

## **Introduction**

The following list of resources represents the variety and quantity of the current state of the art information regarding inter-modal transportation, and its relationship to health, land use and quality of life. The current need, interest and funding levels for inter-modal transportation planning has caused a flourish of new information that is being updated almost daily. Therefore, the following list is not and can not be comprehensive. The list includes organizations, publications and web sites. References are organized by plan components: Pedestrian, Bicycle, Public Transit, Traffic Calming, Quiet Streets, Kessler Boulevard, Glendale Block, and Environmental Systems. As with the Special Neighborhood Study, the “Visionary” transportation resources precede the system components.

## **Inter-modal Transportation Planning**

### *Center for Livable Communities*

<http://www.lgc.org/center>

This site is sponsored by the Local Government Commission (LGC) in California and helps local governments and communities be proactive in their land use and transportation planning, and adopt programs and policies that lead to more livable and resource-efficient land use patterns.

### *Circulation Element*

City of Santa Barbara, Community Development Department and Public Works Department 1998. Contents include: Acknowledgements, Comprehensive Goal and Vision Statement, Introduction, Format of Circulation Element, Goals, Glossary, Appendices, Index.

This City has chosen to emphasize alternative forms of transportation and mobility so that use of an automobile is a choice not a necessity. The Circulation Element was incorporated into the General Plan of the city by City Council resolution. The plan is an example of a city-wide application of goals similar to the Indianapolis Special Neighborhood Study, and is an excellent reference. The plan also includes Design Guidelines in the Appendix. Guidelines are given for shared roadways, bicycle lanes, paved shoulders on rural roadways, shared-use paths, traffic signals, road hazards, lighting, structures (bridges, underpasses), and continuity of bike network during travel disruptions. Also included are considerations for bicycles in traffic calming devices, maintenance of the facilities, and bicycle parking. Federal and State discretionary funding source are also included.

### *Design Guidance: Accommodating Bicycle and Pedestrian Travel: A Recommended Approach* Federal Highway Administration 2000

This is a US DOT Policy Statement on integrating bicycling and walking into transportation infrastructure.

### *Federal Highway Administration*

<http://www.fhwa.dot.gov/environment/bikeped/>

The FHWA Office of Technology Applications (OTA) administers the Pedestrian Safety Roadshow web site: [www.safety.dot.roadshow/walk](http://www.safety.dot.roadshow/walk)

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*Human Powered Transportation Committee (HPTC) of the American Society of Civil Engineers (ASCE)* <http://www.asce.org>

HPTC is active in research and practice in engineering. Recent work includes review of the AASHTO Guide for the Development of Bicycle Facilities and review of research and practice regarding rumble strips.

*Institute of Transportation Engineers*

<http://www.ite.org/>

ITE is a tremendous source for transportation-related information in a searchable database.

*Intermodal Transportation Data Base*

Bureau of Transportation Statistics

[www.bts.gov](http://www.bts.gov)

*International Making Cities Livable*

<http://www.livablecities.org>

Contents include: About IMCL, Conferences, Publications, Consultation, Membership, Fact Sheet, Bibliography, Board

*Joint Transportation Research Program at Purdue University*

<http://rebar.ecn.purdue.edu/JTRP>

Research information regarding state of the art transportation methods, applications, and devices.

*Main Street . . . When a Highway Runs Through It: A Handbook for Oregon Communities*

Oregon Downtown Development Association, Oregon Transportation and Growth Management Program 1999

This handbook identifies the elements of a livable Main Street and then provides a method and design solutions to obtain results.

*National Highway Traffic Safety Administration*

[www.nhtsa.dot.gov/](http://www.nhtsa.dot.gov/)

NHTSA keeps statistics on the number of bicyclists and pedestrians injured and killed in the United States, and maintains an on-line catalog of transportation safety information and materials.

*National Personal Transportation Survey*

*National Transportation Library*

[www.ntl.bts.gov/](http://www.ntl.bts.gov/)

Bureau of Transportation Statistics BTS is a primary source for transportation planning data.

*Official Thoroughfare Plan for Marion County, Indiana*

City of Indianapolis, Metropolitan Planning Organization, Department of Metropolitan Planning, Division of Planning 1999

Contents include: Foreword, Introduction, Explanation of Detailed Plan Description, Detailed Plan Description, Table, Maps, Figures. This is the vehicular transportation plan for the Metropolitan Planning Area. The document is a major revision of the 1996 thoroughfare plan, and is a segment of the Comprehensive Plan of Marion County, Indiana as amended.

*Portland Transportation Planning-Transportation Element of the Comprehensive Plan*

City of Portland, Office of Transportation 1996

[http://www.trans.ci.portland.or.us/Office\\_of\\_the\\_Director/Planning/TransportationElement/default.htm](http://www.trans.ci.portland.or.us/Office_of_the_Director/Planning/TransportationElement/default.htm)

Contents include: Executive Summary, Introduction, Comprehensive Plan Transportation Goal and Policies, Arterial Streets Classifications and Policies, Implementation, Glossary.

A visionary city transportation plan that identifies a hierarchy of streets forming an intermodal transportation network that includes street classifications for the following: Traffic, Transit, Bikeways, Walkways and Truck Routes.

*Surface Transportation Policy Project*

<http://www.transact.org/>

This project focuses on broad transportation reform and livable communities. It has published a useful TEA-21 "User's Guide."

*Transportation in Indiana: Statewide Long-Range Multimodal Transportation Plan: Indiana Bicycle and Pedestrian Programs and Facilities Plan*

Michael O'Laughlin 1998

Contents include: Introduction, National Policy, Present Bicycle and Pedestrian Environment, State of Indiana Bicycle and Pedestrian Planning, Recommendations for Bicycle and Pedestrian Transportation.

