Happy Cities: Maximizing Human Well-Being through Urban Design in China and the U.S.

Yingling Fan | University of Minnesota | yingling@umn.edu

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Trade-off or Co-benefit?

- Environment
- Sustainability
- Human
- Happiness
Urban Design and Happiness

- Applying the **broaden and build theory of positive emotions** to the spatial dimension

- Creating and designing public spaces that evoke positive emotions and reduce negative emotions

*Figure 1.1 The broaden-and-build theory of positive emotions. Adapted from Fredrickson and Cohn (2008, Fig. 48.1).*
Transportation is an Emotional Landscape
In any U.S. urban area, significant portions of land area is devoted to streets, parking, public transit, bicycle lanes, and sidewalks.
Measuring Human Behavior & Experience

Calendar View

Map View

Annotation

Summary
Continuous and Sequenced Data on Behavior and Emotional Experience
Happy by travel mode

Adjusted for age, sex, race, employment status, income, family status, general health, life satisfaction, optimism/pessimism, disability, neighborhood characteristics, and trip duration.
Stressed by travel mode

Adjusted for age, sex, race, employment status, income, family status, general health, life satisfaction, optimism/pessimism, disability, neighborhood characteristics, and trip duration.
Shenzhen New Mobility Options

- Street Taxi vs. Ridesharing
- Private bike vs Public Bike
Happiness by Trip Companion
Which factors most important?
The Happy Streets Project
Thank you.

Email: yingling@umn.edu
Twitter: @yinglingfan