From a 15 minute city of short distances to a 30 minute city of comfortable distances.

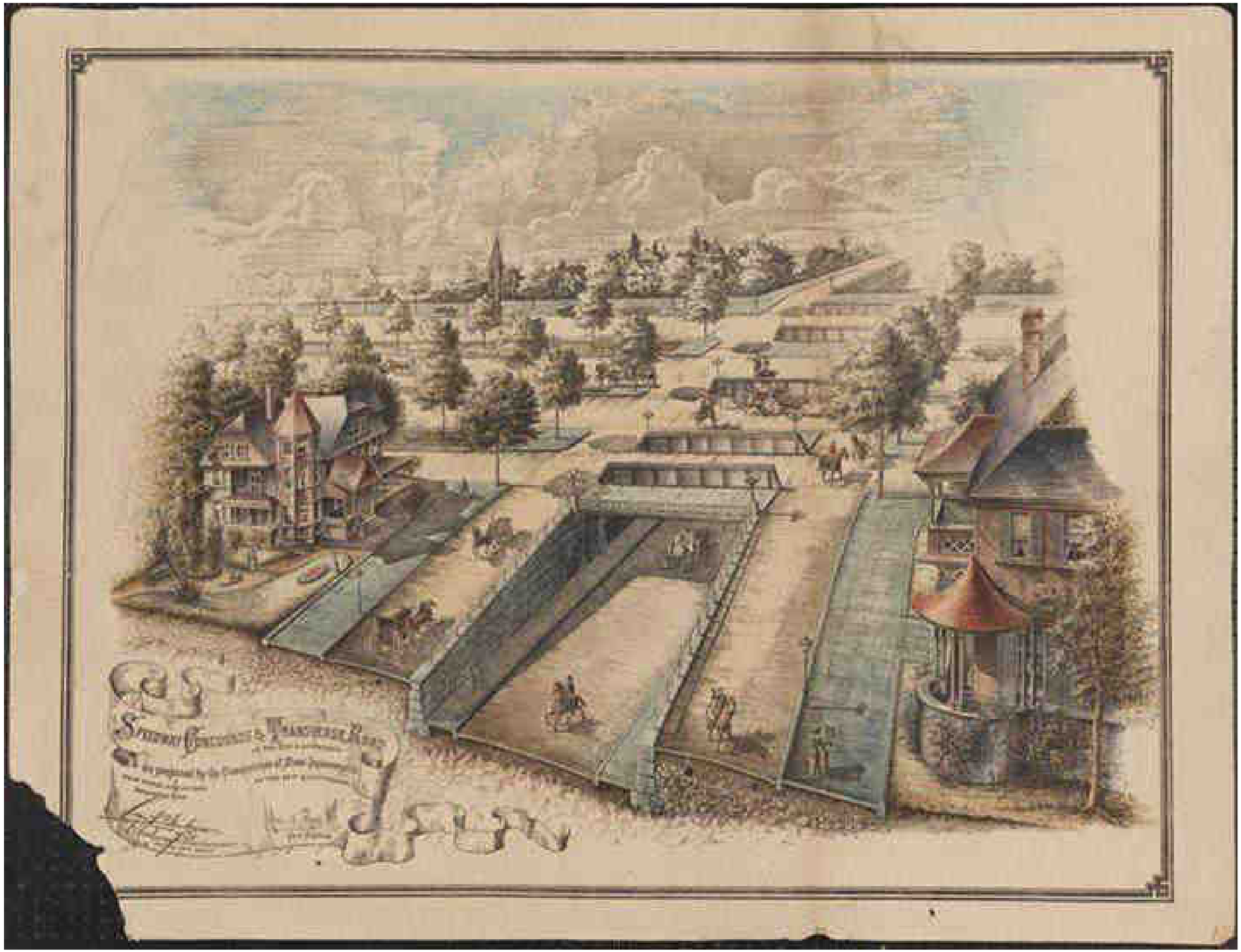
Peter Bednár
pbednar@gmail.com

Shoes and carts

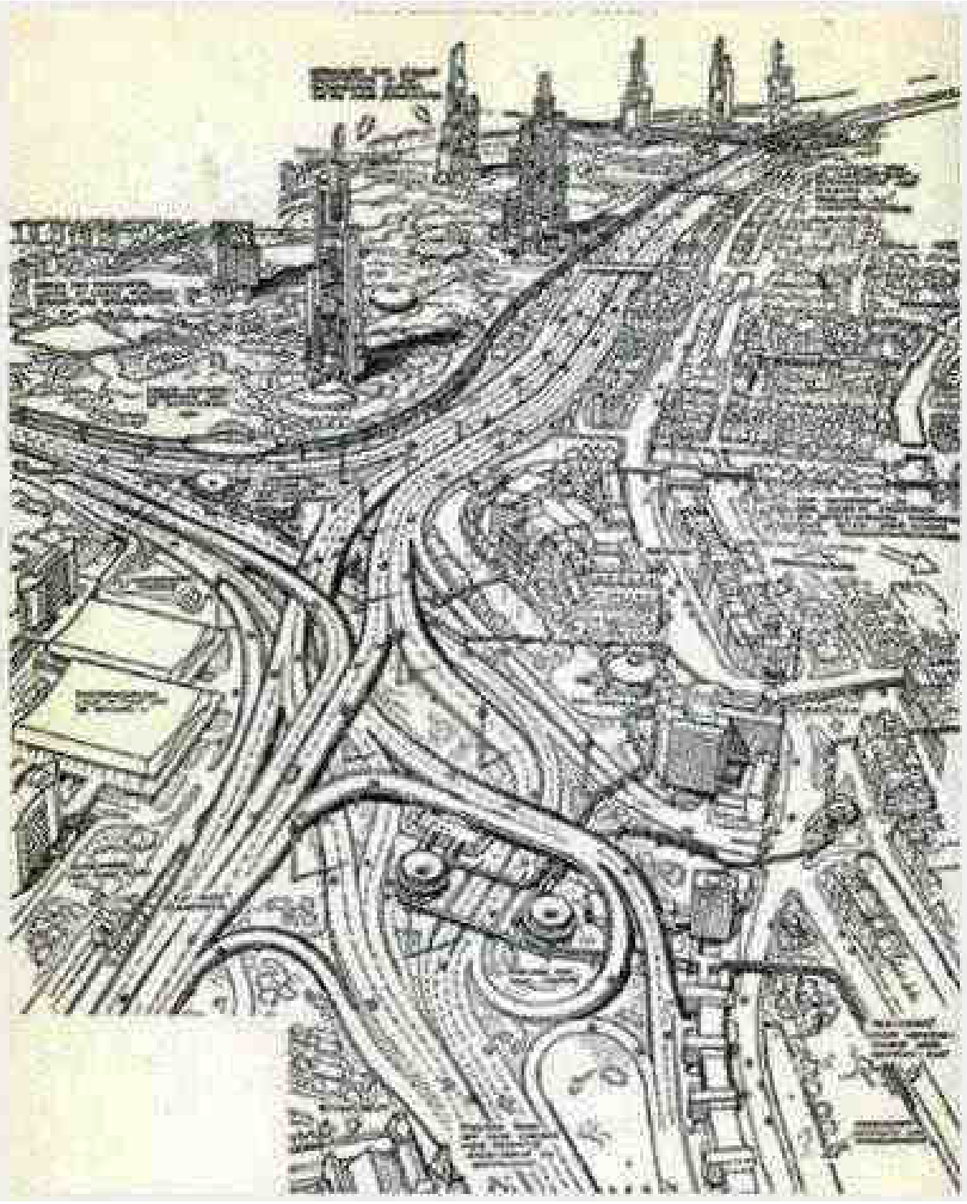
Railroad

Streetcar


Car

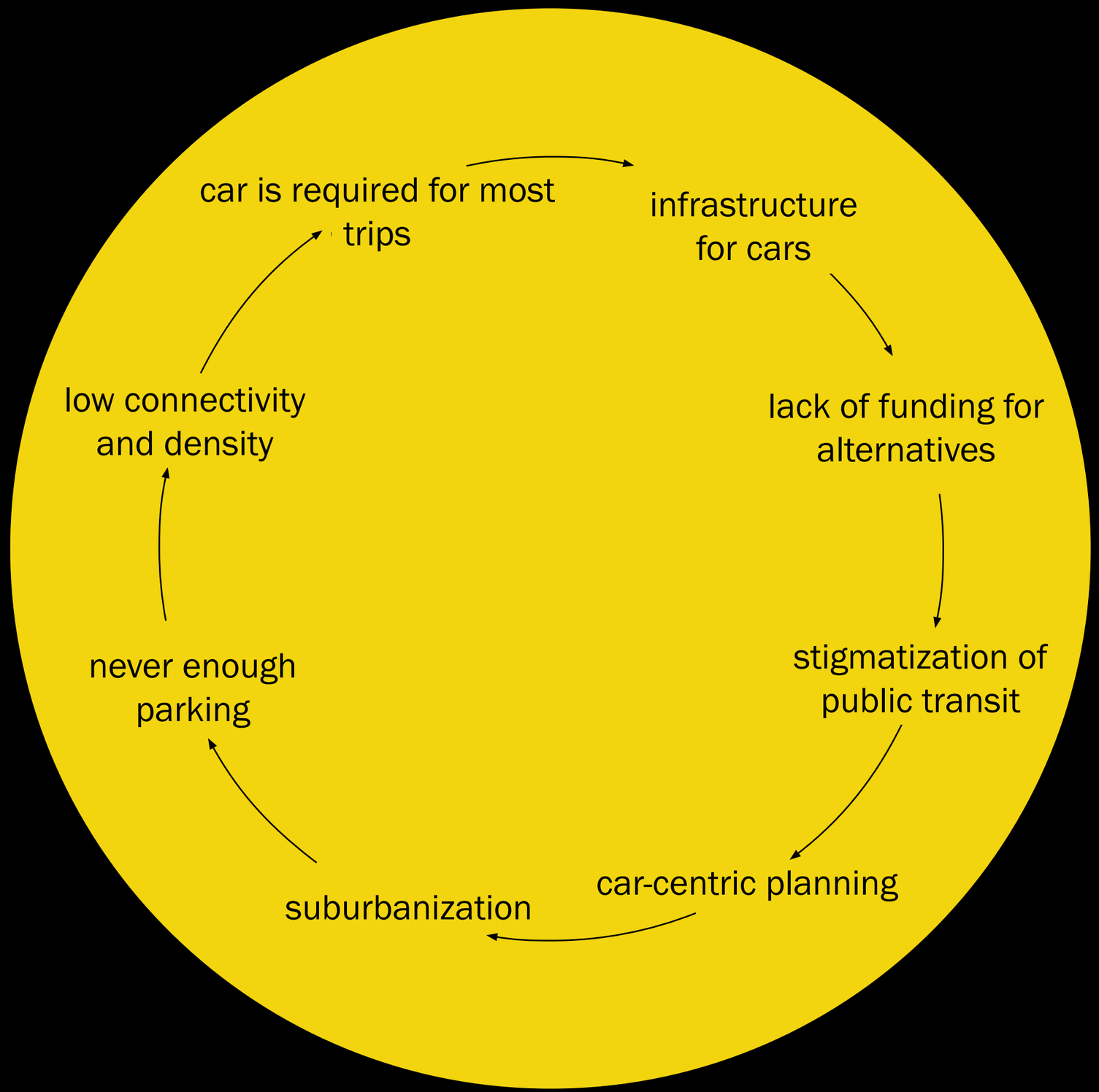


Genesee Ave. a



PRAHA.

