A two-day workshop on implementing sustainable development in the Des Moines area begins this evening.

Officials from Smart Growth America, a national organization that advocates against urban sprawl, will meet with the public and local leaders at 5:30 p.m. at the Des Moines Area Metropolitan Planning Organization, 420 Watson Powell Jr. Way Suite 200.

Tuesday’s session is free and open to the public. It will include a presentation on the economic benefits to sustainable growth practices. The workshop is closely tied to the Tomorrow Plan, a wide-ranging blueprint for sustainable growth in the metro area through 2050.

The plan, developed by the Des Moines Area MPO, focuses on several key areas, including transportation, housing and water management.

The Des Moines area was one of 18 communities selected by Smart Growth America for a free workshop. The program is funded through an Environmental Protection Agency grant.

Smart Growth America describes itself as an advocate for livable neighborhoods that fights sprawl.

POPLAR – A national organization is sharing its community planning expertise with the Fort Peck Tribes this week in hopes the tribe can avoid the rampant growth seen in some communities in the Bakken region.

Smart Growth America, which provides strategies for community leaders to achieve long-term sustainable growth, is in Poplar this week sharing information with tribal leaders and staff on the reservation.

The eastern portion of the Fort Peck Reservation sits on the Bakken Formation and the tribes are expecting the oil boom to eventually make its way within its borders.

“There’s been a lot of growth in the Bakken, and some communities are overwhelmed by it,” said Elizabeth Schilling, a senior policy manager with the Washington, D.C.-based organization. “The tribes are in a good condition to not be overwhelmed by it.”

Smart Growth’s Vice President Roger Millar said the tribes were one of 100 applications from cities, towns and communities in the country and one of 14 selected to receive help from the organization. The strength of its application was based on its closeness to the Bakken and the impending oil development.

Schilling said they will share information with the tribes on planning for the future by establishing goals and figuring out the next steps by using the Smart Growth framework.

The organization encourages communities to focus on location when building housing projects and to make sure they are near schools, shopping and town centers. At the same time, it encourages environmental protection and preserving a sense of place.

The program is made possible through a five-year Building Blocks for Sustainable Communities grant from the U.S. Environmental Protection Agency’s Office of Sustainable Communities.

The chaotic growth that’s stretching the limits of resources, infrastructure and housing in nearby communities such as Williston, N.D., and Sidney, both located in the heart of the Bakken, are what the tribes want to avoid when the boom strikes the reservation.
LIHUE — Life around Lihue, even in the plantation days, has revolved around what is now Rice Street, even as the once rural landscape around it changed over the years.

At the turn of the 20th century, when Lihue Plantation and Grove Farm Plantation established the town as a profitable sugarcane production area, life revolved around the old Lihue Store at the corner of what is now Haleko Road and Rice Street, according to county planning documents.

Around that time, the area of town along Rice Street witnessed a surge of neoclassical architecture starting with its seat of government, the Historic County Building, which was unveiled in 1914.

A lot has changed since then, but the importance of Rice Street as a focal point in Lihue has not, said county planning officials, who are working with transportation and planning staff from Smart Growth America to determine how the nearly 2-mile long roadway should adapt to changes around it over time, especially when it comes down to parking.

Getting there, however, will not be easy.

“Rice Street, in general, is a freeway, so I don’t know if that was intentional or not,” Kauai Visitors Bureau Executive Director Sue Kanoho said at a county parking workshop Thursday. “It’s ridiculously dangerous.”

Changes planned to transform the Lihue Civic Center area into a transportation hub, in particular, will play a significant role in the future of Rice Street, said County Multimodal Transportation Planner Lee Steinmetz.

Among one of the more noticeable changes planned for the area, Steinmetz said, is alleviating future traffic congestion by moving services for the Kauai Bus on Hardy Street to the mauka side of Eiwa Street.

The move would transform Eiwa Street into a one-way street — from Hardy Street to Rice Street — and make it accessible to pedestrians, vehicles and bicycles.

Using the road’s current width, preliminary plans call for the creation of a multi-use pedestrian path onto Eiwa Street and bus turnout lanes, along with parking areas, on the mauka side of the street. Doing this, Steinmetz said, would allow for right turns only from Eiwa Street onto Rice Street and left turns from Rice Street to Eiwa Street.
This move, however, may pose a challenge for Rice Street in the future.

