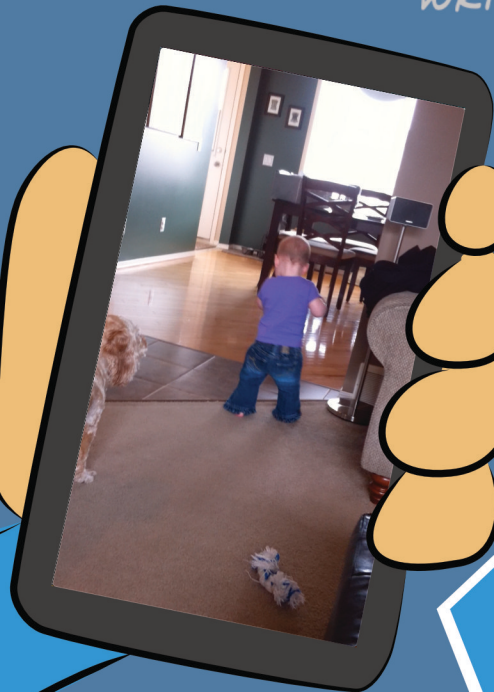


NURTURING THE FIRST STEPS

WRITTEN AND ILLUSTRATED BY RYAN MARTINSON

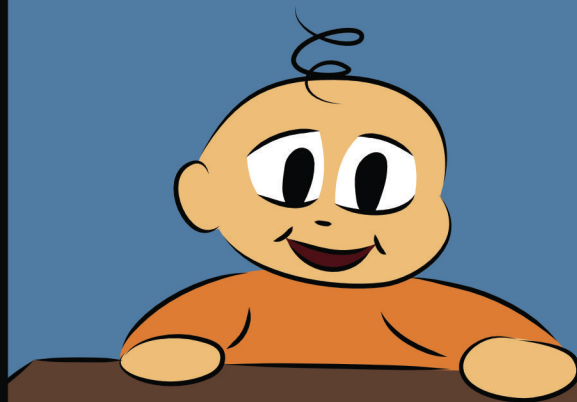
I HAVE SUCH FOND MEMORIES OF MY KIDS' FIRST STEPS



IT SHOWED THEIR DETERMINATION...



... ACHIEVEMENT OVER SOMETHING THEY WORKED HARD AT, AND...



THE START OF THEIR INDEPENDENCE.

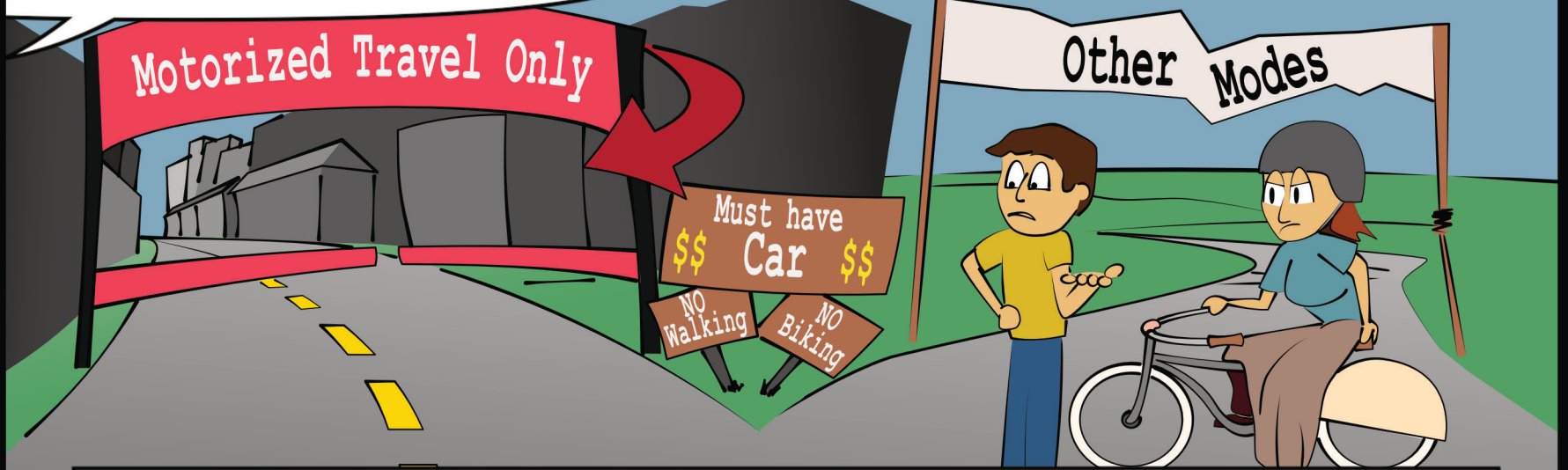


GOOD GRIEF!



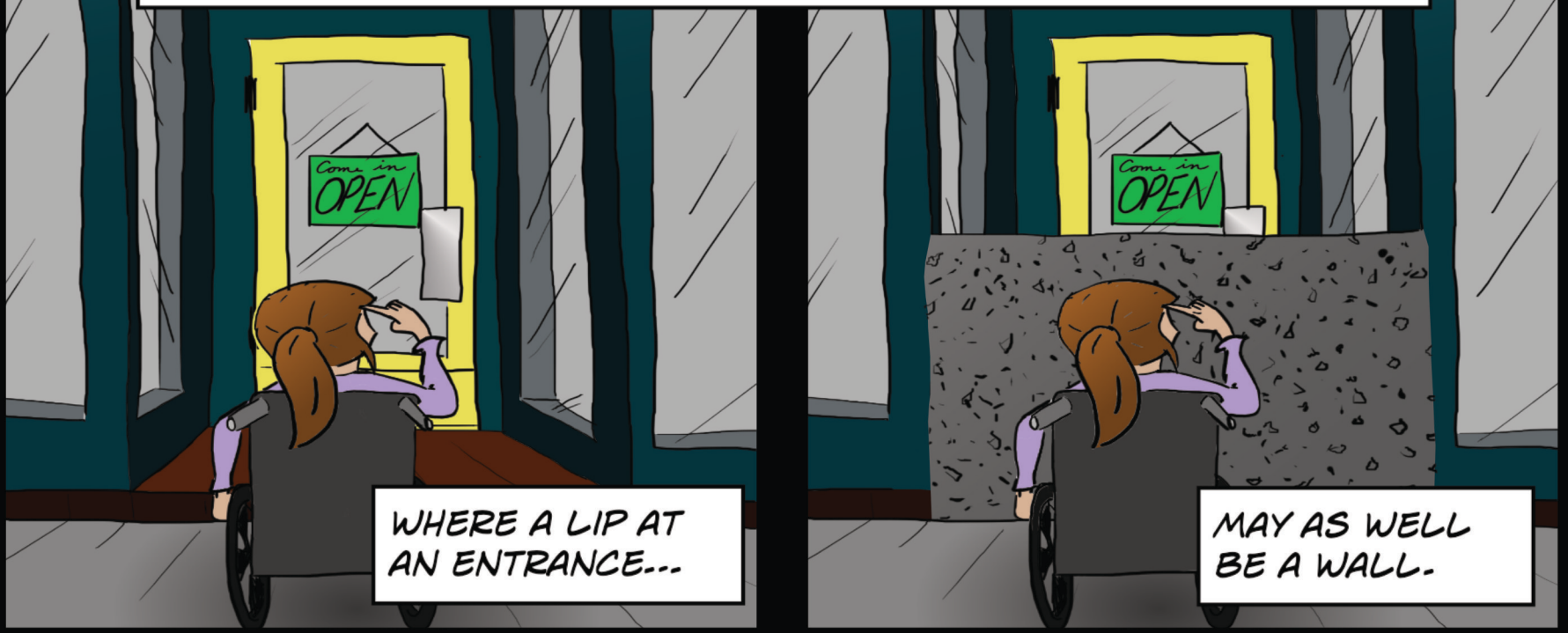
BUT AS STEWARDS OF THE BUILT ENVIRONMENT THAT WE WILL LEAVE THEM, WE ARE NOT NURTURING THOSE STEPS. INSTEAD, WE HAVE CREATED PLACES WHERE WALKING IS INCONVENIENT, UNCOMFORTABLE, AND UNSAFE.

IT'S IMPORTANT TO CHANGE OUR WAY, BECAUSE:



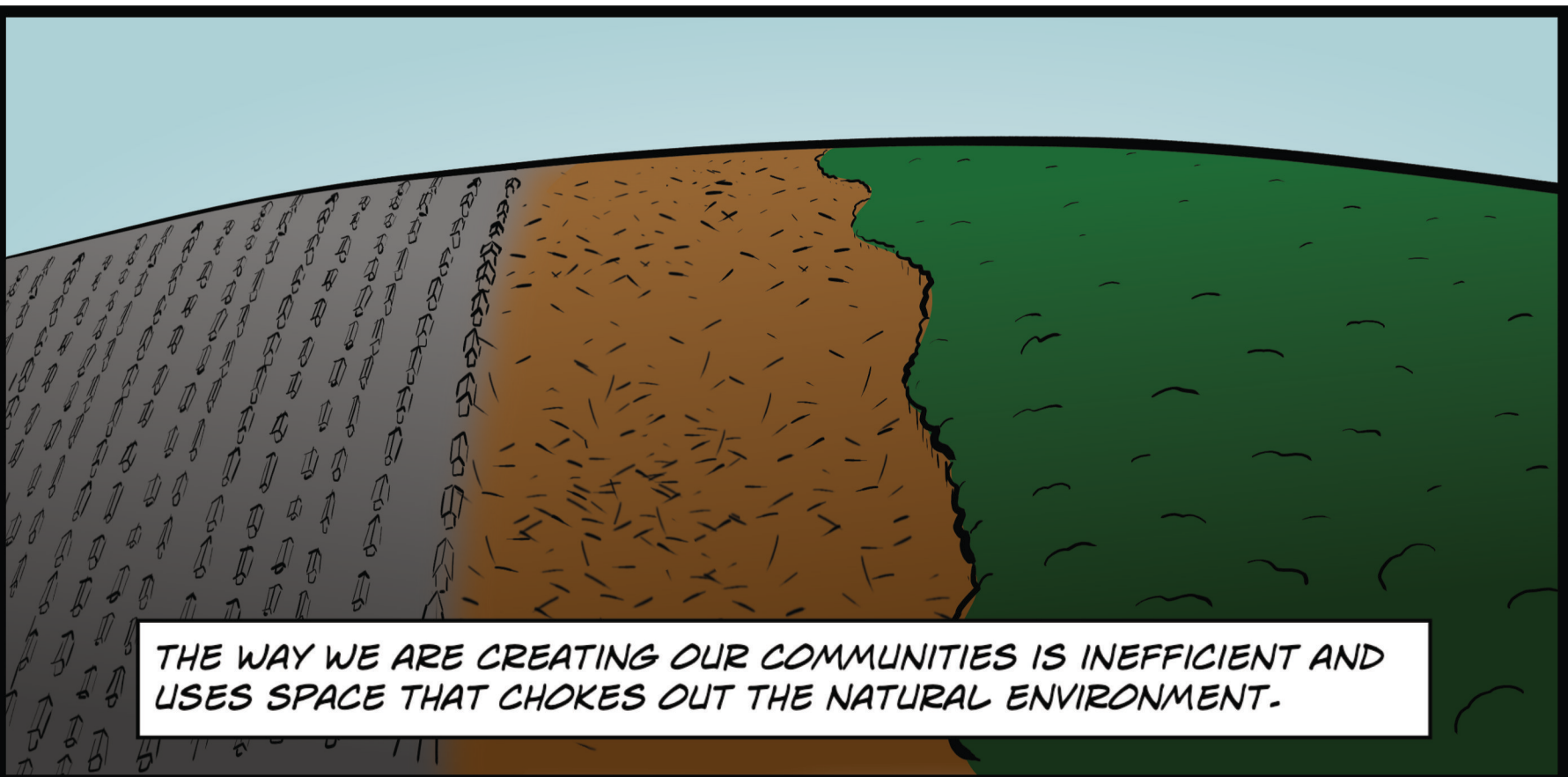
THE TRANSPORTATION SYSTEM IS CURRENTLY SET-UP SO THAT WE GIVE PRIORITY TO PEOPLE WHO CAN PAY TO PARTICIPATE IN SOCIETY RATHER THAN BEING INCLUSIVE AND THINKING ABOUT A VARIETY OF NEEDS.

WE HAVE CREATED SPACES AND PLACES THAT CREATE BARRIERS FOR SOME PEOPLE TO COMPLETE THEIR DAY-TO-DAY ACTIVITIES.

