

# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Seattle, Washington**

LEVEL OF DESIGNATION

**PLATINUM**



BACKGROUND

POPULATION: 616,669

AREA: 92 square miles

POPULATION DENSITY: 6,703 per square mile

PEDESTRIAN PLAN:

[http://www.seattle.gov/transportation/pedestrian\\_masterplan/](http://www.seattle.gov/transportation/pedestrian_masterplan/)

PEDESTRIAN PROGRAM WEB SITE:

<http://www.seattle.gov/transportation/pedestrian.htm>

## COMMUNITY HIGHLIGHTS



*Seattle is designated as a Platinum-level community due to top-notch planning and engineering, outstanding outreach and education, and strong enforcement and evaluation practices. Highlights of Seattle's application include:*

- ✓ Seattle is a leading example of positive evaluation practices and has developed an outstanding reputation as a walkable city due, in large part, to the understanding of trends in pedestrian travel. This understanding comes from significant **pedestrian counts** (<http://www.downtownseattle.com/content/businesses/PedCount.cfm>) that have been occurring biannually since 2006. Data is collected during the peak summer and winter periods and analyzed for seasonal and time of day impacts on walking volumes.
- ✓ One of the main reasons Seattle's Pedestrian Master Plan is such a successful document is the clear establishment of goals and measurable **performance indicators** ([http://www.seattle.gov/transportation/pedestrian\\_masterplan/](http://www.seattle.gov/transportation/pedestrian_masterplan/)). With the objective of becoming the country's most walkable

city, Seattle established baseline measurements, performance targets, and data collection processes to improve walkability. These indicators fit into the four main goals of the plan: Safety, Equity, Vibrancy, and Health and contain such examples as reaching ten new schools a year with outreach and increasing pedestrian volumes in selected count locations.

- ✓ **Managing parking** is one of the keys to promoting a safe and enjoyable pedestrian environment. Beginning in 1986, Seattle abolished parking minimum standards for the downtown, opting instead to implement a 1 space per 1,000 square feet of non-residential development. Further, parking must be inside, behind, or beside buildings and any parking requirements can be waived if sited along a designated pedestrian corridor. The City also provides incentives for large development programs, including parking cash out, shared parking, and park-and-ride.
- ✓ There are a many benefits of buffer zones on sidewalks and Seattle's recognition of this through a **tree-planting program** is noteworthy. In addition to requiring street trees in all new development, the City also recently planted more than 800 trees in rights-of-way and also provided free trees to residents in a number of neighborhoods.
- ✓ Understanding that fostering good walking practices in children is essential, Seattle's **Safe Routes to School** program sets a high standard. The Seattle School Traffic Safety Committee, composed of representatives from Seattle Public Schools, Seattle Police Department, and Seattle Department of Transportation, creates walking route maps for every public elementary school in Seattle. The DOT also works with Feet First, a local pedestrian advocacy group, to conduct walkability audits at several schools a year. Seattle schools perform regular counts of how children get to school and, in one case, found a 49% increase in walking to school after the completion of a SRTS infrastructure project.
- ✓ The Seattle Parks and Recreation department shows its commitment to walkers of all ages through a volunteer-supported walking program for adults age 50 and up called Sound Steps (<http://www.seattle.gov/parks/seniors/SoundSteps.htm>). Sound Steps is a free, **community-based walking program** designed to get older adults active and experiencing the benefits of regular exercise. It is a year-round program that provides connection to other walkers, tools to measure progress, a number of weekly walks from various locations, monthly hikes, and training for longer events.



- ✓ In 2008, Seattle piloted Car Free Days to open up streets to bicycling, walking, and playing. The City renamed it Celebrate Seattle **Summer Streets** (<http://www.seattle.gov/transportation/summerstreets.htm>) in 2009 and made extensive efforts to involve local businesses, farmers markets, parades, art walks, and more. In 2011, there will be Summer Streets events on four different streets through the summer, as well as Bicycle Sundays (<http://www.seattle.gov/parks/bicyclesunday/>) almost every Sunday from May to September.
- ✓ Seattle's **Rights of Way Improvement Manual** (<http://www.seattle.gov/transportation/rowmanual/manual/>) is a leading example of how good design and accessibility can improve understanding of ordinances and regulations. The interactive online manual presents a standard streetscape with dynamic, clickable elements beneath the image. These elements, like curb radius or street trees, highlight the element in the image and direct the user to the pertinent section of code where the standards are explained. This provides transparency and clarity for regulations and makes it more approachable to citizens.
- ✓ The **neighborhood traffic calming** program (<http://www.seattle.gov/transportation/neighborhoodtraffic.htm>) in Seattle is impressive, particularly the **neighborhood traffic circle** element (<http://www.seattle.gov/transportation/trafficcircles.htm>) of the program. These mini-circles have been found to reduce motor vehicle crashes by an average of 90 percent in Seattle. Over the past 30 years, Seattle has installed over 1,000 traffic circles and has now instituted a formal process for proposal, as there is still enormous demand. There are criteria for proposal evaluation and detailed information about the process available through the City's website, allowing access for neighborhoods to explore this option.
- ✓ Studies show that **red light cameras** are an effective measure in preventing fatal crashes that occur as a result of running red lights. Seattle has 30 red light cameras at 21 different intersections around the city. The City also has mobile speed enforcement cameras that focus on enforcing speed limits in school zones. These effective enforcement measures have led to a vast reduction in fatal crashes involving pedestrians.
- ✓ The US Justice Department's National Institute of Law Enforcement and Criminal Justice recognized Seattle's **Blockwatch** program as an "exemplary project" just seven years after it began in 1972. The program, which includes over 3,800 blocks citywide, represents roughly 30 percent of Seattle neighborhoods, compared to a national average of 8-11 percent.