“One of the unique things about Lihue, and it’s a really important asset for people here, is that the government has a huge presence here, so when the government is doing things, the parking demand can kind of go up and down with that,” said Boulder, Colo.-based Smart Growth America consultant Jim Charlier. “One of your challenges will be to think about how do you integrate what’s going on with government activities and what’s going on with the private sector side. That’s going to be a particular challenge for you.”

Another challenge, he added, is the need to build the proper infrastructure on Rice Street and surrounding areas that encourage people to walk or bike short distances. These improvements, some say, should include making pedestrian areas into aesthetically pleasing spaces, so people find it more attractive to walk or bike.

“One of the challenges in our rural Lihue area is changing personal thinking about parking and destinations,” Lihue Business Association President Pat Griffin said. “I think one of our real challenges is not more (parking) spaces ... but in trying to think about and make way to increase the desirability to walk.”

Rice Shopping Center President Esther Kawakami-Williams said she and other owners support future efforts to revitalize Rice Street but are wary of how parking issues along the busy Lihue corridor will be dealt with over time.

Packing, she explained, can be a problem sometimes because the shopping center has one of the largest open parking lots along Rice Street.

“There has been a lot of talk about the revitalization of Rice Street over the years, and I’m hoping that it will happen at some point, but we are a little concerned, because a lot of the neighboring businesses who have no parking use our parking,” Kawakami-Williams said. “At some point, if other businesses are going to be revitalized ... we may get to the point where we’re not able to rent out these parking spaces because we’re going to need them for our own use. I’m very concerned about making public parking an integral part of that Rice Street revitalization.”

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Kenoshans talk options for streets, transportation system improvements
Published May 6, 2014

BY JOE WARD
jward@kenoshanews.com

Now that Kenosha has won a grant to help overhaul its streets and transportation systems, local residents were offered the opportunity Tuesday to learn more about how transportation in town can be boosted.

Kenosha is one of 18 American cities this year to receive a grant from Smart Growth America, an organization that advocates for smart and sensible transportation and amenities in neighborhoods.

The grant will bring Smart Growth America officials to Kenosha to conduct a study of existing downtown transportation methods.

That process began in earnest Tuesday night, when residents met with a Smart Growth America official to learn more and give input on how the streets system can be improved.

Tuesday’s meeting at the Civil War Museum kicked off a two-day session to help overhaul the streets. The public learned more about the program Tuesday, and local officials will spend most of the day Wednesday working with Smart Growth America to develop a concrete plan to make Kenosha accessible to all.

Learning more

Jeff Reigner, vice president of an east coast engineering firm, met with the public Tuesday to tell them why an all-encompassing approach to streets and transportation is important for Kenosha.

For one, he said that there is a sizeable portion of the population which doesn’t drive. About one-third of Americans can’t or chose not to drive, Reigner said.

Further, 55 percent of Americans would drive less and walk more if it was convenient for them. But 73 percent of Americans say they have no choice but to drive on a daily basis, according to Reigner.

The trick is to make walking, biking and using public transportation as convenient and accessible as possible. Doing so would not only allow people to get out of their cars, it will make whole areas more healthy, diverse and economically viable.

Solving the problem

There is not a quick fix that will make Kenosha a more accessible place. But taking small steps towards making our transportation diverse goes a long way, Reigner said.

“It’s about making modest investments that have big impacts on the community,” he said.

For example, increasing the number of bike lanes in town would help a lot of people get out of their cars while still being able to get around. Installing such lanes can be costly, but Reigner said cities have found ways to increase accessibility at virtually no cost.

He said there are some cities which have pledged to include bike lanes when they repave streets. Since all a bike lane requires is a couple feet on each side of the street, municipalities only have to pay for the cost of striping the extra lane, Reigner said.

Cities can also transform streets in a way that brings economic development to an area.

Consider a multi-lane, busy street. They are often hard to cross. But when lanes are reduced and speeds slowed, the area opens up more foot traffic. Reigner said cities have invested in improving sidewalks as a way to bring pedestrians right up to a business’ doors.

“It really makes a difference to a city’s bottom line,” he said.
From the Memphis Business Journal:

Memphis' 'holistic streets' policy moves toward implementation

Smart Growth America will hold a workshop next week, putting Memphis a step closer to implementing a "Complete Streets" policy.

