Voorhees Transportation Policy Institute
Pedestrian-Friendliness Scorecard

What is pedestrian-friendliness? Pedestrian-friendliness is the cornerstone and key to an urban area's efficient ground transportation. We begin and end every trip as a pedestrian. Walking remains the cheapest form of transport for all people, and the construction of a pedestrian-friendly environment provides the most affordable transportation system any community can plan, design, construct and maintain. Assessing the pedestrian-friendliness of our communities is the first step towards establishing more liveable communities.

About this scorecard: This scorecard is as much a conceptual model as it is a practical tool. It should be viewed as a way to help citizens and local officials evaluate whether or not a municipality is pedestrian friendly, and whether the right tools are in place to make it so. This scorecard is designed to help us answer the questions "How walkable are our communities?" and "How can we make our communities safer and more enjoyable places to walk?" Walkable communities have a number of benefits, including traffic and congestion reduction, and decreasing demand for parking, especially in local commercial and train station areas.

General pedestrian-friendly criteria:
-- Facility design and infrastructure enhances the pedestrian environment
-- Transitions and continuity of the pedestrian environment encourage walking
-- Traffic and street crossing design prioritizes pedestrian's needs
-- Streetscape is designed at a human scale and is visually interesting
-- Land uses are pedestrian-oriented
-- Safety rules prioritize the pedestrian and are enforced
-- Design of lighting and landscaping considers pedestrian comfort and safety
-- Pedestrian amenities exist and are appropriately located
-- Pedestrian paths maximize level walking surfaces
-- Seasonal issues do not compromise pedestrian accessibility or safety

Directions: The scorecard is divided into ten sections, one for each pedestrian-friendly criterion (see above). Read through the sections and identify the best answer for each measurement listed. To calculate the score, enter the points for a given answer into the score column. Add up the scores for each measurement and write that number (subtotal) in the space provided. If using the electronic scorecard, simply place an "x" in the appropriate answer column and the scorecard will tally your responses automatically.

To use: Scorecard will tally your responses automatically. Simply place an "X" in the appropriate answer column.

I. Infrastructure / Maintenance

Some aspects of transportation facility design can enhance the pedestrian environment while others can act as deterrents to walking and create obstacles to travel. Particular attention should be given to the construction and maintenance of sidewalks and curb cuts, and to walkway widths.

I. Infrastructure / Maintenance		Points	Answer	Score
There are sidewalks on both sides of the street	Plenty of sidewalks on both sides of street	4		0
	Adequate sidewalks on both sides of street	3		0
	Sidewalks on one side of street only	2		0
	Few sidewalks exist	1		0
	Very few or no sidewalks exist	0		0
Sidewalks are wide enough in all locations *(minimum clear width*	Sidewalks are consistently wide enough	2		0
	Sidewalks vary in adequate width	1		0
	Sidewalks are too narrow	0		0
Sidewalks are in adequate repair	Sidewalks are consistently in good shape	3		0
	Sidewalk repair is adequate	2		0
	Sidewalks need some repair	1		0
	Sidewalks present tripping hazards	0		0
There are curbs	Curbs are appropriately located	2		0
	Curbs are in most locations	1		0
	No curbs exist	0		0
Curbs are designed for easy pedestrian access	Curbs are pedestrian accessible	1		0
	Curbs are not pedestrian accessible	0		0
Curbs are in adequate repair	Curbs are consistently in good shape	2		0
	Curb repair is adequate	1		0
	Curbs are in poor repair	0		0
The pavement is well-maintained	Pavement is consistently in good shape	3		0
	Pavement maintenance is adequate	2		0
	Pavement needs some repair	1		0
	Pavement is a hazard	0		0
			Subtotal	0

II. Continuity

The ease of transitions within the pedestrian realm is a key element in encouraging people in your community to walk. The provision of pedestrian-oriented pavement markings and signalization affords safe points of interaction with motorized traffic. Attention to grade shifts at driveways and building entrances make for a more seamless trip.

II. Continuity		Points	Answer	Score
Pedestrian walkways lead to and from adjacent areas allowing for	Walkways prioritize pedestrian access	4		0
	Walkways link most destination points	3		0
	Continuity is adequate for pedestrian access	2		0
	Continuity is poor for pedestrian access	1		0
	Pedestrian walkways go nowhere	0		0
Signals are conveniently timed *(Signal cycle lengths should be*	Pedestrians do not have to wait for signals	3		0
	Signals change quickly for pedestrians	2		0
	Signals respond slowly for pedestrians	1		0
	Vehicle movement is prioritized	0		0
There are minimal curb cuts *(frequent curb cuts for driveways*	Few curb cuts exist	2		0
	Some curb cuts exist	1		0
	Curb cuts exist in abundance	0		0
Pedestrian crossings are marked *(Marked crosswalks increase*	Crossings are consistently marked	3		0
	Crossings are marked at most intersections	2		0
	Crossings are marked at major intersections	1		0
	Crossings are rarely marked	0		0
Curb ramps are provided at all corners *(The ADA requires two*	Curb ramps exist at all corners	2		0
	Presence of curb ramps is adequate	1		0
	Few or no curb ramps exist	0		0
			Subtotal	0