- ✓ The Seattle DOT uses crash data, including pedestrian collisions, extensively in reviewing safety concerns. In 2007, the City formed a special traffic unit called the **Aggressive Driver Response Team** to target aggressive and dangerous drivers and protect pedestrian safety. The team is extensively trained and targets areas that are known for aggressive driving and also works chronic community traffic complaints, school zone violations, and conducts pedestrian emphasis operations.

## ■ CONTACT

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# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Ann Arbor, Michigan**

LEVEL OF DESIGNATION

**GOLD**



BACKGROUND

POPULATION: 114,024

AREA: 27.7 square miles

POPULATION DENSITY: 4,116 per square mile

PEDESTRIAN PLAN:

[http://www.a2gov.org/government/publicservices/systems\\_planning/Transportation/Documents/Non-MotorizedPlan\\_Jan2007.pdf](http://www.a2gov.org/government/publicservices/systems_planning/Transportation/Documents/Non-MotorizedPlan_Jan2007.pdf)

PEDESTRIAN PROGRAM WEBSITE:

[http://www.a2gov.org/government/publicservices/systems\\_planning/Transportation/Pages/Non-motorized.aspx](http://www.a2gov.org/government/publicservices/systems_planning/Transportation/Pages/Non-motorized.aspx)

## COMMUNITY HIGHLIGHTS



*Ann Arbor is designated as a Gold-level community due to the city's outstanding planning practices, excellent sidewalk network, and walking volumes. Highlights of Ann Arbor's application include:*

- ✓ Ann Arbor stands out among other cities by its focus on creating a **walking environment** (<http://www.a2gov.org/government/publicservices/Pages/aapac.aspx>) that is comfortable and attractive. Among other amenities, Ann Arbor provides sidewalk furniture, planters, wayfinding signage, fountains, and information kiosks. They also stipulate that 1% of city funds must go to public art, which makes walking an interesting and worthwhile activity in the city.
- ✓ Among the many great programs in Ann Arbor, the Ann Arbor Transportation Program operates the **Ann Arbor Safe Streets and Sidewalks Taskforce**, which brings stakeholders together around pedestrian safety issues. The diversity of the group is noteworthy in particular and includes city employees, law enforcement, public health, transportation officials, public relations personnel, legal staff, university officials, and pedestrian advocates.

- ✓ Ann Arbor's journey to work **walking mode share** is substantially higher than the US average. This is certainly due, in part, to the fact that 98% of arterial roads have sidewalks on both sides and 82% of non-arterial roads have sidewalks on both sides. Ann Arbor has done a great job putting the infrastructure in place to create a safe walking environment.



- ✓ Providing **crossing amenities** is clearly a priority in Ann Arbor. Aside from strengthening pedestrian ordinances to require drivers to stop for pedestrians in/or approaching crosswalks, they also have a crossing location prioritization scheme, regularly maintain crosswalks, employ in-road stop/yield signs, and implement advance stop/yield lines and raised crosswalks. The focus on pedestrian crossing amenities highlights the commitment to pedestrian safety in Ann Arbor.

- ✓ **Traffic calming** initiatives ([http://www.a2gov.org/government/publicservices/project\\_management/trafficalming/Documents/TrafficCalmingGuidebook12-28-09.pdf](http://www.a2gov.org/government/publicservices/project_management/trafficalming/Documents/TrafficCalmingGuidebook12-28-09.pdf)) are also strong in Ann Arbor. Using a neighborhood based program, the city has met with success in reducing speeds along residential streets by employing speed humps, chokers, traffic circles, road diets, and raised intersections among others.



- ✓ A successful **Crossing Guard Program** has been in place at schools in Ann Arbor for some time. Crossing guards are hired following a successful drug screening and background check and undergo a training course. Providing crossing guards can create a safe walking environment for children and foster a culture of walking in a community.
- ✓ Counting pedestrians is fundamental to prioritizing where to target pedestrian infrastructure investment. Ann Arbor has conducted **pedestrian counts** at 31 intersections each year since 2006 during the summer months, which has led to better planning initiatives and targeted engineering treatments at the places where people are walking most.

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# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Arlington, Virginia**

LEVEL OF DESIGNATION

**GOLD**



BACKGROUND

POPULATION: 213,300

AREA: 25.8 square miles

POPULATION DENSITY: 8,267 per square mile

PEDESTRIAN PLAN:

<http://www.arlingtonva.us/departments/EnvironmentalServices/dot/planning/mplan/mtp/images/file65402.pdf>

PEDESTRIAN PROGRAM WEB SITE:

<http://www.walkarlington.com/>

## COMMUNITY HIGHLIGHTS



*Arlington is designated as a Gold-level community due to its success in transit-oriented planning, remarkable promotion and outreach, and educational offerings for staff and citizens. Highlights of Arlington's application include:*

- ✓ Arlington's goal of developing as a dense, transit-oriented community (<http://www.arlingtonva.us/departments/EnvironmentalServices/dot/planning/mplan/mtp/images/file59216.pdf>) required strategic **management of parking** and the policies the community has implemented showcase a superb understanding of market-based parking management. Parking costs are unbundled from housing and public on-street spaces are provided at minimal cost to car sharing programs like Zipcar, which reduces the need for private automobiles. For commercial development, below-grade parking is the norm and Arlington also encourages shared parking between uses. The community also provides cash-out incentives, providing employees that do not require a parking space with monetary compensation.
- ✓ Arlington is achieving great success in walkability due, in large part, to what one transportation planning official called a "voracious appetite for understanding best pedestrian planning practices around the world." **Training and educational opportunities** include webinars and conferences

from nearly 20 different groups as well as in person training workshops. Staff is also given a regular refresher course on pedestrian safety on "Safety Day".

