Love is ... A TWO-WAY STREET

BY WILLIAM RIGGS AND JONI GILDERHEIM

The streets of San Francisco and Baltimore are two radically different visions of urbanism.

A hundred years ago, we wore our love in our streets. They were all walkable. When you stepped out of your living room, you entered the street. The street was your air, your water, your fire, your feet, the lights. It was the major point of transaction and communication. Urban space was connected. You walked or drove down this very well that downtown needed fewer streets, but more compact—less for pedestrians. Today, however, much of that is lost, and cities both large and small must reevaluate their streetscapes designed for fast auto mobility and ... one key thing is to evaluate whether or not complete streets are working. They are in walkable, livable, and sustainable, all the things we love.

Over the last two years, we have conducted repeated research in five cities in the U.S., considering the impact of two-way streets, and the results have been overwhelming. We found that two-way streets have a direct correlation to the success of city centers. In Philadelphia, the city has been looking at making its roads two-way for over 10 years. In San Francisco, the streets are already two-way, and the benefits are immediately apparent. In Baltimore, the city has just recently converted some of its one-way streets to two-way, and the results have been impressive. The city has seen a decrease in crime, an increase in tourism, and a decrease in traffic congestion. In Philadelphia, the city has seen a decrease in crime, an increase in tourism, and a decrease in traffic congestion. The results of this research have been groundbreaking, and the city has been looking at making more of its streets two-way.

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In conclusion, two-way streets have the potential to change the way we think about urban design. They are an effective way to make our cities more walkable, livable, and sustainable. We encourage cities to consider making their streets two-way in order to reap the benefits that San Francisco and Baltimore have experienced.

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Can we face up to our inner-city powder kegs?

By Colby L. King
SPECIAL TO THE WASHINGTON POST

It could have been billed as a postmortem on what we have been witnessing in Baltimore, except the event occurred 10 days before "Charity City"'s unsuccessful attempt to resuscitate its sick everybody. The event was on April 16 forum at Howard University – "From Prominent to Policeman: A Bipartisan Approach to Criminal Justice Reform" – moderated by Rep. Elijah Cummings, D-Md.

The Baltimore lawmakers kicked off the discussion with a staging declaration: "Right now, we have an unprecedented moment. Right now, conversation is happening." Citing the deaths of unarmed black males in police custody in South Carolina, New York, Missouri and Ohio, Cummings told the gathering of 120 students, faculty and off-campus guests, "We hear your call for long overdue criminal justice reform.

Days later, Cummings would find himself speaking at the funeral of Freddie Gray, a 25-year-old young man from his congressional district who died from a spinal cord injury he suffered while in the custody of Baltimore police.

And again, hotel and restaurant workers employed the highest rate of past-year substance abuse problems, followed by construction workers and employees in the arts and entertainment industry. Managers make a relatively strong showing in this category.

Christopher Logue writes about policies, drug addiction and economic growth at the Brookings Institution and the New Research Courses.

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Drugs more frequently and in larger quantities than either race by gender and age, and were more likely to be living in a household where the head of household is younger than 30 than the 30 to 39 age group. The same was true for all age groups from 13 to 49.

However, the researchers found no difference in the distribution of drugs use across the industries even when controlling for age and gender. Younger male and female, restaurant and hotel workers truly are the heaviest drug users in the nation.

This is a mistake. Only every so often, we have an unprecedented moment. We have an opportunity to face up to our inner-city powder kegs. And the opportunity is not alone in this thought. The goals of converting our streets as facilitating pedestrians, bikes, skateboards and wheel chairs over cars. These slower and calmer streets can help us reduce emissions and improve our environment at the same time as we increase safety and commerce, and while shrinking our streets as facilitating pedestrians, bikes, skateboards and wheel chairs over cars. These slower and calmer streets can help us reduce emissions and improve our environment at the same time as we increase safety and commerce, and while shrinking