

Livability and the role of Transportation



Where do we go from here?



Is this the landscape we want to leave our children?



Completing the Culture Change FOR COMPLETE STREETS



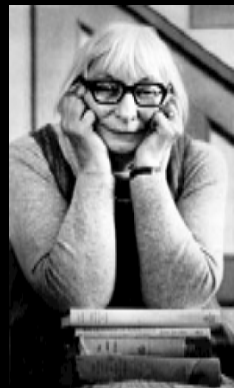
By Dan Burden
Walkable and Livable Communities Institute
February, 2013

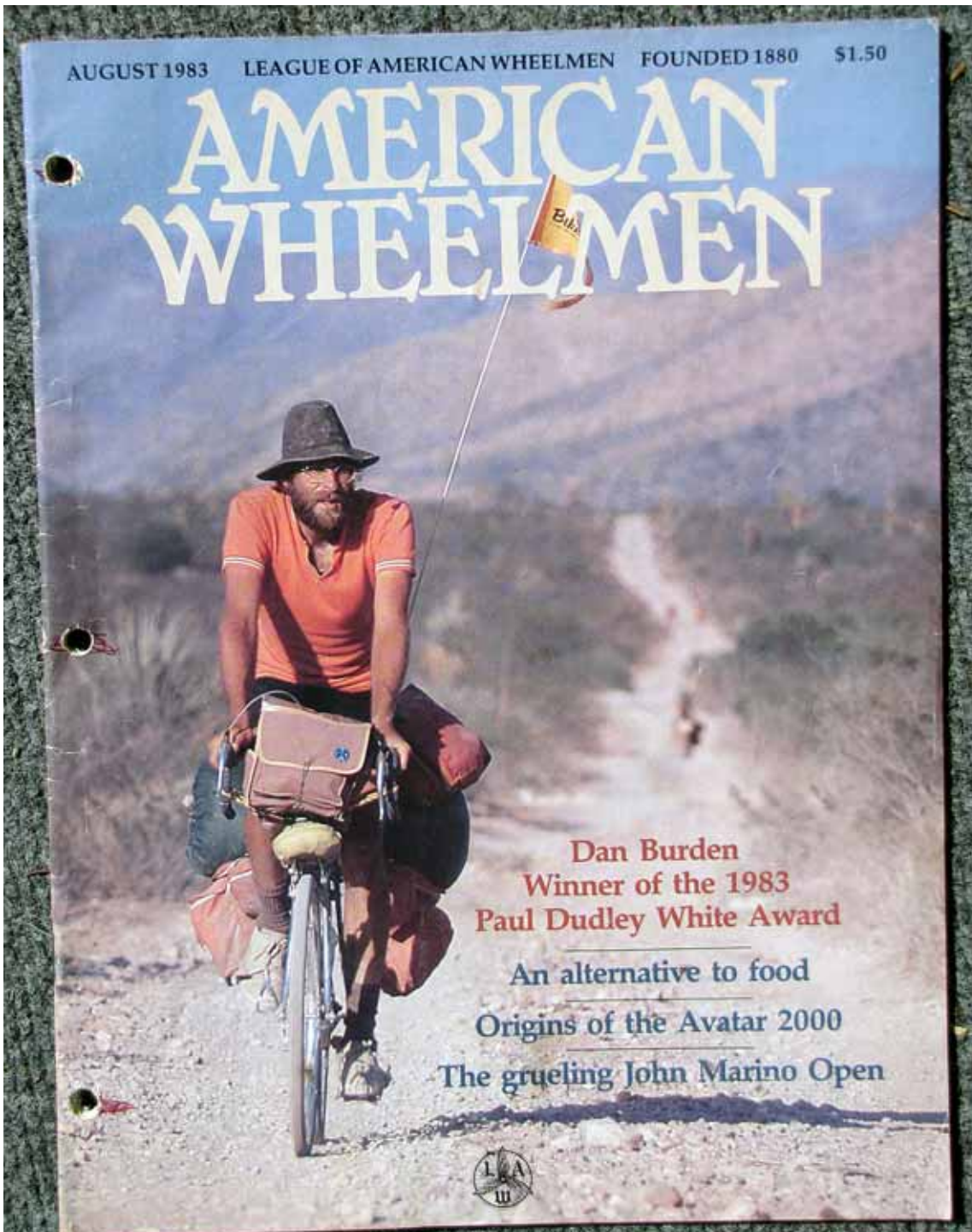
“How can you know what to try with traffic until”

“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.

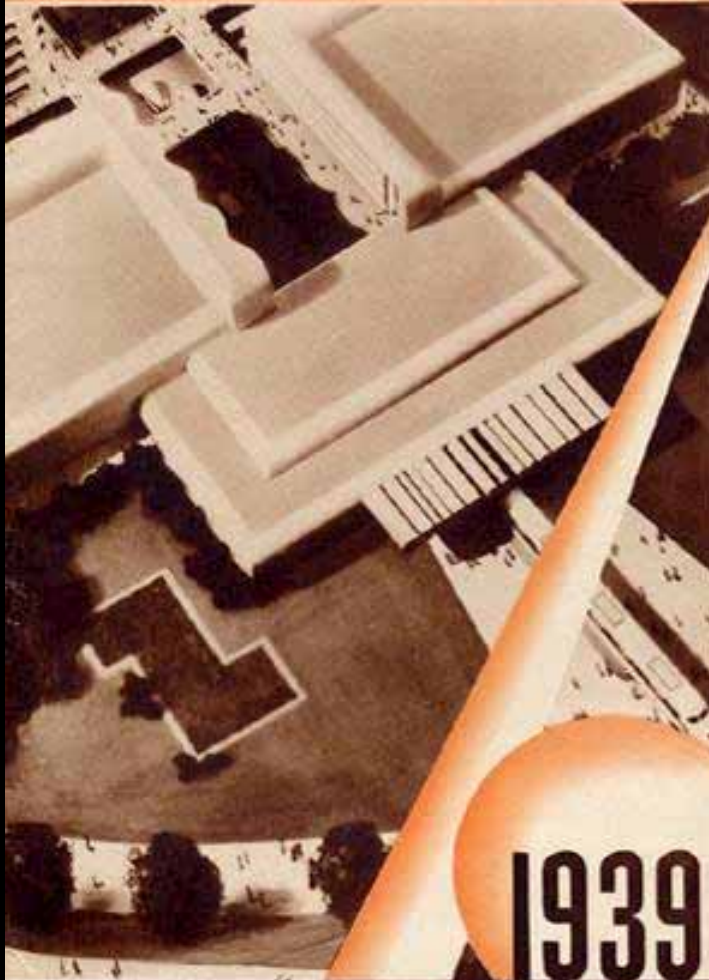
The simple needs of automobiles are more easily understood and satisfied than the complex needs of cities, and a growing number of planners and designers have come to believe that if they can only solve the problems of traffic, they will thereby have solved the major problems of cities.

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





THE
GENERAL MOTORS
EXHIBIT BUILDING



New York World's Fair

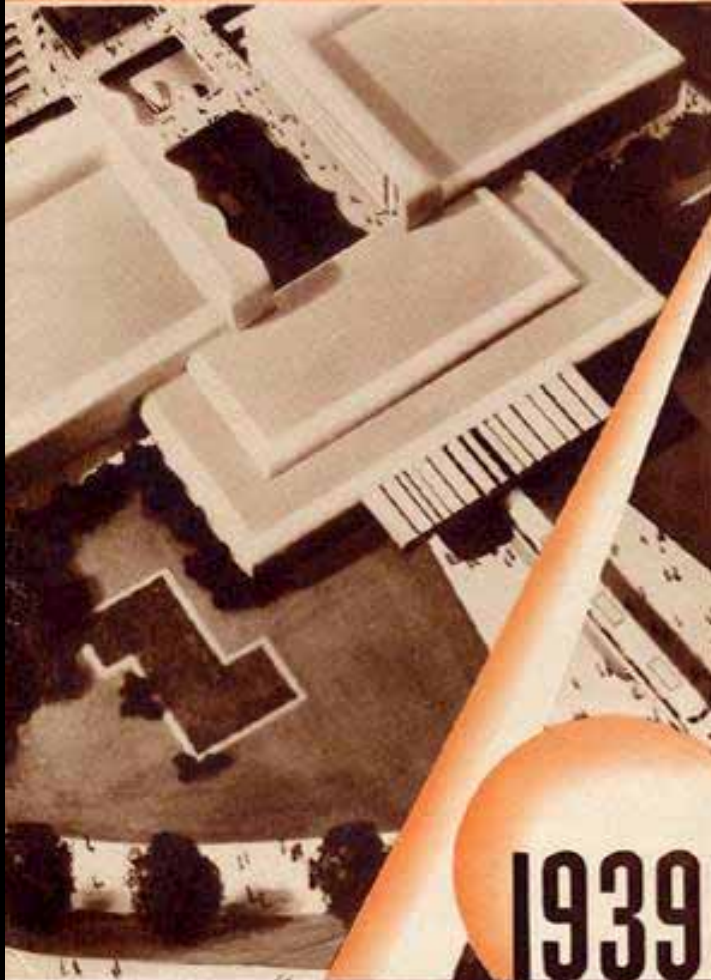
HIGHWAYS AND HORIZONS



"If we are to have full use of automobiles, cities must be remade...awaiting industry that will do wonders, for prosperity will spring up when we revamp our cities"

