In the long term, is it better to first create the great street network, or update the zoning to allow a walkable density? Which is the better incentive to create great communities?

The two actions go hand in hand, and should not be isolated from one another. Developers and their financial backers will support a walkable, higher density, connected system when they become aware of the advantages, value and certainty. In some regions the developers are there, in others they need much added knowledge and support. Zoning for mixed use, multi-story and establishing a form based code sets the stage, but a community must build its support for a new way of building.

Do you have any examples of rural street transformations?

Yes, there are many models for rural street transformations. Among my favorites, and worth a Google search include:

- Grandview Drive in University Place, Washington
- Port Ludlow, Washington
- Highway 30A, Watercolor, Florida
- Highway 30A, Seaside, Florida
- Winslow Way on Bainbridge, Island, WA

Samantha mentioned something about research or studies that show streets with low speeds (20 mph or less) have more productive businesses. Can you name the studies or sources so that I may track them down, or can you clarify? Thanks!

North America’s most successful main streets (Rodeo Drive in LA, Robertson in Vancouver, B.C., Belmont Shores in Long Beach, CA, LaJolla Boulevard in San Diego, Higgins Avenue in Missoula, Montana) are all examples where speeds of 15-19 mph are creating the best returns.

What have you found most successful in engaging "all abilities" in these conversations?

Assuming that we are talking about disabilities, and meeting the full spectrum of the 8-80 population, we have found we are well served to market specifically to AARP, to local ADA communities, and to reach out to high school leadership groups. Many who seek or need transportation equity have often given up hope, so it is valuable to make a special appeal through whatever organizations, clubs or services that are providing their needs.