III. Traffic and Street Crossing

Well-designed traffic and street crossings can enhance the pedestrian realm and encourage walking. Street design should consider street widths, traffic speeds, and pedestrian's lines of sight.

III. Traffic and street crossing		Points	Answer	Score
Streets are easy to cross *(Corners should be free of obstructions,*	Streets are consistently easy to cross	4		0
	Street crossing is relatively easy	3		0
	Street crossing is adequate	2		0
	Streets are difficult to cross	1		0
	Streets are dangerous to cross	0		0
Traffic speeds are compatible with pedestrians *(Narrower travel*	Speeds prioritize pedestrian movement	3		0
	Speeds are compatible with pedestrians	2		0
	Traffic speeds intimidate pedestrians	1		0
	Speeds compromise pedestrian safety	0		0
Traffic volumes do not make walking unpleasant	Traffic volumes are low	2		0
	Traffic volumes do not intimidate pedestrians	1		0
	Traffic volumes are unsafe for pedestrians	0		0
Parked cars do not block pedestrian's views	Parked cars do not block views	2		0
	Parked cars occasionally block views	1		0
	Parked cars compromise pedestrian safety	0		0
Trees, plants and signage does not block pedestrian's views	Foliage or signage do not block views	2		0
	Foliage or signage do not pose problems	1		0
	Foliage or signage compromise safety	0		0
			Subtotal	0

IV. Streetscape

Streetscape design includes the layout of the streets, the sense of focus and enclosure, proportions and dimensions, and responds to natural features. Awnings, benches, drinking fountains, planters, trees and other sidewalk furniture and amenities are integral elements in making a community more visually interesting and more accommodating for the pedestrian.

IV. Streetscape		Points	Answer	Score
There are trees, flowers, etc. along the route	Foliage significantly enhances the route	2		0
	Some trees and flowers are along route	1		0
	Few or no trees or flowers exist along route	0		0
Trees or awnings provide sun protection	Pedestrian has plenty of protection from sun	2		0
	Pedestrian has some protection from sun	1		0
	Limited or no protection from sun	0		0
The sidewalks are visually interesting *(Building facades, including*	Sidewalks have visual appeal	2		0
	Sidewalks have adequate visual interest	1		0
	Sidewalks are uninteresting	0		0
The walking environment is litter and graffiti free *(Trashcans*	The environment is very clean	2		0
	The environment is adequately clean	1		0
	The environment is unclean	0		0
The walking environment is pleasant	The environment encourages walking	3		0
	The environment is enjoyable	2		0
	The environment is adequate	1		0
	The environment deters pedestrians	0		0
			Subtotal	0

V. Land Use

Land uses that are pedestrian-oriented incorporate a careful consideration for the access needs of the person traveling by foot, and therefore encourage walking. Buffers between pedestrian and auto-oriented land uses offer many advantages to the comfort and safety of pedestrians.

V. Land Use		Points	Answer	Score
There are pedestrian-oriented land uses *(Land use and*	The environment is pedestrian-oriented	3		0
	Land uses encourage pedestrianism	2		0
	Pedestrian-orientation is adequate	1		0
	No pedestrian uses exist	0		0
Retail and service uses are located on lower levels of buildings	Retail & services are on the ground level	2		0
	Some ground level services exist	1		0
	Ground level access to services is difficult	0		0
Commercial development is concentrated	Commercial uses consistently concentrated	2		0
	Commercial uses adequately concentrated	1		0
	Commercial uses compromise environment	0		0
Auto-oriented land uses are separated from those for pedestrians	Pedestrian and auto uses happily coexist	4		0
	Pedestrian access is prioritized	3		0
	Auto-orientation does not dominate	2		0
	Environment favors auto-orientation	1		0
	Autos are obstacle or threat to pedestrians	0		0
Pedestrian areas are buffered from auto-related hazards	Pedestrians areas buffered from auto hazards	2		0
	Auto hazards encroach on pedestrian realm	1		0
	Autos compromise pedestrian realm	0		0
			Subtotal	0

VI. Safety Rules

In a pedestrian-friendly environment motorists can anticipate and respond to pedestrian movements, and pedestrians can always identify safe spaces where motorists must yield.

