

A WALK TO A FRIEND'S HOME: SPRAWLVILLE FARMS

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YOU'RE A KID WALKING TO YOUR FRIEND'S HOUSE IN TWO TOWNS: THE POORLY-DESIGNED SPRAWLVILLE FARMS & WELL-PLANNED NEIGHBORLY TOWN.



TODAY IS A PERFECT DAY TO WALK TO MY FRIEND'S HOUSE! BUT, HOW DO I GET THERE IN SPRAWLVILLE FARMS? STREETS DON'T CONNECT BETWEEN SUBDIVISIONS. SO, I HAVE TO TAKE THE LONG WAY.



READY TO WALK TO MY FRIEND'S HOME! I SEE HER NEIGHBORHOOD BEHIND THE BACKYARD FENCE!



OH NO! A FENCE BLOCKS THE SHORTEST ROUTE BETWEEN DEAD ENDS. I'LL GO ANOTHER WAY.



I DON'T SEE NEIGHBORS, ONLY GARAGES INSTEAD OF PORCHES. I WATCH DRIVEWAYS FOR CARS.



I'M AT THE MAIN ROAD NOW. GENTLE CURVES AT CORNERS MAKE STREETS WIDER TO CROSS.



I LOOK TO MY LEFT. I NEVER CAN GO THAT WAY. THE INTERCHANGE IS DANGEROUS TO WALK OVER.



GROCERIES ARE ACROSS THE BUSY ROAD WITH NO CROSSWALK AND BEYOND LOTS OF PARKING.



NOT EVERY NEARBY HOME HAS ACCESS TO THIS BUS STOP DUE TO TOO MANY DEAD END ROADS.



THE SIDEWALK ENDS AT A CREEK, SO MOST DRIVE. MORE PARKING MEANS MORE POLLUTED RUNOFF.



SPRAWL MEANS MORE MILES OF INFRASTRUCTURE TO MAINTAIN PER PERSON. SO, WE SEE POTHOLES.

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WE'LL LEAVE THIS MAP HERE AS A REMINDER OF WHAT SPRAWLVILLE FARMS LOOKS LIKE FROM ABOVE.



I SEE A CYCLIST ALMOST GET HIT BY A CAR! I WISH WE HAD SAFE SEPARATED BIKE LANES & PATHS.



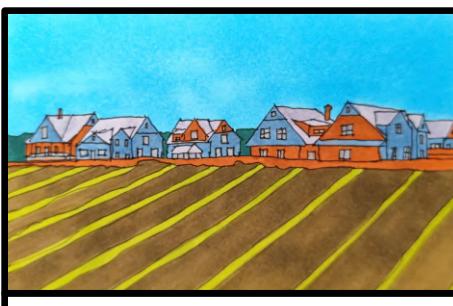
AN AMBULANCE SITS IN TRAFFIC. WITH FEW THROUGH STREETS, IT HAS NO ALTERNATE ROUTE.



THIS SLIP LANE IS DANGEROUS. SENIORS LIVING HERE WHO CAN'T DRIVE NEED SAFE WALKING, TOO.



THE ONLY PARK ENTRANCE IS AT A DRIVEWAY AND PARKING LOT, NOT DESIGNED FOR PEOPLE WALKING.



BECAUSE THE TOWN IS EXPANDING OUT INSTEAD OF INWARD, THIS FARM WILL BE BULLDOZED SOON.



I FINALLY GOT TO MY FRIEND'S NEIGHBORHOOD! I'M MET WITH A BLANK WALL AND NO WALKWAY.



THESE STREETS CLEARLY AREN'T DESIGNED FOR ME TO WALK HERE. I FEEL LIKE AN AFTERTHOUGHT.



THIS IS MY FRIEND'S APARTMENT! I LOOK OVER THE FENCE AT MY HOME. SO CLOSE YET SO FAR.



MY FRIEND AND I ARE HUNGRY. WE CAN SEE THE CAFE & SHOPS, BUT CAN'T WALK FROM HERE.

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YOU'RE A KID WALKING TO YOUR FRIEND'S HOUSE IN TWO TOWNS: THE POORLY-DESIGNED SPRAWLVILLE FARMS & WELL-PLANNED NEIGHBORLY TOWN.



TODAY IS A PERFECT DAY TO WALK TO MY FRIEND'S HOUSE! THE WALK IS EASY & BEAUTIFUL IN NEIGHBORLY TOWN. THIS WILL BE PLEASANT, SAFE, & CHEAP. MY PARENTS USUALLY GET A BREAK FROM DRIVING ME, TOO.



READY TO WALK TO MY FRIEND'S HOME! MY STREET FEELS COZY AND I LOVE THE SHADE TREES.



I SAY HELLO TO MY NEIGHBORS ON THEIR PORCHES! PARKING IS IN THE BACK, SO MY WALK IS SAFER.



I SEE AN AMBULANCE. IN TRAFFIC, THEY CAN TAKE ANOTHER PATH ON MANY CONNECTING SIDE STREETS.



