

Bicycle & Pedestrian Planning

Manchester

Senior Mobility Workshop

Action Plan



prepared for
New Jersey Department of Transportation



prepared by



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I. Senior Mobility Program in New Jersey

The fatality rates among seniors in New Jersey are the highest in the nation.¹ Recognizing this as an issue, the New Jersey Department of Transportation sponsors senior mobility workshops throughout New Jersey to examine the challenges that may be unique to the senior pedestrian as a result of mobility, visual, auditory and cognitive impairments. The RBA Group (RBA) was selected as the project team to conduct the workshop in Manchester Township, NJ.

The goal of conducting this workshop was to provide education and training to state, county and local community planners, engineers and other transportation stakeholders so that they can better accommodate seniors and arm themselves with information for future decision making.

II. National Context - Mobility and the Senior Population

The senior population (those aged 65 and older) is one of the fastest growing segments in the United States. According to the U.S. Census, as of 2006, there are over 37 million people aged 65 or older and at least 5.3 million are aged 85 or older in the United States. Projections show that the 65 and older population set will have increased 147 percent between 2000 and 2050 compared to the overall population which will have only increased by 49 percent during the same time period.² This is not just a nationwide occurrence, as the global senior population is steadily increasing and will account for almost 16 percent of the worldwide population in 2050.³



A Walkability Audit was conducted

Mobility is fundamental to active aging and is intimately linked to health status and quality of life. One of the issues associated with an aging population is limited mobility. With the increase of the senior population, the need for providing various transportation options to support mobility becomes a key component of transportation. Those members of this population who are challenged by the deteriorating effects of aging, such as decrease in vision, are less likely to drive and must rely on some other means of mobility, such as walking. In 2004, the Surface Transportation Policy Project, in coordination with AARP and the American Public Transportation Association, published *Ageing Americans: Stranded without Options*. This national study showed that more than one in five Americans over age 65 do not drive and that more than half of non-drivers stay home on any given day because they lack transportation options. The study also found that more than half of older Americans make walking a regular activity, and nearly two-thirds walk at least half mile at least once a month.

A safe and inviting walking environment provides mobility and health benefits to many older Americans. However, when neglected from the overall planning process walking can be unpleasant and dangerous. Services and social opportunities are often too far away, sidewalks are missing or disconnected, and crossing the road is too dangerous. Pedestrian fatality rates for older Americans are more than 50 percent higher than for those under 60 years.⁴ Pedestrians aged 75 and older have a higher per population fatality rate than any other age group, according to a 2004 study by the Insurance Institute for Highway Safety.

¹ Tri-State Transportation Campaign, Press Release May 19, 2010, http://www.tstc.org/press/2010/051910_NJ_statement.html

² Facts for Features, March 3, 2008, United States Census Bureau, <http://www.census.gov/newsroom/releases/pdf/cb08-ff06.pdf>

³ *World Population Ageing 1950-2050*, United Nations Population Division, 2002, <http://www.un.org/esa/population/publications/worldageing19502050/>

⁴ Tri-State Transportation Campaign, Press Release May 19, 2010, http://www.tstc.org/press/2010/051910_NJ_statement.html

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III. New Jersey Context - NJDOT Pedestrian Safety Initiative

The New Jersey Department of Transportation (NJDOT) has made pedestrian safety a top priority. NJDOT, the Attorney General and the Motor Vehicle Commission (MVC) have partnered in a variety of programs to improve pedestrian conditions, including facility improvements, education and enforcement efforts, planning and technical guidance.

In September 2006, multi state agencies announced a \$74 million Pedestrian Safety Initiative that focuses on improving conditions for pedestrians across the state. In addition, the NJDOT adopted a Complete Streets Policy in December 2009. This policy ensures that all future roadway improvement construction projects include safe accommodations for all users, including bicyclists, pedestrians, transit riders and the mobility impaired.

New Jersey is the most densely populated state in the country. As a result, pedestrians and motorists need to exercise caution and courtesy in sharing the State's roads safely. In a typical year, 150 pedestrians lose their lives statewide. For each pedestrian fatality, two more are severely injured. Extensive research has shown that New Jersey follows the national pattern in which most pedestrian fatalities occur in urban or dense suburban areas.