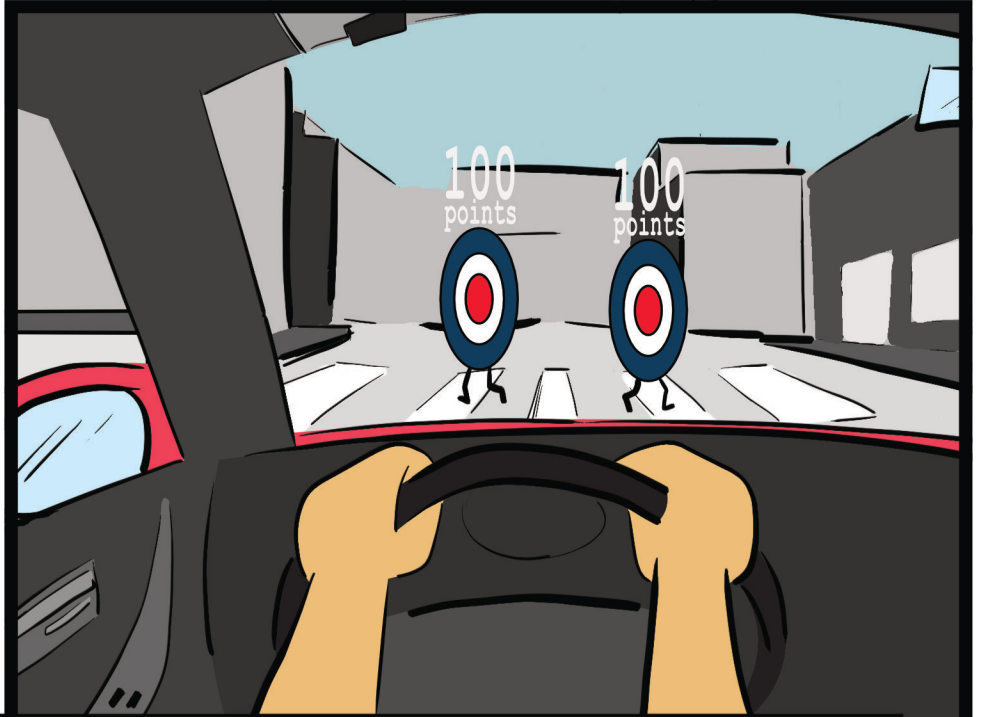
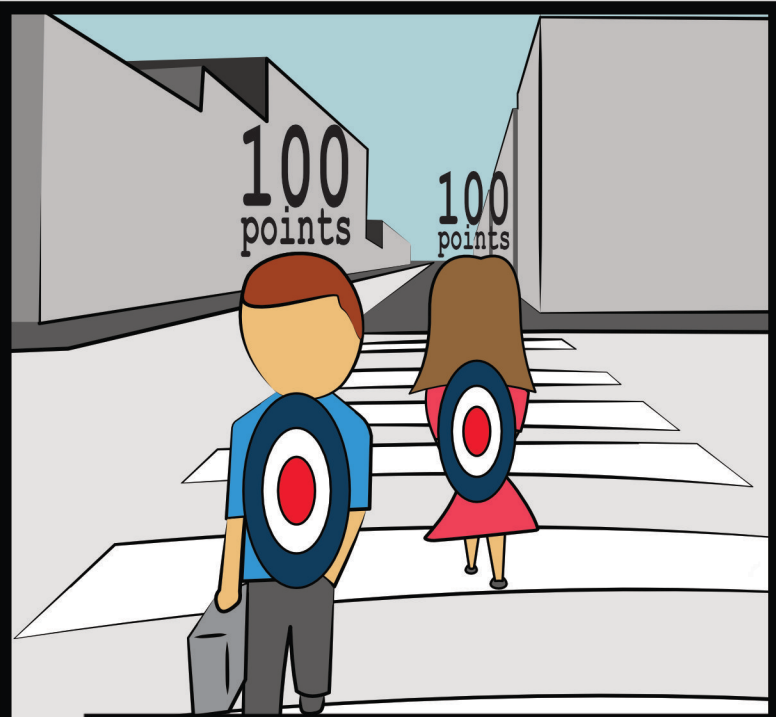


WHERE A LIP AT AN ENTRANCE...

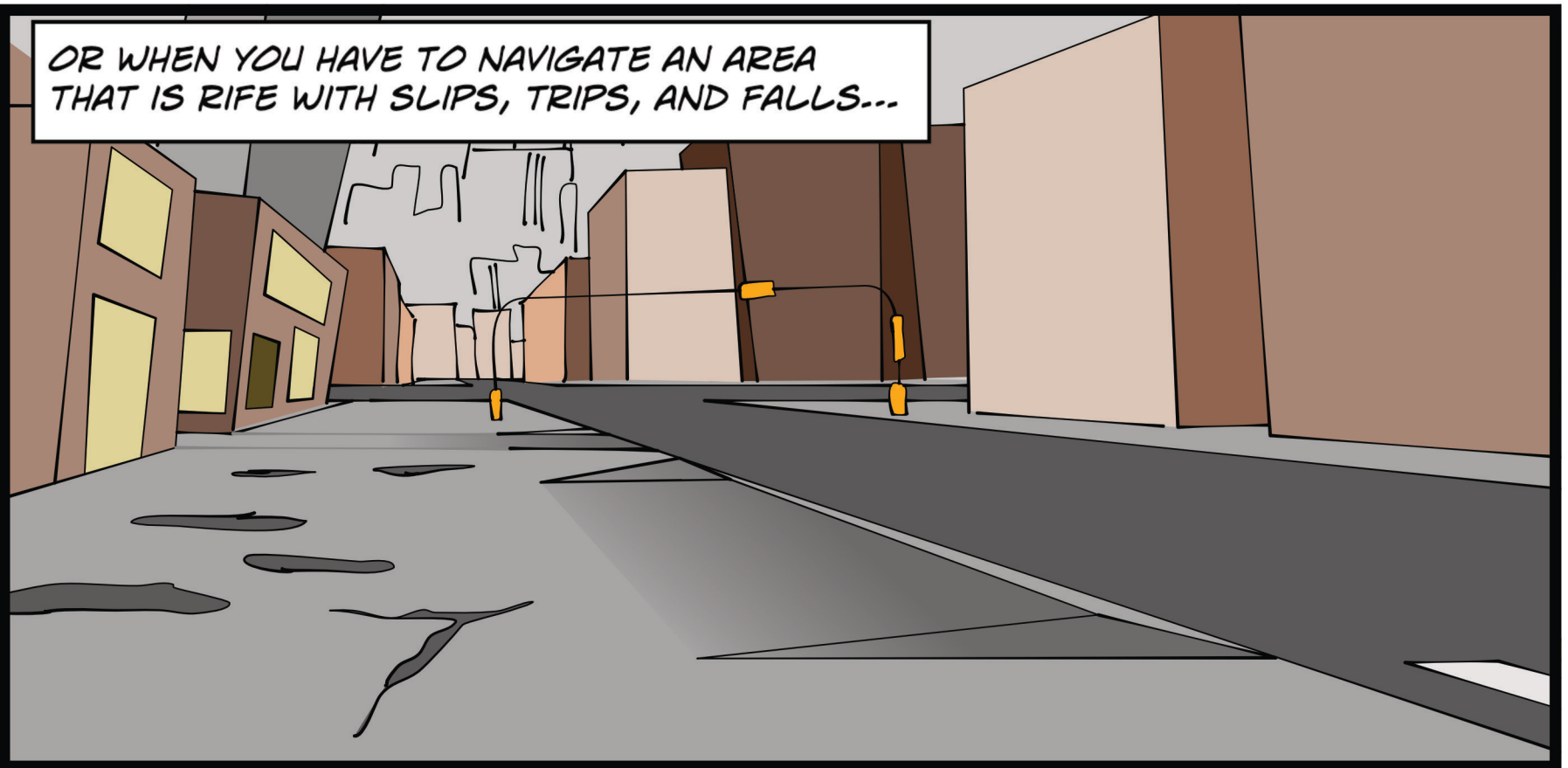
MAY AS WELL BE A WALL.



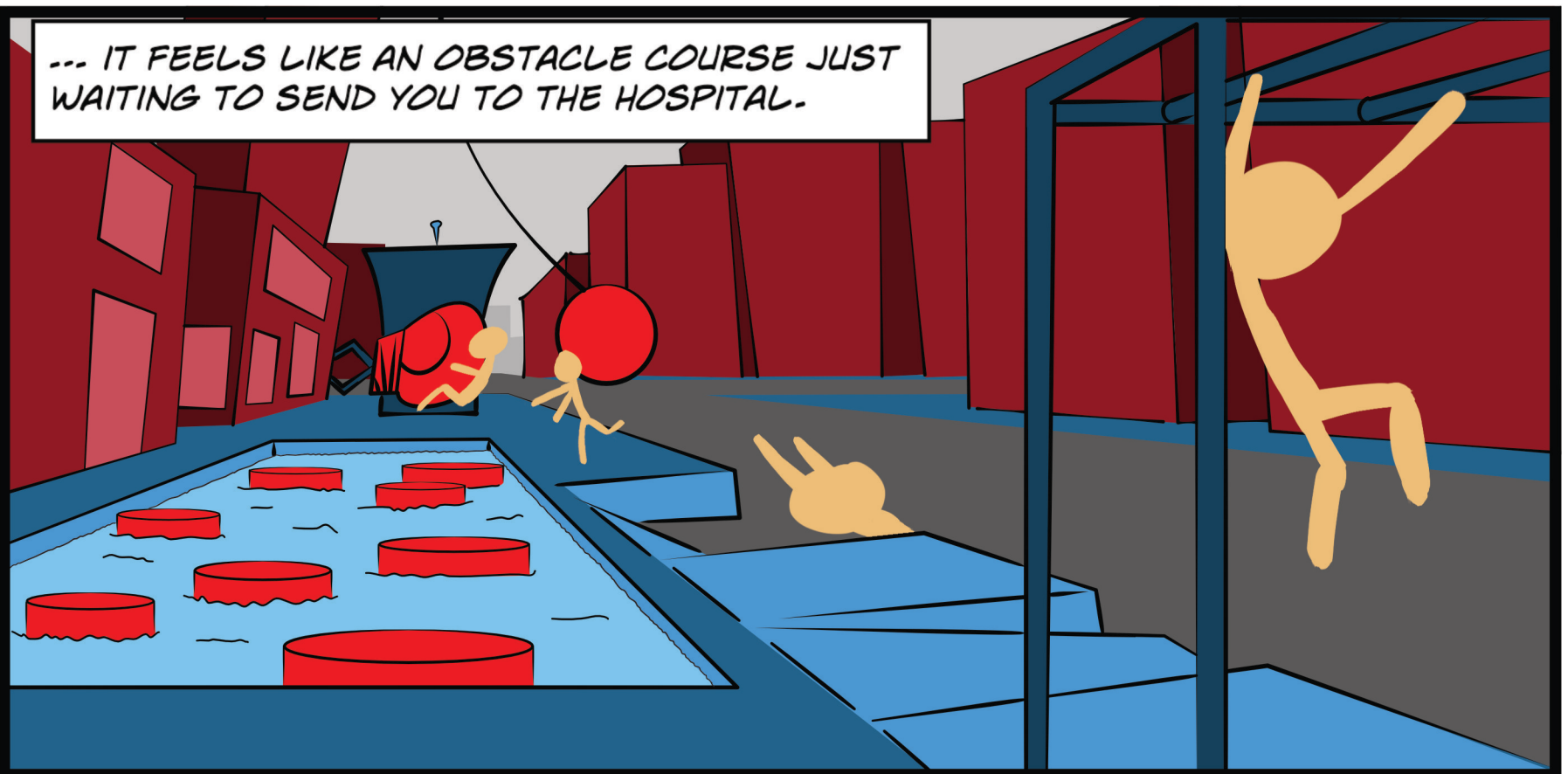
THE WAY WE ARE CREATING OUR COMMUNITIES IS INEFFICIENT AND USES SPACE THAT CHOKES OUT THE NATURAL ENVIRONMENT.



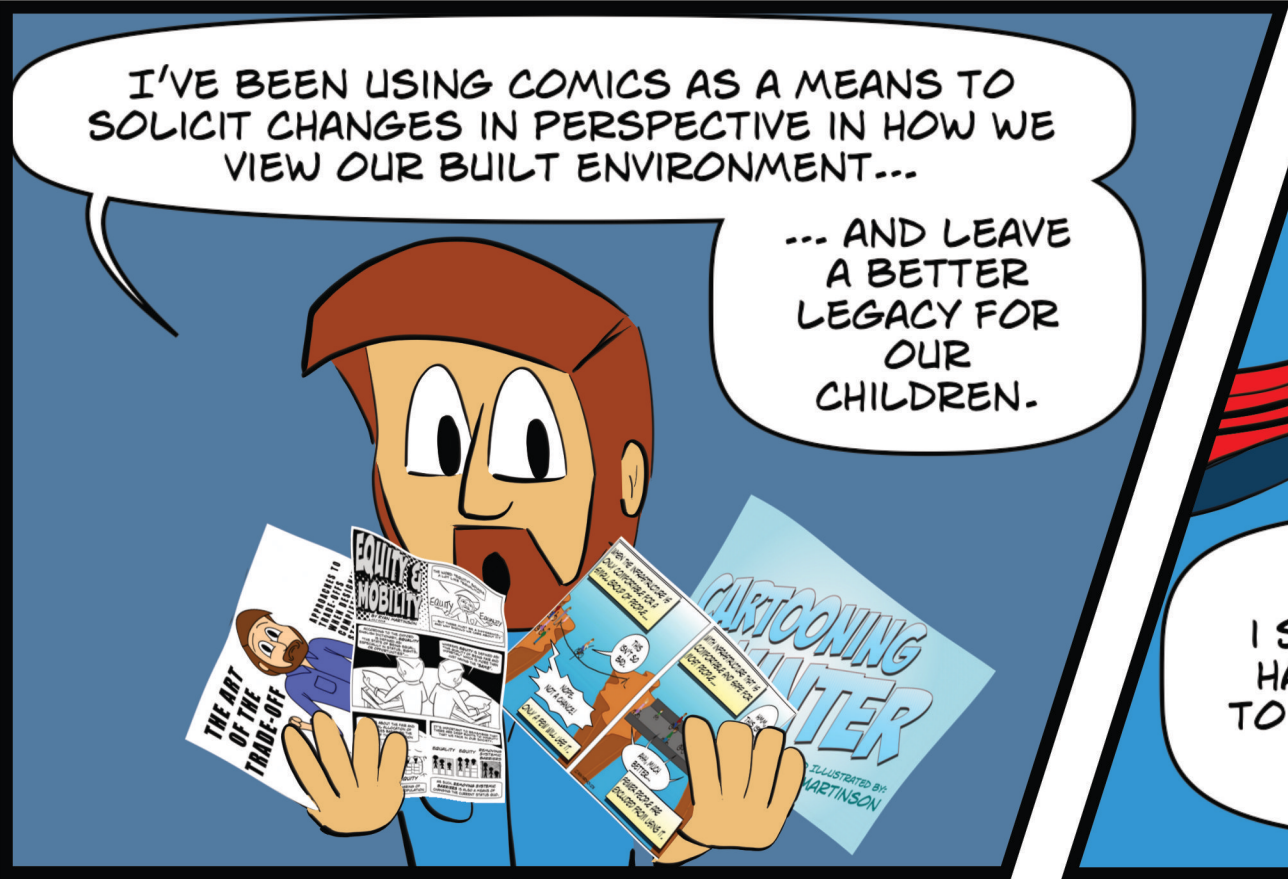
THE SPEED FOR WHICH WE DESIGN OUR STREETS MAKES YOU FEEL LIKE YOU HAVE A TARGET ON YOUR HEAD WHEN YOU ARE CROSSING THE STREET.



OR WHEN YOU HAVE TO NAVIGATE AN AREA THAT IS RIFE WITH SLIPS, TRIPS, AND FALLS...



