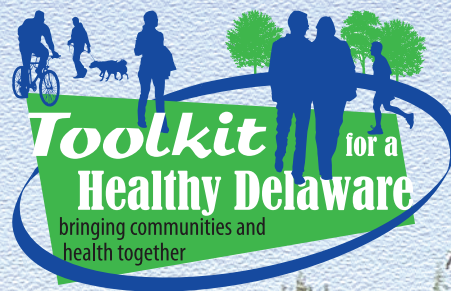


# Healthy Communities: The Walkability Assessment Tool

August 2010

*a planning resource for local governments  
created as part of IPA's Healthy Communities initiative  
and as an online component of the*



*authors*  
Julia O'Hanlon  
Jacquelyn Scott  
*project manager*  
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Institute for Public Administration  
University of Delaware

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**DELAWARE HEALTH AND SOCIAL SERVICES**  
Division of Public Health

in partnership with the University of Delaware  
Department of Health, Nutrition & Exercise Sciences



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**Julia O'Hanlon**

published by the

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**University of Delaware**

in cooperation with the

**University of Delaware Department of Health, Nutrition & Exercise Sciences**

and funded by the

**Delaware Division of Public Health**

## Preface

As the Director of the Institute for Public Administration (IPA) at the University of Delaware, I am pleased to provide ***Healthy Communities: The Walkability Assessment Tool***. Preparation of this assessment tool is part of a larger project, the University of Delaware's Healthy Communities initiative, which is an ongoing collaboration between the University's Department of Health, Nutrition & Exercise Sciences and IPA. Funding for this project was provided by the Delaware Division of Public Health. Associate Professor Eric Jacobson served as Principal Investigator for this project, Assistant Policy Scientist Julia O'Hanlon served as project manager for production of this assessment tool and co-authored the document with former Graduate Research Assistant Jacqueline Scott. This assessment tool will also be included as a component of IPA's online **Toolkit for a Healthy Delaware**, which may be viewed at [www.ipa.udel.edu/healthyDEtoolkit](http://www.ipa.udel.edu/healthyDEtoolkit).

As obesity rates across the country continue to rise, scholars and health officials alike are recognizing the importance of urban design and public policy to facilitate more active lifestyles and healthier eating habits. Providing opportunities for citizens to walk is one significant way to promote physical activity. The Walkability Assessment Tool is designed to guide municipalities in evaluating the walkability of areas within their towns and cities and considering strategies to improve local pedestrian networks. I hope that local government officials and others involved in the process will use this assessment tool to build healthier, more vibrant communities.

Jerome R. Lewis, Ph.D.

Director, Institute for Public Administration

## Acknowledgements

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## Background

### ***Walkability Matters***

As indicated in a number of recent research studies and articles, an increase in moderate physical activity among Americans could substantially improve the nation's public health. Given Delaware's current obesity trends, it is important to keep the state's residents active and engaged. Walking is one of the easiest and cheapest ways to stay physically fit.

In addition to keeping residents physically active and healthy, community spaces that promote walking can draw people together safely and provide more opportunities for people of all ages and abilities to stay socially connected and engaged. Local areas with good pedestrian networks can also have substantial economic and environmental benefits to a local area.

### **Economic Benefits**

Towns and cities that develop recreational programming that encourages the use of pedestrian networks, infrastructure, trails, or walkable facilities can help revitalize a downtown, increase private investment, increase property values, promote tourism, and support the development of a good business climate. A growing body of research connects higher property values and economically sound communities to better walkability and closer proximity among certain neighborhood destinations, including houses, parks, schools, businesses, services, and social venues. Main streets can benefit economically from good sidewalks and the ability to easily and safely peruse shops, restaurants, and local services.

### **Environmental Benefits**

By decreasing car travel, walkable communities can have substantial environmental benefits. In fact, Delaware is one of few states to have an executive-ordered Complete Streets policy that encourages walking and biking as a means to decrease harmful auto emissions.