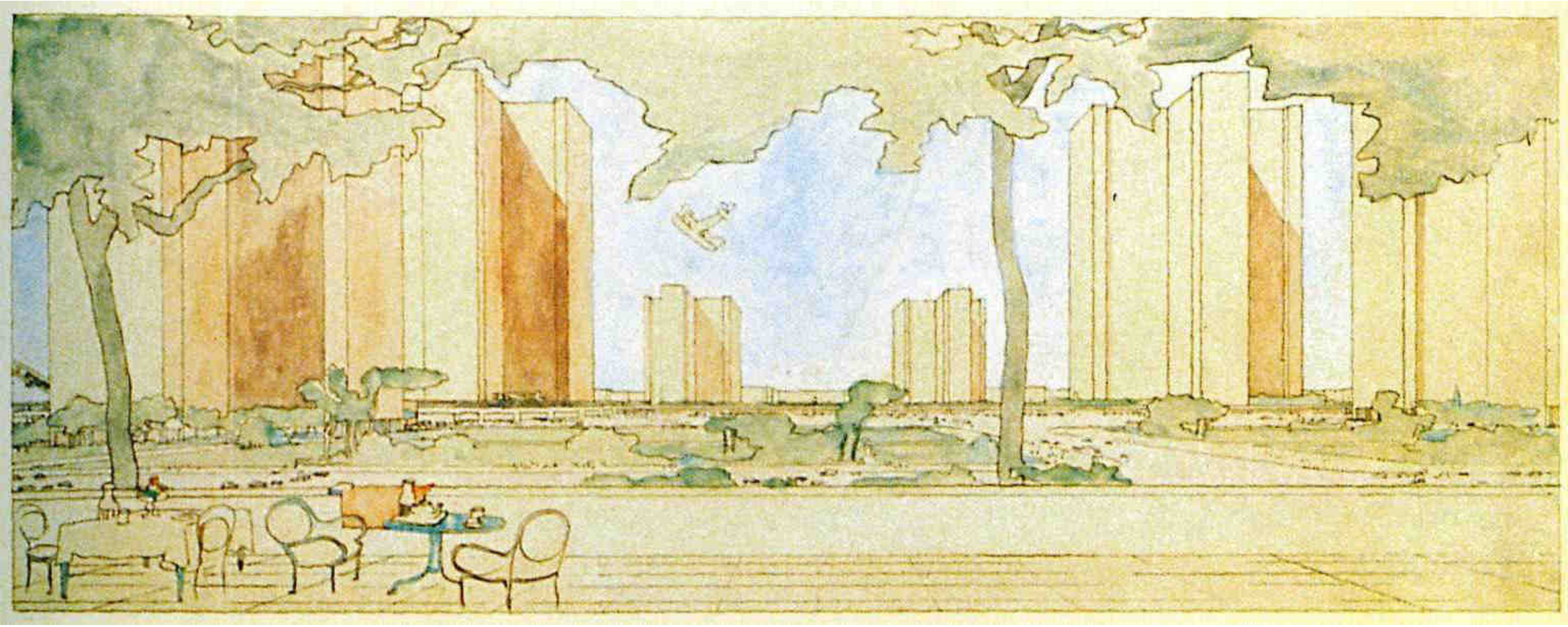

Allianz

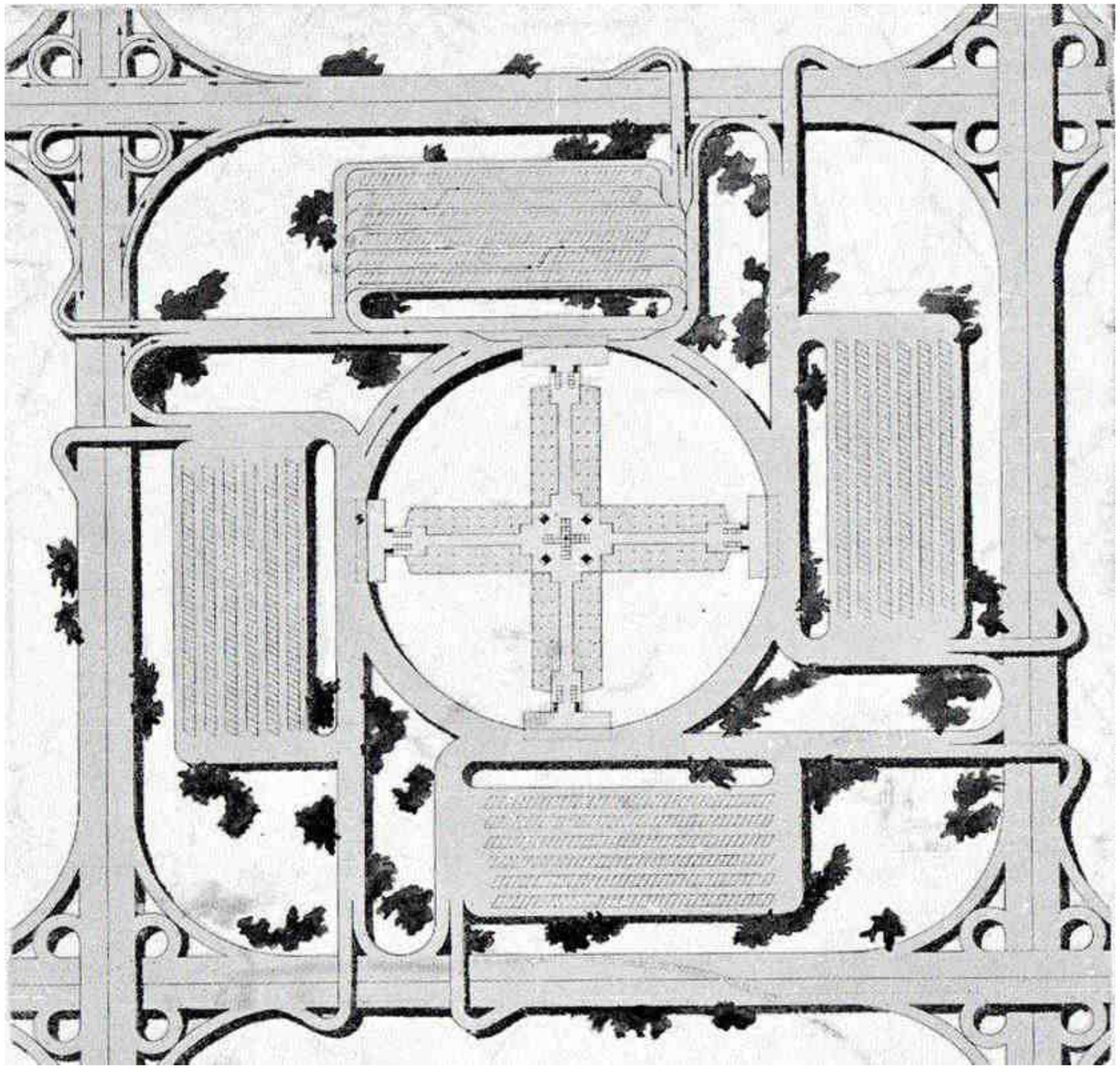

car is required for most trips
infrastructure for cars
lack of funding for alternatives
stigmatization of public transit
car-centric planning
suburbanization
never enough parking
low connectivity and density

Three considerations for traffic:

1. add more roads
2. subsidize everything
3. hide from the results

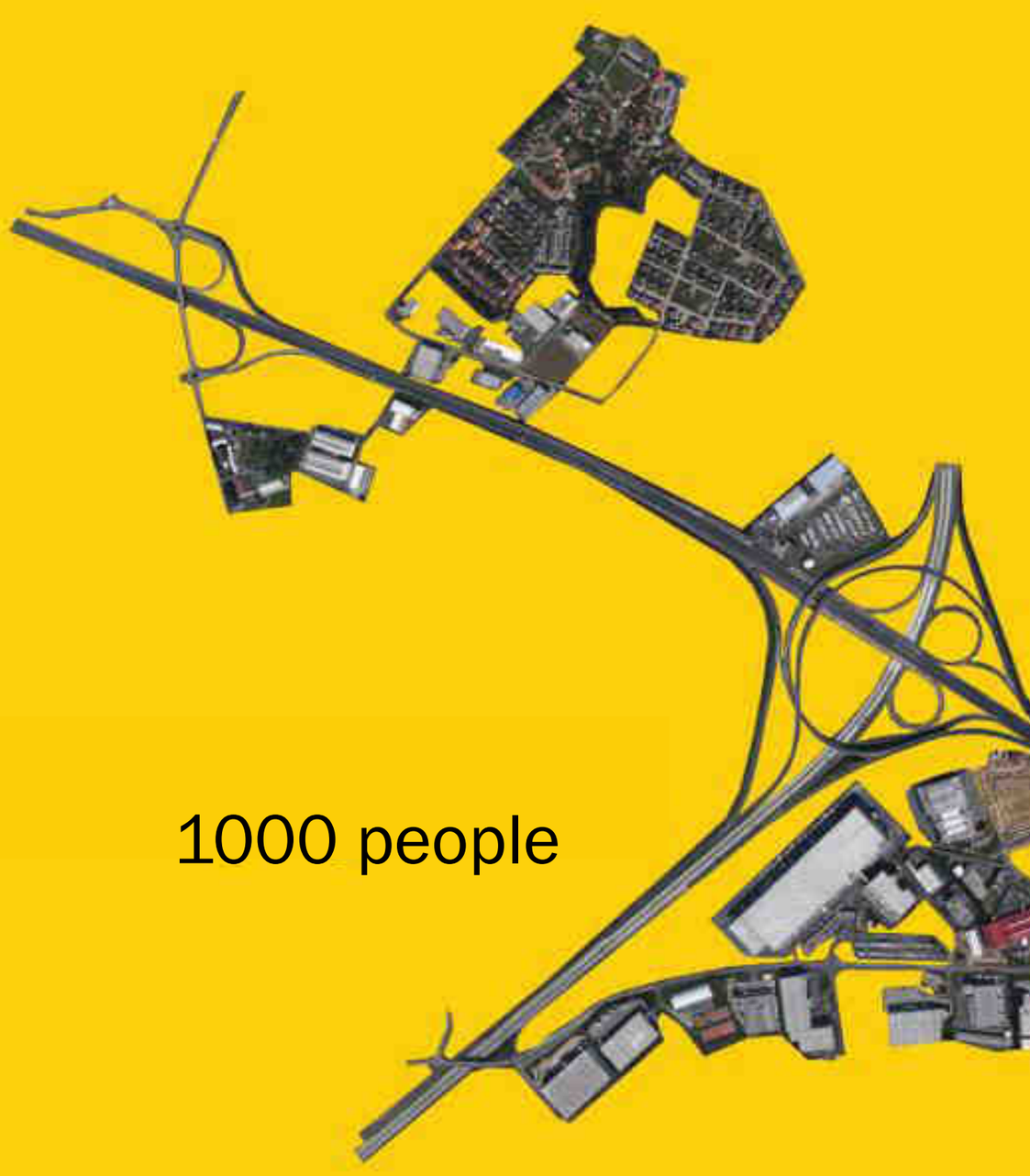
`





“yeah, and so what?”

1. expensive
2. wastes land
3. creates distances that can be covered only with another car
4. creates ugly buildings
5. responsible for environmental, social and economic degradation



1000 people

20 000 people

The Built-up Area of Atlanta and Barcelona Represented at the Same Scale

10 km of metro line

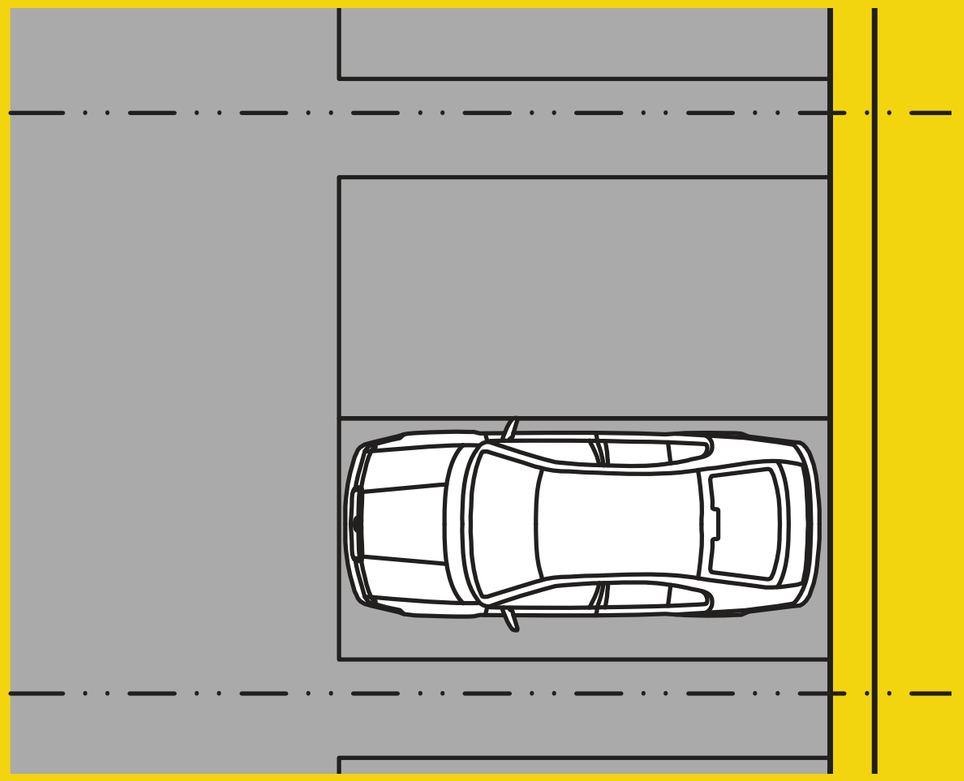
Atlanta:
2.5 million people (1990)
4,280 km2 (built-up area)

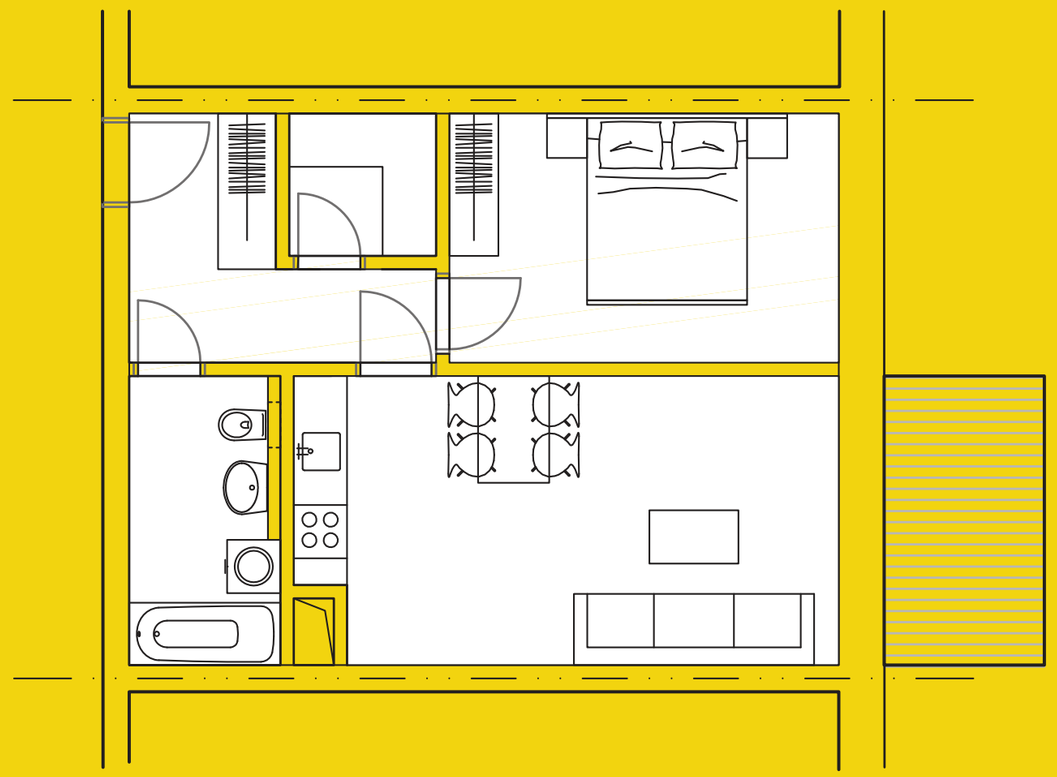
Transit in Atlanta VS Barcelona	Barcelona	Atlanta
Length of metro lines (km)	99	74
% of population within 600 m from a metro station	60%	4%
% of trips using metro	30%	4.50%
Length of metro line that would be required to serve 60% of atlanta ppopulation (km) :		3400
Number of station required		2800

Barcelona:
2.8 million people (1990)
162 km2 (built-up area)


Castrol


Google






MALÝ HÁJ

“but people like cars!”


OVOC - ZELENINA
Nails forever
NEHTOVÉ STUDIO
MASO UKO
JÍDELNA
22
9329

“Walkable districts in Atlanta account for less than 1% of land mass, but accomodate 50% of the area’s office, retail, hotel and apartment square footage.“

“Bikes? So you want to become Venezuela?”

