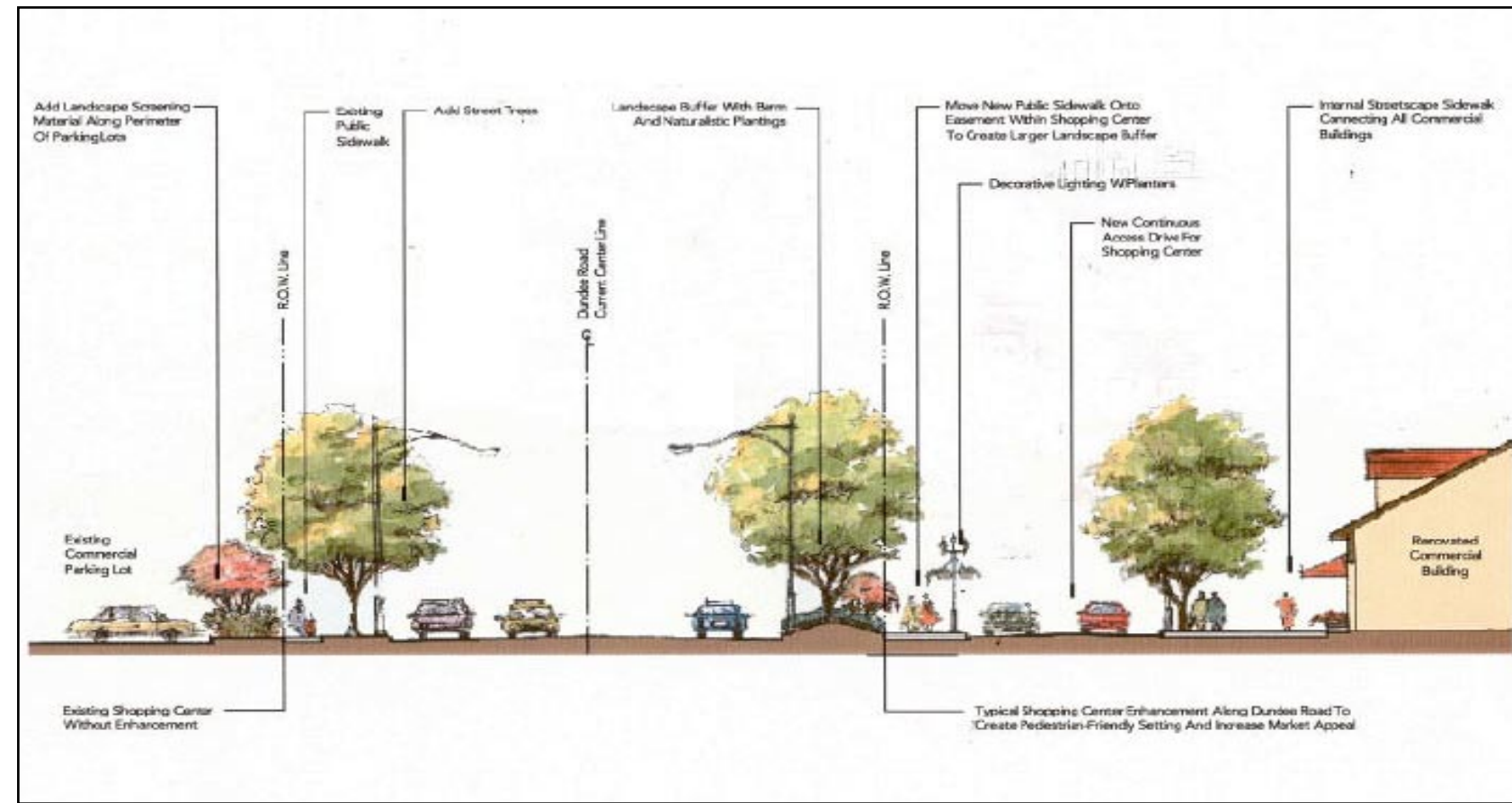


# WALKABILITY & THE COMMUNITY

## Walking and the Community

Walking is the oldest and most basic form of human transportation. It requires no fare, no fuel, no license, and no registration. With the exception of devices to enhance the mobility of the disabled, walking demands no special equipment. Thus, walking is the most affordable and accessible of modes. Walking is clean, easy on the infrastructure, healthy for the individual and integral to community livability. People who walk know their neighbors and their neighborhood. A community that is designed to support walking is livable and attractive



At the core is the pedestrian. Pedestrians are the catalyst which makes the essential qualities of communities meaningful. They create the place and time for casual encounters and the practical integration of diverse places and people. Without the pedestrian, a community's common ground, its parks, sidewalks, squares and plazas, become useless obstructions to the car. Pedestrians are the lost measure of a community, they set the scale for both center and edge of our neighborhoods.

