



SCOTT COUNTY WALK AUDIT TOOLKIT

User Guide

June 2019

Scott County Health Department
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Introduction

The built environment plays a vital role in community life by increasing connectivity and providing pedestrians access to public spaces. To improve the health, safety, and welfare of Scott County, Iowa citizens, the Scott County Health Department (SCHD) recognizes that enhancing sidewalks and bikeways increases physical activity opportunities where residents live, work, learn, and play.

The Scott County Walk Audit User Guide is designed to assist individuals interested in assessing sidewalks in their community. It guides users through the process of completing a comprehensive walk audit, such as completing a sidewalk inventory overview, preparing for a walk audit, conducting a walk audit, and reliably reporting collected information and recommendations to appropriate community representatives.

The Scott County Walk Audit Toolkit provides a table to record actual sidewalk measurements, scoring of infrastructure factors, capturing walkable environment designs, an overall walk audit score and ranking, and recommendations for improvement. Together, these key elements complement each other to convey the value of features that simultaneously enhance walkability for people of all ages and abilities.

In addition to completing a walk audit, the SCHD recommends implementing a Complete Streets Policy or Comprehensive Sidewalk Policy to increase connectivity and provide pedestrians access to public spaces.

Walkability Facts & Data

Sidewalks:

- Eight in 10 Americans prefer being in a community that offers sidewalks and good places to walk.
- Six in 10 people prefer a neighborhood that features a mixture of housing, shops and services within an easy walk versus a neighborhood that requires a car for every errand.
- People who live in neighborhoods with sidewalks are 47 percent more likely than residents of areas without sidewalks to be active at least 39 minutes a day.
- Sidewalks play a vital role in community life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks are the front steps to the community, activating streets socially and economically.
- Safe, accessible, well-maintained sidewalks are a fundamental community investment that enhances public health and maximizes social capital.
- Sidewalks increase foot traffic in retail centers, delivering the customers that local shops and restaurants need in order to thrive.
- Interest in sidewalks is so keen that they have become a factor in home prices. For example, in a scenario where two houses are nearly identical, the one with a five-foot-wide sidewalk and two street trees not only sells for \$4,000 to \$34,000 more but also sells in less time.
- A well-constructed sidewalk for a typical 50-foot-wide residential property might cost a builder \$2,000, but it can return 15 times that investment in resale value. According to a 2009 CEOs for Cities report, even a one-point increase in a community's Walk Score could increase home values by \$700 to \$3,000.

From Sidewalks: A Livability Facet Sheet, by AARP Livable Communities and the Walkable and Livable Communities Institute

Complete Streets:

Complete Streets initiatives help communities spur economic development while accomplishing transportation objectives. Small, rural towns and major metropolitan centers that have implemented Complete Streets elements have seen positive economic benefits for commerce and property owners in adjacent storefronts and surrounding neighborhoods.

- CEOs for Cities found that a one-point Walk Score increase raised the value of homes by as much as \$3,000.
- The Brookings Institution found that increased walkability has been associated with higher retail rents, values and sales.
- Hamburg, New York's Main Street Complete Streets initiative resulted in \$7 million in investment in 33 new building projects and doubled property values.
- The Iowa Bicycle Coalition estimates that bicycling generated more than \$400 million in economic activity in the state, which included direct expenditures on bicycle products and services as well as economic activity resulting from bicycle trips. In addition, bicycling generated roughly \$87 million in health savings statewide from improved resident fitness and decreased health care expenditures.
- Fifty-five percent of millennials and 42 percent of boomers want public transportation options.

From The Livability Economy: People, Places and Prosperity

How to: Sidewalk Inventory Overview

The Sidewalk Inventory Overview is intended to provide a community with the birds-eye view of sidewalk locations and gaps. The Sidewalk Inventory Overview is not intended to provide a detailed assessment of sidewalk conditions, it identifies where sidewalks are located on one or both sides of a roadway. The Sidewalk Inventory Overview is often a good first step to identify intersections to conduct a comprehensive walk audit using the Scott County Walk Audit Toolkit.

Only one individual is required to conduct a Sidewalk Inventory Overview. However, it is helpful to have two individuals so that one person is responsible for taking notes. Prior to conducting a Sidewalk Inventory Overview, print a map of the community and bring along a clipboard, pencil, and highlighters. Typically, the Sidewalk Inventory Overview is conducted by slowly driving around the community and making frequent stops along the side of the roadway to indicate sidewalk locations on the printed map. It is helpful to highlight the map green where sidewalks are on both sides of the roadway, highlight the map yellow where a sidewalk is on one side of the roadway, and place an "X" over roadways with no sidewalks.

Once the Sidewalk Inventory Overview is completed, create a report using Microsoft Word. Place solid, 3 point, green (R-88, G-166, B-24) lines over the roadways with sidewalks on both sides, solid, 3 point, yellow (R-255, G-192, B-0) lines over roadways with sidewalks on one side and solid, 3 point, red (R-255, G-0, B-0) lines over roadways without any sidewalks.

Printed map with highlights:



The above map is not shared with communities.