This is the current Indiana state bike and pedestrian plan.

*Victoria Transport Policy Institute*

[www.vtppi.org](http://www.vtppi.org)

The Victoria Transport Policy Institute is an independent research organization dedicated to developing innovative and practical solutions to transportation problems. Their research is among the most current available.

## **Pedestrian System**

*America Walks*

[www.americawalks.org](http://www.americawalks.org)

National coalition of walking advocacy groups dedicated to promoting livable communities where people walk because it's a real choice.

*A User Manual for Pedestrian Safety Programs*

Federal Highway Administration no date

<http://safety.fhwa.dot.gov/fourthlevel/pdf/G014-031usermanual.pdf>

Contents include: Introduction, Making a Commitment, Getting Organized, Gathering Data, Developing a Plan, Implementing Your Program, Evaluating & Revising, Wrap-Up.

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Community friendly manual to begin and implement pedestrian safety programs.

### *National Center for Injury Prevention & Control Factbook 2000*

National Center for Injury Prevention and Control 2000

<http://www.cdc.gov/ncipc/factsheets.htm>

Source of facts and figures related to all types of injuries, including pedestrian and bike-related.

### **Pedestrian-ADA**

#### *Building a True Community--Final Report--Public Rights -of-Way Access Advisory Committee*

The Access Board (The Architectural and Transportation Barriers Compliance Board) 200

[www.access-board.gov](http://www.access-board.gov)

Contents include: Introduction, Executive Summary of Recommended Standards, Recommended Standards, Scoping and Technical Provisions, Appendices.

Final report that recommends standards and guidelines for universal access in a public right-of-way.

### **Pedestrian-ADA**

#### *Designing Sidewalks and Trails for Access: Review of Existing Guidelines and Practices*

Barbara McMillen, Program Manager, Beneficial Designs, Inc., authors, for Federal Highway Administration, Office of Human Environment. 1999

<http://www.fhwa.dot.gov/environment/bikeped/Access-1.htm>

Contents include: Disability Rights Legislation and Accessibility Guidelines and Standards in the United States, Characteristics of Pedestrians, Summary of the Planning Process, Sidewalk Design Guidelines and Existing Practices, Trail Design for Access, Glossary, Abbreviations, Acronyms, and an extensive Annotated Bibliography.

This is a downloadable document that provides an overview of existing guidelines and practices for pedestrian and bicycle access. It provides many tables of information providing comparisons between federal state and local guidelines for features such as vertical clearance, vertical changes in level, minimum clearance widths, and maximum allowable running cross-slopes for sidewalks and trails. Part II, Best Practices Design Guide will be released soon.

### **Pedestrian-ADA**

#### *Recommendations for Accessibility Guidelines: Outdoor Developed Areas-Final Report*

The Access Board (The Architectural and Transportation Barriers Compliance Board) 1999

<http://www.access-board.gov/outdoor/outdoor-rec-rpt.htm>

Final report for the revised accessibility guidelines for outdoor developed areas.

### **Pedestrian-Analysis**

#### *Guidebook on Methods to Estimate Non-motorized Travel: Overview of Methods*

FHWA-RD-98-165, W.L. Schwartz, C D Porter, G. C. Payne et al, authors 1999

<http://safety.fhwa.dot.gov/fourthlevel/pdf/guidebook1.pdf>

Contents include: Introduction, Introduction to Non-Motorized Travel Forecasting, Guide to Available Methods, Conclusions and Future Needs.

The abstract describes this guidebook as a means for practitioners to better understand and estimate bicycle and pedestrian travel and to address transportation planning needs. The guidebook describes and compares the various methods that can be used to forecast non-motorized travel demand or that otherwise support the prioritization and analyses of non-motorized projects.

**Pedestrian-Analysis**

*Guidebook on Methods to Estimate Non-motorized Travel: Supporting Documentation*

FHWA-RD-98-166, W.L. Schwartz, C D Porter, G. C. Payne et al, authors 1999

<http://safety.fhwa.dot.gov/fourthlevel/pdf/guidebook2.pdf>

Contents include: Introduction, Documentation of Methods, Bibliography, Contacts Made.

The Supporting Documentation gives details on each method, including purpose, structure, input/data needs, assumptions, and real-world applications. This volume contains an extensive annotated bibliography of references on demand forecasting methods, supporting tools and techniques, and factors influencing the choice to walk or bicycle, as well as potential contacts in this field.

**Pedestrian-Analysis**

*Pedestrian & Bicycle Crash Analysis Tool (PBCAT)*

PBCAT is a crash typing software product intended to assist in improving walking and bicycling safety through the development and analysis of a database containing details associated with crashes between motor vehicles and pedestrians or bicyclists. It is available free from the National Highway Traffic Safety Administration.

**Pedestrian-Design Guidelines**

*Design and Safety of Pedestrian Facilities---A Recommended Practice of the Institute of Transportation Engineers*

Institute of Transportation Engineers, Committee 5A-5, Charles V. Zegeer, Chair 1998

Contents include: Introduction, Roadway Design Considerations, Pedestrians with Disabilities, Sidewalks and Paths, Pedestrian and Motorist Signing, Signalization, Crosswalks and Stop Lines, Pedestrian Refuge Islands, Pedestrian Barriers, Curb Parking Restrictions, Grade-Separated Crossings, School Practices, Neighborhood Traffic Control Measures, Pedestrian-Oriented Environments, Transit Stops, Work Zone Pedestrian Safety, Summary and Conclusion, Standard ITE Metric Conversion.

According to the document, this Recommended Practice discusses guidelines for the design and safety of pedestrian facilities to provide safe and efficient opportunities for people to walk near streets and highways.