...Post Magazine (circa 1930)

THE
GENERAL MOTORS
EXHIBIT BUILDING



1939

New York World's Fair

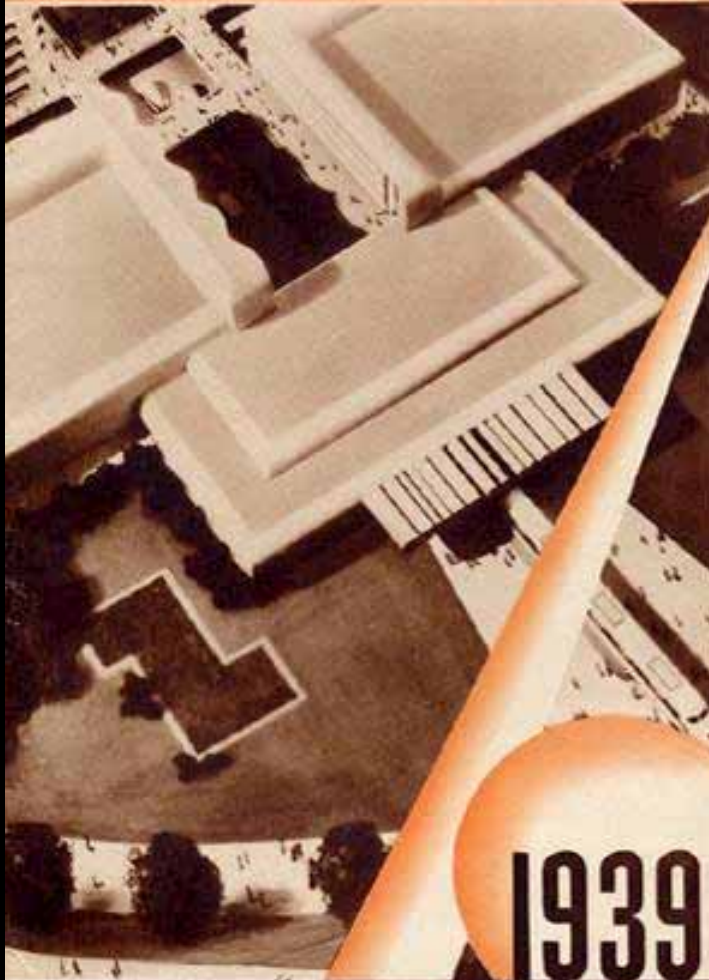
HIGHWAYS AND HORIZONS



Scenic From the
GENERAL MOTORS FUTURAMA
New York World's Fair

“Abundant sunshine, fresh air,
fine green parkways will blend
together seamlessly with
dazzling skyscrapers and seven-
lane highways.”

THE
GENERAL MOTORS
EXHIBIT BUILDING



1939

New York World's Fair

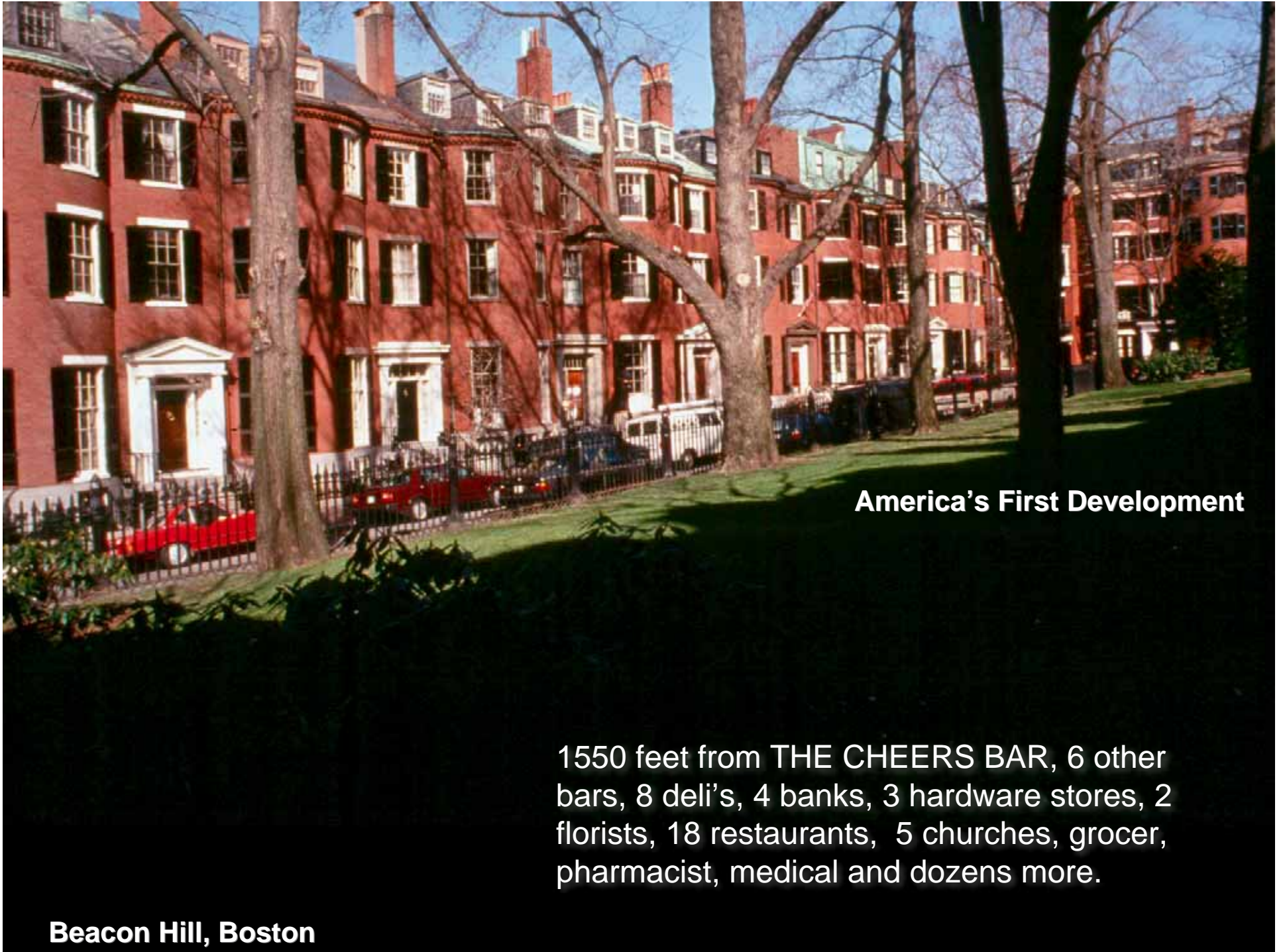
HIGHWAYS AND HORIZONS



Scenic From the
GENERAL MOTORS FUTURAMA
New York World's Fair

“A driveable future. An auto company has a new design competition to imagine a future city that is car-friendly”

(June 28, 2010)



America's First Development

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.

Beacon Hill, Boston

1550 feet from
NOTHING

Orlando, Florida

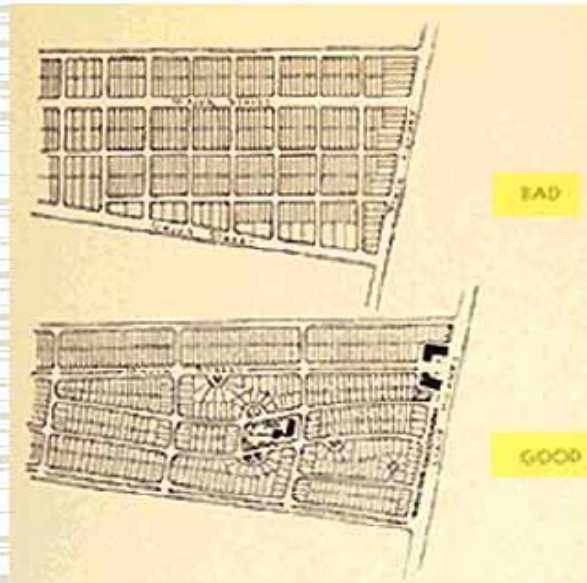




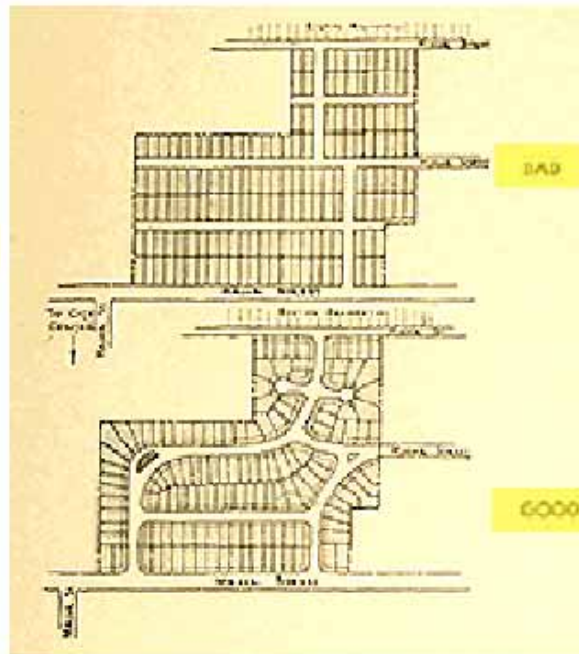
Last year car buyers ranked fuel economy **17th** on their list of priorities, just below cup holders and the car's stereo system, according to a survey by CNW Research, a respected automotive market analysis firm.