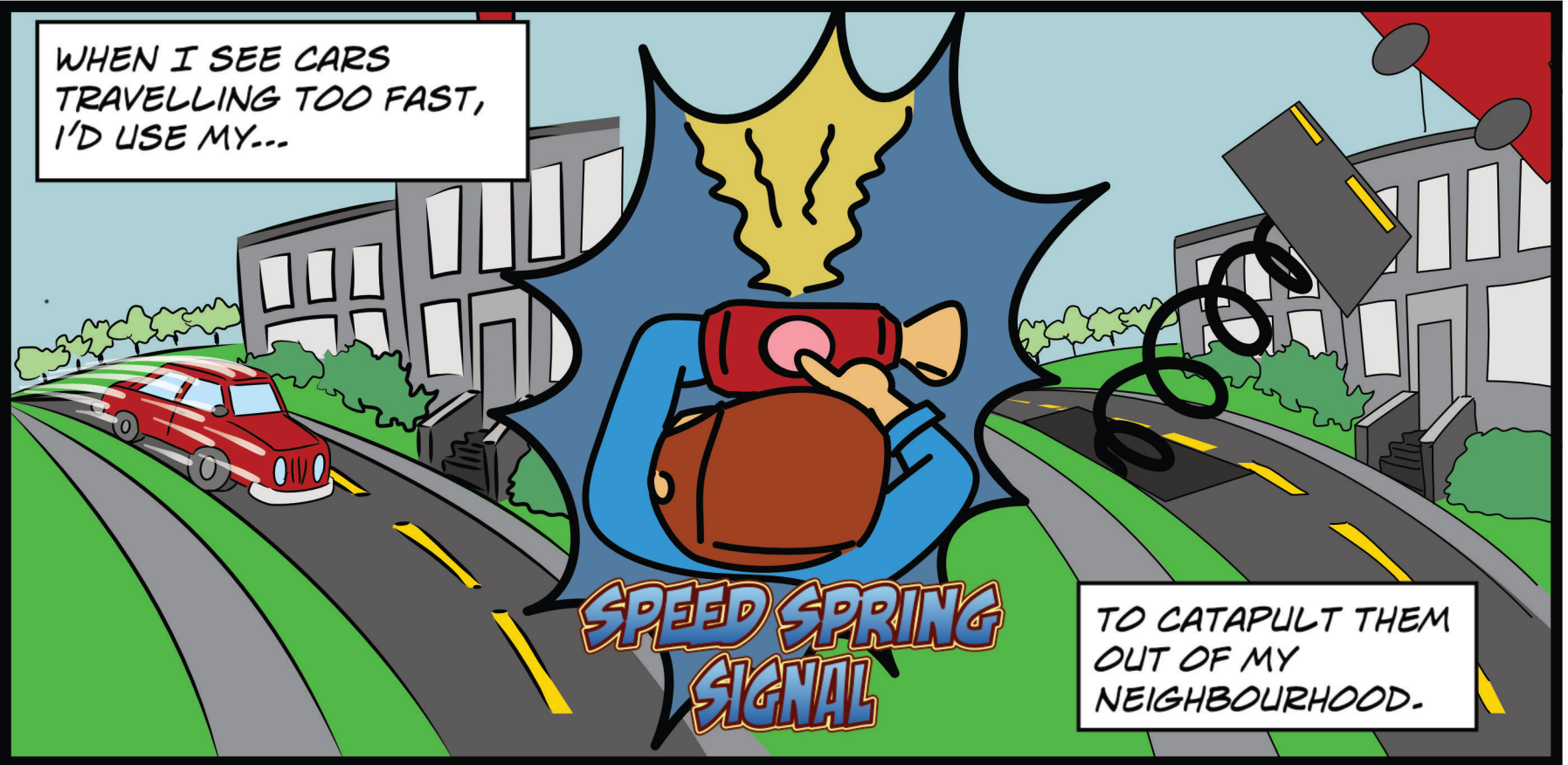
... IT FEELS LIKE AN OBSTACLE COURSE JUST WAITING TO SEND YOU TO THE HOSPITAL.



I'VE BEEN USING COMICS AS A MEANS TO SOLICIT CHANGES IN PERSPECTIVE IN HOW WE VIEW OUR BUILT ENVIRONMENT...
... AND LEAVE A BETTER LEGACY FOR OUR CHILDREN.



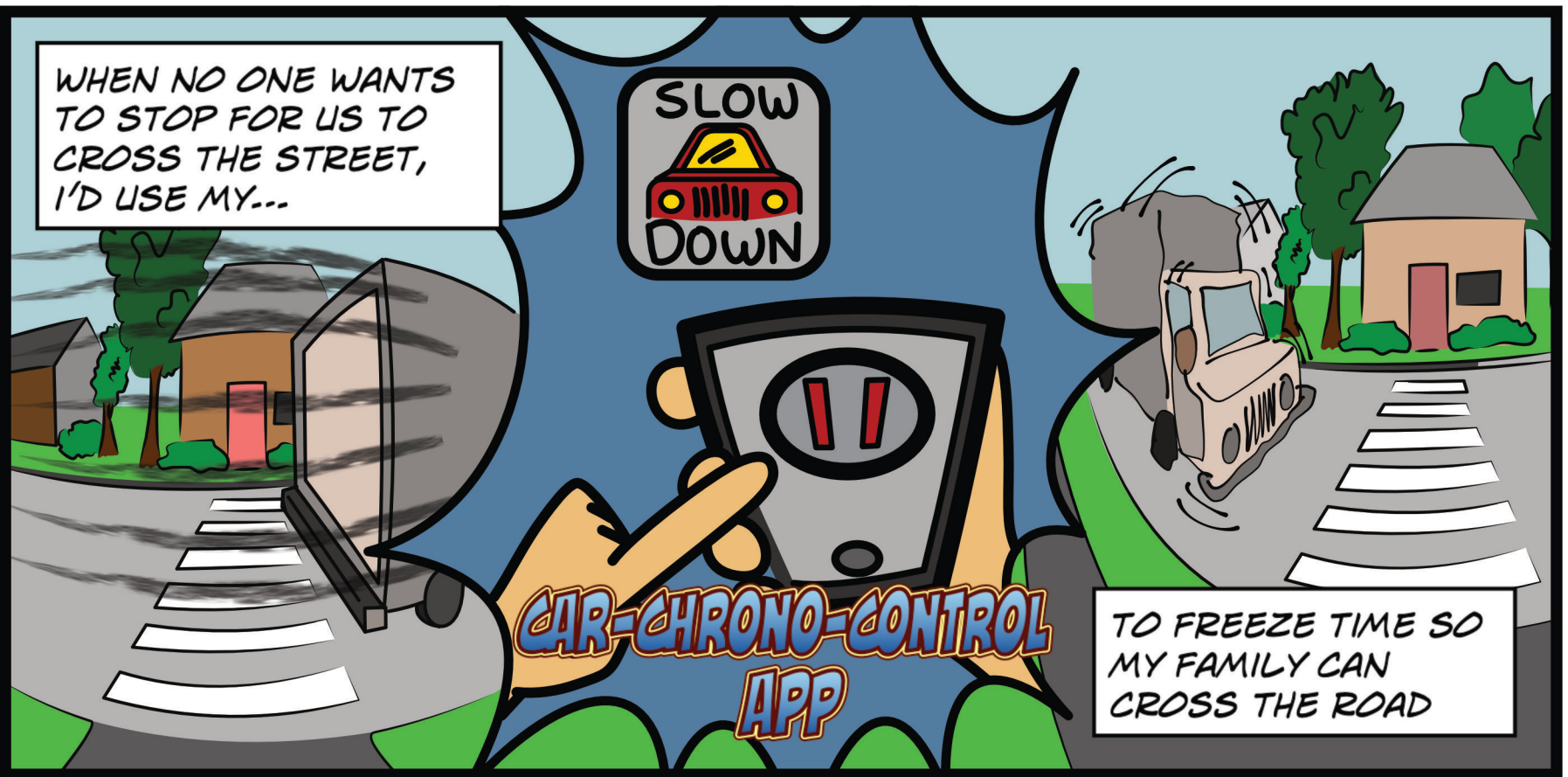
IN DOING THIS, I SOMETIMES WISH I HAD SUPER POWERS TO FIX THE PROBLEMS I SEE, LIKE:



WHEN I SEE CARS TRAVELLING TOO FAST, I'D USE MY...

TO CATAPULT THEM OUT OF MY NEIGHBOURHOOD.

SPEED SPRING SIGNAL

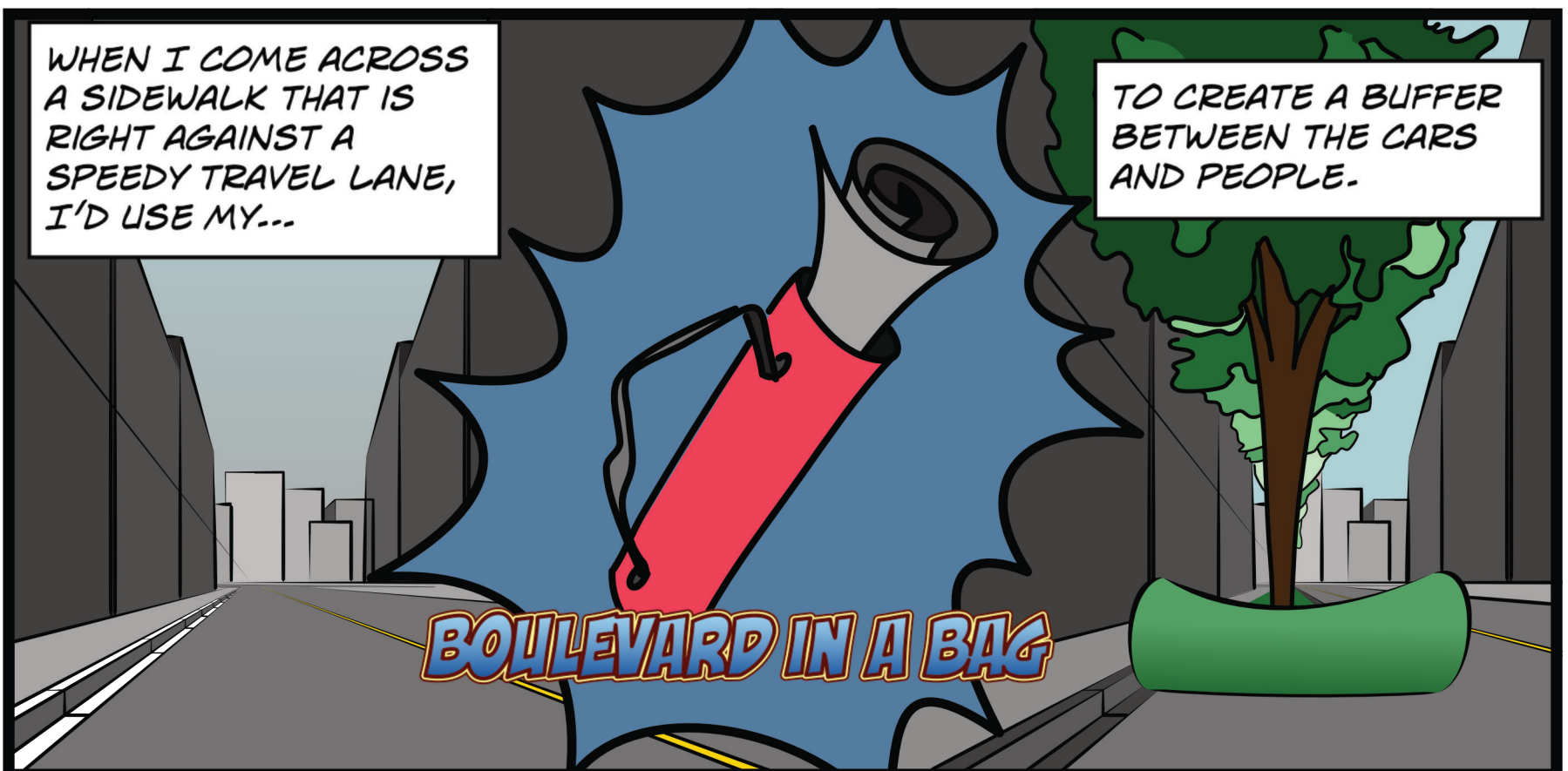
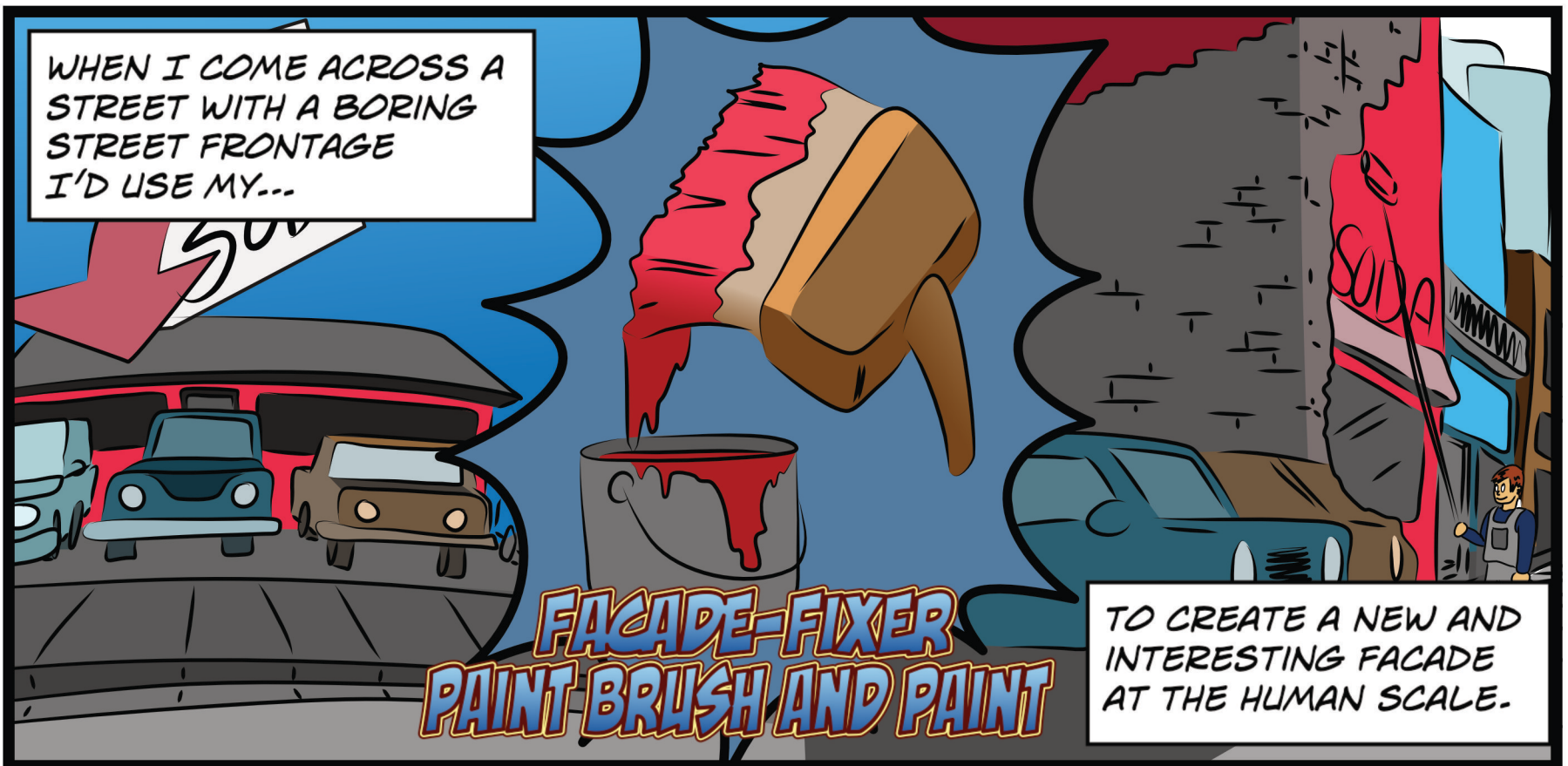
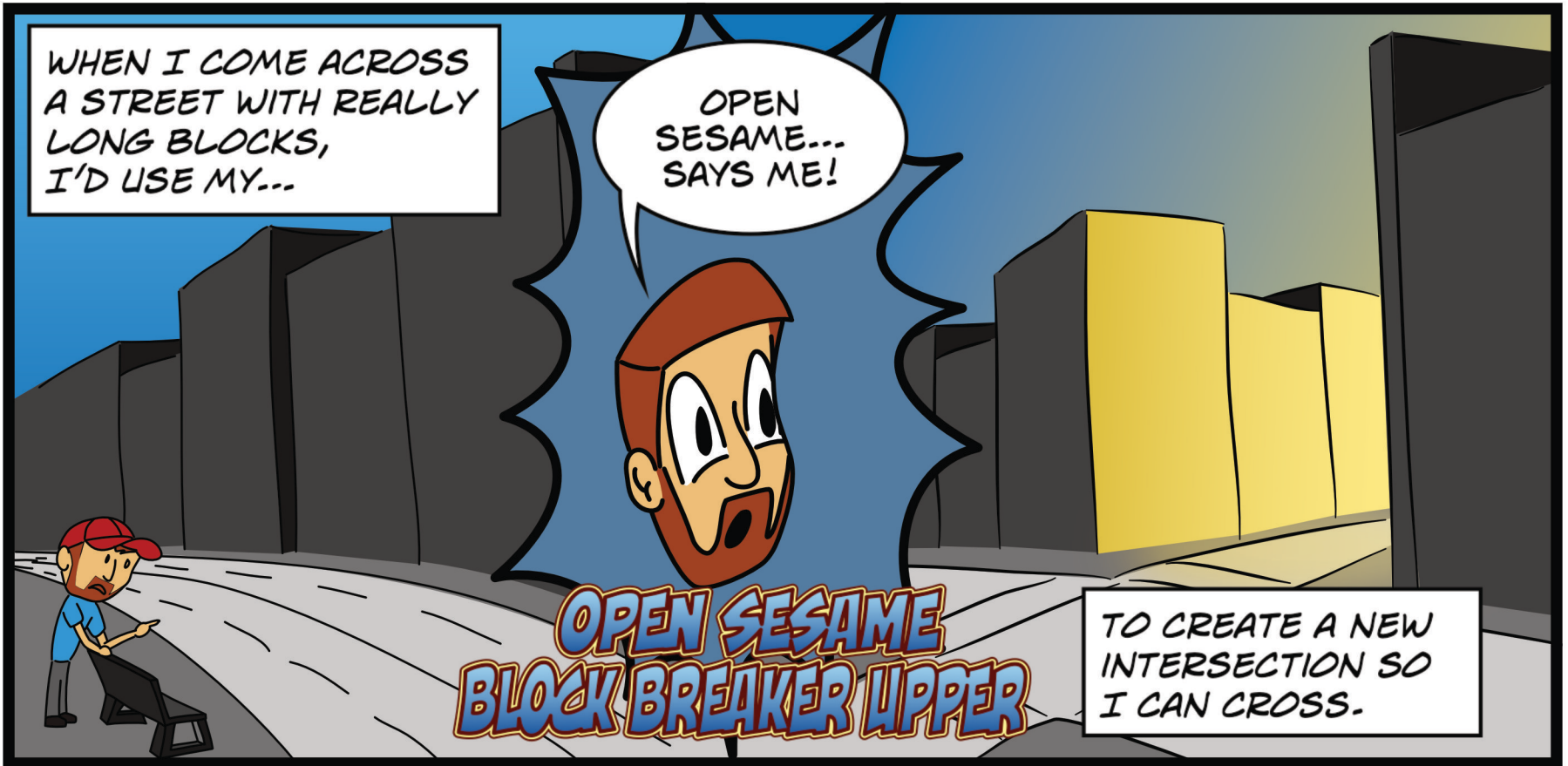


