



Walkability is no longer just an ideal

- The evidence from a growing body of research shows that walkable neighborhoods not only raise housing prices but reduce crime, improve health, spur creativity, and encourage more civic engagement in our communities.
- Medical research shows that walking can improve health outcomes in everything from heart disease and diabetes to improved mental and cognitive functions.



Source: University of Louisville study by Riggs and Gilderbloom , 2014

Survey after survey finds that people prefer mobility choices

56% of Millennials
and 46% of Baby
Boomers would
prefer to live
someday in a
walkable
community

*According to the American
Planning Association*



For the past 50 years, communities
have developed around cars and
other motor vehicles as our principal
form of transportation

What to do?

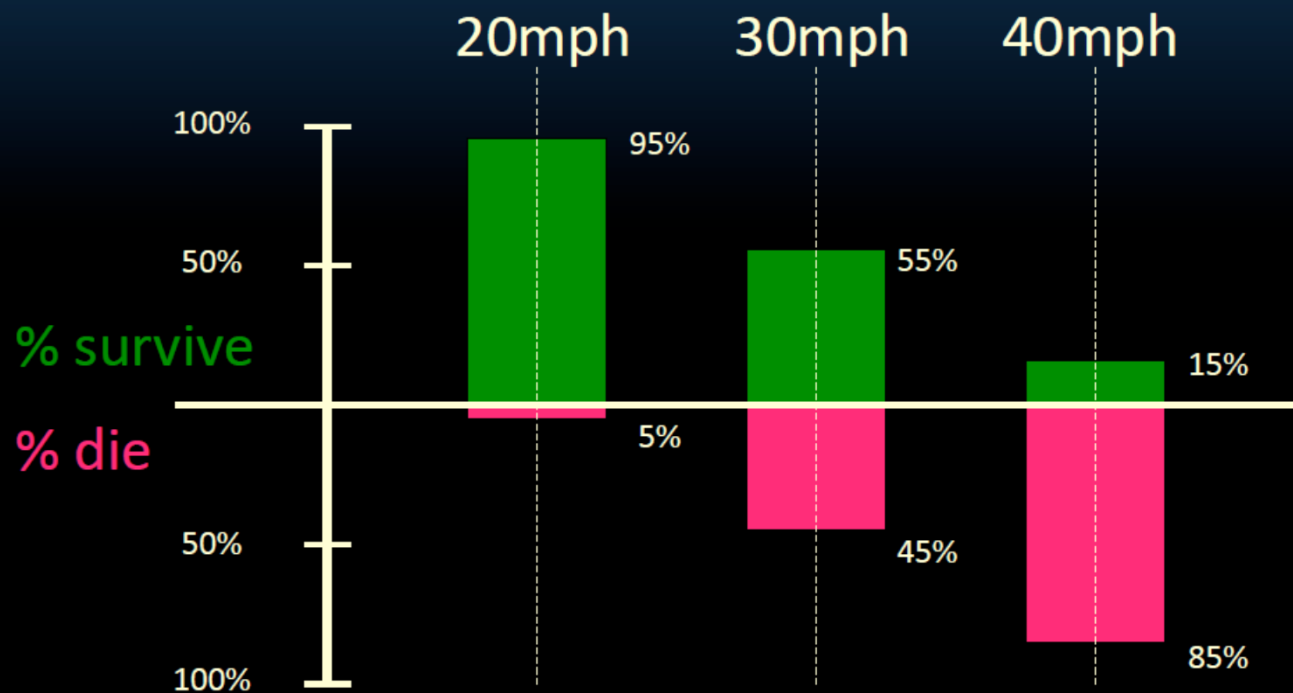
- Planning and design
- Education and advocacy
- Policy and ordinance
- Pay as you go
- Programming



An example of shared space

Design Principle

pedestrian survival rates & vehicle speed



Source: "On a Collision Course? Smart Growth & Traffic Safety (Charlier, Garrick, Dumbaugh – 2011)"

