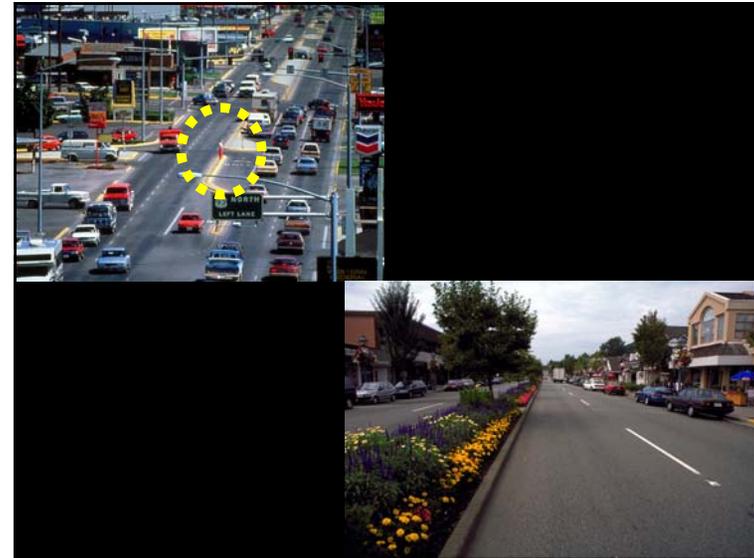
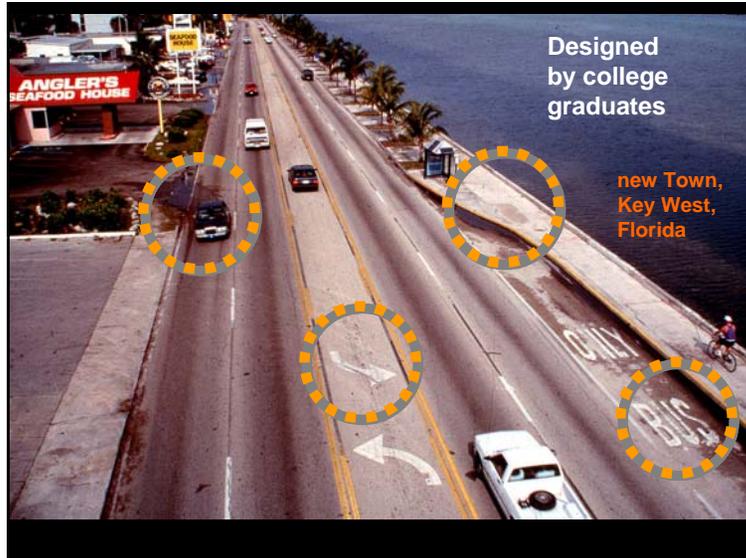


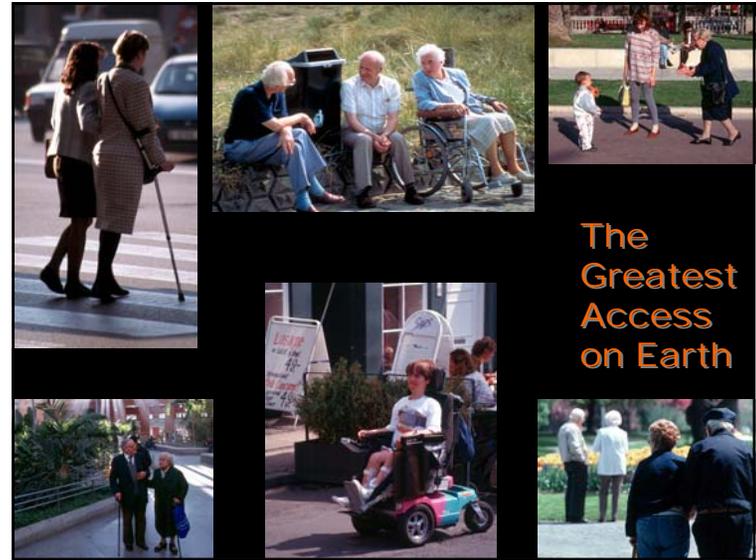
"There is No There There"
...Gertrude Stein

Houston, Texas

Fifty percent of all American cities are now under concrete and asphalt.
(In Los Angeles it is now 66 percent.)







National Health Epidemics

- Diabetes
- Overweight
- Heart Failure
- Depression
- Hypertension
- Isolation
- Asthma
- Poorly Developed Neural Pathways
- Lack of Association



Point 1:
It's not just an obesity epidemic. It's an epidemic of physical inactivity.



Is Physical Inactivity Really a Problem?



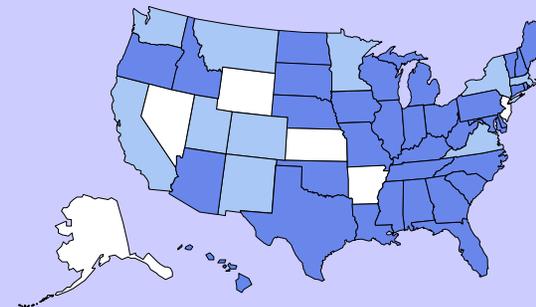
Sources: U.S. Surgeon General

- 29% of adults are sedentary
- 73% are not active enough
- 36% of young people in grades 9-12 do not participate in vigorous activities 3 or more days a week
- One-fourth of those aged 6-17 are already overweight