Memphis Mayor A C Wharton signed an executive order for the policy, which instructs city departments to think of streets more holistically, early in 2013.

Residents, city officials and Smart Growth representatives will, as part of a grant-funded technical assistance program, address design elements of the policy and outline the benefits of the plan for citizens.

“We’re honored to receive this technical assistance from Smart Growth America as we work to make our streets safe and accommodating of all residents, regardless of how they choose to get around,” said City of Memphis Mayor A C Wharton, Jr. “This assistance will play a critical role in the development of our Complete Streets Design Manual currently being developed.”

Ryan Poe covers commercial real estate; transportation and logistics; construction; and Downtown Memphis. Contact him at rpoe@bizjournals.com.
National Smart Growth leaders meet with Queensbury officials

APRIL 17, 2014 8:00 PM • BY MAURY THOMPSON

QUEENSBURY -- About one in four young adults born after 1981 do not have a driver license, said Christopher Zimmerman, a community planning expert.

And the number of older adults that take bicycle trips increased 64 percent between 2001 and 2009.

Zimmerman, vice president of economic development for Smart Growth America, and Roger Millar, director of Smart Growth America’s Leadership Institute, presented a forum on community planning at the West Glens Falls fire station on Wednesday.

The program was the latest in a series of forums as the Queensbury Town Board prepares a vision for development in the Main Street zone between Northway Exit 18 and the town’s boundary with Glens Falls.

Commercial real estate brokers have said the current zoning, which prohibits single-story buildings and encourages “quasi-urban” style development, has stymied redevelopment along Main Street.

Millar said that smart growth is a strategy for planning so that people can live, work, shop and play all in the same neighborhood.

He said it is based on The Golden Rule in the Bible about treating others as you would like to be treated.

“That’s what this sustainable stuff is all about,” he said.

About 60 people attended the forum.

Zimmerman said community planning must take into account economic and fiscal health.

“The way we design and build our communities have all kinds of consequences,” he said.

Zimmerman said housing and shopping trends changed after World War II to revolve around the automobile.

People drove from their homes to work and elsewhere to shop as suburban development became popular.

“We separated uses farther and farther away,” he said. “And we started building things under the assumption they would be temporary.”

Now, an increasing number of people want to live in compact neighborhoods where they can walk to work and shopping.
“They don’t want to be in Manhattan, but they want to be able to walk to things,” he said.

Zimmerman said the post-World War II generation typically decided where to live based on where a job was available.

That pattern is changing in younger adults.

“This generation decides where they want to live, and then they find a job,” he said.

Zimmerman said economic development strategies are changing too, from the “economic big game hunting” model, which focuses on trying to convince companies to relocate large factories to a community, to an “economic gardening” model, which focuses on encouraging local residents to start and expand companies.

The presentation on Wednesday and a day-long strategy session with town officials and developers on Thursday was paid for with a federal Department of Housing and Urban Development grant to Smart Growth America.

Queensbury was one of 18 municipalities selected from more than 100 applicants to host the seminars, conducted at no cost to municipalities, Millar said.

The consultants only make suggestions, he emphasized.

“The decisions we’re talking about tonight are local decisions. They are your decisions,” he said.

Queensbury Supervisor John Strough said town officials are planning for the future.

“We’re not looking at 2014,” he said. “We’re looking at 2030 and 2040.”
Reno Rebirth: Fighting sprawl makes city stronger

Mark Robison, RGJ  4:45 p.m. PDT June 5, 2014

Want lower taxes, more parks, and faster police and fire services?

How about less obesity, traffic fatalities and energy consumption and a more diverse economy?

Or how about a community that appeals to Millennials and thus the companies that want to hire them? And how about one that appeals to Baby Boomers who — like those who came of age in the new millennium — also increasingly want work, home, retail and play options close by?

One solution for all of these things is better designed cities with less sprawl.

Truckee Meadows Regional Planning Agency senior planner Sienna Reid said, “The recipe for economic growth is changing. The word used to describe it is proximity.

“There’s an emphasis on having an environment that fosters open collaboration. In the ’80s, we had business parks with all separate buildings. But there’s a different model now with the ability to be in closer proximity, to be able to interact, share ideas and inspire innovation.”