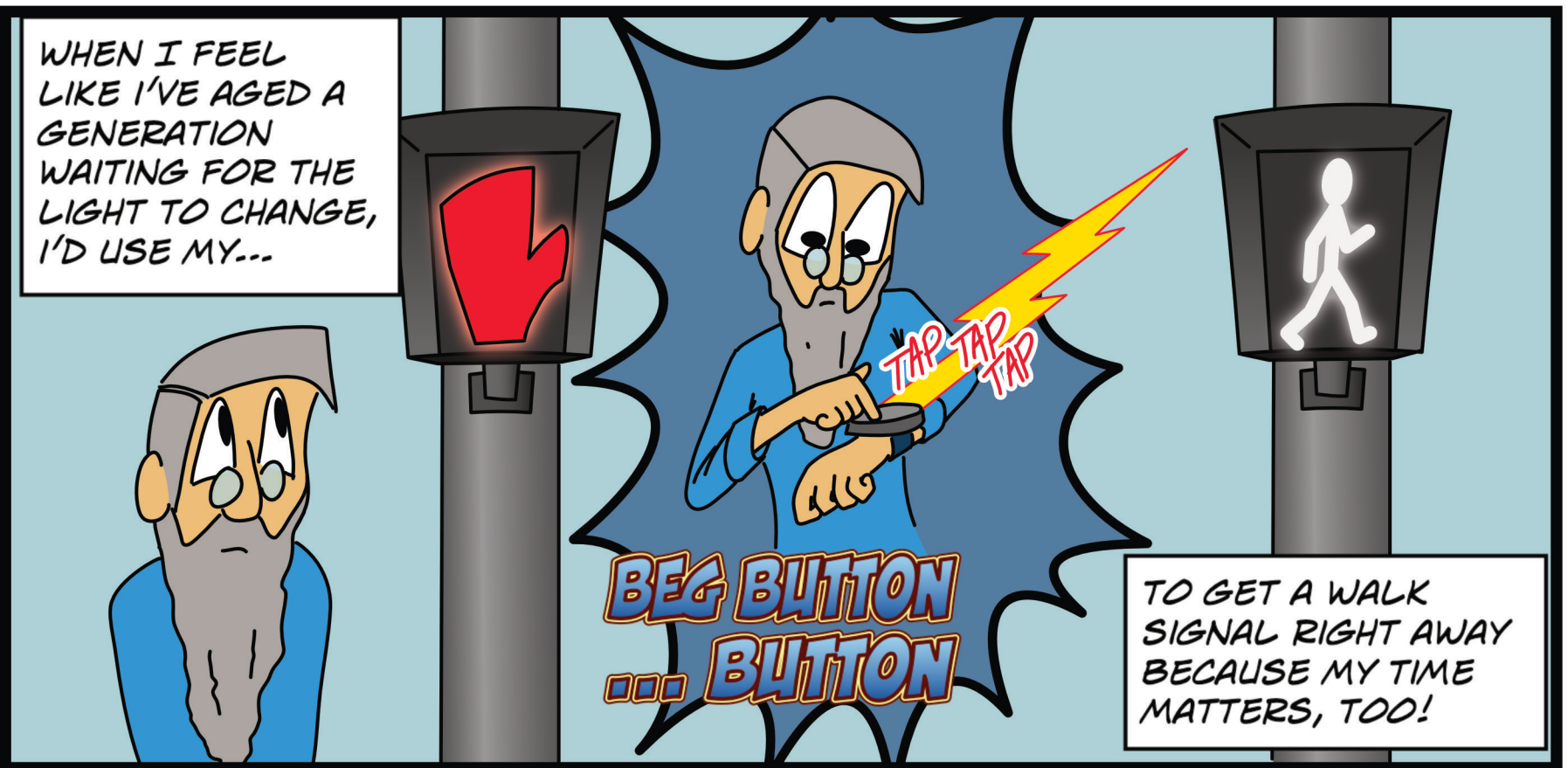
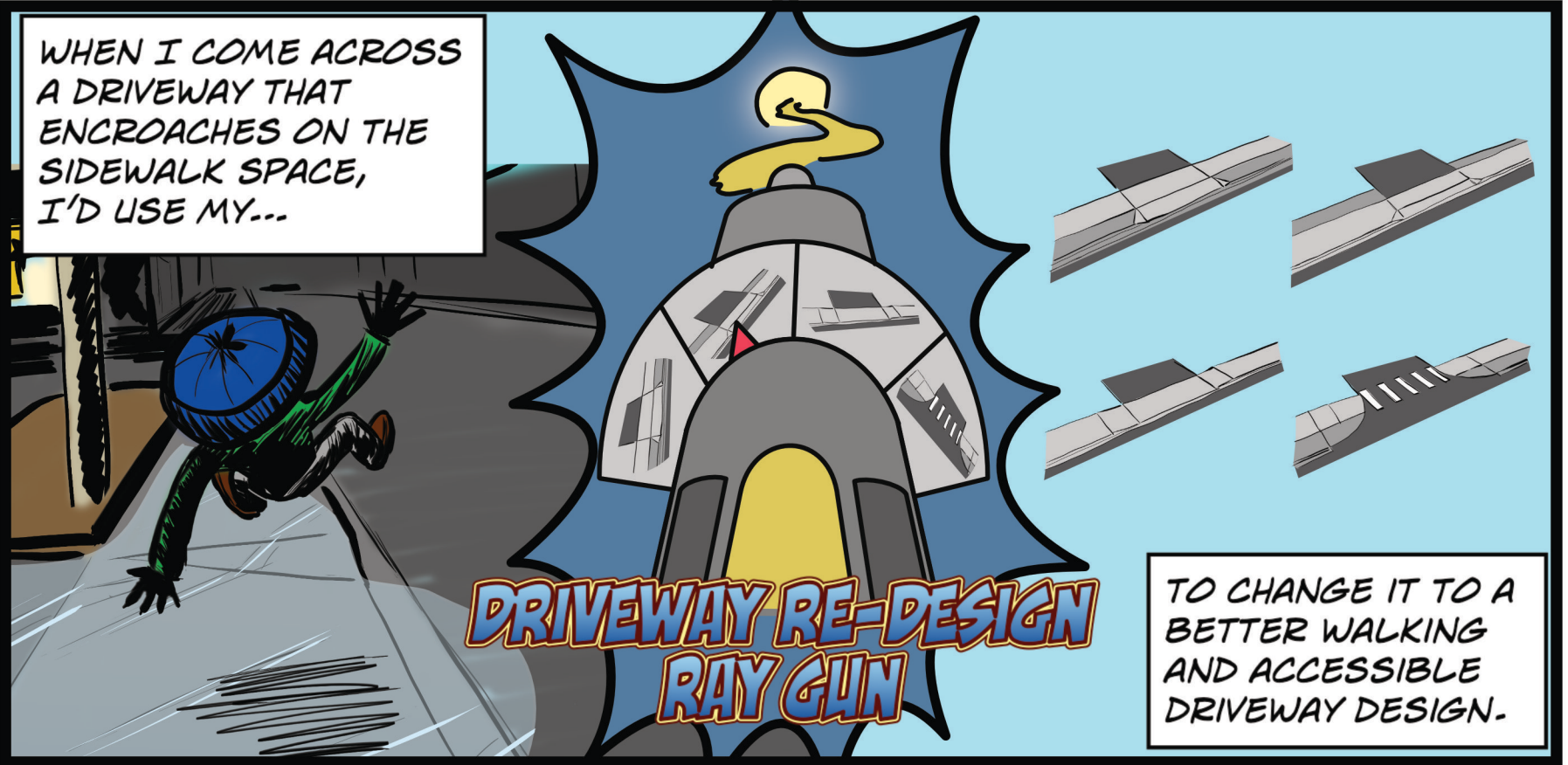
WHEN NO ONE WANTS TO STOP FOR US TO CROSS THE STREET, I'D USE MY...

