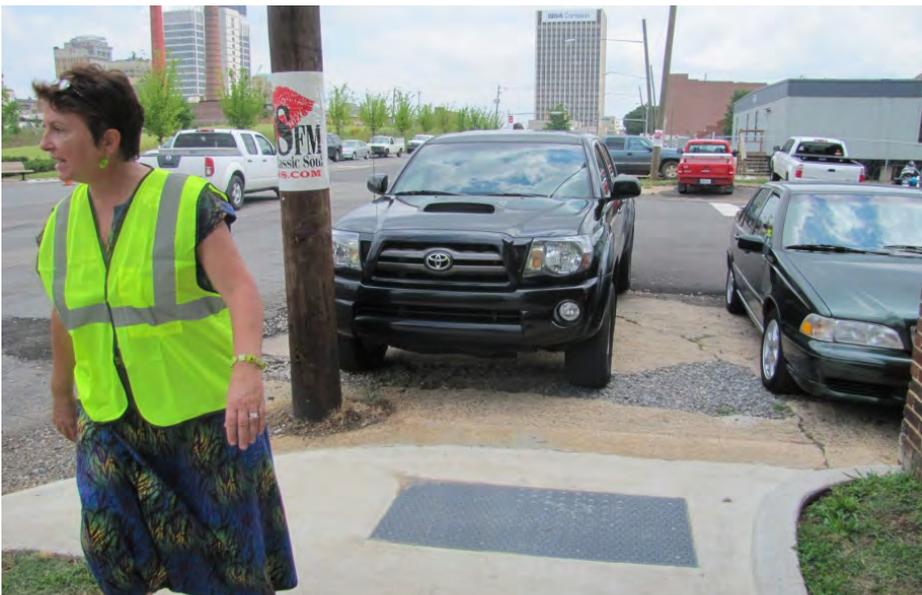
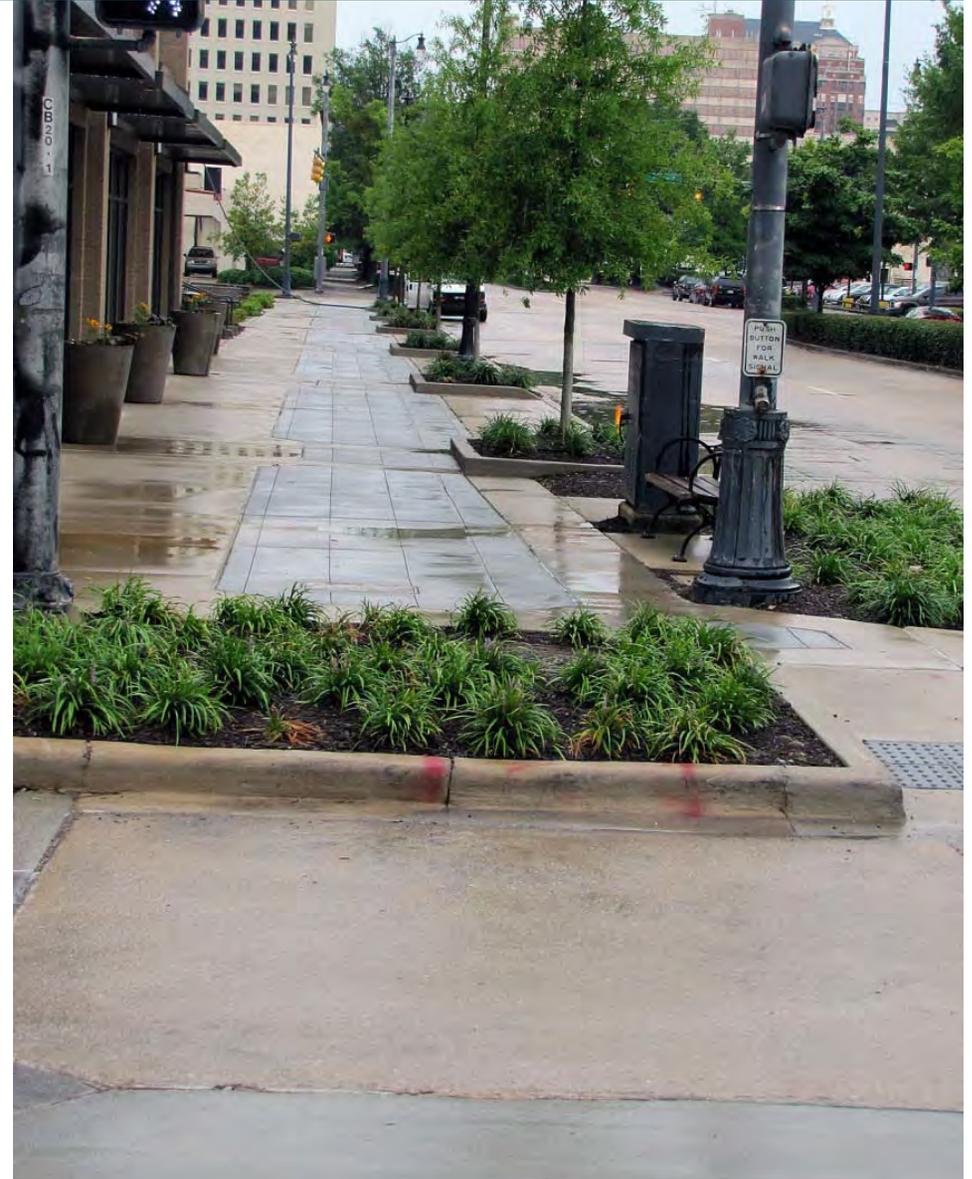