A recent report by Smart Growth America — a Washington, D.C.-based advocacy group that fights sprawl — analyzed every metro area in the United States and then looked at what attributes were shared by the more condensed cities vs. those with more sprawl.

Some surprising findings turned up.

For instance, which city do you think is cheaper to live in: Tampa or San Francisco?

Because Tampa is more sprawling and people have to drive so much further to shop, work and go out for the evening, residents there spend 56 percent of their budgets on housing and transportation combined, the report says. That compares to 46.7 percent in San Francisco.

Reno-Sparks ranks well — 40th out of 221, putting it in the top 20 percent of metro areas in Smart Growth’s report.

This ranking didn’t happen by accident, and efforts to plan the area’s future growth will begin ramping up next year in anticipation of an updated regional plan in 2017.

We talk to experts about what Reno-Sparks is doing to avoid sprawl, how this helps maintain economic health, what it could do better, examples of how things should work and how planning decisions improve life in the Truckee Meadows.

Why sprawl is bad

Sparks dodged a bullet a few years ago in a situation that demonstrates how easily cities can let sprawl get out of control.

In 2009, it annexed a stretch of land east of Vista Boulevard on the north side of the Truckee River.

The city didn’t want to do this but it worried the Nevada Legislature was going to make annexing land harder so it acquired the property just in case.

Then it analyzed whether it could afford to provide services there.

“The further you go out the more expensive it is to provide sewer lines, water lines, parks, fire services, police, road maintenance, parks maintenance, mowing lawns,” said Sparks senior planner Jim Rundle.

“And when we identified the cost with East Truckee River Canyon, we could not afford it. The amount of business and the amount of commerce that would’ve occurred was not enough to offset the cost of providing municipal services so we removed it from the city of Sparks.”

He said giving the land back to Washoe County in 2011 was one of the most important planning decisions in the Truckee Meadows.

“And nobody knows about it. … It wasn’t right for the city of Sparks’ citizens so we didn’t sprawl out to USA Parkway.”
When told of Sparks' action, Smart Growth's vice president Ilana Preuss said, "That's smart. I've never heard of a city giving back annexed property."

A trap that cities fall into, she said, is to build a subdivision on the fringe of the city, find that the tax revenue brought in by those properties is not enough to pay for extending the city services, and so a subdivision even further out gets approved to help pay for the previous one. And so on and so on.

"They're almost playing a Ponzi scheme on themselves," she said. "So when the housing bust happened, and developments would go empty, jurisdictions could not afford this method of development they'd been sold for so long."

Benefits of in-fill

Smart Growth America visited Reno in October to do a workshop with the Truckee Meadows Regional Planning Agency.

Among the statistics it presented is that building infrastructure — roads, sewer, etc. — for a new development on a city’s fringes can cost up to three times more per acre than when single-family homes are built within a city.

This last thing is called "in-fill." It means that rather than building something on the undeveloped far end of a city, building is done on an unused property within the city.

TMRPA's executive director, Kim Robinson, said, "Revitalization of our older areas can potentially increase our tax base" without triggering big infrastructure expenses.

Rundle said that when new businesses or housing projects are built within the city's service area, more can be spent on other things.

"We might have more parks that we could provide because we don't have to build a new fire station," he said.

On the flip side, those subdivisions bring in far less tax revenue.

The Smart Growth presentation says multifamily housing in or near an area's center can generate nine times more taxes per acre than traditional large-lot, single-family housing on the fringe.

"It brings in much more revenue when we're putting homes close together, when we're putting shops and grocers close by and on existing roads and sewers," Preuss said. "So from a fiscal responsibility perspective, it's a no-brainer" to encourage in-fill.

This also means that residents living closer to city hubs subsidize inefficiencies required to provide services for those who live further out.

The 2014 Smart Growth report piles on more benefits to in-fill: "Individuals in compact, connected metro areas tend to live longer, safer, healthier lives than their peers in metro areas with sprawl. Obesity is less prevalent in compact counties, and fatal car crashes are less common."

Preuss said there's nothing wrong with big houses on large lots and a mix of housing options is wise.

"A community can subsidize development on the fringe or it can encourage development in town, but decisions should be made clear-eyed on the costs," she said.

Real-world example

An example of how things could work in Reno-Sparks was discussed in Smart Growth’s Reno workshop.

Reid attended the session.

