

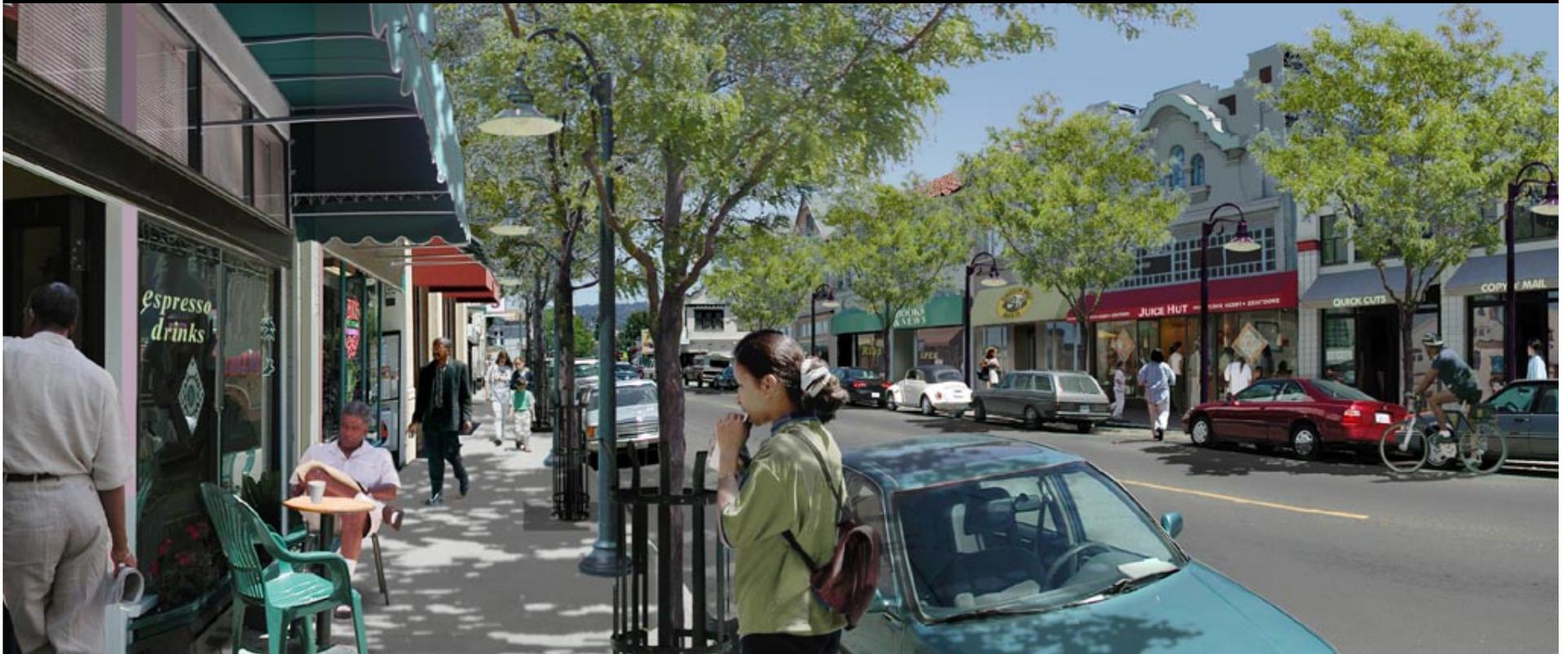
Livability/Health and the role of Place, Walkability and Bicycling



Where do we go from here?



LIVABILITY AND JOBS



Dan Burden ,Walkable and Livable Communities Institute
St Louis, Missouri
March 20, 2012

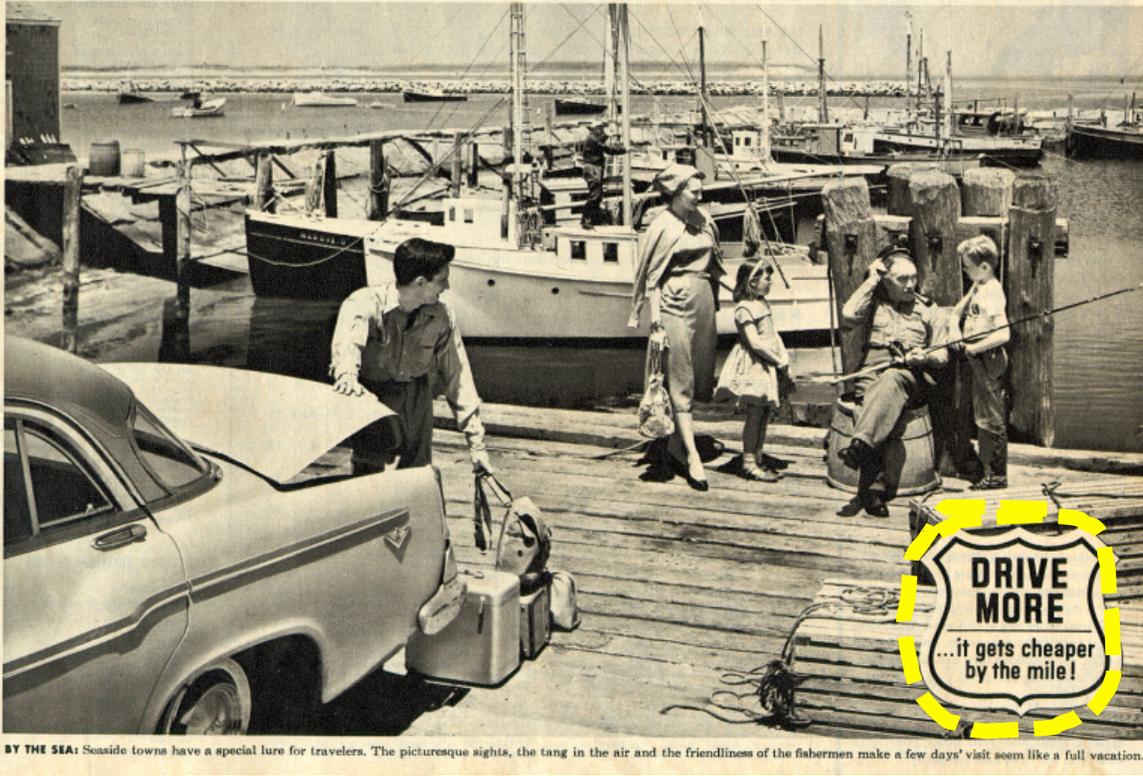
WALKING AMBASSADORS PROGRAM

Is this the landscape we want to leave
our children?

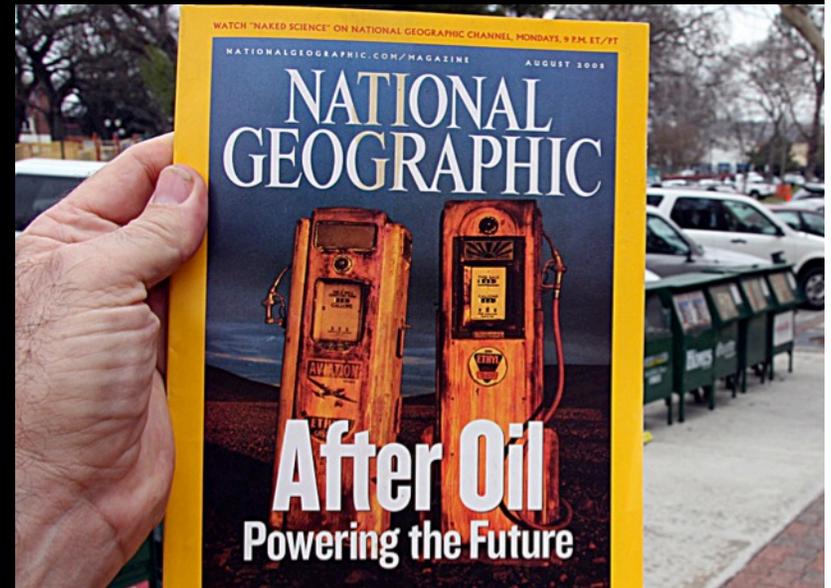


down the prices of these items. You get one of today's greatest bargains

ETHYL CORPORATION New York 17, N. Y.



BY THE SEA: Seaside towns have a special lure for travelers. The picturesque sights, the tang in the air and the friendliness of the fishermen make a few days' visit seem like a full vacation.



35th Anniversary of Walk

1969



2004



Courtesy of Ian Lockwood

Calumet's Abundance Inventory

People

History, culture, visitors, jobs, preservation, historic buildings, walkability/linkages, civic engagement, neighborhood villages, housing, education, access to health, healthy lifestyles, affordability arts

