Safe Routes Academy

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Taking it to the Streets – Conducting Walkability Audits

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Welcome!

Taking it to the Streets: Conducting Walkability Audits

DEPARTMENT OF TRANSPORTATION
THE STATE OF NEW JERSEY

SafeRoutes
Academy

RUTGERS–NEW BRUNSWICK
Edward J. Bloustein School
of Planning and Public Policy
Alan M. Voorhees Transportation Center

Agenda

- Conducting Walkability Assessment
- Overview of Resources
- Conduct Walk Assessment
- Wrap-up & next steps

Conducting Walkability and Bikeablity Audits

What is an assessment?

Engaging stakeholders in evaluating the walkability and bikeability of an area or neighborhood.

Tips & Tools for Audits

Gather a group

- Work with partners to recruit volunteers
- Not just adults!

Be Prepared

- Plan and map the route
- Prepare an Introduction/Training
  - Identify roles/responsibilities
  - Identify what to look for
  - Demonstrate how to take pictures
- Be familiar with the area
- Bring supplies to complete the assessment

Tips & Tools for Assessments

Listen

- Everyone's input is important

Have a back-up plan

- Know what you can finish later if you get cut short

Conduct a group debrief

- Discuss conditions – good and bad
- Discuss potential improvements
- Develop a list of priorities

os: NJ Safe Routes to School Resource Center

Take Effective Pictures

- Take many pictures!
- Avoid close-ups – make sure the scope of the problem can be seen and the issue can be easily identified
- Try to add some scale to your pictures
- Have a photographer work with a note taker – record where each picture is being taken

How comfortable is it for walking/biking?

Walkability & Bikeability:

- ✓ Is it ***accessible***?
- ✓ Is it ***welcoming***?
- ✓ Is it ***convenient***?
- ✓ Is it ***safe***?

Streets for All People

Pedestrians

Cyclists

Is this welcoming?

Is this welcoming?

Pedestrian Safety

Is the surface smooth?

Are there any other infrastructure issues?

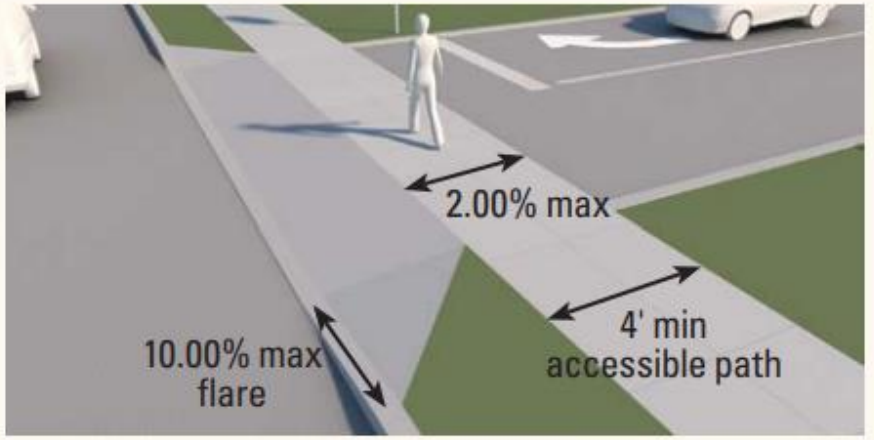
Accessibility

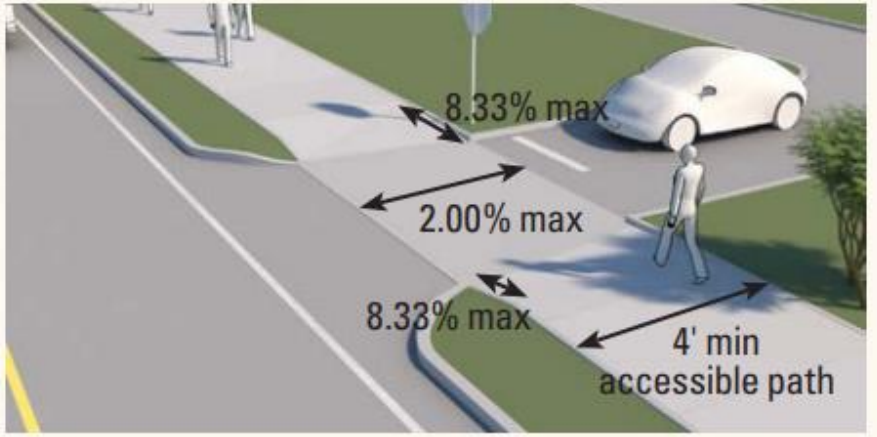
Crosswalk Ramps

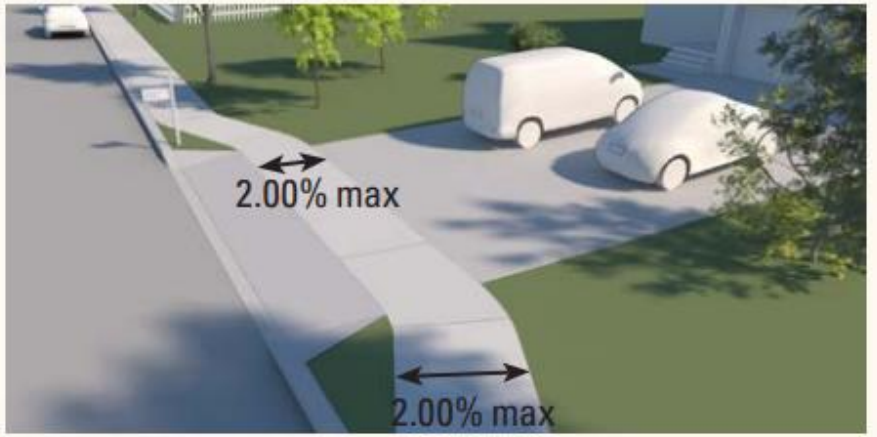
- Should face crosswalk
- Can’t be too steep
- Smooth transition at bottom
- Truncated domes for the blind