### ***About the Assessment Process***

The Walkability Assessment Tool involves a three-step process designed to aid local governments in determining their town's walkability. It is recommended that the assessment process should be completed by an authorized representative of a Delaware municipality. Walkability representatives will vary, depending on the size and composition of the municipality. For example, larger, full-service municipalities might appoint elected officials, paid professional staff (e.g., City Planner/Planning Staff), Main Street Program representatives, or members of an appointed committee (e.g., planning commission, parks and recreation commission, citizen-advisory group, etc.) to complete the process. Smaller towns, on the other

hand, might consider inviting a member of an *ad hoc* committee or someone who is familiar with healthy-community issues to help with the assessment process, particularly if other staff or formal committees are not an option.

### ***The Three-Step Assessment Process***

**Step 1: The Pre-Assessment Questionnaire** is intended to help answer the “*who, what, why, and how*” questions related to evaluating the walkability of an area or specific neighborhood within a jurisdiction. It requires thoughtful consideration of who will be responsible for conducting the assessment and what will be done with the assessment results.

**Step 2: Delaware’s Walkability Checklist** is to be completed after the pre-assessment questionnaire. It is an “in-the-field” assessment checklist designed to rate specific walkability elements of a defined area within the municipality. These elements include the condition and maintenance of walking facilities (e.g., sidewalks, curbs), pedestrian amenities, safety, and destinations available within the area.

**Step 3: The Post-Assessment** is designed to help analyze the results of the first two steps and identify major issues and problem areas. It provides an opportunity to summarize results, consider potential changes, and identify next steps in improving the overall walkability of the town or city.

## Step One: Pre-Assessment Questionnaire

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### Introduction

A walkability assessment is an important tool for Delaware local governments and community leaders for helping evaluate their respective community's strengths and weaknesses related to pedestrian networks, consider opportunities for residents to become more physically active and healthy, and identify ways to increase economic and environmental viability through appropriate community planning initiatives. However, before assessing an area's walkability, it is important for municipal representatives to understand the primary reason(s) for conducting the evaluation.

The first step of the walkability-assessment process is to clarify the town or city's goals and objectives. The Pre-Assessment Questionnaire (Step 1) is designed to help familiarize local officials with healthy-community concepts and issues and encourage them to think strategically about how the town or city can benefit from the assessment process. It is recommended that the Pre-Assessment Questionnaire be completed and reviewed by a local government official **before** moving on to Delaware's Walkability Checklist (Step 2). The purpose of this Pre-Assessment Questionnaire is to determine the answers to the following:

- **Who** will lead your jurisdiction's walkability-assessment efforts (i.e., who will facilitate/conduct the process, review and share outcomes; what department(s) will be represented)?
- **What** are the town/city's major issues or concerns regarding the health of its community (e.g., sidewalk issues, connectivity among destinations within the town/city, accessibility of walking paths or trails)?
- **Why** should the town/city should conduct a walkability assessment?
- **How** does the town/city plan to include stakeholder groups and use the results of the assessment (i.e., what will happen after the assessment process, will this help initiate citizen feedback or specific projects)?



## The Questionnaire

This questionnaire is the first step of **The Walkability Assessment Tool** and should be completed by an authorized individual or representative group of a Delaware municipality. The individuals or groups will vary depending on the size and composition of the municipalities they represent. If needed, please use additional sheets to complete the following seven questions.

**Completed by** (please print clearly):

Date \_\_\_\_\_

Name \_\_\_\_\_ Title \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Name \_\_\_\_\_ Title \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Name \_\_\_\_\_ Title \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Name \_\_\_\_\_ Title \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Name \_\_\_\_\_ Title \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

1) Why should the municipality initiate a walkable-community assessment (e.g., help the town or city consider options for residents to become more physically active, determine whether more foot traffic would benefit local businesses, understand whether the town or city is accessible for older residents or people with disabilities)?

2) Who will lead the assessment process (Steps 2 and 3) and be responsible for disseminating the results (authorized individual or representative group of the municipality)?

- 3) Will community stakeholders or citizens be asked to participate in Steps 2 and 3 (e.g., a person who uses a wheelchair or stroller)? If so, how?
- 4) To what extent does the town or city currently educate or provide information to its citizens on healthy-community resources (newsletters, websites, flyers, mailers, inserts)?
- 5) Is there a specific area within the municipality that should be a priority?
- 6) What is the Walk Score of the area(s) that are being considered for assessment (visit [www.walkscore.com](http://www.walkscore.com) to learn about and measure the area's Walk Score)? It will be helpful to compare the area's Walk Score to responses in Steps 2 and 3.
- 7) How might the town or city use the assessment results to develop a healthy-community project or initiative within a particular area?