Analysis by the Tri-State Transportation Campaign found that Ocean County was the second most dangerous county in New Jersey for older people to walk. People aged 60 years and older comprise 52.6% of Ocean County's 38 pedestrians killed in the three years from 2006 through 2008, though they make up only 25.4% of the population. Those 75 years and older account for only 12.5% of the total population, but 23.7% of pedestrian fatalities.⁵

Fundamental to reducing pedestrian related crashes in New Jersey is a change in driver behavior, incorporation of safety improvements on our state and local roads and a campaign to raise pedestrian safety awareness. This pedestrian safety initiative incorporates comprehensive enforcement, engineering and education solutions.

IV. Workshop Summary

On May 11, 2010 community members, including local and regional officials, gathered at the C.A.R.E.S building in Manchester, New Jersey to participate in a Senior Mobility Workshop. The workshop, sponsored by NJDOT Office of Bicycle and Pedestrian Programs, was led by facilitators from The RBA Group (see Appendix for workshop flyer, agenda and attendance list). The program began with a presentation on age related change and its effect on senior pedestrians, followed by a presentation on the background and context of why walking is important and the best practices for designing infrastructure to enhance senior mobility.



Presentation on age-related change and the context of why walking is important

After listening to the community members describe typical “problem” areas, a “walkability audit” of the study area was conducted (see Appendix for walkability audit form and map of the study area). Upon return, participants collaborated to develop an Action Plan aimed at improving conditions for seniors.

⁵ Tri-State Transportation Campaign, Older Pedestrians at Risk: Fatalities among Older Pedestrians in Ocean County (2010), <http://www.tstc.org/reports/older10/ocean.pdf>

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Workshop Activities

The RBA Group presented safe walking skills and trained community members on conducting a walkability audit.

Participants recorded their observations from the walkability audit, noting issues and deficiencies of the walking environment. This provided an opportunity to immediately apply the skills just covered in the first segment of the workshop.



Remove signs from sidewalk.



**Provide curb ramps at the end of crosswalks.
Continue sidewalk north along School House Rd.**



**Develop a landscaping plan along
School House Road.**



**Add detectable warning tiles
to curb ramps.**



**Repaint crosswalks and eliminate
'spot' hazards in pavement.**



Add curb ramps.

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Eliminate curves in sidewalk that could cause difficulties for accessibility.



Continue sidewalk treatment across curb apron.



Eliminate uneven pavement hazards causing difficulties for accessibility.



Add sidewalks along the east side of School House Road.



Remove sign posts and other debris from sidewalk.

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Recommendations

Actions were defined during the workshop walkability audit for the intersection of School House Road and County Route 530 and surrounding area that target enhancing the mobility of seniors in the Manchester area. The following text and Action Plan table summarize the ideas developed through collaboration of the group.

Overall Recommendations:

- Extend and add sidewalks and create pedestrian walkways that connect senior centers with surrounding businesses.
- Place signs at bus stop locations for the Ocean Ride transit system.
- Explore placing pedestrian activated flashing lights, such as HAWK signals, on County Route 530 where side streets intersect.
- Repaint crosswalks and consider realignment where crosswalks are skewed.
- Conduct a night audit.