**Pedestrian-Design Guidelines**

*Pedestrian Facilities Guidebook*

Washington State Department of Transportation, Puget Sound Regional Council, Association of Washington Cities, County Road Administration Board, OTAK 1997

<http://www.wsdot.wa.gov/hlr/pdf/PedFacGb.pdf>

Contents include: Introduction, How to Use this Guidebook, About Pedestrians, Design Toolkit: Toolkit 1-General Design Guidelines, Toolkit 2- Accessibility, Toolkit 3-Children and School Zones, Toolkit 4-Trails and Pathways, Toolkit 5-Sidewalks and Walkways, Toolkit 6-Intersections, Toolkit 7-Crossings, Toolkit 8-Traffic Calming, Toolkit 9-Pedestrian Access to Transit, Toolkit 10-Site Design for Pedestrians, Toolkit 11-Safety in Work Zones, Resource Guide, Glossary, Index, Metric to English Conversion Chart, Comment Request Form.

This document is a coordinated effort between state and local jurisdictions to develop a pedestrian design manual that provides design guidelines and recommended approaches to improving the pedestrian environment.

**Pedestrian-Design Guidelines**

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### *Portland Pedestrian Design Guidelines*

City of Portland, Oregon 1998

Chapter titles include: Chapter A: Guidelines for Sidewalk Corridors, Chapter B: Guidelines for Street Corners, Chapter C: Guidelines for Crosswalks, Chapter D: Guidelines for Pathways and Stairs, Appendix on Materials, Glossary, Index

This document is the design guideline supplement to the Portland Pedestrian Plan. It provides extensive diagrams, charts and tables that articulate the construction and development of each type of component associated with pedestrian movement. It includes the identification of required improvements and recommendations for design and implementation. Of particular note for this study is the identification of four zones within the sidewalk corridor, each with their own function and guidelines. Those zones are: The Curb Zone, The Furnishings Zone, The Through Pedestrian Zone, The Frontage Zone.

### ***Pedestrian-Design Guidelines***

#### *Residential Streets, Second Edition*

American Society of Civil Engineers, National Association of Home Builders, The Urban Land Institute 1990

Contents include: Introduction, Design Considerations, Intersections, Streets as Drainage Systems, Pavement, Appendix, References, Additional Resources, Photo and Plan Credits, Index.

This is an update of the 1974 book and uses the philosophy that the design of a residential street should be appropriate to its function. That function includes its place in the transportation system, and also its role as a part of a residential community's living environment.

### ***Pedestrian-Health***

#### *Fat City: Are You an Enabler?*

Christine Kreyling, *Planning*, June, 2001

This article, in the American Planning Association's June, 2001 issue of *Planning* links land planning to community health. "Fat cities make people fat---or so the current research seems to say. One result is that planners are being asked to consider the links between collective sprawl and individual spread---that is, the physical health consequences of land-use and transportation plans."

### ***Pedestrian-Health***

#### *Healthy Places, Healthy People, Promoting Public Health & Physical Activity Through Community Design*

The Robert Wood Johnson Foundation, Gretchen Williams Torres, MPP, Mary Pittman, DRPH, Marla Hollander, MPH, M. Katherine Kraft, PHD, Else Henry, MPH 2001

[http://www.rwjf.org/app/rw\\_publications\\_and\\_links/publicationsPDFs/healthy\\_places.pdf](http://www.rwjf.org/app/rw_publications_and_links/publicationsPDFs/healthy_places.pdf)

Contents include: Preface, Active Living Through Community Design: White Paper Summary, Experts' Meeting Process, Community Barriers to Physical Activity, Experts' Meeting Participant Recommendations, Summary, A Brief Environmental Scan: Expert Participants Organizational Initiatives, Experts' Meeting Participants/Organizations, Special Acknowledgements, Appendix: Active Living Through Community Design, A White Paper.

Excellent White Paper on strategies to improve community health through partnerships in community design.

### ***Pedestrian-Health***

#### *How Land Use and Transportation Systems Impact Public Health: A Literature Review of the*

*Relationship Between Physical Activity and Built Form, Active Community Environments (ACEs) Working Paper #1*

Center for Disease Control 2001

Contents include: Purpose and Structure of this Literature Review, Physical Activity and Public Health, Physical Activity in the Built Environment, Transportation System Characteristics and Physical Activity Patterns, Land Development Patterns and Physical Activity, Urban Form and Physical Activity, Conclusions.

The Executive Summary states: This review discusses how urban form affects public health, specifically through the ways in which the built environment encourages or discourages physical activity levels. The questions raised illuminate fundamental quality of life considerations including residential preferences, time use, space requirements, security and convenience, which collectively shape the environment. The relative costs and benefits of the locational and travel choices that are currently available have resulted in a built environment designed to accommodate the car—at the measurable expense of the ability to move under human power.” The summary continues that: “Land development and transportation investments are interactive processes that collectively have a tremendous influence in shaping the built environment. These two urban form processes, land development and transportation investments, are hypothesized to influence public health by affecting the relative convenience and viability of pedestrian travel and biking for both recreational and utilitarian (trip) purposes, and thus they influence the levels of physical activity. . . . the built environment influences activity patterns, which impact health. However, one’s culture, age, income, genetics, and even health influence activity patterns. Consequently, activity patterns serve as a bridge that interfaces the built environment with public health.”

***Pedestrian-Health***

*How Land Use and Transportation Systems Impact Public Health: An Annotated Bibliography, Active Community Environments (ACEs) Working Paper #2*

Center for Disease Control 2001

<http://www.cdc.gov/nccdphp/dnpa/pdf/aces-workingpaper2.pdf>

Contents include: Article Review Structure, Transportation-Travel and Safety Statistics, Urban Form and Transportation.