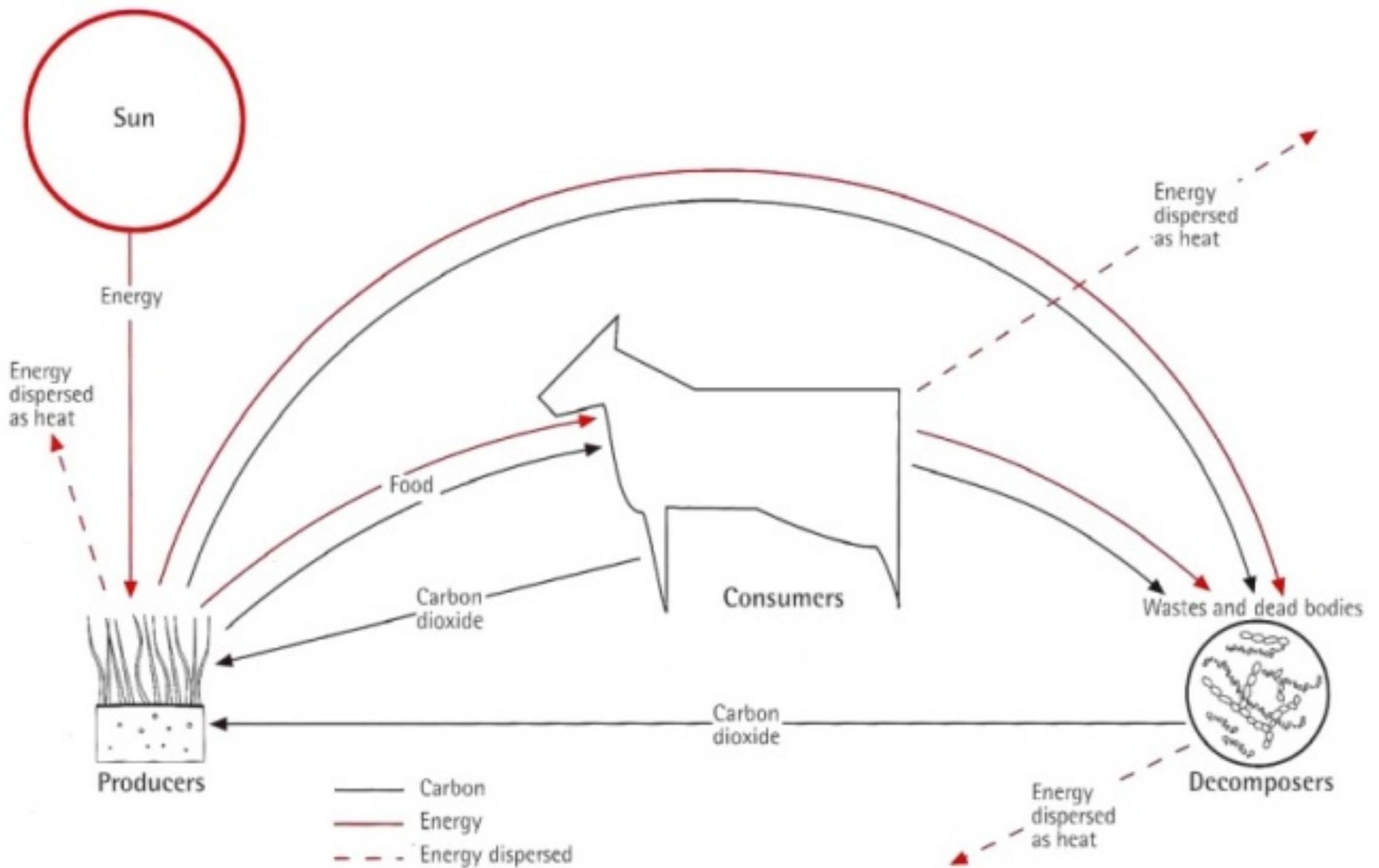


Planet

Water, sunshine, daylight, heat, land green spaces, waterfront, biodiversity, trees, harvestable energy, urban and rural habitat

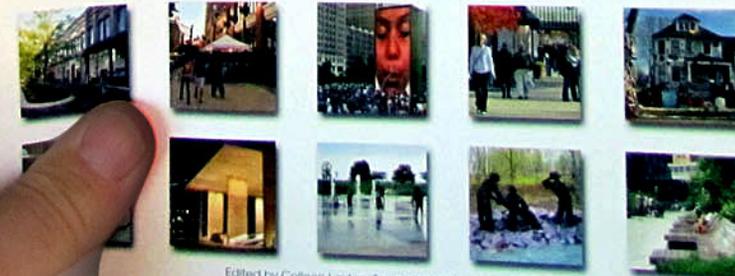
Prosperity

Diverse culture, arts & economy, proximity to key water, great winter attractions and tourism, eco-tourism urban trails, well priced housing.





The Economics of Place:
The Value of Building Communities Around People



Edited by Colleen Layton, Tammy Pruitt & Kim Calkala

Greatest Yield on Return on land is Mixed Use

Prosperous Communities will be compact, connected and focused at a human scale

Switching from driving to walking to transit to bicycling will be seamless. Incentives for driving will be removed.

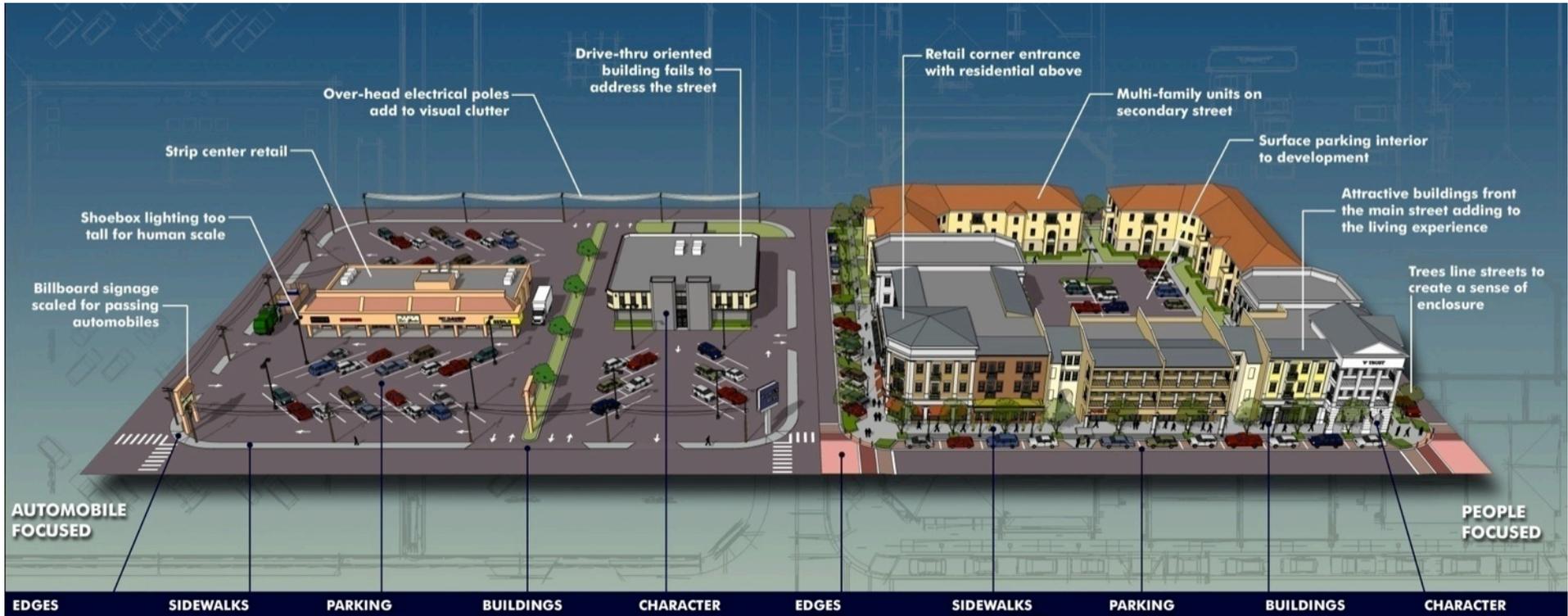
The human foot creates the right scale for economic success

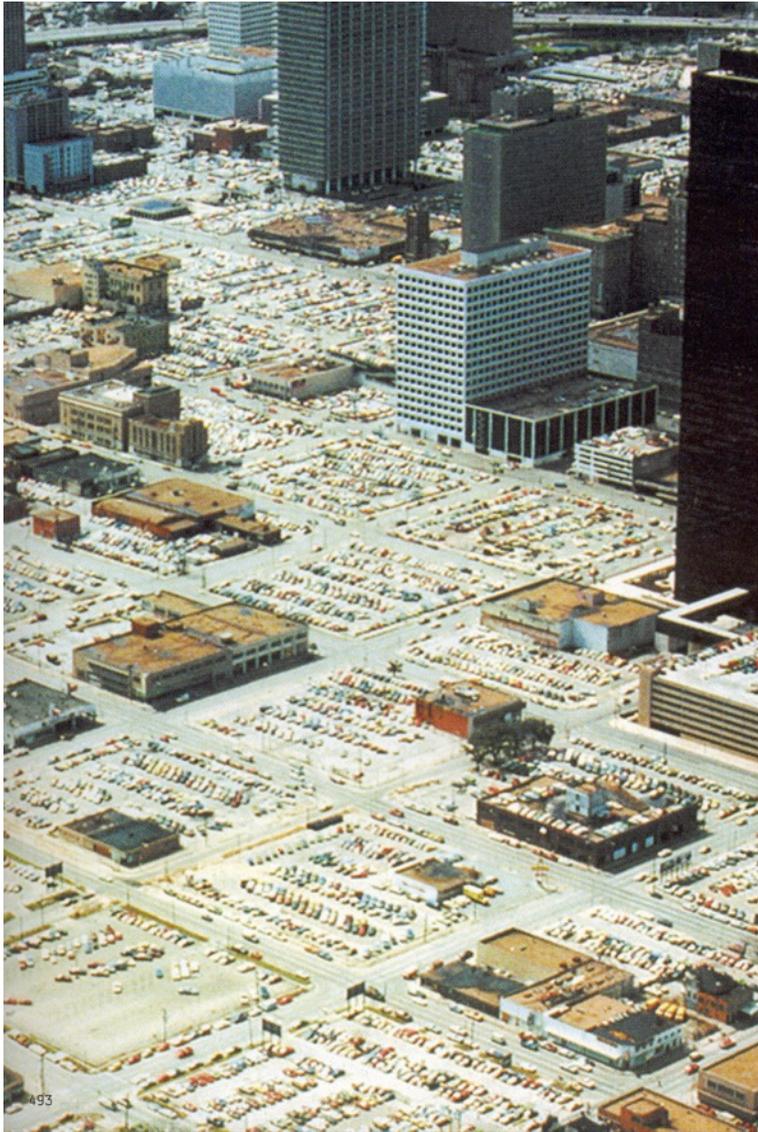
Land Value will go from \$5-15/ sq ft to 25-85/sq foot

Low Auto Dependency









Houston, Texas



Guanajuato, Mexico



The Day that Bubbles Froze Before Hitting the Ground



Photo by: Kelly Morphy, Glatting Jackson



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.)