Obesity* Trends Among U.S. Adults

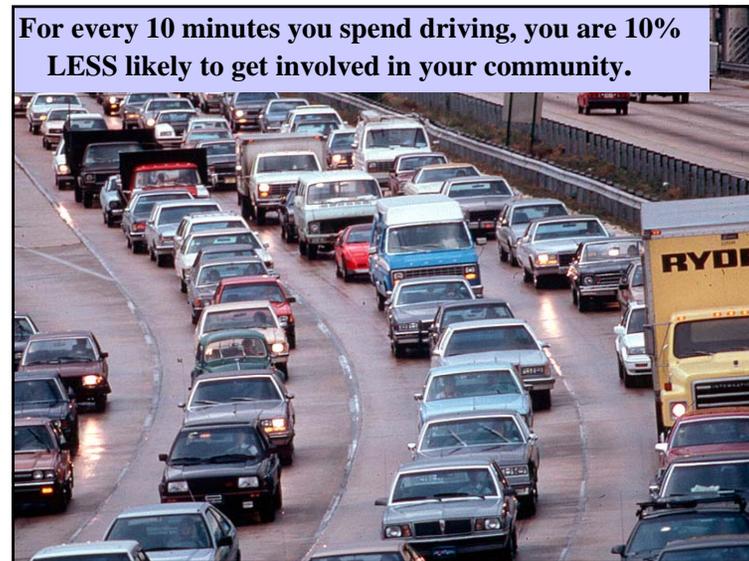
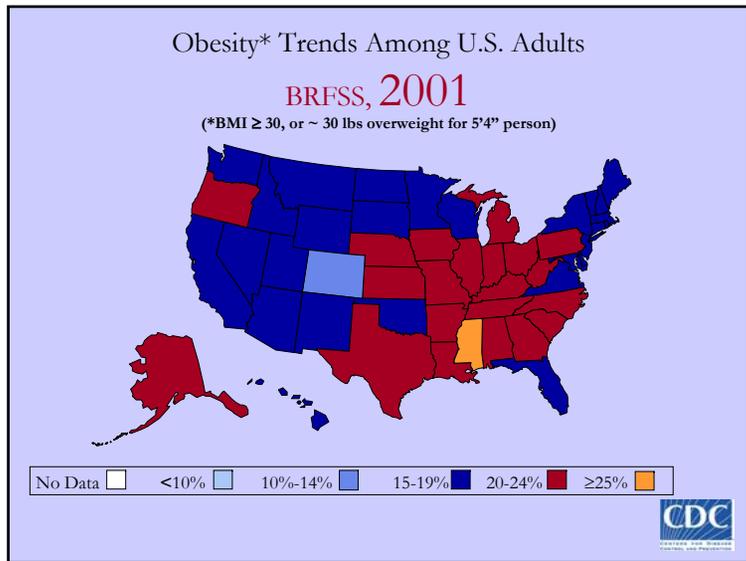
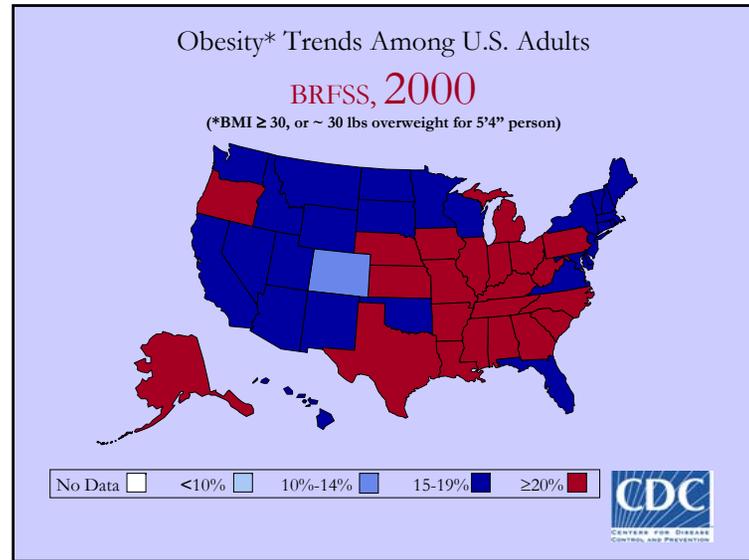
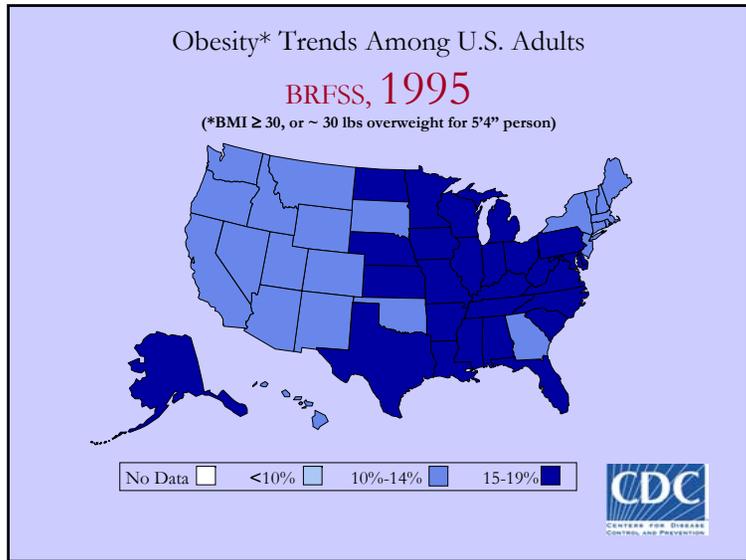
BRFSS, 1990

(*BMI ≥ 30, or ~ 30 lbs overweight for 5'4" person)



No Data <10% 10%-14% 15-19%





Building from our Values





People Active Transportation By Design

A horizontal row of five small, square images. From left to right: 1. A person in a yellow shirt and helmet riding a bicycle. 2. A person pushing a stroller on a sidewalk. 3. A group of people walking together on a path. 4. A person pushing a stroller on a sidewalk. 5. A person in a white shirt and blue shorts riding a bicycle.



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

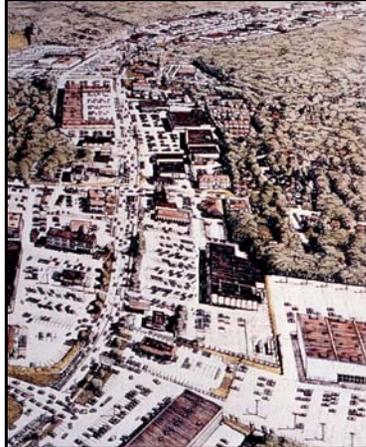
Celebrated public space and public life, parades, markets, festivals, awards

Land use and transportation partnerships

Affordable, inspiring, well maintained streets and homes.

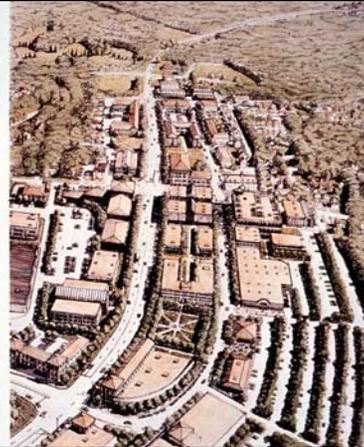
Not Walkable

High Car Dependency
Serious Congestion



Walkable

Low Car Dependency
Moderate Congestion



The Popsicle Test

Can you take a Popsicle to your brother or sister from the store to your house before it melts?