Driveways

- Steep grades and cross slopes at driveways are dangerous
- Provide as level a surface as possible
- Sidewalks should NOT stop at driveways







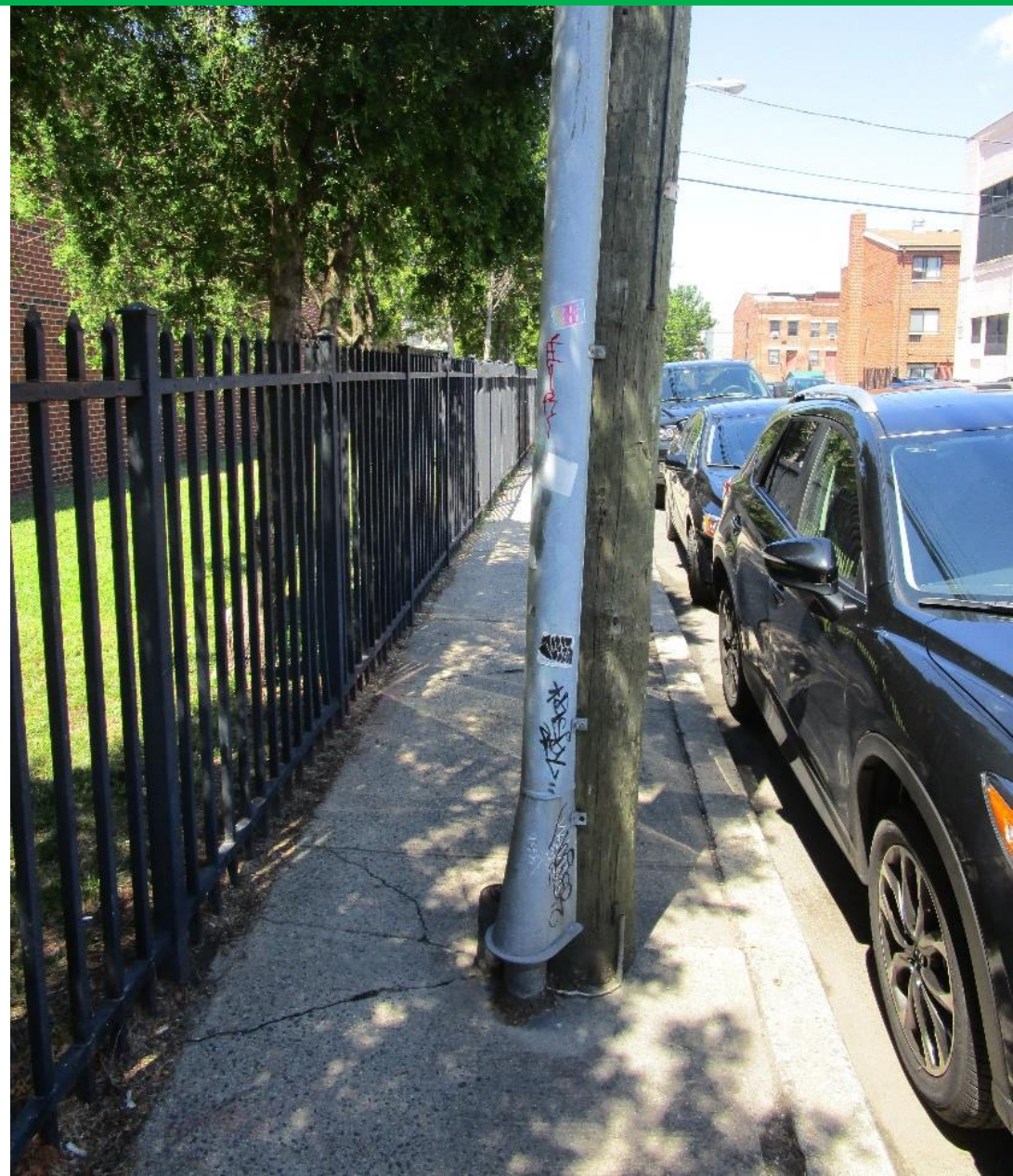
Does this seem okay?

