

Livability/Health and the role of Place, Walkability and Bicycling



Where do we go from here?



Is this the landscape we want to leave
our children?





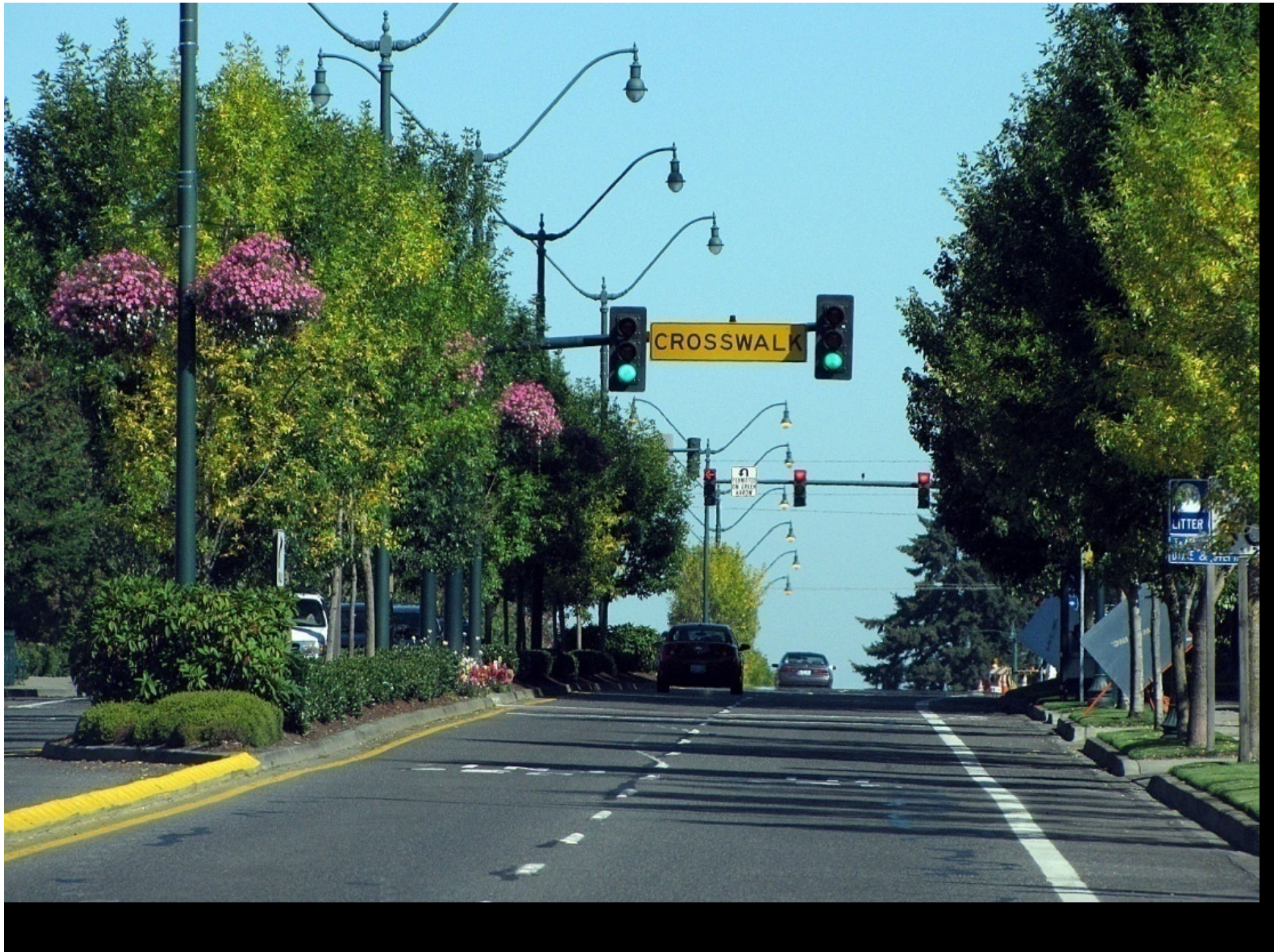
Is this an
Complete
Street?



Bridgeport Way, University Place, Washington



9/29/1999 2:06pm







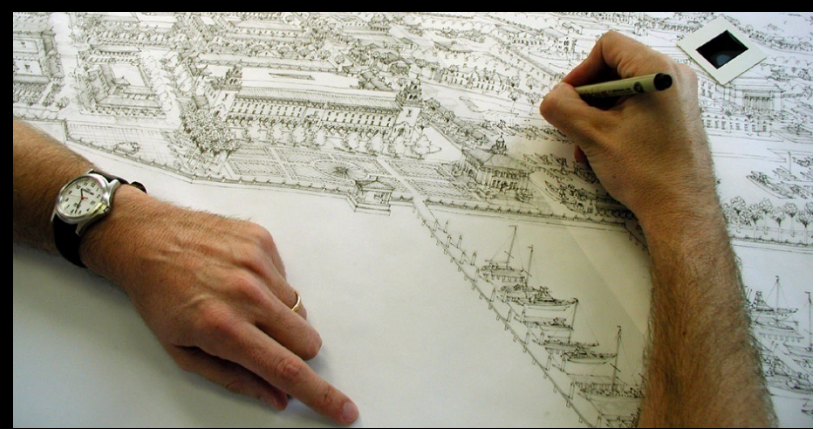




COFFEE ROASTERS



Without a Vision
there is no
dream



Without a plan
there is no
hope



Without a team
there is no
achievement



PROCESS



Walkability Assessment

Downtown

1	0	1	2	3	4	5	6	7	8	9	10	HUMAN SCALE (BUILDINGS, STREETS, WALKWAYS IN HARMONY)
2	0	1	2	3	4	5	6	7	8	9	10	DEFINED TOWN CENTER AND TOWN/STREET CHARACTER
3	0	1	2	3	4	5	6	7	8	9	10	ENCLOSURE / STREETScape, LANDSCAPING, BUFFER FROM TRAFFIC
4	0	1	2	3	4	5	6	7	8	9	10	TRAILS, SIDEWALKS AND CROSSINGS
5	0	1	2	3	4	5	6	7	8	9	10	IMAGEABILITY AND COMPLEXITY, SENSE OF ARRIVAL (MEMORABLE)
6	0	1	2	3	4	5	6	7	8	9	10	SECURITY AND TRANSPARENCY (NUMBER OF PEOPLE AND POTENTIAL TO BE SEEN)
7	0	1	2	3	4	5	6	7	8	9	10	STREET CONNECTIVITY, WALKABLE SCALE AND DENSITY
8	0	1	2	3	4	5	6	7	8	9	10	STREET DESIGN --APPROPRIATE SCALE AND SPEED
9	0	1	2	3	4	5	6	7	8	9	10	INTERSECTION DESIGN -- APPROPRIATE SCALE AND SPEED
10	0	1	2	3	4	5	6	7	8	9	10	COMPLETE STREET SCORE (BICYCLE, PEDESTRIAN, TRANSIT FRIENDLY)
11	0	1	2	3	4	5	6	7	8	9	10	OPEN SPACE/PARKS/PLAZAS --QUALITY, SCALE, ACCESS, SECURITY, USE
12	0	1	2	3	4	5	6	7	8	9	10	SOCIABILITY - NUMBER AND DIVERSITY OF PEOPLE WALKING

COMPOSITE SCORES ABOVE 5.0 ARE CONSIDERED WALKABLE. HIGHLY WALKABLE NEIGHBORHOODS HAVE SCORES ABOVE 7.0 (TOTAL AVERAGE)