Complete Streets



Context
Sensitive
Design

Design
for people
for place
for climate
for multiple use
for multiple function
to link to past
to link to future

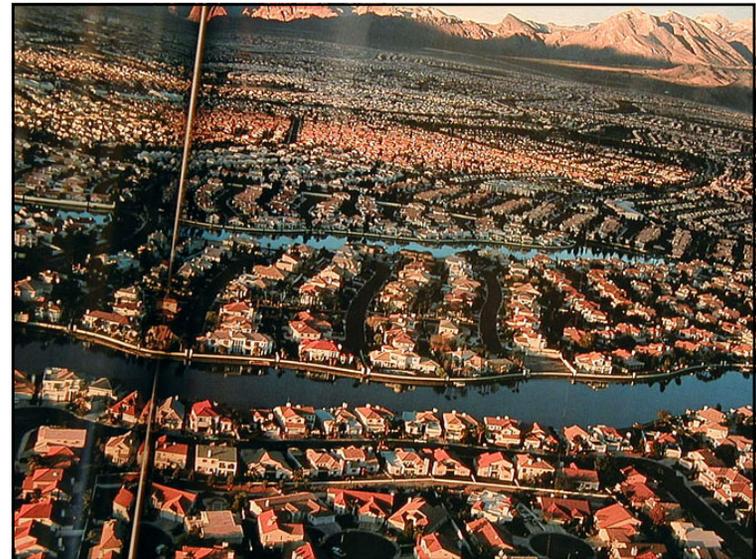
Portland, Oregon



Vancouver, BC, Canada



Sprawl Origins and Sustainability





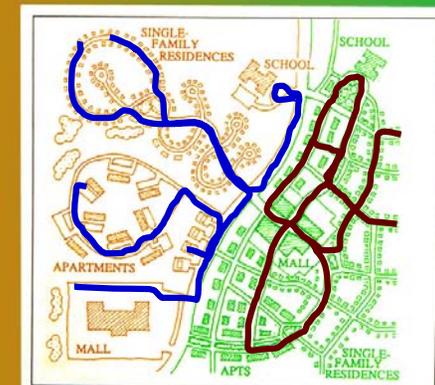
Pattern: Low Density(1-3 units/acre)

Sprawl Costs:

- Does not pay its fair share
- Takes money from and weakens town center
- Takes over valuable forests, fields wetlands, preserves
- Moves town resources outward
- Fuels urban flight
- Forces other harmful land use
- Builds traffic congestion
- Adds to isolation, NIMBYism

Trip Generation and Trip Quality

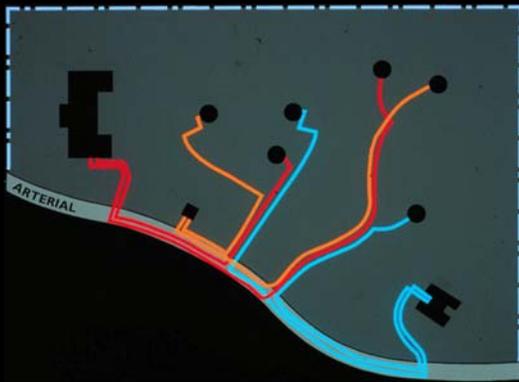
Conventional Versus Traditional Pattern



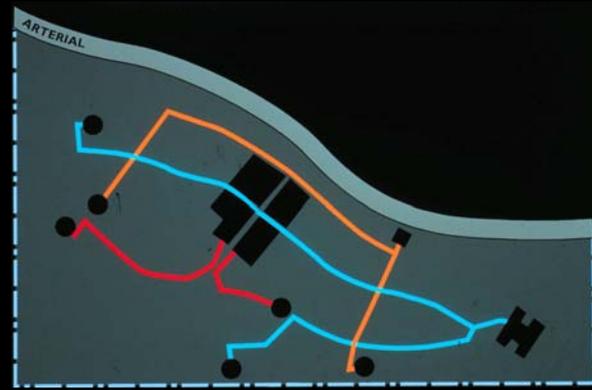
A connected network of streets (right side of drawing) with sidewalks cuts walking distances between housing, shopping, work and school.

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

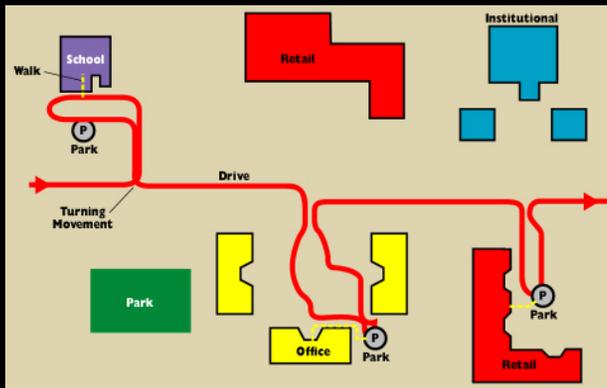
Trip Assignment: Conventional



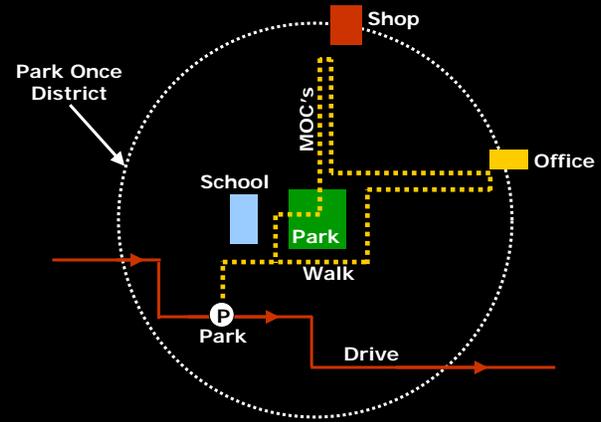
Trip Assignment: Traditional

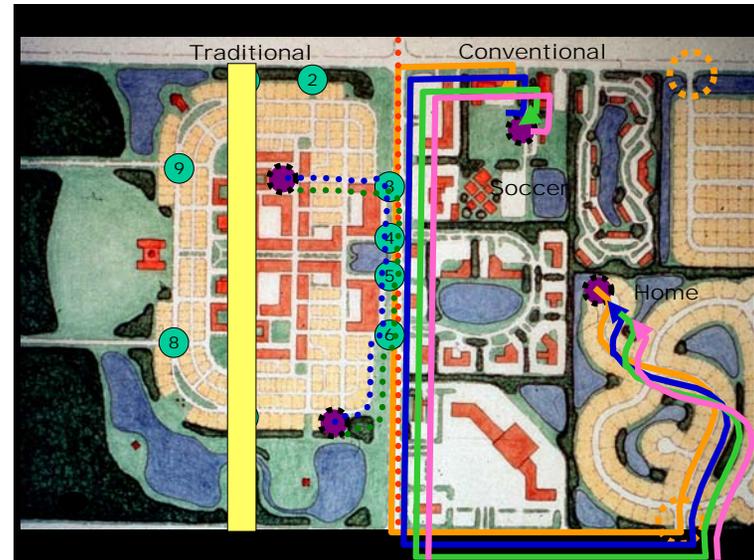
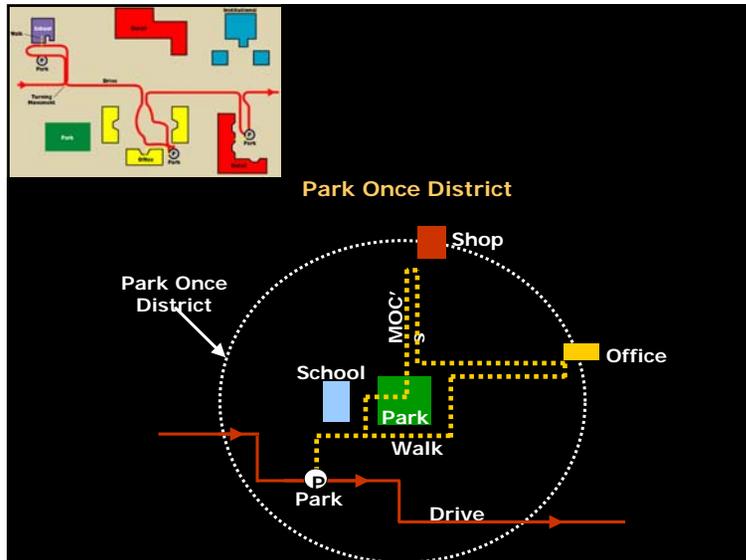