This document is the annotated bibliography to accompany the Literature review. Each document is reviewed in accordance with the following four questions: 1. What was the impetus for the study/article? 2. What methods and data sources were used (i.e. Empirical, descriptive)? 3. What were the findings and how were they used? 4. How does this study contribute to a synthesis of the literature and implications for further research? Levels of service for pedestrians and bicycles are described here.

***Pedestrian-Health-Female***

*Making the Grade on Women's Health---A National and State-by-State Report Card*

National Women's Law Center, FOCUS/University of Pennsylvania, The Lewin Group 2000

This is ". . . The first ever report card to assess the overall health of women at the national and state levels. The report card is designed to promote the health and well-being of women in the United States by providing the most comprehensive assessment to date of women's health." Report card status indicators include: no leisure-time activity, overweight, heart disease, high-blood pressure, and days mental health was "not good" on past 30 days. The report card for Indiana is included. Of 32 indicators, Indiana fails in 16, is unsatisfactory in six, and satisfactory in three; seven indicators had no rating.

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### ***Pedestrian-Health-Communities***

#### *Measuring Healthy Days---Population Assessment of Health-Related Quality of Life*

Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, Division of Adult and Community Health. 2000

<http://www.cdc.gov/nccdphp/hrqol/pdfs/mhd.pdf>

Contents include: Executive Summary, Introduction, Healthy Days Methods, Findings, Validation, Practical Applications, Policy Implications, Conclusions and Future Directions, References, Resources, Tables.

"This technical report describes the origins, validity, and value of a set of survey measures developed by the CDC and its partners for use in tracking population health status and health-related quality of life (HRQOL) in states and communities. One of the greatest anticipated uses of the BRFSS Healthy Days measures and data is at the state and local levels in support of the two major goals of healthy People 2010: Improving the Quality and Years of Healthy Life and Eliminating Health Disparities." This is a tool to use to track improvements to a communities quality of life.

### ***Pedestrian-Health-Seniors***

#### *National Blueprint: Increasing Physical Activity Among Adults Age 50 and Older*

The Robert Wood Johnson Foundation, AARP, American College of Sports Medicine, American Geriatrics Society, The Centers for Disease Control and Prevention, The National Institute on Aging. 2001

Contents include: Executive Summary, Background, Vision and Guiding Principles, A Snapshot of America's Aging Population, Types and Benefits of Physical Activity, Demographic Shifts, Chronic Illness and Aging Populations, The Benefits are Significant: It's Time to Address Physical Activity in the Aging Population, Healthy People 2010 Physical Activity Objectives, Developing Solutions to Increase Physical Activity, Complex Barriers Impede Efforts to Increase and Maintain Physical Activity Among Older Adults, Addressing the Barriers and Setting a Strategic Direction, Moving Toward and Beyond 2010: Turning Strategies into Action, Acknowledgements.

Excellent report providing a methodology, and a strategic direction for increasing physical activity. The press release says that ". . . those 50 and older cannot do it alone: Communities, workplace and policies need to change."

### ***Pedestrian-Health-Children***

#### *Policy Statement on Physical Fitness and Activity in Schools*

American Academy of Pediatrics 2000

[www.aap.org](http://www.aap.org)

Schools are in a uniquely favorable position to increase physical activity and fitness among their students. This policy statement reaffirms the American Academy of Pediatrics' support for the efforts of schools to include increased physical activity in the curriculum, suggests ways in which schools can meet their goals in physical fitness, and encourages pediatricians to offer their assistance. The recommendations in this statement are consistent with those published in 1997 by the Centers for Disease Control and Prevention.

### ***Pedestrian-Health***

#### *Redefining Transportation Safety*

Association of Pedestrian and Bicycle Professionals (APBP) Spring, 2001

<http://www.apbp.org/redefining.htm>

The Association of Pedestrian and Bicycle Professionals (APBP) has proposed a new definition

for transportation safety. The association's primary goals are: increasing access, use and safety. The APBP widens the definition of safety as a means to expand opportunities for funding that previously were not considered. The definition would be broadened to include "long-term dangers like chronic disease and loss of health. At the same time, policies governing safety funding would be expanded officially to cover projects to encourage and promote healthy exercise including walking and bicycling." The association cautions that "reducing traffic collisions remains the utmost importance, yet the new millennium brings dangers of a new crisis." Citing statistics from the National Centers for Disease Control on obesity and chronic disease in adults and children, the association estimates that the unchecked health issues could result in more loss of life than a decade's total traffic collisions.

### ***Pedestrian-Health-Indiana***

*Tracking Major Health Risks in America---The Behavioral Risk Factor Surveillance System At-A-Glance*

National Center for Chronic Disease Prevention and Health Promotion 2000

<http://www.cdc.gov/nccdphp/brfss/at-a-gl-2000.htm>

Excellent interactive database identifying major health risks. Good source of current health statistics and data. Can be selective for Indiana, or compare states.

### ***Pedestrian-Planning***

*Florida Pedestrian Planning and Design Handbook*

Florida Department of Transportation, University of North Carolina Highway Safety Research Center 1999

Contents include: Walking: the World's First and Foremost Choice in Motion; Planning for Pedestrians; Human Factors and the Pedestrian; Characteristics of Pedestrian-Motor Vehicle Crashes in Florida; Pedestrians with Disabilities; Sidewalks, Walkways, and Paths; Motorist & Pedestrian Signs and Markings; Signalization, Crosswalks, Stop Lines, Curb Ramps, and Refuge Islands; One-Way Streets; Intersections; Midblock Crossings; Parking and Safe Access to Buildings and Schools; School Access and School Zone Practices; Traffic Calming Strategies; Exclusive Pedestrian Facilities; Work Zone Pedestrian Safety; On-Street Parking; Street Lighting for Pedestrians; Grade-Separated Crossings; Boulevards; Traffic Laws and Definitions for Pedestrians

This document is a thorough state-wide plan to improve the pedestrian transportation environment.