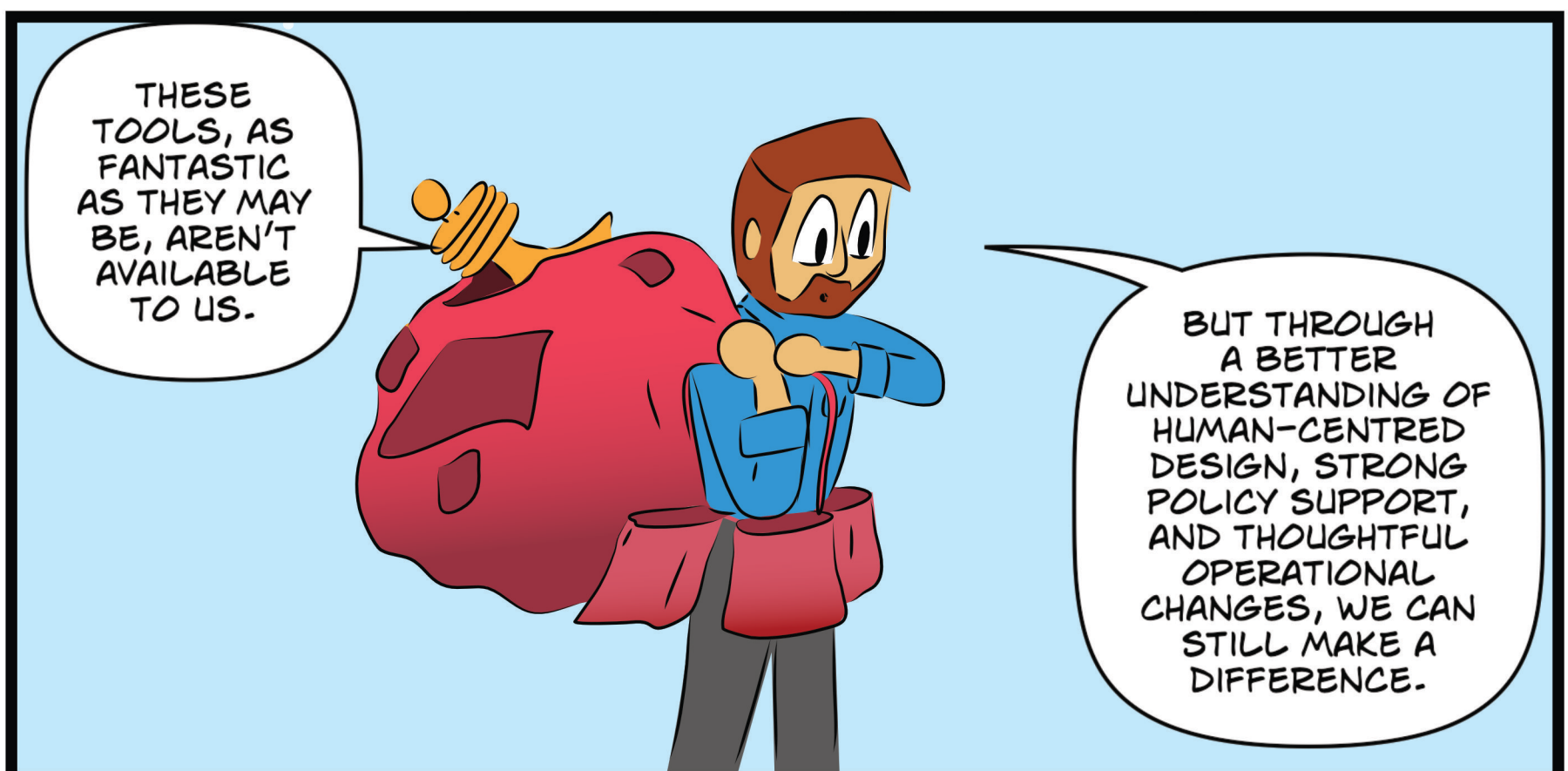
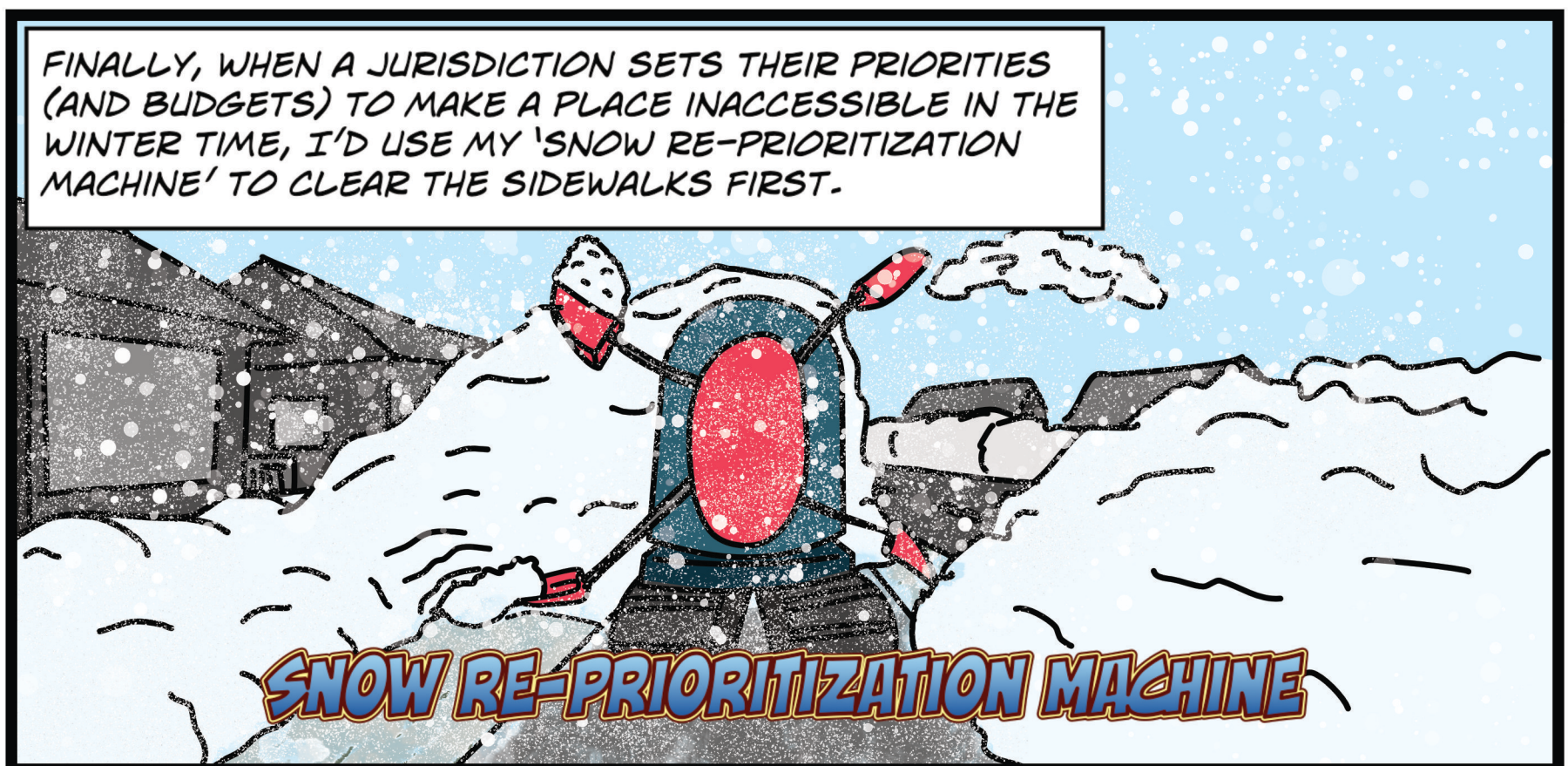
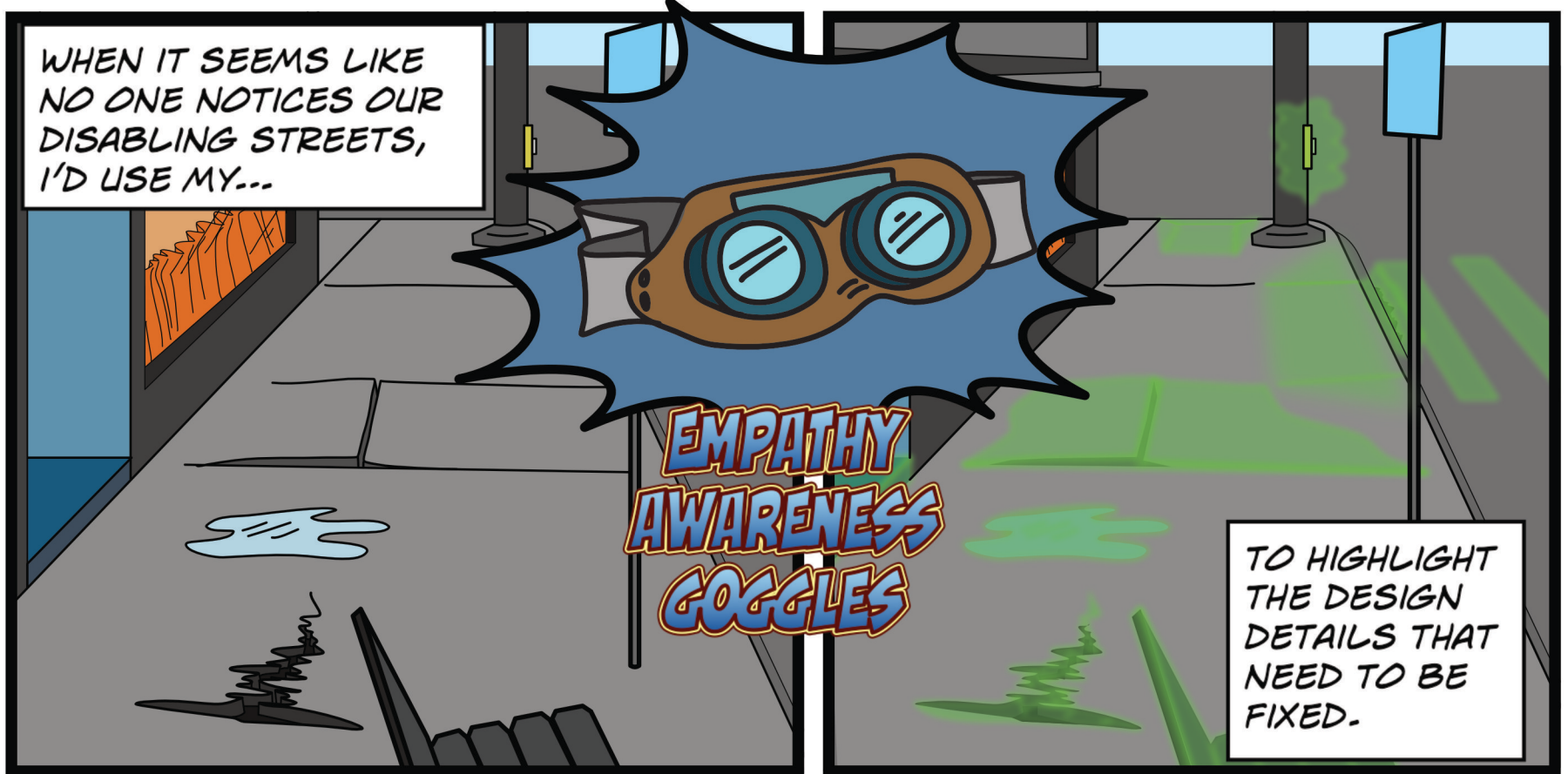
TO FREEZE TIME SO MY FAMILY CAN CROSS THE ROAD

SLOW DOWN

CAR-CHRONO-CONTROL APP





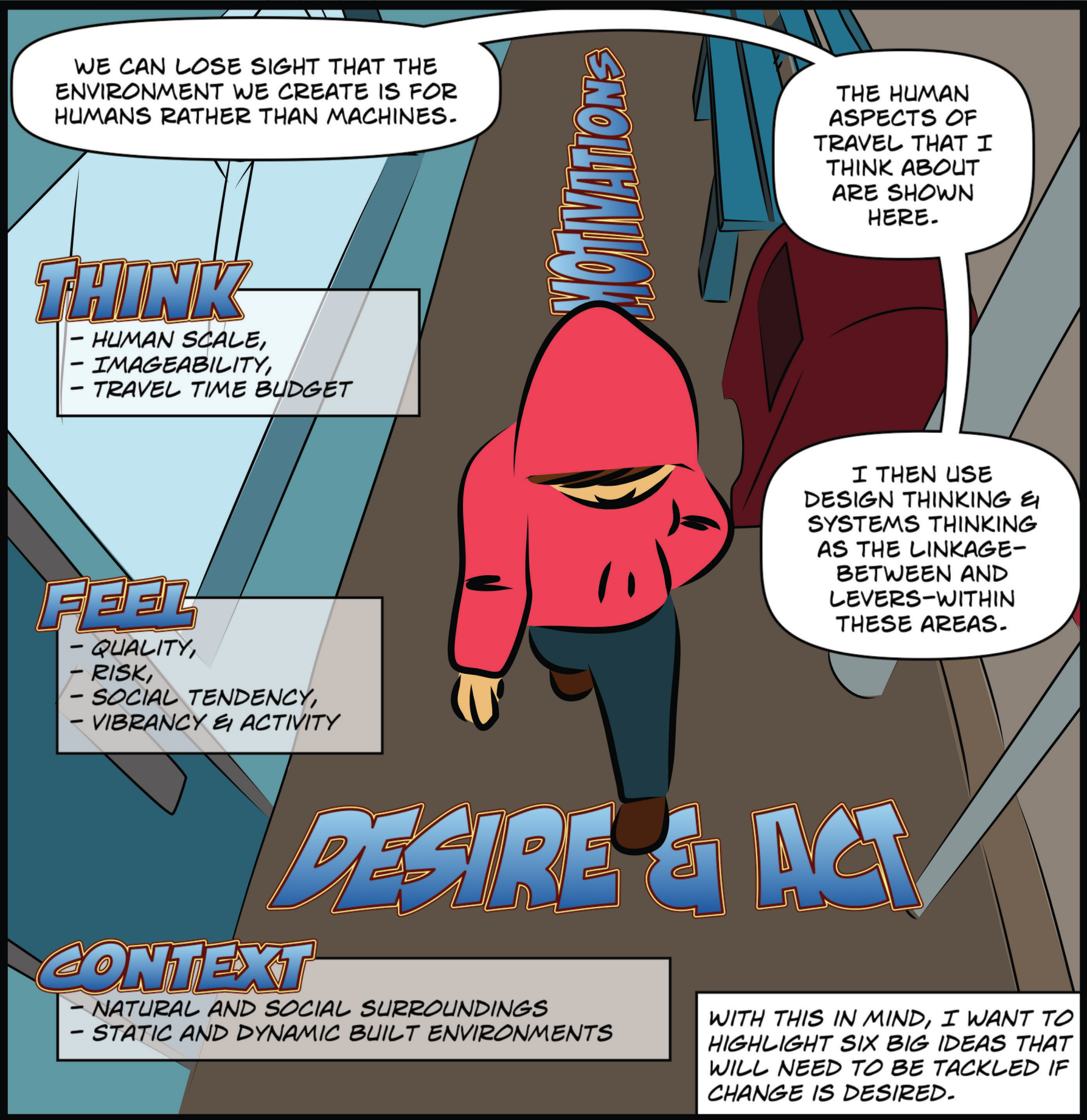




MMM...
PHYSICAL
CHANGES NEED
TO TAKE PLACE,
THEY MUST.