- ✓ Arlington's education and encouragement programs are incredibly important in fostering community support for walkability. The community runs a number of innovative programs that engage community members, including Street Smart, the Car Free Diet, and the Neighborhood 25 campaign.



- ▶ **Street Smart** (<http://www.beststreetsmart.net/resources.php>) is a public awareness and enforcement campaign in its sixth year that uses print, outdoor, online, and broadcast media channels throughout the metropolitan Washington area to reach a diverse audience.
- ▶ The **Car Free Diet** program (<http://www.carfreediet.com/skeptics.cfm>) is an innovative development aimed at raising awareness of the health, environmental, financial, and commuting benefits of going car-free or car-lite. Through web, video, blogs, social media, transit advertising, a Car-Free Diet Calculator, and media outreach, the campaign has generated significant media and public attention and garnered substantial support from local businesses.
- ▶ The **Neighborhood 25** program (<http://www.arlingtonva.us/departments/EnvironmentalServices/dot/planning/ntc/page78093.aspx>) is a new campaign that began in 2010 as a response to the difference in fatal crashes that occur at 20mph and 30mph. Neighbors voluntarily place "Keep Kids Alive – Drive 25" signs throughout the neighborhoods in conjunction with police placement of speed feedback signs. Police will follow up with additional data collection after the signs are removed to verify the success of the program.



- ✓ WalkArlington conducts an impressive amount of outreach and education about walking in the community and is involved in everything from Safe Routes to School to walking clubs for seniors to programs for employers. One of the most significant resources are the **Walkabouts** available on the website (<http://www.walkarlington.com/pages/walkabouts/>). These well-designed maps have detailed information and diagrams for 18 different walking routes in Arlington, ranging from rolling parkland to historic neighborhoods.

✓ In an effort to solicit more specific public input, Arlington began holding **Walking Town Meetings** (<http://www.arlingtonva.us/departments/CountyBoard/townmeetings/CountyBoardTownmeetingsMain.aspx>) in 2007. Through local civic associations, communities can take Arlington Board members and staff on a walking tour of the neighborhood to highlight issues of concern, ideas for improvements, and to showcase the community. Following the meeting, planning staff documents the issues that were presented as information and possible alternatives for consideration by the Board.



✓ Arlington's recognition of the importance of **pedestrian counts** is a major contributor to the success experienced thus far. Since 2008, Arlington has conducted manual counts seasonally at more than 20 locations and installed permanent counters at six locations, with plans to install twelve more this year. In addition, Arlington also conducts regular surveys and studies of travel patterns. This information is all feeding into an integrated database that can store, analyze, and share data while contributing to the National Bicycle and Pedestrian Documentation Project.



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# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Santa Barbara, California**

LEVEL OF DESIGNATION

**GOLD**



BACKGROUND

POPULATION: 114,024

AREA: 21square miles

POPULATION DENSITY: 5,430 per square mile

PEDESTRIAN PLAN:

[http://www.santabarbaraca.gov/Government/Departments/PW/Pedestrian\\_Master\\_Plan\\_Table\\_of\\_Contents.htm?js=false](http://www.santabarbaraca.gov/Government/Departments/PW/Pedestrian_Master_Plan_Table_of_Contents.htm?js=false)

PEDESTRIAN PROGRAM WEB SITE:

[http://www.santabarbaraca.gov/Government/Departments/PW/alttran\\_main.htm](http://www.santabarbaraca.gov/Government/Departments/PW/alttran_main.htm)

## COMMUNITY HIGHLIGHTS



*Santa Barbara is designated as a Gold-level community due to strong connectivity policies, a model Safe Routes to School program, and its unique pedestrian-oriented “paseos”. Highlights of Santa Barbara’s application include:*

- ✓ Santa Barbara prides itself on good pedestrian data. In conjunction with community partner COAST (the Coalition for Sustainable Transportation), Santa Barbara staff and citizens committees regularly produce **pedestrian counts** as part of Capital Improvement Projects prioritization. They also conduct pedestrian yield studies for appropriate projects and participated in the 2009 Bicycle and Pedestrian Documentation Project.
- ✓ The city’s Pedestrian Master Plan highlights “paseos”— **pedestrian-oriented shopping streets** (<http://www.santabarbaraca.gov/NR/rdonlyres/BE96D341-CFEE-4621-9164-0BE6B227EE7A/0/Chapter7Goal3ProtectingandExpandingthePaseoSystem.pdf>) that were created after the removal of parking lanes behind businesses in 1969. The paseos’ initial success as parking pass-throughs and additional retail frontage has motivated the city to highlight their maintenance and expansion in the plan. Although one chapter covers the paseos within the plan, the chapter functions as a standalone

document focused on the network and complimenting the goals, policies, and strategies of the General Plan and Urban Design Guidelines.

- ✓ The Circulation Element (<http://www.santabarbaraca.gov/NR/rdonlyres/6F843C4B-D8FA-405F-A6B4-DD7E66795EDA/0/CirculationElement.pdf>) of Santa Barbara's General Plan is a **complete streets** document. The Element lists four goals and three of them highlight this philosophy: Strive to Achieve Equality of Choice Among Modes; Increase the Availability and Use of Transit; and Increase Bicycling as a Transportation Mode.



- ✓ Santa Barbara has a model **Safe Routes to School Program** already implemented with increasing participation from schools. Currently, the Master Plan has maps of safe routes for all 16 schools in the city limits. They host a Walk to School Day in October, encourage regular walking to school through a friendly competition called the Walk & Roll to School Challenge, produce and disseminate SRTS maps to parents at the beginning of each school year, partner with COAST in teaching how to drive a walking school bus, track walking and biking to school during homeroom time, and perform School Hazard Assessments every three years. Only six percent of schools do not participate in SRTS programming.



