



Rosslyn, Arlington, VA

COURTESY OF ARLINGTON ECONOMIC DEVELOPMENT

OTHER SUCCESS STORIES

As we plan for a better transportation system we can learn from other states. Virginia, North Carolina, and Massachusetts have implemented some very progressive transportation initiatives with great results.

In Arlington, Virginia the Rosslyn-Ballston Corridor has five Metro stations with over 21 million square feet of office and retail space and over 22,000 residential units creating vibrant urban villages where people live, shop, work and play using transit, pedestrian walkways, bicycles or cars. Planned, focused growth within an easy walking distance of the stations preserves established neighborhoods and natural areas. Arlington's urban villages emphasize pedestrian access and safety, and incorporate public art, "pocket" parks, wide sidewalks with restaurant seating, bike lanes, street trees, traffic calming, and street-level retail. This area has produced great results by doubling transit ridership in ten years and preserving open space by building more densely in compact walkable areas.

FACT

In the Rosslyn-Ballston corridor the assessed value of land around transit stations increased 81% in 10 years. 50% OF RESIDENTS TAKE TRANSIT to work and 73% WALK TO STATIONS minimizing traffic impact.

A BETTER VISION



COURTESY OF THE CITY OF CAMBRIDGE

DID YOU KNOW?

COURTESY OF VISIT CHARLOTTE



Prior to opening it was predicted that after a year of operation, the Lynx in Charlotte, NC would have

9,100

daily riders.

After the first seven days of service, daily ridership was already at

12,300.

In Charlotte, North Carolina, a combination of light rail and streetcars has transformed the city's transit system. The Lynx—an electric light rail system powered by overhead electric lines—runs 9.6 miles from the southern edge of the city into uptown Charlotte and is complemented with a streetcar project that connects local neighborhoods with the downtown business center. The neighborhoods saw increased property values along the line, while the streetcar drove economic development along the rail corridor by laying tracks in anticipation of extending the line. The city's approach to transportation played a significant role in transforming one of the most dangerous areas in Charlotte to one of the most desirable to live and to work. The Lynx and the Charlotte Streetcar Project serve as exemplary models for a 21st century transportation system by integrating the larger, regional transportation system and most productive bus routes.

Cambridge, Massachusetts places a strong emphasis on types of transportation beyond the single occupant car. The city has policies and ordinances that focus on transit, bicycling and walking. These include charging higher fees for parking permits while offering incentives to residents who travel from place to place by transit, bike or foot. Cambridge requires all new developments to include alternative transportation options such as employee shuttles, carpool and vanpool parking, subsidies and tax deductions for transit fares, bicycle parking, shower and locker facilities for bicyclists and walkers, flexible or alternative work hours, and a work-from-home program. Because of these policies, the city has experienced a significant decrease in automobile use over the past four decades, as well as new high density development that makes it easy to live, work, and play without a car. This approach to parking in Cambridge could help guide future land-use and transportation decisions here in Connecticut as we begin to develop around our transit stations.