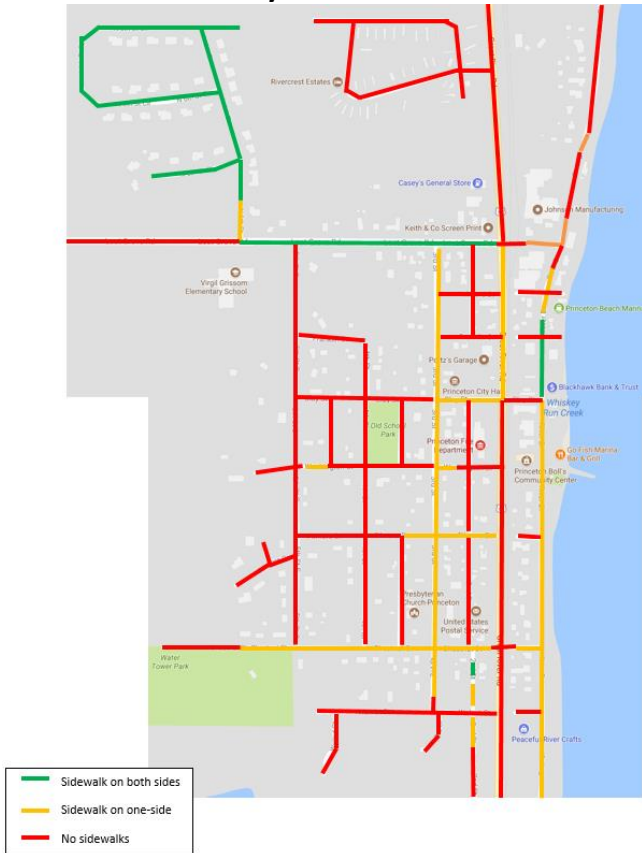
Final Sidewalk Inventory Overview:



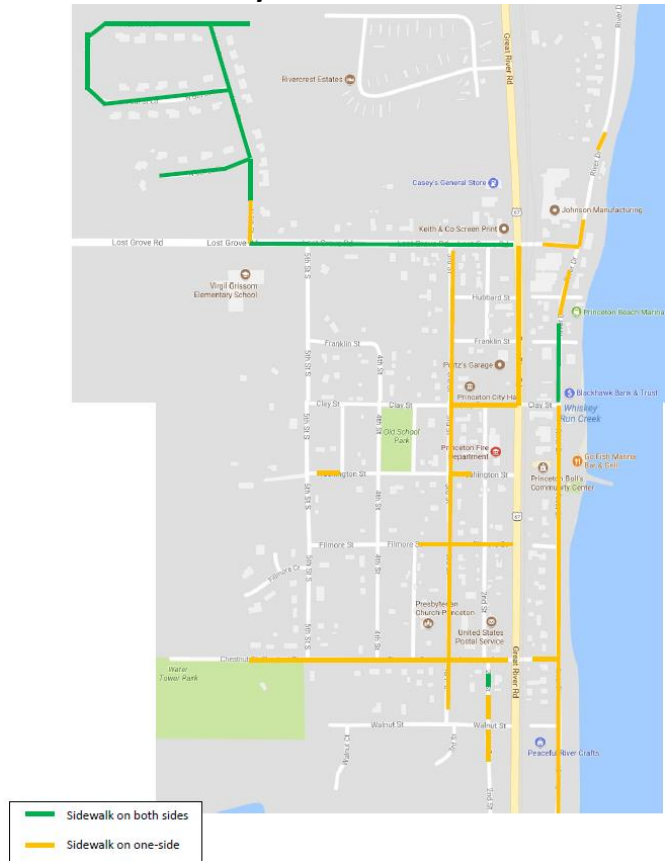
The above map is shared with communities and used in the Walk Audit Report.

In communities with many sidewalk gaps, it might be distracting to use a red line over roadways to indicate no sidewalks. Pictured below is an example.

Sidewalk Inventory Overview with Red Lines:



Sidewalk Inventory Overview without Red Lines:



In such circumstances, use best judgement to create a Sidewalk Inventory Overview that will be visually pleasing and easy to understand for the community.

How to: Scott County Walk Audit Toolkit

The Scott County Walk Audit Toolkit is intended to provide a comprehensive assessment of sidewalk conditions and accessibility for all users. Prior to conducting a walk audit, it might be helpful to become familiar with the Scott County Walk Audit Toolkit and conduct a pilot at one intersection. Below are the steps to conduct a formal walk audit.

Before the walk audit:

- Determine the walk audit location.
- Invite city representatives, nearby businesses, and community members to participate.
- Consider the weather, special events, construction, and busy traffic hours when scheduling a walk audit.
- Expect to spend 20-30 minutes at each intersection.
- Schedule the walk audit date and time with participants.
- Obtain Annual Average Daily Traffic (AADT) counts from the Iowa Department of Transportation (DOT) website, iowadot.gov/maps/digital-maps/traffic/city-trafficmaps.
- Obtain a map of the community to add to the Scott County Walk Audit Toolkit.
- If conducting a walk audit at more than one intersection, copy and paste appropriate pages of the Scott County Walk Audit Toolkit.
- Using the community map, review each intersection along the walk audit route and update the intersection diagram and table on the "Actual Measurements" page(s) of the Scott County Walk Audit Toolkit to reflect roadway crossings and street names.

During the walk audit:

- Wear comfortable shoes, clothing, and safety vest.
- Bring a clipboard, printed copy of the updated Scott County Walk Audit Toolkit, pencil or pen, tape measure, digital level, and safety vest for each participant.
- Complete the Scott County Walk Audit Toolkit.
- Take pictures of the intersection and willing participants.
- Be alert.

After the walk audit:

- Upload pictures to permanent file storage location.
- Request a copy of the community's current sidewalk policy/resolution.
- Complete the Walk Audit Report.
- Ask participants to review the Walk Audit Report for accuracy.
- Present the Walk Audit Report to the community and/or appropriate organizations to bring awareness to sidewalk accessibility (e.g., public works, city council).

How to: Walk Audit Report

The Walk Audit Report is intended to provide a comprehensive explanation of the Sidewalk Inventory Overview and Scott County Walk Audit Toolkit results and recommendations. The Walk Audit Report is designed to be easy to understand, while providing all of the necessary information for a community to prioritize and implement projects to increase walkability.