Walkability Support



Openly Hostile



Intolerant



Tolerant



Supportive



Place



Walkability Audit Tool



Walking Audit



Walking Workshops

WALKABILITY AUDITS



**A Tool for Organizing Strong Communities
and Developing Complete Streets**







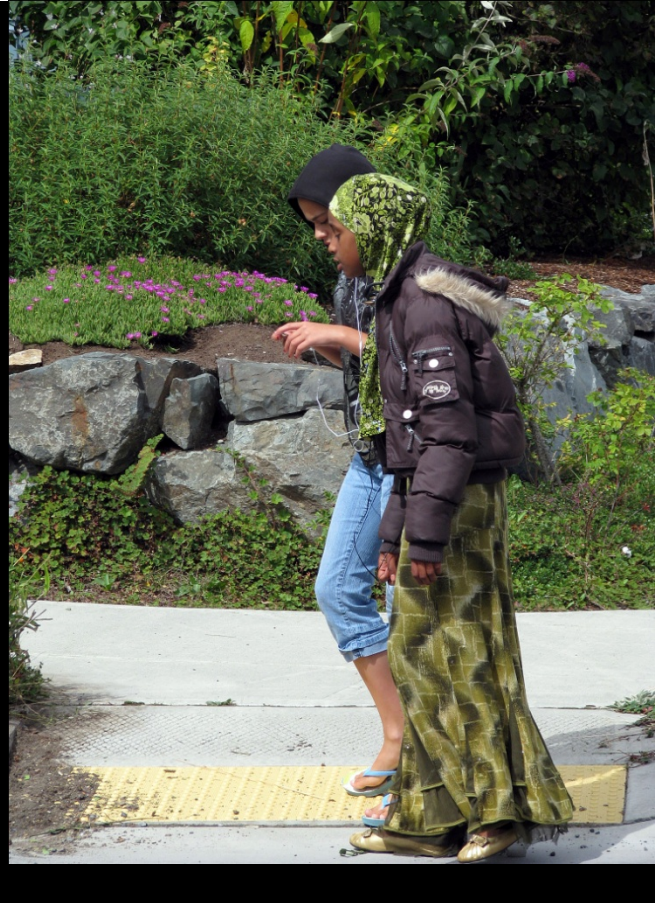






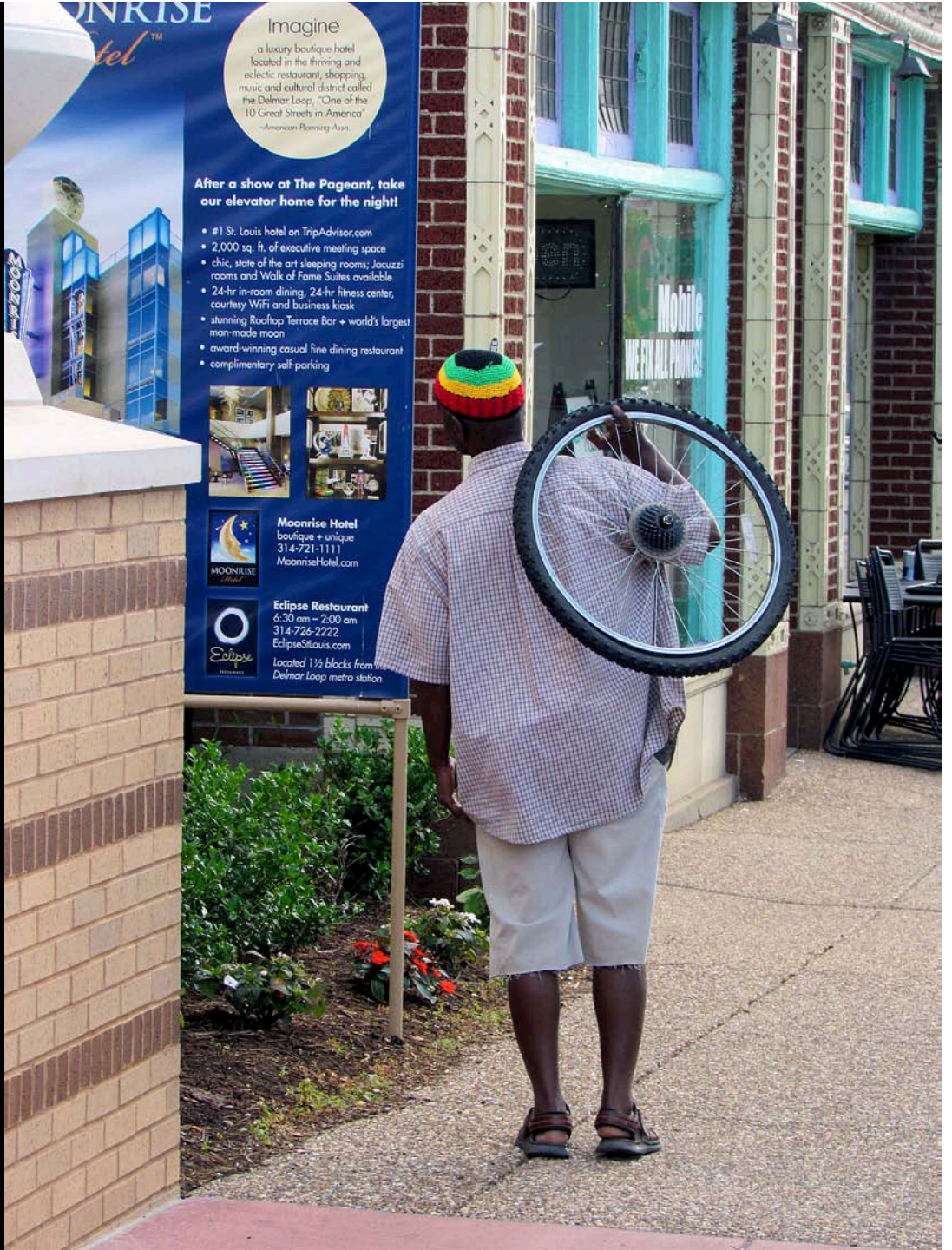














THE LOOP THE LOOP



TROLLEY TROLLEY

FOREST PARK DELMAR LOOP FOREST PARK DELMAR LOOP



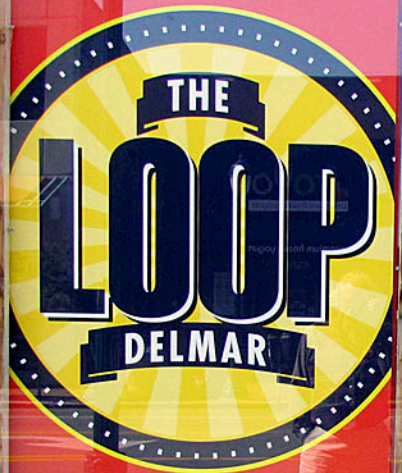
TROLLEY TROLLEY

FOREST PARK DELMAR LOOP FOREST PARK DELMAR LOOP



TROLLEY TROLLEY

FOREST PARK DELMAR LOOP FOREST PARK DELMAR LOOP



www.VisitTheLoop.com









What's Wrong Here?



What the Community
Provided

What the Customer Wanted



What the Customer Wanted

What the Community Provided



Who we did not
build for

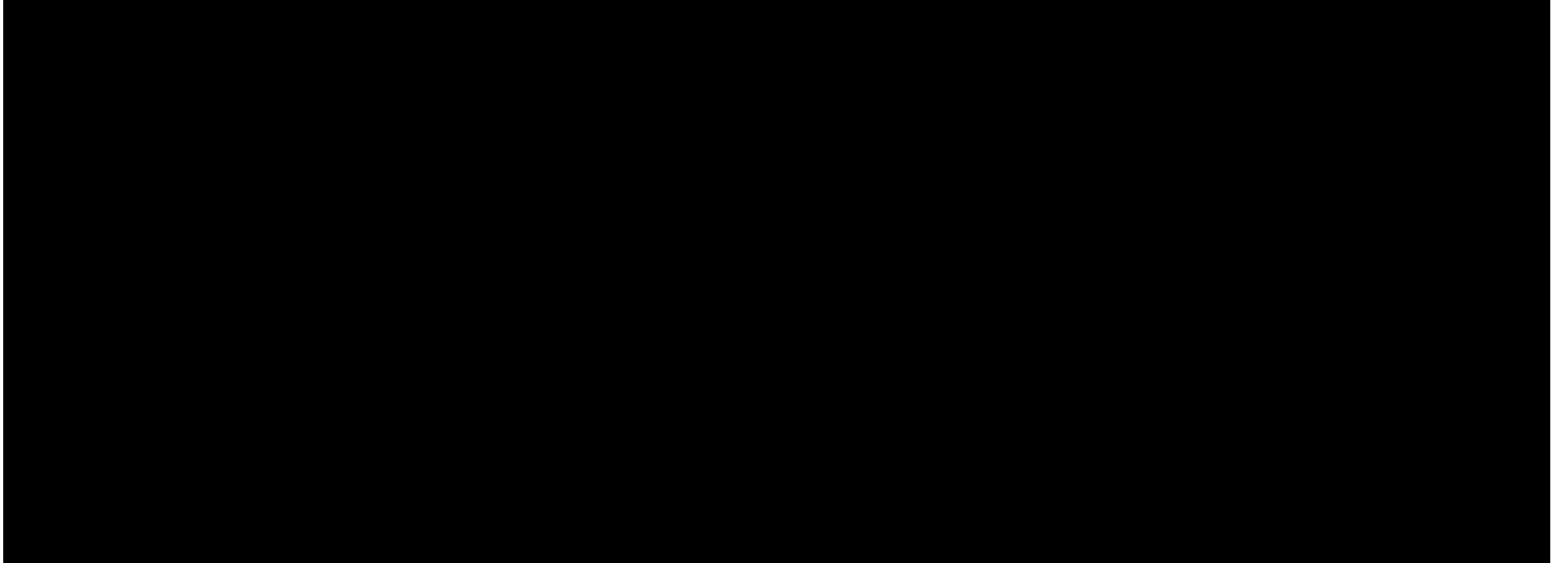
Who we built for



**Who we did not
build for**

Who we built for

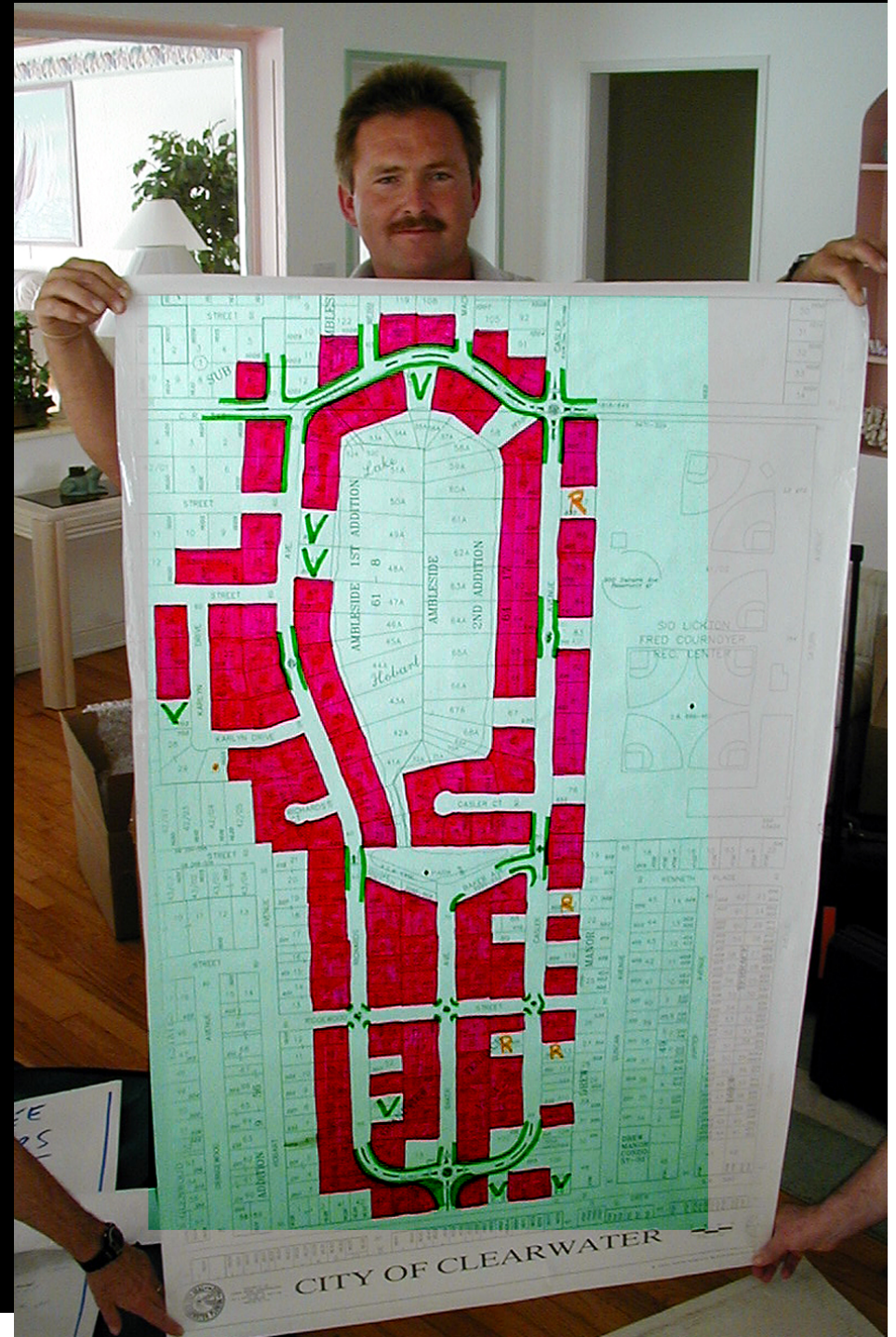






Grandview Terrace

99%
Neighborhood
Adoption



COMMITTEE MEMBERS

Rebecca Dwyer (NORTH RICHMOND/STANWORTH)