UNSEEN FORCES,
THERE ARE,
THAT WARRANT
DISCUSSION...
MMM

SOME TO THINK
ABOUT, ARE...



WE CAN LOSE SIGHT THAT THE
ENVIRONMENT WE CREATE IS FOR
HUMANS RATHER THAN MACHINES.

THE HUMAN
ASPECTS OF
TRAVEL THAT I
THINK ABOUT
ARE SHOWN
HERE.

THINK

- HUMAN SCALE,
- IMAGEABILITY,
- TRAVEL TIME BUDGET

MOTIVATIONS

I THEN USE
DESIGN THINKING &
SYSTEMS THINKING
AS THE LINKAGE-
BETWEEN AND
LEVERS-WITHIN
THESE AREAS.

FEEL

- QUALITY,
- RISK,
- SOCIAL TENDENCY,
- VIBRANCY & ACTIVITY

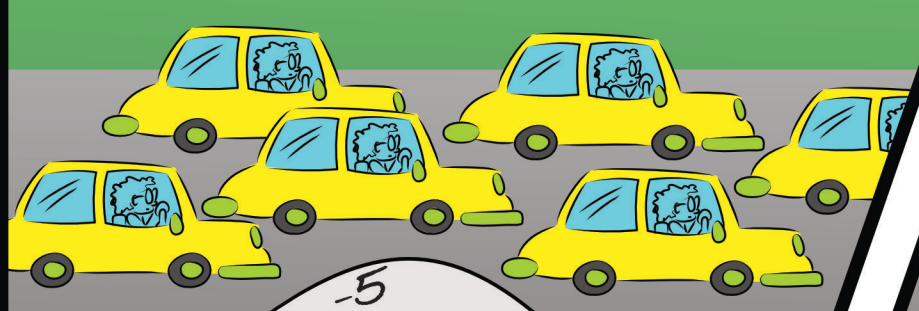
DESIRE & ACT

CONTEXT

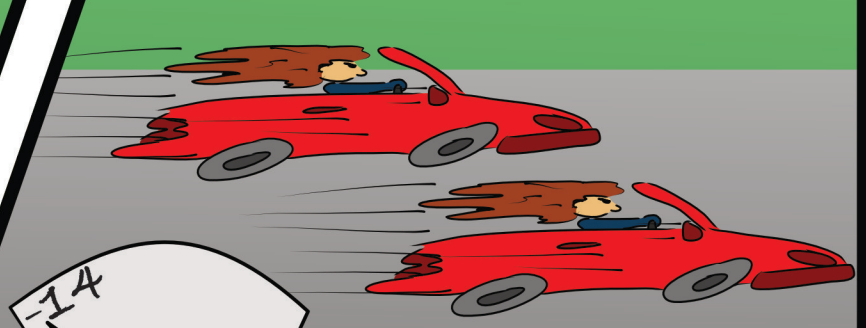
- NATURAL AND SOCIAL SURROUNDINGS
- STATIC AND DYNAMIC BUILT ENVIRONMENTS

WITH THIS IN MIND, I WANT TO
HIGHLIGHT SIX BIG IDEAS THAT
WILL NEED TO BE TACKLED IF
CHANGE IS DESIRED.

1 USING SURVEY DATA COLLECTED IN MY MASTER'S THESIS, IT WAS FOUND THAT THE LEVEL OF DISCOMFORT FOR A PERSON WALKING WAS HEAVILY INFLUENCED BY THE SPEED AND VOLUME OF THE VEHICLES ON THE STREET.



WHEN THERE WERE A LOT OF VEHICLE PRESENT, BUT TRAVELLING SLOWLY, THE DISCOMFORT COULD BE SCORED AS -5



WHEN THERE WERE FEWER VEHICLES, BUT THEY WERE TRAVELLING FAST, THE DISCOMFORT WAS -14, SUGGESTING SPEED MANAGEMENT IS CRITICAL!

2 THE WAY WE BEHAVE IS INFLUENCED BY HOW WE PERCEIVE RISK. THAT RISK CAN BE INFLUENCED BY THE TOOLS WE USE, THE CONTEXT WE ARE IN, AND THE INTENTIONS WE HAVE.

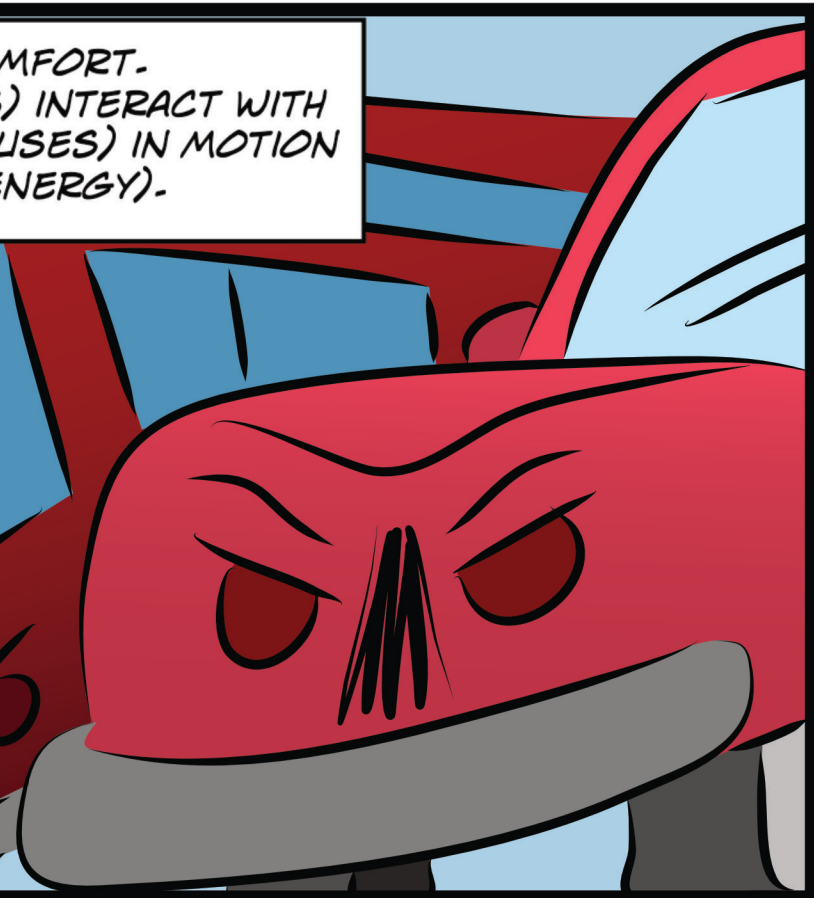


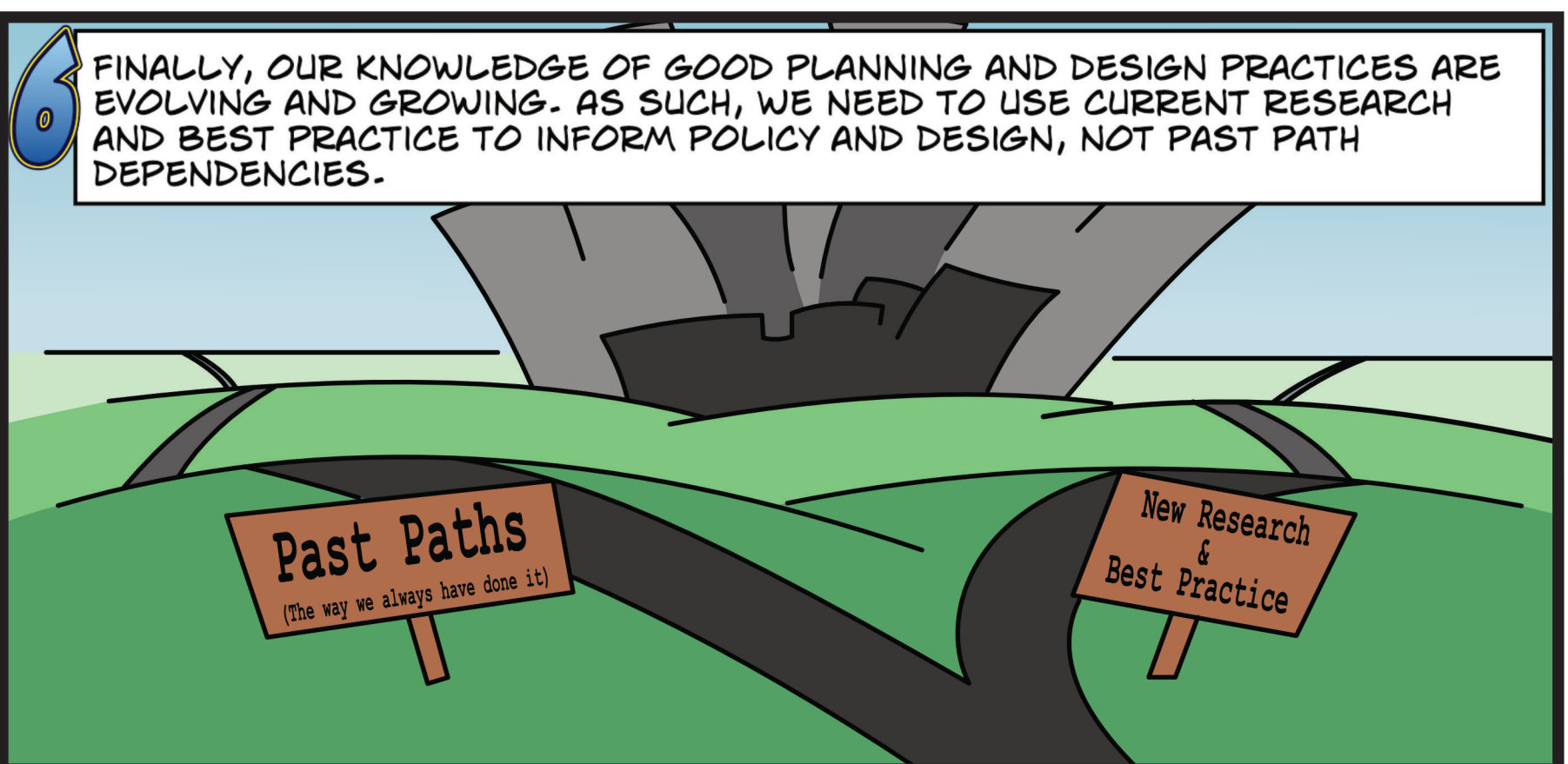
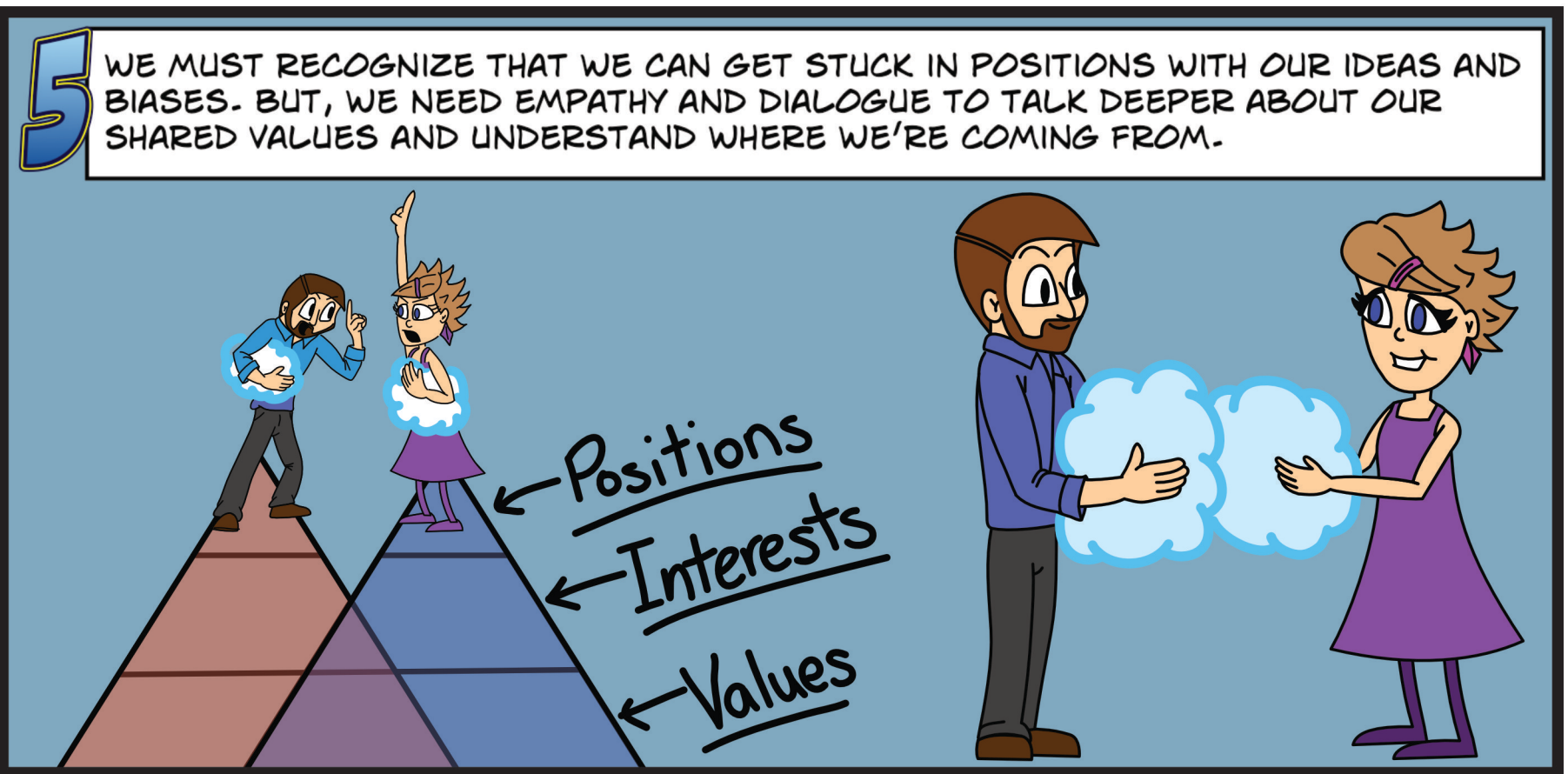
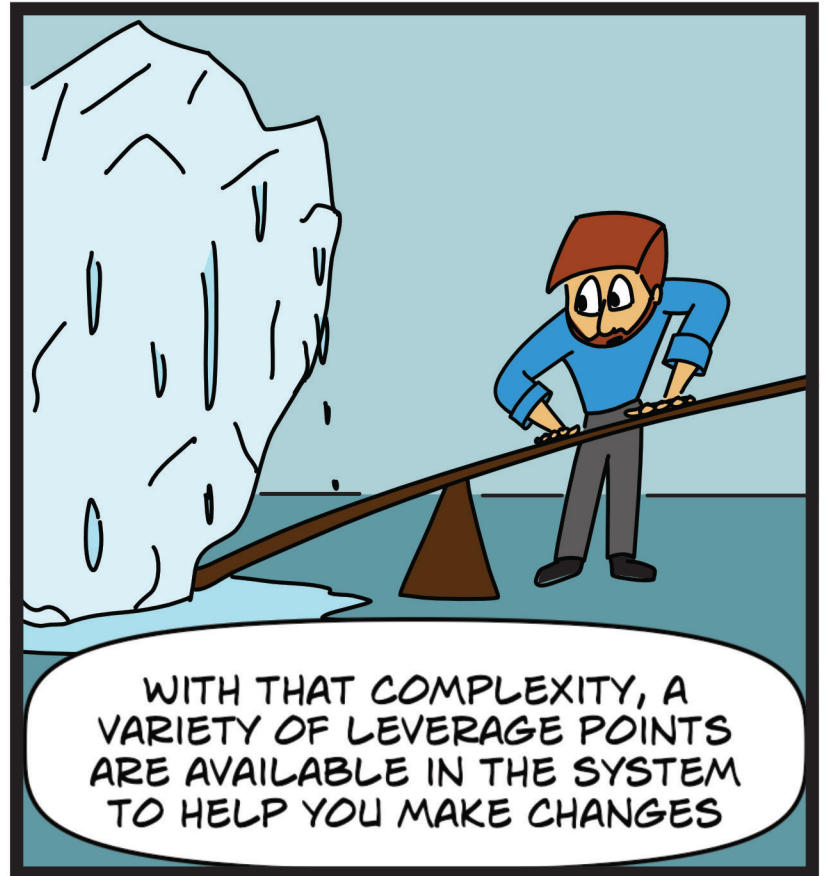
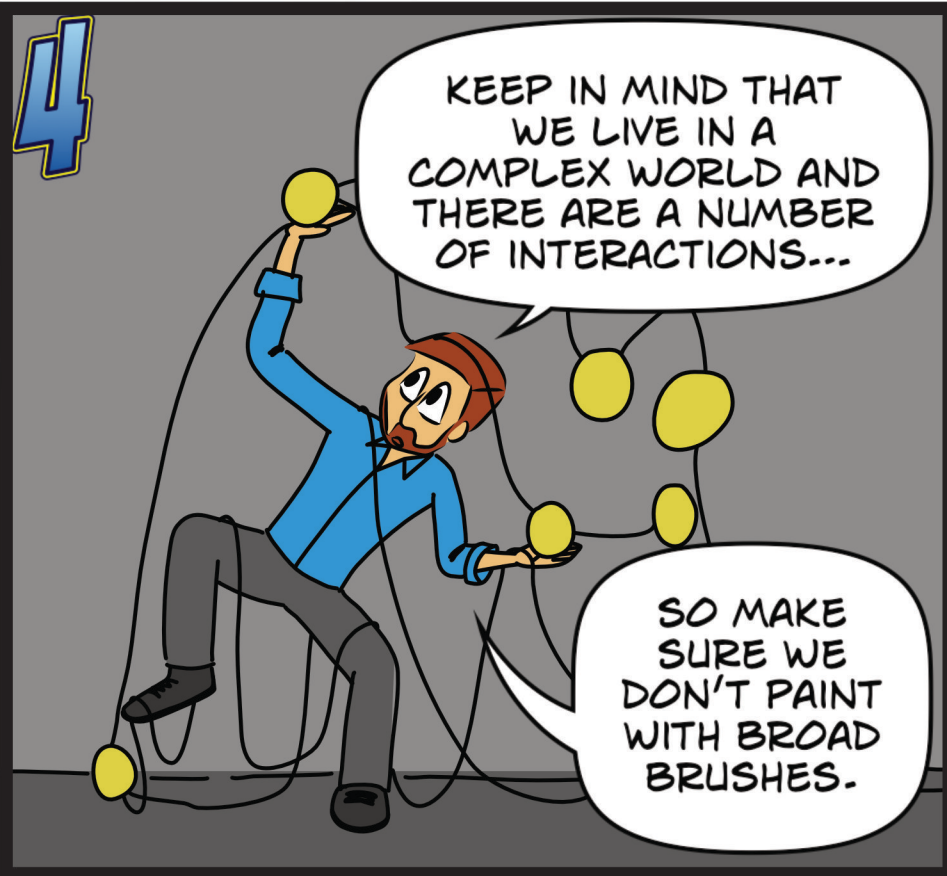
THE TOOLS WE USE TO TRAVEL (LIKE CARS, BIKES, OR FEET) INFLUENCES HOW WE PERCEIVE RISK AND THEN HOW WE ACT.