"It was a small piece of land in Arlington County, Virginia surrounded by highways so it wasn't being used for anything and they were able to do a plan for the area that included some commercial and residential zoning," she said.

Taller buildings with multiple uses were allowed in the transportation corridor, and activity sprung up.

Higher taxes were generated per acre because more stuff was on smaller parcels. Now this stretch of land, which covers only 10 percent of Arlington County, generates half its revenues. More revenues means everyone can pay less taxes — indeed, Arlington has among the lowest tax rates of any county in Virginia, Smart Growth reports.
“I look at some of the land in our area between highways — what areas in our community have been passed by. With some concerted efforts, it could be transformed into a community asset and could provide enhanced revenue,” Reid said.

Incentives

Community development director Fred Turnier said the city of Reno is pursuing this exact idea by encouraging mixed-use developments in areas identified as transit corridors and regional centers.

“That’s a very flexible zoning district: commercial on the bottom floor and top floors can be residential or office,” he said.

Enticing developers isn’t as easy as in some locations.

“We don’t have tax incentives in our toolbox,” Turnier said.

One thing the city can do is relax regulations or delay startup costs such as sewer hookup fees.

“We can’t waive fees but we can defer them for developers, and that’s a big help,” he said.

Rundle said Sparks is able to prioritize certain projects because it significantly revised its zoning and master plan in order to expedite in-fill projects. Projects on the fringes can still take a year or more to get approval because of required public hearings, but properties in targeted areas have already been subject to public meetings about what’s allowed on them.

“When someone comes in, it’s a simple administrative review,” he said of plans in transit corridors or regional centers. “We run through a checklist. We may be able to get out a building permit in 30 days from the day they submit.”

Where in Reno-Sparks

The city of Reno has made downtown a priority, specifically the area between the University of Nevada, Reno and Fourth Street. It’s working with the university to update the school’s master plan.

“Part of that update is to bring the university planning boundary down into the downtown area to help spur university-supported development in that area,” Turnier said.

Among the areas being targeted by the city of Sparks are the Victorian Avenue and Prater Way corridors and Oddie Boulevard.

Career College of Northern Nevada located on Pullman Drive at Prater Way because it wanted to be on a transit line, Rundle said.

Going forward

Preuss said there are other low-cost options for cities to encourage in-fill.

They can create taxes on land rather than buildings so there’s not an incentive to sit on vacant properties, she said.

And they can entice big-box stores such as Wal-Mart and Target in city centers instead of further out.

“When you look at it on a per-acre basis, you’re going to get more tax revenue if they locate downtown,” Preuss said. “And when (they locate on the fringes), they are pulling revenue out of downtown.”

Cities will also want to do more to entice Millennials, who don’t like to drive.

“Communities are competing for them so cities need to invest in transportation options and to make sure development can happen in those downtowns so businesses and people can come together,” Preuss said.

UNR economics professor Mark Pingle said that as cars became the dominant transportation mode, downtown areas became filled with empty lots.

“If you can in-fill those areas — such as the action that’s happening in Midtown — it can get rid of the blight and breathe life and vitality into a city,” he said.

Turnier said “progress is being made” on the decades-vacant Kings Inn in downtown Reno.
"We've got a strategic objective of creating more of a college town," he said. "I'm bullish for the next six months, I'm excited."

**OPTIONAL: Behind Reno-Sparks ranking**

In Smart Growth America's "Measuring Sprawl 2014" report, Reno-Sparks ranked 40th out of 221 metro areas.

Best were New York City, San Francisco and Atlantic City, New Jersey. Worst were Hickory, North Carolina; Atlanta, Georgia; and Clarksville, Tennessee and Kentucky.

Smart Growth vice president Ilana Preuss said the Reno-Sparks metro area "scores particularly high in the centering factor: where people and jobs come together. There is a center as opposed to a spread."

"It scores below average in two factors: mix factor — how much homes, schools and businesses are together — and street connectivity: how close the intersections are together, how long the blocks are," she said. "You want more intersections that are three- and four-way intersections so it's easier to get around and there are more options to take. And when there are shorter blocks, people are more likely to walk or bike that route."

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Ironically, the phrase “feel-good” carries a negative political connotation, implying an easy solution that lacks substance, often a form of justification for failing to take more decisive steps.