If driveways and curb ramps aren’t done right, sidewalks can’t be used

Improper Placement/Obstructions

Pedestrian Accessibility

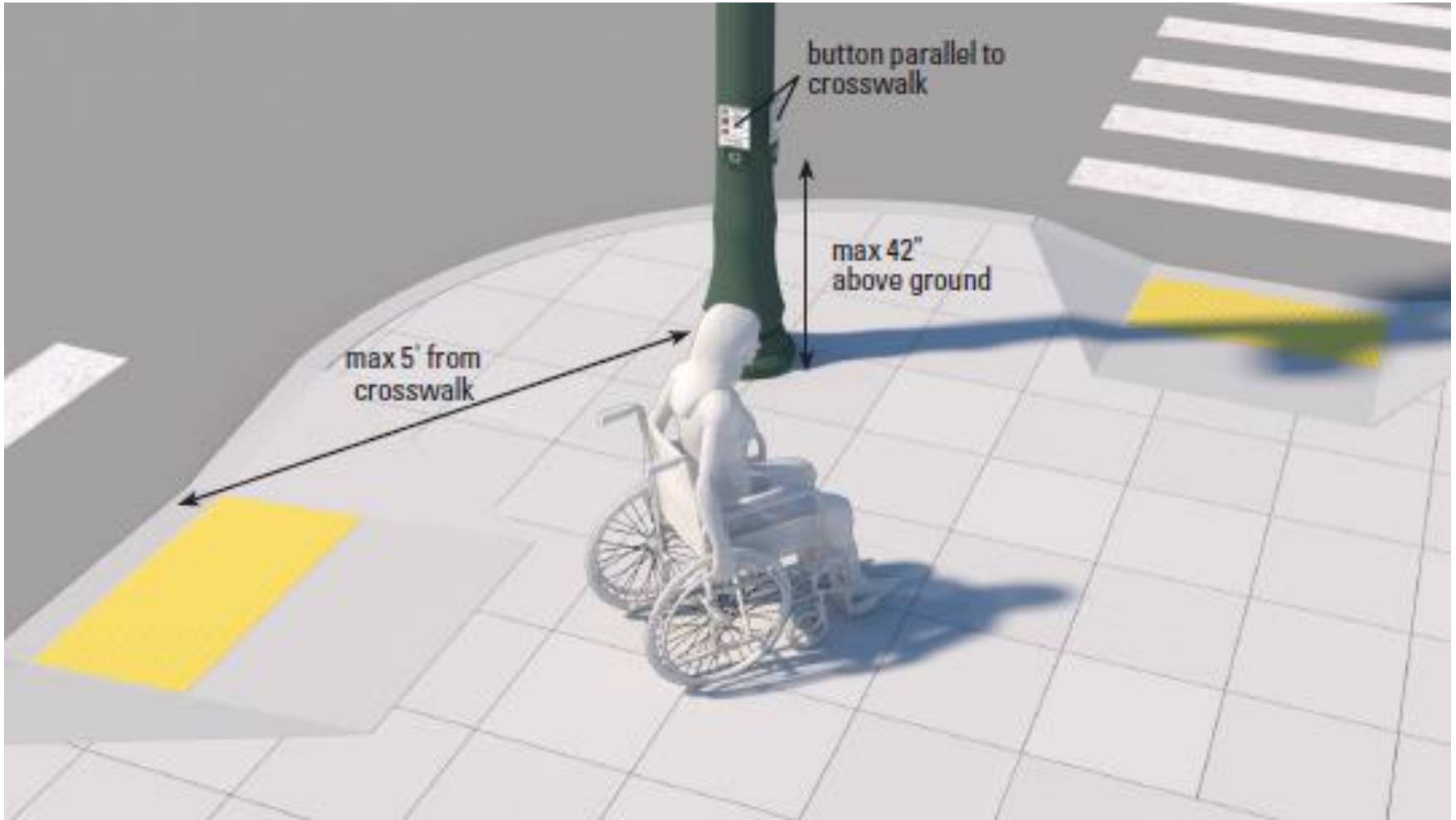
- **Public Right-of-Way Accessibility Guidelines**
  - Width: Federal minimum was 36”
  - NEW – 48” min, exclusive of curb
  - Wider is always better!
- **Be careful with:**
  - Vertical obstructions
  - Protruding objects
  - Slope



Countdown Signals/ ADA Push Buttons/ Increased Crossing Time

Push Buttons

- Must be within 5 feet of the extended crosswalk line
- Must be parallel with crosswalk



Does this work?

Crosswalk Visibility

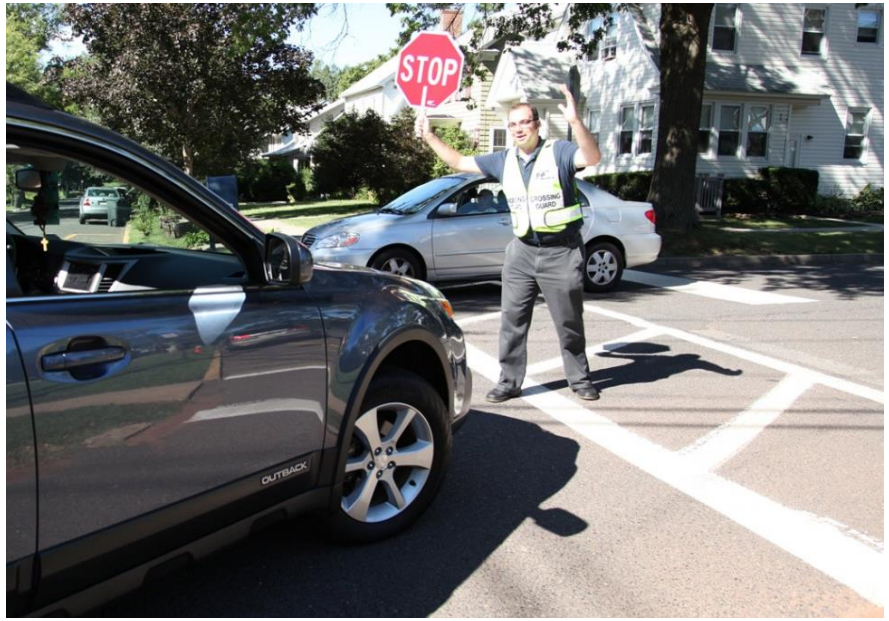
Low Visibility

High Visibility

Do Drivers Behave Safely?

Do driveways cause issues?

Is there aggressive or careless behavior?



Bikeable for everyone!