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ACTION PLAN

ACTION	RESPONSIBILITY	TIME FRAME	COST
Add sidewalks along SE & NW quadrant of School House Road and County Route 530	County/Municipal (may need easements from private)	Medium-term	Medium
Add curb ramps with detectable warning tiles at intersections throughout the corridor	Municipality/Developer	Short-term	Low
Add signs indicating bus stop locations for the Ocean Ride transit system within Crestwood Village Shopping Center and along Route 530	County	Short-term	Low
Add crosswalks along School House Road at <ul style="list-style-type: none"> Rosewood Street (first street north of Christ Lutheran Church) and Valley Stream Drive 	County/Municipality	Short-term	Low
Connect the Pines at Whiting retirement community to surrounding area with pedestrian walkways	Municipality	Short-term	Low
Develop landscaping plan along School House Road	Chamber of Commerce	Short-term	Low
Rearrange signs at Schoolhouse Road and County Route 530 to minimize clutter	County	Short-term	Low
Conduct a night audit	County/Municipality	Short-term	Low
Offer education for motorists on distracted driving			
Supply equipment for night walking such as clothing and reflectors for wheelchairs	County		
Explore placing a pedestrian activated flashing light, such as a HAWK signal, on Route 530 about 300' east of School House Road	County/Municipality	Medium-term	Medium
Extend sidewalks to east along Route 530	Municipality	Medium to Long term	Medium
Consider reducing speed limit on Route 530 from 45mph to 40 mph	County	Short-term	Low
New pedestrian cut-through to connect Valley Stream to Manchester CVS	Developer/Association	Medium-term	Medium
Eliminate crosswalks on the northerly and westerly approaches to the Schoolhouse Road/Route 530 intersection until sidewalks are constructed adjacent to this quadrant	Ocean County	Short-term	Low
Eliminate right turn on red in all directions at Schoolhouse Road and Route 530	Ocean County	Short-term	Low
Involve and educate business owners on pedestrian safety issues	Crestwood Villages/Pedestrian Safety Program by Ocean County and Traffic Safety	Short-term	Low
Remove exposed sign post and SW drop to buffer	County	Short-term	Low

Note: **Costs** are categorized as:

- Low ~under \$2,000
- Medium ~between \$2,000-\$10,000
- High ~ more than \$10,000

Timeframes are categorized as:

- Short ~less than 1 year
- Medium ~between 1-2 years
- Longer ~more than 2 years

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Conclusion & Next Steps

The Action Plan summarized here documents a course for enhancing the walking environment in the area around the intersection of School House Road and County Route 530 in Manchester. Attendees will be able to apply the skills and knowledge learned during the workshop to other parts of the Township. Periodic follow-up on the items in this plan will help make sure that the one-day workshop was more than an individual event, but more of a first step in enhancing mobility for seniors for years to come.

This Manchester Senior Mobility Workshop is part of a series offered by New Jersey Department of Transportation to improve the walking environment for all New Jersey travelers.

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Funding Summary/Acknowledgements

The following section is a compilation and brief description of sources of funding that have been, or could be used to fund pedestrian and bicycle improvements in New Jersey. The list is not exhaustive, but there has been an attempt to identify the major funding sources that can be utilized to fund bicycle and pedestrian planning and project development activities, as well as construction. Some funding sources may also be used to fund programmatic activities. The section emphasizes those funding sources that have been utilized in, or are unique to, New Jersey.

Much of the material for the original version of the Funding Sources Guide was taken directly from a previous draft called, "Funding Pedestrian and Bicycle Planning, Programs and Projects" that was originally taken from both the "Memorandum on Funding Sources for Innovative Local Transportation Projects" prepared by the Tri-State Transportation Campaign, and a paper about bicycle and pedestrian funding within ISTEA prepared by the Bicycle Federation of America. Virtually all of the funding sources that were available for bicycle or pedestrian projects or planning under ISTEA and TEA-21 have been continued under the current federal transportation funding legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Additional material has been taken from the USDOT publication "**A Summary: Bicycle and Pedestrian Provisions of the Federal-Aid Program**" and from the Alan M. Voorhees Transportation Center publication "**NJ Walks and Bikes!: A Partner's Guide to Who's Who in Walking and Biking in New Jersey.**"

This compilation is a work in progress that is updated as new sources are identified.

