



WALK AUDIT REPORT

City of Community

Month Year

Scott County Health Department
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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.

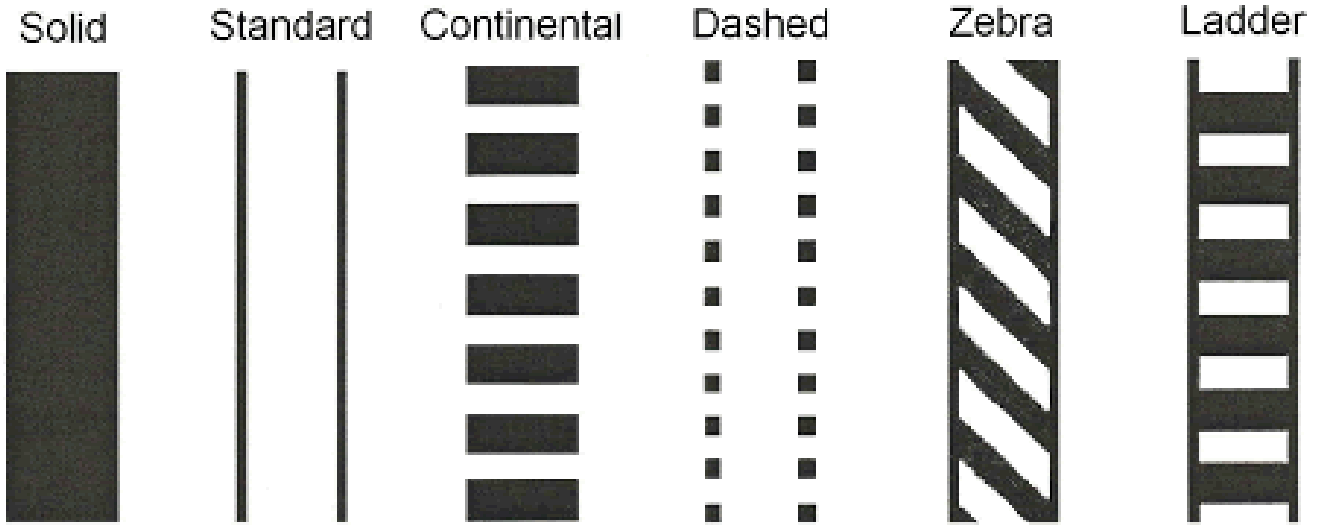


Photo credit: bikewalkkc.org



Scott County Walk Audit Toolkit

Walk Audit Overview

Date: _____ Time: _____

Data Collector(s) Name: _____

Route:

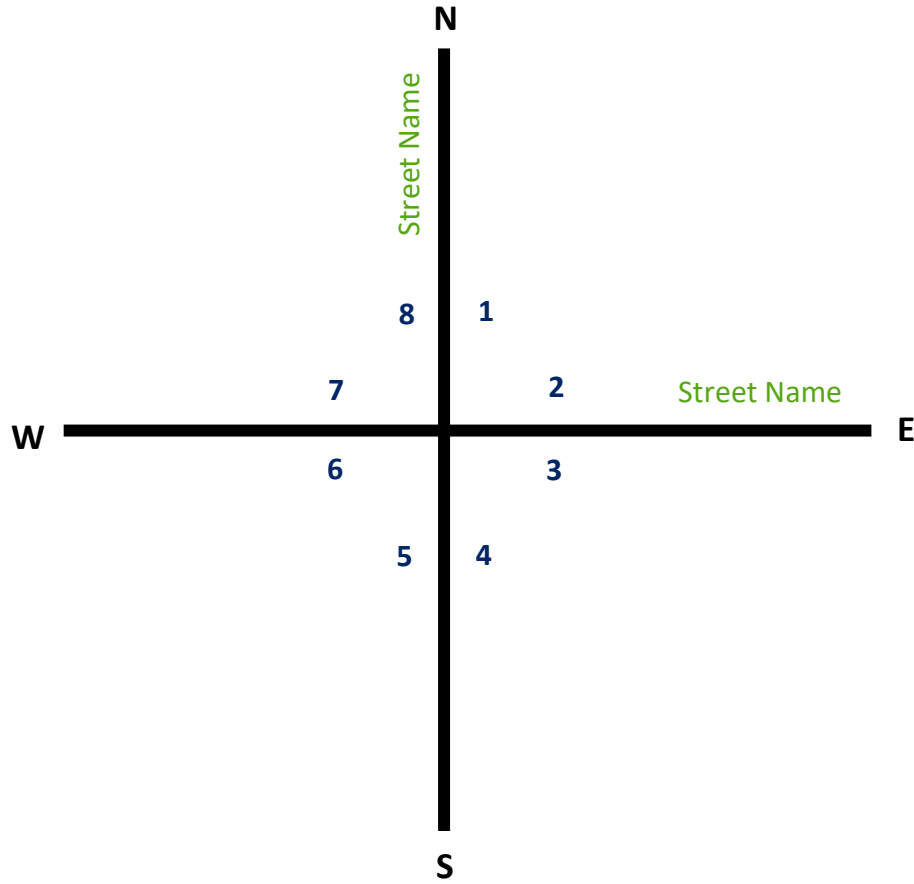
< MAP OF WALK AUDIT ROUTE >

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:** _____

Walk Audit 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

< 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, dashing, 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.

Community Transformation Program

The SCHED is working with partners in our community to make it easier to live healthy by making changes to where we work and where we play! The Community Transformation Program aims to create a culture of wellness throughout Scott County by focusing on three action areas: Worksite Wellness; Community Wellness; and Supportive Community Coalitions.

The Scott County Walk Audit Toolkit was developed by Christina McDonough, Scott County Health Department after research and approval to utilize elements of the evidence-based [Walking and Bicycling Suitability Assessment](#) and best practice [AARP Walk Audit Toolkit](#). Ms. McDonough and Brent Herman, Princeton Sidewalk & Trails Committee Chair, piloted the Scott County Walk Audit Toolkit throughout August and October 2018 to measure walkable safety and equity in a community. Thoughtful review and feedback on the Scott County Walk Audit Toolkit and report was provided by Angela Drent, Siouxland District Health Department; Bi-State Regional Trails Committee; James Emery, University of North Carolina; Josh Genz, Princeton Public Works; Princeton Sidewalk & Trails Committee; River Action; Sarah Taylor Watts, Iowa Department of Public Health; and Walcott City Council. Yiqing (Sunny) Shang and Ray Weiser, Scott County Information Technology worked diligently to create the Scott County Walk Audit Toolkit in a mobile platform using Survey123 for ArcGIS. The SCHED officially launched the Scott County Walk Audit Toolkit in November 2018 following successful pilot tests in multiple communities.

Sidewalks and bikeways increases physical activity opportunities where people live, work, learn, and play. In addition to completing a walk audit, the SCHED recommends implementing a Complete Streets Policy or Comprehensive Sidewalk Policy to increase connectivity and provide pedestrians access to public spaces.

Please contact the SCHED at 563-326-8618 or email health@scottcountyiowa.com for additional information.

YOUR HEALTH.
Our priority.