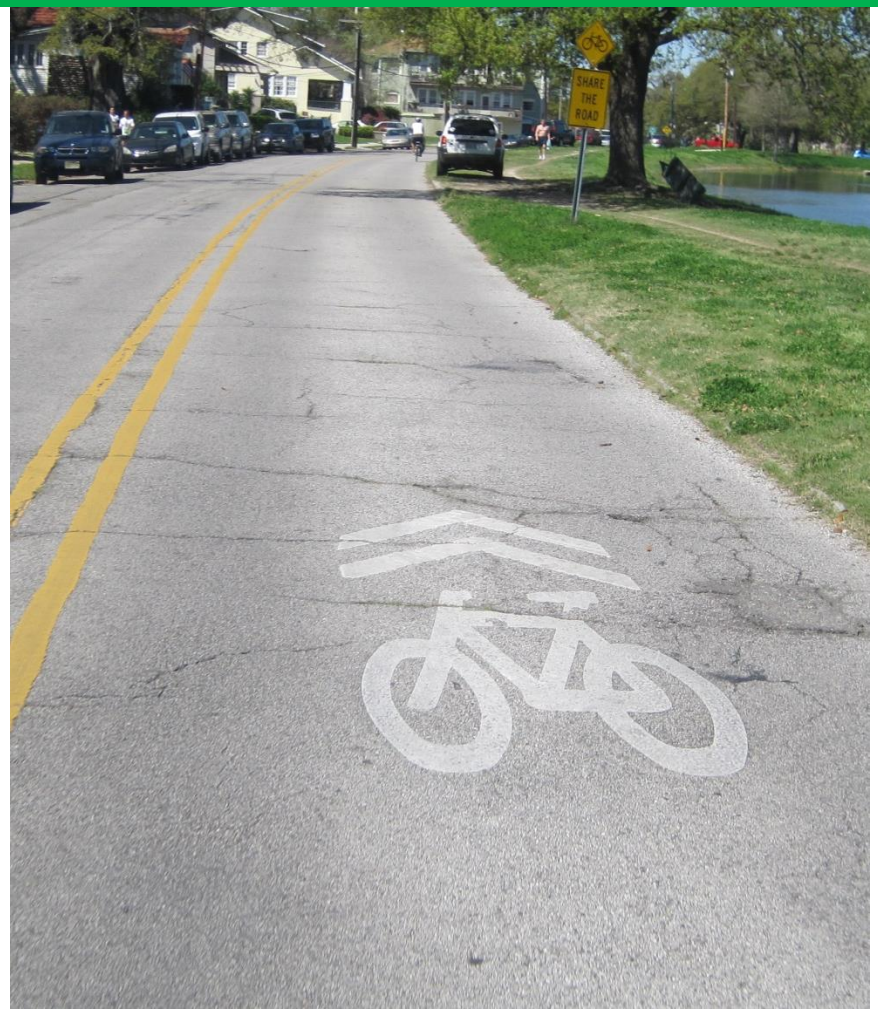
On road, on the sidewalk, on paths

On-Road Bicycle Facilities

None

Shoulder

On-Road Bicycle Facilities



Sharrow

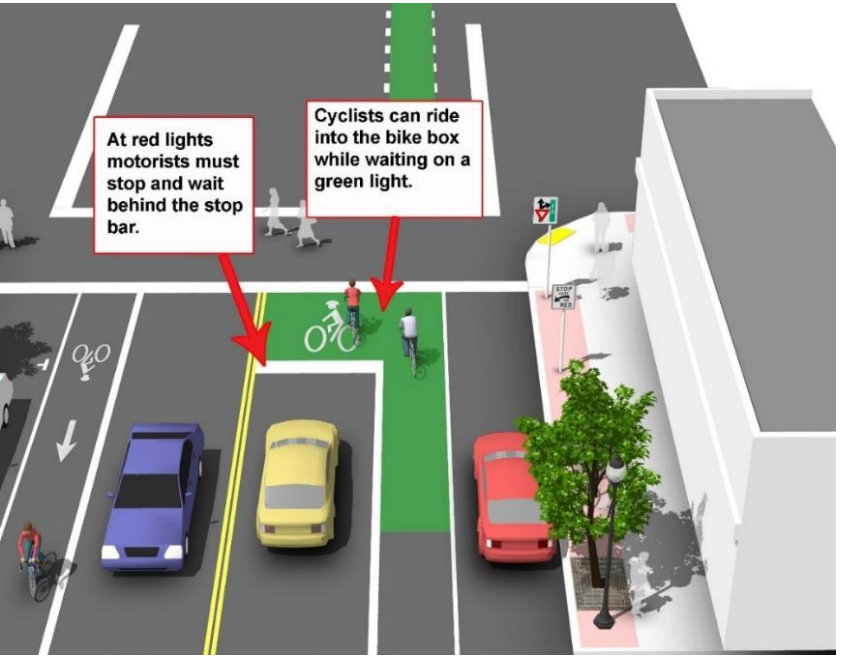
Bike Lane

On-Road Bicycle Facilities

Buffered Bike Lane

Protected Bike Lane

Other Bicycle Options



Bicycle box at intersections

Bike Signal

Bike Parking

Facilities - What should we be looking for?

Where do facilities start/stop?

Do facilities go where I want them to?

Facilities - What should we be looking for?

Are there any blockages/obstructions?

Do I feel comfortable at crossings?

Do Drivers Behave Safely?

Are vehicles speeding?

Do drivers pass too close?

Are there places to park bikes?