Dennis Cason (18th Baker Ave - Days available)

MARTIN SCARNEY (2nd Richmond - 441-1212 or 774-1891 ext)

Scott MILLER 212 Richards 497-3008

David Dwyer (18th Baker Ave - Days available)

House Dwyer (18th Baker Ave - Days available)

Gay Searby 20 Baker Ave - 441-1212 (also Searby)

James Cason 20 Baker Ave - 441-1212 (also Searby)

Blank Captain

18th Baker Ave - Dennis Cason 441-1212

441 Baker Ave - Paul Miller 441-1212

441 Baker Ave - Tom Cason 441-1212

ASSISTANTS

Don Cason 18th Baker Ave 441-1212

Brian Driscoll 461-5705 Richards

Rebecca Dwyer 909 Richards - 441-0123

Gay Searby 18th Baker Ave 441-1212

James Cason 441 Baker Ave 441-1212

Tyler Cason 418 Baker Ave 441-1212

Gay Searby 20 Baker Ave 441-1212

Fiona Dwyer 20 Baker Ave 441-1212

David Dwyer 18th Baker Ave 441-1212

George - Letter Dwyer 441 Baker Ave 441-1212

David Miller 222 Baker 441-1212 (2nd Capt)

Kevin Wainwright (18th Baker Ave) 441-1212

Richard Dwyer (18th Baker Ave) 441-1212

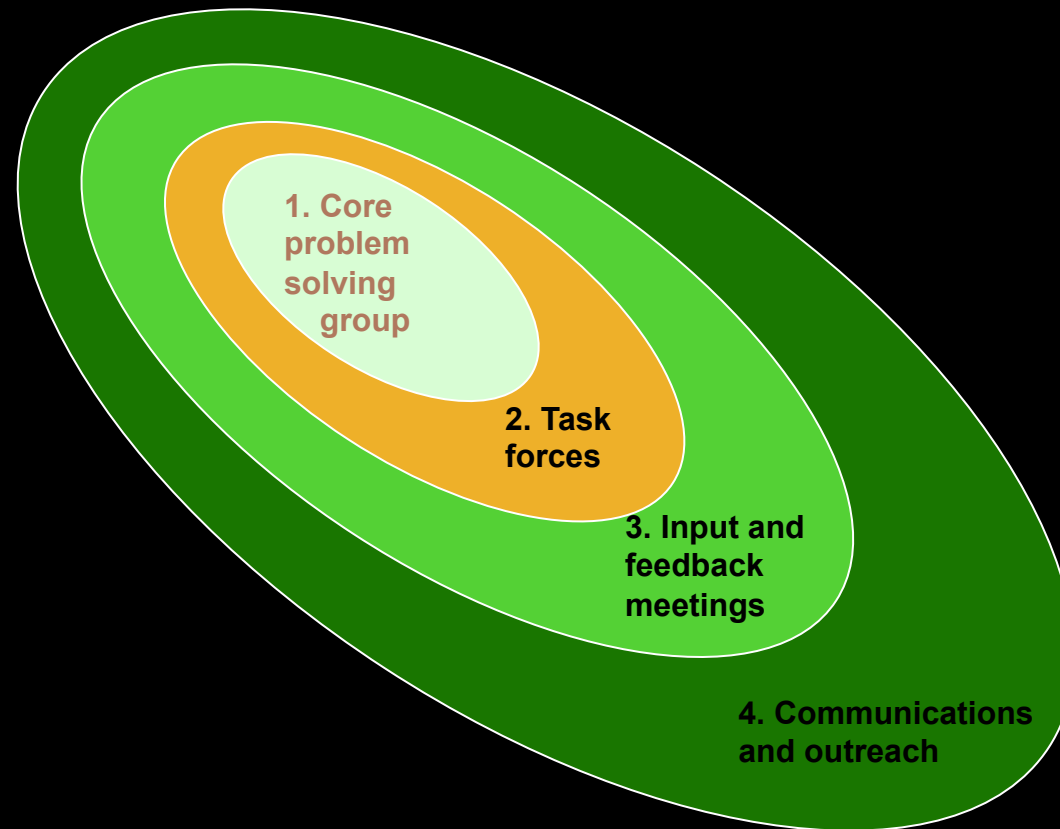
Howard Hill 65 Baker Ave 441-1212

Jack Pyle 111 Baker Ave 441-1212

Gregory Hill 441 Baker Ave 441-1212

GORDON FASTING 447-6427

Rings of Stakeholder Involvement











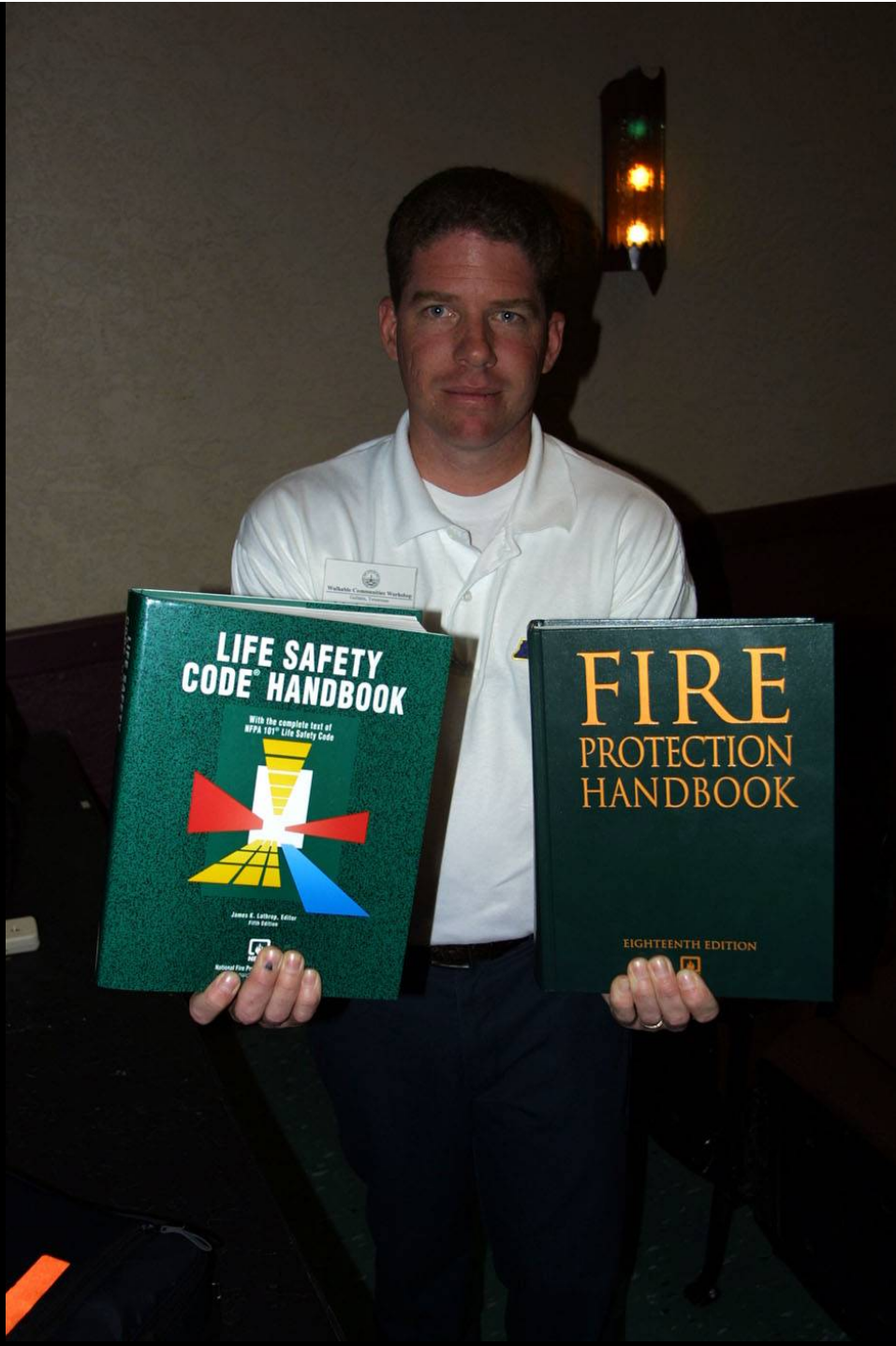












**LIFE SAFETY
CODE HANDBOOK**

With the complete text of
NFPA 101 Life Safety Code



James E. Lottig, Editor
Fifth Edition



**FIRE
PROTECTION
HANDBOOK**

EIGHTEENTH EDITION





WALKS!