Newsweek, April 08

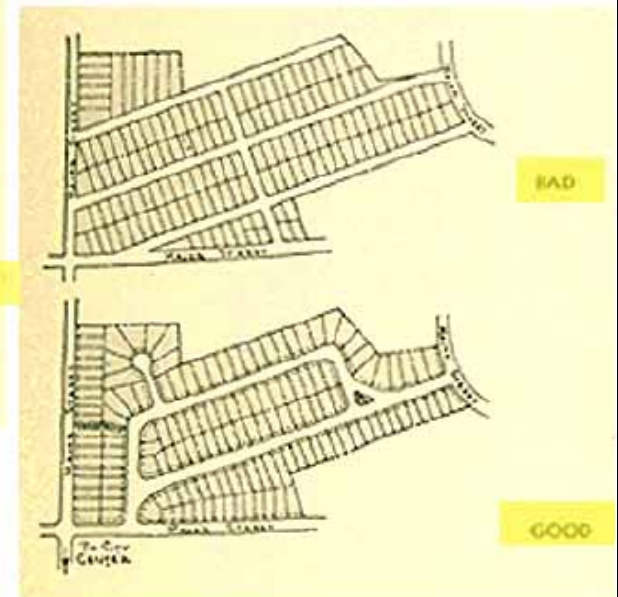
1938 - FHA Technical Bulletin No. 7 Planning Profitable Neighborhoods



“short blocks not economical”



We should “discourage through traffic”



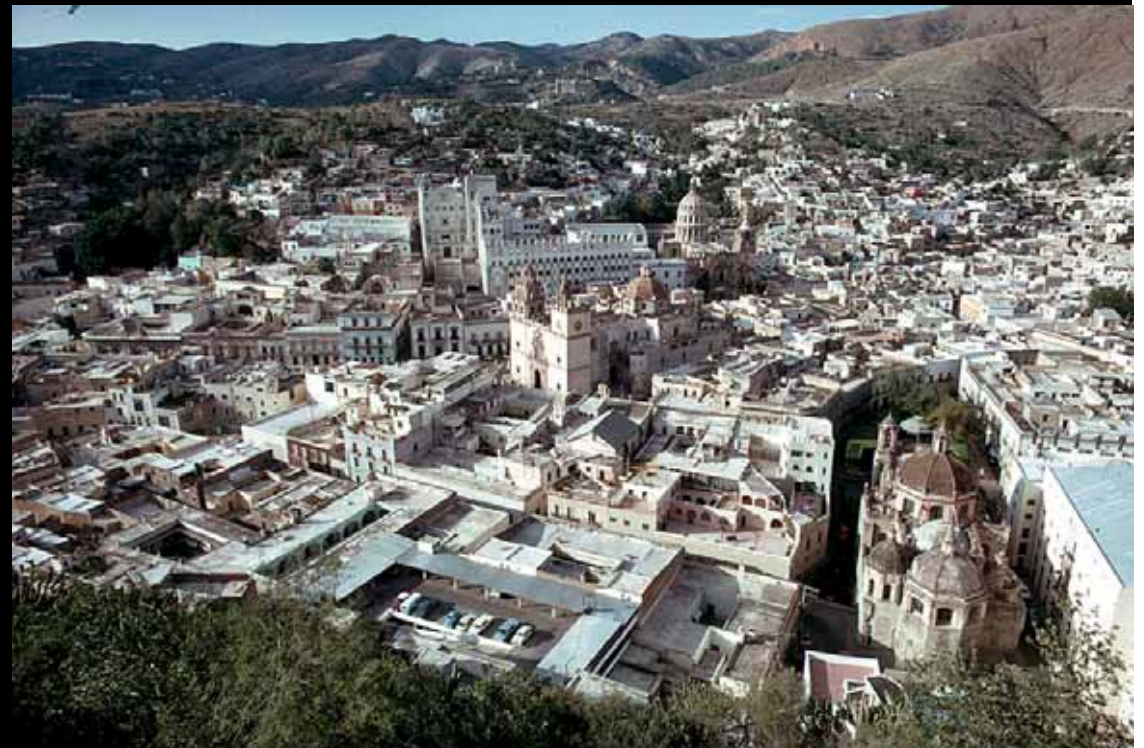
"There is No There There"