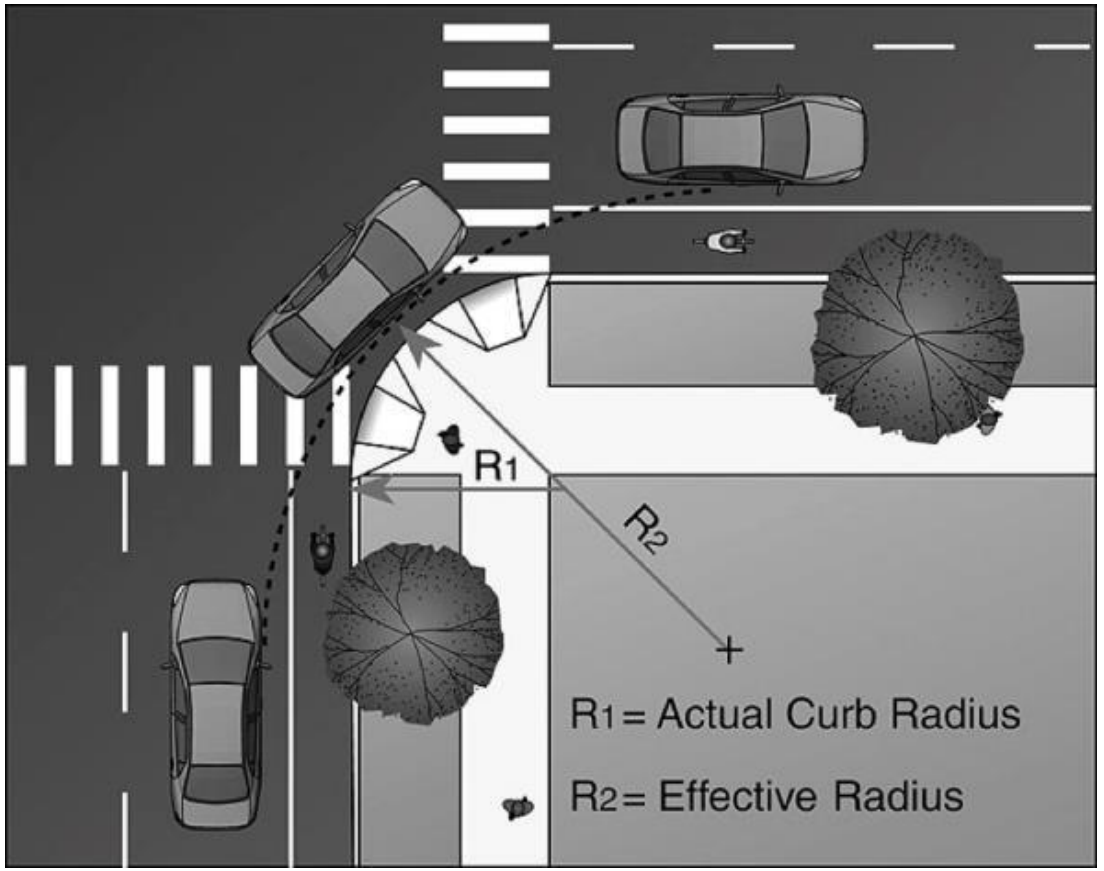
Are there bike racks?

Where are the bike racks?
Are they placed well?
Are they in good condition?