### ***Pedestrian-Planning***

*A Guidebook for Student Pedestrian Safety*

Washington State Department of Transportation, Traffic Safety Commission, Superintendent of Public Instruction, KJS Associates, Inc. 1996

<http://www.wsdot.wa.gov/hlr/Sub-defaults/Pedtools.html>

Contents include Introduction, Laws, resources, process for development and implementation, procedures for identifying safety deficiencies, and a process for identifying and implementing improvements.

In Washington state, school districts are required to develop and distribute school walk routes for all elementary schools. This Guidebook was written to assist in developing these routes. Its main purposes are to: (1) provide direction on how to develop and implement school walk routes; (2) explain procedures to identify pedestrian safety deficiencies along school walk routes and suggest remedial actions; and (3) recommend efficient procedures which school

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administrators can use to work with their local public works agencies to remedy these deficiencies.

### ***Pedestrian–Planning***

#### *Massachusetts Pedestrian Transportation Plan*

Federal Highway Administration, Massachusetts Highway Department, Wallace, Floyd, Associates Inc. 1998

<http://www.wallacefloyd.com/pedplan/>

Contents include: Introduction, Achieving the Vision, Who Walks and Why? Pedestrian Safety, The Potential to Increase Walking, Approaches to Increase Walking, Institutions and Roles, Prototypes (Downtowns, Small Town/Village Centers, Commercial Strip Development, Transit Access, Trails, Roadways), Policy Context, Recommended Actions, Guidelines and Checklists, Publications and Resources, Regional Planning Agencies, Excerpts of Laws and Codes, Funding Sources

This plan serves as a guide to state, regional, and local transportation planning to better serve walkers. The recommendations include developing a more pedestrian-focused transportation system through government and private sector actions. The intended result is safe, convenient, continuous, coherent, and comfortable walking networks. The plan will provide strategies to improve pedestrian conditions in all areas of Massachusetts. Strategies will include physical improvements appropriate to the setting, local and statewide encouragement and education programs, increased adherence to laws, and improvements in the processes that set policy and plan facilities.

### ***Pedestrian–Planning***

#### *Pedestrian Master Plan-Portland*

City of Portland, Office of Transportation 1998

This plan sets the standard for all pedestrian master plans. This 20-year Transportation System Plan (TSP) contains elements for each mode of travel, including pedestrian. The Pedestrian Master Plan represents the first step in developing the Pedestrian Element of the TSP. The Pedestrian Plan is organized into five major elements: pedestrian policies, pedestrian street classifications, pedestrian design guidelines, a list of capital projects, and a set of recommended funding strategies. Walkways are classified as Pedestrian Districts, City Walkways, Local Service Walkways, and Off-Street Paths. Each type of “street” is then described by its Functional Purpose, Land Use Development, Design Treatment and Traffic Operations. The plan also describes how to assess pedestrian network needs, prioritize projects and includes a Pedestrian Potential Index and a Deficiency Index.

### ***Pedestrian–Planning***

#### *Walkability Checklist*

The Partnership for a Walkable America, National Highway Traffic Safety Administration, Traffic Safety Programs, DOT HS 808 619 1997

<http://www.nsc.org/walkable.htm>

This walkability checklist is a neighborhood and kid-friendly audit form to evaluate one’s own streets for walkability. It goes on to make recommendations for what you and your child can do immediately, and you and your community can do over time. Sources for more information are supplied.

## **Bicycle System**

***Bicycle-Pedestrian***

Association of Pedestrian and Bicycle Professionals

[www.apbp.org](http://www.apbp.org)

APBP is an organization of professional practitioners working to advance the field of pedestrian and bicycle transportation planning, facility design and program development.

***Bicycle-Pedestrian***

*Improving Conditions for Bicycling and Walking: A Best Practice Report*

Rail-to-Trails Conservancy and the Association of Pedestrian and Bicycle Professionals, authors for FHWA 1998

<http://www.apbp.org/inrto.pdf>

This report provides information “on some outstanding pedestrian and bicycle projects that have been recognized for increasing walking and bicycling and improving user safety in communities across the United States.” The Oregon Bicycle and Pedestrian Plan; the Birmingham, Alabama Area Bicycle, Pedestrian and Greenway Plan; and the Planning to Make Chicago Bicycle Friendly, Illinois are all recognized. Indianapolis is recognized for its Downtown Corridor Improvement Project.

***Bicycle-Pedestrian***

*National Center for Bicycling and Walking*

<http://www.bikewalk.org/>

Works to create more walker and bicycle-friendly communities. Web-site and electronic magazine are excellent.

***Bicycle-Pedestrian***

*Pedestrian and Bicycle Information Clearinghouse*

<http://www.walkinginfo.org/>

Information on creating facilities and environments for walking and bicycling and improving safety for pedestrians and cyclists: maintains tremendous resource listing, and assist in finding funds for infrastructure work.

***Bicycle-Pedestrian***

*Rails to Trails Conservancy*

[www.railtrails.org/rtc](http://www.railtrails.org/rtc)

A national advocacy organization working to convert abandoned rail beds into multi-use trails, has facilitated the creation of over 10,000 miles of rail-trails.

***Bicycle-Pedestrian-traffic calming***

*Walkable Communities, Inc*

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<http://www.walkable.org/>

The consulting firm of Dan Burden, one of the nation's leading experts.

### **Bicycle**

*The Bikes Belong Coalition*

[www.bikesbelong.org](http://www.bikesbelong.org)

Sponsored by the American Bicycle Industry, this group helps organizations and individuals to develop bicycle trails and safety projects nationwide that will be funded by TEA-21.