Walk Audit Overview

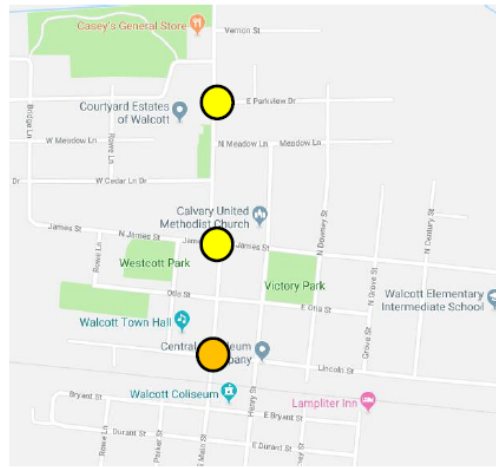
When completing the map of the walk audit route, circle each of the intersections where a walk audit was conducted and fill in the circle to match the appropriate ranking (pictured below).



Scott County Walk Audit Toolkit Walk Audit Overview

City: Walcott, IA Date: Thursday, August 30, 2018 Time: 1:30 – 4:00 p.m.
Data Collector(s) Name: Christina McDonough, Scott County Health Department; Brent Herman, Princeton Sidewalk and Trails Committee Chair; Judy Herman, Princeton Community Member

Route:



Color Code	Ranking	Walk Audit Score	Description
Green	Excellent	5-7	Sidewalks are in great condition and safe for all users
Blue	Good	8-14	Sidewalks are in good condition, but minimal improvements will increase safety for all users
Yellow	Fair	15-20	Sidewalks are in fair condition and moderate improvements are needed to increase safety for all users
Orange	Poor	21-59	Sidewalks need major improvements to enable safe use
Pink	N/A	100	No sidewalks on quiet street
Red	N/A	>100	No sidewalks on busy street

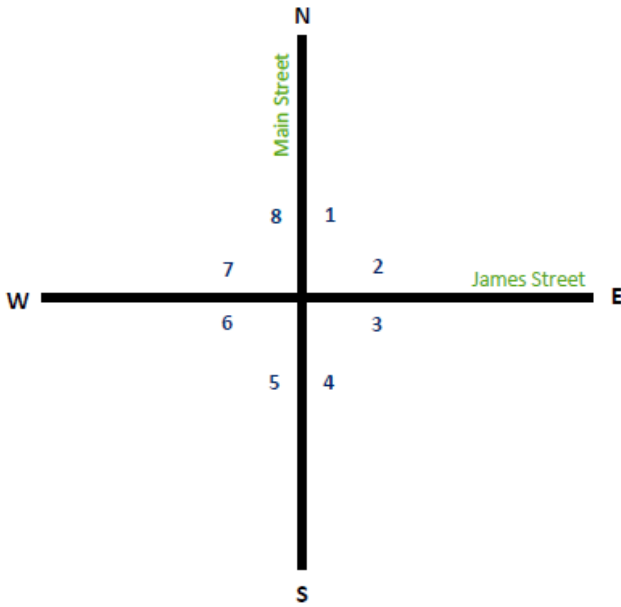
Pictures

It is important to include pictures that showcase both the strengths and areas of opportunity to strengthening elements of a walkable community. Showcasing pictures that only demonstrate barriers may be discouraging to communities. Showcasing pictures that only demonstrate the strengths may falsely indicate that communities do not need to make additional improvements.

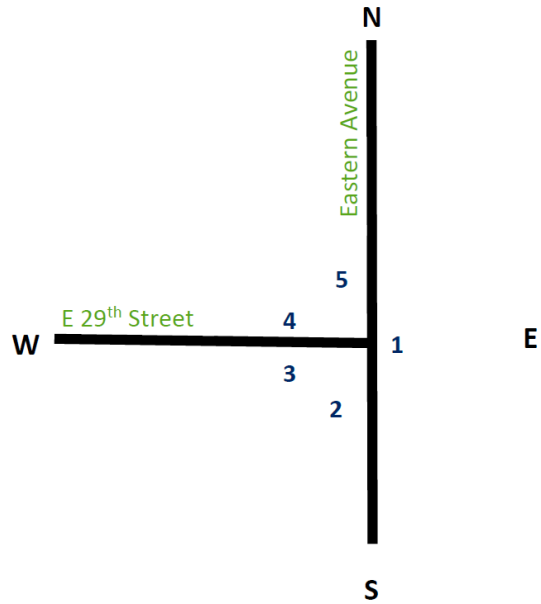
Actual Measurements

The template for “Actual Measurements” is set up for a traditional intersection with eight potential sidewalk segments. It is helpful to look at a map of the community ahead of time to update the diagram to reflect roadway crossing and street names (pictured below).

Intersection with eight sidewalk segments:



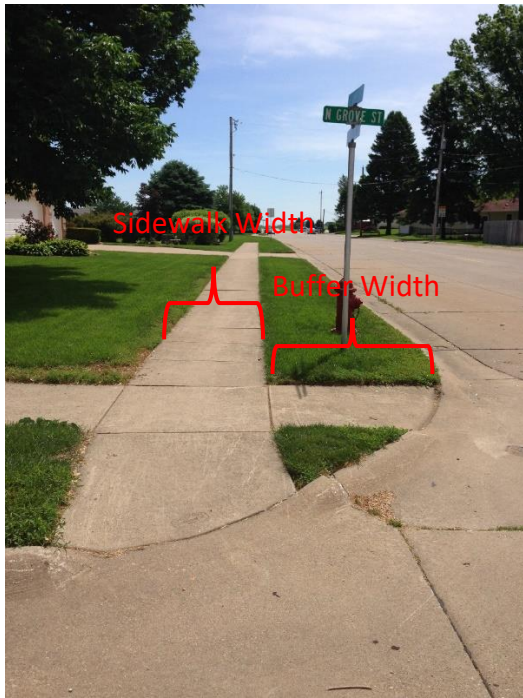
Intersection with five sidewalk segments:



The table to record actual measurements might also need to be updated to reflect sidewalk segments. If there is not a sidewalk at one of the potential segments record “N/A” for each of the measurements. Merge cells together to accurately report if two sidewalk segments come together to a single curb ramp (pictured below).