Streetside: Distinct Zones → Walkability



Bike Options



Shared Lanes



Bike Lanes



Cycle Track: Buffered

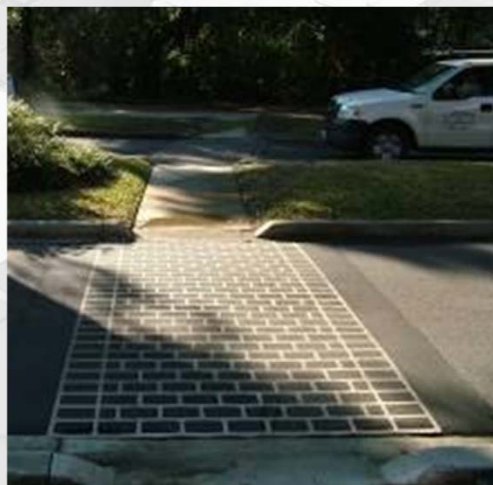


Raised Side Path

*Images from NACTO
Urban Bikeway
Design Guide*

Medians, Landscaping, Crossings

- Buffer
- Safety
- Accessibility
- Environmental mitigation
- Low Impact Design
- Character & beauty
- Slows traffic



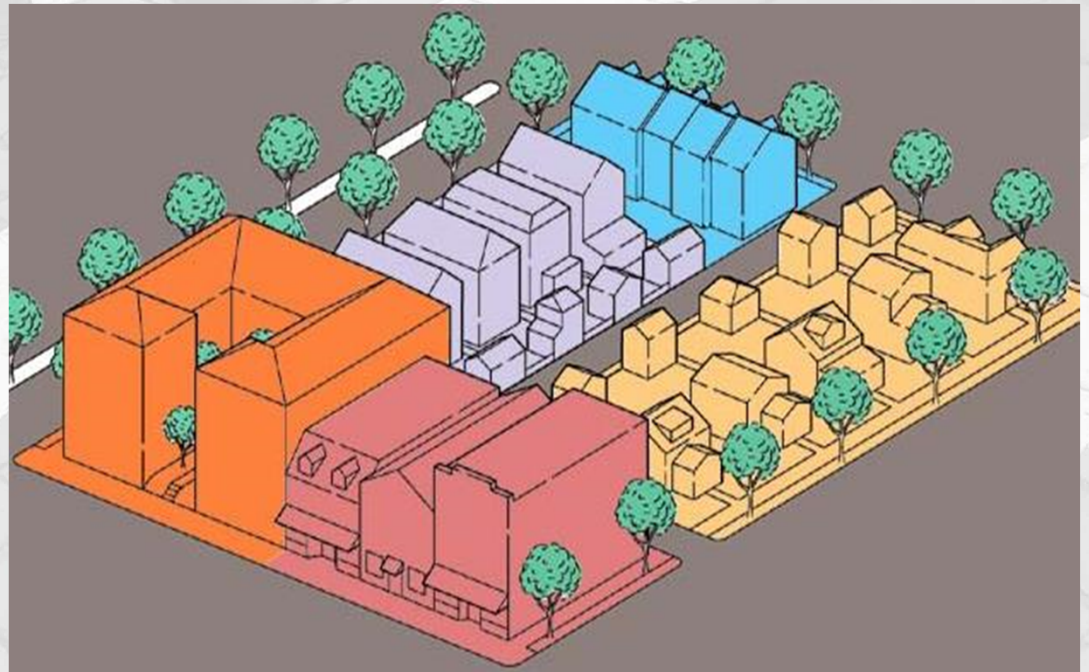
Sources: RIDOT

Complete Communities



Policies

- Plan of Conservation and Development
 - Street typologies, flexible design, road diets, restriping
- Zoning/land use regulations
 - mixed-uses, density incentives, parking policy
- Housing policies
 - inclusionary zones, incentivize affordable
- Complete Streets Policy
 - walk, bike options



How do we pay for this?