TRANSITIONS

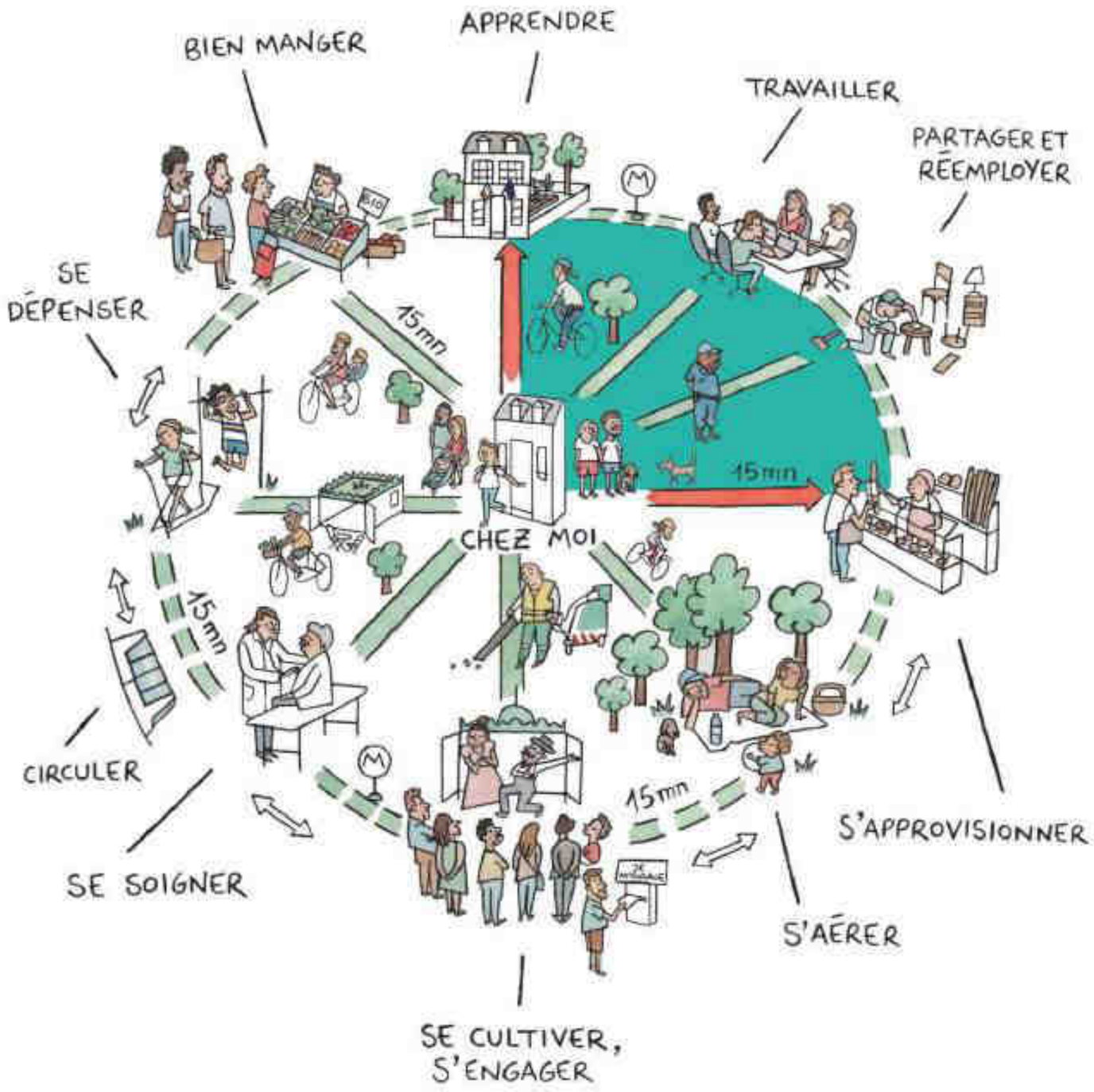
Automobile overdose in Caracas

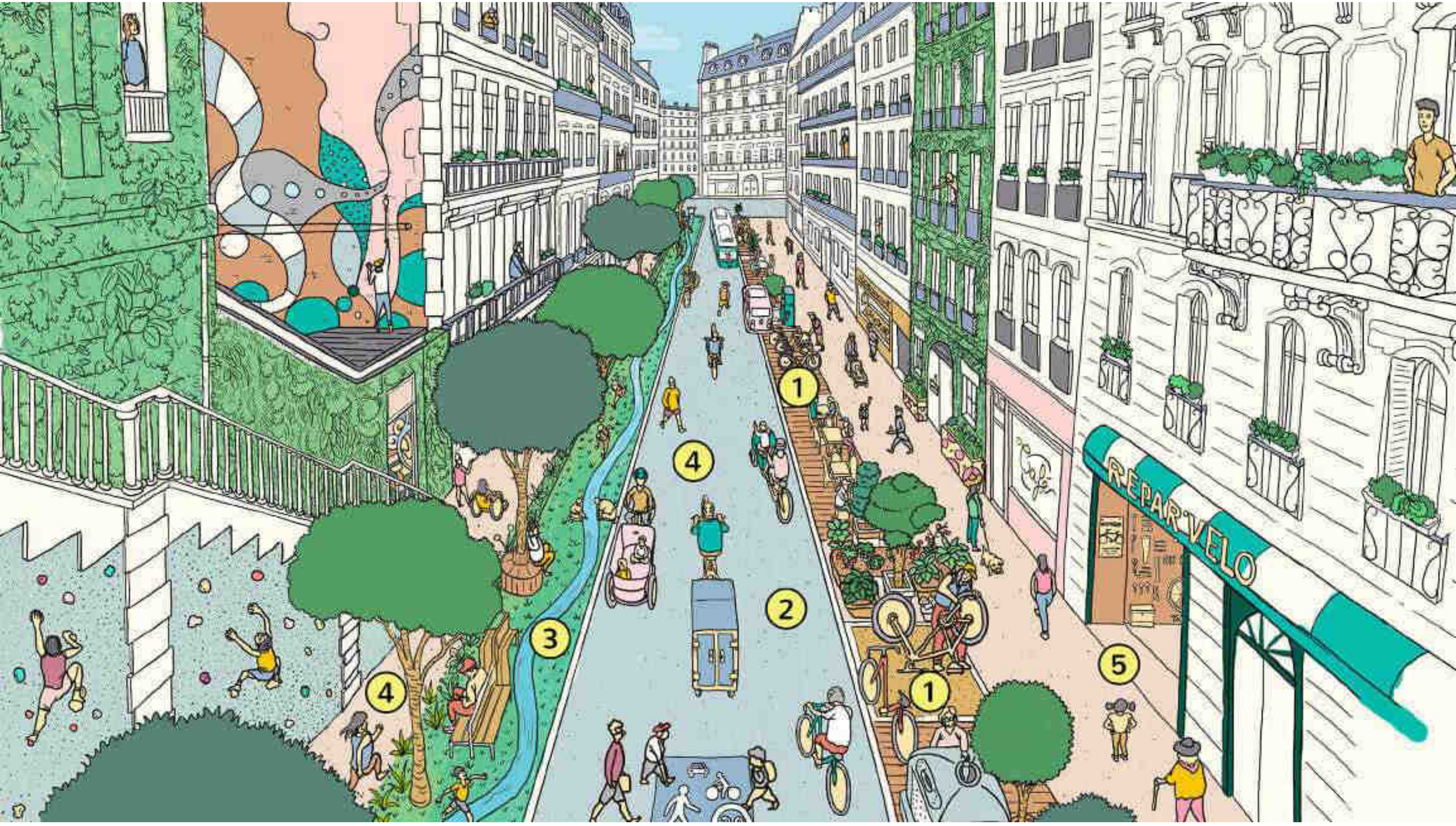
As you drive out of Caracas International Airport, one of the first things you see as your car starts up the Coastal Range into the city is an abandoned toll booth. Hard as it is to believe, there was a time when the rickety, 60-year-old highway linking the capital to the coast and its airport ...