Peter Calthorpe



# BENEFITS OF WALKABILITY

## Safety

Continuous sidewalks and safe crossings are the basic building blocks for pedestrian safety. These elements are essential for the most vulnerable populations: children, seniors, and persons with disabilities. High speeds and volumes of motor vehicles can create safety concerns for pedestrians and residents. Neighborhood streets that provide motor vehicle shortcuts for through traffic are of particular concern to residents. On larger streets, high speeds and volumes of motor vehicle traffic can be at odds with crossing safety, especially on streets with infrequent traffic signals



## Sustainability

Walkable cities reduce environmental impacts by promoting walking as a zero emissions form of transportation. Good walking routes to transit complement the role of public transit in providing an environmentally sustainable alternative to the private automobile. Although typically not counted in transportation surveys, every trip on transit is sandwiched between two pedestrian trips. Especially in conjunction with cycling and transit riding, walking provides a promising non-polluting transportation alternative.



## Vitality

Walkable cities make for vital and active streets by promoting commercial and social exchange. With approximately 40% of the land area of United States' cities dedicated to transportation, streets and sidewalks are the city's most expansive public spaces. Sidewalks ideally function as positive places to meet, play, live, work, and shop. However, high speeds and heavy volumes of motor vehicle traffic can create inhospitable city blocks where people are less likely to know their neighbors and children are not allowed to play (Appleyard 1981).

## Health

Walkable cities promote healthy citizens. Health professionals recommend walking as a form of physical activity to help prevent a host of diseases including obesity, heart disease, and some forms of cancer. In announcing the nomination for U.S. Surgeon General, President George W. Bush said, "Walking 30 minutes a day will dramatically improve your life." Drawing on the success of the public health model in reducing smoking, cities are recognizing that good places to walk help promote healthy citizens.



## Equity

Walking is the most inexpensive and broadly accessible form of transportation and recreation. Walking requires no fare, fuel, or license. For those who cannot afford other modes of transportation, the ability to walk safely is essential. For young people, walking affords a sense of independence that is not possible with other modes. For older people, walking is an effective means to stay active, both physically and socially.

# CREATING AN EFFECTIVE PEDESTRIAN SYSTEM

1. Locate parking near the buildings they serve.

2 Drop-off zones are most convenient when located as close to the primary entrance to the building as possible. Provide curb cuts for pedestrian accessibility. Walkways should be unobstructed. Access to drop-off areas, parking, and building entries should be direct and convenient.