### **Bicycle**

*Bicycle Federation of America*

<http://www.bikefed.org/>

Site links to the National Center for Bicycling and Walking

### **Bicycle**

*League of American Bicyclists*

[www.bikeleague.org](http://www.bikeleague.org)

The oldest bicycling organization works through its members to promote better education and better facilities for bicyclists.

### **Bicycle-Design Guidelines**

*A Comparative Analysis of Bicycle Lanes Versus Wide Curb Lanes: Final Report*

William W. Hunter, et al, University of North Carolina Highway Safety Research Center, Federal Highway Administration 1999

<http://www.fhwa.dot.gov/tfhrc/safety/pubs/99034/intro.htm>

Contents include: Introduction, Methods, Results, Discussion, Experience Form, Coding Form, References.

This comparative analysis was based on videotapes of almost 4,600 bicyclists in the cities of Santa Barbara, CA, Gainesville, FL, and Austin, TX, as the bicyclists approached and rode through eight Bike Lanes and eight Wide Curb Lane intersections with varying speed and traffic conditions.

### **Bicycle-Design Guidelines**

*Guide for the Development of Bicycles Facilities*

American Association of State Highway and Transportation Officials 1999

Contents include: Introduction. Planning, Design, Operation and Maintenance, Review of Legal Status, References

Updated guidelines for bicycle facility development. Available as CD-ROM

### **Bicycle-Planning**

*The Bicycle Compatibility Index: A Level of Service Concept*

David I. Harkey, Donald W. Reinfurt, J. Richard Stewart, University of North Carolina Highway Safety Research Center; authors. Prepared for the Federal Highway Administration, FHWA-RD-98-072 1998

Contents include: Introduction, development and validation of the methodology, data collection, data analysis, intersection pilot study, summary and conclusions, literature review.

Currently, no methodology is widely accepted by engineers, planners, or bicycle coordinators

that will allow them to determine how compatible a roadway is for allowing efficient operation of both bicycles and motor vehicles. Determining how existing traffic operations and geometric conditions impact a bicyclist's decision to use or not to use a specific roadway is the first step in determining the bicycle compatibility of the roadway. The Bicycle Compatibility Index (BCI) can be used . . .to evaluate existing facilities in order to determine what improvements may be required as well as determine geometric and operational requirements for new facilities to achieve the desired level of bicycle service.

***Bicycle-Planning***

*Bicycles & Transit A Partnership that Works*

Federal Transit Administration, U. S. Department of Transportation 2001

<http://www.fta.dot.gov/library/policy/bikes.pdf>

Contents include: Strategies and Benefits, Federal Resources to Link Bicycles and Transit, The Planning Process, Success Stories, Resources.

Excellent short document providing overview of policy, funding, resources and related organizations.

***Bicycle-Planning***

*City of Portland Bicycle Master Plan*

City of Portland, Office of Transportation 1996

[http://www.trans.ci.portland.or.us/Traffic\\_Management/Bicycle\\_Program/BikeMasterPlan/Default.htm](http://www.trans.ci.portland.or.us/Traffic_Management/Bicycle_Program/BikeMasterPlan/Default.htm)

Contents include: Executive Summary, Introduction, Policies and Objectives, Recommended Bikeway Network, End-of-Trip Facilities, Bicycles and Transit, Education and Encouragement, Bikeway Design and Engineering Guidelines, Design and Engineering Guidelines, Intersection Design, Miscellaneous Design Considerations, Signing and Marking, Maintenance, Portland Bicycle Parking Code Requirements, Summary of Laws Related to Bicycling in Oregon, Central City Transportation Management Plan Bicycle Movement Policies and Actions, Bicycle Masterplan Public Process and Methodology for Selecting Recommended Bikeways.

***Bicycle-Planning***

*Indianapolis Regional Bicycle & Pedestrian System Plan*

Indianapolis Metropolitan Planning Organization 2000

Contents include: Executive Summary, Regional Bicycle and Pedestrian System Plan, Facility Design Guidelines, Application of Design Guidelines to Regional Corridors, Model Ordinances for Bicycle and Pedestrian Systems, System Funding Plan

Bicycle master plan for the Metropolitan Planning Area; does not include pedestrian plan.

***Bicycle-Planning***

*Marion County Bike Routes-Streets & Trails for Cycling*

Indianapolis Metropolitan Planning Organization 2001

Revised and updated Bicycle Route map. Previous map dated 1987.

***Bicycle-Planning***

*National Strategies for Advancing Bicycle Safety*

Centers for Disease Control, National Center for Injury Prevention and Control, National Bicycle Safety Network, National Traffic Safety Administration 2001

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The document includes goals, strategies, and short- and long-term actions that can be taken to reduce injury and mortality associated with bicycle-related incidents. The goals are: Motorists will share the road, Bicyclists will ride safely. Bicyclists will wear helmets, The legal system will support safe bicycling, Roads and paths will safely accommodate bicyclists.

### Public Transit

#### ***Public Transit***

##### *Art in Transit---Making it Happen*

New York State Metropolitan Transportation Authority 1999

<http://www/fta.dot.gov/library/program/art/>

Contents include: Letter from Gordon J. Litton, Introduction, Communicating with the Community, Building Ownership; Building Ridership, Taming Construction Disruption, Connecting Community to Rail, Making an Impact, Bringing Residents into the Process, Designing as a Team, Moving Forward with Style, Grassroots Interventions, Softening the Hardening, FTA Circular 9400.1A Subject: Design and Art in Transit Projects, Case Study Credits, Art in Mass Transit Systems, Acknowledgements.

Overview of the importance and process of linking public transit and art, including case studies and lessons learned.