Walking for Fun, Exercise, and Transportation

National Transportation Expert Dan Burden in Flagstaff for
Two Days for International Walk-to-School Day

WALKING AUDITS - How walkable is your neighborhood? *Tuesday, Oct. 5*

- o **Sunnyside Neighborhood:** Meet at 10 a.m. in the courtyard of the Greenlaw Garden Apartments, 7th Avenue and King Street (behind Price Choppers).
- o **Bow and Arrow Neighborhood:** Meet at 1 p.m. in Bow and Arrow Park on the corner of Lake Mary Rd. and Zuni.
- o **Coconino Estates Neighborhood:** Meet at 3 p.m. in the parking lot across the street from Marshall School.

PUBLIC PRESENTATION

Tuesday, Oct. 5, 6:30 p.m.

NAU Liberal Arts Building #18, Room 135

Dan Burden will talk about ways to make Flagstaff neighborhoods more pedestrian-friendly, drawing upon his extensive experience and examples of walkable communities all across the country. Public parking is available in lot P1 on the north side of Dupont Ave.

WALK TO SCHOOL

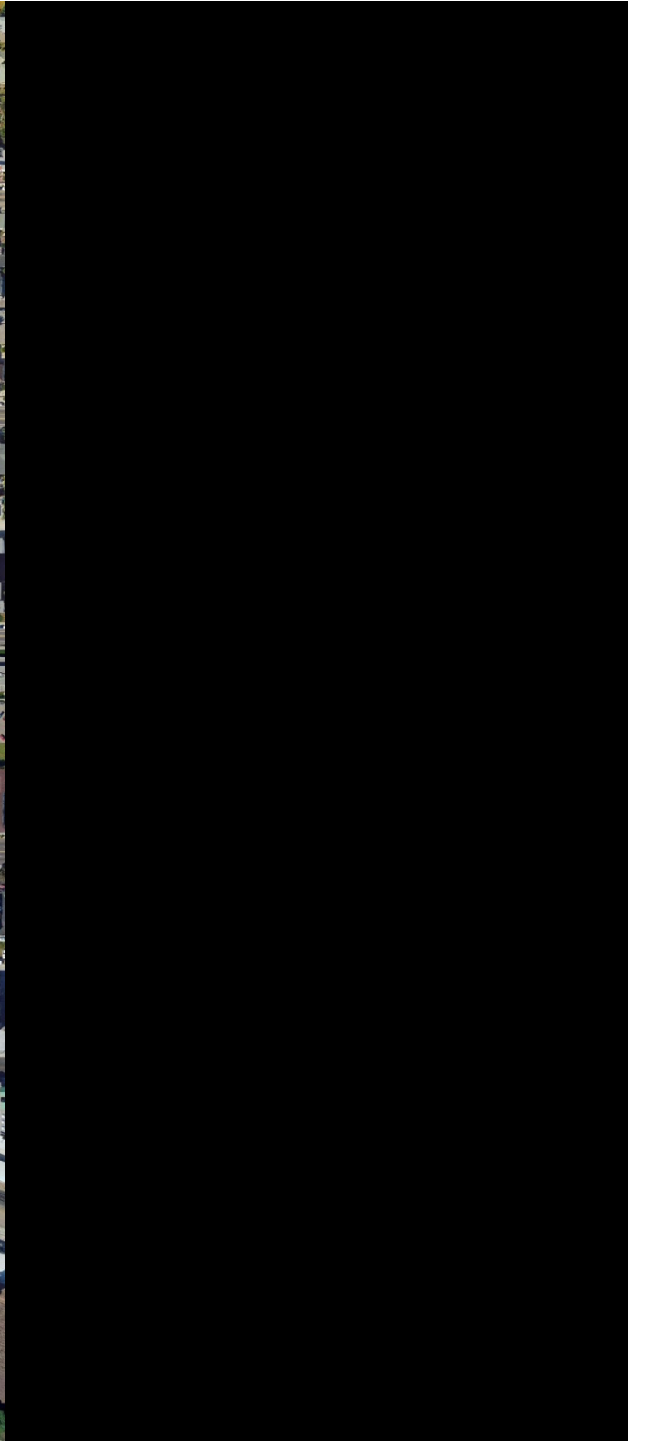
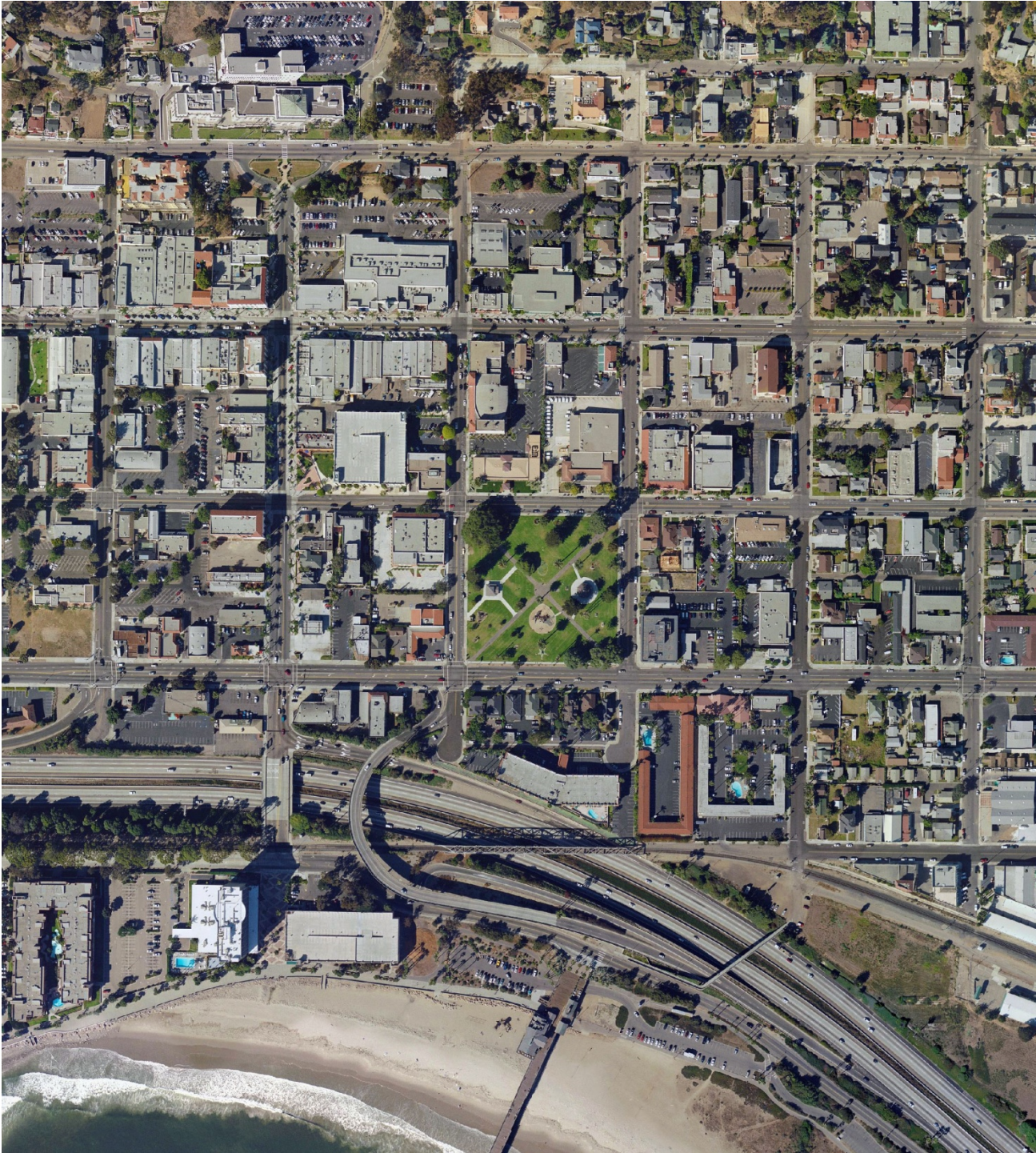
Wednesday, Oct. 6 (Marshall, call 522-7860) (Sechrist, call 714-0504)

Dan Burden will lead parents, students, and teachers on a walking audit ending at Sechrist Elementary School. The County Health Dept. will lead a walk to Marshall Elementary. To participate in the Marshall walk, meet anytime between 7:00-8:30 am. Free breakfast for participating children.