3 Provide site entrances that are well defined and conveniently located in relation to the site and the building.

4 Use clear and easy to read signage to direct pedestrians to their origins and destinations.

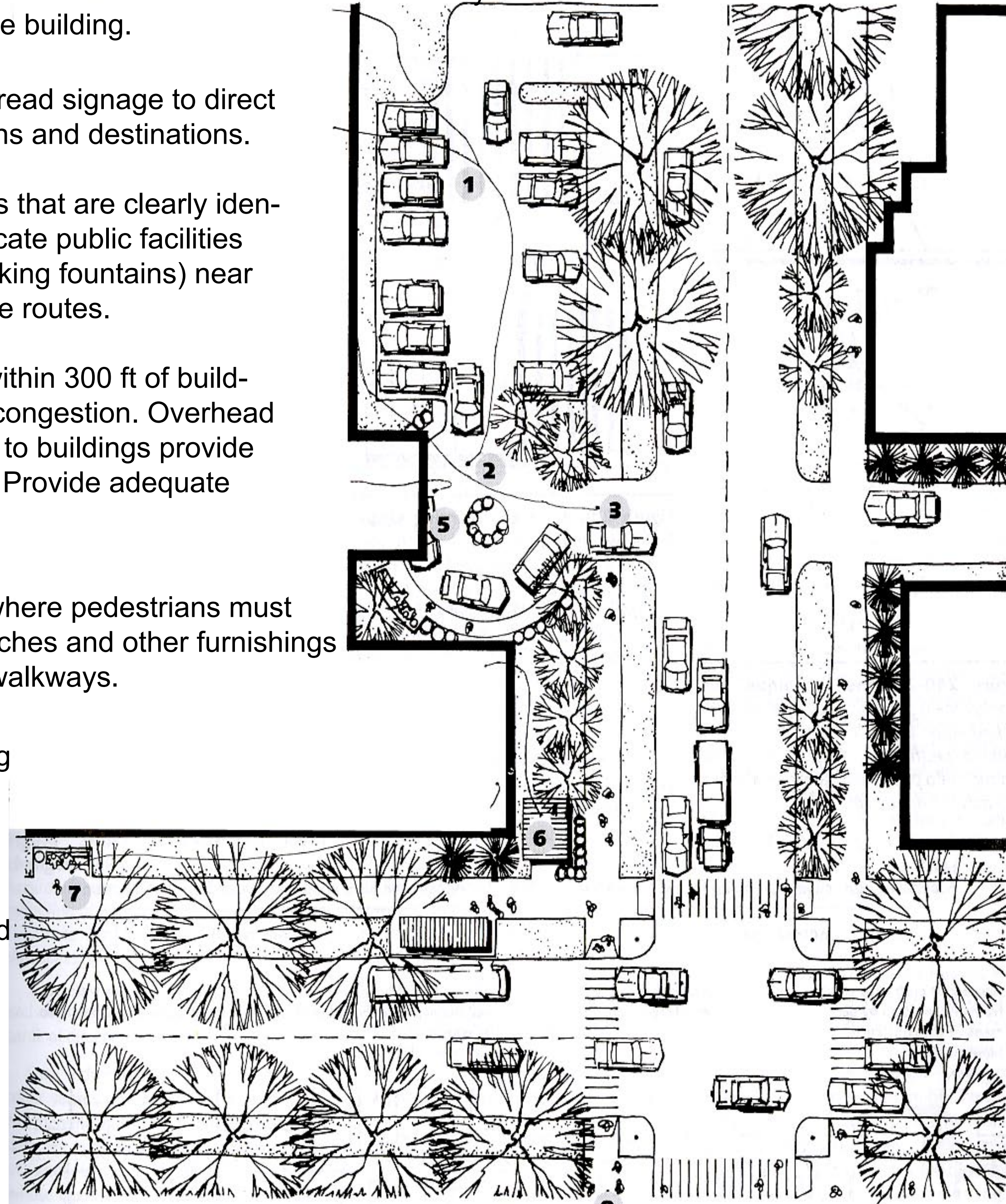
5 Provide building entries that are clearly identified and accessible. Locate public facilities (restrooms, phones, drinking fountains) near entryways and accessible routes.

6 Locate waiting areas within 300 ft of building entries. Avoid traffic congestion. Overhead shelters or awnings next to buildings provide protection from weather. Provide adequate seating and lighting.

7 Provide resting areas where pedestrians must walk long distances. Benches and other furnishings should not encroach on walkways.

8 Provide walkways along clear and direct routes throughout the site. Surfaces should be firm and level. Curb cuts and ramps should be provided where necessary. Accessible walkways should be continuous (not dead-ends).

9 Locate transit stops in highly visible and convenient areas. Provide pedestrian shelters.



Source: Time Saver Standards for Landscape Architects

# PRINCIPLES OF A PEDESTRIAN DESIGN

1. **The pedestrian environment should be safe.** Sidewalks, pathways and crossings should be designed and built to be free of hazards and to minimize conflicts with external factors such as noise, vehicular traffic and protruding architectural elements.



4. **The pedestrian environment should be easy to use.** Sidewalks, pathways and crossings should be designed so people can easily find a direct route to a destination and delays are minimized.



7. **Pedestrian improvements should be economical.** Pedestrian improvements should be designed to achieve the maximum benefit for their cost, including initial cost and maintenance cost as well as reduced reliance on more expensive modes of transportation. Where possible, improvements in the right-of-way should stimulate, reinforce and connect with adjacent private improvements.



2. **The pedestrian network should be accessible to all.** Sidewalks, pathways and crosswalks should ensure the mobility of all users by accommodating the needs of people regardless of age or ability.