	Actual Measurements					Recommended
	1	2	3	4	5	
Sidewalk Width	4' 1"	3' 11"	N/A	4'	4' 5"	5' or more (WABSA)
Buffer Width	5' 8"	2' 2"	N/A	2' 3"	2' 1"	4' or more (WABSA)
Sidewalk Running Slope	1.6%	1.5%	N/A	1.4%	2.4%	5% or less (Iowa DOT)
Sidewalk Cross Slope	.7%	1.2%	N/A	1.1%	1.6%	1.5% or less (Iowa DOT)
ADA Detectable Warning Pad	Yes	No	N/A	Yes		Yes (CHII)
Curb Ramp Slope	5.1%	7.2%	N/A	4.8%		8.3% or less (CHII)
Curb Ramp Cross Slope	2.6%	.06%	N/A	1.7%		2% or less (CHII)

Below indicates where to take actual measurements.



Curb ramp:



Curb ramp with an ADA Detectable Warning Pad:



Infrastructure Factors

Infrastructure factors on the left side of the table are observations from the walk audit and AADT obtained from the DOT. If conducting a walk audit during the day, use your best judgement to gauge if there are an appropriate number of street lights to provide adequate lighting. Use the “Actual Measurements” recorded to score each of the infrastructure factors on the right side of the table.

Walkable Environment Design

Use best judgement throughout the walk audit; certain elements of the Scott County Walk Audit Toolkit may be subjective to each participant. For example, everyone has a different threshold for what makes him/her feel safe or comfortable. While completing the Walkable Environment Design page(s), think of each statement as a checklist. For example, if the “Crossing does not have a pedestrian and/or audible signal” check the box. If the “Crossing does not have a pedestrian and/or audible signal” use best judgement to

determine if the intersection would benefit from one or not when indicating “Recommendations for Improvement”.

Walk Audit Ranking

Combine the total “Infrastructure Factors” score and total “Walkable Environment Design” score to determine the combined total walk audit score. The walk audit score provides a ranking, color code, and description.

Recommendations for Improvement

When completing “Recommendations for Improvement”, delete any suggested recommendations that do not apply or already exist at the intersection. Additional recommendations that are not already suggested may also be included.

Current Sidewalk Policy/Resolution

It is helpful to include the current sidewalk policy and/or resolution in the walk audit report. Sidewalk policies may often be found on the City website. If the sidewalk policy is not available online, contact City Hall to request a copy.

Comprehensive Sidewalk Policy Sample

The SCHD Comprehensive Sidewalk Policy is a model for communities to incorporate specific language into an existing policy and/or adopt verbatim when a Complete Streets Policy is too vast.

Template: **Scott County Walk Audit Toolkit**



Scott County Walk Audit Toolkit

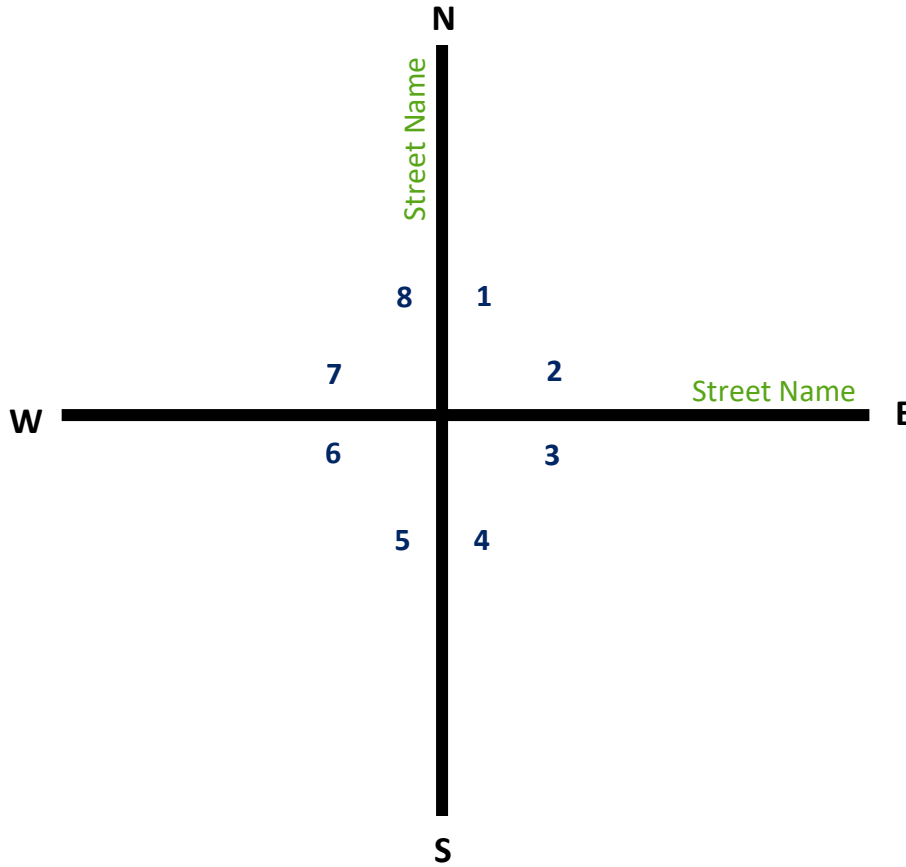
City: _____ Date: _____ Time: _____

Data Collector(s) Name: _____

Route:

< MAP OF WALK AUDIT ROUTE >

Intersection: **Street Name** and **Street Name** Actual Measurements



	Actual Measurements								Recommended
	1	2	3	4	5	6	7	8	
Sidewalk Width									5' or more (WABSA)
Buffer Width									4' or more (WABSA)
Sidewalk Running Slope									5% or less (Iowa DOT)
Sidewalk Cross Slope									1.5% or less (Iowa DOT)
ADA Detectable Warning Pad									Yes (CHII)
Curb Ramp Slope									8.3% or less (CHII)
Curb Ramp Cross Slope									2% or less (CHII)

Intersection: Street Name and Street Name
Infrastructure Factors

Infrastructure Factors	Score	Infrastructure Factors	Score
Annual Average Daily Traffic (AADT) ≤ 14,999 = 1 15,000 - 24,999 = 2 25,000 or more = 3		Sidewalk Width 5' or more All = 0 Some = 1 None = 2	
Sidewalk/Path All sides continuous = 0 One side continuous + some sides partial = 1 One/some side(s) continuous = 2 All sides partial = 3 One side partial = 4 None = 99 (STOP HERE & RANK)		Buffer Width 4' or more All = 0 Some = 1 None = 2	
Posted Speed (mph) <30 = 0 30 - 44 = 1 45 or more = 2		Sidewalk running Slope 5% or less All = 0 Some = 1 None = 2	
Number of thru lanes <3 = 0 3 - 4 = 1 5 - 8 = 2		Sidewalk cross slope 1.5% or less All = 0 Some = 1 None = 2	
Adequate Lighting Plenty = 0 Some = 1 None = 2		Curb Ramp ADA Detectable Warning Pads All = 0 Some = 1 None = 2	
Sidewalk Material Asphalt or Concrete = 0 Brick = 1 Sand or Dirt = 2 Gravel or Woodchip = 3		Curb ramp slope 8.3% or less All = 0 Some = 1 None = 2	
Sidewalk Surface Condition Good = 0 Fair = 1 Poor = 4		Curb ramp cross slope 2% or less All = 0 Some = 1 None = 2	
Sub Total		Sub Total	
Total Infrastructure Factors Score			

Intersection: Street Name and Street Name Walkable Environment Design

Place a ✓ next to true statements

Walkable Environment Design	
Crossing Streets and Intersections	
	Crossing does not have a pedestrian and/or audible signal
	Pedestrian signal does not give pedestrians enough time to cross the street and/or intersection
	Traffic signal makes pedestrians wait too long before crossing
	Crossing is not marked and/or is poorly marked
	Street is too wide to safely cross (e.g. >300 feet)
	No median/refuge island on a street with four or more lanes
	Parked cars and/or utility poles block the pedestrian view of traffic
Route Interruptions	
	Sidewalk has obstacles and/or hazards that are difficult to traverse
	Sidewalks are interrupted by driveways and/or alleyways
	Gravel spilling from driveways and/or alleyways
	Sidewalk is blocked and/or interrupted by poles, signs, shrubs, cars, vendors, etc.
Driver Behavior	
	Drivers do not obey stop signs and/or traffic signals
	Drivers appear to be speeding
	Drivers do not yield to pedestrians
	Drivers do not stop behind the crosswalk
	Drivers make unexpected turns and/or maneuvers without looking
	Drivers are distracted (e.g., using cellphones, smoking, eating)
Safety	
	There is loitering or suspicious/criminal activity
	Signage for drivers and/or pedestrians are confusing and/or lacking
	There are unleashed dogs
Comfort and Appeal	
	The area needs shade trees, grass, and flowers
	The grass and/or landscaping is lacking maintenance
	The area does not have benches and/or places to rest
	There is graffiti and/or vacant/rundown buildings
	There is too much trash/litter
Total Walkable Environment Design Score (number of ✓)	

Additional Observations: _____

Intersection: **Street Name and Street Name** Walk Audit Ranking

Total Infrastructure Factors Score: _____

+ Total Walkable Environment Design Score: _____

= **Combined Total Walk Audit Score:** _____

Score	Ranking	Color Code	Description
≤7	Excellent	Green	Sidewalks are in great condition and safe for all users
8-14	Good	Blue	Sidewalks are in good condition and minimal improvements will increase safety for all users
15-20	Fair	Yellow	Sidewalks are in fair condition and moderate improvements are needed to increase safety for all users
21-59	Poor	Orange	Sidewalks need major improvements to enable safe use
100	N/A	Pink	No sidewalks on quiet street
>100	N/A	Red	No sidewalks on busy street

Recommendations for Improvement

- Adopt and/or strengthen a Complete Streets Plan and/or Comprehensive Sidewalk Policy
- Clean up graffiti and/or vacant/rundown buildings
- Clean up gravel spilling from driveways and/or alleyways
- Clean up trash/litter
- Establish a Sidewalk Committee
- Fill in sidewalk gaps that can easily connect pedestrians to current sidewalks
- Implement a road diet to reduce the number of thru lanes
- Improve signage for drivers and/or pedestrians
- Improve the curb ramp slope and/or cross slope
- Improve the sidewalk running slope and/or cross slope
- Improve the sidewalk surface material and/or condition
- Install and/or improve the median/refuge island
- Install and/or lengthen time of pedestrian signal
- Install and/or widen buffers for a feeling of safety from automobiles
- Install and/or widen the sidewalk to accommodate at least two people side-by-side
- Install curb ramps with ADA detectable warning pads
- Install more lighting
- Lower the posted speed limit (mph)
- Paint solid, continental, zebra, or ladder crosswalk markings
- Plant and/or maintain grass, shade trees, and flowers
- Provide benches and/or places to rest
- Reduce duration of time pedestrians wait to cross at traffic signal
- Reduce sidewalk interruption from driveways and/or alleyways
- Remove obstacles and/or hazards that are difficult to traverse
- Remove obstacles that block and/or interrupt sidewalks
- Remove parked cars and/or utility poles that block the pedestrian view of traffic
- Share driver behavior concerns with law enforcement
- Share safety concerns with law enforcement