Part II: Deterrents to Walkability

Incomplete Streets



Pedestrian Obstructions



Improperly Placed Signals



Improperly Placed Driveways



Missing Sidewalks



Lack of Marked Crossings



Building Setbacks



No Pedestrian Scale



No Edge, Buffer or Enclosure



Improper Placement of Drains



Conflicting Messages



Improper Placement of Utilities



Improper Placement of Utilities



Lack of Maintenance



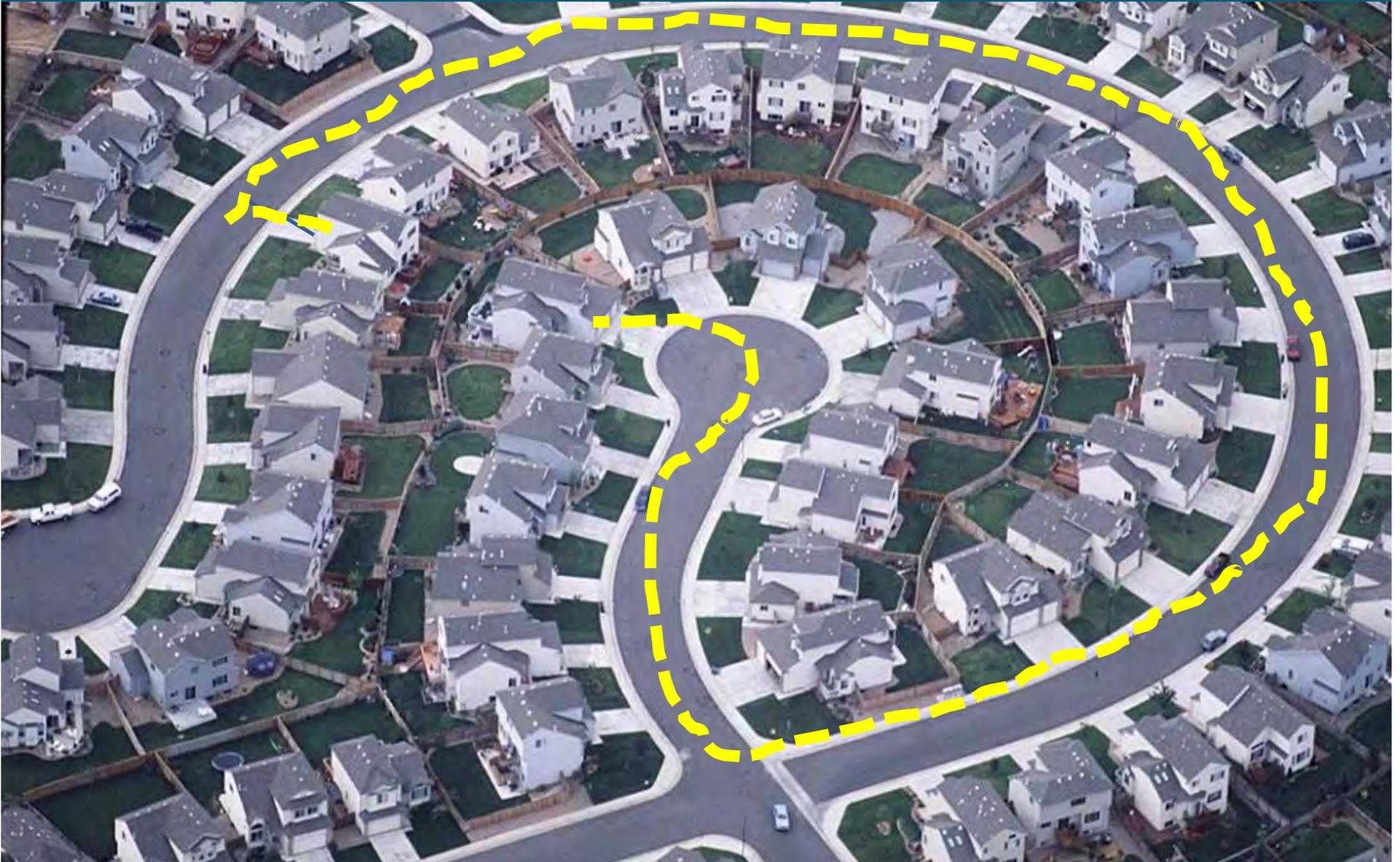
Overly-Wide Travel Lanes



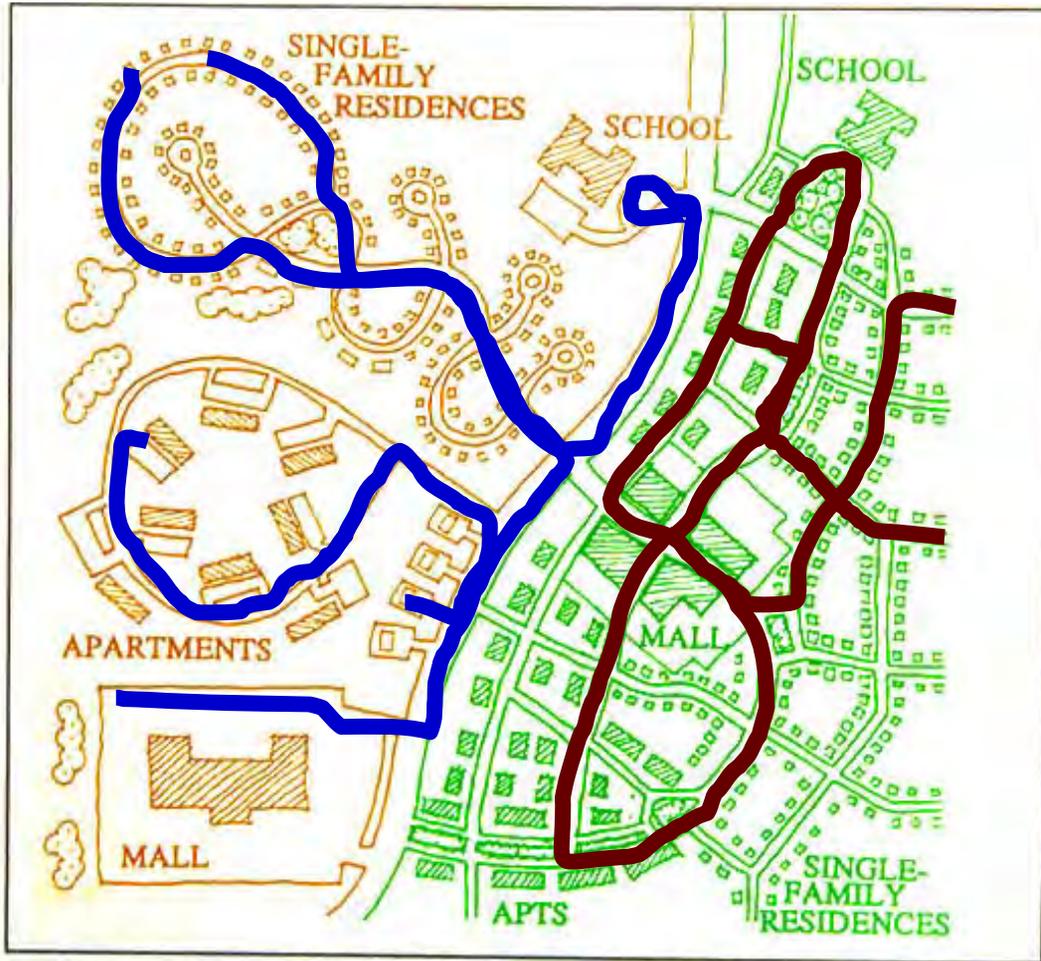
Limited Connectivity



Limited Connectivity



Conventional vs. Traditional Patterns



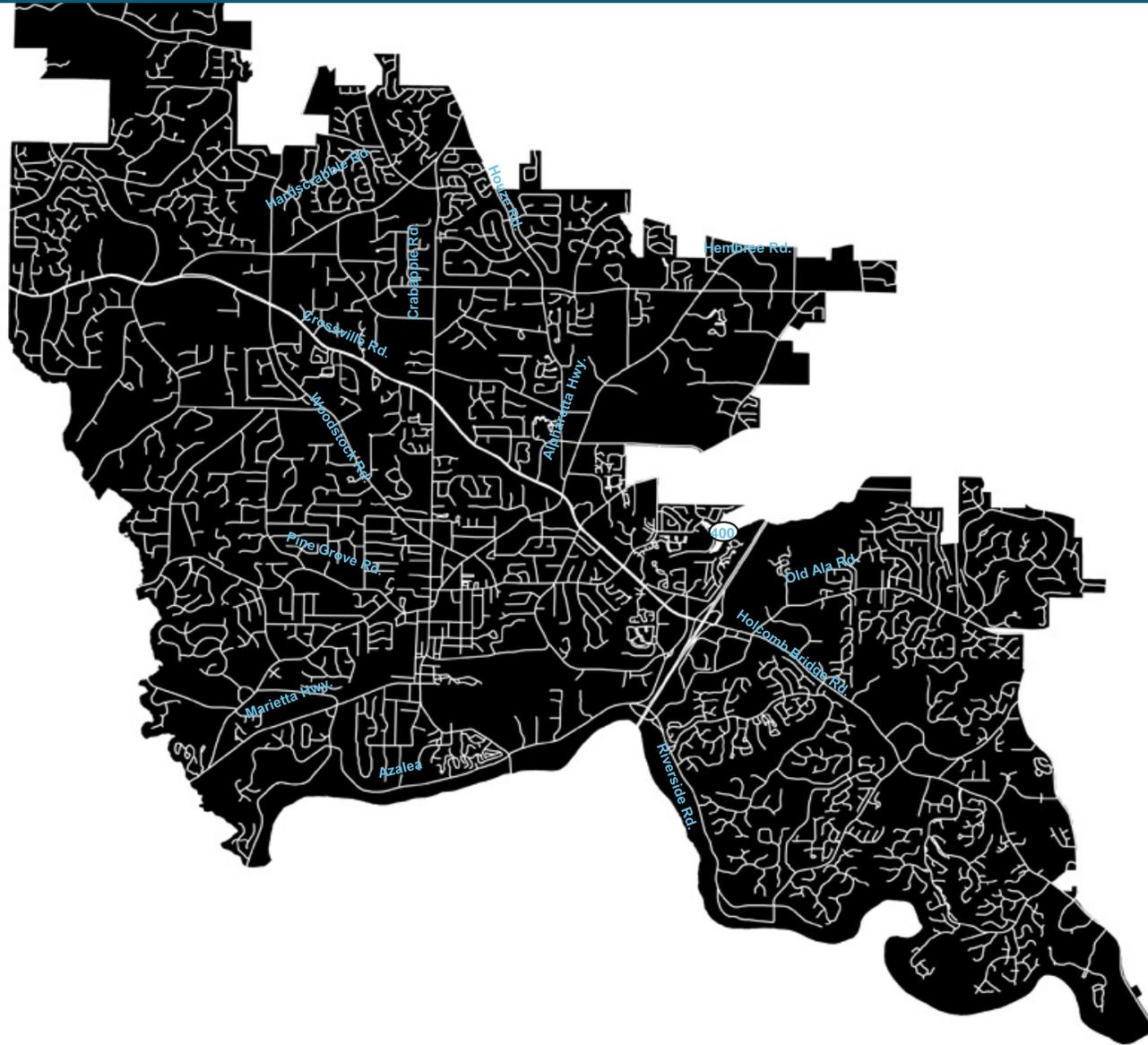
A connected network of streets (right side of drawing) with sidewalks cuts walking distances between housing, shopping, work and school.