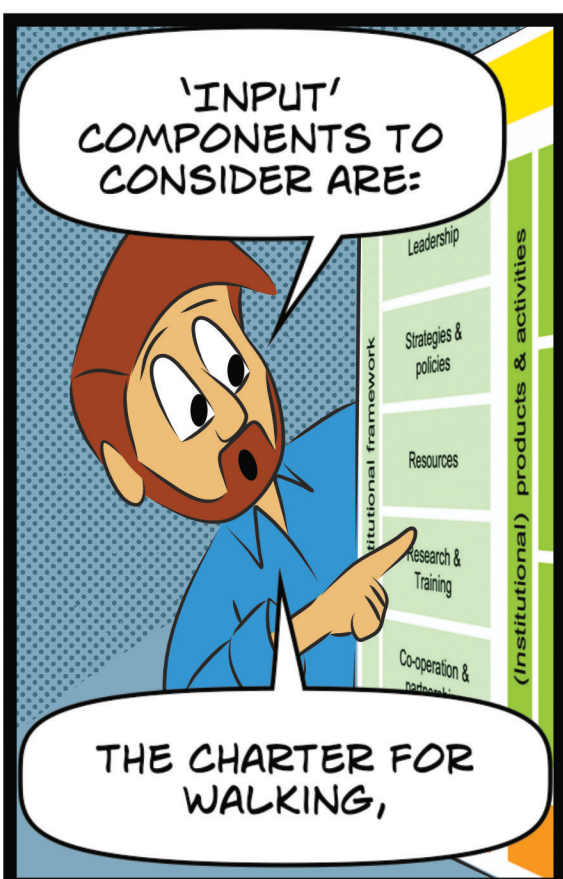
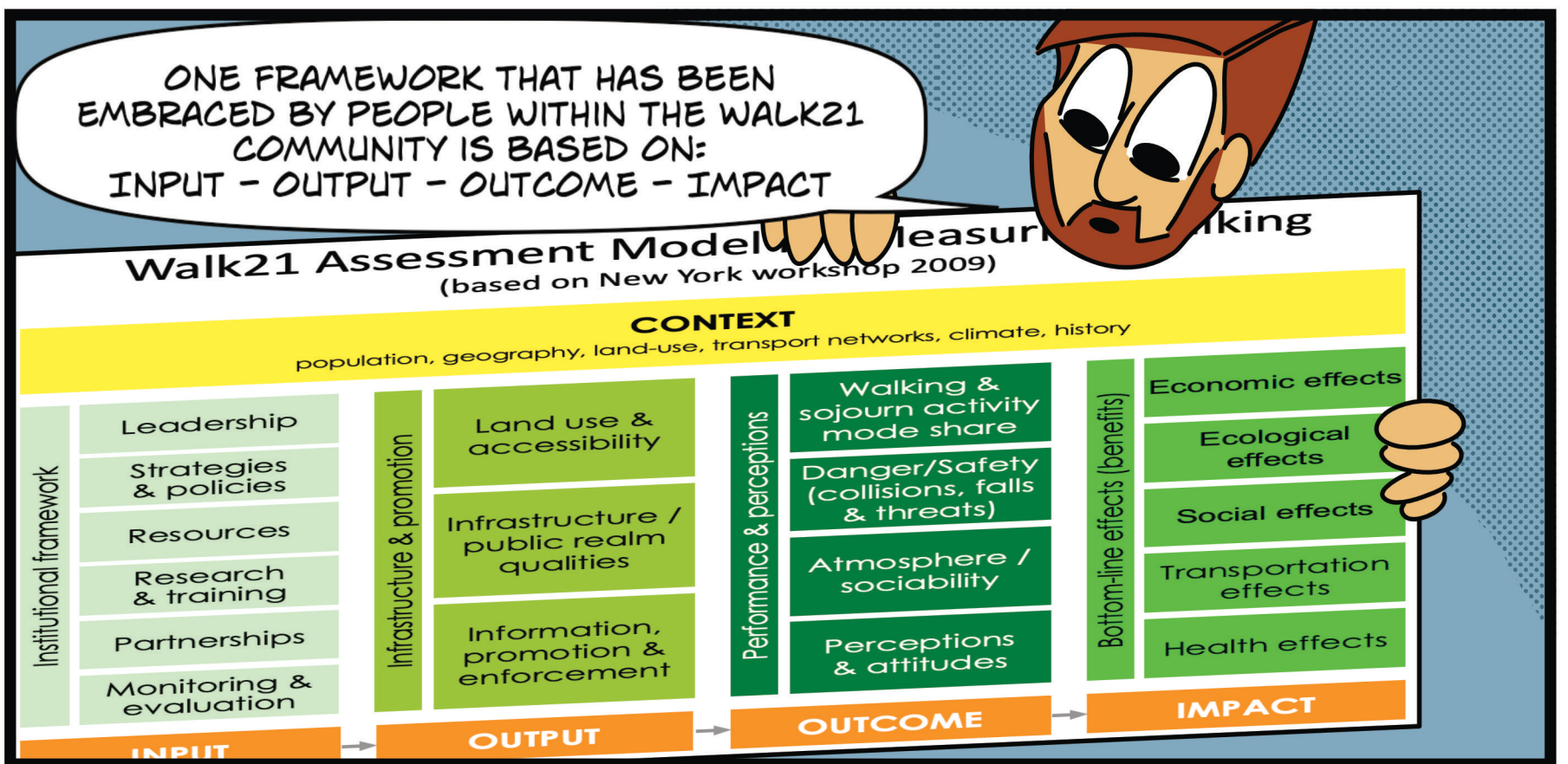
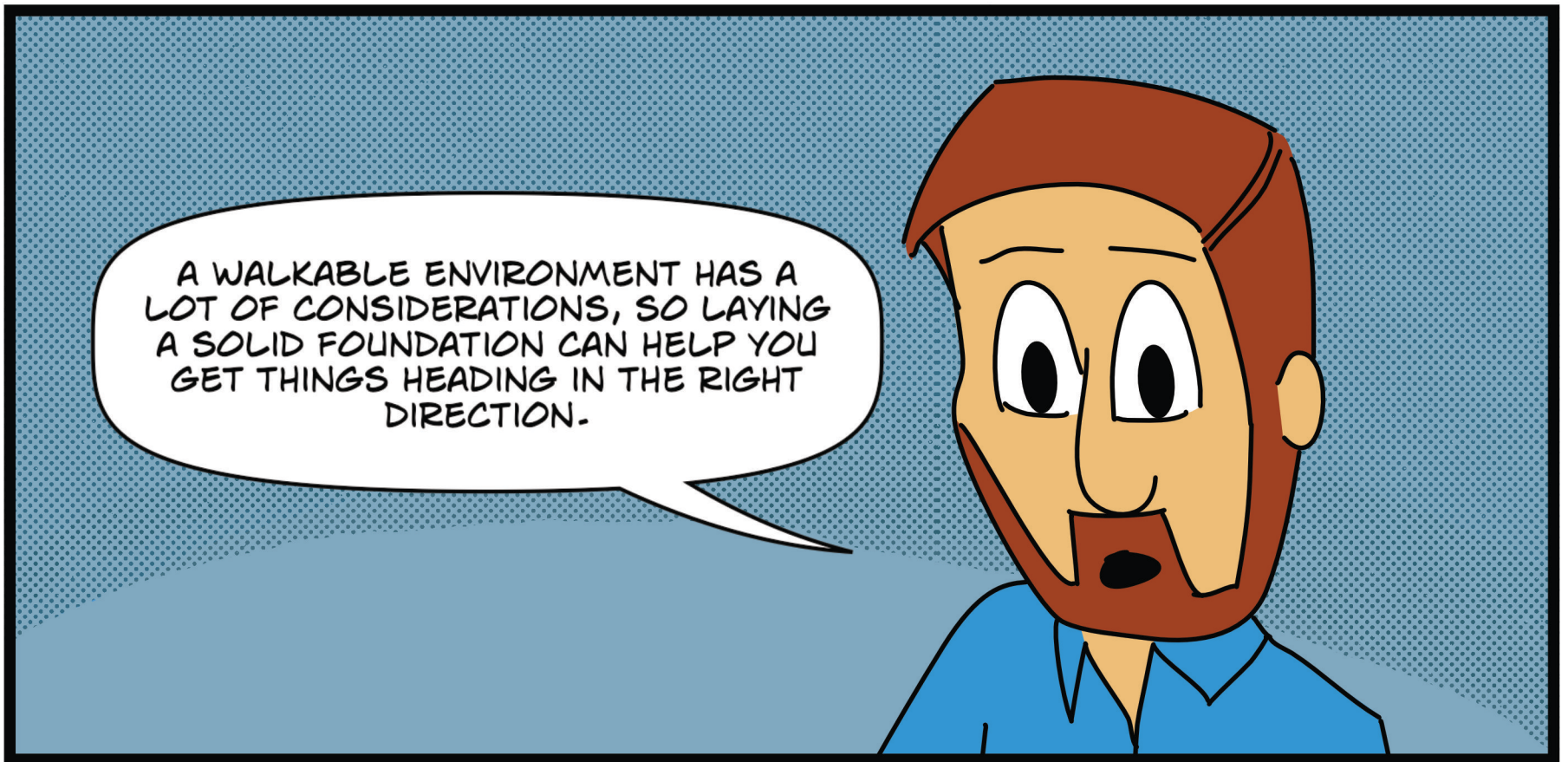


3 PERCEPTION OF HARM INFLUENCES OUR COMFORT. HOW SOFT AND SQUISHY OBJECTS (HUMANS) INTERACT WITH HEAVY AND BIG OBJECTS (CARS, TRUCKS, BUSES) IN MOTION IS SIMPLY A MATTER OF PHYSICS (KINETIC ENERGY).