WALK AUDIT REPORT

City of Community

Month Year

Scott County Health Department
563-326-8618
health@scottcountyiowa.com

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Sidewalk Inventory Overview

City: _____ Date: _____ Time: _____

Data Collector(s) Name: _____

< MAP OF COMMUNITY >

	Sidewalk on both sides
	Sidewalk on one-side

Recommended Crosswalk Markings

The SCDH recommends implementing solid, continental, zebra, or ladder crosswalk markings as they are the most visible to all roadway users.

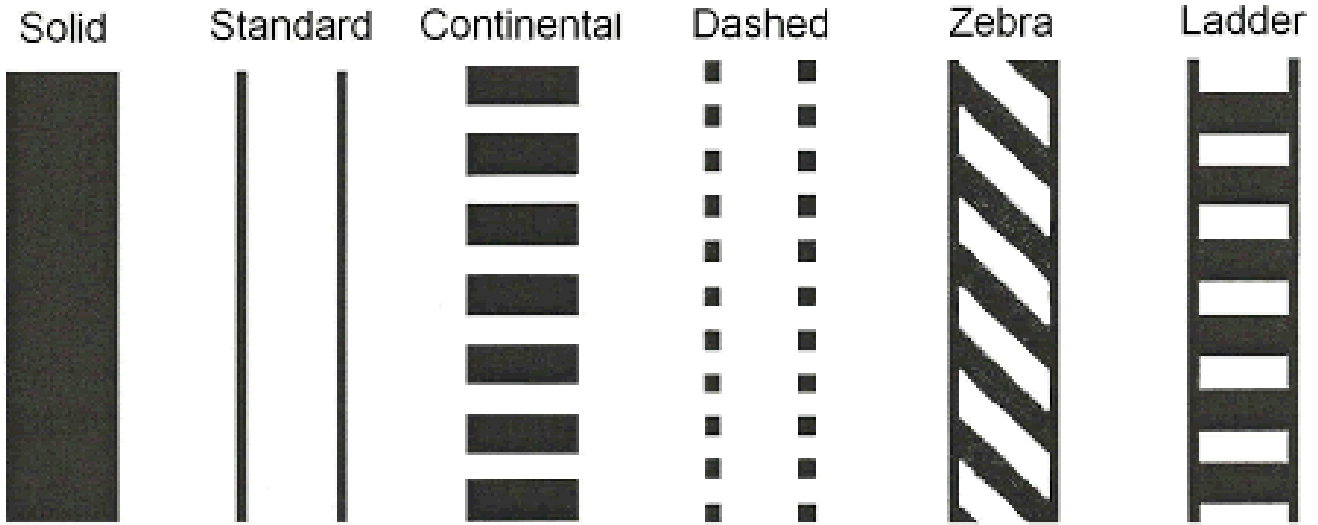


Photo credit: bikewalkkc.org



Scott County Walk Audit Toolkit

Walk Audit Overview

Date: _____ Time: _____

Data Collector(s) Name: _____

Route:

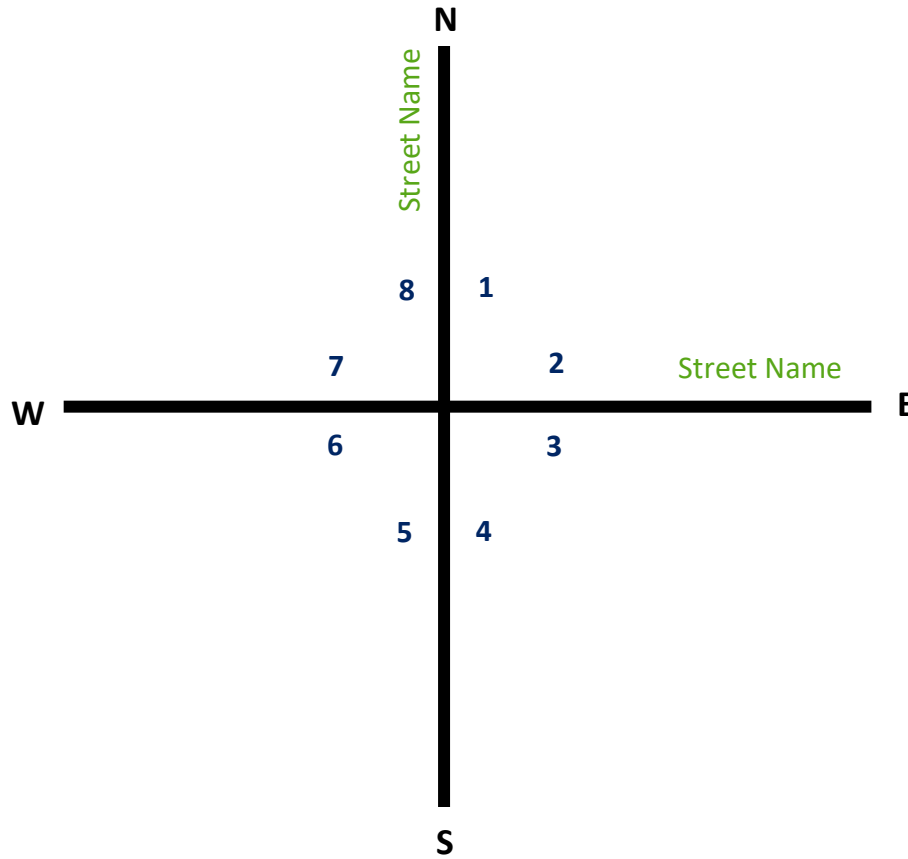
< MAP OF WALK AUDIT ROUTE >

Color Code	Ranking	Walk Audit Score	Description
Green	Excellent	≤ 7	Sidewalks are in great condition and safe for all users
Blue	Good	8-14	Sidewalks are in good condition, but minimal improvements will increase safety for all users
Yellow	Fair	15-20	Sidewalks are in fair condition and moderate improvements are needed to increase safety for all users
Orange	Poor	21-59	Sidewalks need major improvements to enable safe use
Pink	N/A	100	No sidewalks on quiet street
Red	N/A	>100	No sidewalks on busy street