Additional information, www.friendsofflagstaff.org or 556-8663

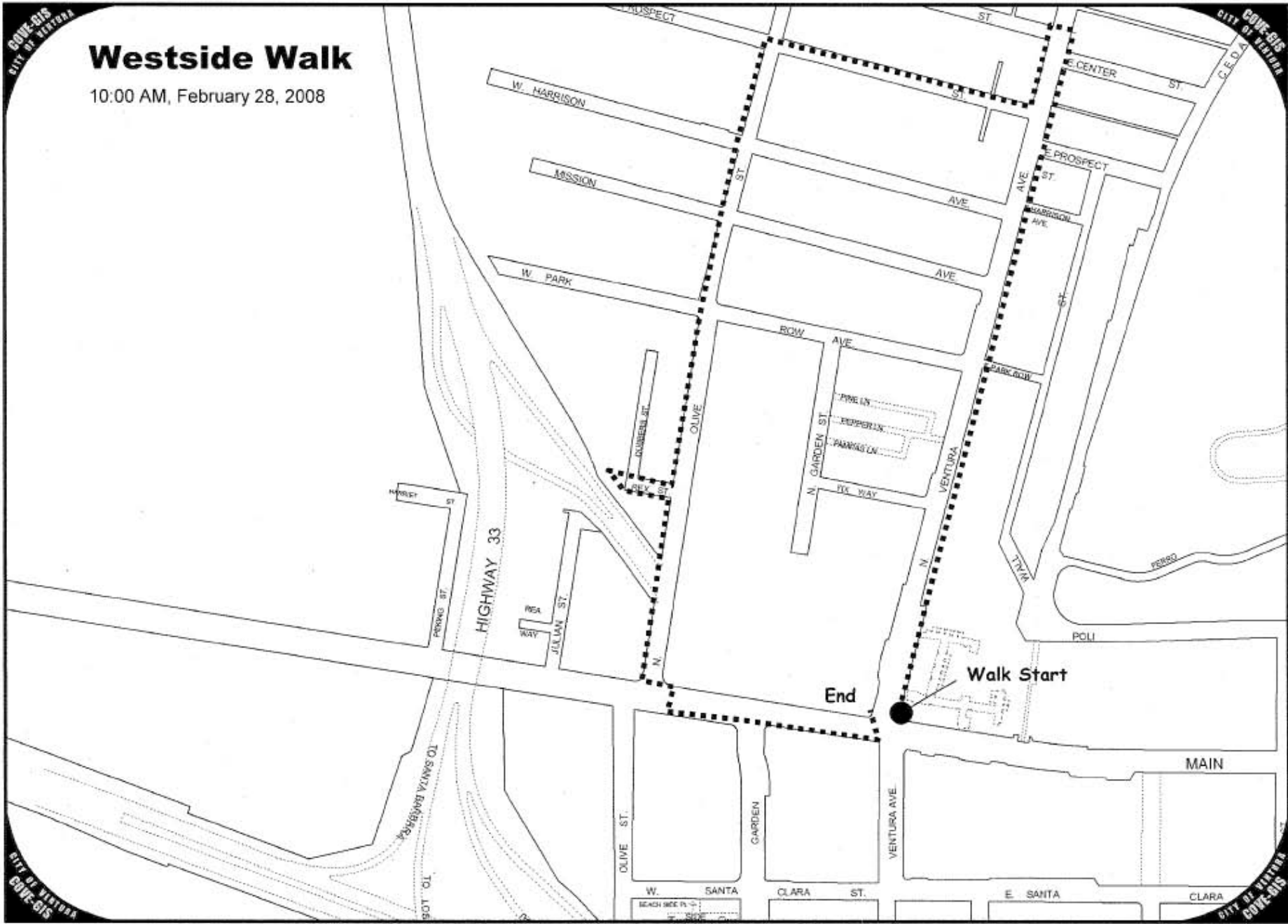
Sponsors: Friends of Flagstaff's Future, Flagstaff Medical Center, Coconino County Health Department, Coconino County Board of Supervisors, City of Flagstaff Parks and Recreation Department, Northern Arizona University's Master of Liberal Studies Program, Flagstaff Biking Organization, People for Parks, and the North Flagstaff Trails Alliance.

FLAGSTAFF



Westside Walk

10:00 AM, February 28, 2008





LAKE OSWEGO

Downtown Area-Wide
Transportation
Management Plan



FIGURE 2

Vehicle Speed

Legend

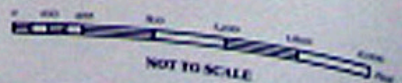
Speed Limits

- 20 MPH
- 25 MPH
- 30 MPH
- 35 MPH
- 40 MPH

Observed Speeds

- 85th PERCENTILE*
*maximum speed at which 85% of cars would travel

- STUDY AREA
- TAXLOTS
- RAILROAD



This information on this map was derived from 2000 Census and City of Lake Oswego databases and data collected in the field by DKS Associates and presented in this format for informational purposes only. It is not intended to be used for any other purpose. DKS Associates is not responsible for any errors or omissions in this information. There are no warranties, expressed or implied, accompanying this product.

DKS Associates
TRANSPORTATION SOLUTIONS

Ten Steps To Walkability

**Compact, lively
town center**

**Low speed streets,
distributed volumes**

**Fine grained
streets, many
trails, transit links**

**Neighborhood
schools and
parks, within
one quarter
mile or one
eighth mile**



**Public places with
inviting features:
benches,
restrooms, shade,
water and art**

**Convenient, safe and
efficient crossings**

**Many people of all
ages and abilities
walking many
hours**

**Celebrated public
space and public
life, parades,
markets, festivals,
awards**

**Land use and
transportation
partnerships**

**Affordable,
inspiring, well
maintained streets
and homes.**

What are the problems here?