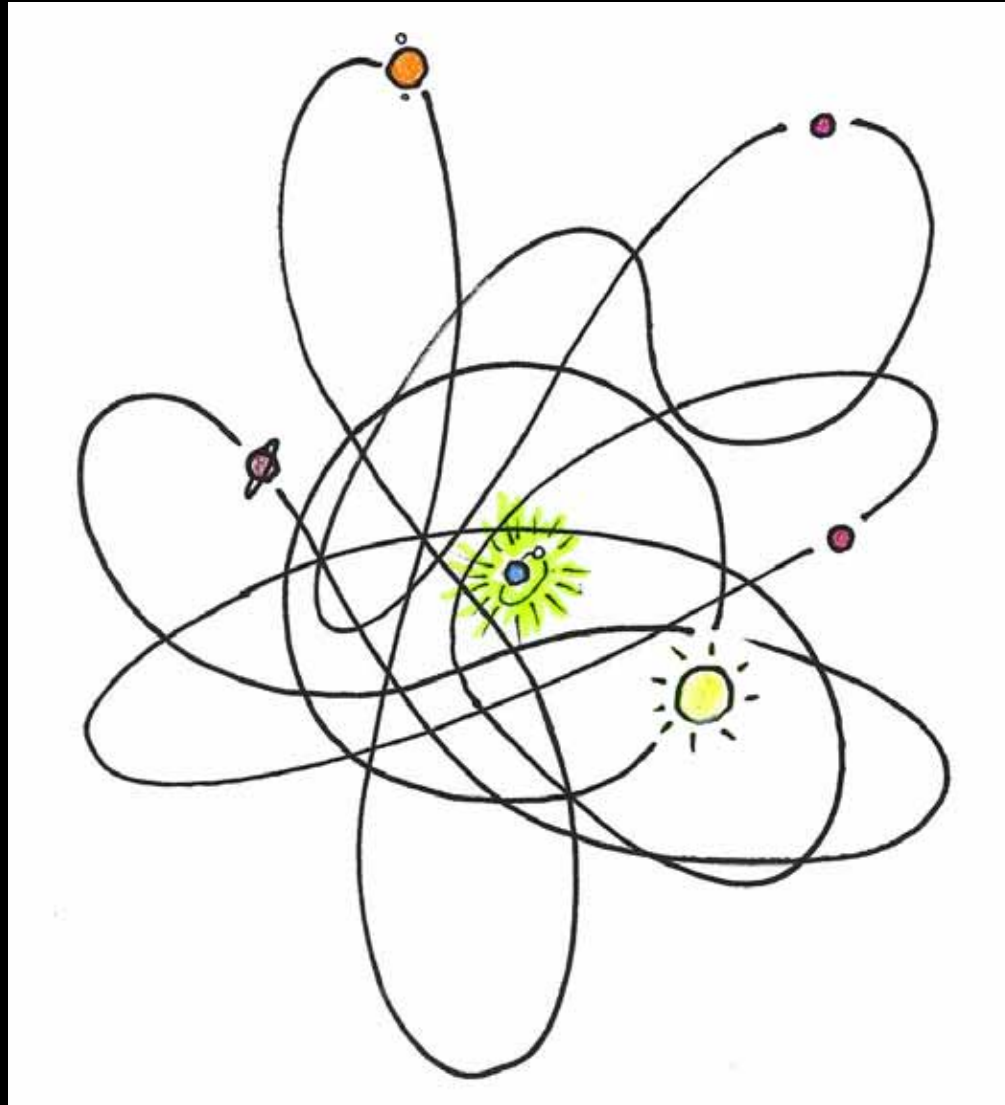
...Gertrude Stein

Houston, Texas

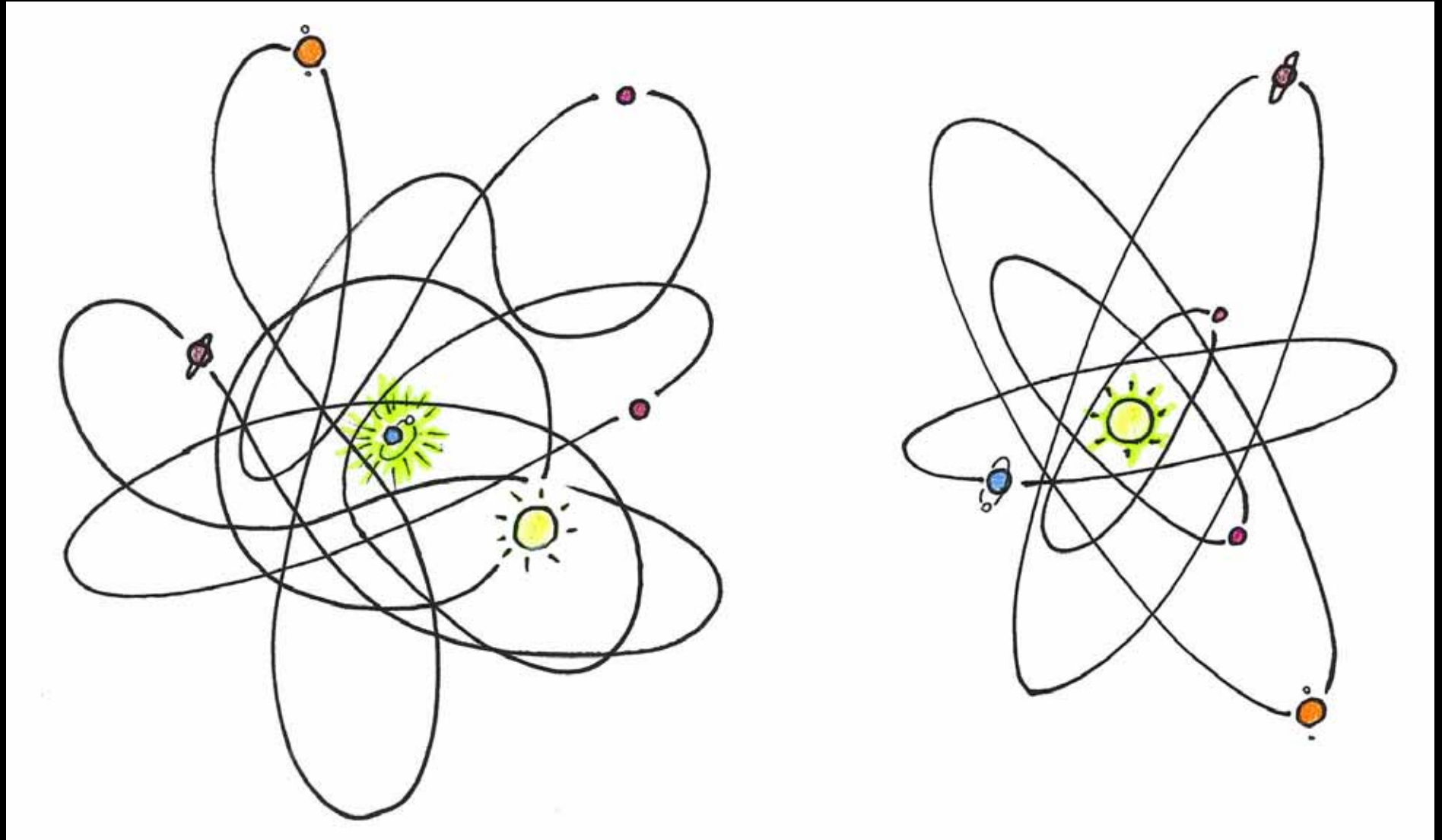
Fifty percent of all American cities are now under concrete and asphalt.

(In Los Angeles it is now 66 percent.)

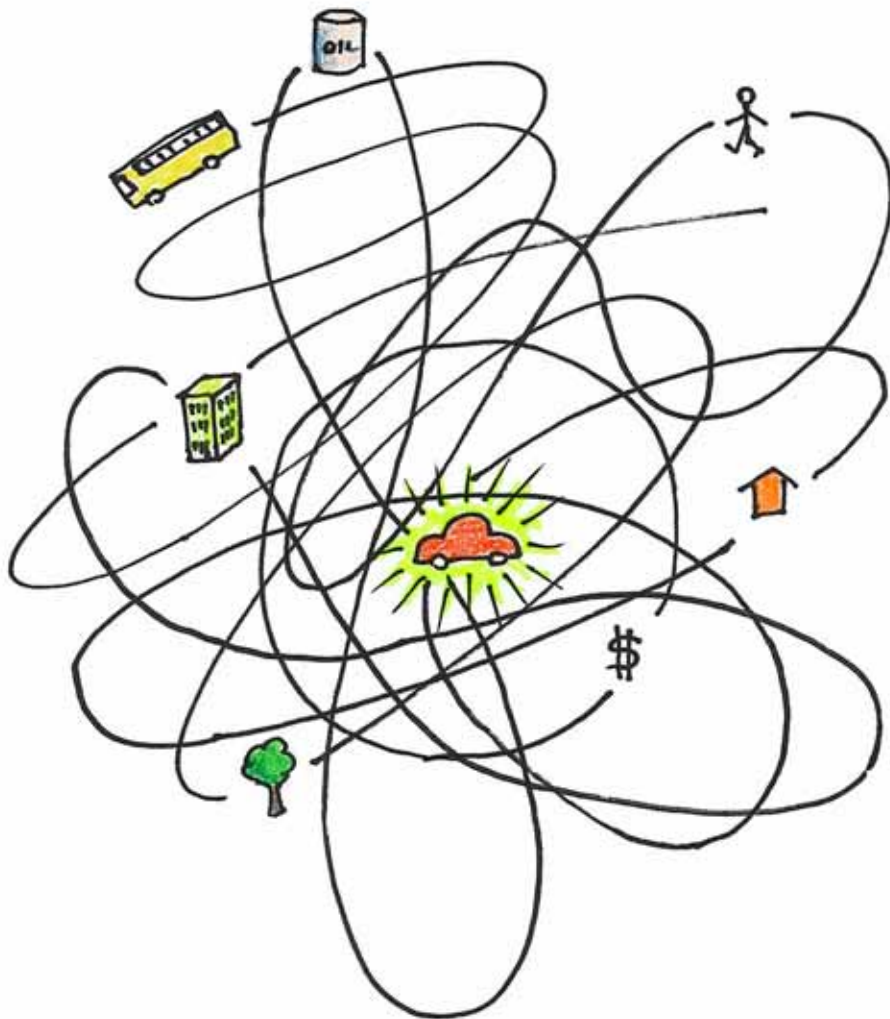




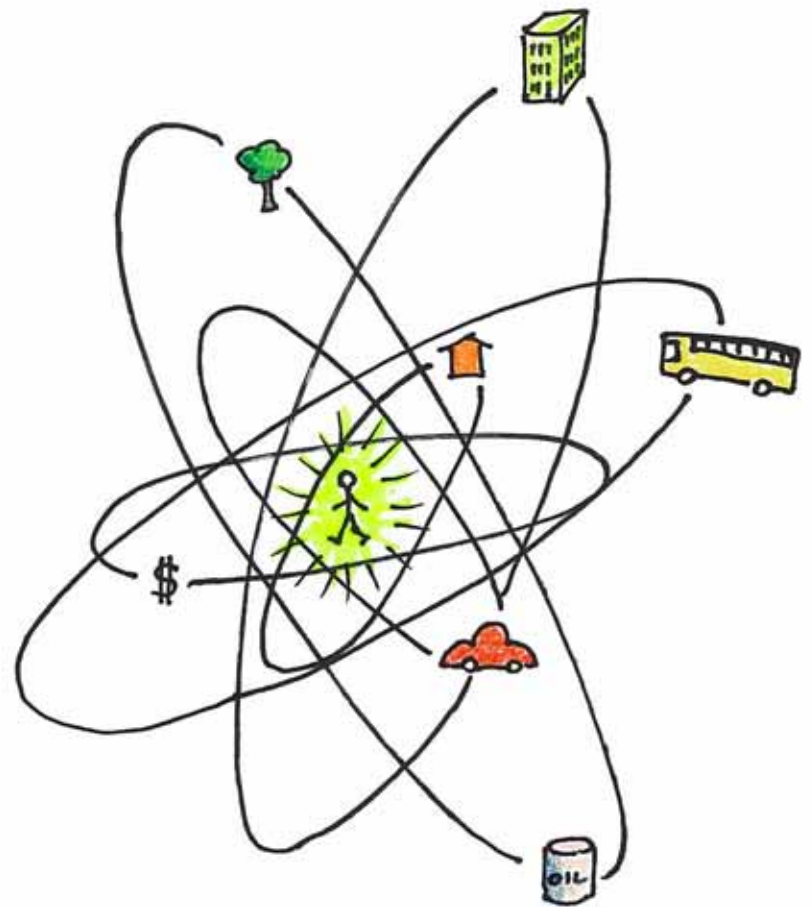
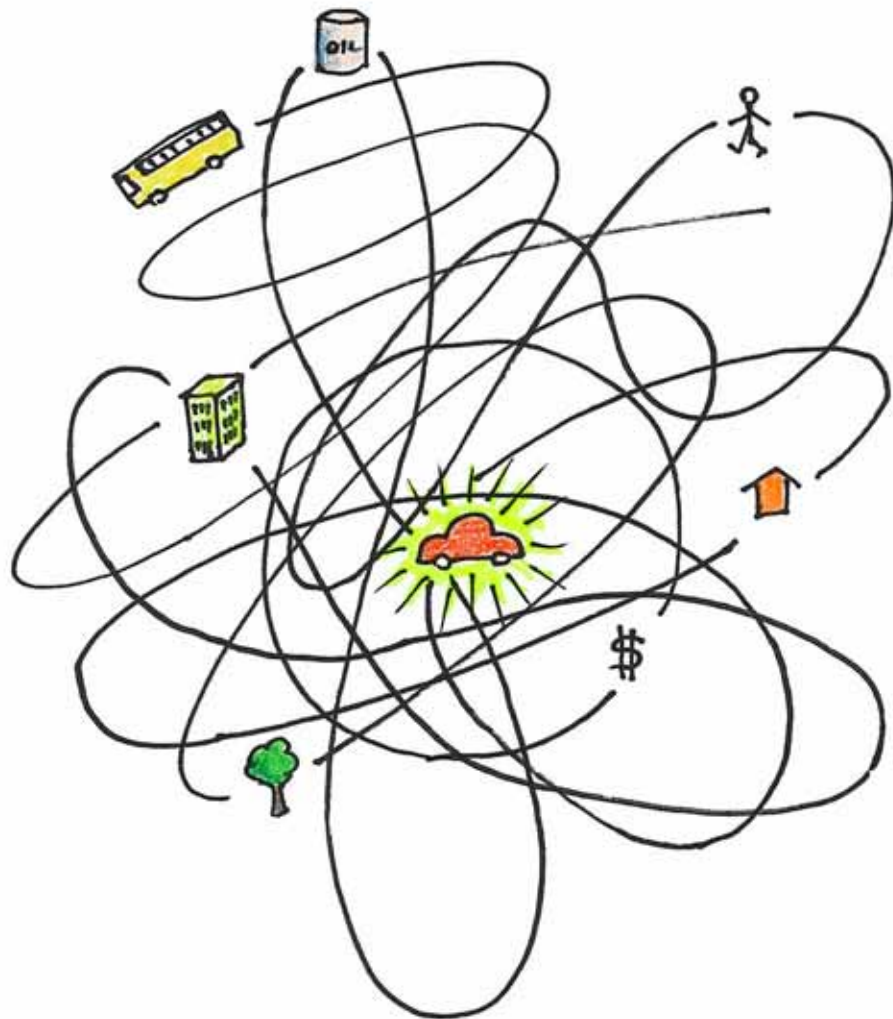
Courtesy of Ian Lockwood