Intersection: Street Name and Street Name
Pictures

< PICTURES >

Intersection: Street Name and Street Name
Actual Measurements



	Actual Measurements								Recommended
	1	2	3	4	5	6	7	8	
Sidewalk Width									5' or more (WABSA)
Buffer Width									4' or more (WABSA)
Sidewalk Running Slope									5% or less (Iowa DOT)
Sidewalk Cross Slope									1.5% or less (Iowa DOT)
ADA Detectable Warning Pad									Yes (CHII)
Curb Ramp Slope									8.3% or less (CHII)
Curb Ramp Cross Slope									2% or less (CHII)

Intersection: Street Name and Street Name
Infrastructure Factors

Infrastructure Factors	Score	Infrastructure Factors	Score
Annual Average Daily Traffic (AADT) ≤ 14,999 = 1 15,000 - 24,999 = 2 25,000 or more = 3		Sidewalk Width 5' or more All = 0 Some = 1 None = 2	
Sidewalk/Path All sides continuous = 0 One side continuous + some sides partial = 1 One/some side(s) continuous = 2 All sides partial = 3 One side partial = 4 None = 99 (STOP HERE & RANK)		Buffer Width 4' or more All = 0 Some = 1 None = 2	
Posted Speed (mph) <30 = 0 30 - 44 = 1 45 or more = 2		Sidewalk running Slope 5% or less All = 0 Some = 1 None = 2	
Number of thru lanes <3 = 0 3 - 4 = 1 5 - 8 = 2		Sidewalk cross slope 1.5% or less All = 0 Some = 1 None = 2	
Adequate Lighting Plenty = 0 Some = 1 None = 2		Curb Ramp ADA Detectable Warning Pads All = 0 Some = 1 None = 2	
Sidewalk Material Asphalt or Concrete = 0 Brick = 1 Sand or Dirt = 2 Gravel or Woodchip= 3		Curb ramp slope 8.3% or less All = 0 Some = 1 None = 2	
Sidewalk Surface Condition Good = 0 Fair = 1 Poor = 4		Curb ramp cross slope 2% or less All = 0 Some = 1 None = 2	
Sub Total		Sub Total	
Total Infrastructure Factors Score			

Intersection: **Street Name and Street Name** Walkable Environment Design

Place a ✓ next to true statements

Walkable Environment Design	
Crossing Streets and Intersections	
<input type="checkbox"/>	Crossing does not have a pedestrian and/or audible signal
<input type="checkbox"/>	Pedestrian signal does not give pedestrians enough time to cross the street and/or intersection
<input type="checkbox"/>	Traffic signal makes pedestrians wait too long before crossing
<input type="checkbox"/>	Crossing is not marked and/or is poorly marked
<input type="checkbox"/>	Street is too wide to safely cross (e.g. >300 feet)
<input type="checkbox"/>	No median/refuge island on a street with four or more lanes
<input type="checkbox"/>	Parked cars and/or utility poles block the pedestrian view of traffic
Route Interruptions	
<input type="checkbox"/>	Sidewalk has obstacles and/or hazards that are difficult to traverse
<input type="checkbox"/>	Sidewalks are interrupted by driveways and/or alleyways
<input type="checkbox"/>	Gravel spilling from driveways and/or alleyways
<input type="checkbox"/>	Sidewalk is blocked and/or interrupted by poles, signs, shrubs, cars, vendors, etc.
Driver Behavior	
<input type="checkbox"/>	Drivers do not obey stop signs and/or traffic signals
<input type="checkbox"/>	Drivers appear to be speeding
<input type="checkbox"/>	Drivers do not yield to pedestrians
<input type="checkbox"/>	Drivers do not stop behind the crosswalk
<input type="checkbox"/>	Drivers make unexpected turns and/or maneuvers without looking
<input type="checkbox"/>	Drivers are distracted (e.g., using cellphones, smoking, eating)
Safety	
<input type="checkbox"/>	There is loitering or suspicious/criminal activity
<input type="checkbox"/>	Signage for drivers and/or pedestrians are confusing and/or lacking
<input type="checkbox"/>	There are unleashed dogs
Comfort and Appeal	
<input type="checkbox"/>	The area needs shade trees, grass, and flowers
<input type="checkbox"/>	The grass and/or landscaping is lacking maintenance
<input type="checkbox"/>	The area does not have benches and/or places to rest
<input type="checkbox"/>	There is graffiti and/or vacant/rundown buildings
<input type="checkbox"/>	There is too much trash/litter
Total Walkable Environment Design Score (number of ✓)	

Additional Observations: _____

Intersection: **Street Name and Street Name** Walk Audit Ranking

Total Infrastructure Factors Score: _____

+ Total Walkable Environment Design Score: _____

= **Combined Total Walk Audit Score:** _____

Score	Ranking	Color Code	Description
≤7	Excellent	Green	Sidewalks are in great condition and safe for all users
8-14	Good	Blue	Sidewalks are in good condition and minimal improvements will increase safety for all users
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Recommendations for Improvement