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

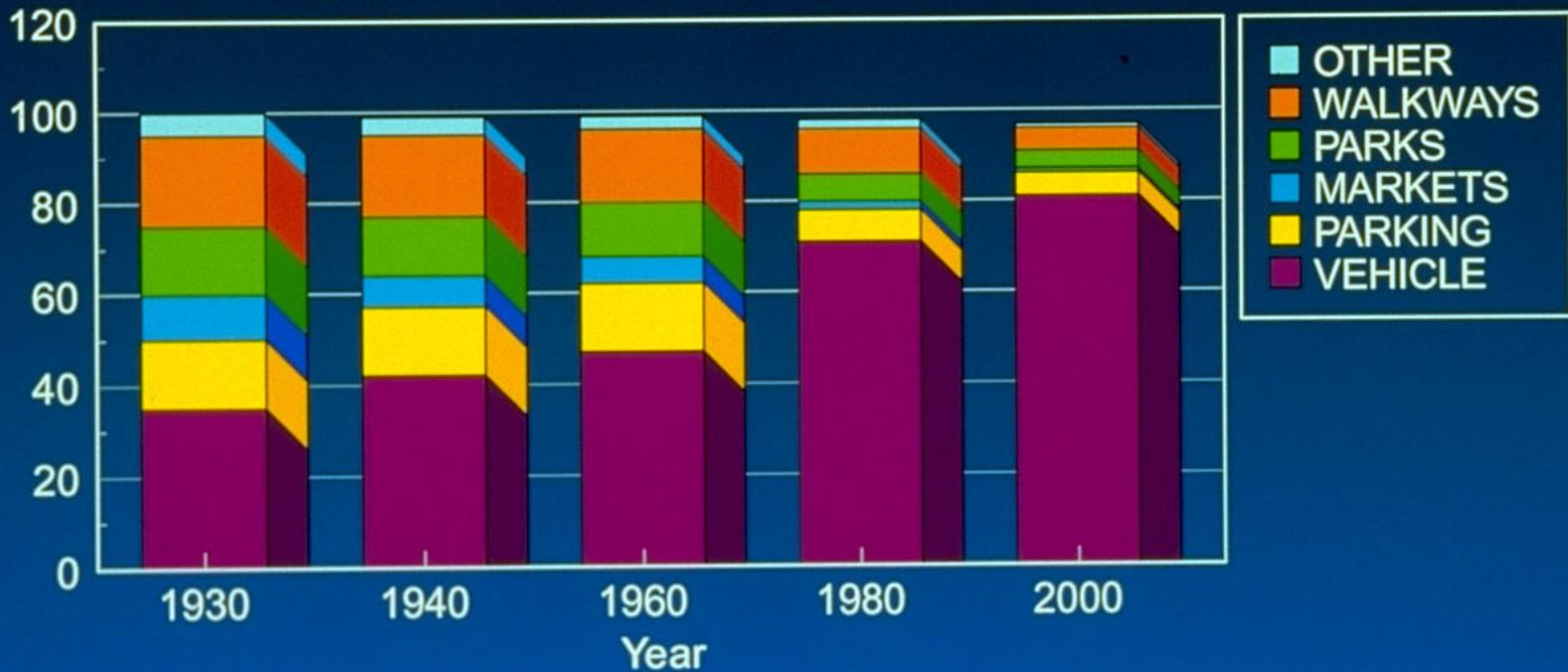
Land use and transportation partnerships

Affordable, inspiring, well maintained streets and homes.

DWINDLING PUBLIC SPACE

Downtown and main street trends

Percent of available public space



Monterey, California



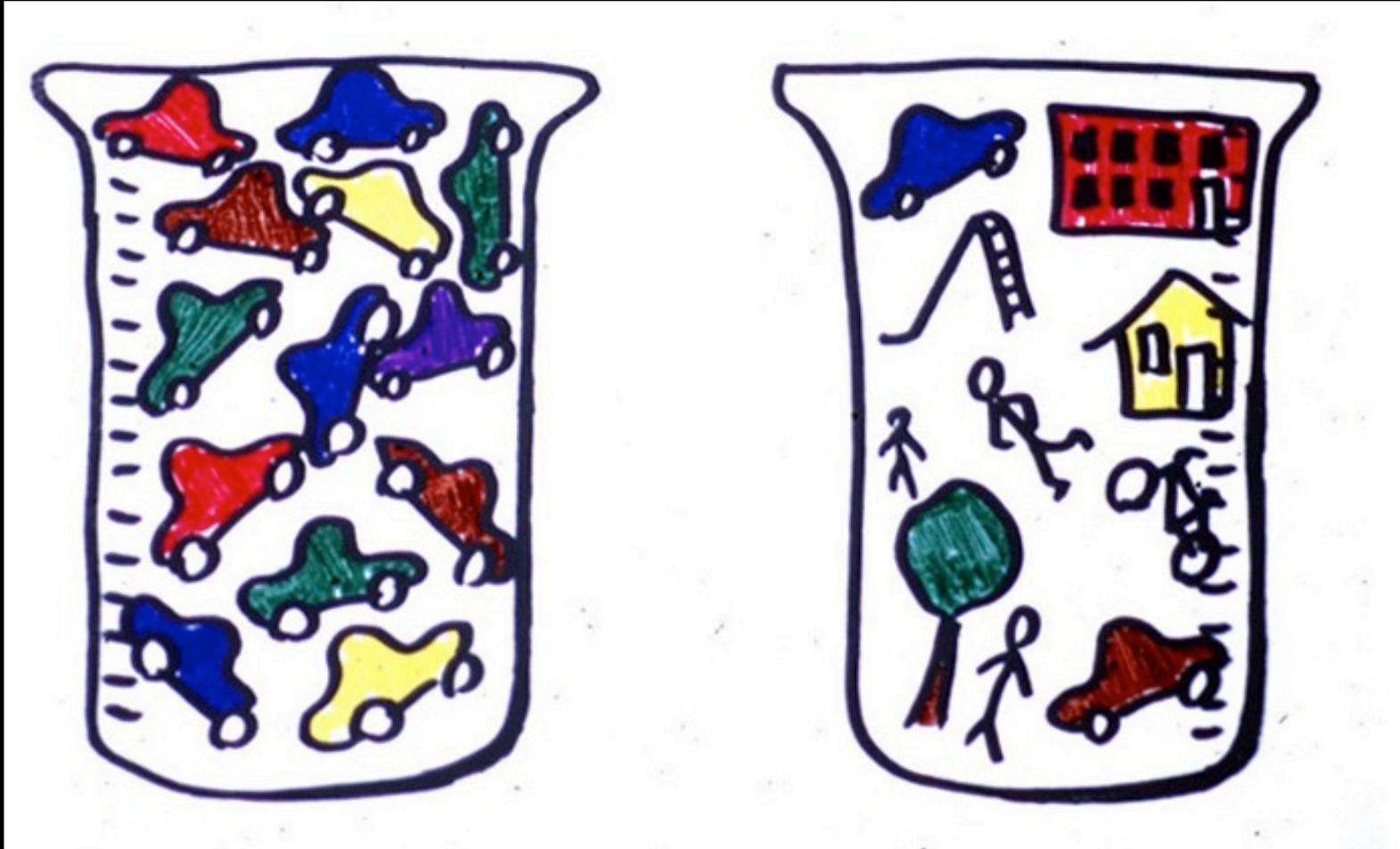
Monterey, California







Reframing Key Transportation Conventions
DESIGN TRAFFIC - *Interpreting the Results*



Capacity of Streets



New measure for street performance:

People come to your street to shoot their wedding pictures



















"If we want a booming economy of mom and pop stores, we'd better build the environment where they succeed"







OFFICE
FOR LEASE
360-271-1586

GOURMET TACOS

ESPRESSO

01







Can handle 25,000 vehicles per day



Can handle 25,000





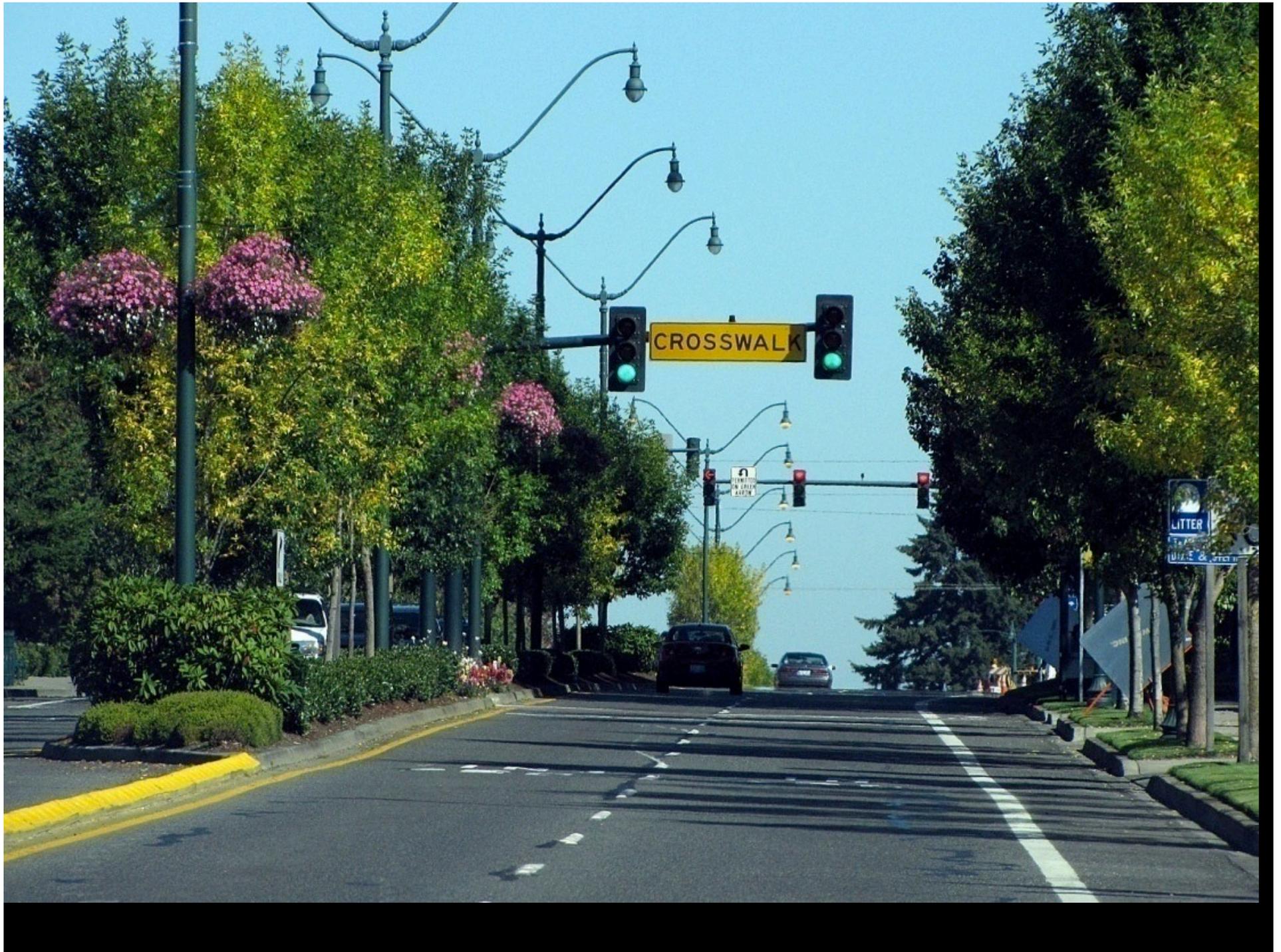




Bridgeport Way, University Place, Washington



9/29/1999 2:06pm











COFFEE ROASTERS



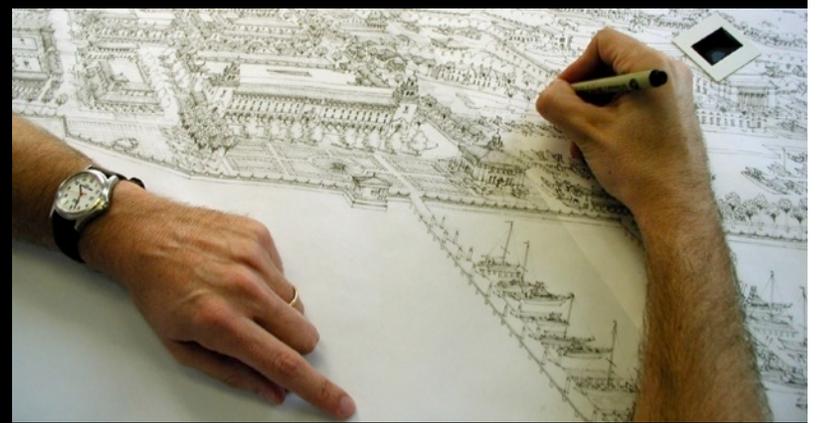


Is this an
Complete
Street?