Linked Trips: CSD



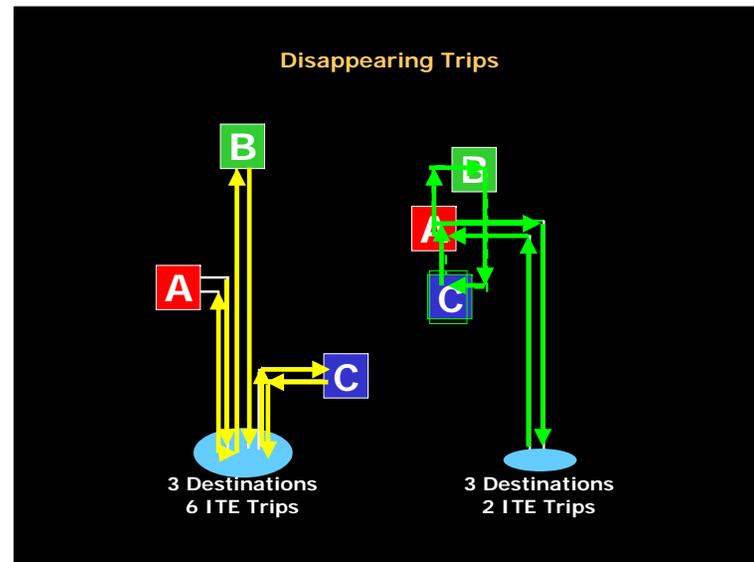
Park Once District

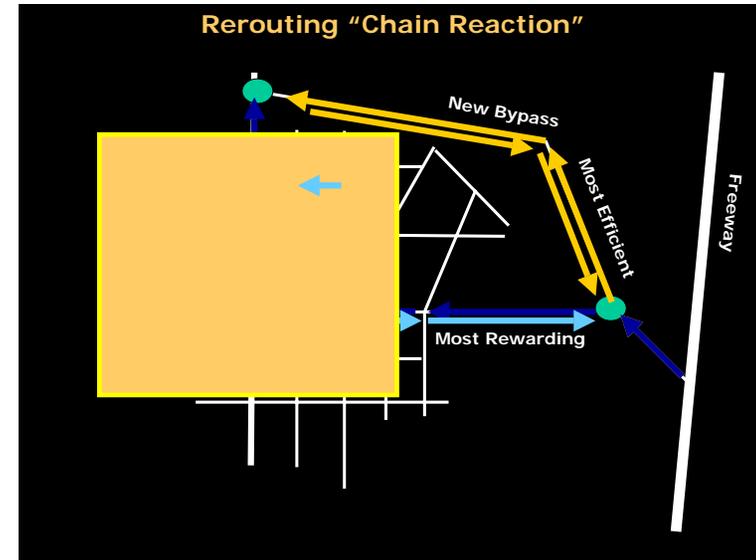
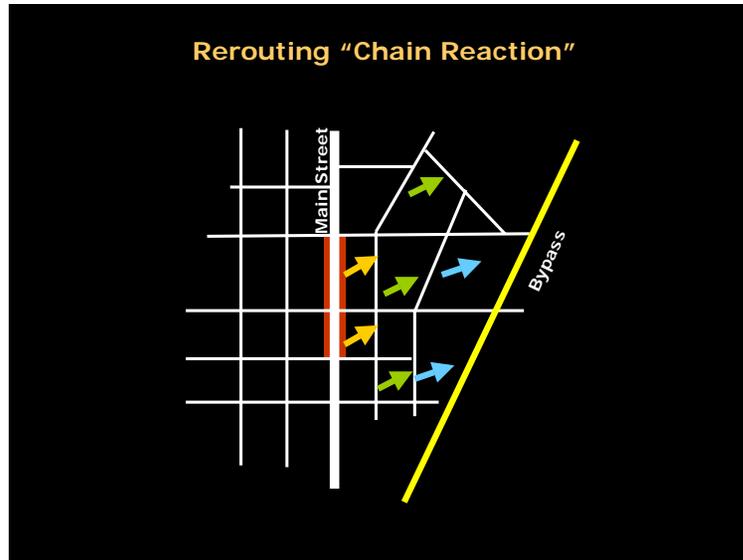


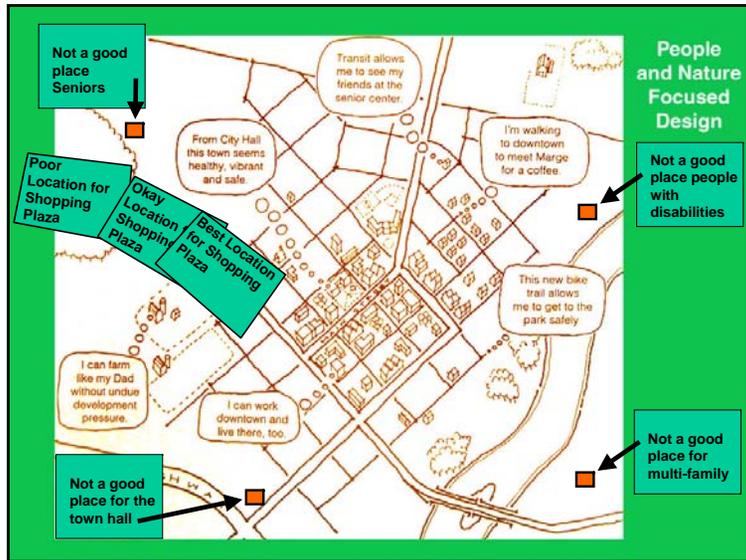


Connectivity Options

	Traditional	Interior	Perimeter	Single Entry
Connected Street Spacing	400' – 600'	1000'	1000' – 2000'	None
Ped/Bike Spacing	400 – 600	400 – 600	400 – 600	None
Connected Road Character	All Streets Fronted	Connectors Fronted	Connectors Walled	(No Connection)