- ✓ **SantaBarbaraCarFree** (<http://www.santabarbaracarfree.org/>) is a project of the Santa Barbara Air Pollution Control District with support from the City of Santa Barbara, Amtrak California, and other partners. It encourages car-free travel through discounts and by providing information on walkable destinations like the Farmers Markets, parks, trails, and bus and shuttle services.
- ✓ As part of standard operating procedure, **curb radii** are designed on a case-by-case basis with a focus on increasing the pedestrian staging area, shortening the pedestrian crossing length, and slowing the speeds of turning vehicles.

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# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Hoboken, New Jersey**

LEVEL OF DESIGNATION

**GOLD**



BACKGROUND

POPULATION: 50,005

AREA: 1.3 square miles

POPULATION DENSITY: 38,465 per square mile

PEDESTRIAN PLAN:

<http://www.hobokennj.org/bikepedplan/>

PEDESTRIAN PROGRAM WEB SITE:

<http://www.hobokennj.org/departments/transportation-parking/>

## COMMUNITY HIGHLIGHTS



*Hoboken is designated as a Gold-level community due to the city's innovative encouragement campaigns, the high rate of walking and transit ridership, and a built environment that is highly conducive to walking. Highlights of Hoboken's application include:*

- ✓ As a neighbor to New York City, the City of Hoboken benefits from the services of three regional **transit systems** and one city agency. Ninety-nine percent of its population lives within a quarter mile of a bus stop or a half-mile from a rail stop, which is highlighted in the city's 57 percent transit and 10 percent walking mode share.
- ✓ Corner Cars (<http://www.hobokennj.org/cornercars/>), Hoboken's citywide **car-sharing program**, seeks to curb demand for parking rather than increasing supply. They have a fleet of 42 vehicles, each of which is parked on a corner for maximum visibility. Ninety percent of Hoboken residents live within a 3–5 minute walk from a car. Their studies have shown that for each Corner Car, 17 households have given up their car and an additional 20 have delayed or avoided the purchase of a car.

- ✓ The “**20 is Plenty**” program (<http://www.hobokennj.org/departments/transportation-parking/twenty-is-plenty/>) has been adopted by the city, which created a public service announcement and press release to encourage driving speeds of 20 mph rather than the posted speed limit of 25 mph.



- ✓ **Hoboken Summer Streets** is a program that closes a large segment of Sinatra Drive (the waterfront boulevard) to motor-vehicle traffic every Sunday from Memorial Day to Labor Day.

- ✓ Unveiled in the Fall of 2010, “**Surrender Your Permit**” (<http://www.hobokennj.org/departments/transportation-parking/surrenderyourpermit/>) incentivizes residents with residential parking permits to turn them in in exchange for a package of rewards valued at \$500/month. Part of the program encourages walking through partnership with a local shoe store that offers pedometers, athletic socks, and discounts on athletic shoes.



- ✓ Ninety-nine percent of the city’s arterials are lined with **sidewalks** on both sides. Four miles of new sidewalks are planned in the next three years.
- ✓ All crosswalks are painted with high-visibility markings. Additionally, Hoboken has improved pedestrian intersection design at low cost by “**daylighting**” (<http://www.planetizen.com/node/41779>) intersections. With the use of vertical delineators, they are able to incorporate bulb-outs at key intersections to improve sight distance for all road users. This flexible solution is significant, as it allows for pedestrian improvements in a climate of limited funding availability. As funding becomes available, these treatments can be made permanent.
- ✓ The City of Hoboken was selected by an international consultant to be a pilot community for testing new **pedestrian-sensing cameras** that will improve the on-going analysis of walking trips in the downtown area.

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# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Charlottesville, Virginia**

LEVEL OF DESIGNATION

**SILVER**



BACKGROUND

POPULATION: 41,225

AREA: 10.3 square miles

POPULATION DENSITY: 4,002 per square mile

PEDESTRIAN PLAN:

<http://www.charlottesville.org/index.aspx?page=1309>

## COMMUNITY HIGHLIGHTS



*Charlottesville is designated as a Silver-level community due to high rates of walking, innovative planning practices, and a centralized, successful Downtown Pedestrian Mall. Highlights of Charlottesville's application include:*

- ✓ The desire to reduce single-occupant vehicle travel is represented in the 2010 adoption of a model **Complete Streets** policy. This policy states that "all street projects...shall be designed and executed in a balanced, responsible, and equitable way to accommodate and encourage travel by bicyclists, public transportation vehicles and their passengers, and pedestrians of all ages and abilities." It also states that the City "recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system."
- ✓ Charlottesville has excellent **transit services**, provided by Charlottesville Area Transit and University Transit Services. Transit is available within a 1/4 mile of 95% of the population seven days a week and operates at 95% on time performance. This ensures that residents of Charlottesville have ample opportunity to access high quality transit that serves a variety of destinations.

✓ With little remaining vacant land, the City has established excellent **zoning policies** that have resulted in infill accounting for 100% of development over the last five years. These policies include providing density bonuses for the inclusion of affordable housing, requiring ground floor commercial uses in mixed use districts, and allowing accessory dwelling units in almost all residential districts.



- ✓ Charlottesville is taking steps to continue implementing high-quality **engineering treatments** throughout the City. An impressive 100% of signalized intersections have been converted to push-button signals with countdown timers. Additionally, the City has installed in-ground LED crosswalks at 17 locations and uses rapid flash beacons at crosswalks.
- ✓ In 1975, Charlottesville closed eight blocks of the downtown permanently and created the highly successful **Downtown Pedestrian Mall**. The mixed use mall on the historic Main Street is home to over 150 businesses situated in rehabilitated historic buildings. A recent construction and redevelopment project ensures that the mall will remain an active pedestrian destination in the heart of the City for years to come.