Courtesy of Ian Lockwood



Courtesy of Ian Lockwood



Courtesy of Ian Lockwood

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

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.



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.

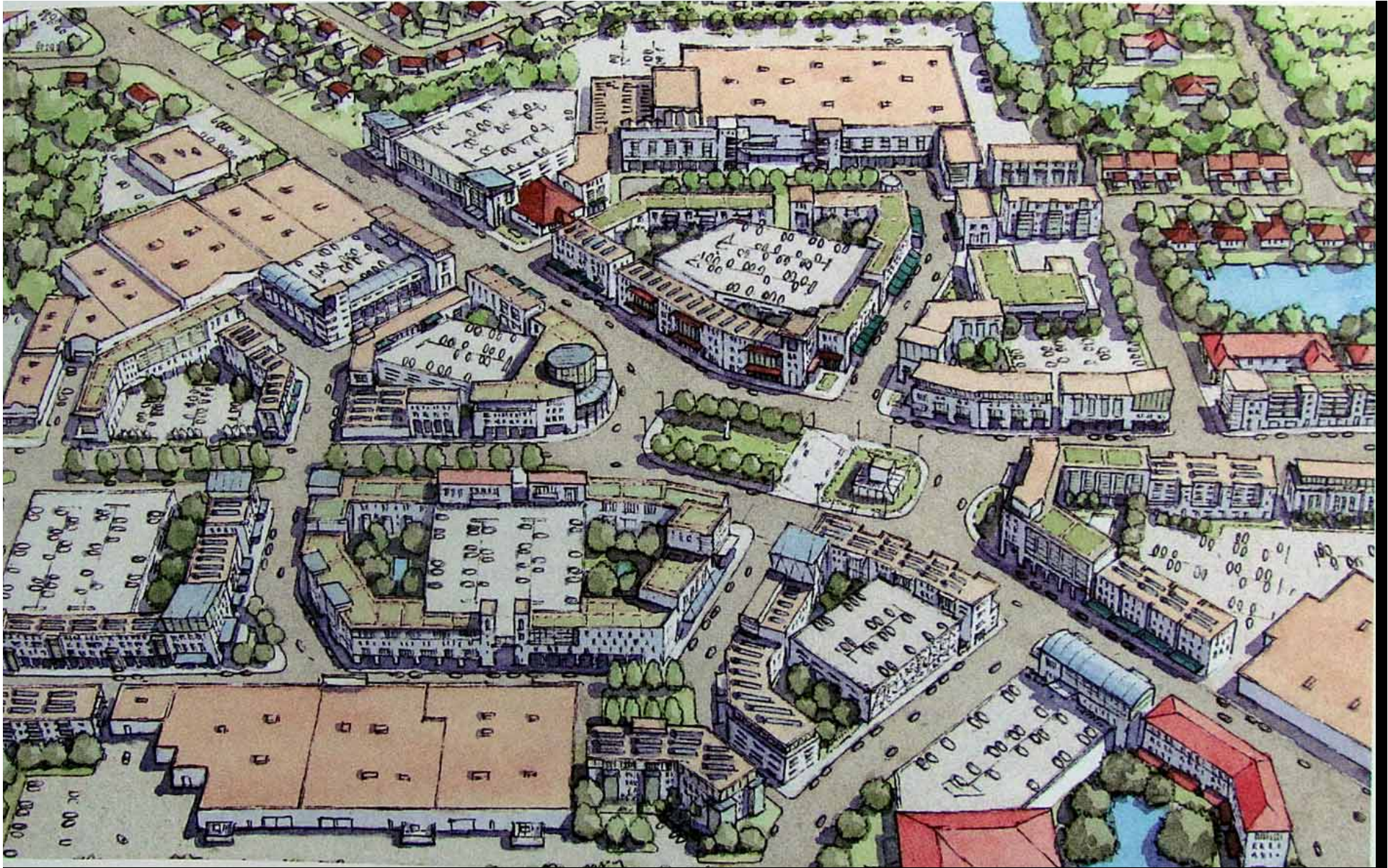
Traffic is growing about five times faster than the growth in population.

(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.)

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%





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.





Where would you rather walk?
Where would you rather drive?

Where would you rather bike?
Where would you rather live?

Which is the safest place to bike?
Which is the safest place to drive?



HAVING LESS OF THIS...