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- Clean up trash/litter
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- Improve the sidewalk running slope and/or cross slope
- Improve the sidewalk surface material and/or condition
- Install and/or improve the median/refuge island
- Install and/or lengthen time of pedestrian signal
- Install and/or widen buffers for a feeling of safety from automobiles
- Install and/or widen the sidewalk to accommodate at least two people side-by-side
- Install curb ramps with ADA detectable warning pads
- Install more lighting
- Lower the posted speed limit (mph)
- Paint solid, continental, zebra, or ladder crosswalk markings
- Plant and/or maintain grass, shade trees, and flowers
- Provide benches and/or places to rest
- Reduce duration of time pedestrians wait to cross at traffic signal
- Reduce sidewalk interruption from driveways and/or alleyways
- Remove obstacles and/or hazards that are difficult to traverse
- Remove obstacles that block and/or interrupt sidewalks
- Remove parked cars and/or utility poles that block the pedestrian view of traffic
- Share driver behavior concerns with law enforcement
- Share safety concerns with law enforcement

< CURRENT SIDEWALK POLICY/RESOLUTION >



Comprehensive Sidewalk Policy Sample

Scott County Health Department

May 2018

The built environment plays a vital role in community life by increasing connectivity and providing pedestrians access to public spaces. To improve the health, safety, and welfare of **Community** citizens, the City of **Community** recognizes that enhancing sidewalks and bikeways increases physical activity opportunities where residents live, work, learn, and play.

The purpose of this policy is to enhance safety and equity in the City of **Community** by prioritizing pedestrians and bicyclists of all ages and abilities above the minimum guidance outlined by the [Iowa Statewide Urban Design and Specifications](#) (SUDAS), Iowa Model Code of Ordinance, and Americans with Disabilities Act (ADA). The ADA requires all public facilities, and private facilities which provide goods or services to the public, to provide access to people with disabilities (e.g., sidewalk curb ramps, street level or ramped entrances, and accessible restrooms). While ADA sets a minimum requirement to accommodate people of all abilities, many sources recommend exceeding minimum requirements for increased accessibility, economic value, and health benefits within a community.

Walkability

The primary form of pedestrian infrastructure is the sidewalk. The City of **Community** considers pedestrians in all transportation planning and aims to design roads and sidewalks that “feel” safe. Walking trips under a half-mile (10 minutes) are considered reasonable, and trips as long as two miles are feasible if amenities are well designed and infrastructure supports walking.

A single pedestrian requires 2 ½ to three feet of walking space, with at least eight feet of vertical clearance. Sidewalks should always be designed to accommodate at least two people side-by-side (i.e., five feet wide). The ideal sidewalk width in a residential area is seven feet and eight to twelve feet in downtown settings.

Providing a separation between streets and sidewalks has many benefits to creating safe, usable sidewalks:

- Creates a buffer for a feeling of safety from automobiles
- Reduces the amount of water, gravel, and other debris thrown on sidewalks from passing automobiles
- Prevents curb cuts and driveway aprons from protruding onto sidewalks
- Provides a place for fire hydrants, poles, signs, trashcans, recycling bins, and other obstacles

The following pedestrian treatments can be implemented in **Community** where pedestrians may be present:

- Bumped surfaces on sidewalk curb ramps
- Countdown pedestrian signals
- Crossing islands (e.g., minimum five to six feet in width to allow for a wheel chair to sit in the island)
- Crosswalk variations (e.g., transverse lines, longitudinal or diagonal lines, custom, pedestrian scramble and diagonal crossings)
- Curb extensions
- Pedestrian scale lighting
- Un-signalized midblock crossings (e.g., stop signs, signed, mid-block)

Bikeability

It is recommended that bicyclist do not share sidewalks with pedestrians. To encourage all means of active transportation, the City of **Community** recognizes that development of a bicycle infrastructure network will help to encourage more types of users to choose bicycles as a primary mode of transport. The bicycle is a versatile, affordable, compact, and energy-efficient method of transport.

Bicycle trips of two to four miles (10 to 20 minutes) are considered reasonable lengths. However, commuting bicyclists can travel up to an hour to get to work, and recreational bike trips can range in the hundreds of miles. A single bicycle requires four feet of riding space with eight feet of vertical clearance. Bikeways are typically designed to be five or six feet wide to assure a comfortable riding way.

The following bicycle treatments can be implemented in **Community** where pedestrians and bicyclists may be present:

- Bicycle boxes (e.g., left turn access, right lane priority, box-turn access or two-stage turn queue boxes)
- Bicycle lanes (e.g., transitional, dashed, colored pavement and markings)
- Combined bicycle lane/thru lanes
- Public bicycle racks
- Refuge islands (e.g., protected spaces in the center of the street for pedestrian and bicyclist)
- Shared lane markings (e.g., thru and directional)

Prioritize Implementation

All new residential and commercial developments in the City of **Community** are required to install a minimum of seven foot wide sidewalks. The City of **Community** shall prioritize implementation strategies by first focusing on a quarter-mile circle of highly frequented areas, such as schools, parks, transit stops, and key business destinations. Everything within that circle should be a first priority for sidewalk repairs and new construction. Secondly, the City of **Community** shall focus on filling in gaps that can easily connect current walking and biking amenities at a lower cost.

In all matters not covered by this Comprehensive Sidewalk Policy, the most current edition of the [U.S. Department of Transportation Federal Highway Administration Bicycle and Pedestrian Program](#) shall be considered.

References and Resources

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Pictured left to right: Ray Weiser, Scott County Information Technology; Noah Truesdell, River Action; Christina McDonough, SCHD; Bruce Perry, Ride Illinois Port Byron; Brent Herman, Princeton Sidewalk & Trails Committee

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