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# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Decatur, Georgia**

LEVEL OF DESIGNATION

**SILVER**



BACKGROUND

POPULATION: 18,147

AREA: 4.1 square miles

POPULATION DENSITY: 4,426 per square mile

PEDESTRIAN PROGRAM WEB SITE:

<http://www.decaturga.com/activeliving>

## COMMUNITY HIGHLIGHTS



*Decatur is designated as a Silver-level community due to outstanding management of development and parking, top-notch educational and outreach efforts, and progressive evaluation methods. Highlights of Decatur's application include:*

- ✓ Decatur is designating walkability as a top priority for the community and this is clear in the **parking management**. With no minimum parking requirements for the downtown, Decatur is actively pursuing a "park once" strategy, using priced public parking in garages and on-street meters, requiring parking to be under or behind uses, developing shared parking ordinances, and prohibiting drive-throughs.
- ✓ Decatur's commitment to walking is evident in the **training opportunities** provided for staff. In addition to the quarterly trainings and webinars on pedestrian and bicycle issues hosted by the Georgia DOT, the city also hosts workshops regularly sends staff to present at and attend conferences such as Pro Walk / Pro Bike, which has resulted in updated ordinances, increased interest in Safe Routes to School, and using a Health Impact Assessment on the City's transportation plan.

✓ The City actively promotes walking through a number of **outreach efforts** and **public events**. Decatur has entered “Team Decatur” with up to 134 community members in fitness events, resulting in the “Most Fit City” award and active walking programs for citizens. The City also partnered with Kaiser Permanente to hold a large kick-off event in Old Courthouse Square, the City’s preeminent public space. In 2011, Decatur is holding a Walk for Lunch event, which provides participants with walking maps and lunch on event days. In November and December, the City partners with local businesses to hold Terrific Thursdays, which provides free Pedicabs, later store hours, and discounts at businesses. This highlights the relationship between pedestrian-friendly environments and improved business performance. Decatur also holds events like Car Free Day, art walks, farmers markets, and free concerts on the square.



✓ Decatur’s **crossing guard program** is a model for communities. With twenty-one guards assigned to six schools and on-duty police officers patrolling school zones, intersections around schools are well-staffed to ensure safe travel by students. Guards are provided with orange shirts, reflective vests, hand-held stop paddles, and loud whistles and are trained in traffic direction and control by the police. They are also given refresher training and location-specific instruction. Working closely with the Safe Routes to School program, the guards are an important part of Walk and Roll to School Days, International Walk to School Day, and Georgia Walk to School Day.

✓ In crafting the Community Transportation Plan, the City made outstanding use of a number of **evaluation tools** to project demands and prioritize needs. Latent demand scores estimated the potential future demand for pedestrian facilities while pedestrian level of service indexed the current facilities’ condition. These were combined with a policy and regulatory audit and public feedback from previous plans to develop priorities and goals for the most recent plan.

✓ One of the most impressive accomplishments in Decatur is the completion of a **Health Impact Assessment** on the City’s transportation plan. Conducting a health impact assessment can bring new information to light about costs and benefits that may not have been previously considered, exposing the community and politicians to the positive impacts of multi-modal transportation in Decatur.

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# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Austin, Texas**

LEVEL OF DESIGNATION

**BRONZE**



BACKGROUND

POPULATION: 757,688

AREA: 302 square miles

POPULATION DENSITY: 2,509 per square mile

PEDESTRIAN PROGRAM WEB SITE:

<http://www.ci.austin.tx.us/publicworks/pedestrian.htm>

## COMMUNITY HIGHLIGHTS



*Austin is designated as a Bronze-level community due to the city's commitment to education and encouragement, targeted enforcement, and strategic evaluation efforts. Highlights of Austin's application include:*

- ✓ The **Safe Routes to School** program (<http://www.cityofaustin.org/health/saferoutes/default.htm>) in Austin benefits from, and works in tandem with, the Public Works Child Safety Program. These programs not only provide pedestrian safety education to children, but also to adults. The Child Safety Program employs 4 safety trainers and targets drivers, parents, teachers, and students in a comprehensive pedestrian safety education program. Austin also encourages people to use alternative modes of transportation through a Walk, Bike, & Roll program.
- ✓ Austin's **Walk Texas!** program (<http://www.dshs.state.tx.us/diabetes/walktx.shtm>) promotes walking as a method of managing and preventing chronic diseases, particularly Type II diabetes. Using a community-based approach, the program seeks to change behaviors, policies, and environments to encourage healthier lifestyles for Austinites. The program also includes a challenge

whereby residents keep track of their walking mileage to reach the equivalent of walking across the state, which has created a friendly competition around walking in the community.

- ✓ Enforcement is a critical part of any successful pedestrian safety initiative and Austin's program is a model for other cities. Apart from issuing over 80,000 citations for speeding and over 3,000 citations for failure to yield each year, they also have 10 **photo enforcement devices** that target speeding and red light running and are planning more. Enforcing pedestrian safety in a comprehensive way can yield substantial safety benefits in a community as showcased by the city of Austin.
- ✓ Baseline **pedestrian counts** provide a starting point for investment in pedestrian transportation in Austin. By conducting counts at 15 sites in Spring, 2010, and planning a long-term counting program and analysis of the trends, Austin has taken steps to ensure that investment in pedestrian infrastructure is targeted in the correct locations. Two automatic pedestrian counters have also been installed in the city to provide year-round count data. Additionally, Austin's Child Safety Program also conducts pedestrian counts around schools to evaluate programmatic and infrastructure needs.