Tools for Reducing Speeding and Improving Safety

Tool: Pedestrian Refuge Island

Tool: Decreased Turning Radii

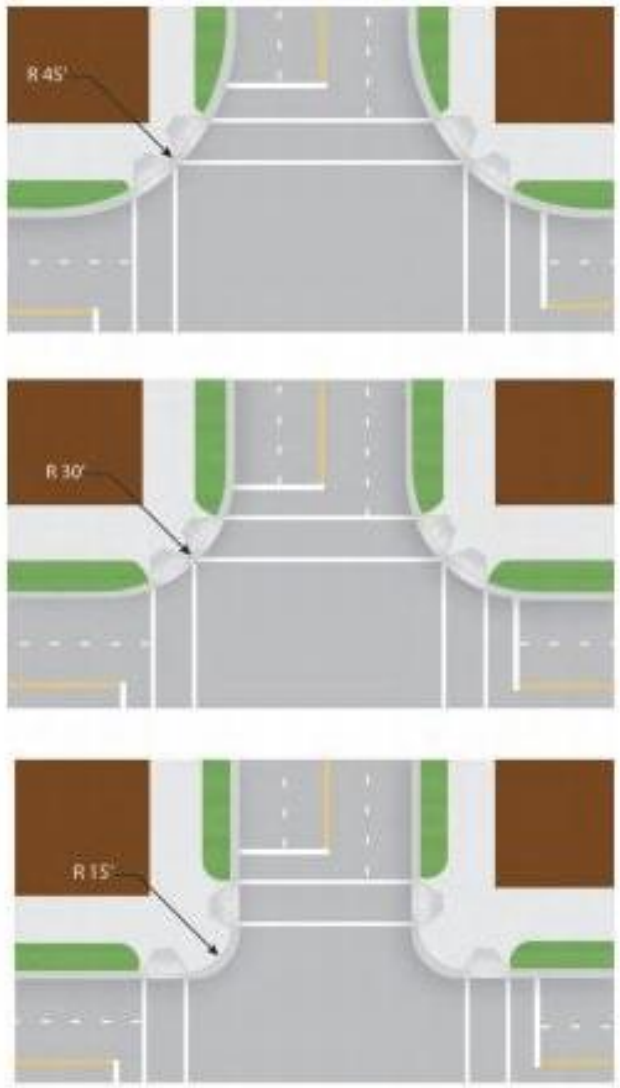


Source: Pedestrian Safety Guide and Countermeasure Selection System

R 45°

R 30°

R 15°

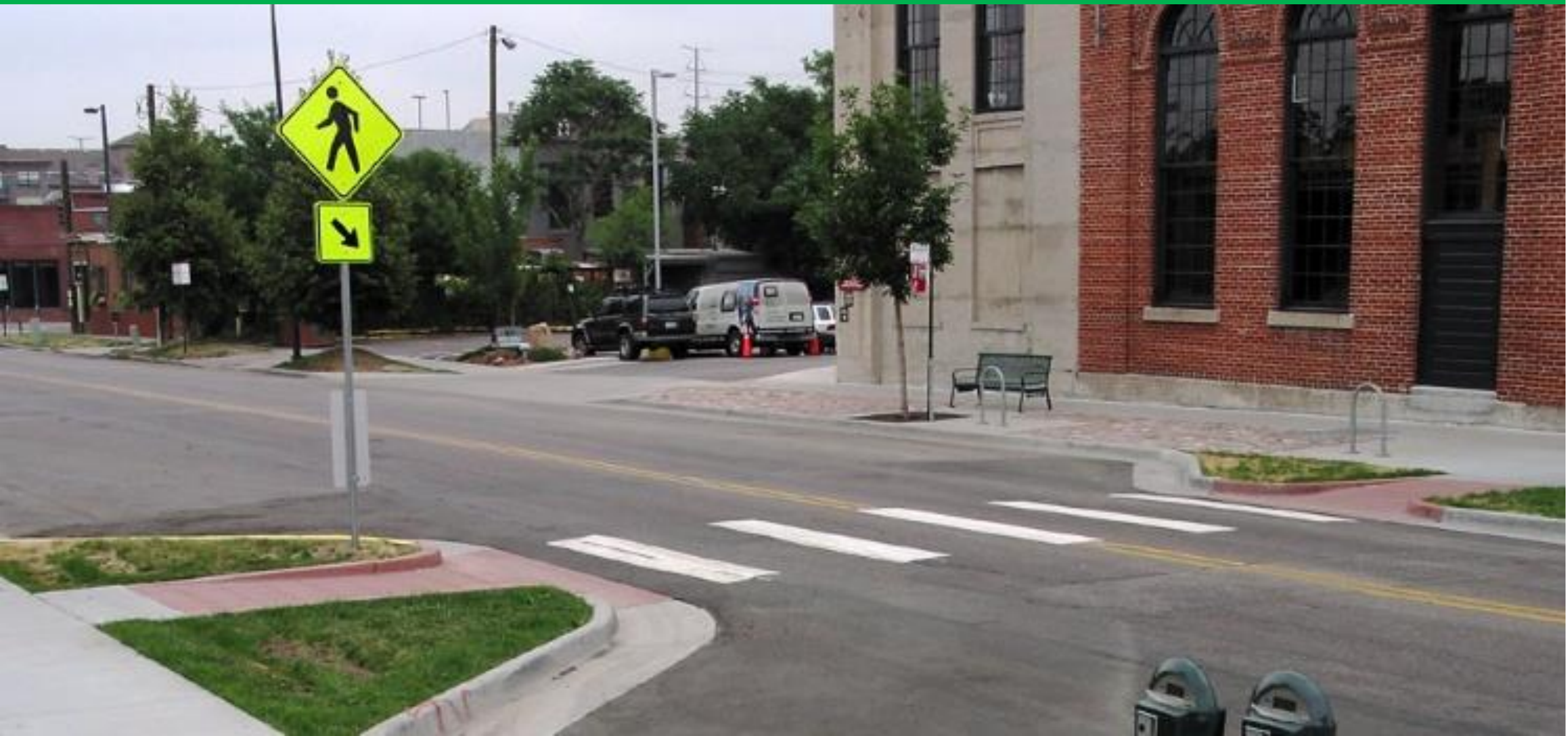


Tighter corner radii reduce crossing distance and slow turning traffic (Credit: Michele Weisbart)