(Source: A. Duany/E. Plater-Zyberk)



External Trips
100%

Street Network



3,568
miles of
roads

“Effective” Network



735 miles of
roads

21% of the
Total Network
is “Effective”

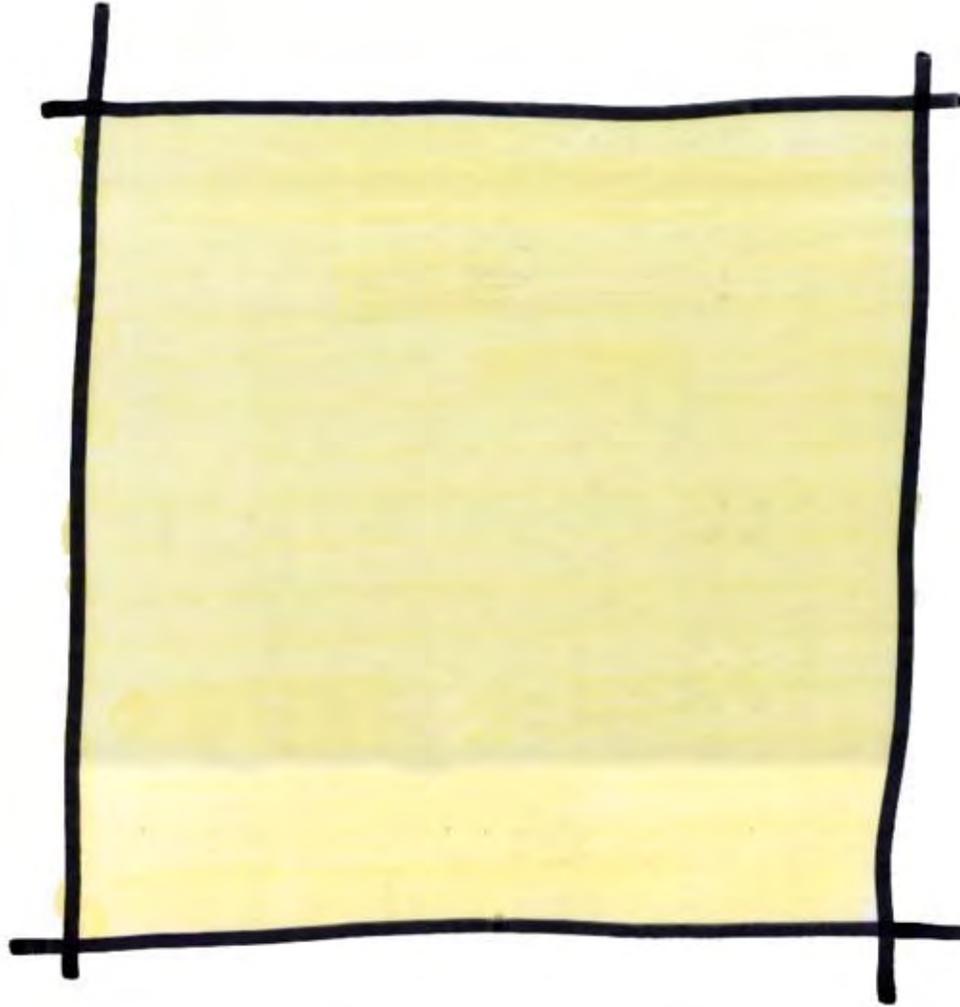
Broken Network



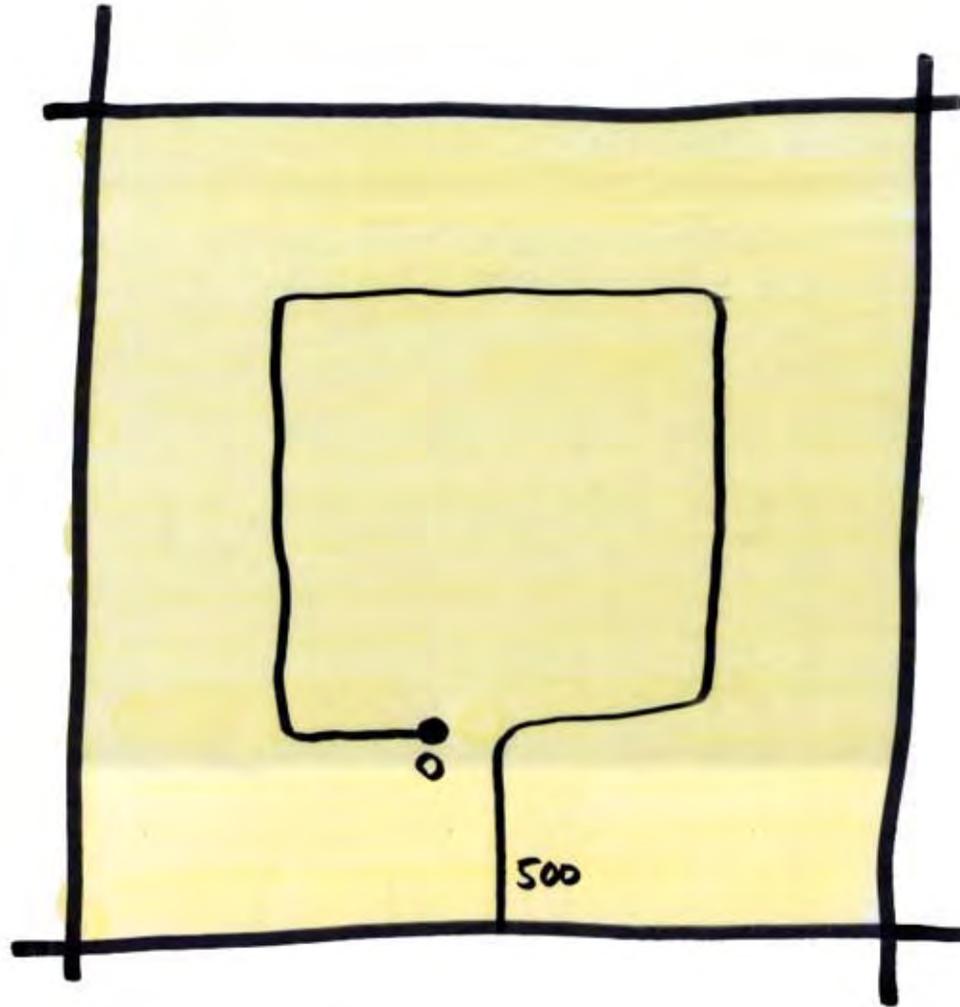