## *Step Two: Delaware's Walkability Checklist*

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### Introduction

Obesity is a prevalent condition and concern among Americans—one that can lead to other major health issues, such as cardiovascular disease, high blood pressure, high cholesterol, limited mobility, increased healthcare expenditures, and decreased overall quality of life. Walkable communities are one means for combating obesity, since they promote active living and lifestyles. In addition to improved health, walkable communities contribute to an area's economic well-being, foster social interaction, and promote cleaner and safer environments for residents of all ages and abilities.

The second step of the walkability-assessment process is to identify areas within the town or city that can promote healthier living through walkability. Delaware's Walkability Checklist (Step 2) is designed to help local officials determine an area's current walkability and identify any changes that might promote a "healthier community" within their jurisdiction. It is recommended that Delaware's Walkability Checklist (Step 2) be completed by an authorized individual or representative group of a Delaware municipality **before** moving on to the Post-Assessment (Step 3).

Delaware's Walkability Checklist (Step 2) is designed to be an "in the field" assessment using the checklist on pages 7-9). This means that the person(s) facilitating or coordinating the field assessment will schedule a walk of a designated area within the town or city and gather certain materials that will help in rating the area. If two or more people are scheduled to walk, it is recommended that specific assignments be clarified before the day of the walk. For example, one person might serve as photographer, while another takes notes or performs measurements. It might also help to invite people from diverse backgrounds to help test out the checklist items (e.g., someone who uses a wheel chair, a person who uses a stroller, an elderly resident).

## The Checklist

This checklist is the second step of **The Walkability Assessment Tool** and should be completed by an authorized individual or representative group of a Delaware municipality. The individuals or groups will vary depending on the size and composition of the municipalities they represent. Additional stakeholders who might be helpful in completing the checklist include people who use a wheelchair or stroller, or an elderly resident. Others who participate in the walk could take notes, or photographs and measurements. Before the day of the scheduled walk, it is important to confirm who will be participating, what time the walk will start and finish, where the walk will begin, and who is responsible for gathering materials.

### Who is participating in the walk and has the task of completing The Checklist (Step 2)?

Name _____	Title _____
Phone _____	Email _____
Name _____	Title _____
Phone _____	Email _____
Name _____	Title _____
Phone _____	Email _____
Name _____	Title _____
Phone _____	Email _____
Name _____	Title _____
Phone _____	Email _____

### Getting Started

Select a location that you wish to assess, based on your responses to the **Pre-Assessment Questionnaire (Step 1)**. Once the location has been determined, it is important to review the Walkability Checklist questions (beginning on page 12), and determine the date and time of day when the walk will take place. **Be sure that participants are informed of the correct location, date, and time of the walk. Participants should also review the checklist prior to the walk** (using the [Glossary](#) and determine whether a preliminary walk is necessary)\*.

\*A preliminary walk may help determine the best time of day to conduct the walk and checklist, the best route to take, and whether additional materials or persons would be helpful in completing.

- **Select a location to assess.** Define a specific area or neighborhood within the town or city to assess. Examples include:

- ☐ Defined areas around a specific destination (e.g., school) or group of destinations (e.g., commercial center, downtown area)

Specify: \_\_\_\_\_

- ☐ Neighborhoods defined by administrative (e.g., census blocks) or other boundaries

Specify: \_\_\_\_\_

- ☐ Routes between destinations or groups of destinations (e.g., elementary school and a central location in a neighborhood)

Specify: \_\_\_\_\_

- **Determine** the day of the week and the time observations will take place.

Day(s) of the week: \_\_\_\_\_

Time observations began: \_\_\_\_\_ ☐ a.m. ☐ p.m.

- **Gather** materials that will be helpful in answering checklist questions.

