

*Why Connectivity is Important
and
How It Can Fit Into the
Mahan Corridor*

LEON COUNTY
DEPARTMENT OF GROWTH AND ENVIRONMENTAL MANAGEMENT
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Connectivity

Connectivity - connecting residents and nearby areas with a walkable environment.

Providing amenities to residents: access to shops, services, recreational opportunities, restaurants, and transit.

Connectivity

- For the most part, the current infrastructure arrangement does not support connectivity and walkability.
- The current pattern of suburban, cul-de-sac street development reduces connectivity between neighborhoods and the services they depend upon.
- The Mahan Corridor zoning districts can not necessarily change this development pattern in surrounding existing neighborhoods.
- The Mahan Corridor zoning districts *can* create a new street grid within the corridor nodes and new neighborhoods that grow up around them.

Connectivity

The Mahan Corridor zoning districts can provide opportunities for *new types of interconnection* between the existing neighborhoods and the new development.

The myth that reducing connectivity increases public safety and have less crime -- are not based in fact, according to a recent study by the Atlanta Regional Commission.

Disconnecting and gating neighborhoods isolates and segregates those neighborhoods, shuts out access to amenities that residents could otherwise walk to (or a short drive).

Public safety access to these neighborhoods are also limited.

Connectivity

- Designing our community to be dependent upon automobiles ignores a significant proportion of the population: 20% of the population of Leon County is age 17 or younger and 9% is over 65 years of age.
- 29% of the Leon County population has been classified as eligible for assistance under the Transportation Disadvantaged Program.
- We are less healthy because we don't walk: the latest data available show over half (53 percent) of adults in Leon County are overweight or obese.



Portland, OR Courtesy: Walkable.org
<http://www.pedbikeimages.org/pubdetail.cfm?picid=1173> Dan Burden

Connectivity

Conventional subdivision neighborhoods –limit street access – well intended:

- Limit cut-through traffic;
- Provide pedestrian and traffic safety, by limiting the number of streets;
- Increase general safety, by making it harder to get to the neighborhood; and,
- Reduce development costs
- Design based upon the perception that buyers were only concerned about getting around by car.



http://www.enquirer.com/editions/2002/06/13/culdesac_zoom.jpg

Connectivity



A well-designed interconnected street system that accommodates pedestrians, bicyclists, and transit users, as well as cars, can offer the opportunity to easy and convenient access to a variety of amenities.

Aspen, CO. Courtesy: Walkable.org <http://www.pedbikeimages.org/pubdetail.cfm?picid=748>
Dan Burden

Connectivity

Through careful design we can create new developments that provide convenient access without reducing public safety and compatibility.

How?

1. More interconnections are better than one interconnection: connecting two areas with one street can result in an overloaded street; multiple streets allow distribution of traffic.

2. Design interconnecting streets:
 - a. So that they are visually attractive
 - b. So that they accommodates walkers and bicyclists
 - c. So that they do not accommodate high speed traffic.
 - d. Use of narrower streets, curbs & gutters, wide pedestrian areas, pedestrian-level lighting, and buildings close up to the street.

Connectivity

Other design techniques:

- use of on-street parking;
- different pavement textures and colors; and
- the incorporation of landscaping, etc.



Courtesy: <http://damstore.net/aa/brickstreet.jpg>

Connectivity

Some new interconnection designs known as "homezones" remove the barriers between areas to be used by the walker, bicycle, and car -- they are designed for slow speeds and to force drivers to pay attention to their surroundings.



Aspen, CO. Courtesy: Walkable.org
<http://www.pedbikeimages.org/pubdetail.cfm?picid=746> Dan Buden



Courtesy: www.smoothroads.com/psi/brick-street-restor.html



Seattle, WA. Courtesy: Walkable.org <http://www.pedbikeimages.org/pubdetail.cfm?picid=956> Dan Buden



Asheville, NC AA Biblio



Pittsburgh, PA. Courtesy: http://en.wikipedia.org/wiki/File:Brick_street_in_Swissvale.jpg



Street Interconnection – Governor's Court, Tallahassee, FL



Street Interconnection – Governor’s Court, Tallahassee, FL



Prince Arthur, Montreal, Courtesy: Urban Logic website <http://www.urban-logic.com/shared-spaces-woonerfhomezones/>



Rue Prince Arthur, Montreal, Courtesy: Urban Logic website <http://www.urban-logic.com/shared-spaces-woonerfhomezones/>



Courtesy: Urban Logic website <http://www.urban-logic.com/shared-spaces-woonerfhomezones/>



Weston, FL. AA Biblo



Boulder, CO. AA Biblo



Boulder, Co. AA Biblio



Bicycle and Pedestrian Connection – Source: City of Orlando



Buffalo, NY. <http://www.cyburbia.org/gallery/showphoto.php?photo=7019>



Portland, OR Courtesy: Walkable.org <http://www.pedbikeimages.org/pubdetail.cfm?picid=1173> Dan Burden