- Funding
 - CTDOT: LOTCIP, STEAP, CMAQ
 - US DOT: TIGER
 - FTA – Bus Livability
 - U.S. EPA
 - HUD
 - CDC
- Non-traditional funding examples
 - Community arts
 - Clean water act
 - TIF, taxing districts, transfer of development rights
 - Value capture strategies
 - Impact fees
 - Foundation grants and not for profit collaboration

Connecting People to Program



Case Study – Simsbury, CT



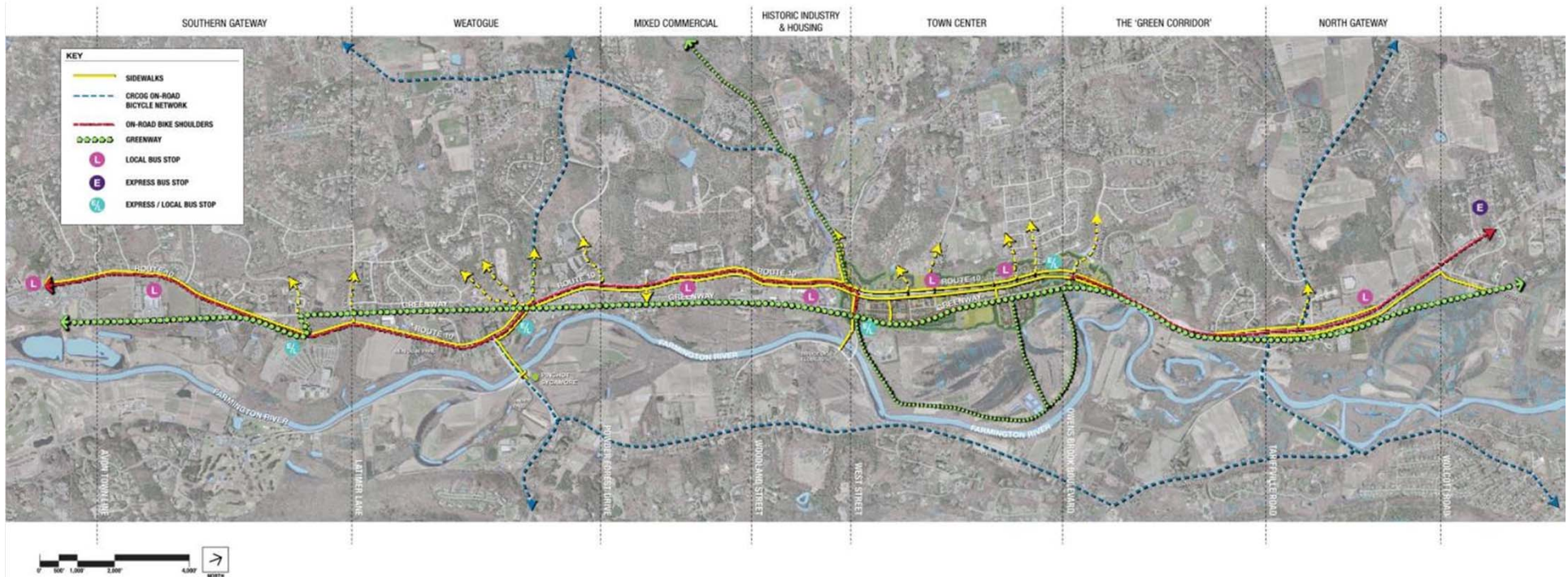
Simsbury Route 10 Corridor Study

Recommendations Overview

- Off corridor parallel capacity
- Multi-modal mobility
- Pedestrian System
 - “First Class”
 - Need to Complete System (Gaps)
 - Route 10 Crossing Opportunities (Medians, Bulbouts, Remove Channelized Turns)
 - Connections from Route 10 to Schools, Neighborhoods, Public Facilities
- Managing Speeds
 - Appropriate to Context
 - Lane Width, Reduce 16' to 11'
- Lighting
 - Needs Improvement
- Travel Demand Management
 - Consider Bike Facilities (Lockers, Showers)
 - Bus Loop, Shuttle
- Street Connectivity and Block Size requirements
- Open Space Protection
 - Conservation Easements
 - Transfer of Development Rights
- Low Impact Development
- Revise Parking Regulations
- Access Management
- Formal Complete Streets Policy