However, if you are an urban planner looking for a way to infuse new life and vitality into an area, it turns out a feel-good project may actually be the best approach: A city street that makes people feel good about being there is one of the best ways to bring a city block back to life.

For example, a cynic might view a focus on the size and placement of planters, the width of sidewalks and the style of traffic signals as that negative variety of “feel-good,” but when someone points out problems — how planters are blocking one end of a crosswalk, sidewalks are too narrow for comfortable pedestrian passage or traffic signals on poles located on a street corner with crossbars that are so low, a tall pedestrian might get a good bonk on the head if he isn't paying attention — it all starts to make sense.

In January, Salisbury became one of 18 communities selected by the nonprofit Smart Growth America to participate in a free technical assistance program. These selected communities range from larger urban areas to suburban centers and smaller rural towns. Salisbury’s focus is walkability and bikeability. A team from the nonprofit visited Salisbury last week to make presentations that explain the principles used to make city streets more appealing and accessible to people — that means as opposed to motor vehicles.

Today, although there are clear signs of returning vigor, the Salisbury's Downtown Plaza remains stubbornly quiet much of the time. A presentation by urban planning consultant and author Dan Burton, in conjunction with the Smart Growth America program, shed some light on why that is, and how our downtown might be improved to make it more inviting.

Burton introduced the “complete street” concept: A street should work for everyone, regardless of how and why they use it or which mode of transportation used. The tendency in America today is to focus on vehicular traffic, to the exclusion of everything else.

The purpose of a city, Burton said, is the exchange of services and products (commerce), as well as to serve as a central social gathering space where people meet and cultural activities take place. The role of transportation, he said, is to maximize that exchange. Rather than building a city around its transportation system, roads and traffic flow of all varieties should be configured to serve the needs of those who use it.

Burton presented before-and-after photos of a number of towns and cities whose downtowns were transformed using these basic principles. The images were striking. In most pictures, the “before” image resembled a barren urban wasteland, while the “after” image was beautiful, inviting and alive with human activity.

The idea is so simple, it’s hard to see why we didn’t realize this on our own.

Here’s what we should want in our downtown:

- Sense of security and safety.
- Convenience: multiple reasons for a trip downtown.
- Efficiency: easy, accessible (but not necessarily free) parking, for example.
- Welcoming feeling: a sense that this is a fun place to be.
- Dependability: consistent hours for cafes and shops, much like a mall offers.
- Interest: reasons to linger, hang around and enjoy the experience.

These all make sense; the devil is in the details.

Salisbury, Burton said, already has a lot going for it — plenty of unique and historic architecture, for example, a good “B street” facade along Camden Street behind the plaza and best of all, a waterfront (an underused asset).
East Main Street already offers much of what makes up a “complete street,” he said. From Route 13 to Mill Street there is a good human scale — a sense of security, but without feeling cramped.

The obstacles named at the beginning of this column — the misplaced planter, the narrow sidewalks and the too-low traffic signal — once recognized, are relatively easy to fix. The east end of the plaza, beginning at Division Street, presents a few other less-easily corrected issues, like too much brick wall relative to glass windows, for example. The western end of the plaza is far more transparent, visually, with lots of unobstructed windows.

While Burton pointed out that two-way traffic is almost always more desirable than one-way or no-way motor vehicle traffic, he wasn’t sure there is enough room to accommodate sufficiently wide sidewalks, on-street parking and two-way traffic along that stretch of Main Street.

While we have historically underused our best asset — the Wicomico River — we have already begun to realize and correct this.

Mayor Jim Ireton and City Council President Jake Day have expressed support for incorporating the information gathered from this visit as well as proposals prepared by University of Maryland architectural students to devise a new master plan for the city’s downtown that will encourage both people and businesses to converge in the area.

The more our civic leaders — and we — can learn from communities that have already walked this path, the more successful our combined efforts promise to be.

Susan Parker is opinion editor for The Daily Times.

MORE INFORMATION

Smart Growth America: www.smartgrowthamerica.org (http://www.smartgrowthamerica.org) or www.facebook.com/SmartGrowthAmerica

Smart Growth America on Jake Day, dated Jan. 16: http://tinyurl.com/m778lpo (http://tinyurl.com/m778lpo)

Smart Growth America on Salisbury’s walking tour, dated June 16: http://tinyurl.com/mqlvnnw (http://tinyurl.com/mqlvnnw)

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