### Quiet Streets

#### ***Quiet Streets***

##### *International Home Zones*

[www.homezones.org](http://www.homezones.org)

International web site advocating “quiet streets” with linkshome zone information in the United Kingdom, the Netherlands and Germany.

#### ***Quiet Streets***

[http://www.ccc.govt.nz/Cityscene/2001/May/Streets for the People.asp](http://www.ccc.govt.nz/Cityscene/2001/May/Streets%20for%20the%20People.asp)

Christ Church City Council, New Zealand

Information site for “quiet streets’ in New Zealand.

#### ***Quiet Streets***

*Missoula Institute for Sustainable Transportation (MIST)*

<http://strans.org/>

Site includes text and illustrations for green streets, quiet streets, share streets, bicycle boulevard, half street, and pedestrian street in Missoula, Montana.

### Traffic calming

**Traffic Calming**

*Traffic Calming: State of the Practice*

Reid Ewing, author. Prepared for the U.S. Department of Transportation, Federal Highway Administration, Office of Safety Research and Development and Office of Human Environment; prepared by the Institute of Transportation Engineers (ITE), FHWA-RD-99-135 1999

<http://www.ite.org/traffic/tcstate.htm> - tcsop

Chapter titles include: Chapter 1: Introduction, Chapter 2: Brief History of Traffic Calming, Chapter 3: Toolbox of Traffic Calming Measures, Chapter 4: Engineering and Aesthetic Issues, Chapter 5: Traffic Calming Impacts, Chapter 6: Legal Authority and Liability, Chapter 7: Emergency Response and Other Agency Concerns, Chapter 8: Warrants, Project Selection Procedures, and Public Involvement, Chapter 9: Beyond Residential Traffic Calming, Chapter 10: Traffic Calming in New Developments, Selected References, Appendix A: Speed and Volume Data Before and After Traffic Calming, B: 85th Percentile Speeds as Function of Hump Size and Spacing, C: Average Annual Accidents Before and After Traffic Calming, D: Effectiveness of Education/Enforcement, E: Effectiveness of Regulatory Measures, F: Effectiveness of Psycho-Perception Controls, Index

This publication, by the Institute of Transportation Engineers, defines traffic calming, identifies its purpose and provides an overview of the current practice. This report focuses mainly on “physical measures, including street closures and other volume controls under the traffic calming umbrella. Education and enforcement activities, such as neighborhood speed watch and neighborhood traffic safety campaigns fall outside the umbrella but will also be mentioned where relevant.”

**Traffic Calming-Congestion**

*Driven to Spend--A Transportation and Quality of Life Publication*

Surface Transportation Policy Project, Center for Neighborhood Technology, Barbara McCann 2000

Contents include: Executive Summary, Transportation is Expensive, Where You Live Matters, Sprawl Makes Transportation Expensive, Expensive Cars and Inconvenient Homes, Recommendations, Methodology, Existing Programs to Save on Transportation Costs, Endnotes.

This study finds that a major factor driving up transportation costs is sprawling development. . . . New research presented here shows that personal transportation costs are highest in sprawling places pursuing a highway oriented transportation strategy. Less sprawling places that offer an array of transportation choices cost families less, and the difference can be thousands of dollars a year. Better transportation and growth policies could help families spend less on transportation and direct money to investments that build wealth, such as home ownership.

**Traffic Calming-Congestion-Indiana**

*Easing the Burden--A Companion Analysis of the Texas Transportation Institute's Congestion Study*

Surface Transportation Policy Project, Texas Transportation Institute 2001

<http://www.transact.org/Reports/tti2001/>

Executive Summary, Press Release, Full Report, Metro Area Fact Sheets, Congestion Burden Index Rankings

This is an analysis that shows that the presence of transit service makes a significant difference in the number of residents who are subject to driving in congested areas. In places where there are few transportation choices, most people are essentially trapped by congested conditions. In

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places with more choices, more people can choose whether to fight through congestion in their cars or avoid it by using less stressful ways to get to work. This document quantifies and compares the congestion burden of 68 metropolitan areas. Indianapolis is one of those areas. It is ranked 17th, where 68 is the best (least congested according to the Congestion Burden Index).

### **Traffic Calming-Congestion**

*A Look at Voter Opinions on Transportation Among Suburban & Urban Voters*

National Association of Realtors, Gene Ulm & Rob Autry 2001

<http://nar.realtor.com/gov/look.pdf>

This is a recent survey and analysis about traffic congestion, and what voters think are the causes. Reasons given for traffic congestion included: lack of convenient alternatives, too many people commuting too far, too much development, and not enough people using alternative modes.

### **Traffic Calming-Congestion**

*Road Diets---Fixing the Big Roads---Losing Width and Gaining Respect*

Dan Burden and Peter Lagerwey 1999

[www.walkable.org/download/rdiets.pdf](http://www.walkable.org/download/rdiets.pdf)

This article asks: Can our nation's roads gain efficiency, mode share and safety by getting leaner? Many are doing just that.

### **Traffic Calming-Design Guidelines**

*Neighborhood Street Design Guidelines---An Oregon Guide to Reducing Street Widths*

Neighborhood Streets Project Stakeholders 2001

[http://www.lcd.state.or.us/tgm/pub/pdfs/neigh\\_st.pdf](http://www.lcd.state.or.us/tgm/pub/pdfs/neigh_st.pdf)

Contents include: Introduction, The Issues, Background, Collaborative Process, A Community Process for Adopting Standards, Checklist for Neighborhood Streets, Model Cross-Sections, Appendix, References and Resources, Oregon Community Street Widths.

This guidebook explains the issues surrounding the width of neighborhood streets with respect to livability and access for emergency and other vehicles. . . . The guidelines are intended for local jurisdiction streets that carry limited traffic, not collectors or arterials.