NOW I'M AT THE NEIGHBORHOOD CENTER. EVERYTHING WE NEED IS HERE, FOR BOTH ERRANDS & FUN!



THERE'S MY SCHOOL! THE CREEKSIDE PATH IS A FUN, SCENIC WAY TO TRAVEL AROUND TOWN.



BIKE LANES ARE SEPARATE FROM THE STREET! THIS IS SAFER & DRIVERS DON'T GET STUCK BEHIND.



NOW WE'RE AT MY FRIEND'S HOME! I'M GLAD THIS WAS A CALM, QUICK, INTERESTING WALK.



AFTER A WHILE WE GET HUNGRY, SO WE WALK AROUND THE CORNER TO GRAB A PIZZA.



ONCE WE HAVE OUR PIZZA, WE TAKE IT TO THE NEIGHBORHOOD PARK TO ENJOY THE WEATHER.

A WALK TO A FRIEND'S HOME: RESOURCES

YOU'RE A KID WALKING TO YOUR FRIEND'S HOUSE IN TWO TOWNS: THE POORLY-DESIGNED SPRAWLVILLE FARMS & WELL-PLANNED NEIGHBORLY TOWN.

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SO, WHICH COMMUNITY WOULD YOU RATHER SPEND YOUR DAYS IN?

WHICH IS BETTER FOR OUR CHILDREN, THEIR PARENTS, THE ELDERLY, AND THE DISABLED?

WHICH IS A CLEAR CHOICE FOR EVERY SINGLE ONE OF US THAT DESERVES TO HAVE REAL CHOICES ON HOW WE GET AROUND TOWN?

WHICH COMMUNITY HAS THE POTENTIAL TO BE BEAUTIFUL, COMFORTABLE, & SAFE AROUND EVERY CORNER WHILE PRESERVING FARMS AND NATURE?

WHICH COMMUNITY HAS ALTERNATE ROUTES TO AVOID TRAFFIC?

WHICH PLACE IS COMPACT ENOUGH TO AFFORD INFRASTRUCTURE MAINTENANCE & CONNECTED ENOUGH FOR YOU TO MEET NEIGHBORS?

NEIGHBORLY TOWN IS A CLEAR CHOICE OVER SPRAWLVILLE FARMS. SEE THESE RESOURCES TO STRENGTHEN THE PLACE YOU CALL HOME:

Get in touch with the Syracuse Urbanism Collective:

Reach out to us to continue the conversation. The list of resources below is a good starting point, but not a complete picture of how to optimize your community's future.

contact@syracuseurbanism.org

syracuseurbanism.org/contact

Actionable Policy

- Street Layout

- Subdivision & Development Ordinance

A subdivision and development ordinance can designate a maximum width for blocks in any direction, and a maximum distance of street connections at the edge of a development, property, or subdivision. This can ensure sufficient street network connectivity.

- Master Street Plan

A plan can designate precise locations of where future streets and street connections will go, potentially along with placements of future public parks and public buildings, requiring developers to build streets in these locations. This can ensure sufficient street grid connectivity and improve the ability to run efficient public transit routes. This network can be coordinated with the region's public transit authorities.

- Private Development

- Zoning

Zoning can be form-based, mixed-use, and allow for compact-enough development patterns and relaxed parking requirements to preserve rural lands and support other options for transportation in addition to driving, with buildings that face the street and sidewalk with any parking placed in the rear.

- Design

- Streets can be designed to be comfortable and safe for drivers, pedestrians, transit users, cyclists, wheelchair users, and other road users.

- Parks can be varied in size and use, and within walking distance in any neighborhood.

- Public Buildings can be designed and located to bring communities together, connect to public transit, parks, and walkable neighborhoods, and instill a sense of civic pride.

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SEE BELOW FOR A CONTINUED LIST OF RESOURCES TO BUILD STRONGER COMMUNITIES:

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Resources

[Congress for the New Urbanism](#) – An organization focused on community design & planning,

[Strong Towns](#) – An organization focused on making communities more resilient.

[Public Square](#) – A journal on community design & planning.

[Urban3](#) – How to design a more fiscally solvent community.

[Complete Streets](#) – Create streets that work well for all road users.

[Center for Zoning Solutions](#) – Find solutions for strengthening your community's zoning code.

[GreeningUSA 12 Traits of Sustainable Communities](#) – Principles for creating sustainable communities, including for community design.

[Missing Middle Housing](#) – Bridge the gap in housing options between single-family homes and big apartment buildings.

[Interconnected Street Networks](#) – An important feature of communities that can support multiple modes of transportation.

[Induced Demand](#) – The proven theory that increased road capacity for cars doesn't reduce traffic.

Example Communities

[Bastrop, TX](#) – A great example of planning for future street networks and developments

[Norton Commons, KY](#) – A new suburban community

[Baldwin Park Orlando, FL](#) – A community integrated into existing street networks

[Liberty Harbor North, NJ](#) – A community integrated into an existing city

[Culdesac Tempe, AZ](#) – A community with pedestrian-only streets

[Southlake Town Square, TX](#) – A mixed-use town center with civic buildings, commercial spaces, apartments, and townhomes