By Juan Cristóbal Nagel

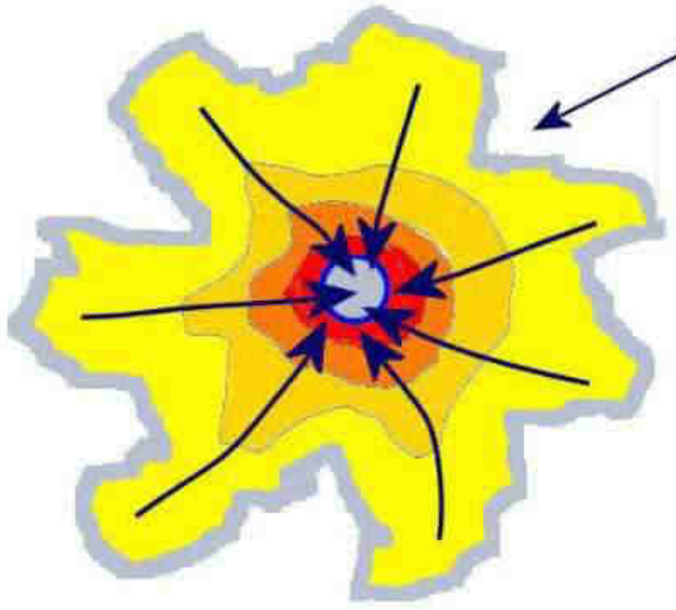
THOMAS COEX/AFP/Getty Images

LE PARIS DU 1/4 HEURE



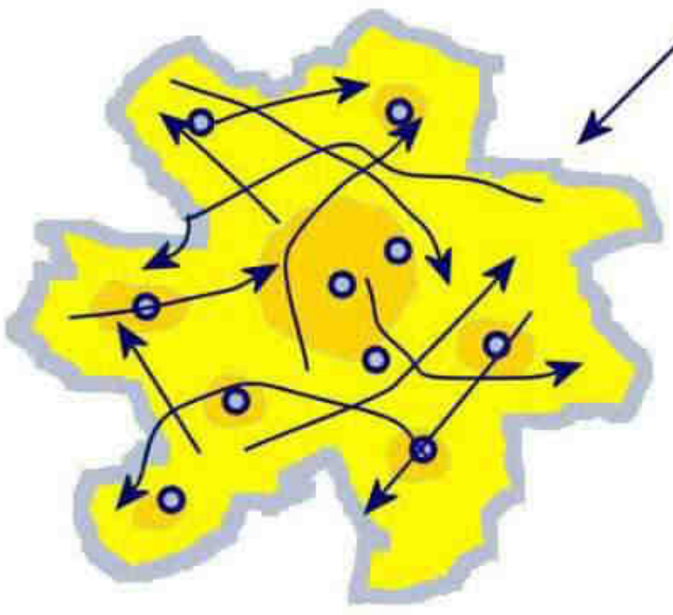

1
4
2
3
4
1
5
REPAR'VELO

THE MOST COMMON URBAN SPATIAL STRUCTURES



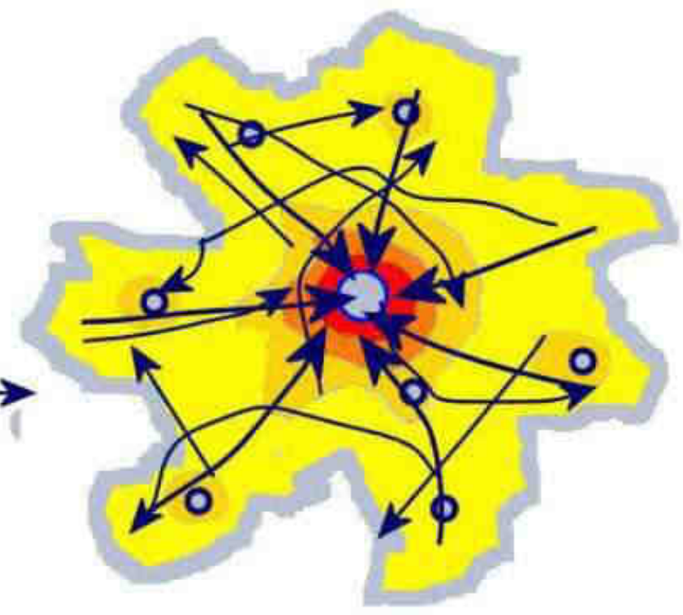
The Classical Monocentric Model,
- strong high density center with high concentration of jobs and amenities
- radial movements of people from periphery toward center

The "Urban Village" Model
- people live next to their place of employment
- people can walk or bicycle to work
- this model exists only in the mind of planners, it is never encountered in real life



The Polycentric Model
- No dominant center , some subcenters
- Jobs and amenities distributed in a near uniform manner across the buil-up area
- Random movement of people across the urban area

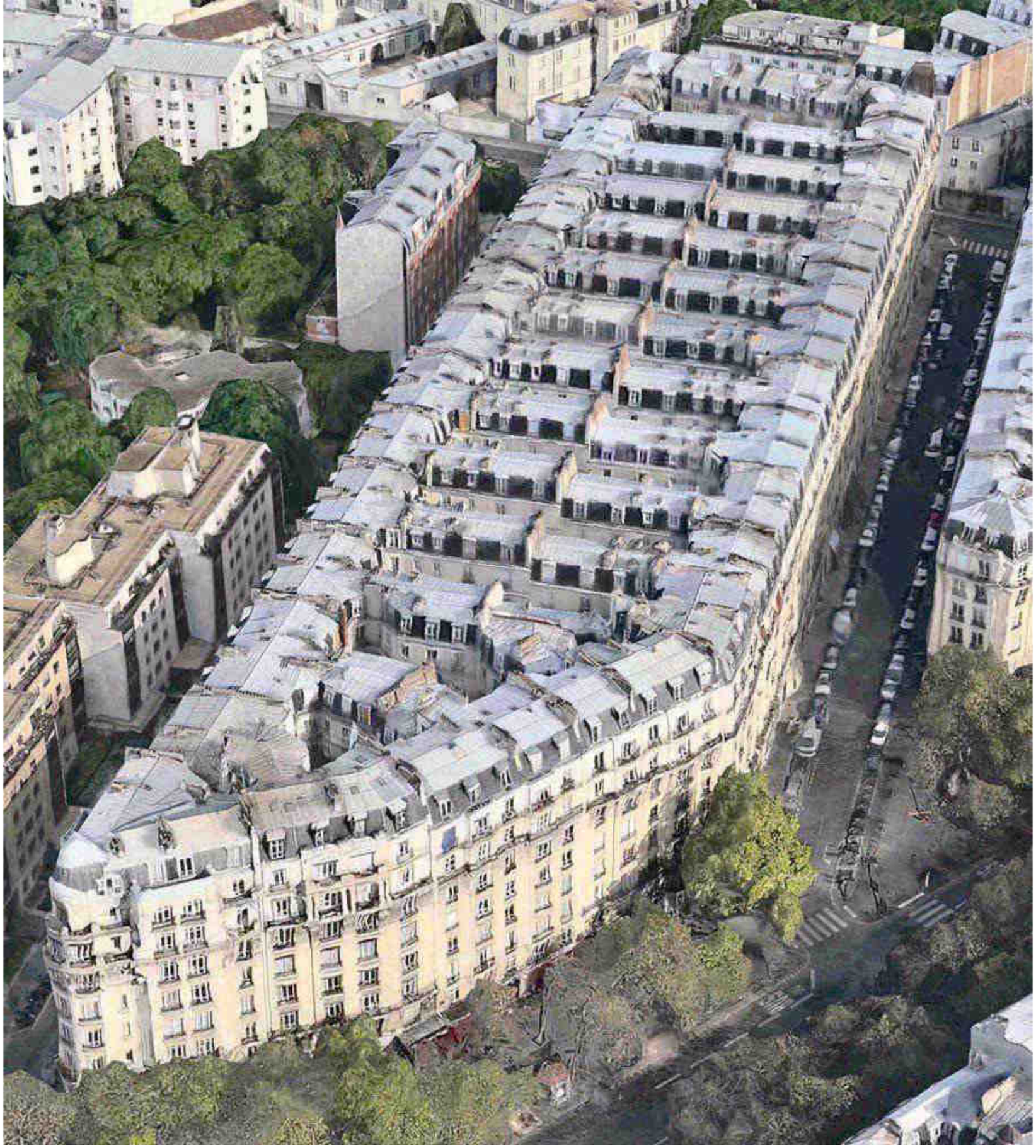
The Composite Model
- A dominant center , some subcenters
- Simulateneous radial and random movement of people across the urban area

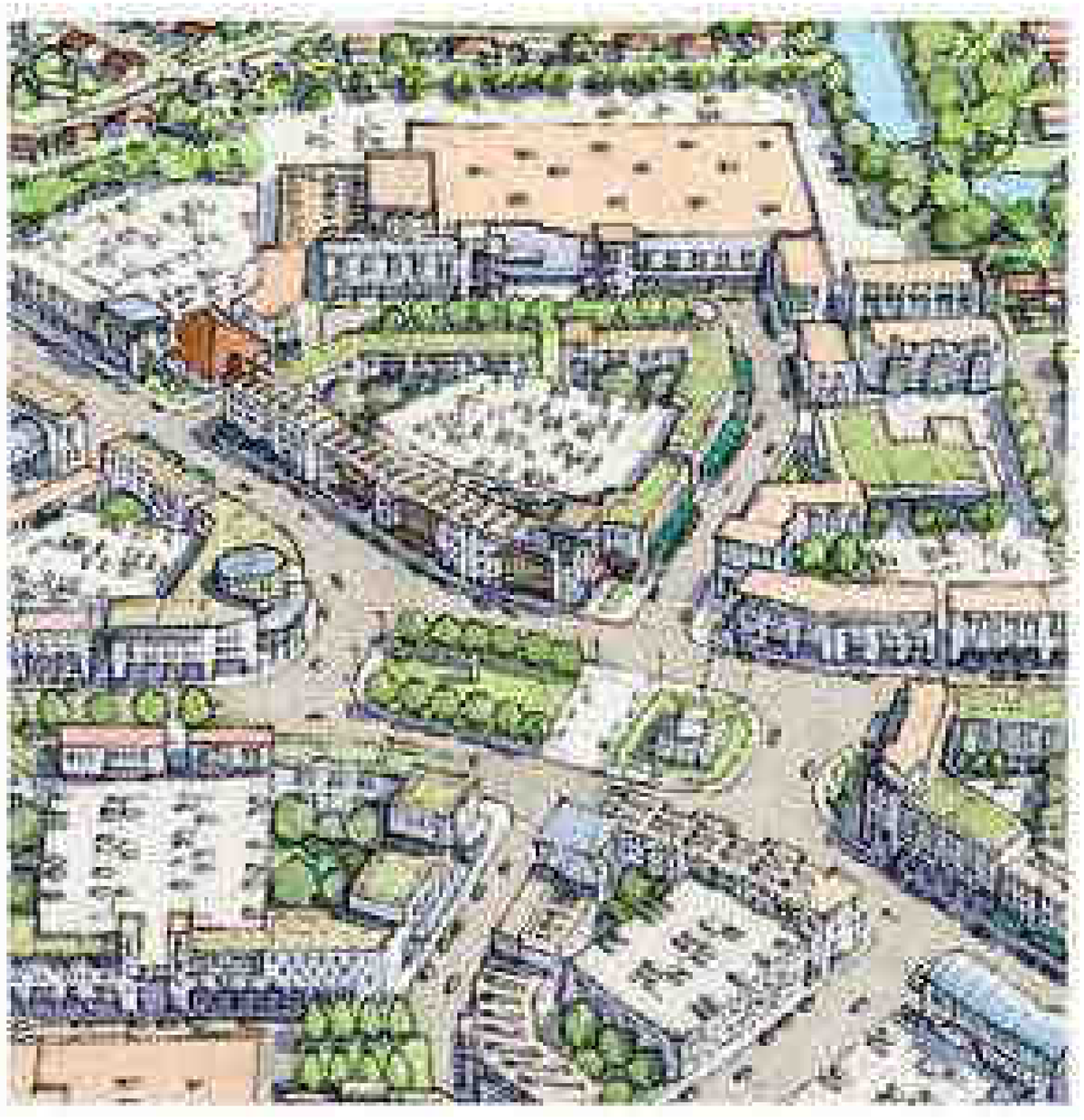


"Order Whithout Design" Bertaud 2006 (unpublished)