Completed Network



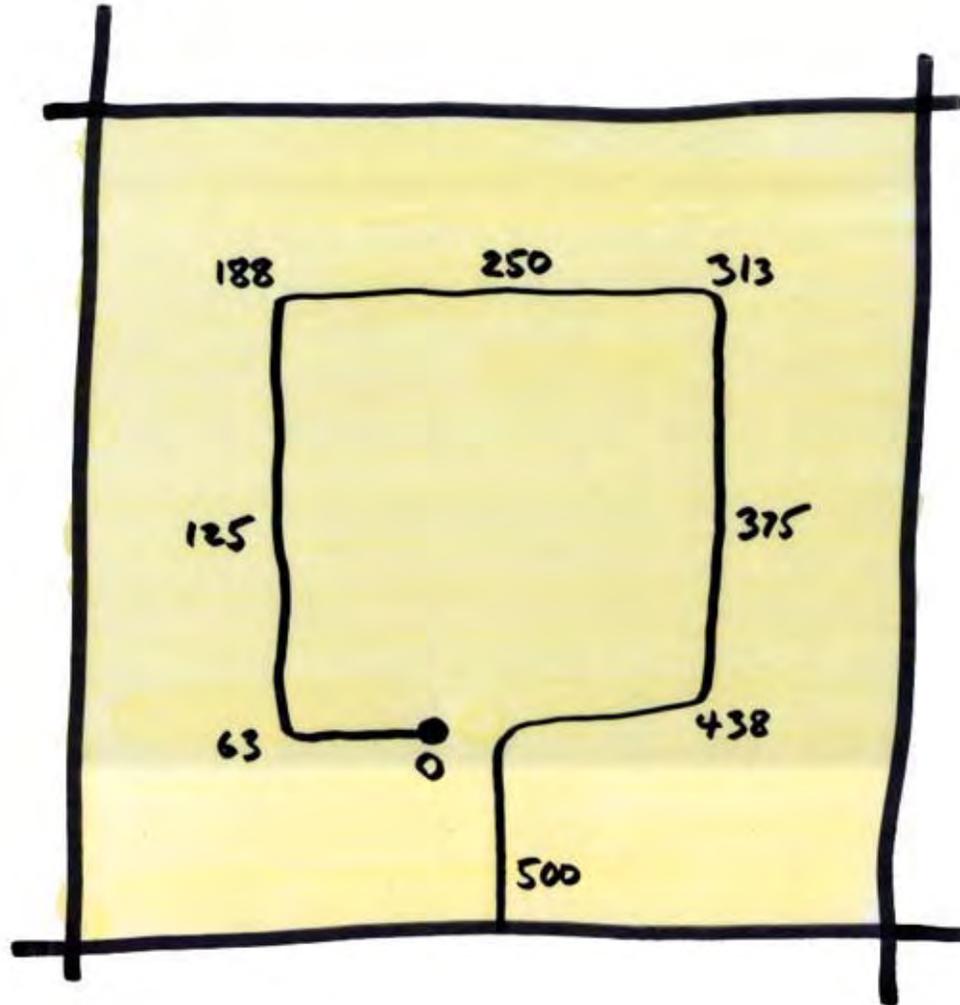
Improving Connectivity



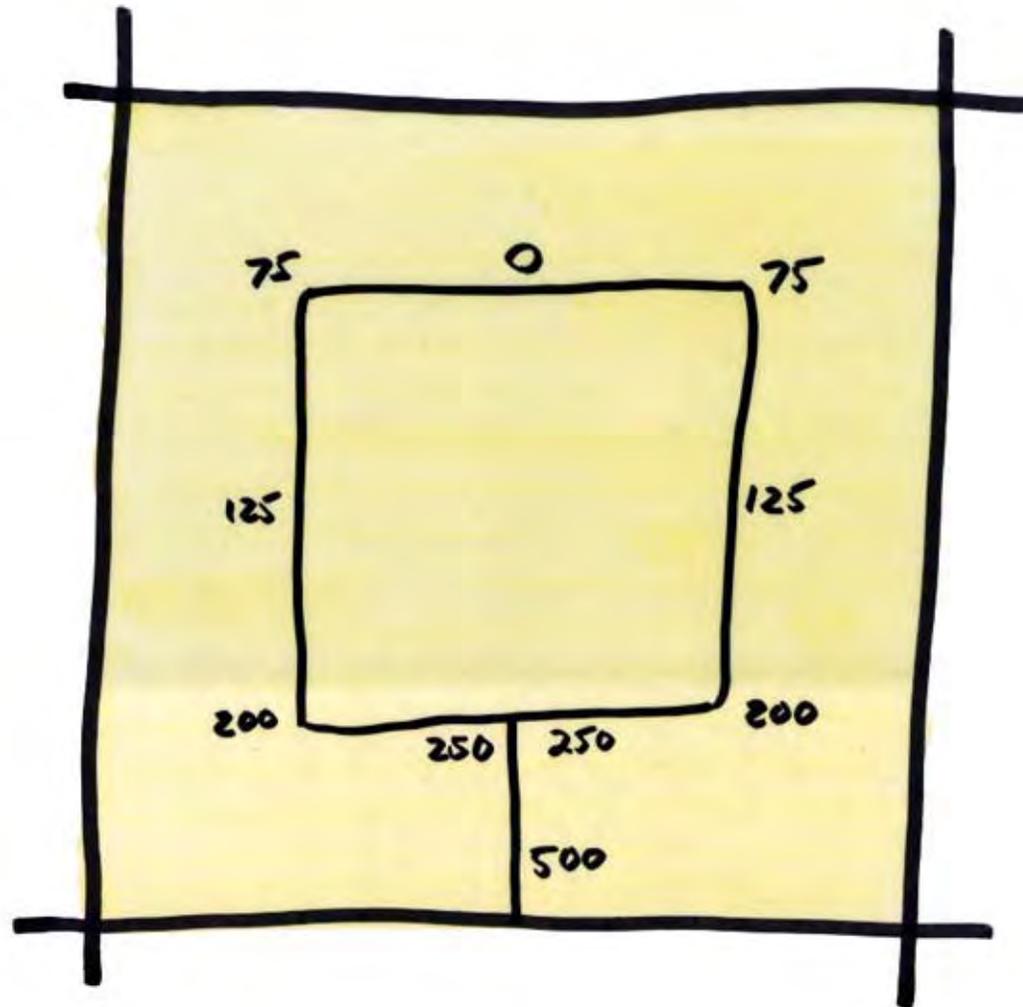
Improving Connectivity



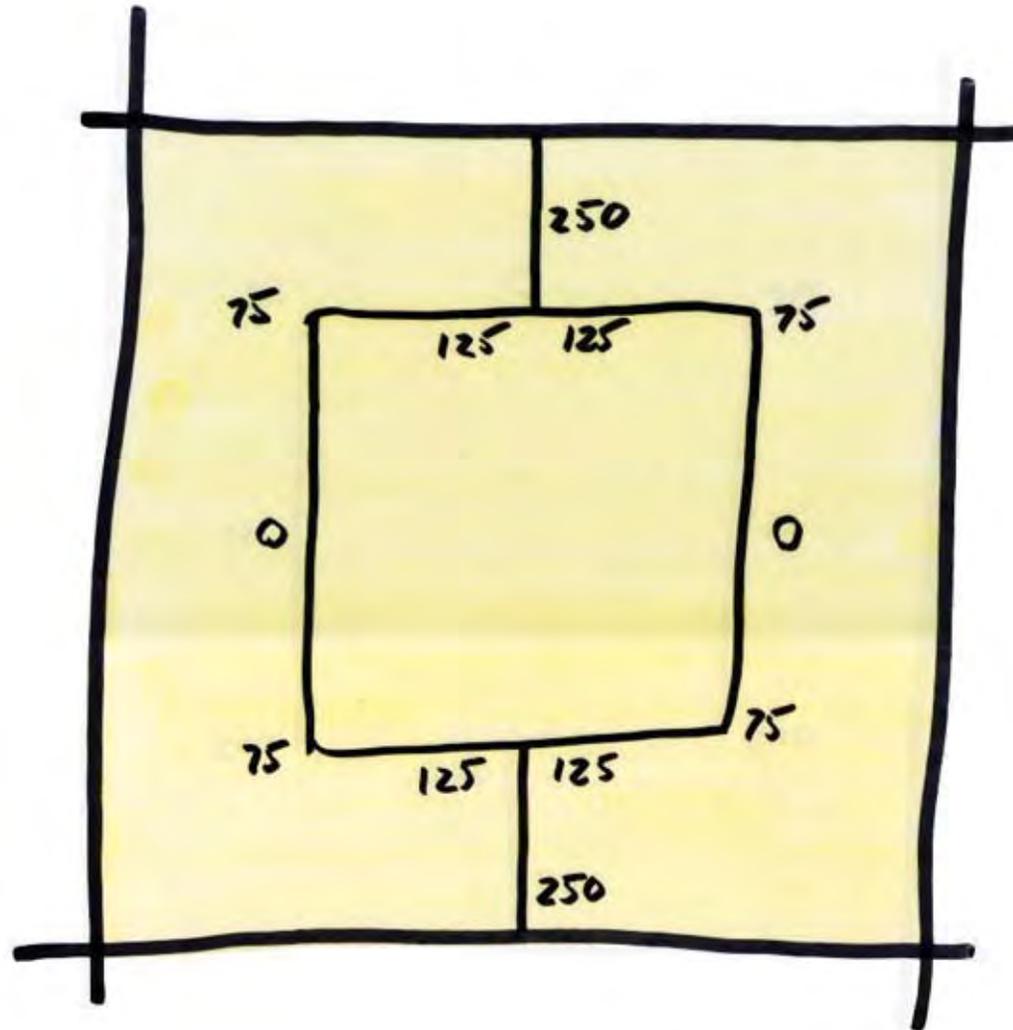
Improving Connectivity



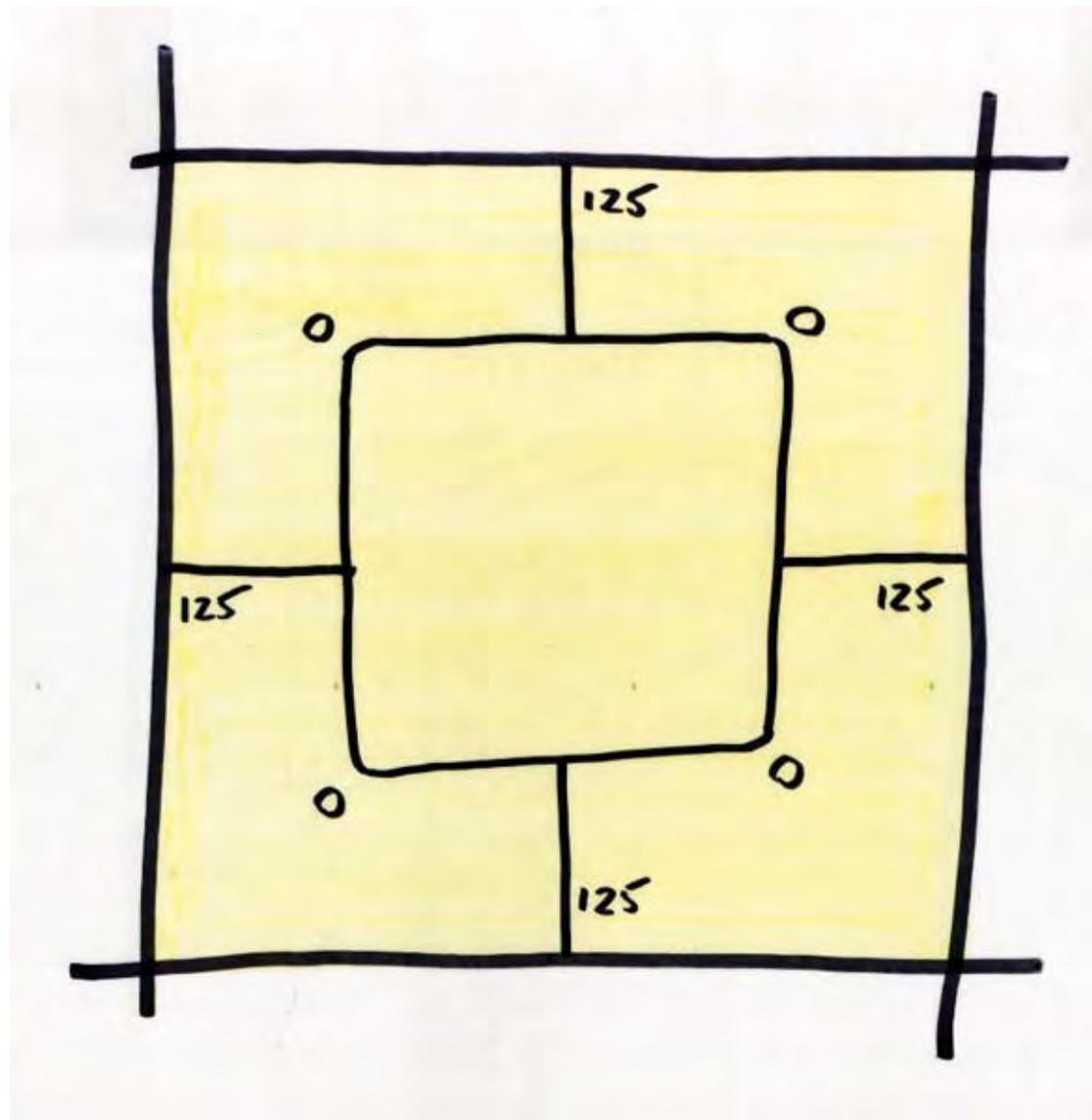