Summary Listing of Funding Sources

Funding for Pedestrian *PLANNING AND PROGRAMMATIC ACTIVITIES*

Federal and/or State Funding		
Subject	Source	Contact (Web Address. If none, Phone)
Local Transportation Planning Assistance Program (LTPA)	NJDOT	(609) 530-2869
Bicycle/Pedestrian Planning Assistance	NJDOT	(609) 530-4646
Smart Growth Planning Grants: Smart Future Planning Grants	NJDCA	http://www.state.nj.us/dca/osg/resources/grants/index.shtml
Small Cities Development Block Grant	US HUD/ NJDCA	http://www.state.nj.us/dca/dcr/scdclbg/index.shtml tschrider@dca.state.nj.us or (609) 633-6283
Association of New Jersey Environmental Commissioners (ANJEC)	ANJEC	www.anjec.org
New Jersey Historic Trust		http://www.njht.org (609) 984-0473

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Funding of Pedestrian *PROJECTS*

Federal Funding Under SAFETEA-LU*		
Subject	Source	Contact (Web Address. If none, Phone)
Division of Local Aid and Economic Development		http://www.state.nj.us/transportation/business/localaid/funding.shtm (609) 530-3640
Surface Transportation Program (STP) Funds		
Local Scoping Projects	FHWA/NJTPA/NJDOT	www.state.nj.us/transportation/business/localaid/scoping.shtm
Local Lead Projects	FHWA/NJTPA/NJDOT	www.state.nj.us/transportation/business/localaid/lead.shtm
Transportation Enhancements (TE)	FHWA/NJDOT	www.state.nj.us/transportation/business/localaid/enhancements.shtm
The Congestion Mitigation and Air Quality Improvement Program (CMAQ)	FHWA/NJTPA/NJDOT	
National Recreational Trails Fund (Symms Trails System Act)	NJDEP	http://www.state.nj.us/dep/parksandforests/natural/njtrails.html . larry.miller@dep.state.nj.us . (609) 984-1339
Section 402 Safety Funds		
Pedestrian Safety Enforcement and Education Grants	NHTSA/NJDLPS	www.nj.gov/lps/hts/grants/pedestriangrants.html www.njsaferoads.com/downloads/instructgrant.pdf www.njsaferoads.com/downloads/grant_application.pdf
Comprehensive Traffic Safety Programs (CTSP)	NHTSA/NJDLPS	http://www.state.nj.us/oag/hts/downloads/grant_application-instruct-08.pdf http://www.nj.gov/oag/hts/downloads/grant_application-08.pdf

*All the major funding programs under SAFETEA-LU include bicycle and pedestrian facilities and programs as eligible activities.

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Federal Funding Under the American Recovery and Reinvestment Act		
Transportation Investment Generating Economic Recovery (TIGER) Grants	Federal Highway Authority/USDOT	TIGERGrants@dot.gov
Challenge Grants in Health and Science Research	National Institutes of Health	http://www.grants.nih.gov/grants
State Funding		
Subject	Source	Contact (Web Address, if none, Phone)
Local Aid for Centers of Place	NJDOT	http://www.state.nj.us/transportation/business/localaid/centerplace.shtm http://www.state.nj.us/transportation/lgs/
County Aid Program	NJDOT	http://www.state.nj.us/transportation/business/localaid/countyaids.htm
Municipal Aid Program	NJDOT	http://www.state.nj.us/transportation/business/localaid/municipal.htm
Discretionary Aid Program	NJDOT	http://www.state.nj.us/transportation/business/localaid/description.htm
Safe Streets to Transit	NJDOT	www.state.nj.us/transportation/business/localaid/safe.htm
<i>Office of Green Acres</i>	NJDEP	http://www.nj.gov/dep/greenacres/ (609) 984-0500
County or Municipal Capital (Public Works) Funding		
Special Improvement District (SID) Funding		
Developer Provided Facilities		
Local School Districts		
Other Sources of Funding for Pedestrian Projects		

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Funding of Environmental *PLANNING AND PROGRAMMATIC ACTIVITIES*

State Funding		
Subject	Source	Contact (Web Address. if none, Phone)
Natural Resource Conservation Program	NJDA	http://www.state.nj.us/agriculture/divisions/anr/nrc (609) 292-5532
Urban Conservation Action Partnership (UCAP)	NJDA	http://www.state.nj.us/agriculture/divisions/anr/nrc/conservdistricts.html (609) 292-5540
County or Municipal Capital (Public Works) Funding		
Subject	Source	Contact (Web Address. if none, Phone)
Open Space Trust Fund	Somerset County Planning Board	http://www.co.somerset.nj.us/Open%20Space.html (908) 231-7021
Other Sources of Funding for Environmental Projects		
Subject	Source	Contact (Web Address. if none, Phone)
Franklin Parker Small Grants Program	Conservation Resources Inc.	http://www.conservationresourcesinc.org/smallgrants.htm (908) 879-7942
New Jersey Conservation Finance Program	Open Space Institute	http://www.osiny.org/site/PageServer?pageName=Program_CFP (908) 879-7942
Kodak American Greenways Program Grants	The Conservation Fund	http://www.conservationfund.org/kodak_wards