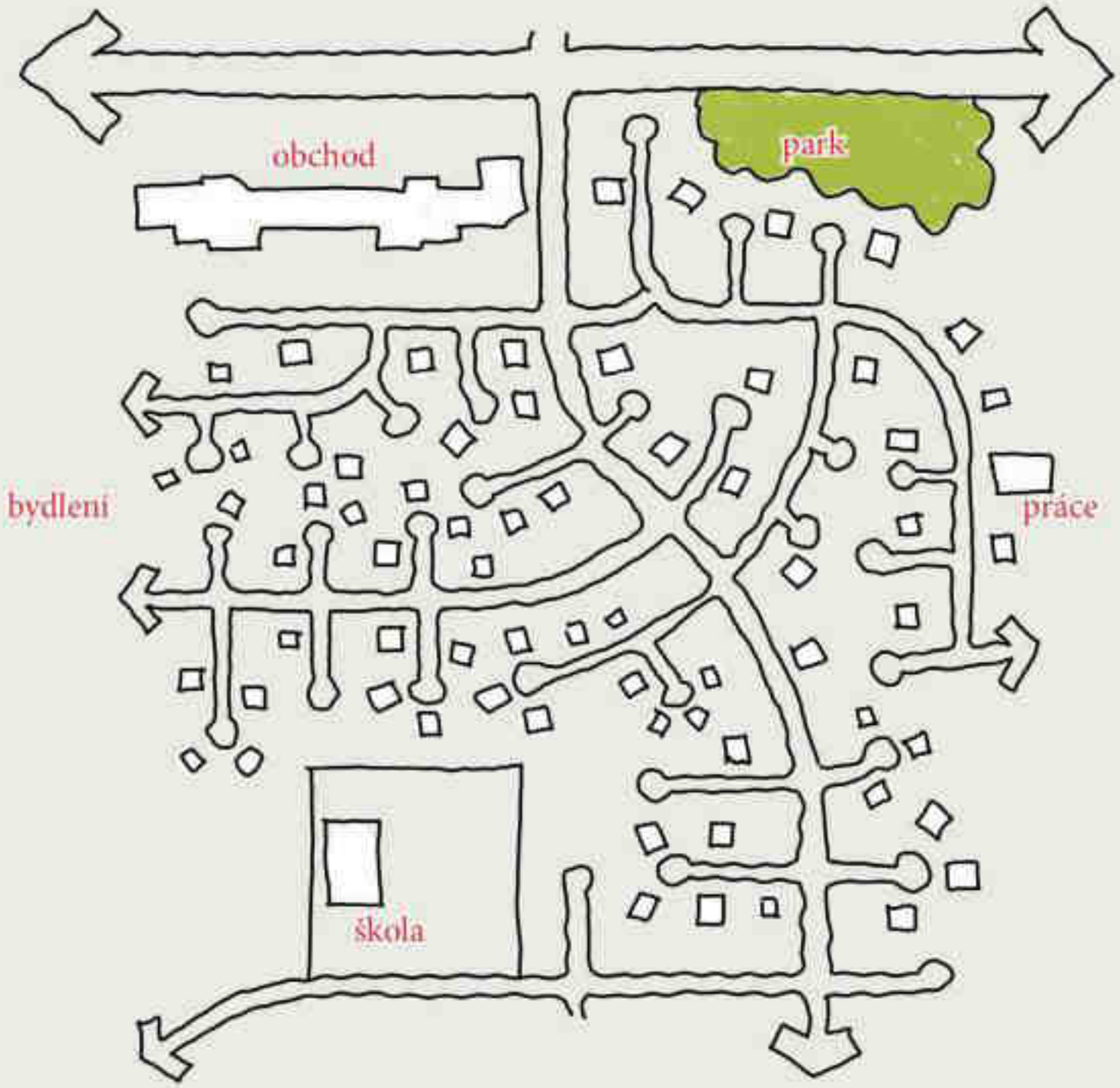
Figure 15. Median number of residents per store among the 50 most populous US cities in 2010. Numbers in brackets after each business category correspond to NAICS codes. Data Sources: Infogroup 2010 Business Listings, provided as part of ESRI Business Analyst software; US Census 2010.

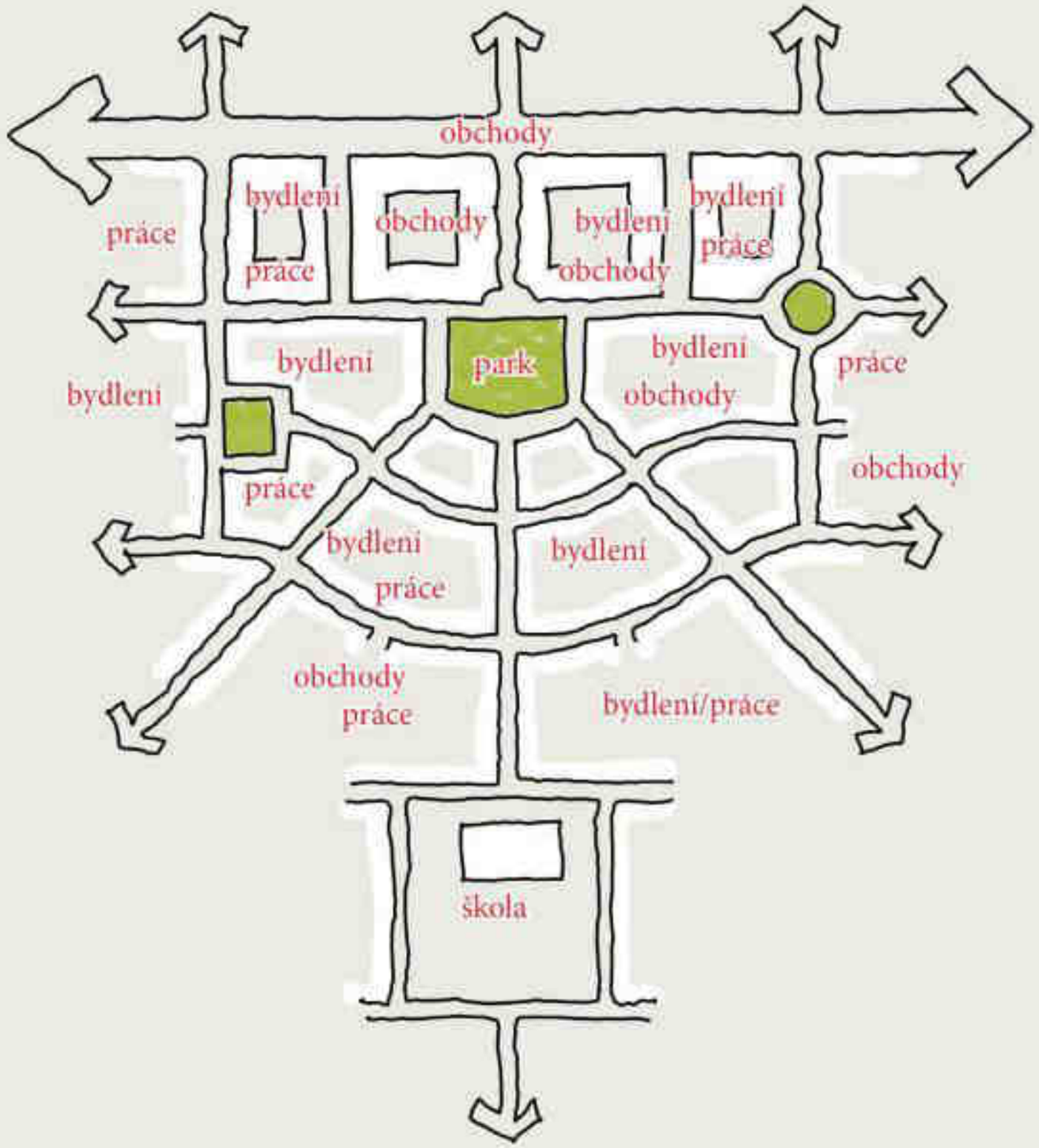
less frequently than we buy coffee or go out to eat at restaurants. Consequently, in a typical American city, there are around 14 times more food service estab-





