Nearly 30% of all Developed Areas are Roadways...

And they are ALWAYS a Community’s Front Door
3) Network of Walkable Streets

Traditional Form
- Network of streets
- Alternate routes
- Slower speeds, safer streets
- Detailed streets (trees, sidewalks and buildings)
- Pedestrian friendly environment

Suburban Form
- High proportion of cul-de-sacs
- Lack of connectivity
- Few collector roads
- Roads are wide, unsafe and discouraging of pedestrian activity
- Creates a disregard for the public environment

Now what?
The Power of Connected Streets

35 Routes
The Power of Connected Streets

- Freedom of Choice
- Added Safety
- Enhanced Modal Options
- Dispersion of Congestion

12,870 Routes
Circulation

Arterial Roads
(Arteries)

Collector Roads
(Veins)

Local Roads
(Capillaries)

The Roadway Network is not
Unlike the Body’s Circulatory System

Without a Dense Network of Capillaries,
Your Extremities would Fall Off
A Cross-Section Through Recent Planning History

SR 7 / 441

I-95

LWL

Forest Hill Boulevard

1.3 Miles
26 N-S Lanes
(20 Lanes/Mile)
A Cross-Section Through Recent Planning History
A Cross-Section Through Recent Planning History

More Than 6 Times the Distance with 1/5th of the Connectivity
The Less Connected, The Bigger The Streets *Must Be*.  
The More Connected, the Smaller the Streets *Can Be*.
On the “inside”

Two Miles to get to the Gate

Limited Access requires Arterial Connections

Limited Access inhibits Public Safety, Transit, and School pick-up
What happens when local roadways are “improved” to the point that they become micro-highways?...
The Adjacent Communities Demand Separation

Limited Block Structure = Limited Access

The daily walk home
Block Size

300' to 500' (not to exceed 750')
The height-to-width ratio of the space generates spatial enclosure, which is related to the physiology of the human eye. If the width of a public space is such that the cone of vision encompasses less street wall than sky opening, the degree of spatial enclosure is slight. The ratio of 1 increment of height to 6 of width is the absolute minimum, with 1 to 3 being an effective minimum if a sense of spatial enclosure is to result. As a general rule, the tighter the ratio, the stronger the sense of place and, often, the higher the real estate value. Spatial enclosure is particularly important for shopping streets that must compete with shopping malls, which provide very effective spatial definition. In the absence of spatial definition by facades, disciplined tree planting is an alternative. Trees aligned for spatial enclosure are necessary on thoroughfares that have substantial front yards.
Street Width & Building Height
Benefits of Alleys

- Separation of uses
- Shielding of unsightly elements (trash, utilities, deliveries)
- Servicing of utilities with no intrusion of private property
- Increase of privacy
- On-street parking (by eliminating curb-cuts on public right of way)
- Independent access to ancillary units (alley surveillance)
- Complements the network of streets

Next Month: Public Open Space