- ☐ Street maps and/or a map of the area to be assessed\*\*
- ☐ **Glossary**
- ☐ Clipboards
- ☐ Note paper
- ☐ Pens, pencils, highlighters
- ☐ Camera
- ☐ Tape measure or ruler
- ☐ Comfortable walking shoes and clothing
- ☐ Information about regulations on sidewalk maintenance issues

### ***Read Carefully Before You Begin Your Walk!***

As you walk the designated area, complete the checklist items below by giving an overall rating to each item. Please use the 1-6 (high to low) **Walkability Rating Scale** below to rate the various elements of the checklist. In rating each checklist item, consider the overall condition of the area and note problems within the area being assessed. For several questions, you will be asked to check off items that apply. A sketch or map of the area might also be helpful in noting areas for improvement or problems (Google Maps is recommended: [maps.google.com](https://maps.google.com)).



If you have two or more people involved in the walk, consider assigning one person to serve as the photographer, as photos can help in documenting issues or problem areas. Please refer to the **Glossary** for clarification of any of the highlighted terms below. Happy walking!

<b>Walkability Rating Scale</b>					
1 = Excellent	2 = Very Good	3 = Good	4 = Some Problems	5 = Many Problems	6 = Awful

### Walking Facilities and Their Maintenance

1. Are there sidewalks, multi-use paths, or paved trails present?

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

Locations of problems: \_\_\_\_\_

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4. Is the sidewalk continuous, (i.e., without gaps)?

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

Locations of problems: \_\_\_\_\_

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2. Do you feel safe using the sidewalk, multi-use path, or paved trail?

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

Locations of problems: \_\_\_\_\_

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5. Are the sidewalks a minimum of five feet wide to accommodate at least two pedestrians to walk together and/or a wheelchair?

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

Locations of problems: \_\_\_\_\_

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3. Does the sidewalk, multi-use path, or paved trail accommodate people who use strollers, wheelchairs, or other assistive mobility devices?

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

Locations of problems: \_\_\_\_\_

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6. Is the sidewalk located on both sides of the street?

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

Locations of problems: \_\_\_\_\_

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7. Are there curb cuts present that allow pedestrians and people with strollers, wheelchairs, or senior citizens to navigate the sidewalk, paved trail, or multi-use path safely and conveniently?

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

Locations of problems: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

8. Is the sidewalk free from major misalignment, cracks, or other pavement condition issues?

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

Locations of problems: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

9. Is the sidewalk free from obstructions, such as poles, signs, shrubbery, dumpsters, etc?

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

Locations of problems: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### Pedestrian Amenities

1. Are there crosswalks and/or pedestrian signals located at intersections?

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

Locations of problems: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

2. Is it easy to cross streets?

☐ Yes

☐ No, some problems (check all that apply):

a. ☐ Road was too wide

b. ☐ Traffic signals did not provide adequate time to cross

c. ☐ Lack of pedestrian signalization

d. ☐ Traffic signals made us wait too long to cross

e. ☐ Street needed striped crosswalks

f. ☐ Blocked line of sight (e.g., parked cars, trees or plants blocked view of traffic)

g. ☐ Curb ramps were needed or ramps needed repair

h. ☐ Drivers seem to be speeding

i. ☐ Other issues and observations:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Locations of problems (use letters above to indicate which problems):

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4. What destinations are present?

Check all that apply:

- ☐ Small grocery/convenience store
- ☐ Farmers market
- ☐ Food establishment (e.g., restaurant, bakery, café, coffee shop, bar)
- ☐ Supermarket
- ☐ Pharmacy
- ☐ Entertainment (e.g., movie theater, arcade)
- ☐ Church/temple/mosque
- ☐ Library
- ☐ Post office
- ☐ Bank
- ☐ Laundry/dry cleaner
- ☐ Indoor fitness facility
- ☐ Senior center
- ☐ Playground/park/trailhead
- ☐ School (elementary, middle, high)
- ☐ College/technical school/university
- ☐ Retail stores
- ☐ Employment centers
- ☐ Smoke-free public spaces
- ☐ Other, specify:

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5. How pleasant is your walk? Check all that apply:

- a. ☐ Needed more grass, flowers, or trees
- b. ☐ Lacked personal security
- c. ☐ Not well lit
- d. ☐ Dirty, lots of litter or trash
- e. ☐ Lack of maintenance
- f. ☐ No bench or place to rest
- g. ☐ Too much high-speed traffic
- h. ☐ Other, specify:

---

Locations of problems (use letters above to indicate which problems):

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6. Is there grass or other buffer between the roadway and sidewalk? Check all that apply:

- ☐ Trees
- ☐ Landscaping
- ☐ Bike Lanes
- ☐ Parked Cars

7. Is the sidewalk part of a larger pedestrian network?

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

Locations of problems: \_\_\_\_\_

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## Step Three: Post-Assessment Questionnaire

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### Introduction

The final step of the assessment process is to analyze the results of the first two steps and identify issues or problem areas that could be addressed through a healthy-community project or initiative. It is important to carefully organize and review the specific notes, responses, and ratings from each of the previous sections before beginning this final step. For example, in completing Delaware's Walkability Checklist (Step 2), which areas are rated highest and why? Which are rated lowest and why? Also, do the ratings make sense given the area's Walk Score measured in the Pres-Assessment Assessment Questionnaire (Step 1)? Were there area sketches or photos taken of problematic areas?

The Post-Assessment (Step 3) is designed to help local officials prioritize realistic changes that could further promote walkability within the designated jurisdiction. It is recommended that the Post-Assessment (Step 3) be completed by an authorized individual or representative group of a Delaware municipality. To further analyze results and expand on identified priorities, it is recommended that responses from Steps 1-3 be shared with other representatives from your municipality (e.g., council, administration, planning department or staff, parks and recreation department or staff).

### The Questionnaire

This is the final step of **The Walkability Assessment Tool** and should be completed by an authorized individual or representative group of a Delaware municipality. At least one person who participated in the walking assessment and completion of Delaware's Walkability Checklist (Step 2) should assist in completing the Post-Assessment (Step 3). Please answer in the space provided and additional sheets if needed.

**Completed by** (please print clearly):

Date \_\_\_\_\_

Name \_\_\_\_\_ Title \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

go to next page >

### ***Summarize Responses from Steps 1 and 2***

In reviewing the responses to the Pre-Assessment Questionnaire (Step 1), is there anything surprising about the ratings and responses to the items in The Checklist (Step 2)? For example, were there unexpected problem areas or concerns identified during the walk and completion of the checklist that were not listed on the Pre-Assessment Questionnaire (Step 1)? Do the findings make sense given the area's Walk Score?

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What areas of The Checklist (Step 2) have the ***highest ratings***? Why?

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What areas of The Checklist (Step 2) have the ***lowest ratings***? Why?

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### ***Identify Priority Issues***

Now that the responses from Steps 1 and 2 have been reviewed and summarized, it is time to identify some priority issues. Using the space below, list the **five most important walkability issues of the area assessed**. Please consider what areas need most improvement and what evidence and documentation that has been gathered in Steps 1 and 2 to support the need for planning and development of a healthy-community project or initiative.

Finally, in listing the five issues below, consider how they will be addressed, who might be involved, and what community partners are important to include in the process (e.g, municipal departments, property owners and other residents, county or state government departments, anyone identified in the Pre-Assessment Questionnaire).

1. 

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2. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please use additional sheets if necessary.

## Resources

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### Glossary of Healthy-Community Terms

**Accessible:** Accessible facilities are those that can be reached, used, and traversed by people of all ages and abilities without difficulty.

**Active Transportation:** Also known as *Non-Motorized Transportation* and *Human-Powered Transportation*, includes walking, bicycling, small-wheeled transport (skates, skateboards, push scooters and hand carts) and wheelchair travel ([Victoria Transportation Policy Institute](#)).

**Americans with Disabilities Act (ADA):** The legislation defining the responsibilities of and requirements for transportation providers to make transportation accessible to individuals with disabilities ([FHWA](#)).

**Assistive Mobility Devices:** Any device designed or adapted to help people with physical limitations to perform actions, tasks, and activities (e.g. wheelchairs, crutches, or canes).

**Bicycle Facilities:** Facilities designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities (such as off-road paths), but may be designed to be shared and operated along with other travel modes (such as painted on-road bike lanes or sufficiently wide shoulders with bicycle signage).