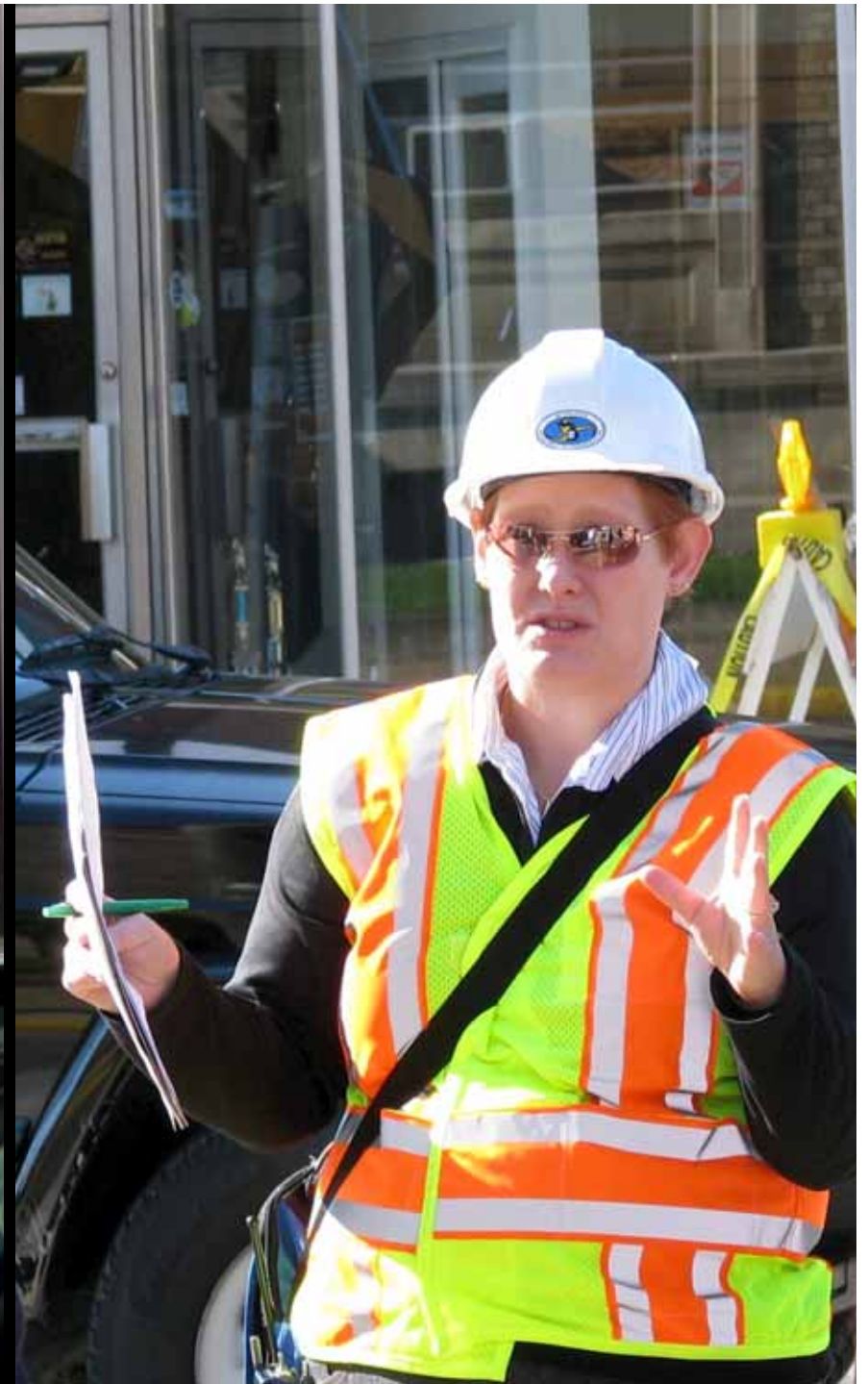


REQUIRES MORE OF THIS...

























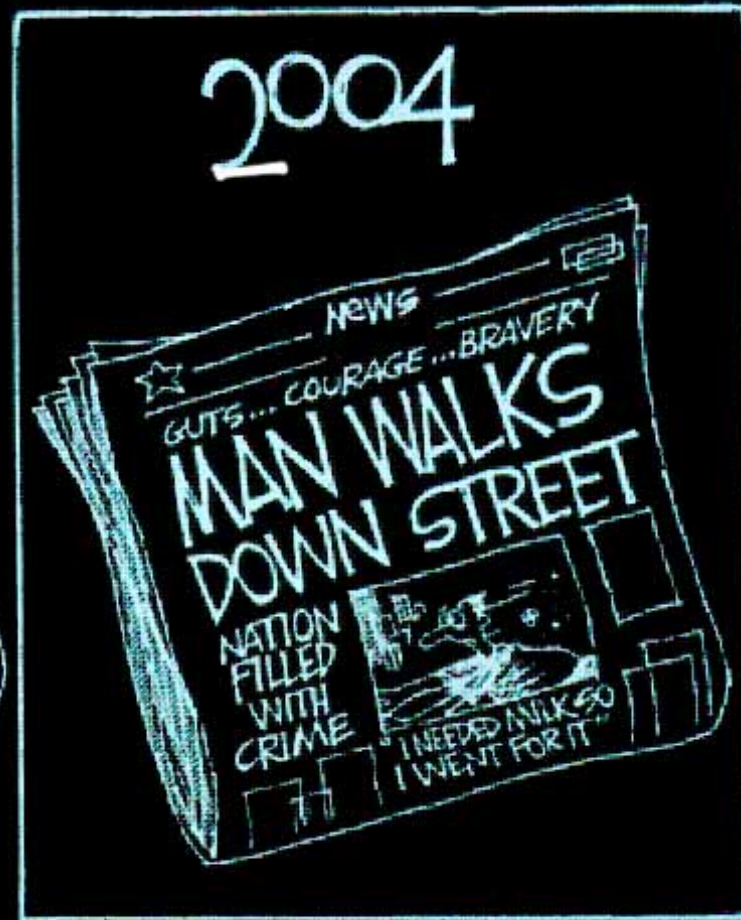


35th Anniversary of Walk

1969



2004



Houston, we have a problem!









Where is the funding for this?



Transportation
has always built
our cities.

Always.



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



Edited by Cowen Lupton, Terri Pruitt & Kim Collias

the review

the official magazine of the  michigan municipal league

May/June 2010

Walkable Communities

From Abbey Road to Brighton Road

“SINCE THE BOARDWALK OPENED UP,
IT PROBABLY INCREASED OUR SUMMER
BUSINESS BY AT LEAST 15 PERCENT.”