VI. Safety Rules		Points	Answer	Score
At crosswalks pedestrians can see and be seen by drivers	Pedestrian visibility is prioritized	4		0
	Pedestrians feel safe at crosswalks	3		0
	Pedestrian visibility is adequate	2		0
	Pedestrian visibility at crosswalks is poor	1		0
	Pedestrians feel vulnerable at crosswalks	0		0
Bollards are used to protect pedestrians on corners or other areas	Bollards are consistently used	2		0
	Bollards are used at major intersections	1		0
	Pedestrians feel vulnerable at waiting areas	0		0
Where there are no sidewalks, pedestrians can walk on shoulders	Yes	1		0
	No	0		0
			Subtotal	0

VII. Security / Lighting

Creating a walkable environment can enhance the safety and security of the community. Strategically-placed lighting can substantially enhance pedestrian safety. Careful consideration should be given to landscaping that affords ease of access and good visibility.

VII. Security / Lighting		Points	Answer	Score
Lighting is adequate on pedestrian routes *(Pedestrian light*	Lighting is frequent and human-scale	3		0
	Lighting is adequate	2		0
	Lighting is infrequent	1		0
	Pedestrian routes are poorly lit	0		0
Lighting is adequate on street corners *(Particular attention should*	Street corners are well-lit	2		0
	Lighting exists at major intersections	1		0
	Few street corners are adequately lit	0		0
Pay phones or police call boxes are located along pedestrian	Yes	1		0
	No	0		0
The route appears secure (no vacant buildings, good visibility,	The route maximizes pedestrian security	3		0
	Route security is adequate	2		0
	Route security is poor	1		0
	The route feels unsafe	0		0
Threatening behavior does not dominate route	No antisocial activity exists	2		0
	Antisocial activity is not a significant problem	1		0
	Antisocial activity dominates the route	0		0
			Subtotal	0

VIII. Pedestrian Amenities

Pedestrian facilities should be designed to provide for pedestrian flows and pedestrians waiting to make their desired street crossing. Ideally, parking spaces, poles, mail boxes, bus stop shelters, planters, trees, and other sidewalk furniture and amenities will not be located near crosswalks where they may obscure pedestrians and decrease pedestrian waiting and queuing areas.

VIII. Pedestrian Amenities		Points	Answer	Score
Vicinity maps are displayed along the route	Yes	1		0
	No	0		0
Signage is clear for transit station, bus stops and destination	Signage clearly marks transit locations	2		0
	Some transit signage exists	1		0
	No transit signage exists	0		0
There are places to sit in sun and shade	Seating is available in both sun and shade	2		0
	Seating exists but is infrequent or random	1		0
	No seating exists	0		0
Public drinking fountains are along the route *(Drinking fountains*	Yes	1		0
	No	0		0
			Subtotal	0

IX. Topography

While the lay of the land is generally out of the control of the municipality, municipalities can take steps to ensure that pedestrian paths maximize level walking surfaces, and that seasonal issues are not allowed to compromise walkability.

IX. Topography		Points	Answer	Score
Topography is uniform (no hills / slopes)	Yes	1		0
	No	0		0
Topography lends itself to comfortable walking	Yes	1		0
	No	0		0
Topography does not cause problems with pooling water, snow	Yes	1		0
	No	0		0
			Subtotal	0

X. Seasonal Issues

As with topography, municipalities can do little about the weather. Nevertheless, they can take steps to ensure adequate drainage around routes that are known problems, and ensure that residents and municipal employees are aware of their responsibilities regarding snow removal.

X. Seasonal Issues		Points	Answer	Score
There is adequate drainage along the route	Drainage is consistently adequate	2		0
	Drainage exists but is clogged or inadequate	1		0
	No drainage exists along route	0		0
Snow drifts do not create access problems	Snow drifts do not create any problems	2		0
	Snow drifts create some access problems	1		0
	Snow drifts block pedestrian routes	0		0
Snow removal from streets includes clearing of crosswalks and	Yes	1		0
	No	0		0
			Subtotal	0

Pedestrian-friendliness Criteria	Total Possible	Section Score
I. Infrastructure / Maintenance	17	**0**
II. Continuity	14	**0**
III. Traffic and Street Crossing	13	**0**
IV. Streetscape	11	**0**
V. Land Use	13	**0**
VI. Safety Rules	7	**0**
VII. Security & Lighting	11	**0**
VIII. Pedestrian Amenities	6	**0**
IX. Topography	3	**0**
X. Seasonal Issues	5	**0**
		Scorecard Total **0**

Final Score	Letter Grade
100-90	A
89-80	B
79-70	C
69-60	D
59-0	F