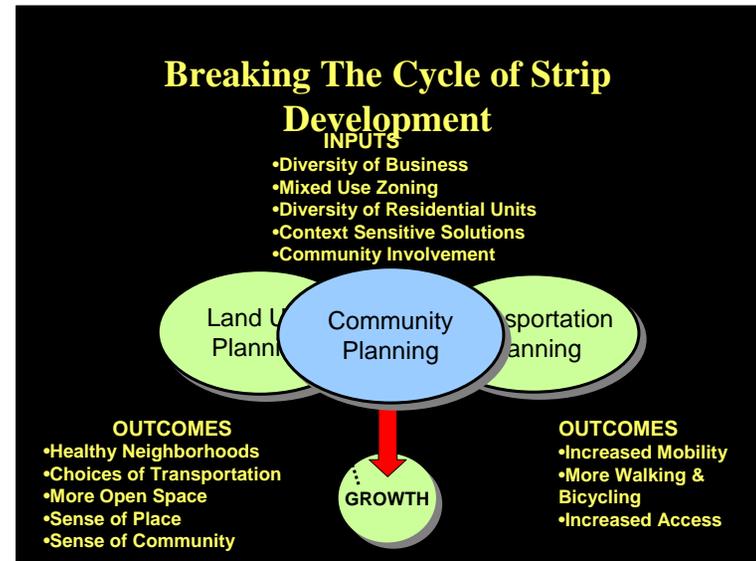
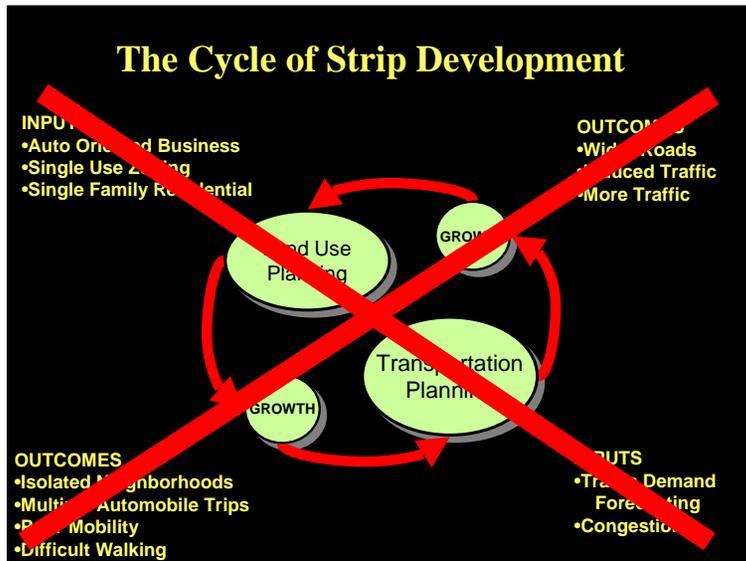






Lane Width and Safety

	24 Feet	30 Feet	Difference
Crossing Time	8 Seconds	10 Seconds	2 Seconds
Average Gap	36 Seconds	30 Seconds	0.6 Seconds
Probability of Crash			+40%
Severity of Crash			+40%
Probability of Injury			+196%





Five keys
to Success of
Place

Security
Convenience
Efficiency
Comfort
Welcome

Density with Design



Dover Kohl & Partners

1980s & 90s: Density, but...

Density with Design



Dover Kohl & Partners

In New Projects: Maintain the Relationship of
Building and the Street

Density with Design



Dover Kohl & Partners

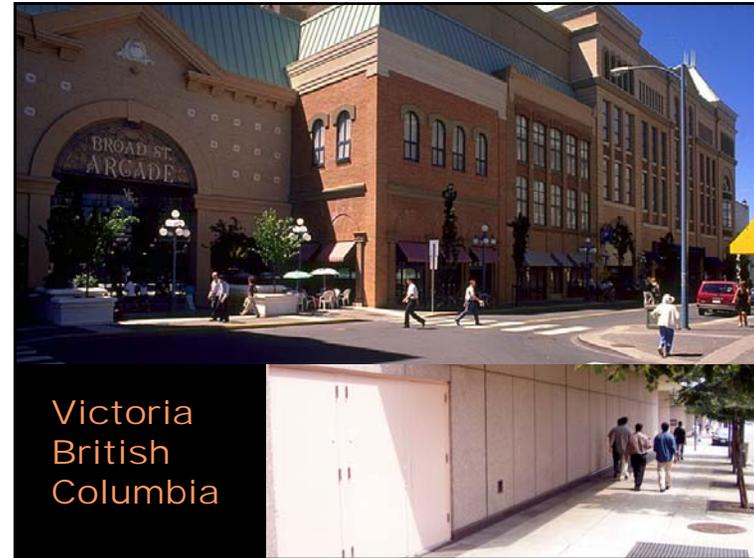
In New Projects: Make the Streets Good
Neighbors