APPENDIX

- Workshop Flyer
- Workshop Agenda
- Workshop Attendees
- Study Area Map
- Walkability Audit Form

SENIOR WALKABILITY WORKSHOP

The Township of Manchester with the New Jersey Department of Transportation and the North Jersey Transportation Planning Authority invite you to attend a Senior Walkability Workshop. This workshop is targeted to community decision makers and activists who want to help shape the transportation future of Manchester.

Please Join Us To:

- Better understand the needs of our seniors
- Learn about the best practices in walkable community design for seniors
- Understand best practices in planning policies that can improve senior mobility
- Engage with other NJ decision makers on how to confront this challenge



In 2000, 1.1 million New Jersey residents were over the age of 65. By 2020, the number is expected to grow to 1.5 million. While New Jersey's population as a whole is expected to grow by 16%, the portion of the population over age 65 will grow by 39% with the greatest increase in the 85 and older age group.

One in five (21%) people aged 65 and over do not drive.

Walking is a critical transportation mode for all seniors for mobility, health and independence. Transportation planning and coordination activities too often fail to incorporate the unique and diverse mobility needs of older Americans in having a walkable environment.

Considering all of these factors, it is critical that we learn to plan, set policy, and make decisions that will accommodate our growing elderly population.

Date: Tuesday, May 11

Time: 11:00 am

Place: C.A.R.E.S. Building, 48 Schoolhouse Rd., Crestwood Village, Whiting, Manchester Twp.

Attendance at this workshop is first come first serve. For more information and to register call Mike Dannemiller at The RBA Group (973) 946-5626 or email at mdannemiller@rbagroup.com. The event is free, but seating is limited and **registration is required**.



Senior Walkability Workshop

Manchester, NJ

May 11, 2010

11:00am

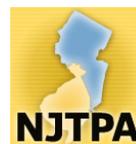
- I. Welcome & Introductions**
 - Name, organization, current programs or other involvement with seniors
- II. Age Related Change**
 - How we adapt as we age

BREAK

- III. Sidewalks, Skills and Safe Walking**
 - Context of WHY walking is important
- IV. Walking environment**
 - What are best practices of design for enhanced senior walkability?

BREAK

- V. Taking an Observational Walk**
 - Walkability audit
- VI. Charrette/Brainstorming session for improvements**
 - Next Steps