Undesirable

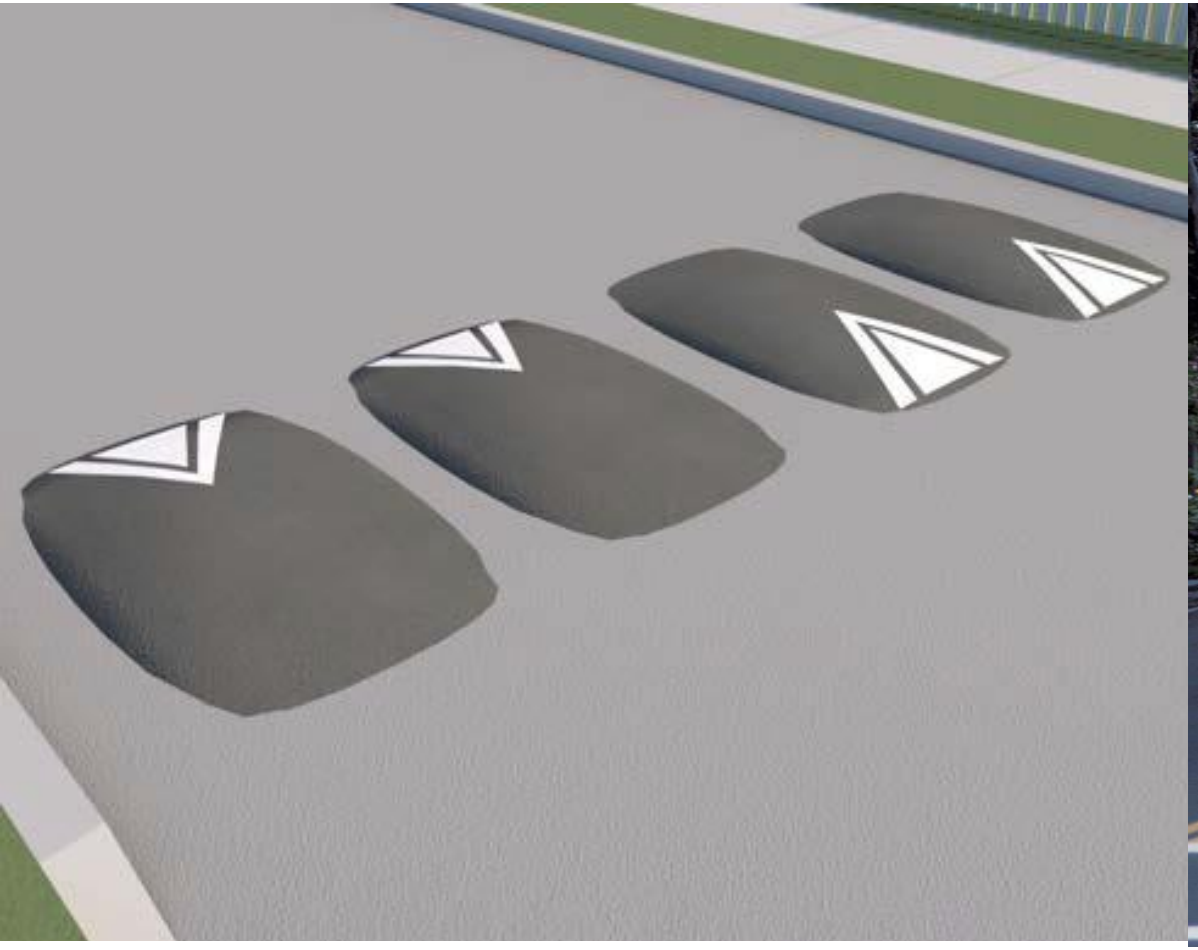
Preferred

Tool: Curb Extensions



Tool: Bollards for Clear Sight Lines

Tool: Vertical Speed Control - *Speed Bumps*



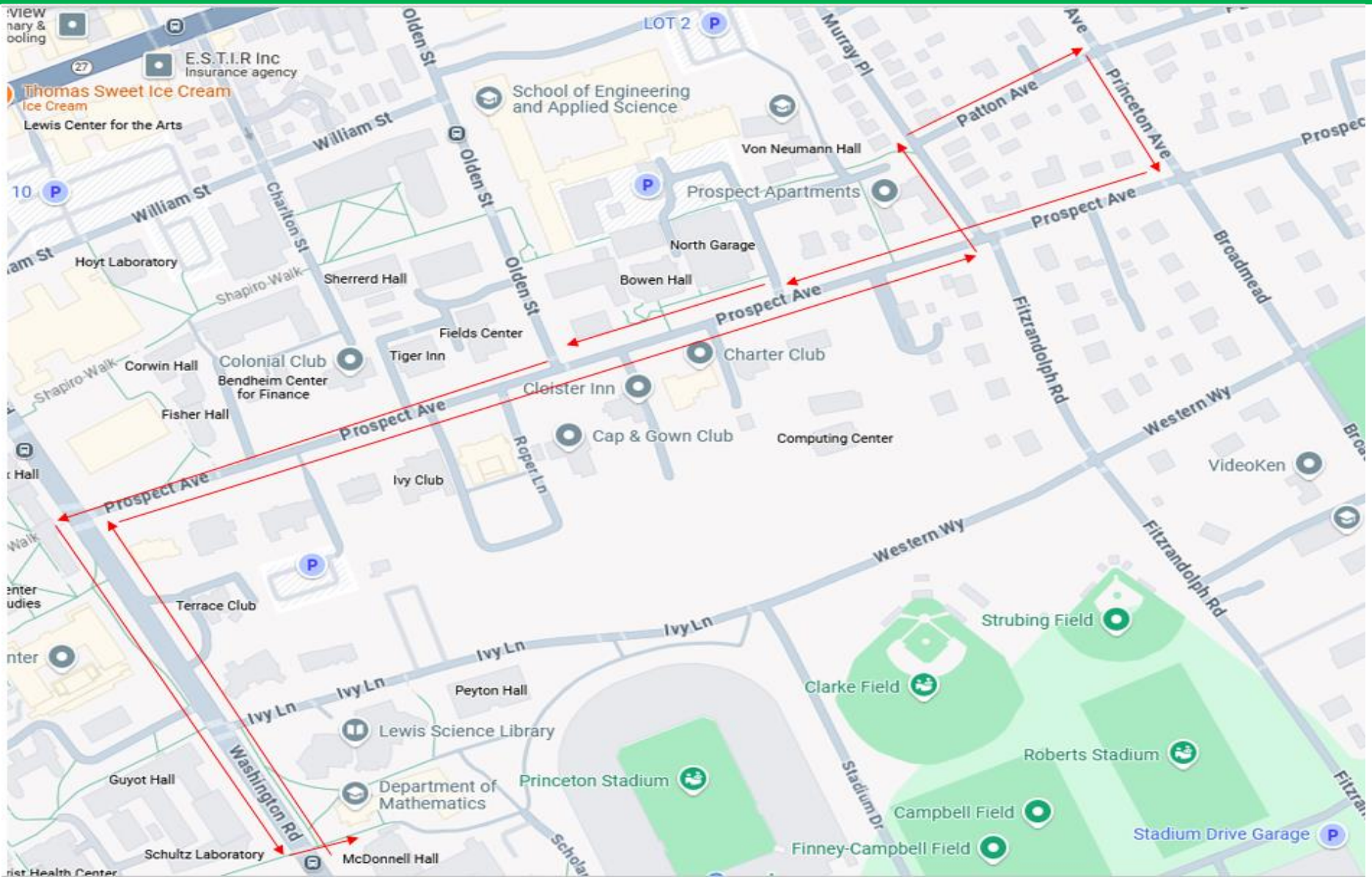
Tool: Vertical Speed Control- *Raised Crosswalks*

Tool: Horizontal Speed Control- *Neckdowns / Chicanes*

Tool: Road Diet

Tool: Road Diet

Let’s Get Started!




Now
what?