PROCESS



Without a Vision
there is no
dream

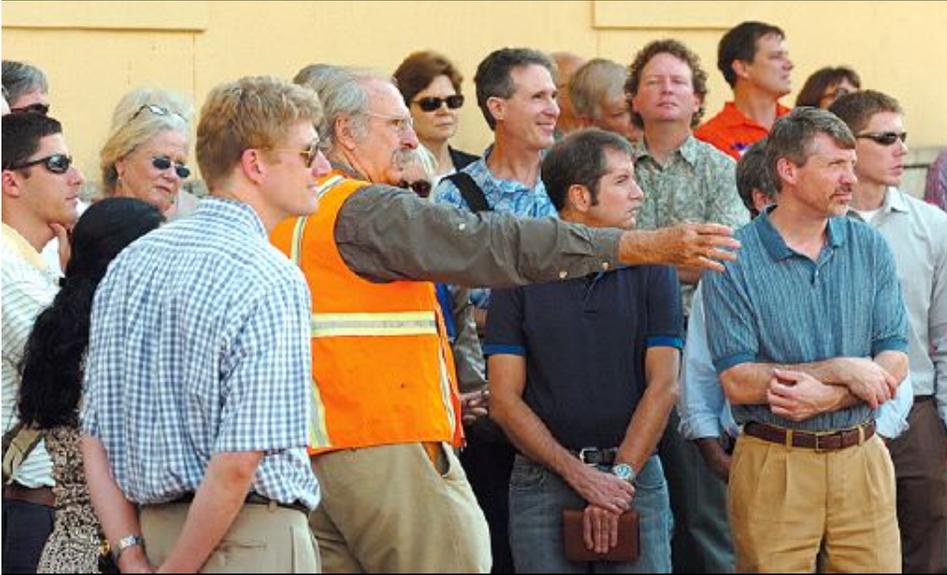


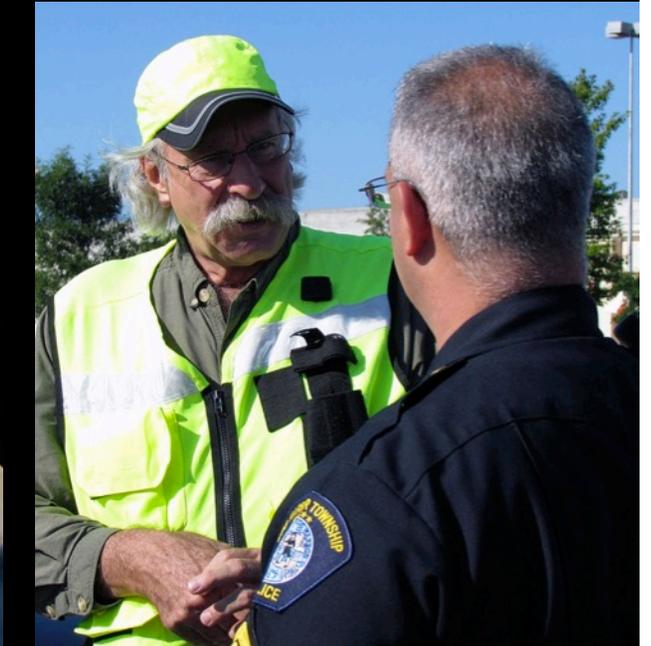
Without a plan
there is no
hope



Without a team
there is no
achievement











Walkability Audit Tool



Walking Audit

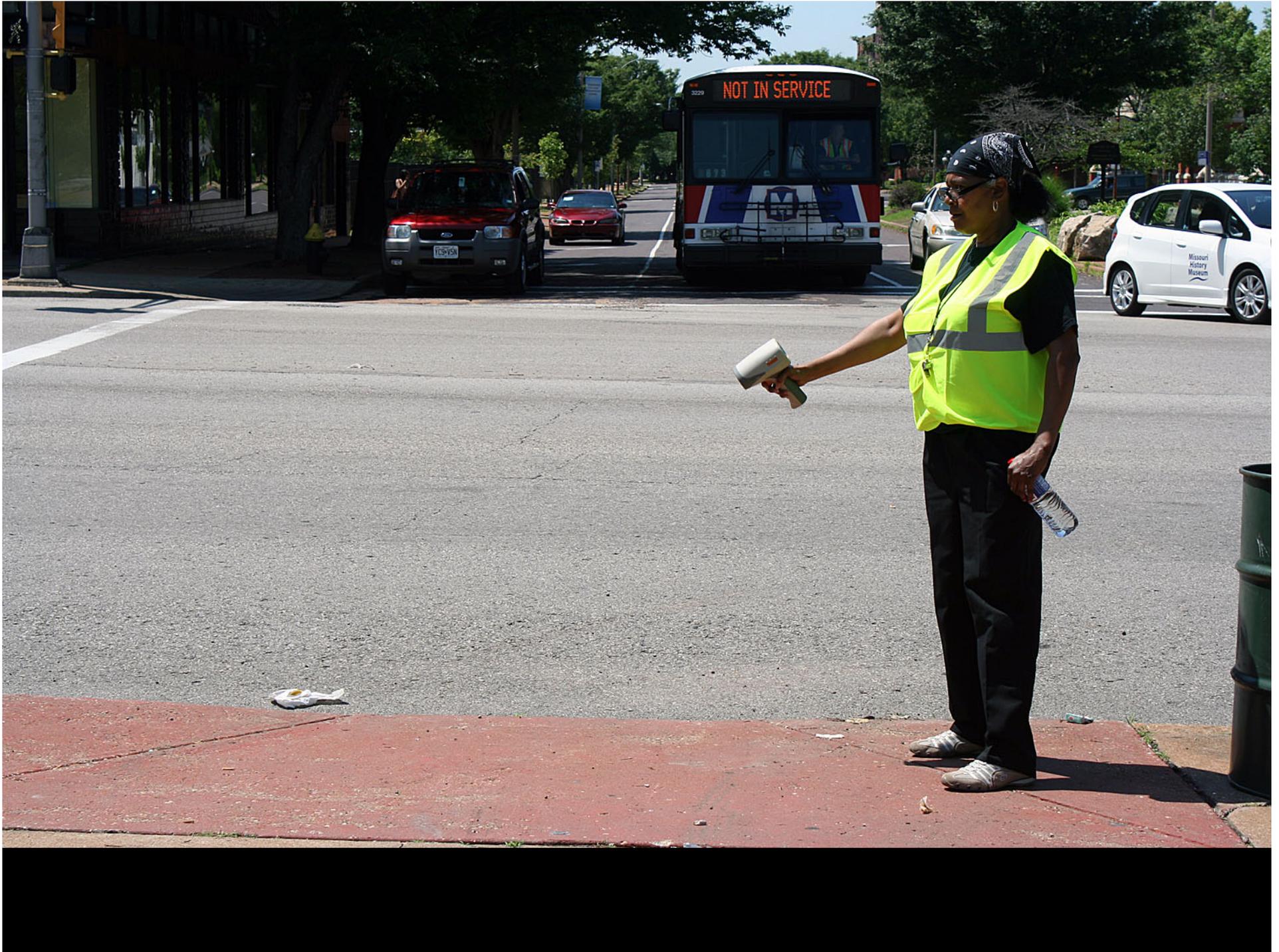


Walking Workshops

WALKABILITY AUDITS



**A Tool for Organizing Strong Communities
and Developing Complete Streets**





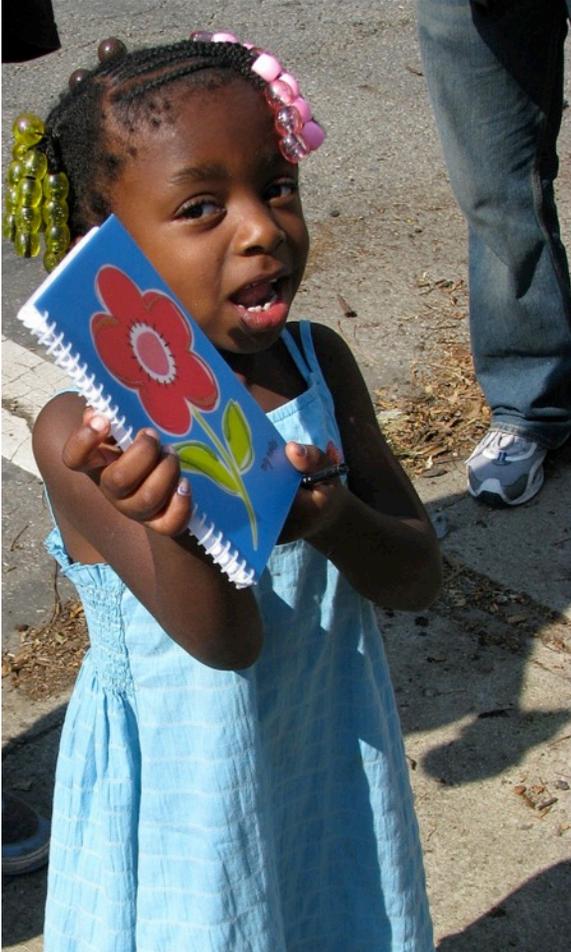


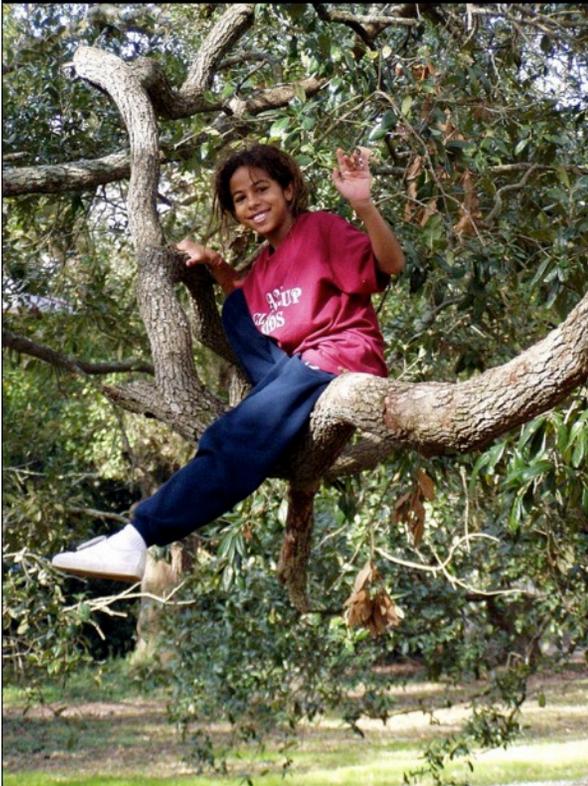
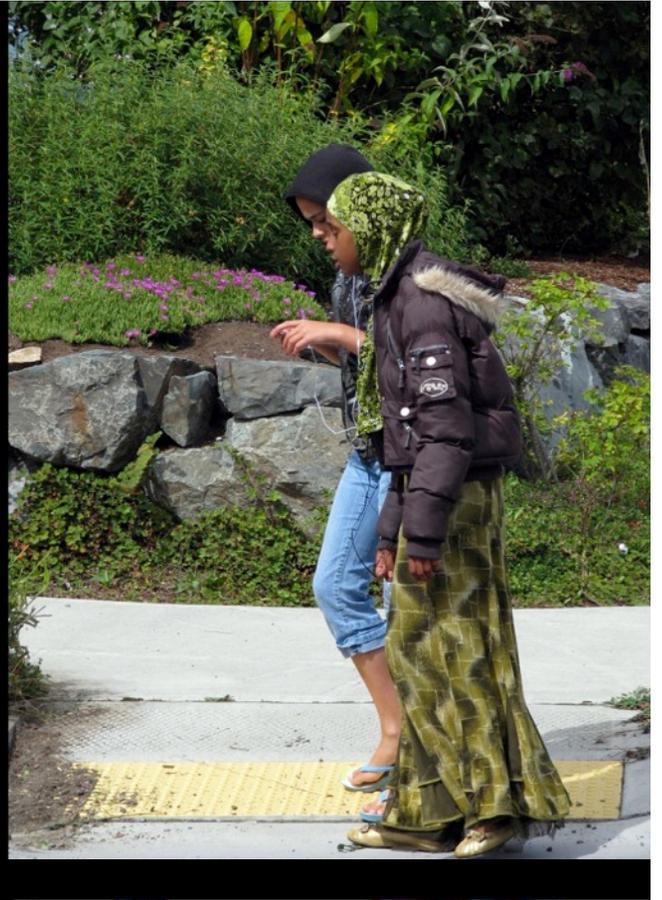








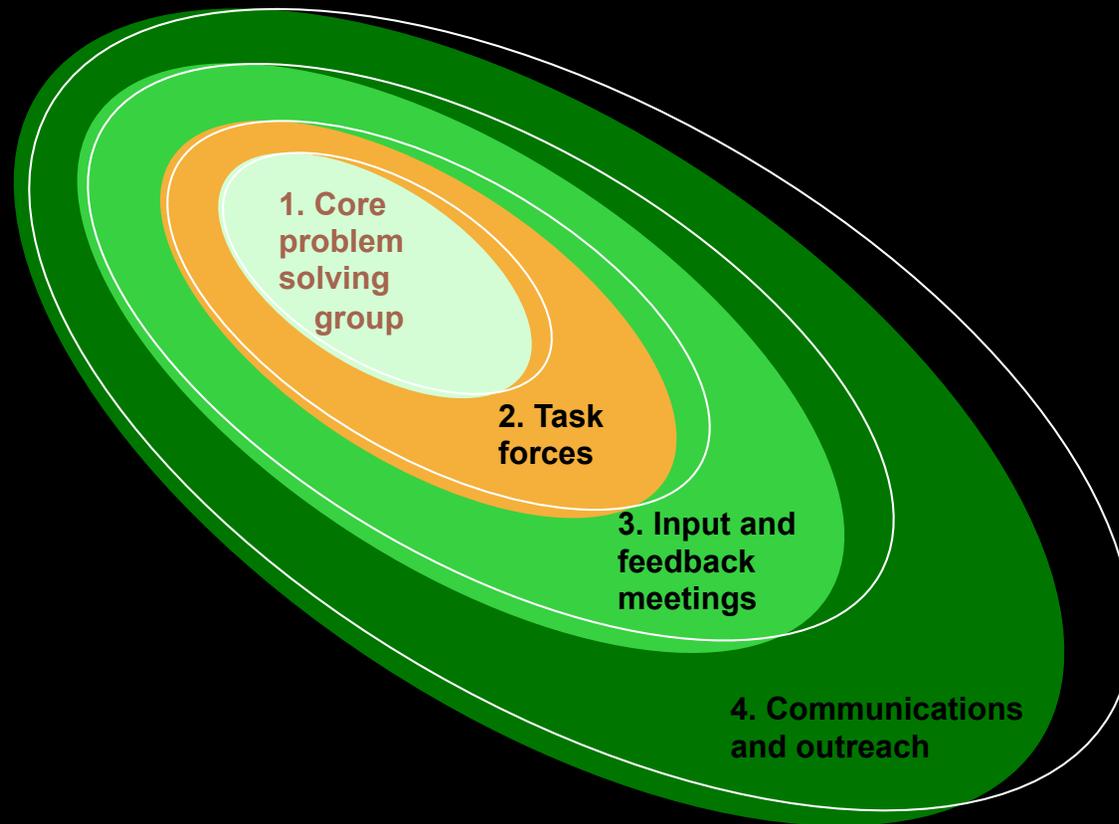








Rings of Stakeholder Involvement

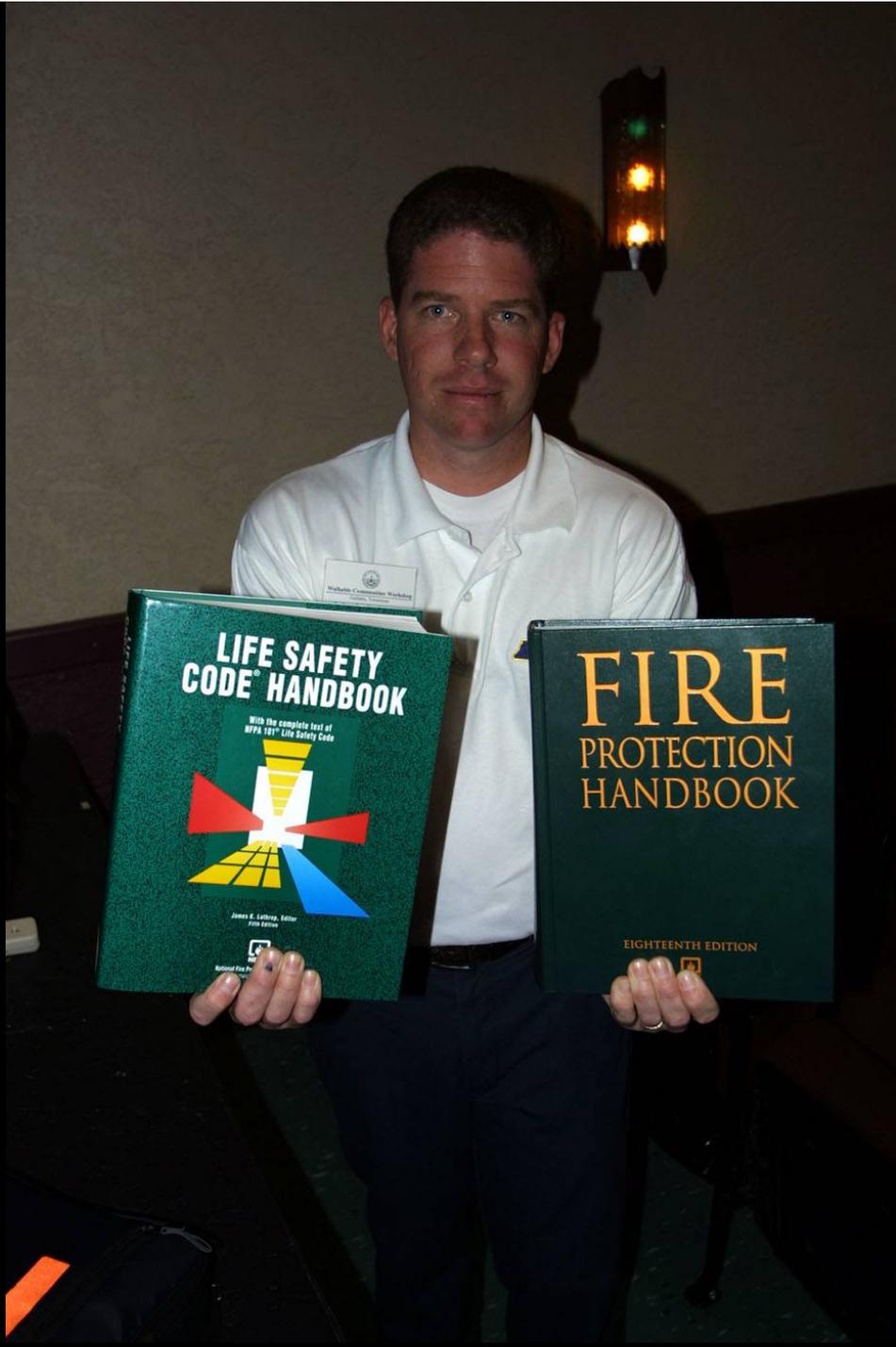












**LIFE SAFETY
CODE HANDBOOK**
With the complete text of
NFPA 101 Life Safety Code
James E. Lottig, Editor
Fifth Edition
National Fire Protection Association

**FIRE
PROTECTION
HANDBOOK**
EIGHTEENTH EDITION
National Fire Protection Association



WALKS!

Walking for Fun, Exercise, and Transportation

National Transportation Expert Dan Burden in Flagstaff for
Two Days for International Walk-to-School Day

WALKING AUDITS - How walkable is your neighborhood? *Tuesday, Oct. 5*

- o **Sunnyside Neighborhood:** Meet at 10 a.m. in the courtyard of the Greenlaw Garden Apartments, 7th Avenue and King Street (behind Price Choppers).
- o **Bow and Arrow Neighborhood:** Meet at 1 p.m. in Bow and Arrow Park on the corner of Lake Mary Rd. and Zuni.
- o **Coconino Estates Neighborhood:** Meet at 3 p.m. in the parking lot across the street from Marshall School.

PUBLIC PRESENTATION

Tuesday, Oct. 5, 6:30 p.m.

NAU Liberal Arts Building #18, Room 135

Dan Burden will talk about ways to make Flagstaff neighborhoods more pedestrian-friendly, drawing upon his extensive experience and examples of walkable communities all across the country. Public parking is available in lot P1 on the north side of Dupont Ave.