**Buffer:** The area between the outside edge of the roadway and the roadside edge of the sidewalk or pedestrian facility that provides a space between pedestrian traffic and motorized traffic; this buffer can contain paved areas, grassy areas, or trees.

**Built Environment:** The human-made surroundings that provide the setting for human activity, production, and consumption. The built environment consists of houses, office buildings, roads, and entire cities.

**Complete Streets:** Complete Streets are streets designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a “complete” street ([National Complete Streets Coalition](#)).

**Comprehensive Plan:** A document containing text and maps that lays out a municipality’s general development strategy, position on population growth, infrastructure needs, and community issues, among other topics. In Delaware all towns are required to develop land-use plans, and towns with a population of over 2,000 are required to develop and adopt a Comprehensive Plan.

**Connectivity:** A measure of how well transportation facilities (such as roads and sidewalks) are connected to each other and to important destinations.

**Continuity:** A measure of the proportion of a transportation facility that is uninterrupted. For example, a sidewalk that runs along a roadway for 500 feet, disappears for 200 feet, and then starts again would be a discontinuous sidewalk with low continuity.

**Crosswalk:** Also known as a pedestrian crossing, a crosswalk is a point on a roadway that employs some means of assisting pedestrians or other non-motorized transportation modes to safely cross the road. Crosswalks usually consist of some combination of on-road paint, a crossing signal for pedestrians, and signage warning motorists of the presence of pedestrians. Crosswalks are most commonly located at signalized intersections but can be located anywhere along a roadway.

**Curb Cut:** Also known as a *Curb Ramp*, a curb cut is a short ramp installed where a sidewalk meets a road to create a smooth transition between the two surfaces rather than a steep drop of several inches. Curb cuts are especially essential for sidewalk users such as bicyclists, pedestrians with limited mobility, and those using wheelchairs or strollers.

**Density/Compact Development:** Density refers to the amount of dwellings or other buildings per acre in a particular area of development. Higher density, or *compact*, developments, allow for a greater amount of activity to occur on a smaller amount of land, thus conserving open spaces and natural resources. Compact development also creates a situation in which origins and destinations, such as homes and places of work, are located closer to each other, allowing for more active forms of transportation.

**Downtown:** Also referred to as the *Central Business District*, is the portion of a town that serves as the commercial and cultural “center” of activity; it can also refer to the geographical origins of a town.

**Greenway:** A corridor of undeveloped land, usually including some kind of trail or pathway that is provided for recreational purposes and/or environmental protection.

**Healthy Community:** A neighborhood, town, or other area that promotes the physical, mental, and emotional health of its citizens through the designs and practices of the places and organizations that touch people’s lives every day. These include schools, work sites, healthcare sites, parks, the built environment, and other community settings. Healthy communities provide their citizens with opportunities for healthy lifestyles through various policies, urban designs, food options, exercise facilities, etc.

**Land Use:** Refers to the division and usage of natural land for various human purposes. In planning terms, land use usually refers to the designation of land space for discrete purposes, through ordinances or zoning codes, such as commercial, residential, or industrial

development. Land use can also connote the physical quantity of land that is consumed for human purposes, rather than left as wilderness.

**Livable:** Refers to the suitability of a place (town, city, or neighborhood) to support a high quality of life that contributes to the health and happiness of its residents.

**Mixed-Use Development:** Mixed-use developments counter the post–World War II practice of physically separated land uses by providing areas where residences, commercial buildings, and businesses are located within close proximity to each other. Examples of true mixed-use areas are found in the downtown areas of large cities such as New York and Philadelphia, where restaurants, offices, and residences are often located in the same building.

**Mobility:** The ability to move or be moved from place to place ([FHWA](#)).

**Multimodal:** The availability of transportation options using various modes (such as automobile, bicycle, and pedestrian) within a system or corridor ([FHWA](#)).

**Multi-use Path:** An off-road path, paved or unpaved, intended for use by pedestrians, bicyclists, joggers, skaters, and others for recreational or transportation purposes.

**Neighborhood:** A geographical area that is a subset of a larger town or city, usually defined by shared social or architectural features that set it apart from adjacent areas.

**New Urbanism:** A movement that recognizes walkable, human-scaled neighborhoods as the building blocks of sustainable communities and regions. New Urbanism stresses the importance of street patterns, transportation options, and building siting in creating sustainable communities ([Congress for New Urbanism](#)).