NJ School Zone Design Guide

New Jersey School Zone Design Guide

NJ School Zone Design Guide

1	Introduction and Overview	Page 1	Includes a discussion on the benefits of walking and bicycling to school and an overview of the NJ SRTS Program.
2	What is a School Zone?	Page 5	Covers the definition of a school zone and includes a discussion of the statutes and laws related to pedestrians, bicyclists and school area safety.
3	MUTCD Traffic Control for School Areas	Page 17	Sets forth standards and guidance for the use of school zone signage, pavement markings and related devices.
4	Determining Placement of Crossing Guards	Page 26	Provides guidance on how to identify the locations where crossing guards are needed.
5	Crossing the Street	Page 40	Focuses on intersection and midblock crossing improvements.
6	Along the Street	Page 47	Focuses on the streetscape elements that enhance the pedestrian and bicyclist environment including sidewalks and bikeways that facilitate travel along the street.
7	Traffic Calming	Page 56	Highlights the engineering techniques that have been proven to be effective in reducing vehicle speeds and volumes.
8	Students & Bicycling	Page 72	Discusses some ways that bicycling to school can be encouraged and made safer.
9	The School Site & School Grounds	Page 85	Presents the key pedestrian and bicycle safety elements of locating a well-designed school site.
10	Crime Prevention through Environmental Design	Page 94	Discusses the potential to reduce the dangers associated with walking and biking to school through the careful design and manipulation of the physical environment of the school site.
11	Schools Near Railroad Crossings	Page 102	Focuses on the unique concerns related to students crossing railroads on their way to and from school.
12	Schools Near Highway Ramps	Page 112	Discusses the dangers pedestrians and bicyclists face crossing ramps and design solutions to improve visibility, reduce vehicular speeds and reduce pedestrian and bicyclist exposure.
13	Maintenance & Other Improvements	Page 117	Includes a discussion of maintenance issues and provides examples of prioritization of school zones for municipal snow shoveling.
14	How to Start Improving Your School Zone	Page 126	Includes a discussion of the steps needed to improve the conditions for students walking and biking to school.

NJ Complete Streets Design Guide

NJ Complete Streets Design Guide

Table of Contents

1 Chapter 1:
Complete Streets in New Jersey

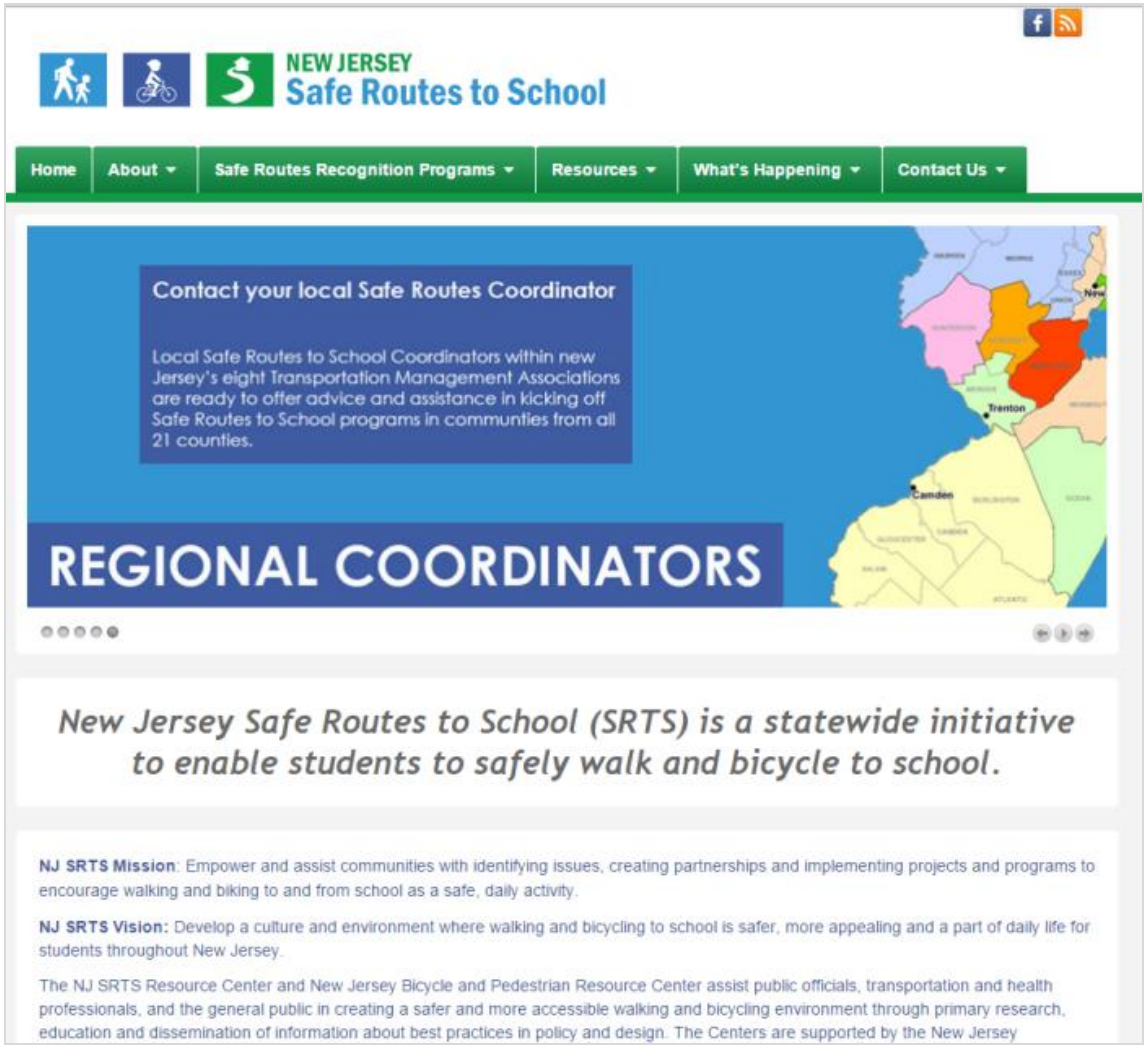
13 Chapter 2:
Integrating Complete Streets into the Planning and Design Process

31 Chapter 3:
Complete Streets Toolbox—Policy and Design Guidance for Implementing Complete Streets

147 Chapter 4:
Street Typologies

TMA SRTS Regional Coordinators

Website: SafeRoutesNJ.org



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