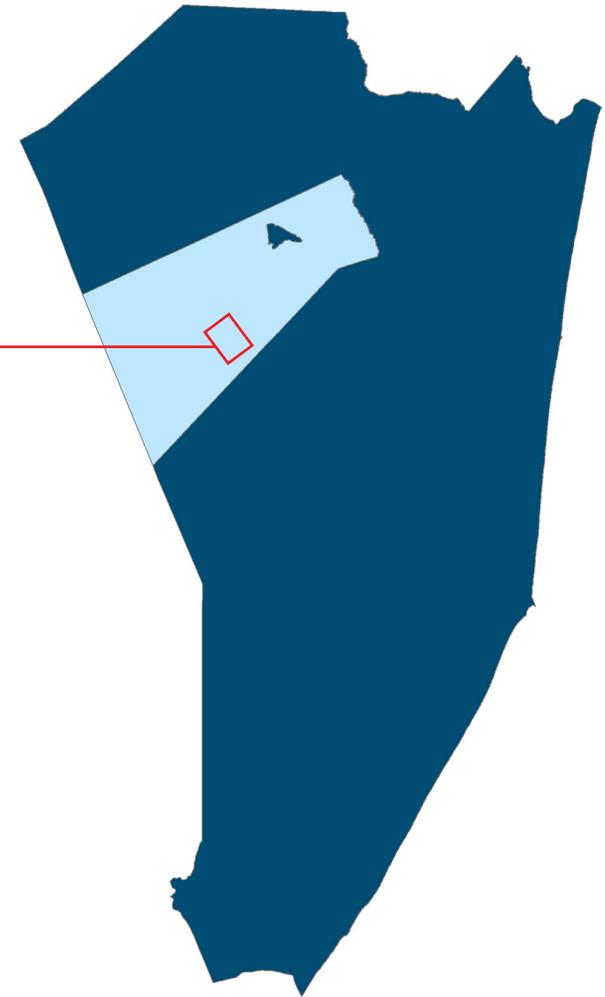


NJDOT Senior Mobility Workshop Attendance List Manchester, NJ

May 11, 2010

	Name	Organization/Affiliation
1	Brendan Weiner, Councilman	Manchester Township
2	Warren Reiter, Councilman	Manchester Township
3	Charles Feggans	NJ Div of Highway Traffic Safety
4	Joan Reck	Greater Mercer TMA
5	Charles Mueller	Resident
6	James Doran	Resident
7	James Moran	Resident
8	Frank Scarantino	Engineering Dept
9	Mark Jehnke	Engineering Dept
10	Roden Lightbody	Engineering Dept
11	Dave McKeon	Planning Board
12	Kathy Edmond	Transportation Dept.
13	Bob Pigott	Manchester Twp. (for Elena Zsoldos)
14	Melissa Ewell	Engineering Dept
15	William Riviere	NJDOT
16	Elizabeth Thompson	NJTPA
17	Antonio Ellis	MPD Traffic Safety
18	Kathy Brady	OC Health Department
19	Douglas Higgins	MPD Traffic Safety
20	Geraldine Vunk	President of Whiting Visually Impaired
21	Mike Dannemiller	RBA
21	Tiffany Robinson	RBA

Location of Senior Mobility Workshop Manchester Township, Ocean County, NJ



0 100 200 400 600 800
Feet

Walkability Checklist

How walkable is your community?

Take a walk with a child and decide for yourselves.

Everyone benefits from walking. These benefits include: improved fitness, cleaner air, reduced risks of certain health problems, and a greater sense of community. But walking needs to be safe and easy. Take a walk with your child and use this checklist to decide if your neighborhood is a friendly place to walk. Take heart if you find problems, there are ways you can make things better.

Getting started:

First, you'll need to pick a place to walk, like the route to school, a friend's house or just somewhere fun to go.

The second step involves the checklist. Read over the checklist before you go, and as you walk, note the locations of things you would like to change. At the end of your walk, give each question a rating. Then add up the numbers to see how you rated your walk overall.

After you've rated your walk and identified any problem areas, the next step is to figure out what you can do to improve your community's score. You'll find both immediate answers and long-term solutions under "Improving Your Community's Score..." on the third page.



Partnership for a Walkable America



Pedestrian and Bicycle Information Center



U.S. Department of Transportation



Take a walk and use this checklist to rate your neighborhood's walkability.

How walkable is your community?

Location of walk _____



1. Did you have room to walk?

- Yes Some problems:
- Sidewalks or paths started and stopped
 - Sidewalks were broken or cracked
 - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
 - No sidewalks, paths, or shoulders
 - Too much traffic
 - Something else _____
- Locations of problems: _____

Rating: (circle one) _____
1 2 3 4 5 6 _____

4. Was it easy to follow safety rules?

Could you and your child...