**Parks and Open Spaces:** Parcels of land set aside for recreational use and/or environmental resource protection. These areas can be publicly or privately owned, and development on the site is usually unauthorized.

**Paved Trail:** A relatively smooth path covered with paving material such as asphalt, concrete, or macadam. Paved trails can include off-road paths, such as greenway trails, as well as sidewalks alongside a roadway.

**Pedestrian-Scale (or Human-Scale) Design:** Encompasses a number of design strategies that enhance a pedestrian's experience of the built environment. Pedestrian-scaled design includes designing roadways, buildings, signage, and parking lots for the convenience and comfort of pedestrians as well as motorists. Examples include lighting on sidewalks, parking lots located behind or to the side of buildings, attractive storefronts, and way-finding signs intended to guide people who are traveling on foot rather than in automobiles.

**Pedestrian Facilities:** Includes roadside sidewalks, trails, and paved or unpaved off-road trails.

**Pedestrian Network:** A continuous sidewalk or pedestrian-facility system that allows pedestrians to make uninterrupted trips and accommodates stroller or wheelchair users to utilize the sidewalks (Kansas City Walkability Plan).

**Pedestrian Signals:** Electronic signals placed at pedestrian-crossing locations intended to notify pedestrians when it is safe to cross the street. Pedestrian signals can also be programmed to provide an exclusive pedestrian phase at signalized intersections, whereby all automobile traffic is given a red light and only pedestrian crossing movement is allowed.

**Placemaking:** The process of creating unique spaces—such as plazas, squares, streets, and waterfronts—that are attractive to people because they are pleasurable or interesting.

**Right of Way:** A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes ([FHWA](#)).

**Safe Routes to School:** A federally funded and state-administered program that encourages local schools and jurisdictions to undertake projects that will encourage children to walk or bicycle to school and to make such trips safer.

**Sidewalk:** A paved walkway along the side of a street; also the portion of a right-of-way intended for pedestrian use.

**Smart Growth:** Land-use development practices that create more resource-efficient and livable communities, with more accessible land-use patterns; an alternative to sprawl ([Victoria Transportation Policy Institute](#)).

**Sprawl:** Dispersed, low-density, single-use, and automobile-dependent land-use patterns ([Victoria Transportation Policy Institute](#)).

**Streetscaping:** Changes to the street and surrounding areas intended to improve the experience of pedestrians and others using the area; streetscaping improvements can include changes to the road cross-section, traffic management, sidewalk conditions, landscaping, street furniture, and building fronts. Common streetscaping improvements include pedestrian-scaled lighting, benches, and street trees ([Victoria Transportation Policy Institute](#)).

**Traditional Neighborhood Development (TND):** A planning concept based on traditional neighborhood and city design practices. TNDs are neighborhoods where residential, commercial, and civic buildings are within close proximity to one another (Wisconsin Model TND Ordinance).

**Traffic Calming:** A way to design streets using engineering principles to encourage people to drive more slowly. Traffic calming involves physical and visual cues that induce drivers to travel at appropriate speeds (Kansas City Walkability Plan).



**Traffic Signals:** Electronic signaling devices located at road intersections to control competing flows of traffic.

**Universal Design:** Transportation systems designed to accommodate a wide range of users, including people with disabilities and other special needs ([Victoria Transportation Policy Institute](#)).

**Walk Score:** Walk Score is a number between 0 and 100 that measures the walkability of any address (with 0 being least walkable and 100 being most walkable). It is based on an algorithm that ranks communities nationwide based on an area's number of common destinations (business, restaurants, parks, schools) within walking distance of any given starting point ([walkscore.com](#)).

**Walkability:** Walkability is often measured according to the environmental, health, financial, and safety benefits offered to pedestrians within a community. More broadly, walkability is a measure of how conducive an environment is to walking ([walkscore.com](#)).

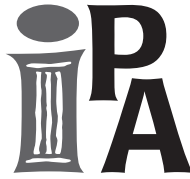
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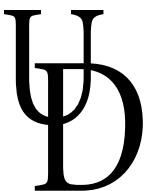


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