WALK TO SCHOOL

Wednesday, Oct. 6 (Marshall, call 522-7860) (Sechrist, call 714-0504)

Dan Burden will lead parents, students, and teachers on a walking audit ending at Sechrist Elementary School. The County Health Dept. will lead a walk to Marshall Elementary. To participate in the Marshall walk, meet anytime between 7:00-8:30 am. Free breakfast for participating children.

Additional information, www.friendsofflagstaff.org or 556-8663

Sponsors: Friends of Flagstaff's Future, Flagstaff Medical Center, Coconino County Health Department, Coconino County Board of Supervisors, City of Flagstaff Parks and Recreation Department, Northern Arizona University's Master of Liberal Studies Program, Flagstaff Biking Organization, People for Parks, and the North Flagstaff Trails Alliance.

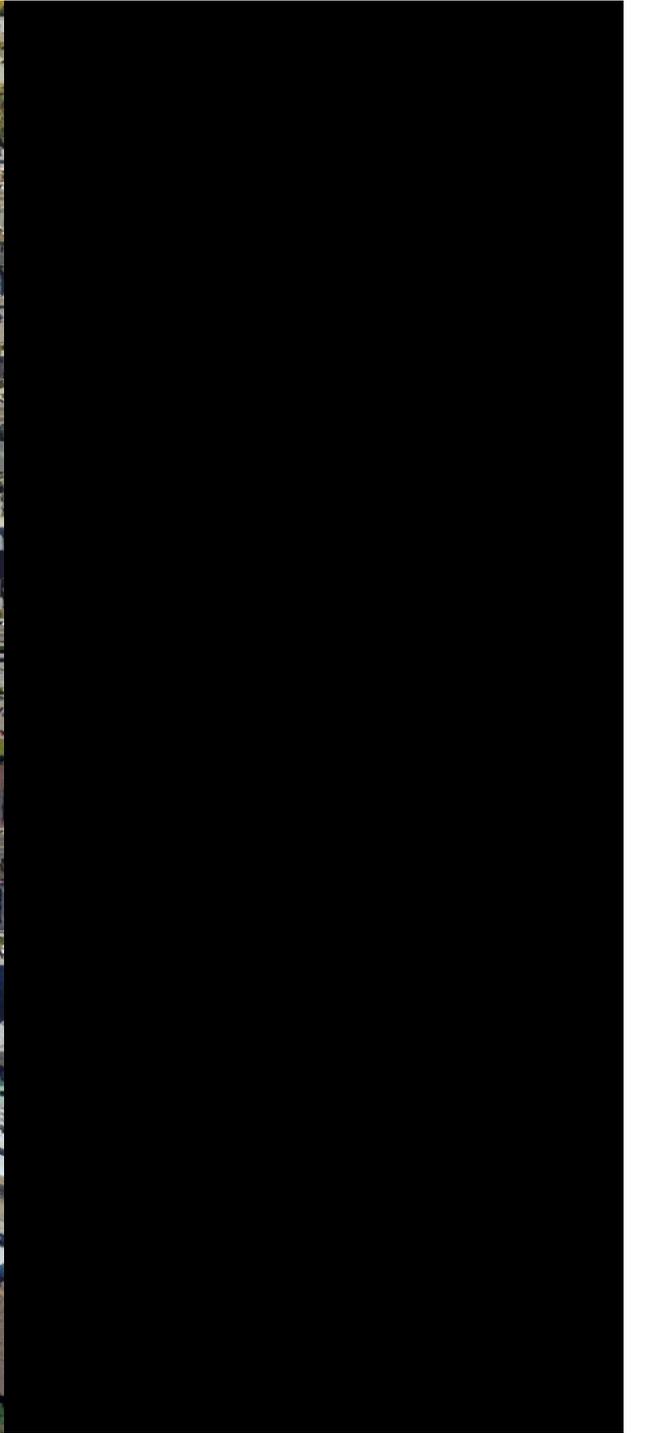
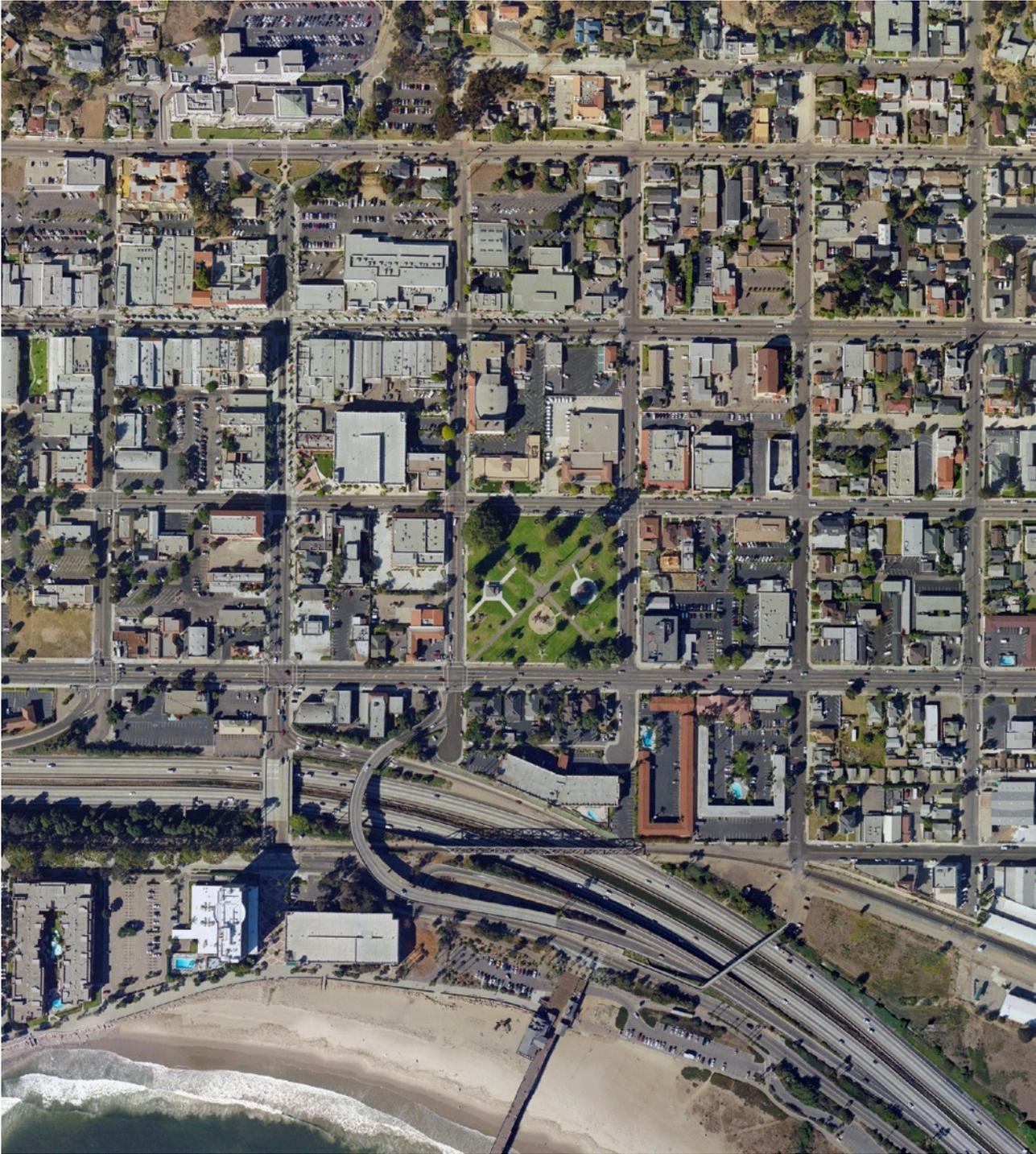
FLAGSTAFF

Walkability Assessment

Downtown

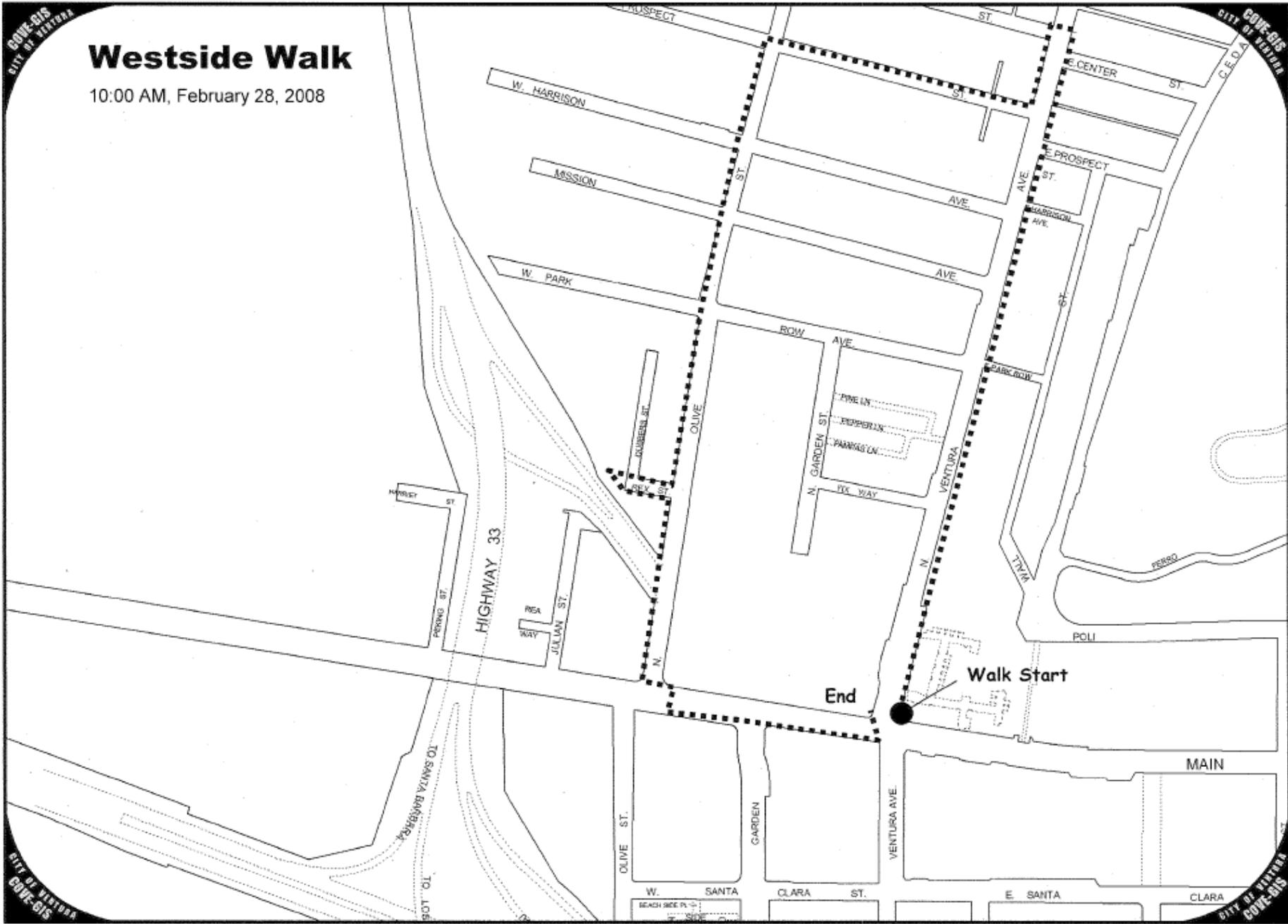
1	0 1 2 3 4 5 6 7 8 9 10	HUMAN SCALE (BUILDINGS, STREETS, WALKWAYS IN HARMONY)
2	0 1 2 3 4 5 6 7 8 9 10	DEFINED TOWN CENTER AND TOWN/STREET CHARACTER
3	0 1 2 3 4 5 6 7 8 9 10	ENCLOSURE / STREETScape, LANDSCAPING, BUFFER FROM TRAFFIC
4	0 1 2 3 4 5 6 7 8 9 10	TRAILS, SIDEWALKS AND CROSSINGS
5	0 1 2 3 4 5 6 7 8 9 10	IMAGEABILITY AND COMPLEXITY, SENSE OF ARRIVAL (MEMORABLE)
6	0 1 2 3 4 5 6 7 8 9 10	SECURITY AND TRANSPARENCY (NUMBER OF PEOPLE AND POTENTIAL TO BE SEEN)
7	0 1 2 3 4 5 6 7 8 9 10	STREET CONNECTIVITY, WALKABLE SCALE AND DENSITY
8	0 1 2 3 4 5 6 7 8 9 10	STREET DESIGN --APPROPRIATE SCALE AND SPEED
9	0 1 2 3 4 5 6 7 8 9 10	INTERSECTION DESIGN -- APPROPRIATE SCALE AND SPEED
10	0 1 2 3 4 5 6 7 8 9 10	COMPLETE STREET SCORE (BICYCLE, PEDESTRIAN, TRANSIT FRIENDLY)
11	0 1 2 3 4 5 6 7 8 9 10	OPEN SPACE/PARKS/PLAZAS --QUALITY, SCALE, ACCESS, SECURITY, USE
12	0 1 2 3 4 5 6 7 8 9 10	SOCIABILITY - NUMBER AND DIVERSITY OF PEOPLE WALKING