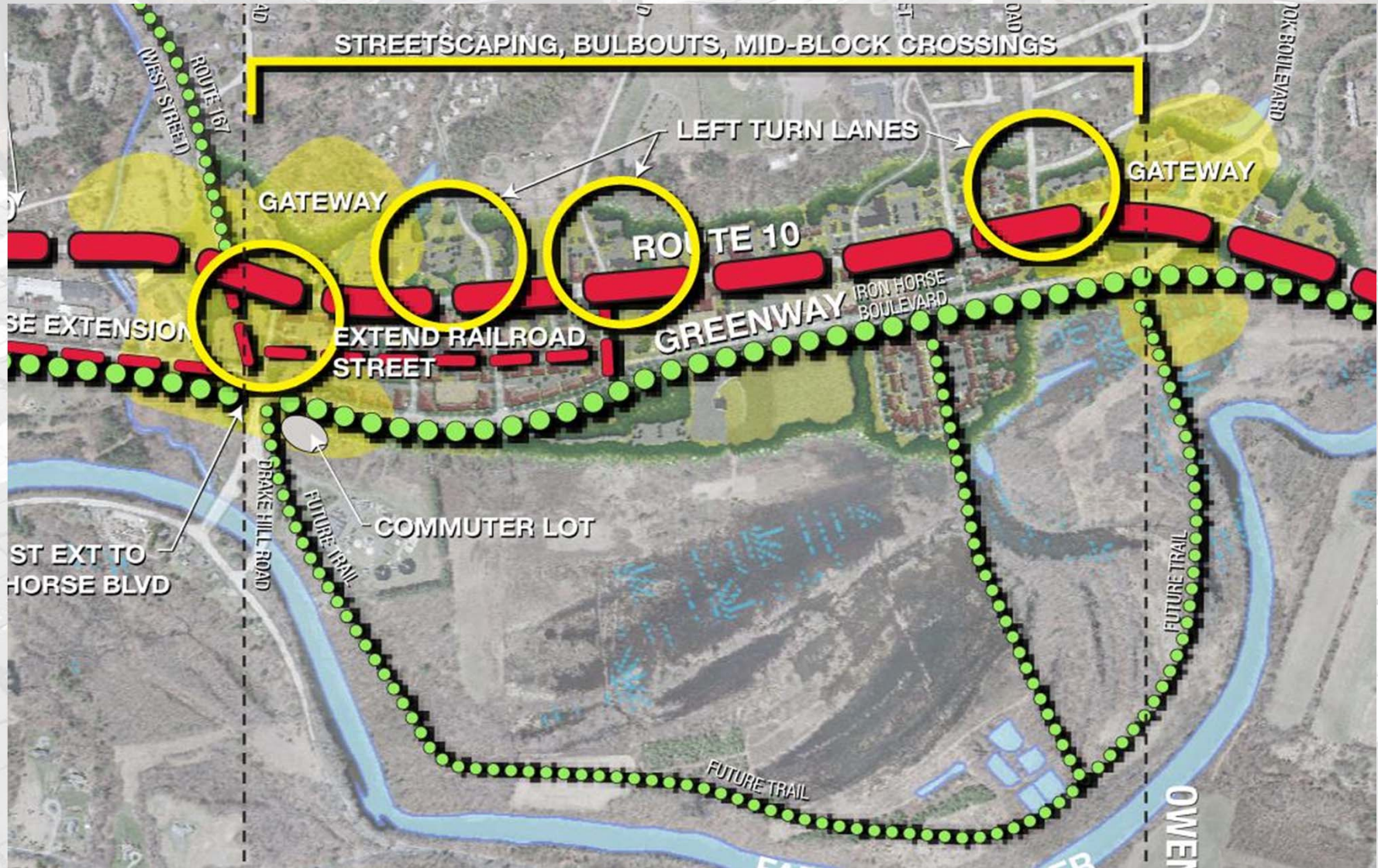
First Class Pedestrian, Bicycle System

- 5-6' Bike Shoulders on Both Sides of Entire Corridor
- Tie in to greenways and on-road bike routes
- Continuous Sidewalk Coverage, appropriate to level of development