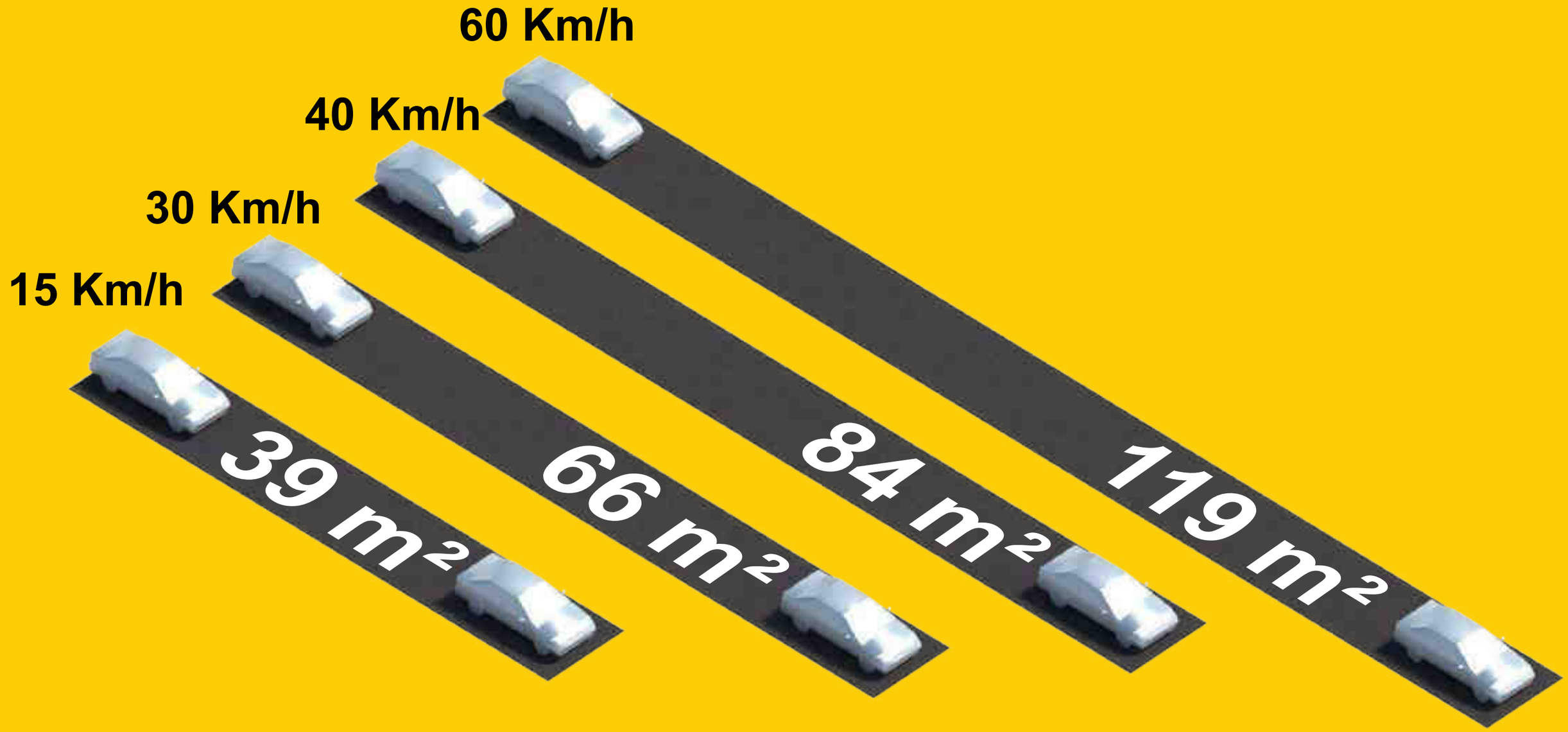
Maximum speed doesn’t matter, the main transit criteria is door to door time.


obchod
park
bydlení
práce
škola


obchody
práce
bydlení
práce
obchody
bydlení
obchody
bydlení
práce
bydlení
bydlení
park
bydlení
obchody
práce
obchody
práce
bydlení
bydlení
práce
obchody
práce
bydlení/práce
škola

Less parking for more money!

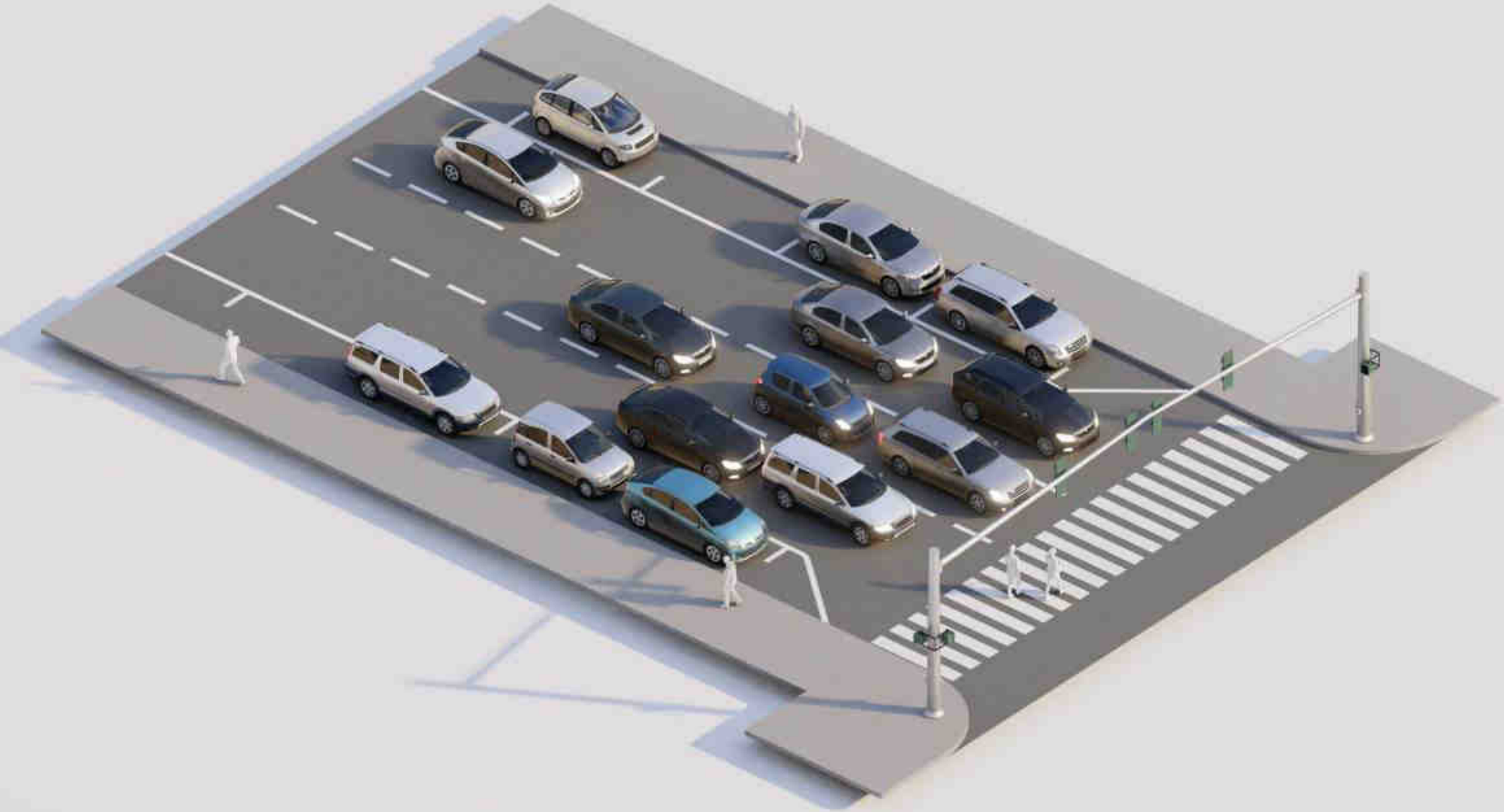
Measure carrying capacity of space instead of volume of cars.