—**Joe MacElin**
Brighton restaurant operator



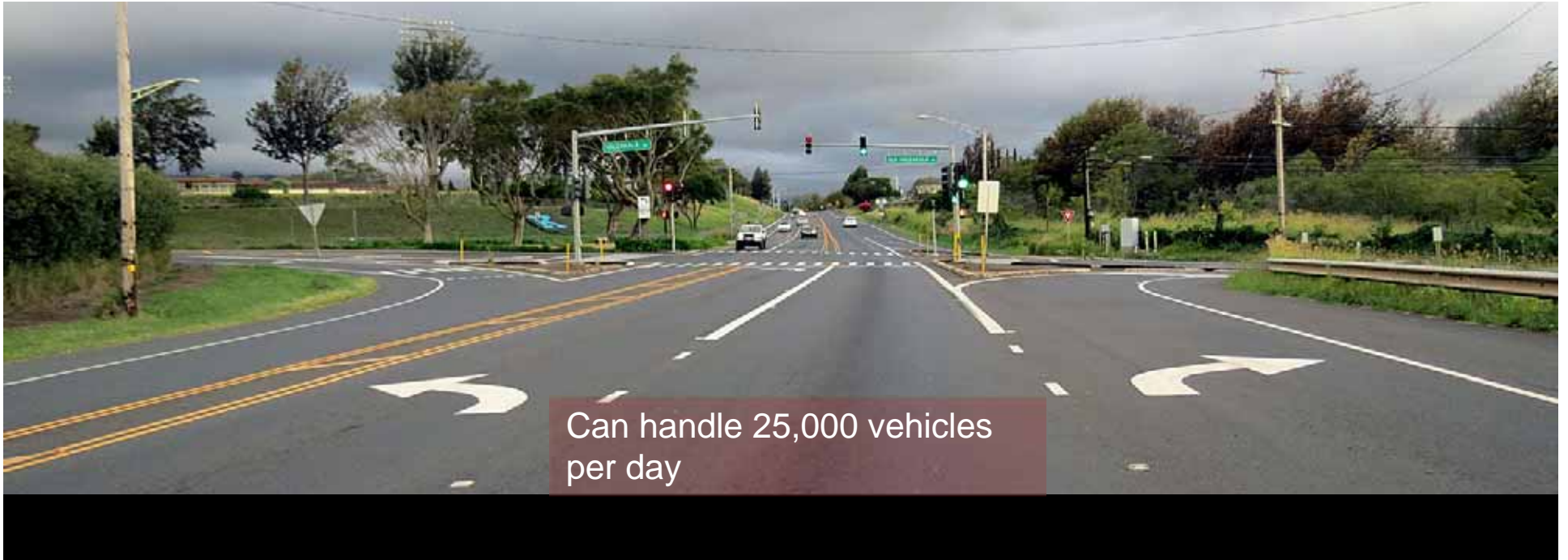
DREAMING BIG
IN **EDWARDSBURG**

CONNECTIVITY
IN **CADILLAC**

MARQUETTE'S
FORM-BASED CODES



Pottstown, Pennsylvania



Can handle 25,000 vehicles per day

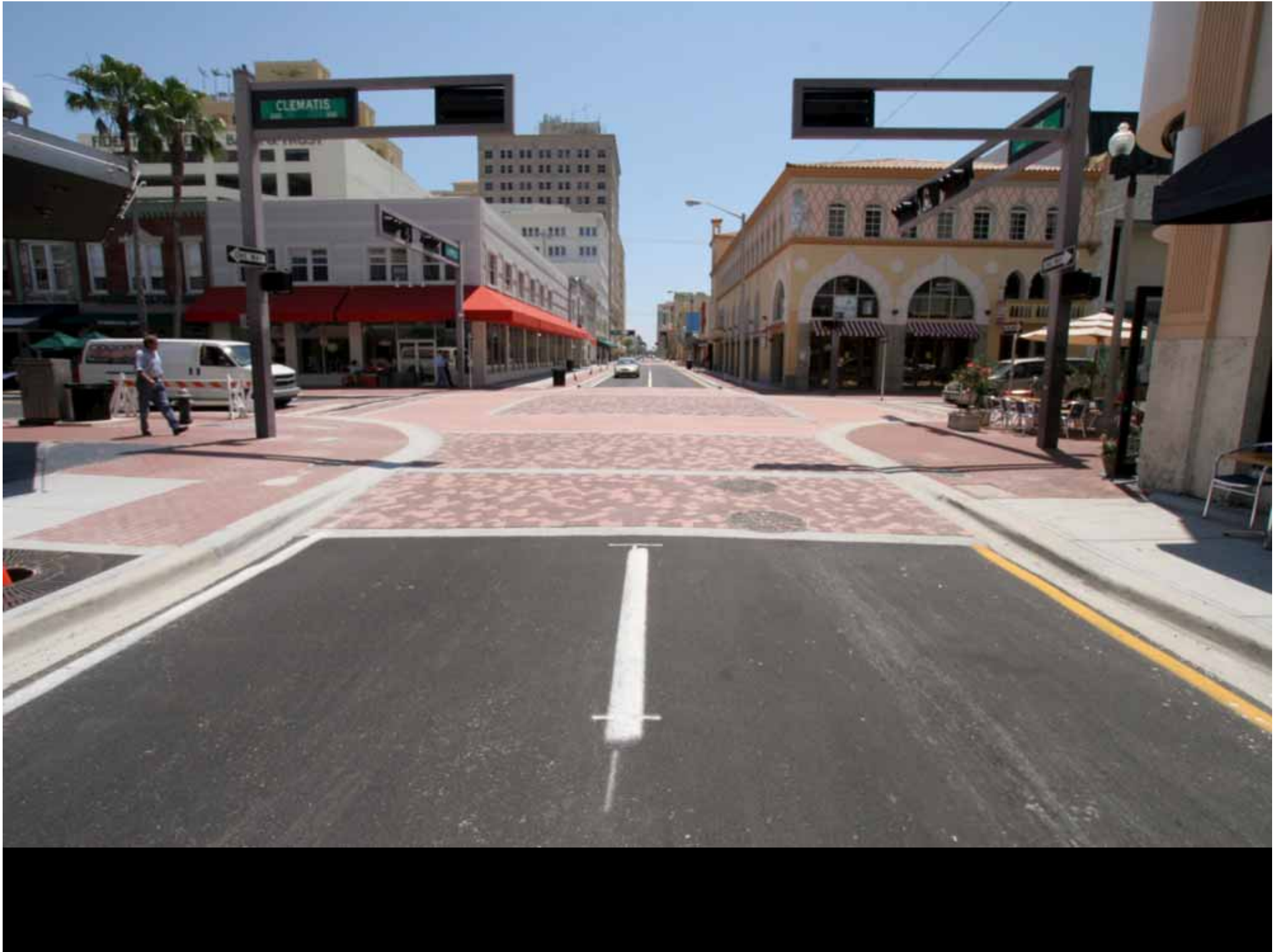


Can handle 25,000

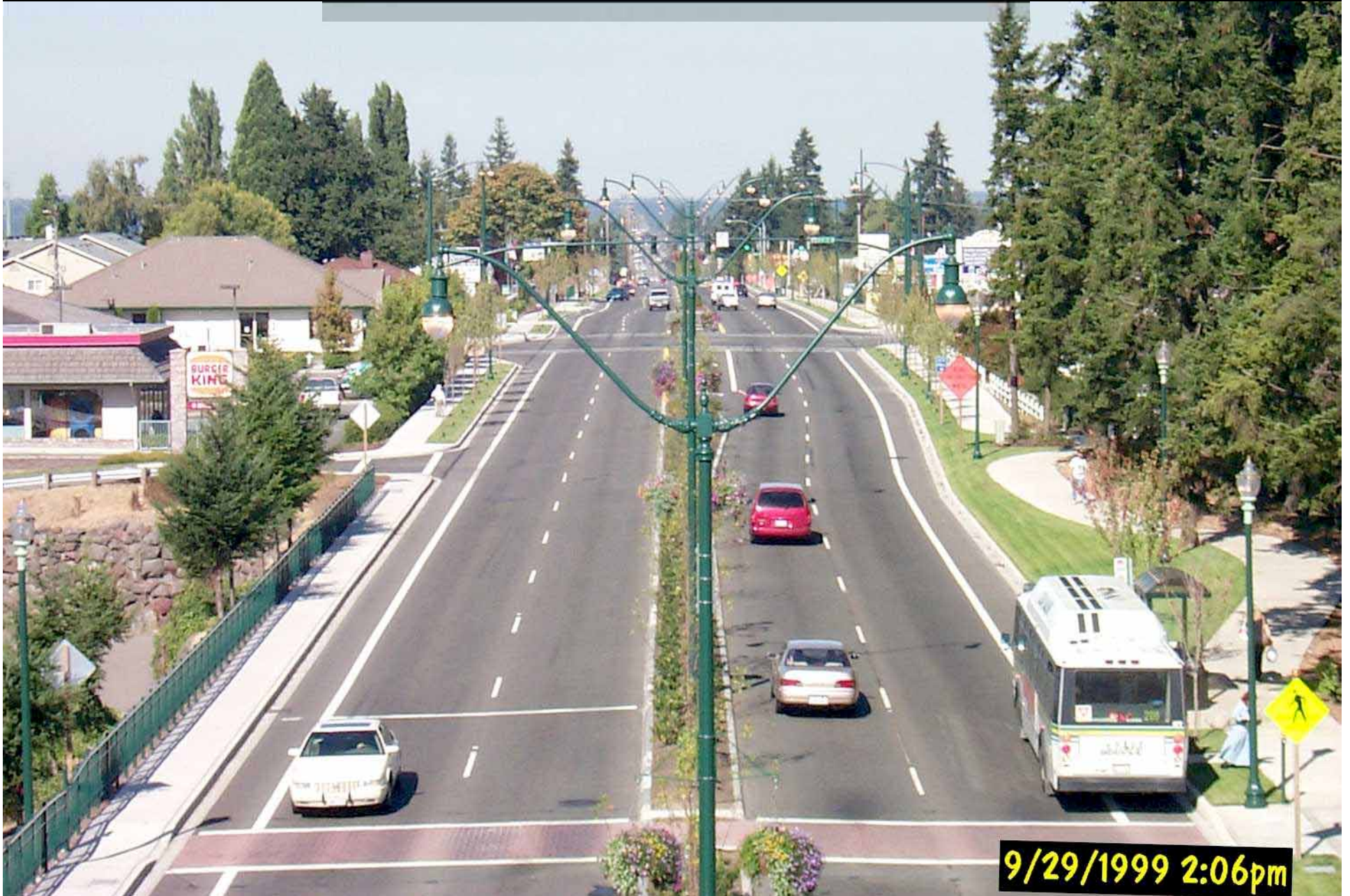


West Palm Beach, Florida



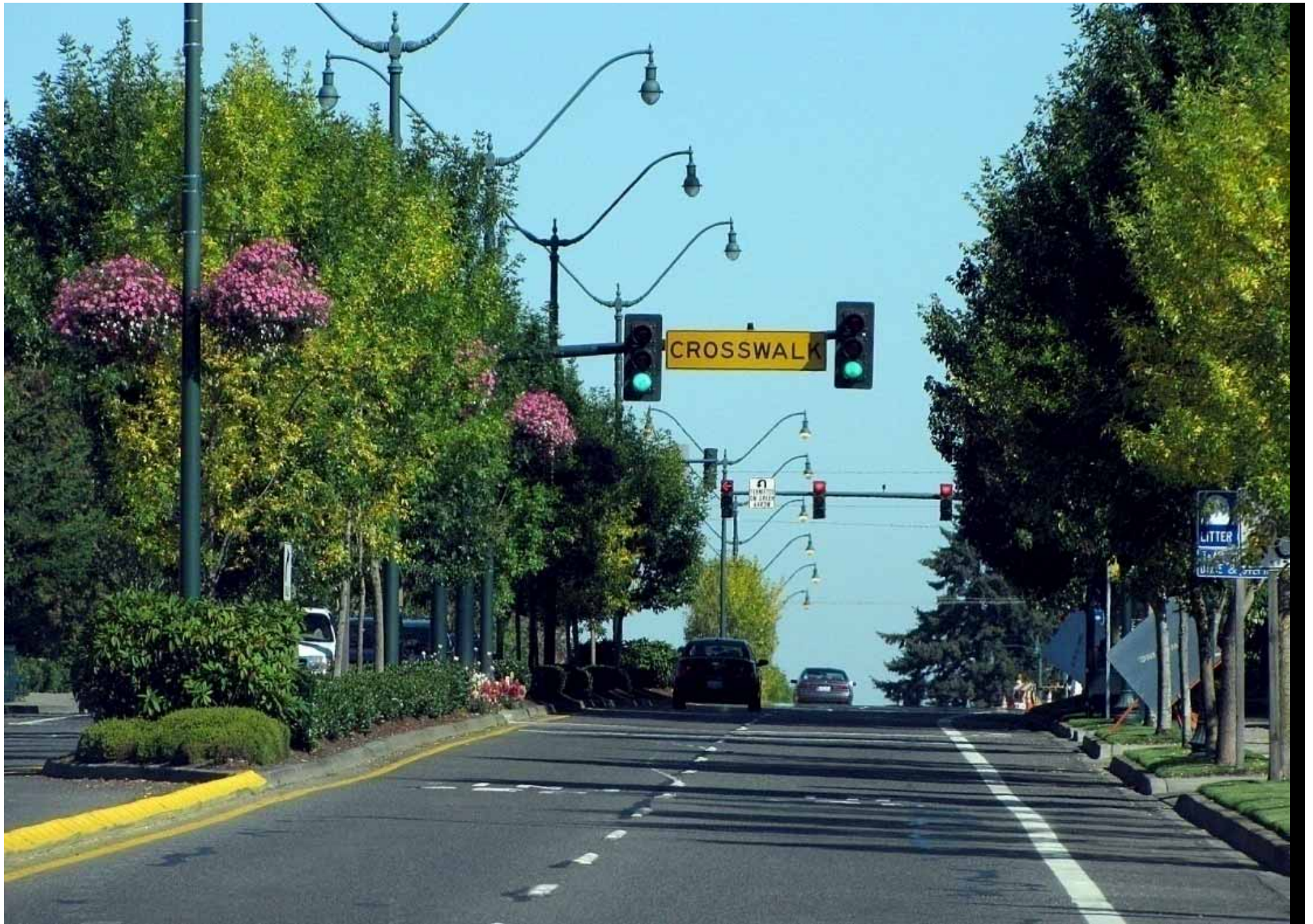


Bridgeport Way, University Place, Washington



9/29/1999 2:06pm





Marine Drive, Dundarave, B.C.