- Yes No Cross at crosswalks or where you could see and be seen by drivers?
- Yes No Stop and look left, right and then left again before crossing streets?
- Yes No Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
- Yes No Cross with the light?
- Locations of problems: _____

Rating: (circle one) _____
1 2 3 4 5 6 _____

2. Was it easy to cross streets?

- Yes Some problems:
- Road was too wide
 - Traffic signals made us wait too long or did not give us enough time to cross
 - Needed striped crosswalks or traffic signals
 - Parked cars blocked our view of traffic
 - Trees or plants blocked our view of traffic
 - Needed curb ramps or ramps needed repair
 - Something else _____
- Locations of problems: _____

Rating: (circle one) _____
1 2 3 4 5 6 _____

5. Was your walk pleasant?

- Yes Some unpleasant things:
- Needed more grass, flowers, or trees
 - Scary dogs
 - Scary people
 - Not well lighted
 - Dirty, lots of litter or trash
 - Dirty air due to automobile exhaust
 - Something else _____
- Locations of problems: _____

Rating: (circle one) _____
1 2 3 4 5 6 _____

3. Did drivers behave well?

- Yes Some problems: Drivers...
- Backed out of driveways without looking
 - Did not yield to people crossing the street
 - Turned into people crossing the street
 - Drove too fast
 - Sped up to make it through traffic lights or drove through traffic lights?
 - Something else _____
- Locations of problems: _____

Rating: (circle one) _____
1 2 3 4 5 6 _____

How does your neighborhood stack up? Add up your ratings and decide.

- | | | |
|----------|--------------|---|
| 1. _____ | 26-30 | Celebrate! You have a great neighborhood for walking. |
| 2. _____ | 21-25 | Celebrate a little. Your neighborhood is pretty good. |
| 3. _____ | 16-20 | Okay, but it needs work. |
| 4. _____ | 11-15 | It needs lots of work. You deserve better than that. |
| 5. _____ | 5-10 | It's a disaster for walking! |
- Total _____

Now that you've identified the problems,
go to the next page to find out how to fix them.

Now that you know the problems,
you can find the answers.

Improving your community's score...



1. Did you have room to walk?

Sidewalks or paths started and stopped
Sidewalks broken or cracked
Sidewalks blocked
No sidewalks, paths or shoulders
Too much traffic

What you and your child can do immediately

- pick another route for now
- tell local traffic engineering or public works department about specific problems and provide a copy of the checklist

What you and your community can do with more time

- speak up at board meetings
- write or petition city for walkways and gather neighborhood signatures
- make media aware of problem
- work with a local transportation engineer to develop a plan for a safe walking route

2. Was it easy to cross streets?

Road too wide
Traffic signals made us wait too long or did not give us enough time to cross
Crosswalks/traffic signals needed
View of traffic blocked by parked cars, trees, or plants
Needed curb ramps or ramps needed repair

- pick another route for now
- share problems and checklist with local traffic engineering or public works department
- trim your trees or bushes that block the street and ask your neighbors to do the same
- leave nice notes on problem cars asking owners not to park there

- push for crosswalks/signals/ parking changes/curb ramps at city meetings
- report to traffic engineer where parked cars are safety hazards
- report illegally parked cars to the police
- request that the public works department trim trees or plants
- make media aware of problem

3. Did drivers behave well?

Backed without looking
Did not yield
Turned into walkers
Drove too fast
Sped up to make traffic lights or drove through red lights

- pick another route for now
- set an example: slow down and be considerate of others
- encourage your neighbors to do the same
- report unsafe driving to the police

- petition for more enforcement
- request protected turns
- ask city planners and traffic engineers for traffic calming ideas
- ask schools about getting crossing guards at key locations
- organize a neighborhood speed watch program

4. Could you follow safety rules?

Cross at crosswalks or where you could see and be seen
Stop and look left, right, left before crossing
Walk on sidewalks or shoulders facing traffic
Cross with the light

- educate yourself and your child about safe walking
- organize parents in your neighborhood to walk children to school

- encourage schools to teach walking safely
- help schools start safe walking programs
- encourage corporate support for flex schedules so parents can walk children to school

5. Was your walk pleasant?

Needs grass, flowers, trees
Scary dogs
Scary people
Not well lit
Dirty, litter
Lots of traffic



- point out areas to avoid to your child; agree on safe routes
- ask neighbors to keep dogs leashed or fenced
- report scary dogs to the animal control department
- report scary people to the police
- report lighting needs to the police or appropriate public works department
- take a walk with a trash bag
- plant trees, flowers in your yard
- select alternative route with less traffic

- request increased police enforcement
- start a crime watch program in your neighborhood
- organize a community clean-up day
- sponsor a neighborhood beautification or tree-planting day
- begin an adopt-a-street program
- initiate support to provide routes with less traffic to schools in your community (reduced traffic during am and pm school commute times)

A Quick Health Check

Could not go as far or as fast as we wanted
Were tired, short of breath or had sore feet or muscles
Was the sun really hot?
Was it hot and hazy?