COMPOSITE SCORES ABOVE 5.0 ARE CONSIDERED WALKABLE. HIGHLY WALKABLE NEIGHBORHOODS HAVE SCORES ABOVE 7.0 (TOTAL AVERAGE)



Westside Walk

10:00 AM, February 28, 2008





LAKE OSWEGO

Downtown Area-Wide
Transportation
Management Plan



FIGURE 2

Vehicle Speed

Legend

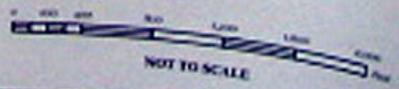
Speed Limits

- 20 MPH
- 25 MPH
- 30 MPH
- 35 MPH
- 40 MPH

Observed Speeds

- 85th PERCENTILE*
*maximum speed at which 85% of cars select travel

- STUDY AREA
- TAXLOTS
- RAILROAD



This information on this map was derived from other maps and City of Lake Oswego databases and does not constitute a warranty. It is provided for informational purposes only. The City of Lake Oswego does not assume any liability for errors or omissions. This map is not intended to be used for any purpose other than that for which it was prepared. No warranty is made by the City of Lake Oswego for any use of this map for any purpose other than that for which it was prepared.

DKS Associates
TRANSPORTATION SOLUTIONS

What are the problems here?