### **Traffic Calming-Design Guidelines**

*Safety Conscious Planning---The Development of the Safer Transportation Network Planning Process*

Kelvin Roberts 2001

<http://www.ite.org/pdf/safetyconsciousplanning.pdf>

Contents include: Introduction, Why is SCP Necessary? What is SCP? Implementation Considerations for SCP, The Analytical Framework, The Analytical Process

"The safety of the transportation system is a growing interest for the public, politicians, safety practitioners and transportation planners and engineers. Agencies world-wide are developing practices addressing a broad spectrum of road safety considerations, including vehicle, driver, and road initiatives. Within the road, or infrastructure category, there is increasing consideration of how road safety can be proactively incorporated in the transportation planning process, with a

view to preventing 'unsafe' situations from occurring in the first place.”

**Traffic Calming-Design Guidelines**

*Neighborhood Traffic Calming-Recommended Practices*

City of Indianapolis, Department of Capital Asset Management 1999

Contents include: Purpose, Planning, Description of Alternative  
Traffic calming guidelines developed by the city of Indianapolis.

**Traffic Calming-Design Guidelines**

*Traffic Calming*

Fehr & Peers Associates, Inc Transportation Consultants 2001

<http://www.trafficcalming.org/>

Pull down topical links include: What is traffic calming? What is the history of traffic calming? What types of traffic calming measures are there? How effective is traffic calming? Who is involved with traffic calming work? What other resources are there on traffic calming? How is Fehr & Peers Associates involved in traffic calming?

This site is a “complete guide to traffic calming and neighborhood traffic management, and how they can be used to reduce speeds, reduce traffic volumes, and improve safety in residential neighborhoods.”

**Traffic Calming-Design Guidelines**

*Traffic Calming for Communities*

Institute of Transportation Engineers

[www.ite.org](http://www.ite.org)

Contents include: Calming Measures, Library, Discussions, Seminar Materials, Events, Selected Reports, Other Links

This web-site is provided by the Institute of Transportation Engineers (ITE). This document identifies traffic calming as a “combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.” Traffic calming goals include: increasing the quality of life, incorporating the preferences and requirements of the people using the area (e.g., working, playing, residing) along the street(s), or at intersection(s); creating safe and attractive streets; helping reduce the negative effects of motor vehicles on the environment (e.g., pollution, sprawl); and promoting pedestrian, cycle and transit use. Traffic calming objectives include: achieving slow speeds for motor vehicles, reducing collision frequency and severity, increasing safety and the perception of safety for non-motorized users of the street(s), enhancing the street environment (e.g., streetscaping), encouraging water infiltration into the ground, increasing access for all modes of transportation, and reducing cut-through motor vehicle traffic.

**Kessler Boulevard**

***Kessler Boulevard***

*Florida Pedestrian Planning and Design Handbook*

Florida Department of Transportation, University of North Carolina Highway Safety Research Center 1999

This resource is repeated here because it contains an excellent chapter on boulevards. Full citation located in Pedestrian Planning.

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### ***Kessler Boulevard***

#### *Indianapolis Parkway System*

City of Indianapolis, Division of Planning and Zoning 1982

Map and text identifying proposed county-wide extension of Kessler Park and Boulevard System.

### ***Kessler Boulevard***

#### *Pathways to the Future---Indianapolis-Marion County Park, Recreation and Open Space Plan, 1999*

City of Indianapolis, Department of Parks & Recreation 1999

Contents include: Introduction, Planning Area, Public Participation, Natural Resources, Cultural Resources, Facilities & Programs, Universal Access Evaluation, Identified Needs, Strategic Directions, Implementation and Action Plan, Evaluation of Plan, Bibliography, Appendices.

Comprehensive Park Master Plan that includes early Ralston Plat of Indianapolis, 1909 Kessler Plan, 1928 Sheridan County-wide extension of Kessler Plan, 1957 Park and Parkway Study.

## **Environmental & Experiential**

### ***Environmental & Experiential***

#### *The Environmental Guidebook*

FHWA 2001

[Http://www.fhwa/dot.gov/environment/guidebook/intro.htm](http://www.fhwa/dot.gov/environment/guidebook/intro.htm)

Excellent online information source for the natural, built and social environment.

### ***Environmental & Experiential-ADA***

#### *Preferred Natural Environments and People with Disabilities*

Terry J. Brown, Rachel Kaplan & Gail Quaderer, edited version for the National Center on Accessibility, Bloomington, IN 1999

The purpose of the study was to ascertain the perceptions and preferences of individuals with mobility limitations as well as their companions or caregivers with respect to parks and nature places. The authors are leaders in the field of landscape preference studies.

### ***Environmental & Experiential***

#### *1000 Friends: Making the Land Use Transportation Air Quality Connection---The Pedestrian Environment, Volume 4A*

Parsons Brinckerhoff Quade and Douglas, Inc., with Cambridge Systematics, Inc. and Calthorpe Associates 1993

Contents include Introduction, Summary, Overview, Characteristics of the Portland Dataset, Household Travel Relationships, Modeling Household Vehicle Trip Choices, Conclusions, Acknowledgements, Portland PEF Scores by Zone, Results of Regression Analysis

Making the Land Use, Transportation, Air Quality Connection (LUTRAQ) is a national project to develop methodologies for creating alternative suburban land use patterns and design standards and evaluating their impacts on: automobile dependency, mobility, air quality, energy consumption, and sense of community. This classic document is the precursor to the Portland Pedestrian Plan.

### ***Environmental & Experiential***

#### *Air Pollution*

Air & Waste Management Association 1991

Overview of air pollution factors provided by the Division of Environmental Resources Management, Department of Public Works, City of Indianapolis.