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# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Charlotte, North Carolina**

LEVEL OF DESIGNATION

**BRONZE**



BACKGROUND

POPULATION: 709,441

AREA: 286 square miles

POPULATION DENSITY: 2,481 per square mile

PEDESTRIAN PROGRAM WEB SITE:

<http://www.charmeck.org/city/charlotte/Transportation/PedBike/Pages/Pedestrian%20Program.aspx>

## COMMUNITY HIGHLIGHTS



*Charlotte is designated as a Bronze-level community due to the city's commitment to improving the pedestrian experience through innovative policy and staff support. Highlights of Charlotte's application include:*

- ✓ By providing two dedicated **pedestrian planner** positions in the city, Charlotte has demonstrated its commitment to pedestrian transportation. Other staff also spend substantial amounts of time working on pedestrian safety issues.
- ✓ In 2006, Charlotte adopted its **Urban Street Design Guidelines** (<http://charmeck.org/city/charlotte/Transportation/PlansProjects/Pages/Urban%20Street%20Design%20Guidelines.aspx>), which seek to implement elements of Complete Streets throughout the city. These guidelines provide mobility for motorists, while also ensuring the comfort and safety for pedestrians, bicyclists, and transit users. In addition to supporting transportation



objectives, these guidelines support better linkages between land uses, urban design, and transportation to create a unified system encouraging all modes of transportation in Charlotte.

- ✓ Pedestrian safety is enhanced in Charlotte through supportive **roadway infrastructure**. The city has already installed numerous pedestrian refuge islands with many more planned. Additionally, curb extensions are employed throughout the city and are often constructed in conjunction with on-street parking. Using a context-based approach, Charlotte also constructs curb radii based on the function of the street to ensure that safety considerations are taken into account.



## ■ CONTACT

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# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Flagstaff, Arizona**

LEVEL OF DESIGNATION

**BRONZE**



BACKGROUND

POPULATION: 63,505

AREA: 64 square miles

POPULATION DENSITY: 992 per square mile

PEDESTRIAN PROGRAM WEB SITE:

<http://www.flagstaff.az.gov/index.aspx?NID=1381>

## COMMUNITY HIGHLIGHTS



*Flagstaff is designated as a Bronze-level community due to the city's commitment to improving walking through comprehensive evaluation, education of children and staff, and promotional activities. Highlights of Flagstaff's application include:*

- ✓ Flagstaff demonstrates its commitment to being a Walk Friendly Community through its staff attention to pedestrian issues. The City has a bicycle and pedestrian coordinator, an active pedestrian advocacy group, and a **Pedestrian Advisory Committee**.
- ✓ The City's efforts to supplement Journey to Work data with meaningful local data led to the development of the **Flagstaff Trip Diary Survey** (<http://flagstaff.az.gov/DocumentView.aspx?DID=6402>). Through this, the City showed that over 13% of all trips were walking and 9% were bicycling. The City also conducts pedestrian and bicycle counts at various locations every three years.
- ✓ Flagstaff is home to a popular and extensive trail system called the **Flagstaff Urban Trail System** (<http://flagstaff.az.gov/index.aspx?NID=1379>) that currently has over 50 miles of trails, with more than 80 more miles planned.

- ✓ The Flagstaff Metropolitan Planning Organization developed detailed indices of **Level of Service** standards for pedestrian, bicycle, and transit facilities in rural, suburban, and urban settings. These standards evaluated factors like sidewalk width, provision of amenities, crossing frequency, crosswalk markings, curb extensions and median islands, and average daily traffic (ADT), among others. The City built these standards into the plan and uses them to prioritize investment, guide development review, and monitor ongoing performance.
- ✓ Flagstaff provides its staff with excellent **training opportunities** to expose the staff to current ideas and developments in pedestrian safety and walkability.
- ✓ **Flagstaff Walks!** (<http://www.flagstaff.az.gov/index.aspx?NID=1894>) is a weeklong event organized by the Pedestrian Advisory Committee and dedicated to celebrating Flagstaff's walkable nature and raising awareness of walkability issues. Activities include Safe Routes to School Workshops and Walkability Audits, guided walks, and promotional events, all culminating in International Walk to School Day.



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# Walk Friendly Communities Profile

NAME OF COMMUNITY  
**Wilsonville, Oregon**

LEVEL OF DESIGNATION  
**BRONZE**



BACKGROUND

POPULATION: 19,055

AREA: 7 square miles

POPULATION DENSITY: 2,722 per square mile

PEDESTRIAN PLAN:

<http://www.ci.wilsonville.or.us/Index.aspx?page=704>

## COMMUNITY HIGHLIGHTS



*Wilsonville is designated as a Bronze-level community due to the city's commitment to managing suburban growth and planning for pedestrians. Highlights of Wilsonville's application include:*

- ✓ Wilsonville is an excellent example of a rapidly-growing **suburban community** taking steps to make itself more walkable. Situated along a commuter-heavy interstate and nearly tripling its population since 1990, Wilsonville adopted a **pedestrian and bicycle plan** (<http://www.ci.wilsonville.or.us/Index.aspx?page=114>) in 2006 to help manage effective transportation around the City. Following the recommendations in the plan, Wilsonville hired a full-time Bicycle and Pedestrian Coordinator and formed a Bicycle and Pedestrian Task Force. This is indicative of the level of community support for pedestrian planning in Wilsonville and the City is well-situated to continue improving its pedestrian environment.



- ✓ To support the goals of the Pedestrian and Bicycle Plan, Wilsonville is strongly committed to its **sidewalk network**. The City boasts sidewalks on both sides of 85 percent of arterials and 80 percent of non-arterials. To continue improving in this respect, the City plans to construct an additional 20 miles of sidewalks in the next three years.