Lack of Security

Lack of people

Lack of investment

Lack of diversity

Auto dependence

No place to buy a popsicle

Lack of diversity

Lack of activity

Walkability Science



Rubber band planning



Sense of Aesthetics



Levels of Quality

Walkability Support



Openly Hostile



Intolerant



Tolerant

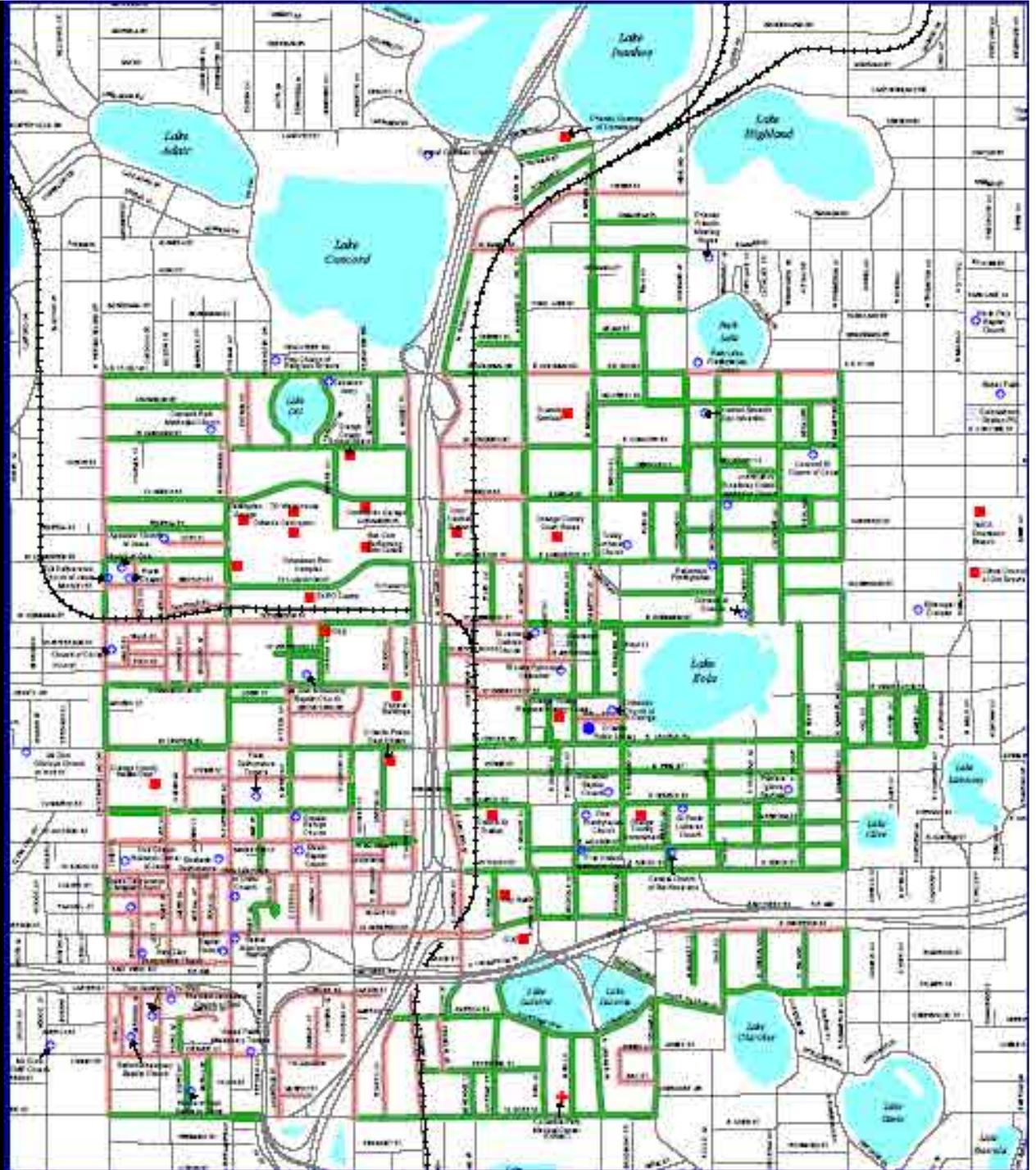


Supportive

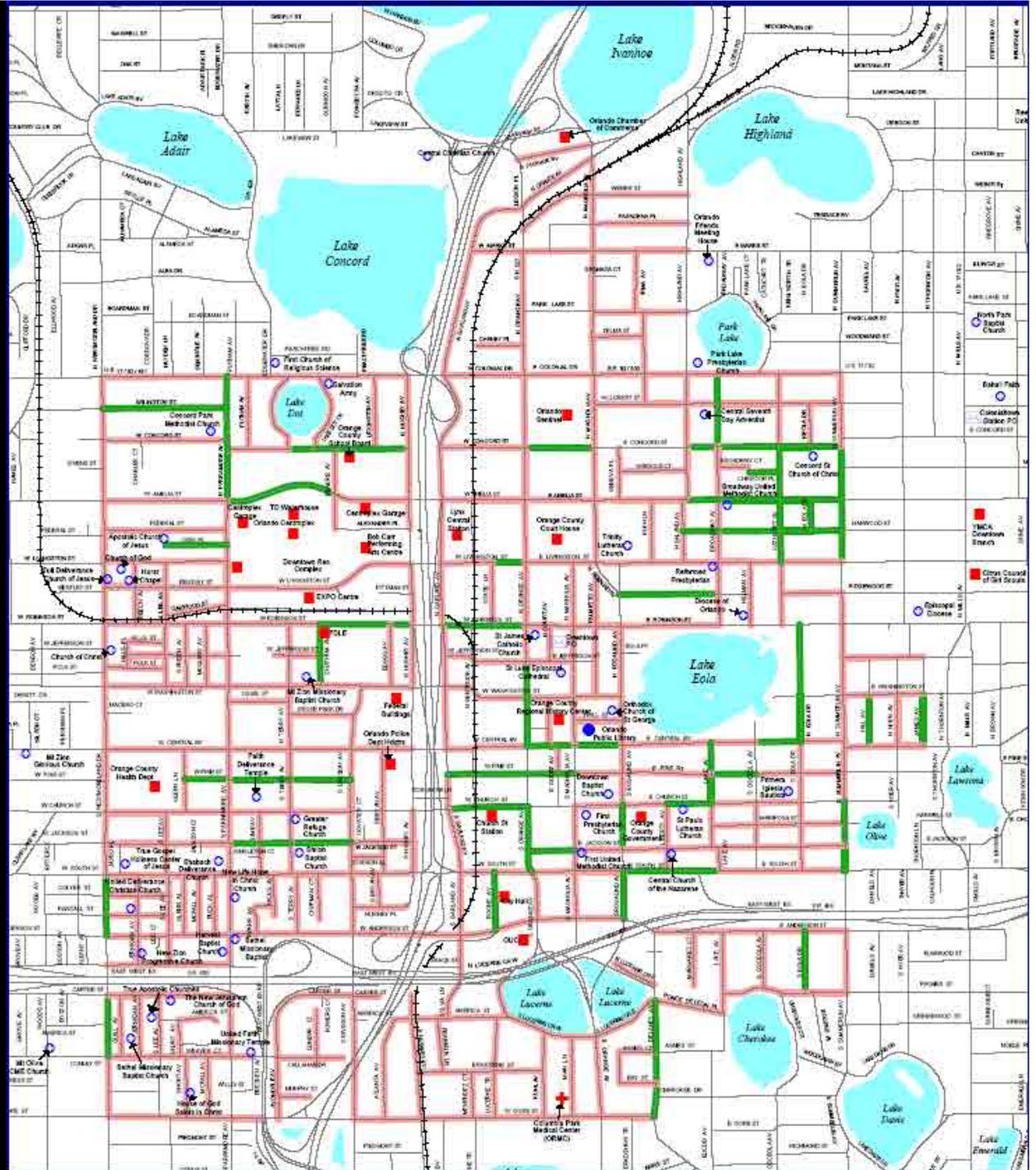


Place

Sense of Security



Sense of Shade

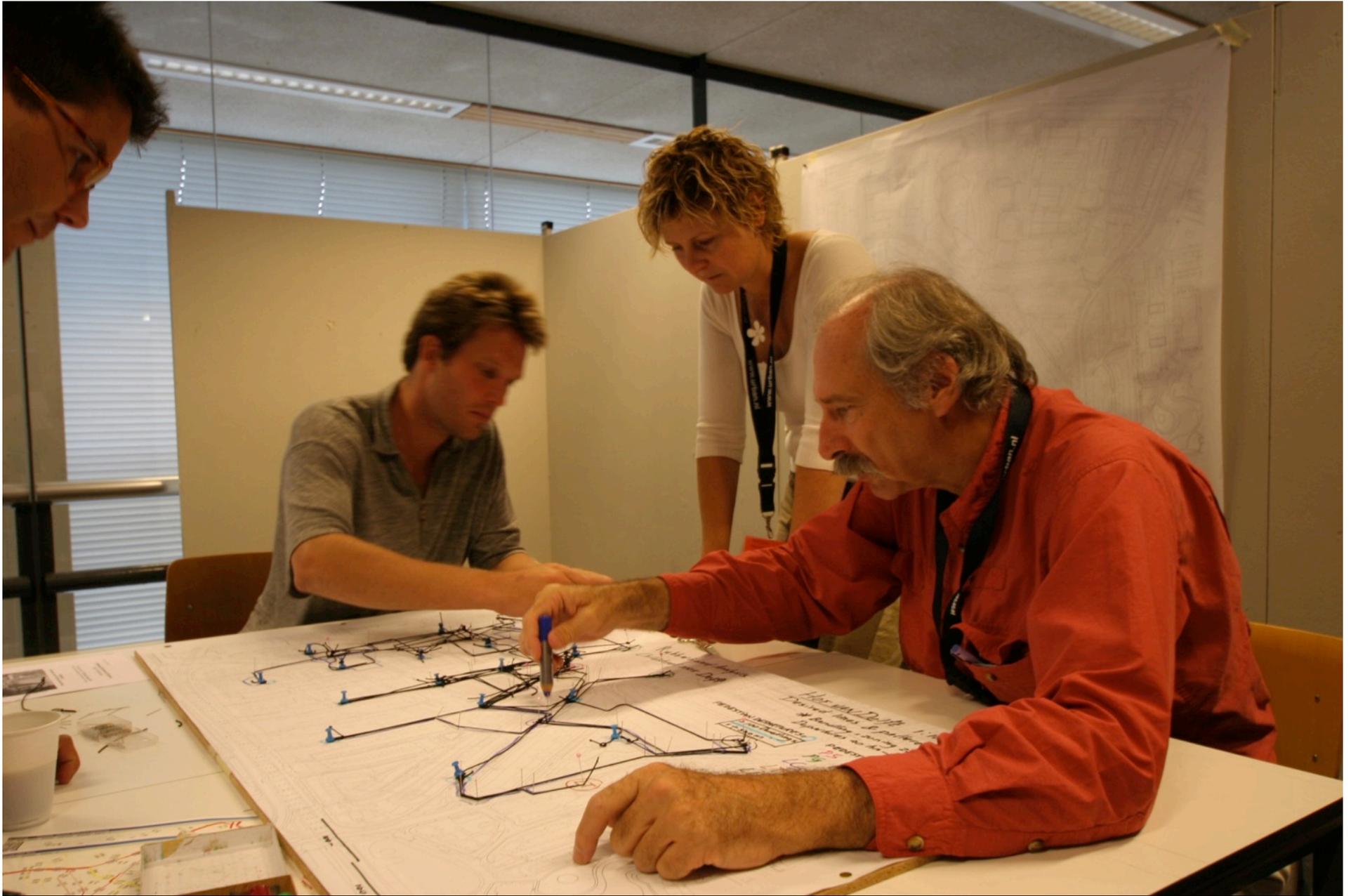




Rubber Band Planning



Rubber Band Planning



Rubber Band Planning





SPEED
LIMIT
30

- 0-2 Walker's Nightmare
- 3-4 Walking is tolerable, but not pleasant
- 5-6 Walking is almost pleasant
- 7-8 Walking is pleasant, almost fun
- 9-10 Walker's Paradise

Exemplary Crossing: When crossings are highly visible, and speeds are low, motorists almost automatically stop to let pedestrians go. These double set of bands are highly visible to approaching drivers. Yielding rates are high.
(Broadway Avenue in Boulder, Colorado)



1A CROSSWALKS Visibility and Detection

Exemplary Crossing: When crossings are highly visible, and speeds are low, motorists almost automatically stop to let pedestrians go. These double set of bands are highly visible to approaching drivers. Yielding rates are high.
(Broadway Avenue in Boulder, Colorado)





1B CROSSWALKS Width of Crossing

Exemplary Crossing: In the ideal crossing pedestrians would not cross side street widths wider than 14 feet, and motorists would enter the areas at speeds no higher than 10 mph.
(Keene, New Hampshire)





2A SIDEWALKS Width

Exemplary Width: Although sidewalks can be too wide, there are places where a wide walkway creates the right mood for comfortable strolls that are fully at ease. Widths of ten feet feel quite good to most people. (*Celebration, Fl*)





0



2



4

2B SIDEWALKS Surface Condition and Type

Exemplary Type: Surfaces with high coefficient of friction, such as these bricks in Portland, Oregon were found through research and experimentation ... anti-slip and yet smooth in all weather. *(Portland, Oregon)*



6



8



10



2C SIDEWALKS Maintenance

Exemplary Maintenance: Sidewalks are built with top quality materials. Careful attention is paid to construction methods, leading to almost self-maintaining systems. Tree selection is important if sidewalks are to have a long life.
(San Diego, Ca.)





3A BUFFER To Street

Exemplary Buffer: When vertical height is added (note wall of trees and ground cover) people feel relaxed and are willing to spend time (and money) in an area. (*Lake Oswego, Oregon*)





3B BUFFER To Parking Lots, other space

Exemplary Buffer: Highest quality parking edges are adopted and cared for; create no visual screening of pedestrians and create gardens.
(Sacramento, California)





0



2



4

4 DRIVEWAYS Width, Contrast, Speed

Exemplary Driveway: Santa Barbara (below) sets the bar height for virtually everything walkable and aesthetic. A narrow, offset entry graces a pleasant walkway where safety is the quest. *(Santa Barbara, California)*



6



8



10



5 SHADE Trees

Exemplary Shade: The ideal shade planting should create a crowning achievement, sometimes caught on principal streets, and more often caught on neighborhood streets. Many towns call themselves Tree Cities, but it is time to raise the bar height to have streets of this quality become common place. *(Winnipeg, Canada)*





6 ADA Ramps

Exemplary ADA: The ideal set of ramps is found on narrow streets with tight corner radii of 15 feet or less. This ramp perfectly aligns with routes of travel, set back from the street. It also sports an edge, while providing contrast. Note how the drainage grates capture all water on both sides of the radius. (*Celebration, FL*)



Walking Audit Scoring Sheet (Please Copy and Print out multiple copies)

Date: _____

Location: Town/Street _____

Block: _____

1A Crosswalk Markings 1 2 3 4 5 6 7 8 9 10 Comments:

1B Crossing Width 1 2 3 4 5 6 7 8 9 10 Comments:

2A Sidewalk Width 1 2 3 4 5 6 7 8 9 10 Comments:

2B Sidewalk Surface 1 2 3 4 5 6 7 8 9 10 Comments:

2C Sidewalk Maintenance 1 2 3 4 5 6 7 8 9 10 Comments:

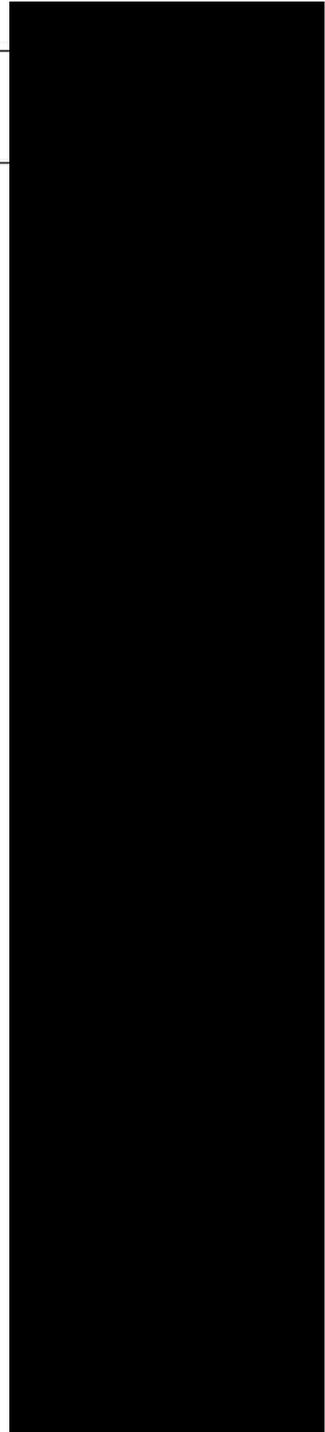
3A Buffer to Street 1 2 3 4 5 6 7 8 9 10 Comments:

3B Buffer to Parking Lot 1 2 3 4 5 6 7 8 9 10 Comments:

4 Driveways 1 2 3 4 5 6 7 8 9 10 Comments:

5 Shade 1 2 3 4 5 6 7 8 9 10 Comments:

6 ADA Ramps 1 2 3 4 5 6 7 8 9 10 Comments:







ALTERA
REAL ESTATE

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Karen Bandy LTD.
STUDIO
OPEN
Ground Floor

ALTERA

ALTERA

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