Simsbury Route 10 Corridor Study

Town Center

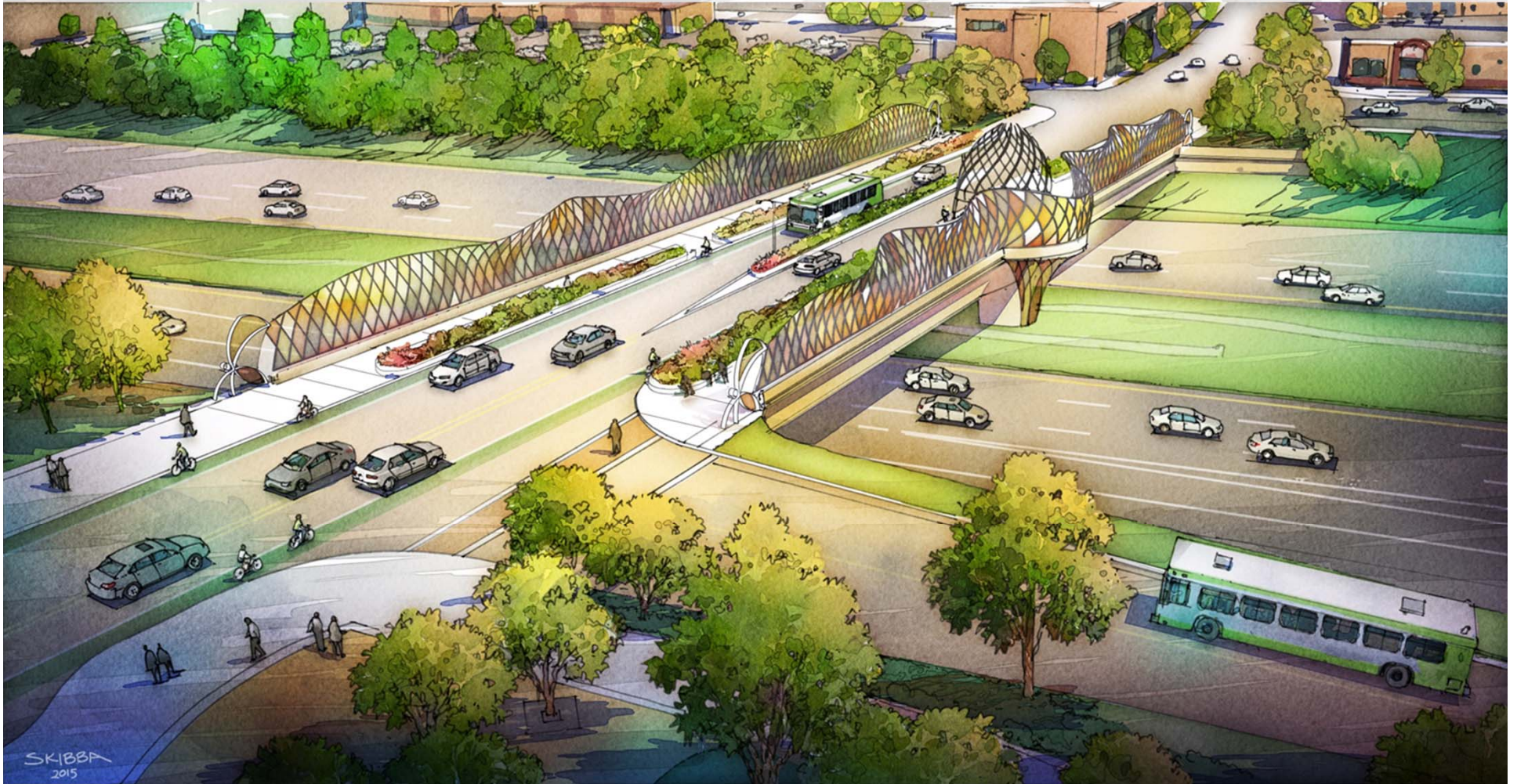


Simsbury Route 10 Corridor Study

Main Street, New Britain, CT



New Britain - The Main Street Overpass



New Britain - The Main Street Overpass



Collaborative Learning

- Planning, Public Health, Public Works, Police
- Better communication between design disciplines – architects, planners, engineers, economists, landscape architects
- Engage non-profit groups - NGOs, associations, professional organizations