Density with Design



Dover Kohl & Partners

In New Projects: Promote the Street as an Amenity, and Inspire Investment



Victoria
British
Columbia

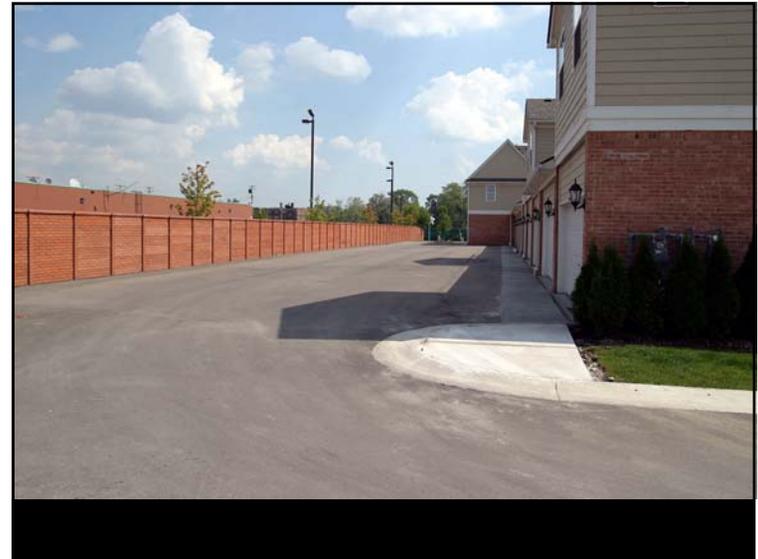


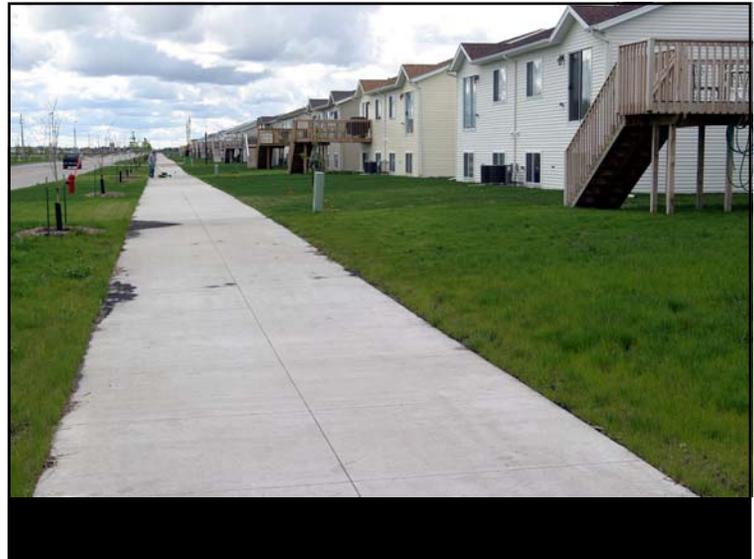
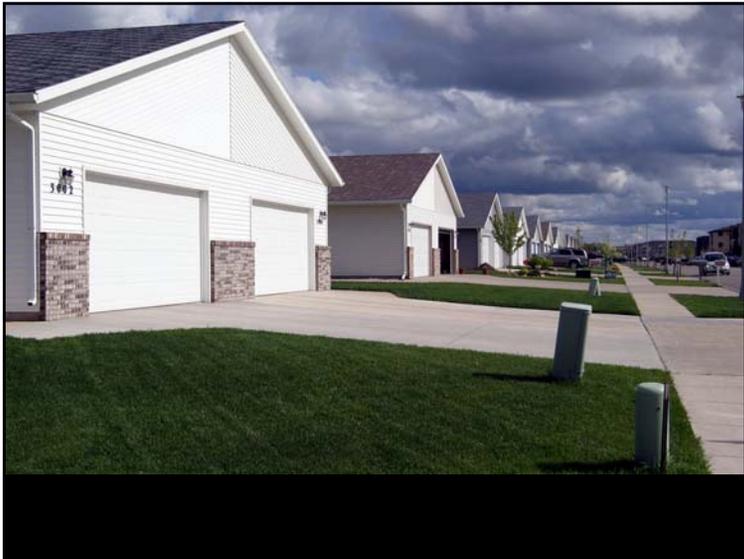


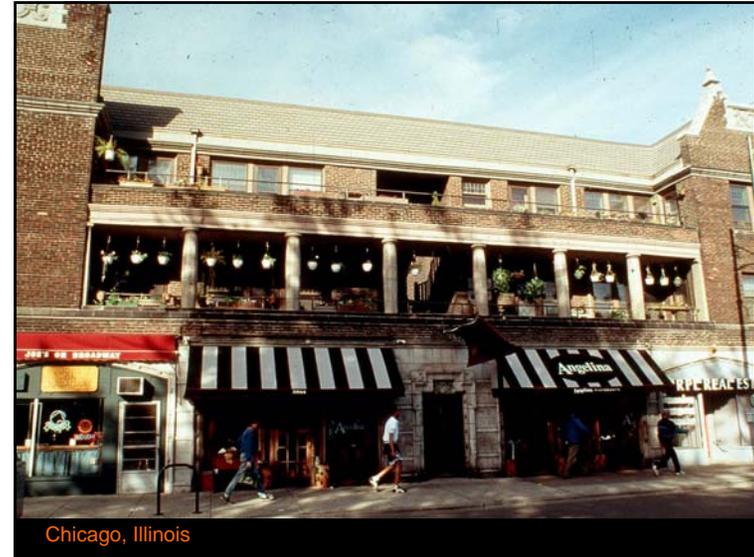
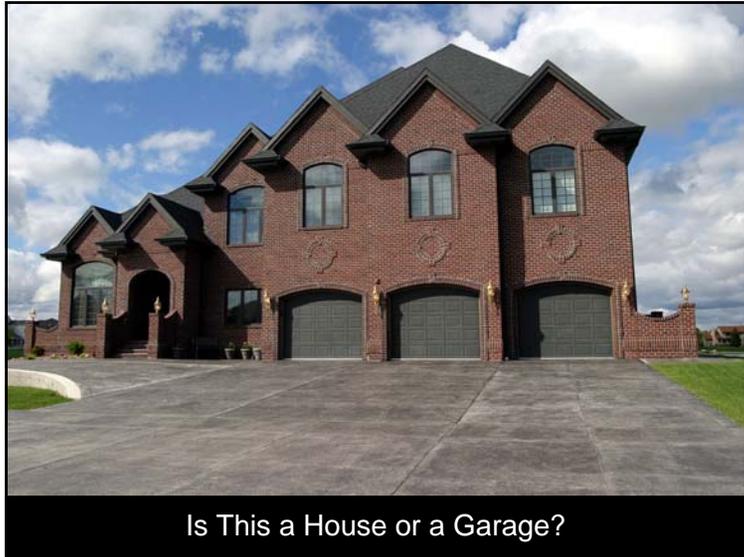


Broadway, Vancouver , British Columbia





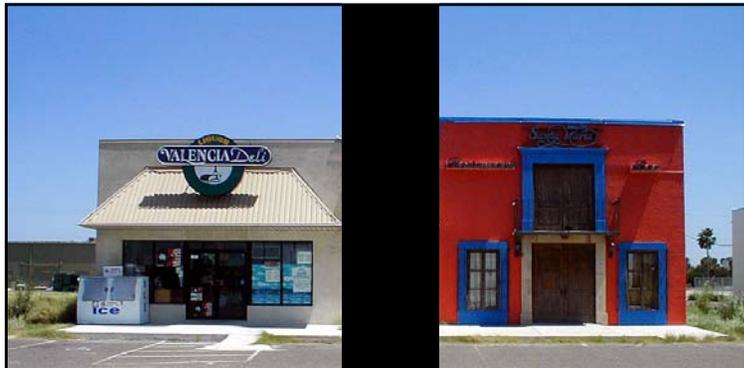




Build for Multiple Uses

- Beauty
- Function
- Open Space
- Diversity, Inclusiveness
- Art/Music
- Green
- Friendly
- Economic prosperity





Which building looks most like Southern Texas?

Attracting the Best



40% of apartment residents choose to rent for lifestyle reasons

— not because they have to.

- Nearly one-quarter of renters earn \$50K or more.

• Sources: Fannie Mae Foundation; U.S. Census Bureau

Some of the same solutions to our growth-related challenges, can help support new housing options.

Crime and other social issues are highly correlated to lack of ownership, investment and pride.



Attracting the Best

Higher-density development offers homes that are within reach of vital community members such as:

- Teachers
- Nurses
- Fire fighters
- Police officers

— and our own children!