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# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Cedarburg, Wisconsin**

LEVEL OF DESIGNATION

**Honorable Mention**



## COMMUNITY HIGHLIGHTS

*Cedarburg is designated as an Honorable Mention community due to its impressive sidewalk network and excellent safety education programs. Highlights of Cedarburg's application include:*

- ✓ Cedarburg's **sidewalk network** and **crossing system** are evidence of their dedication to pedestrian travel. This small city has outstanding sidewalk standards that require sidewalks to be at least 5' wide, level and continuous, and buffered from the street. Sidewalks are present on both sides of 90 percent of arterials and 95 percent of non-arterials, accounting for a total of 100+ sidewalk miles compared to 53.6 roadway miles. Such extensive sidewalks allow for easy pedestrian travel around town and are complemented by excellent crosswalk policies. The City works closely with police to determine suitable crosswalk locations and police are regularly involved in enforcing crosswalk safety.
- ✓ The efforts of Cedarburg to provide safety training for children are outstanding. The City boasts an excellent **Safe Routes to School** program, but also holds **Safety Town** and **Safety Camp** programs for children. Safety Town (<http://www.cedarburgpolice.com/Safety%20Town.htm>) is a program for entering kindergarteners that has been running for twenty-five years. Three classes a day are offered every year during the two week program that aims to teach children about Safe Routes to School, safe crossing practices, traffic signals, and neighborhood watch. Safety Camp (<http://www.cedarburgpolice.com/Safety%20Camp.htm>) is a one-day refresher course for children in 3rd and 4th grades that is taught to ten classes through the summer. Police work closely with children to review safe walking and bicycling practices, ride to various destinations around town, and attend safety presentations.

# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Couer d'Alene, Idaho**

LEVEL OF DESIGNATION

**Honorable Mention**



## COMMUNITY HIGHLIGHTS

*Couer d'Alene is designated as an Honorable Mention community due to its diverse trail system and public safety outreach efforts. Highlights of Couer d'Alene's application include:*

- ✓ Couer d'Alene has adopted an excellent **Complete Streets** Policy (<http://parks.cdavid.org/images/Final%20Complete%20Streets1.pdf>) that aims for streets, bridges, and transit stops within the city to be "designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists and people with disabilities can travel safely and independently."
- ✓ The city boasts an **extensive trail system** (<http://parks.cdavid.org/images/stories/2010%20Coeur%20d%27Alene%20Trails%20and%20Bikeways%20Master%20Plan%20small.pdf>) including hiking trails and shared use paths. In their Trails & Bikeways Master Plan, Couer d'Alene strives for regional connectivity and a trail system that encourages both recreational as well as utilitarian travel purposes.
- ✓ City Link provides fare free **transit service** to the city. It is a private business owned by the Couer d'Alene Tribe, which operates from 5:30 AM on weekdays and from 7 AM on weekends until 1 AM.
- ✓ In order to encourage more walking, the city has developed several **public service announcement** videos on safety ([http://parks.cdavid.org/index.php?option=com\\_content&task=view&id=97&Itemid=118](http://parks.cdavid.org/index.php?option=com_content&task=view&id=97&Itemid=118)) that deal specifically with pedestrians and bicyclists. These fourteen videos review topics such as Driving with Bikes, Yielding to Pedestrians, Safety on Trails, and Rights and Responsibilities.

# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Concord, New Hampshire**

LEVEL OF DESIGNATION

**Honorable Mention**



## COMMUNITY HIGHLIGHTS

*Concord is designated as an Honorable Mention community due to its outstanding outreach and promotional efforts. Highlights of Concord's application include:*

- ✓ Concord has an exemplary **Safe Routes to School** program, incorporating elements of International Bike/Walk to School week into the week of Halloween, encouraging safe pedestrian activities in and outside of school, both day and night. Six of Concord's elementary schools have produced walkability audits and SRTS maps (<http://concordnh.gov/engineering/TPAC/Walk%20Friendly%20Application%20Materials.htm>). Many schools also have walking school bus programs and incorporate parent volunteers as safety patrol for pick-up/drop-off zones. Crossing Guards seasonally count children walking or biking to school.
- ✓ The students become advocates during **Green Commute Week** (<http://path-nh.org/GreenCommuteWeek.html>) in May as they encourage parents/adults to commute to work by walking, biking, carpooling, or taking transit.
- ✓ In addition to its SRTS map brochures, the Concord Chamber of Commerce also prints two-mile **Historic Walking Tour** booklets (<http://www.onconcord.com/trails/concordv2.asp?siteindx=C50,50,60>) available for \$2.00.

# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Franklin, Tennessee**

LEVEL OF DESIGNATION

**Honorable Mention**



## COMMUNITY HIGHLIGHTS

*Franklin is designated as an Honorable Mention community due to its management and planning policies and the impressive link between historic tourism and walkability. Highlights of Franklin's application include:*

- ✓ Franklin has implemented a number of Walk Friendly policies that are helping to shape the community into a safe and enjoyable walking environment. Among these policies are the **connectivity standards** adopted in the City's Development Standards. These include standards for internal connectivity based on calculation of a connectivity index score, maximums of 600 foot blocks, requirements for connections to external streets and pedestrian networks, and provisions for pedestrian connections at dead-end streets and culs-de-sac.
- ✓ Franklin has embraced its **history and tourism** draw and is actively using it to improve the walkability of the City. This is significant, as it can serve as an example to many communities on the fringes of major metropolitan areas. The City offers **walking tours** (<http://www.franklinonfoot.com/tours.htm>) for children and adults that explore the history of Franklin's Main Street, graveyards, historic battlefields, and other features and are frequently wheelchair accessible. To complement the tourism aspect and make walking more amenable, the City has also engaged in an excellent **wayfinding** campaign (<http://www.franklin-gov.com/index.aspx?recordid=147&page=25>).

# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Juneau, Alaska**

LEVEL OF DESIGNATION

**Honorable Mention**



## COMMUNITY HIGHLIGHTS

*Juneau is designated as an Honorable Mention community due to impressive accessibility of facilities and excellent management of pedestrian facilities in a geographically-constrained environment. Highlights of Juneau's application include:*

- ✓ Juneau completed an **ADA Transition Plan** in 1998 with regular updates until 2003 when the full plan had been implemented. On-going compliance is achieved by upgrading facilities as they are renovated or reconstructed, or as needed based on complaints.
- ✓ In its **Non-Motorized Transportation Plan**, Juneau strongly discourages cul-de-sacs in new neighborhood developments. Where necessary, cul-de-sacs are typically connected by pedestrian/ bike paths.
- ✓ Juneau has implemented a comprehensive **wayfinding** program in its downtown area to help the nearly one million cruise ship passengers it welcomes each year to navigate their system of sidewalks and stairways.
- ✓ The city produces several historic and themed-**walking maps** (<http://www.juneau.org/parkrec/museum/Maps.php>) that would appeal both to residents and tourists.

# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Louisville, Kentucky**

LEVEL OF DESIGNATION

**Honorable Mention**



## COMMUNITY HIGHLIGHTS

*Louisville is designated as an Honorable Mention community due to the active support of city officials and excellent examples planning policies. Highlights of Louisville's application include:*

- ✓ **Education and encouragement campaigns** support walking and pedestrian safety initiatives and are particularly comprehensive in Louisville. The **Safety City** program (<http://www.louisvilleky.gov/MetroPolice/Community+Relations+Programs/Safety+City.htm>), which helps educate children about how to prevent traffic injuries, the Street Sense campaign (<http://www.louisvilleky.gov/streetsense>), a safety promotion strategy that uses local media to educate citizens about traffic safety, and the **Mayor's Miles** program (<http://www.louisvilleky.gov/HealthyHometown/StepUpLouisville/>), which encourages residents to walk through marked routes and promotional events, are examples of great education and encouragement programs in the city. A combination of education and encouragement efforts can have a large effect on pedestrian volumes as well as pedestrian safety in a community.
- ✓ The Louisville Metro **Complete Streets** Manual (<http://www.louisvilleky.gov/BikeLouisville/Complete+Streets/>) is a comprehensive collection of documents to promote all modes of transportation on their streets. It combines elements of the zoning code, city ordinances, and design guidelines into one informative document and serves as the guidelines for both new road construction and road retrofits in the city.

# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Sparks, Nevada**

LEVEL OF DESIGNATION

**Honorable Mention**



## COMMUNITY HIGHLIGHTS

*Sparks is designated as an Honorable Mention community due to impressive public involvement, a remarkable sidewalk network and engineering treatments, and an excellent traffic calming program. Highlights of Sparks' application include:*

- ✓ Sparks represents a great example of **involving the public** in planning. Not only does the City have a standalone **Citizen Participation Plan**, which endeavors to engage residents of all types for the purposes of input on projects as well as monitoring performance. The plan's website (<http://www.renosparksbpp.com/>) has web and smartphone applications for contributing map-based feedback on the City, design alternatives of treatments and amenities for online discussion, and details about all public input sessions and workshops.
- ✓ The Sparks Comprehensive Plan shows a strong commitment to walkability by having an entire chapter devoted to **connectivity** and **Complete Streets**. Goals of the chapter represent positive ideals for communities such as recommending block sizes of 300-600, ensuring that facilities are designed to meet the needs of all users, and requiring developers to provide multi-modal circulation patterns that integrate new uses with the surrounding area.
- ✓ The City has excellent guidelines for **Traffic Calming**. Following an extensive literature review of best practices, the Sparks Traffic Division produced this guide, which provides detailed descriptions of the traffic calming process and methods to be considered in Sparks. The traffic calming measures are separated into non-physical, volume control, vertical speed control, horizontal speed control, and narrowing measures. Each measure contains detailed information about the design, cost estimates, pre/post data analysis, photos, diagrams, and advantages/disadvantages for each alternative. The City also provides explicit details on the scoring criteria as a transparency mechanism.

# Walk Friendly Communities Profile

NAME OF COMMUNITY

**Temple Terrace, Florida**

LEVEL OF DESIGNATION

**Honorable Mention**



## COMMUNITY HIGHLIGHTS

*Temple Terrace is designated as an Honorable Mention community due to a successful Safe Routes to School program and their status as a Florida Multi-Modal Transportation District. Highlights of Temple Terrace's application include:*

- ✓ **Safe Routes to School** programs are particularly effective in creating a culture of walking in a community. Temple Terrace schools participate in two Walk/Bike to School Days each year, Walk and Roll Wednesdays, and Walking/Biking School Buses and are also involved in parent outreach to create walking maps. Safe Routes to School coordinators also track the number of children walking to school and provide training to student safety patrols. Overall, the Safe Routes to School program is a model for encouraging Temple Terrace students to live healthier lives by walking to school.
- ✓ Temple Terrace is the first city in Florida to become a **Multi-Modal Transportation District**, a designation that places priority on creating a supportive environment for all modes. In practice, this designation uses capital improvement dollars, that would have been used for automobile oriented improvements, on pedestrian, bicycle, and transit-oriented initiatives. This type of infrastructure fund reallocation demonstrates the commitment to walking in Temple Terrace.
- ✓ **Red light cameras** can be crucial to the success of a comprehensive enforcement program. Temple Terrace is one of the first communities to use red light cameras, which have significantly improved safety in the community.