- start with short walks and work up to 30 minutes of walking most days
- invite a friend or child along
- walk along shaded routes where possible
- use sunscreen of SPF 15 or higher, wear a hat and sunglasses
- try not to walk during the hottest time of day

- get media to do a story about the health benefits of walking
- call parks and recreation department about community walks
- encourage corporate support for employee walking programs
- plant shade trees along routes
- have a sun safety seminar for kids
- have kids learn about unhealthy ozone days and the Air Quality Index (AQI)

Need some guidance?
These resources might help...

Great Resources

WALKING INFORMATION

Pedestrian and Bicycle Information Center (PBIC)
UNC Highway Safety Research Center
730 Airport Road, Suite 300
Campus Box 3430
Chapel Hill, NC
27599-3430
Phone: (919) 962-2202
www.pedbikeinfo.org
www.walkinginfo.org

National Center for
Bicycling and Walking
Campaign to Make
America Walkable
1506 21st Street, NW
Suite 200
Washington, DC 20036
Phone: (800) 760-NBPC
www.bikefed.org



WALK TO SCHOOL DAY WEB SITES

USA event: www.walktoschool-usa.org
International: www.iwalktoschool.org

STREET DESIGN AND TRAFFIC CALMING

Federal Highway Administration
Pedestrian and Bicycle Safety Research Program
HSR - 20
6300 Georgetown Pike
McLean, VA 22101
www.fhwa.dot.gov/environment/bikeped/index.htm

Institute of Transportation Engineers
www.ite.org

Surface Transportation Policy Project
www.transact.org

Transportation for Livable Communities
www.tlcnetwork.org

WALKING COALITIONS

America Walks
P.O. Box 29103
Portland, Oregon 97210
Phone: (503) 222-1077
www.americawalks.org

Partnership for a Walkable America
National Safety Council
1121 Spring Lake Drive
Itasca, IL 60143-3201
Phone: (603) 285-1121
www.nsc.org/walkable.htm



PEDESTRIAN SAFETY

National Highway Traffic Safety Administration
Traffic Safety Programs
400 Seventh Street, SW
Washington, DC 20590
Phone: (202) 662-0600
www.nhtsa.dot.gov/people/injury/pedbimot/ped

National SAFE KIDS Campaign
1301 Pennsylvania Ave. NW
Suite 1000
Washington, DC 20004
Phone: (202) 662-0600
Fax: (202) 393-2072
www.safekids.org

WALKING AND HEALTH

US Environmental Protection Agency
Office of Children's Health Protection (MC 1107A)
Washington, DC 20460
Phone: 202-564-2188
Fax: 202-564-2733
www.epa.gov/children/
www.epa.gov/airnow/
www.epa.gov/air/urbanair/ozone/what.html
www.epa.gov/sunwise/uvindex.html
www.epa.gov/otaq/transp/comchoic/ccweb.htm

President's Task Force on Environmental Health Risks and
Safety Risks to Children
www.childrenshealth.gov

Centers for Disease Control and Prevention
Division of Nutrition and Physical Activity
Phone: (888) 232-4674
www.cdc.gov/nccdphp/dnpa/readysset
www.cdc.gov/nccdphp/dnpa/kidswalk/index.htm

Prevention Magazine
33 East Minor Street
Emmaus, PA 18098
www.itsallaboutprevention.com

Shape Up America!
6707 Democracy Boulevard
Suite 306
Bethesda, MD 20817
www.shapeup.org

ACCESSIBLE SIDEWALKS

US Access Board
1331 F Street, NW
Suite 1000
Washington, DC 20004-1111
Phone: (800) 872-2253;
(800) 993-2822 (TTY)
www.access-board.gov