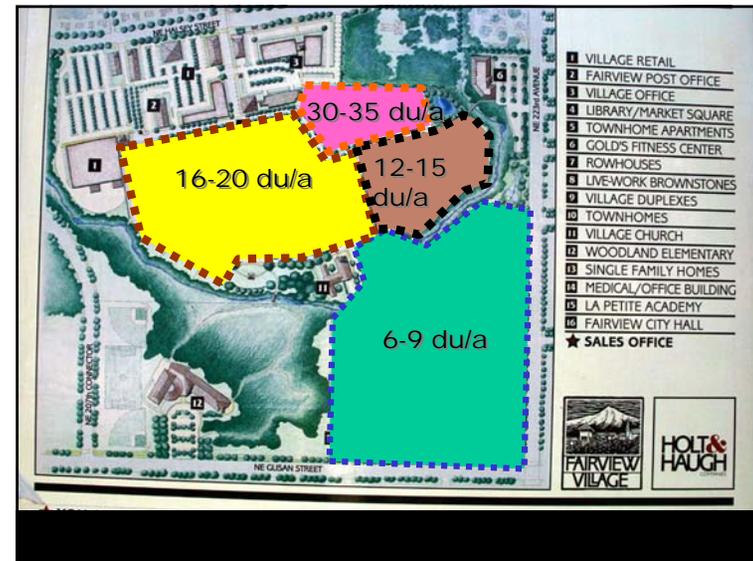


A Plan for Tomorrow



Build a new model.
Strong, healthy communities have:

- Walkable, mixed-uses
- mixed income
- A rich mix of homes for a wide range of residents
- Many conveniences
- Green space
- Ownership/pride
- Strong economies
- Low crime
- Balanced budgets



Sources: Massachusetts Citizens Housing and Planning Association; Byrne McKinney & Associates and Goody Clancy Architecture, Planning and Preservation

Attract new retail development.



- Densities of **8 to 12 homes per acre** can create compact low-rise centers that can support a lively business district, mixed uses, and public transit nodes.
- 1,000 to 2,000 new houses and apartments within a 10-15 minute walk can support **new retail areas.**