Lack of Security

Lack of people

Lack of investment

Lack of diversity

Auto dependence

No place to buy a popsicle

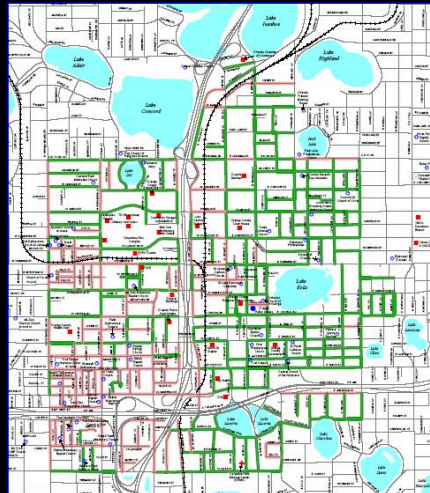
Lack of diversity

Lack of activity

Walkability Science



Rubber band planning

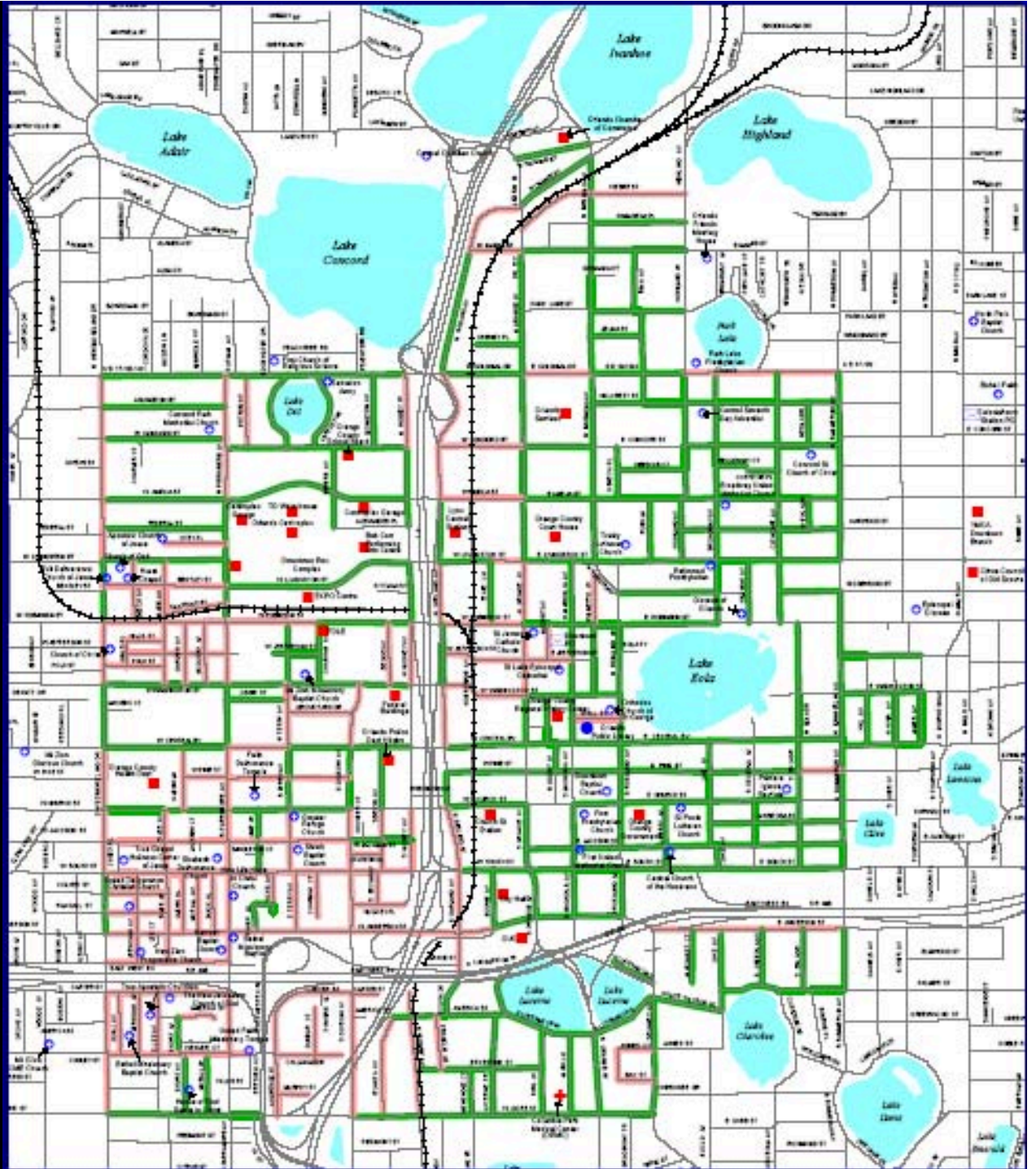


Sense of Aesthetics

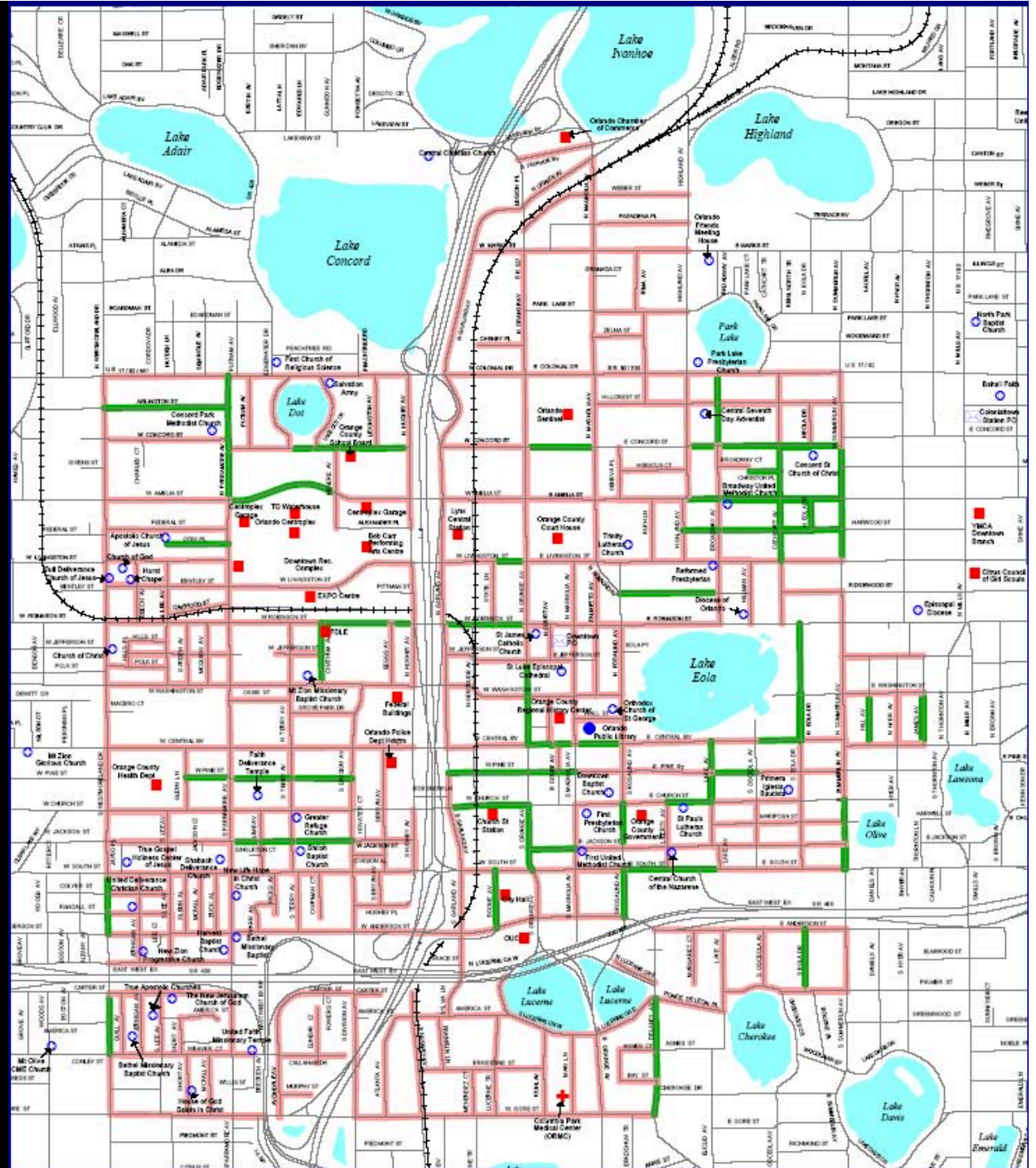


Levels of Quality

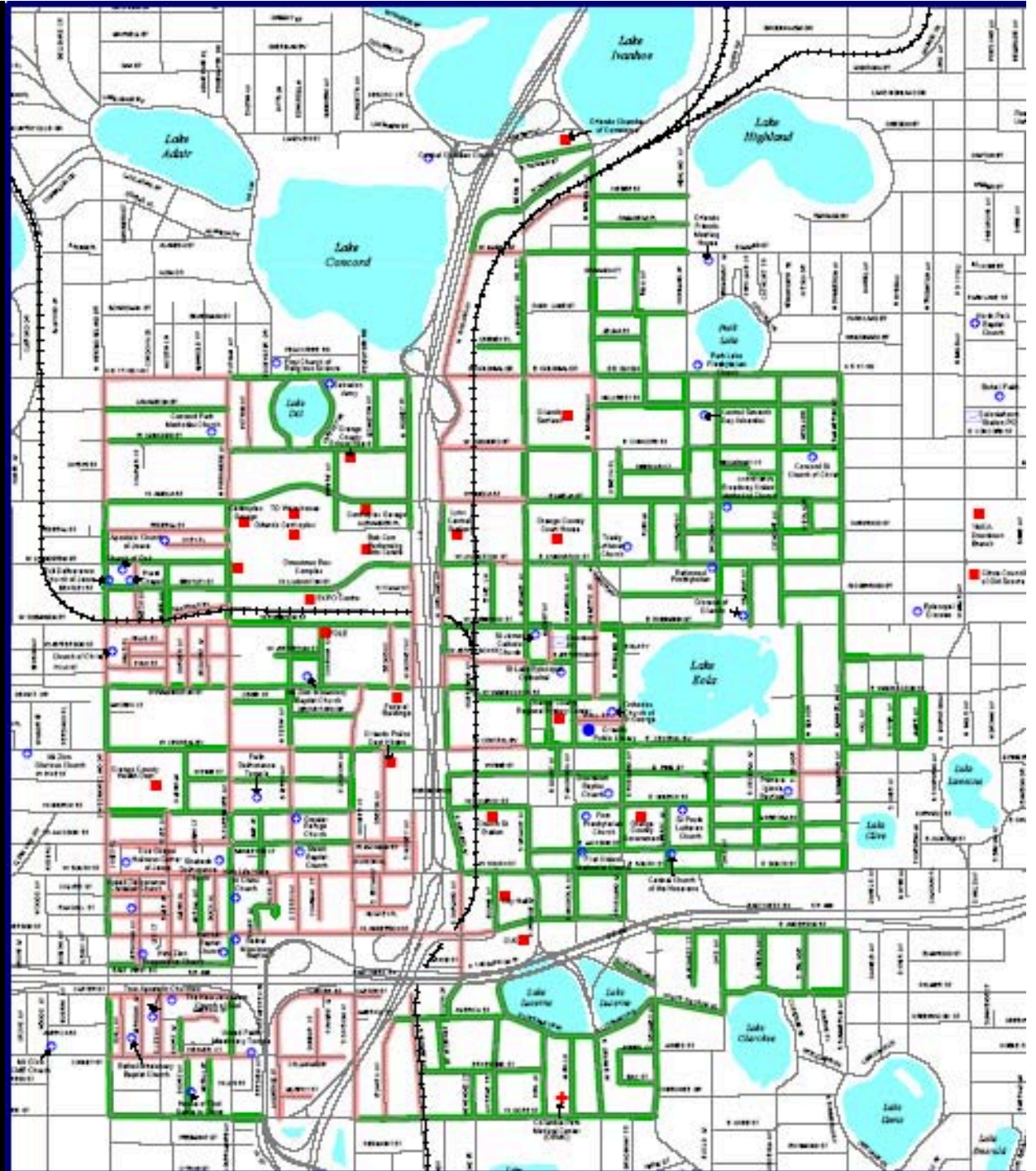
Sense of Security



Sense of Shade



Sense of Aesthetics

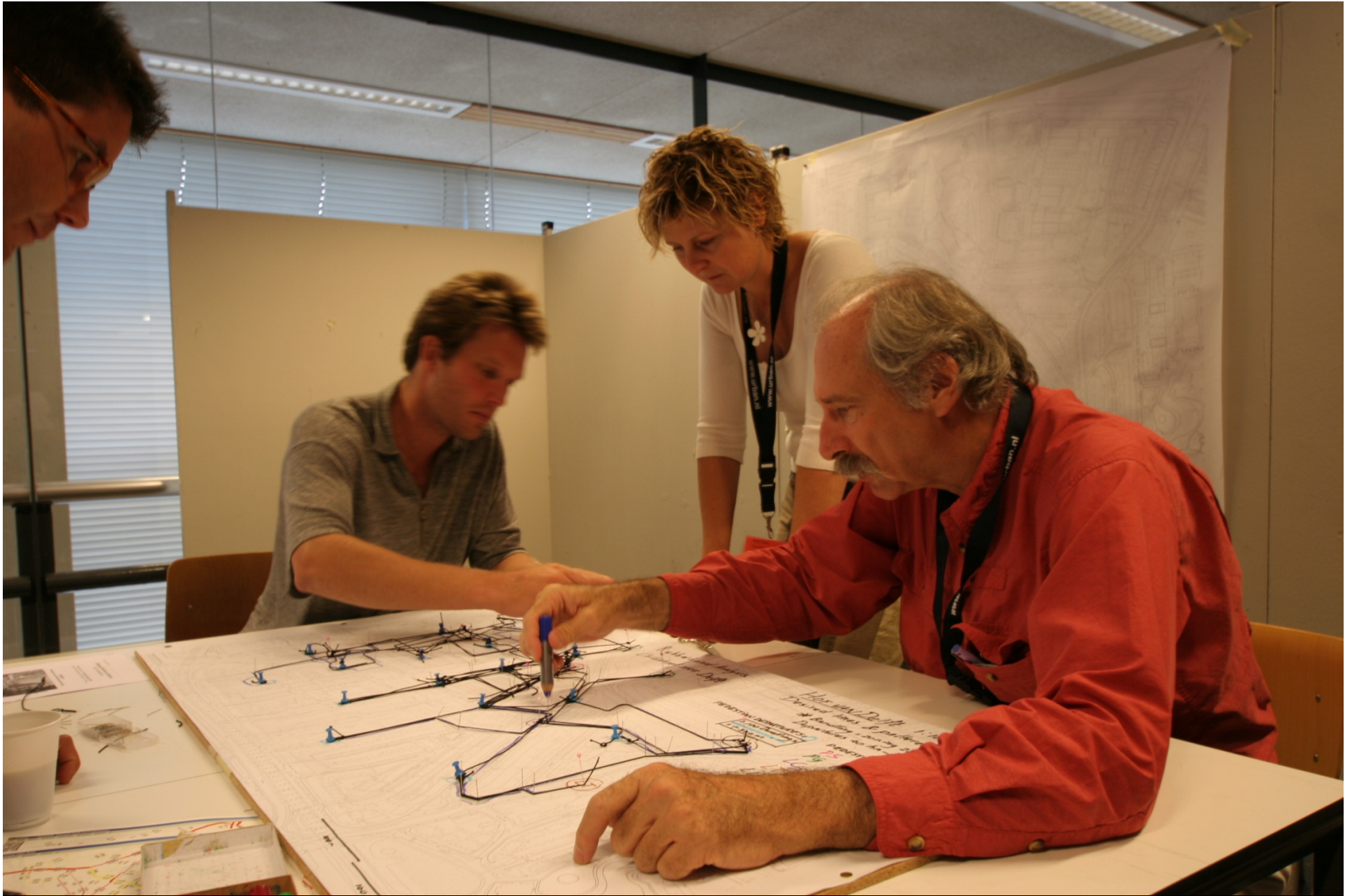




Rubber Band Planning



Rubber Band Planning



Rubber Band Planning



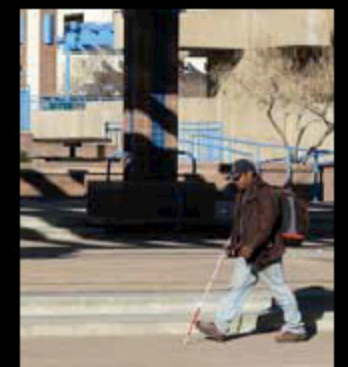


SPEED
LIMIT
30





Walkability Audit Tool



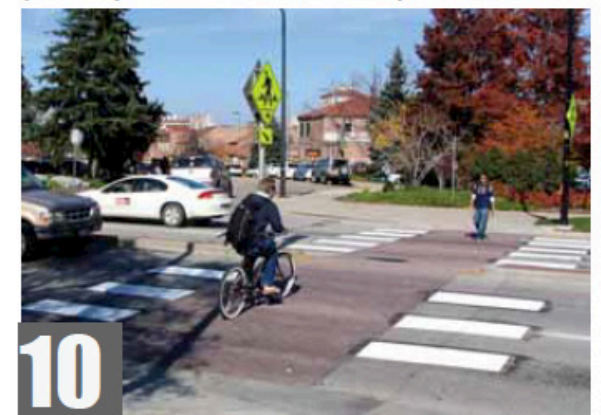
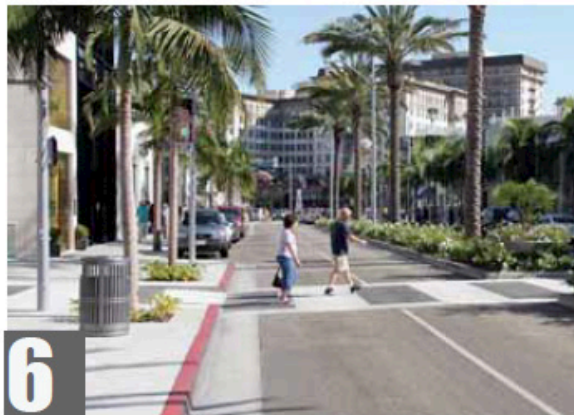
- 0-2 Walker's Nightmare
- 3-4 Walking is tolerable, but not pleasant
- 5-6 Walking is almost pleasant
- 7-8 Walking is pleasant, almost fun
- 9-10 Walker's Paradise

Exemplary Crossing: When crossings are highly visible, and speeds are low, motorists almost automatically stop to let pedestrians go. These double set of bands are highly visible to approaching drivers. Yielding rates are high.
(Broadway Avenue in Boulder, Colorado)



1A CROSSWALKS Visibility and Detection

Exemplary Crossing: When crossings are highly visible, and speeds are low, motorists almost automatically stop to let pedestrians go. These double set of bands are highly visible to approaching drivers. Yielding rates are high.
