Livability/Health and the role of Place, Walkability and Bicycling
Is this the landscape we want to leave our children?
Is this an Complete Street?
Without a Vision there is no dream

Without a plan there is no hope

Without a team there is no achievement
<table>
<thead>
<tr>
<th></th>
<th>Score</th>
<th>Description</th>
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<tbody>
<tr>
<td>1</td>
<td>8</td>
<td>Human Scale (Buildings, Streets, Walkways in harmony)</td>
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<tr>
<td>2</td>
<td>8</td>
<td>Defined Town Center and Town/Street Character</td>
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<tr>
<td>3</td>
<td>7</td>
<td>Enclosure / Streetscape, Landscaping, Buffer from Traffic</td>
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<tr>
<td>4</td>
<td>6</td>
<td>Trails, Sidewalks and Crossings</td>
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<tr>
<td>5</td>
<td>8</td>
<td>Imageability and Complexity, Sense of Arrival (Memorable)</td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>Security and Transparency (Number of people and potential to be seen)</td>
</tr>
<tr>
<td>7</td>
<td>8</td>
<td>Street Connectivity, Walkable Scale and Density</td>
</tr>
<tr>
<td>8</td>
<td>7</td>
<td>Street Design -- Appropriate Scale and Speed</td>
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<tr>
<td>9</td>
<td>7</td>
<td>Intersection Design -- Appropriate Scale and Speed</td>
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<tr>
<td>10</td>
<td>8</td>
<td>Complete Street Score (Bicycle, Pedestrian, Transit Friendly)</td>
</tr>
<tr>
<td>11</td>
<td>7</td>
<td>Open Space/Parks/Plazas -- Quality, Scale, Access, Security, Use</td>
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<tr>
<td>12</td>
<td>7</td>
<td>Sociability - Number and Diversity of People Walking</td>
</tr>
</tbody>
</table>

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
A Tool for Organizing Strong Communities and Developing Complete Streets
What’s Wrong Here?

America’s Wealthiest County
What the Community Provided

What the Customer Wanted
What the Community Provided

What the Customer Wanted
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 Durbin (Louisiana President/Executive Director)

Dennis Cohen (Arctic Director / Don Johnson)

Martin Scovney (Executive Director / Jon Finley)

Scott Clendenin (Juniors Director / Jon Finley)

David Luedke (President / Jon Finley)

Duane Sweet (President / Don Johnson)

Tina Cree (Secretary / Jon Finley)

Jason Cohen (Treasurer / Jon Finley)

ASSISTANTS

Jan Chamberlain

Patricia Brown (639-5705 Richards)

Richard Chamberlain 909 Richards

Tina Cree 773-0007

Don Johnson 549-2727

Joe Johnson 549-2727

Dave Daniel 773-0007

Gary Middlebrooks 488-0007

Bob Harlow 233-0007

Keith Walters (549-2727)

Harold Wise (549-2727)

Jack Staley

Gordon O'Byrne 773-0007
Rings of Stakeholder Involvement

1. Core problem solving group
2. Task forces
3. Input and feedback meetings
4. Communications and outreach
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
- **Sunnyside Neighborhood:** Meet at 10 a.m. in the courtyard of the Greenlaw Garden Apartments, 7th Avenue and King Street (behind Price Choppers).
- **Bow and Arrow Neighborhood:** Meet at 1 p.m. in Bow and Arrow Park on the corner of Lake Mary Rd. and Zuni.
- **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.
Westside Walk
10:00 AM, February 28, 2008
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

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.

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

Convenient, safe and efficient crossings
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
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)
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)
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)
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)
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)
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)
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<th>Location</th>
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<th>Comments:</th>
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<tbody>
<tr>
<td>1A Crosswalk Markings</td>
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<td>2B Sidewalk Surface</td>
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<td>2C Sidewalk Maintenance</td>
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<td>3A Buffer to Street</td>
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<td>3B Buffer to Parking Lot</td>
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<td>4 Driveways</td>
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<td>6 ADA Ramps</td>
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