I KNOW THE SCIENCE, BUT THAT DOESN'T HELP ME RIGHT NOW!







THE INTERNATIONAL CHARTER FOR WALKING IS A COMMON POLICY REFERENCE DEVELOPED BY WALK21,

WHICH CAN BE SIGNED BY AN ORGANIZATION TO SHOW COMMITMENT TOWARDS MORE WALKING AND GREATER WALKABILITY



THERE ARE EIGHT KEY PRINCIPLES THAT ARE CONTAINED IN THE CHARTER:

INCREASED INCLUSIVE MOBILITY

PEOPLE IN COMMUNITIES HAVE THE RIGHT TO ACCESSIBLE STREETS, SQUARES, BUILDINGS AND PUBLIC TRANSPORT SYSTEMS REGARDLESS OF THEIR AGE, ABILITY, GENDER, INCOME LEVEL, LANGUAGE, ETHNIC, CULTURAL OR RELIGIOUS BACKGROUND, STRENGTHENING THE FREEDOM AND AUTONOMY OF ALL PEOPLE

WELL DESIGNED AND MANAGED SPACES AND PLACES FOR PEOPLE

COMMUNITIES HAVE THE RIGHT TO LIVE IN A HEALTHY, CONVENIENT AND ATTRACTIVE ENVIRONMENT TAILORED TO THEIR NEEDS, AND TO FREELY ENJOY THE AMENITIES OF PUBLIC AREAS IN COMFORT AND SAFETY AWAY FROM INTRUSIVE NOISE AND POLLUTION

IMPROVED INTEGRATION OF NETWORKS

COMMUNITIES HAVE THE RIGHT TO A NETWORK OF CONNECTED, DIRECT AND EASY TO FOLLOW WALKING ROUTES WHICH ARE SAFE, COMFORTABLE, ATTRACTIVE AND WELL MAINTAINED

SUPPORTIVE LAND-USE AND SPATIAL PLANNING

COMMUNITIES HAVE THE RIGHT TO EXPECT LAND-USE AND SPATIAL PLANNING POLICIES WHICH ALLOW THEM TO WALK TO THE MAJORITY OF EVERYDAY SERVICES AND FACILITIES

REDUCED ROAD DANGER

COMMUNITIES HAVE THE RIGHT FOR THEIR STREETS TO BE DESIGNED TO PREVENT ACCIDENTS AND TO BE ENJOYABLE, SAFE AND CONVENIENT FOR PEOPLE WALKING - ESPECIALLY CHILDREN, THE ELDERLY AND PEOPLE WITH LIMITED ABILITIES

LESS CRIME AND FEAR OF CRIME

COMMUNITIES HAVE THE RIGHT TO EXPECT AN URBAN ENVIRONMENT DESIGNED, MAINTAINED AND POLICED TO REDUCE CRIME AND THE FEAR OF CRIME

MORE SUPPORTIVE AUTHORITIES

COMMUNITIES HAVE THE RIGHT TO EXPECT AUTHORITIES TO PROVIDE FOR, SUPPORT AND SAFEGUARD THEIR ABILITY AND CHOICE TO WALK

A CULTURE OF WALKING

COMMUNITIES HAVE A RIGHT TO UP-TO-DATE, GOOD QUALITY, ACCESSIBLE INFORMATION ON WHERE THEY CAN WALK AND THE QUALITY OF THE EXPERIENCE. PEOPLE SHOULD BE GIVEN OPPORTUNITIES TO CELEBRATE AND ENJOY WALKING AS PART OF THEIR EVERYDAY SOCIAL, CULTURAL AND POLITICAL LIFE



Taking walking forward in the 21st Century

International Charter for Walking
Creating healthy, efficient and sustainable communities where people choose to walk

We, the undersigned recognise the benefits of walking as a key indicator of healthy, efficient, socially inclusive and sustainable communities and acknowledge the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime. We are committed to reducing the physical, social and institutional barriers that limit walking activity. We will work with others to help create a culture where people choose to walk through our commitment to this charter and its strategic principles:

1. Increased inclusive mobility
2. Well designed and managed spaces and places for people
3. Improved integration of networks
4. Supportive land-use and spatial planning
5. Reduced road danger
6. Less crime and fear of crime
7. More supportive authorities
8. A culture of walking

Signed _____

Name _____

Position _____

Date _____

www.walk21.com

ANOTHER WALK21 INITIATIVE IS THE MEASURING WALKING GROUP. THEIR PREMISE IS THAT WE MEASURE WHAT MATTERS AND WALKING SHOULD BE GIVEN A HIGHER PRIORITY IN THE MEASUREMENT OF TRAVEL.

Motor Vehicle Data Warehouse #42

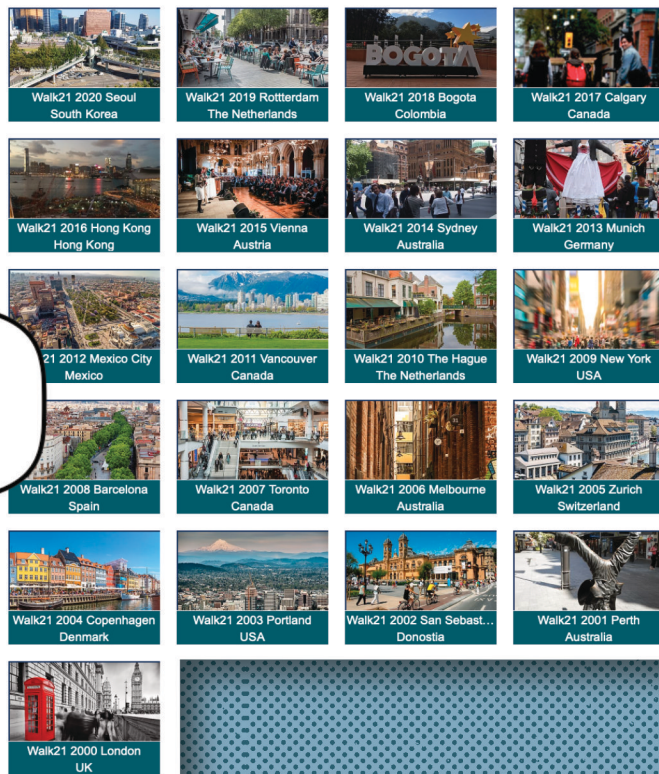


CURRENTLY THERE IS A BIAS AGAINST WALKING IN OUR SURVEYS AND FAR MORE DATA COLLECTED AND AVAILABLE AROUND MOTOR VEHICLE TRAVEL COMPARED TO THAT OF WALKING.

PRIOR TO EVERY WALK21 CONFERENCE THERE IS A WORKSHOP, LED BY DANIEL SAUTER, WHERE PARTICIPANTS DISCUSS A WIDE RANGE OF TOPICS IMPORTANT TO THE MEASUREMENT OF WALKING

HI, I'M DANIEL!

Walk21 Conference Timeline



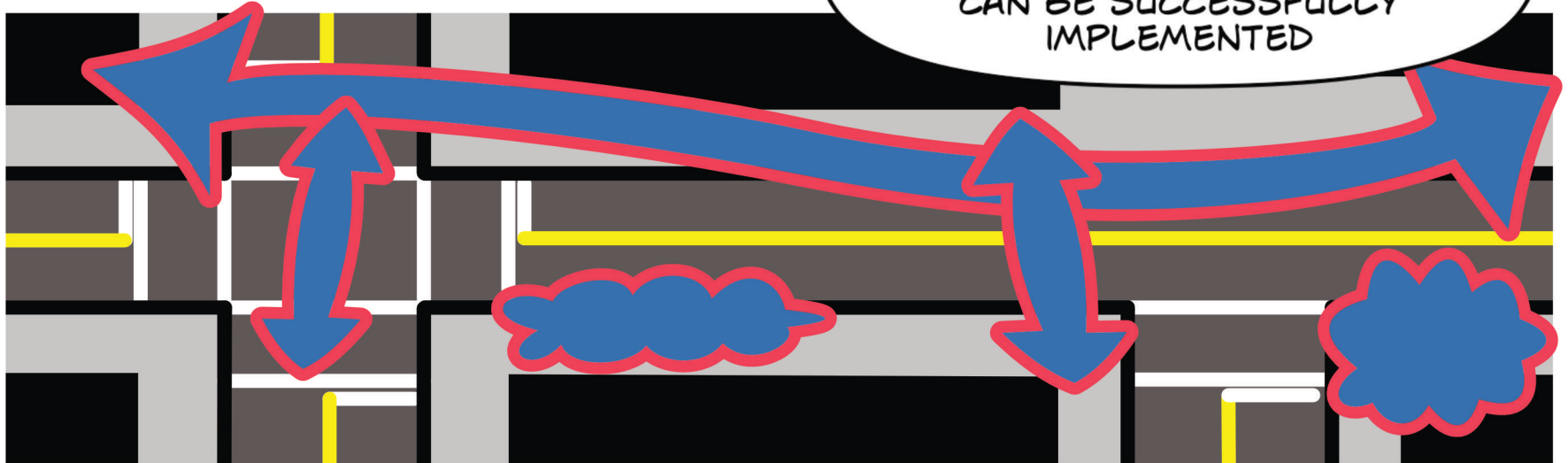
NOTABLY IN VIENNA IN 2015, THE GROUP PUBLISHED AN INTERNATIONAL STANDARD FOR THE TREATMENT OF WALKING IN TRAVEL SURVEYS.



Key Indicator	Comments	
1	Proportion of people who have made at least one walking stage on the survey day	The Standard provides details of how an "average" day is to be arrived at, and ways of handling data on days of the week, month, and season. It specifies the minimum age of people surveyed.
2	Average number of daily walking trips and walking stages per person	The Standard defines "trips" and "stages" generally, as well as specifically on foot, including the issue of walking in public and private spaces.
3	Average daily time walked per person	The Standard specifies how total walking time is arrived at, and the issue of "waiting time" is dealt with.
4	Average daily distance walked per person	The Standard requires the total distance walked in publicly accessible spaces to be presented. It also describes why the arithmetic mean as well as the median distance need to be calculated (median distance is the distance that 50% of the people exceed and 50% fall below).
5	Mode share of walking based on: A. Stages B. Main Mode C. Time D. Distance	The Standard requires walking data to be set alongside data for all other modes, and for all trip purposes to be included.

FINALLY, A DESIGN FRAMEWORK CAN HELP ENSURE THAT WE REMEMBER THE VARIETY OF 'DELIGHTS' AND 'NEEDS' THAT ARE REQUIRED TO MAKE A WALKABLE ENVIRONMENT.

TO DO THIS, I THINK ABOUT THREE ALLITERATIVE PRINCIPLES, KEEPING IN MIND THAT THE INTENDED FORM AND FUNCTION OF THE STREET HAS A SIGNIFICANT IMPACT ON WHAT CAN BE SUCCESSFULLY IMPLEMENTED



SOME OF THE TACTICS THAT CAN BE IMPLEMENTED FOR EACH PRINCIPLE ARE SHOWN BELOW

ALONG

HOW COMFORTABLY CAN PEOPLE TRAVEL ALONG THE STREET FREE OF OBSTRUCTION AND WITH INTEREST?

SIDEWALK WIDTH
SIDEWALK CONDITION
OBSTACLES
MOBILITY SUPPORT
TREES & GREENERY
AMENITY ZONES
BUFFERS FROM MOVING TRAFFIC
INTERESTING FRONTAGES
SHORT DISTANCES BETWEEN PLACES
NUMBER OF DRIVEWAYS
DESIGN OF DRIVEWAYS

ACROSS

HOW CONVENIENT AND SAFE ARE THE CROSSINGS FOR PEOPLE WALKING IN THE AREA?

NUMBER OF LANES TO CROSS
SPEED OF VEHICLES
ACCESSIBILITY SUPPORTS
CROSSING TREATMENTS
LIGHTING
VISIBILITY OF CROSSING
SIGNAL TIMING DELAY
SIGNALS TIMED FOR WALKING
SAFE SPACES TO WAIT TO CROSS
WORKLOAD OF DRIVERS

AROUND

OUR CURRENCY WHEN WE WALK IS TIME, SO WHERE ARE PEOPLE WILLING TO SPEND THAT TIME IN THE AREA?

PARKLETS
SEATING PRESENT AND AVAILABLE TO ALL
SOCIALIZING AND WAITING AREAS
ACCESSIBILITY SUPPORTS
LIGHTING
GREENERY
INTERESTING FRONTAGES
PROGRAMMING
NOISES
SMELLS

THIS LIST IS BY NO MEANS EXHAUSTIVE, BUT IT DOES HELP US IN THINKING ABOUT THE VARIETY OF CONSIDERATIONS WE NEED TO MAKE. UNDERLYING ALL OF THESE IS A NEED TO HAVE THE SPACE ACCESSIBLE, EQUITABLE, FAIR, AND SAFE. NOT INCLUDED IS HOW WE DEAL WITH THE 'PROXIMITY PROBLEM' OF OUR CITIES, BUT THAT WILL HAVE TO BE FOR ANOTHER TIME.