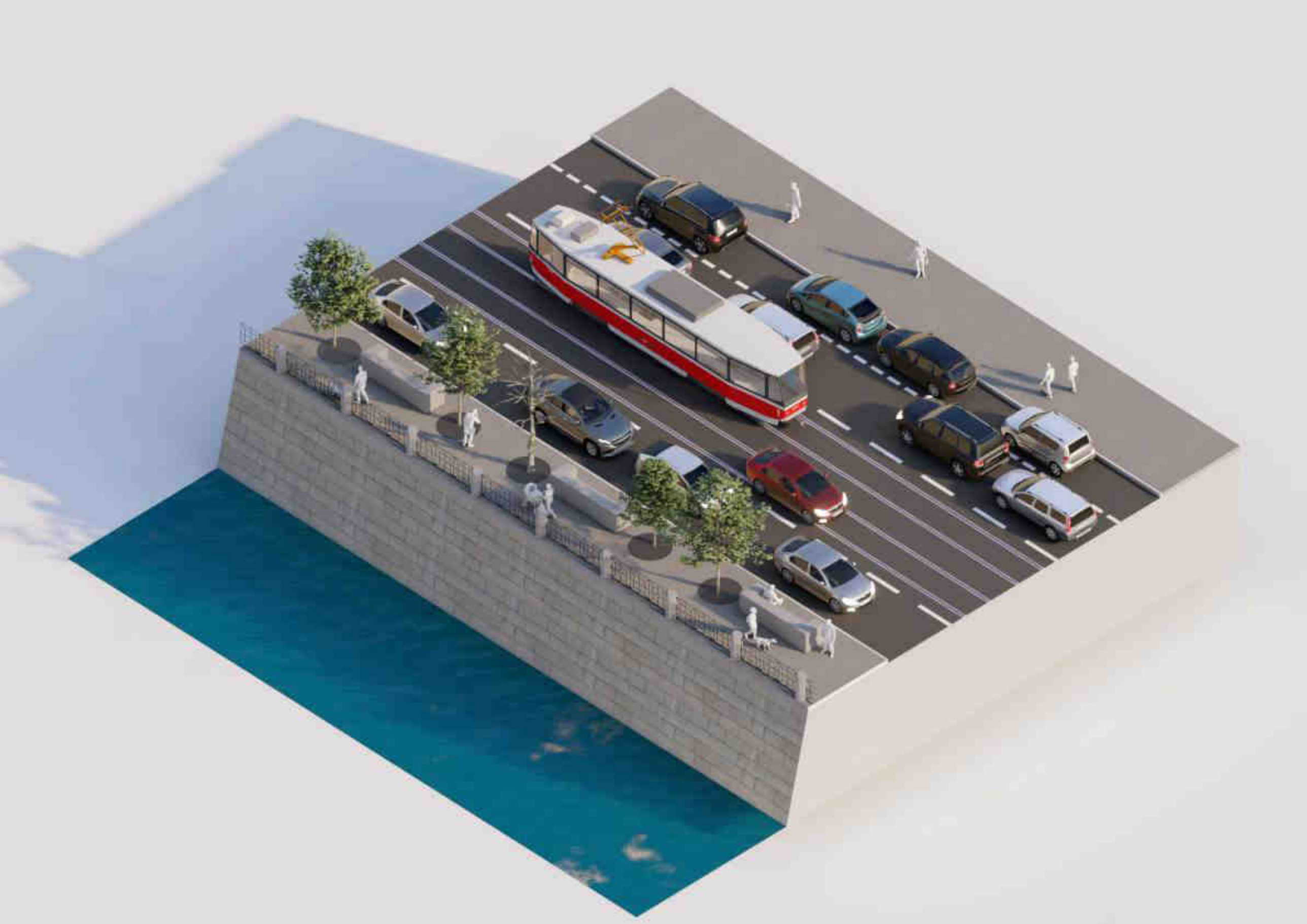

60 Km/h
40 Km/h
30 Km/h
15 Km/h
39 m²
66 m²
84 m²
119 m²

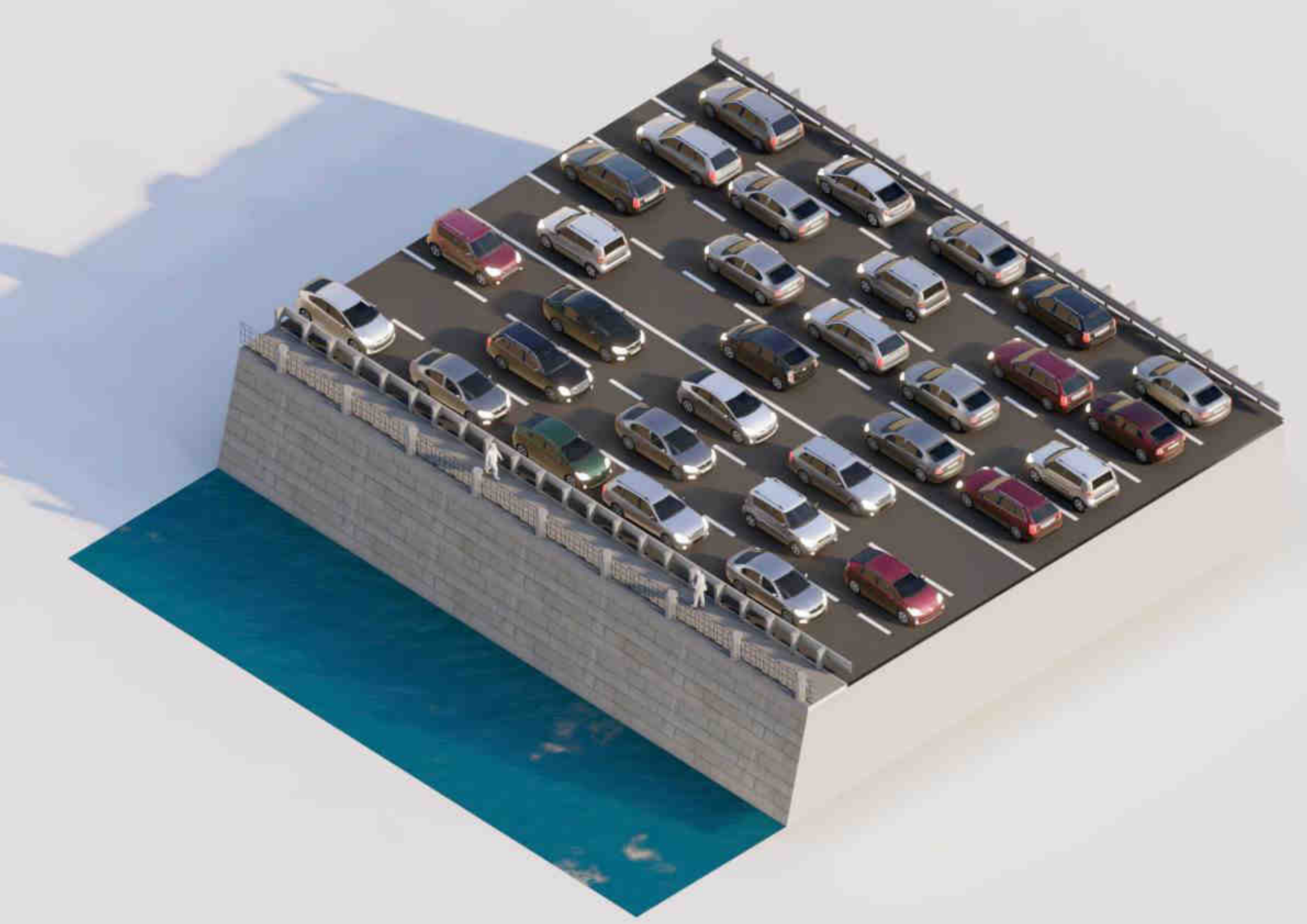
1 Km of roadway:
30 cars, 50 people

1 Km of public transit:
hundreds of people

1 Km of sidewalk:
thousands of people



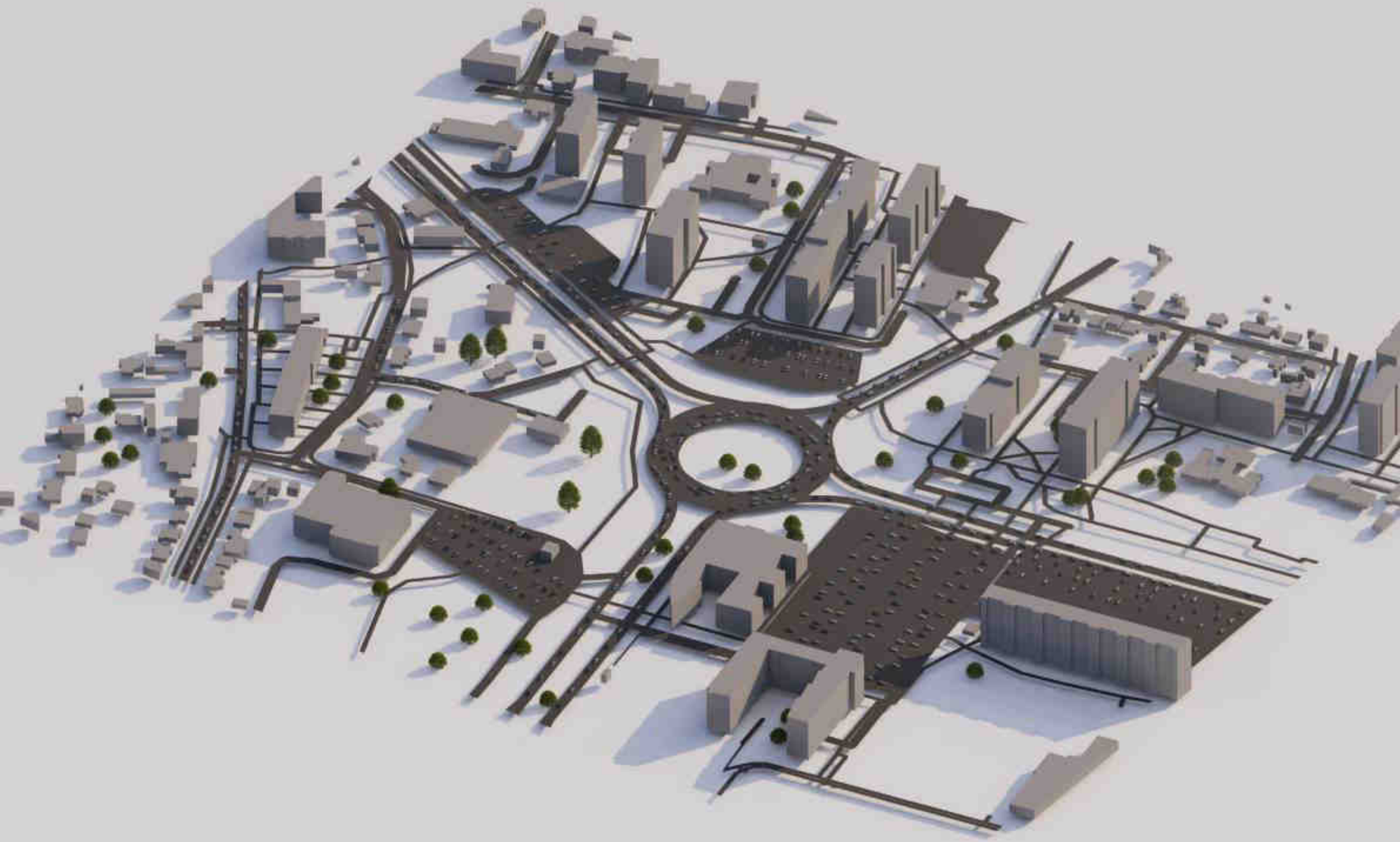




Transit choices are not ideological, most people will choose the fastest and most comfortable option.


BUS
26
28

Traffic is based on land-use.



Future technologies are not going to solve traffic.

Build places to stay, minimize places for passing through.


Greenway


30

“but isn’t that SOCIAL ENGINEERING?!”

Less land, more buildings, more destinations, more people, more options and better traffic.