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Mixed Use

Commercial, Retail, Residential

Thornton Park,
Orlando, Florida

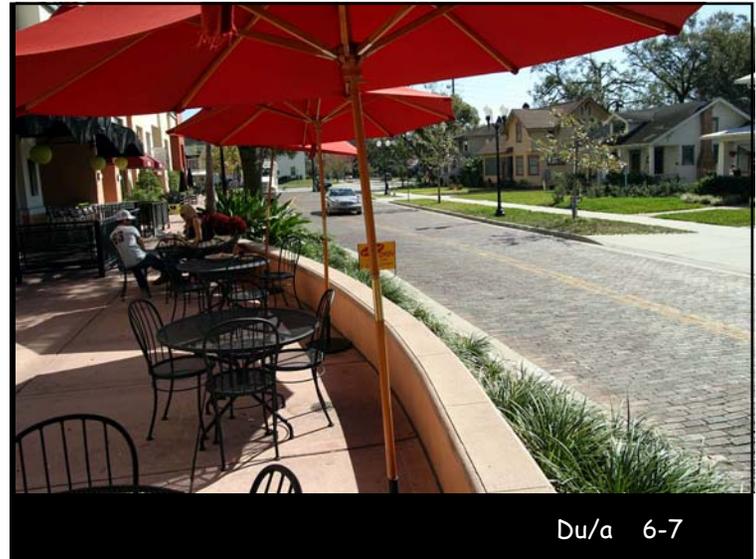
Du/a 9-12



Du/a 15-22



Du/a 22-28

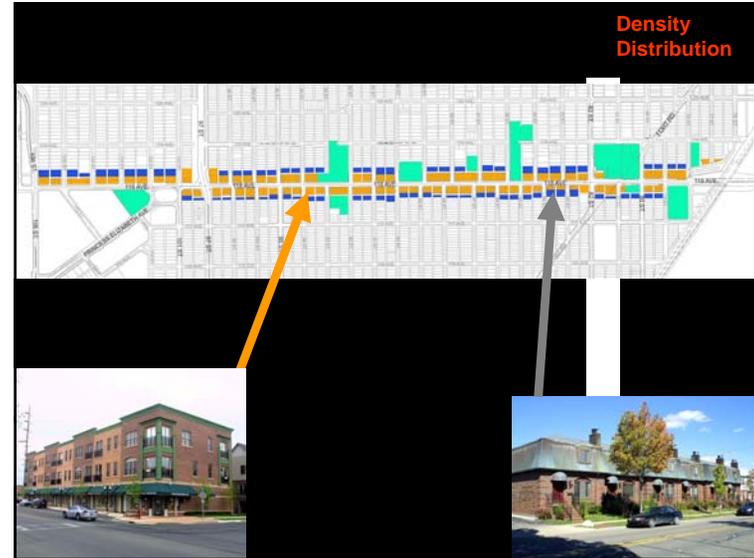


Du/a 6-7



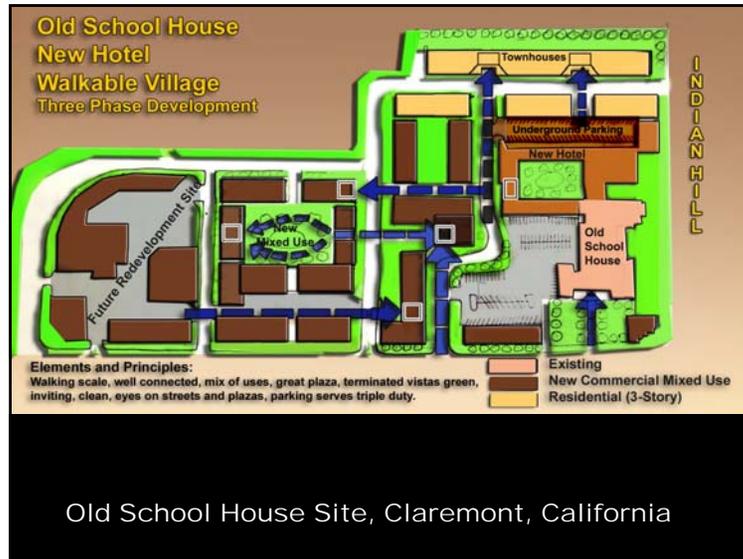
Robinson

Speeds reduced from 35-40 to 25-30



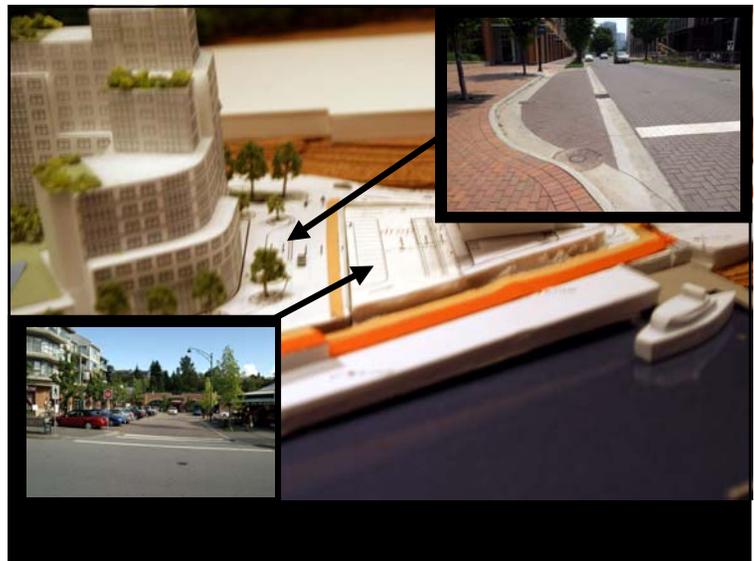
Density Distribution

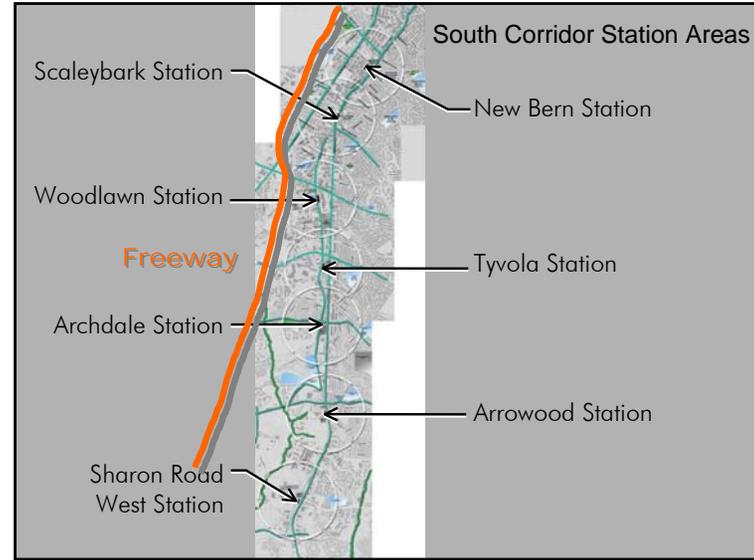




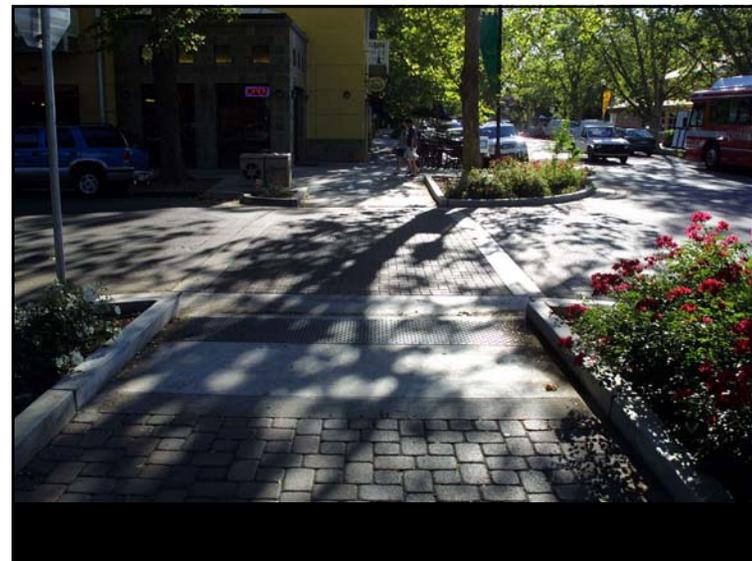
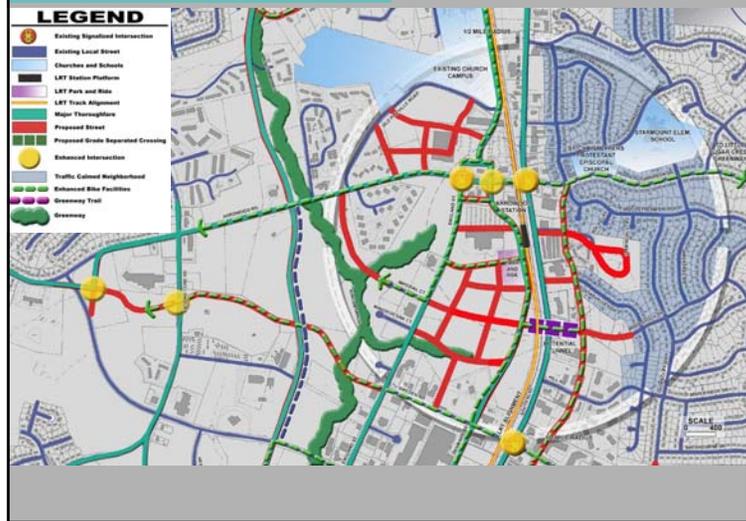
Brown Fields Grey Fields

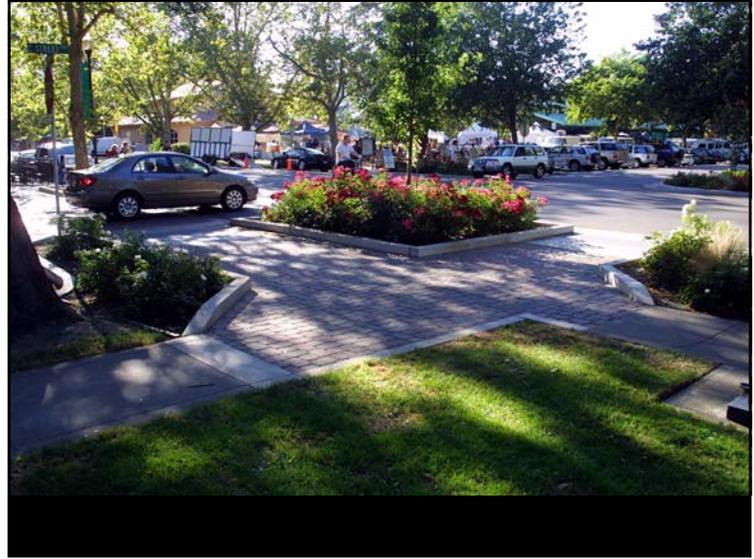






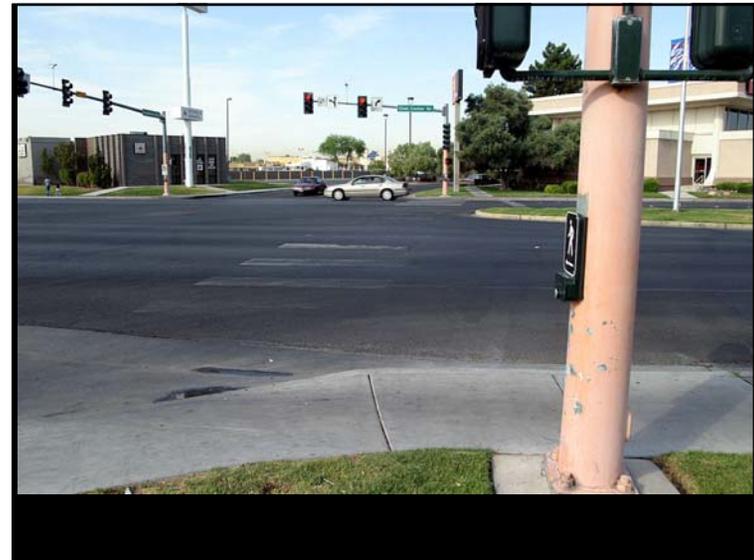
Arrowood Bicycle Vision







Civic Center and Lake Mead





Civic Center and Lake Mead



Los Vegas Boulevard and Lake Mead