Improving Connectivity



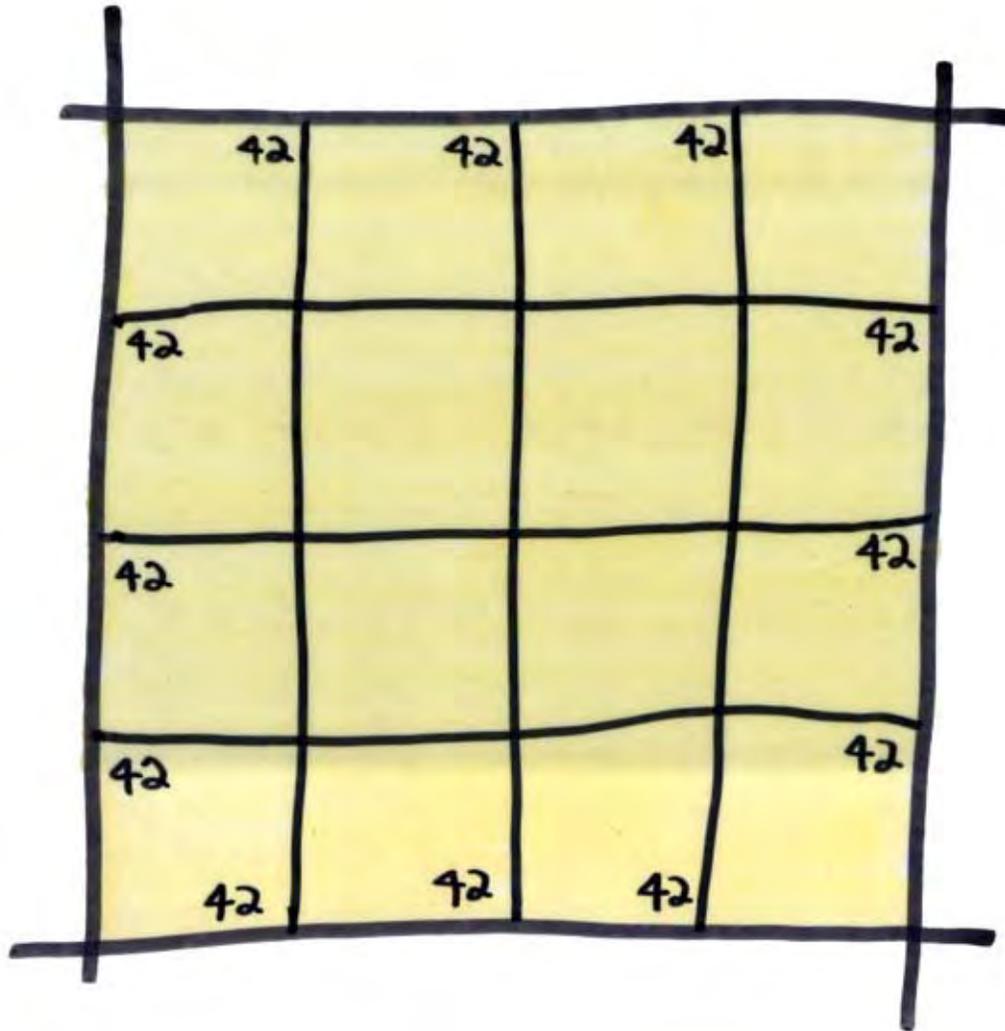
Improving Connectivity



Improving Connectivity



Improving Connectivity



Improving Connectivity

A hand-drawn diagram showing a grid structure. The grid is bounded by two vertical lines on the left and right, and two horizontal lines at the top and bottom. The grid is divided into three columns and seven rows. The top and bottom rows are shaded light gray and contain the number '34' in each of the three columns. The middle five rows are shaded light yellow and contain the number '17' in the first and last columns of each row. Dashed horizontal lines are drawn between the top and second rows, and between the bottom and second-to-last rows.

34	34	34
17		17
17		17
17		17
17		17
17		17
17		17
34	34	34