(Broadway Avenue in Boulder, Colorado)





1B CROSSWALKS Width of Crossing

Exemplary Crossing: In the ideal crossing pedestrians would not cross side street widths wider than 14 feet, and motorists would enter the areas at speeds no higher than 10 mph.
(Keene, New Hampshire)

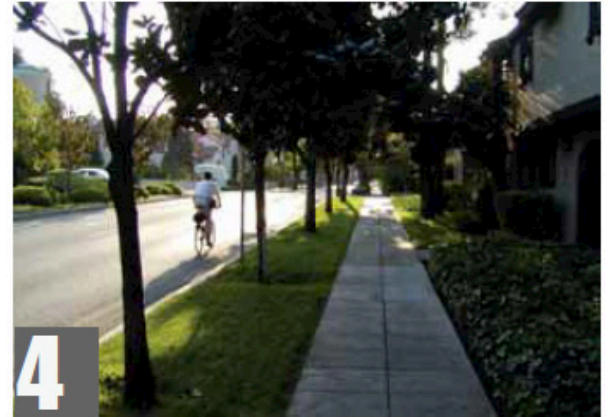




0



2



4

2A SIDEWALKS Width

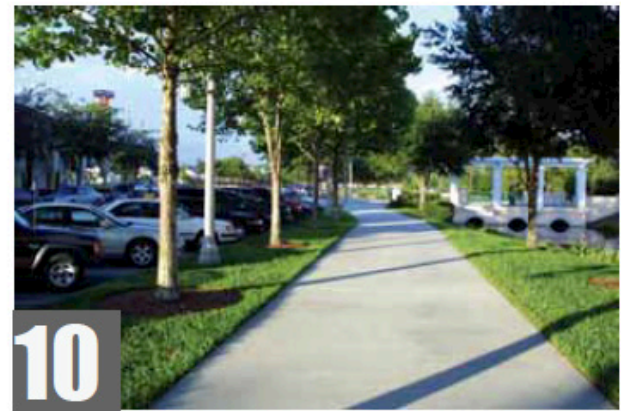
Exemplary Width: Although sidewalks can be too wide, there are places where a wide walkway creates the right mood for comfortable strolls that are fully at ease. Widths of ten feet feel quite good to most people. (*Celebration, Fl*)



6



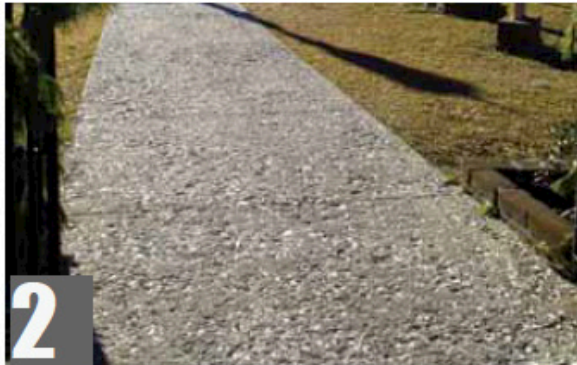
8



10



0



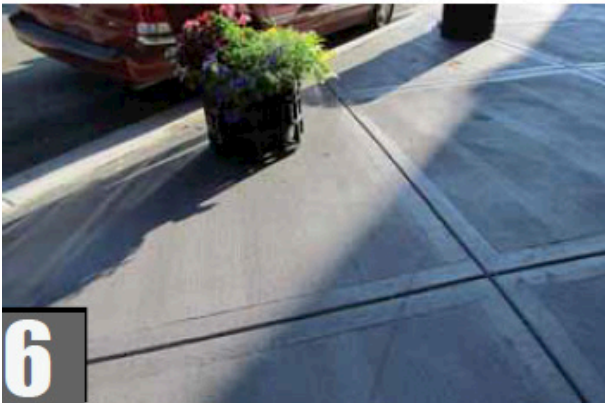
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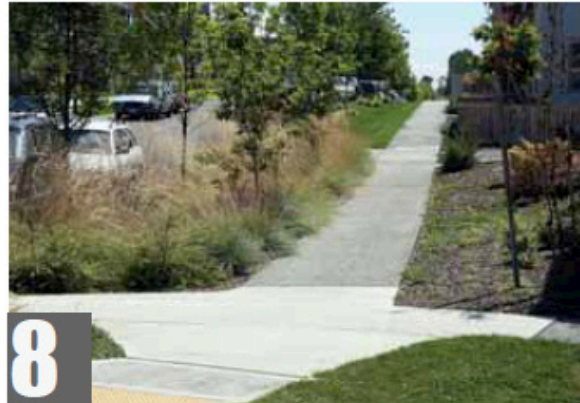
4

2B SIDEWALKS Surface Condition and Type

Exemplary Type: Surfaces with high coefficient of friction, such as these bricks in Portland, Oregon were found through research and experimentation ... anti-slip and yet smooth in all weather. *(Portland, Oregon)*



6



8



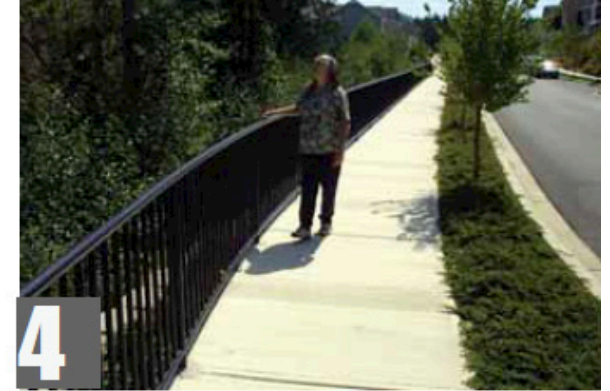
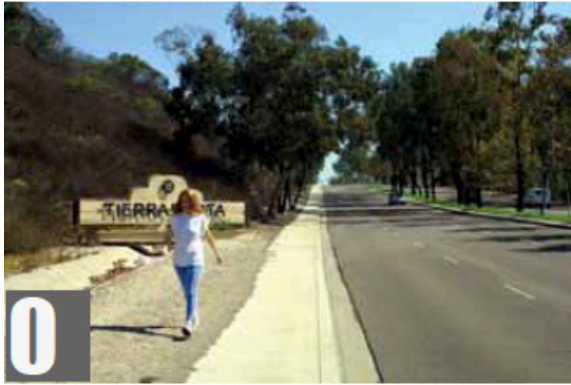
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2C SIDEWALKS Maintenance