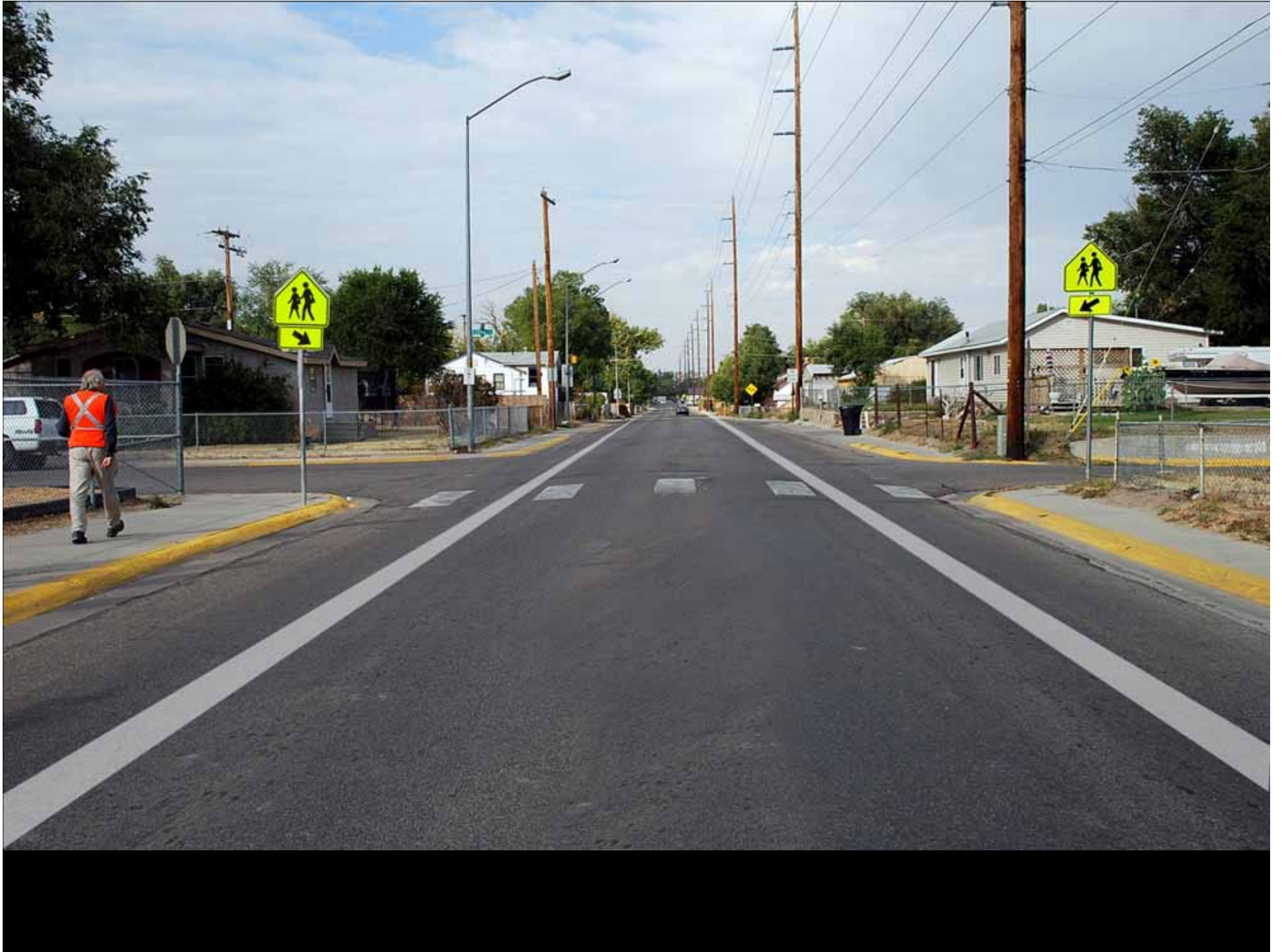




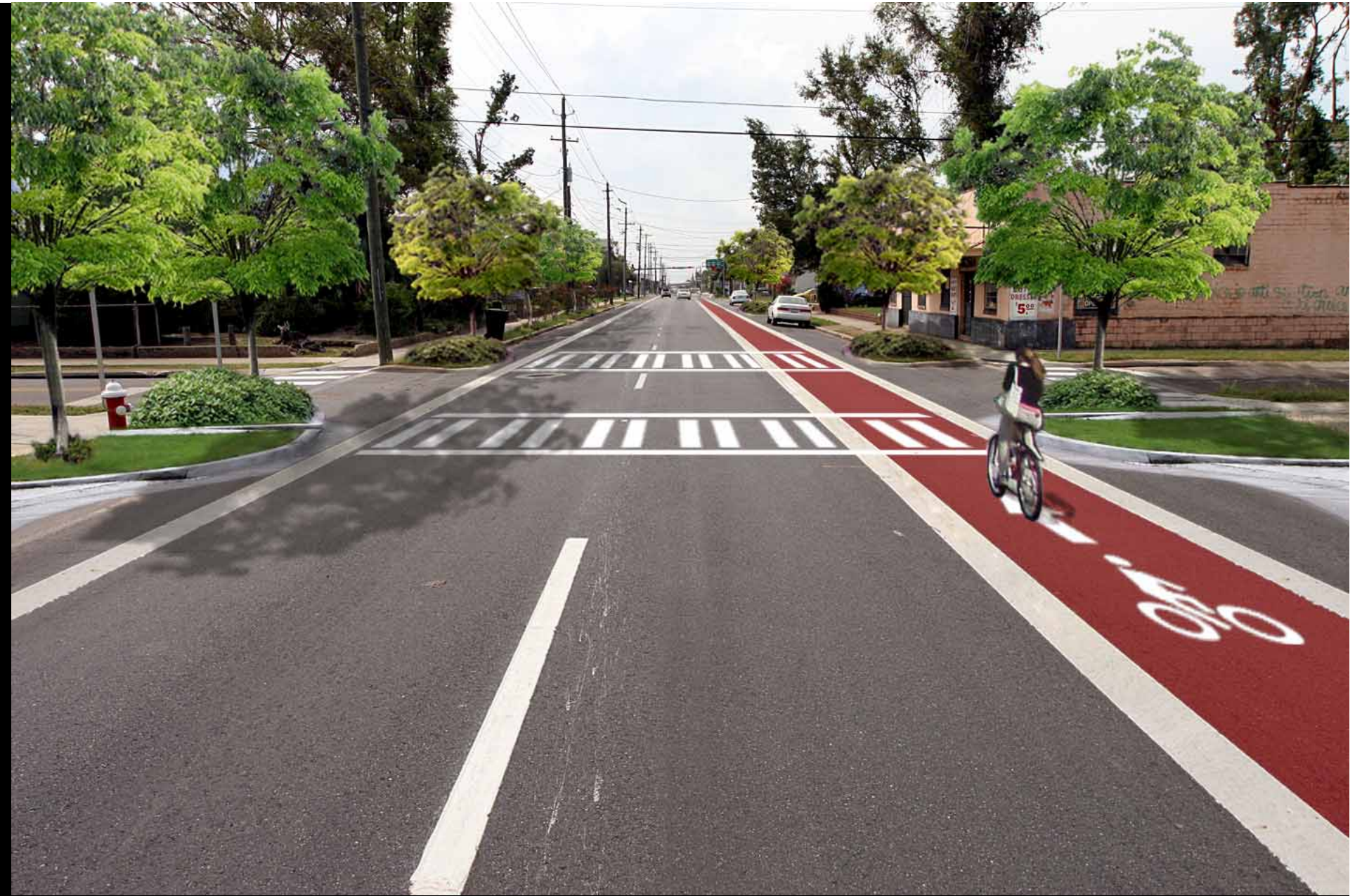
Hot Springs, Arkansas



Hot Springs, Arkansas









You Know When You Have Left Claremont

Claremont, California



The Day that Bubbles Froze Before Hitting the Ground

