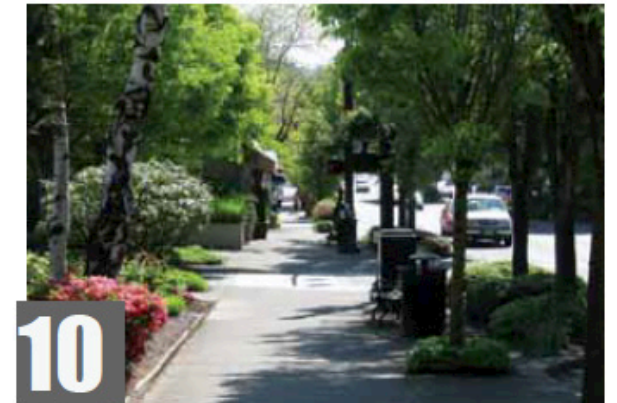
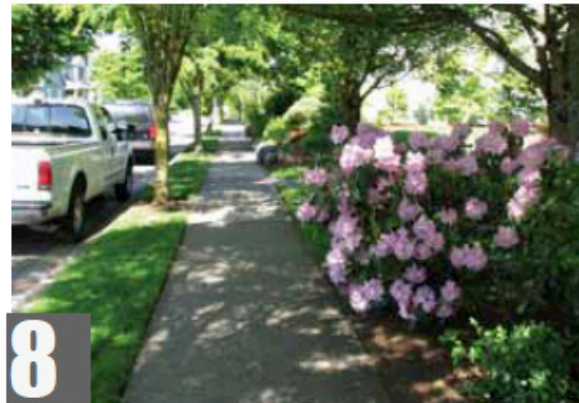
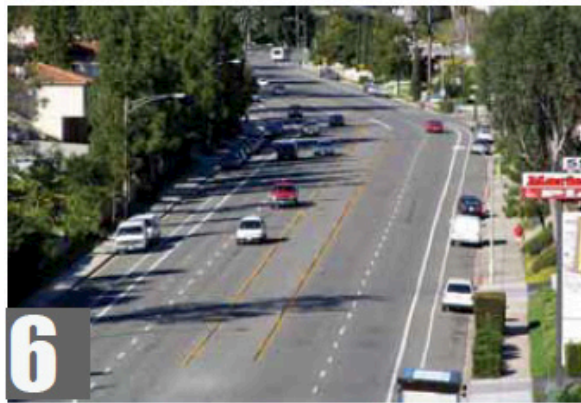
Exemplary Maintenance: Sidewalks are built with top quality materials. Careful attention is paid to construction methods, leading to almost self-maintaining systems. Tree selection is important if sidewalks are to have a long life.
(San Diego, Ca.)

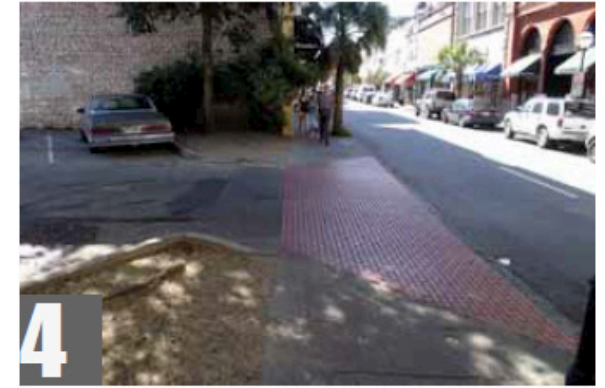




3A BUFFER To Street

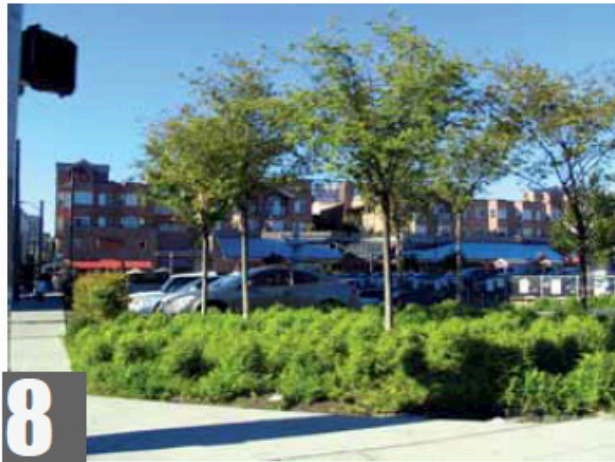
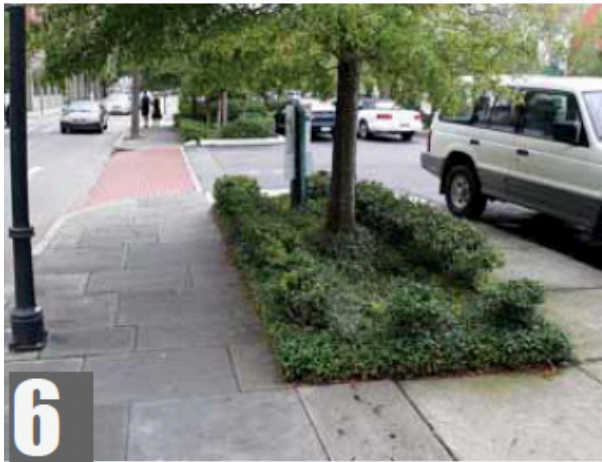
Exemplary Buffer: When vertical height is added (note wall of trees and ground cover) people feel relaxed and are willing to spend time (and money) in an area. (*Lake Oswego, Oregon*)

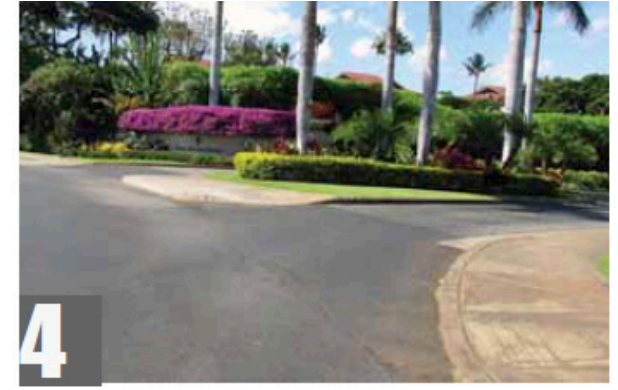




3B BUFFER To Parking Lots, other space

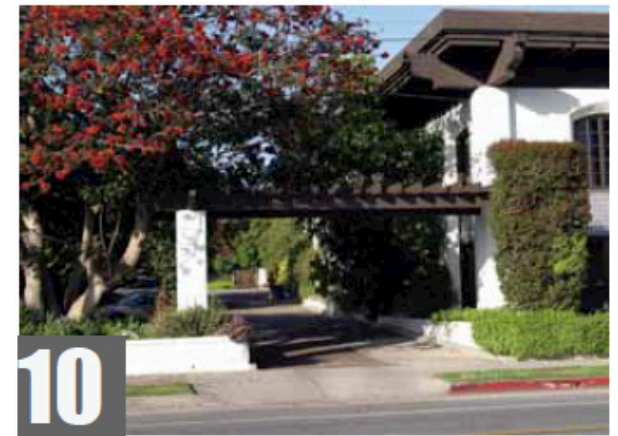
Exemplary Buffer: Highest quality parking edges are adopted and cared for, create no visual screening of pedestrians and create gardens.
(Sacramento, California)





4 DRIVEWAYS Width, Contrast, Speed

Exemplary Driveway: Santa Barbara (below) sets the bar height for virtually everything walkable and aesthetic. A narrow, offset entry graces a pleasant walkway where safety is the quest. *(Santa Barbara, California)*





0



2



4

5 SHADE Trees

Exemplary Shade: The ideal shade planting should create a crowning achievement, sometimes caught on principal streets, and more often caught on neighborhood streets. Many towns call themselves Tree Cities, but it is time to raise the bar height to have streets of this quality become common place. *(Winnipeg, Canada)*



6



8



10



6 ADA Ramps

Exemplary ADA: The ideal set of ramps is found on narrow streets with tight corner radii of 15 feet or less. This ramp perfectly aligns with routes of travel, set back from the street. It also sports an edge, while providing contrast. Note how the drainage grates capture all water on both sides of the radius. (*Celebration, FL*)



Walking Audit Scoring Sheet (Please Copy and Print out multiple copies)

Date: _____

Location: Town/Street _____

Block: _____

1A Crosswalk Markings 1 2 3 4 5 6 7 8 9 10 Comments:

1B Crossing Width 1 2 3 4 5 6 7 8 9 10 Comments:

2A Sidewalk Width 1 2 3 4 5 6 7 8 9 10 Comments:

2B Sidewalk Surface 1 2 3 4 5 6 7 8 9 10 Comments:

2C Sidewalk Maintenance 1 2 3 4 5 6 7 8 9 10 Comments:

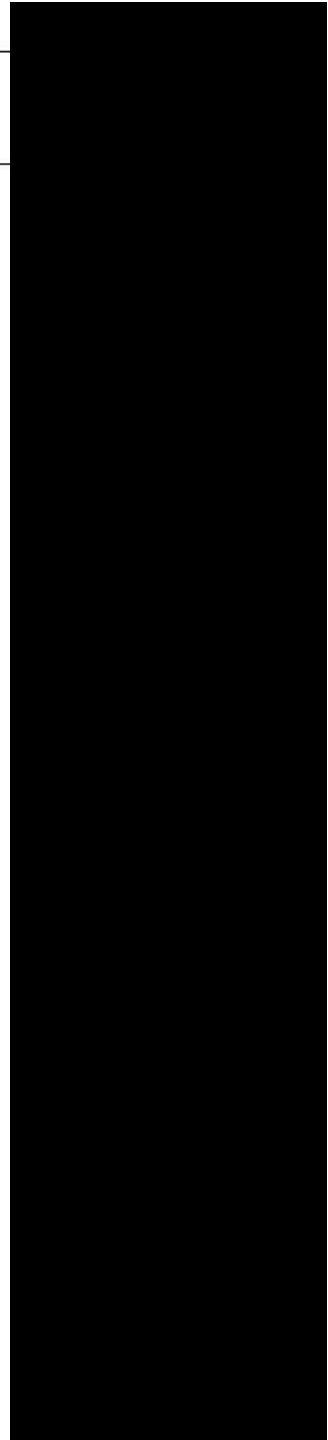
3A Buffer to Street 1 2 3 4 5 6 7 8 9 10 Comments:

3B Buffer to Parking Lot 1 2 3 4 5 6 7 8 9 10 Comments:

4 Driveways 1 2 3 4 5 6 7 8 9 10 Comments:

5 Shade 1 2 3 4 5 6 7 8 9 10 Comments:

6 ADA Ramps 1 2 3 4 5 6 7 8 9 10 Comments:







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