5. **The pedestrian environment should provide good places.** Good design should enhance the look and feel of the pedestrian environment. The pedestrian environment includes open space such as plazas, courtyards, and squares, as well as the building facades that give shape to the space of the street. Amenities such as street furniture, banners, art, plantings and special paving, along with historical elements and cultural references, should promote a sense of place.



3. **The pedestrian network should connect to places people want to go.** The pedestrian network should provide a continuous direct routes and convenient connections between destinations, including homes, schools, shopping areas, public services, recreational opportunities and transit.

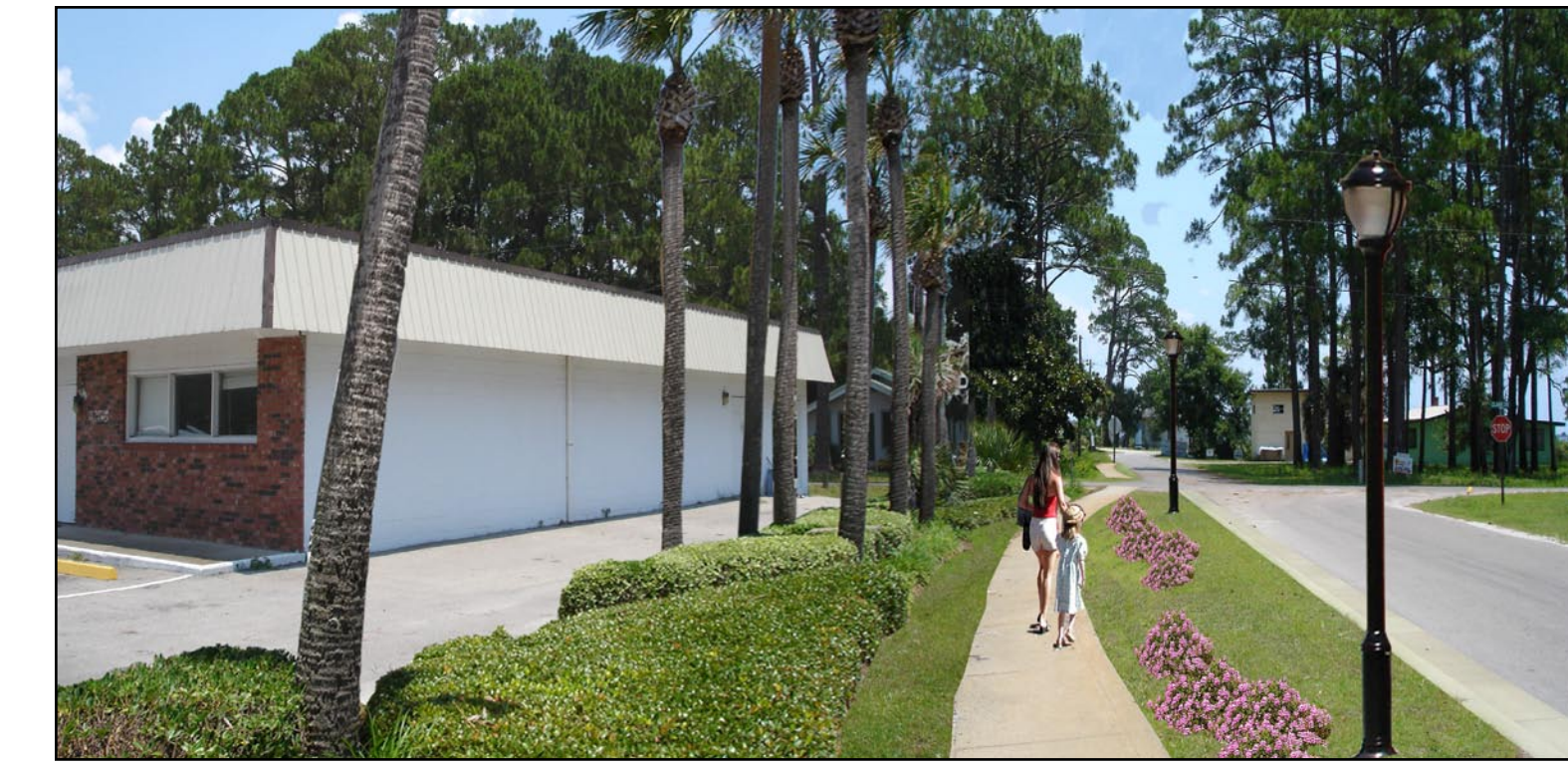
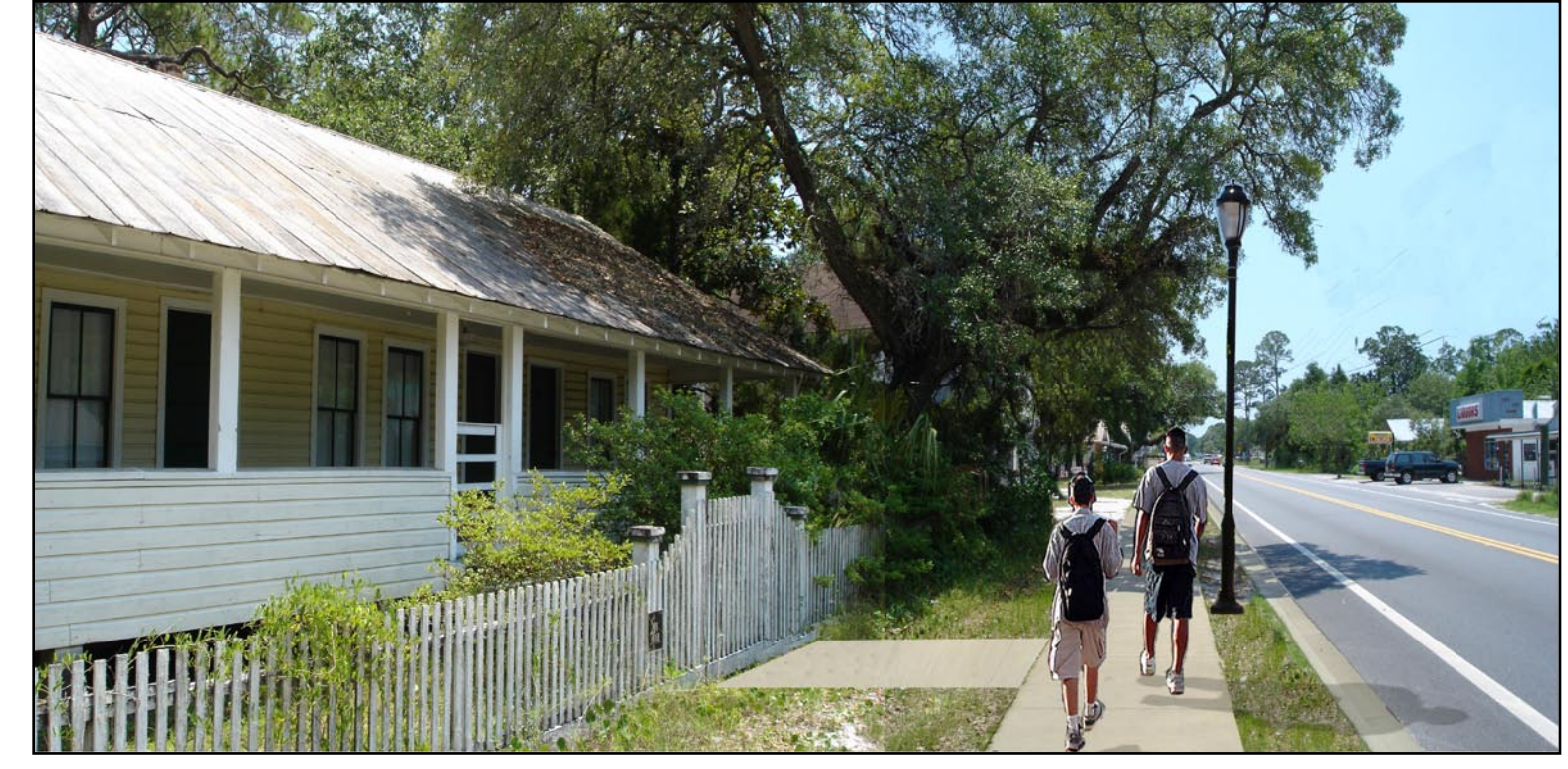


6. **The pedestrian environment should be used for many things.** The pedestrian environment should be a place where public activities are encouraged. Commercial activities such as dining, vending and advertising may be permitted when they do not interfere with safety and accessibility.



Source: Portland Pedestrian Master Plan

# DIGITAL BEFORE AND AFTERS



# DIGITAL BEFORE AND AFTERS



# PANACEA



# DIGITAL BEFORE AND AFTERS

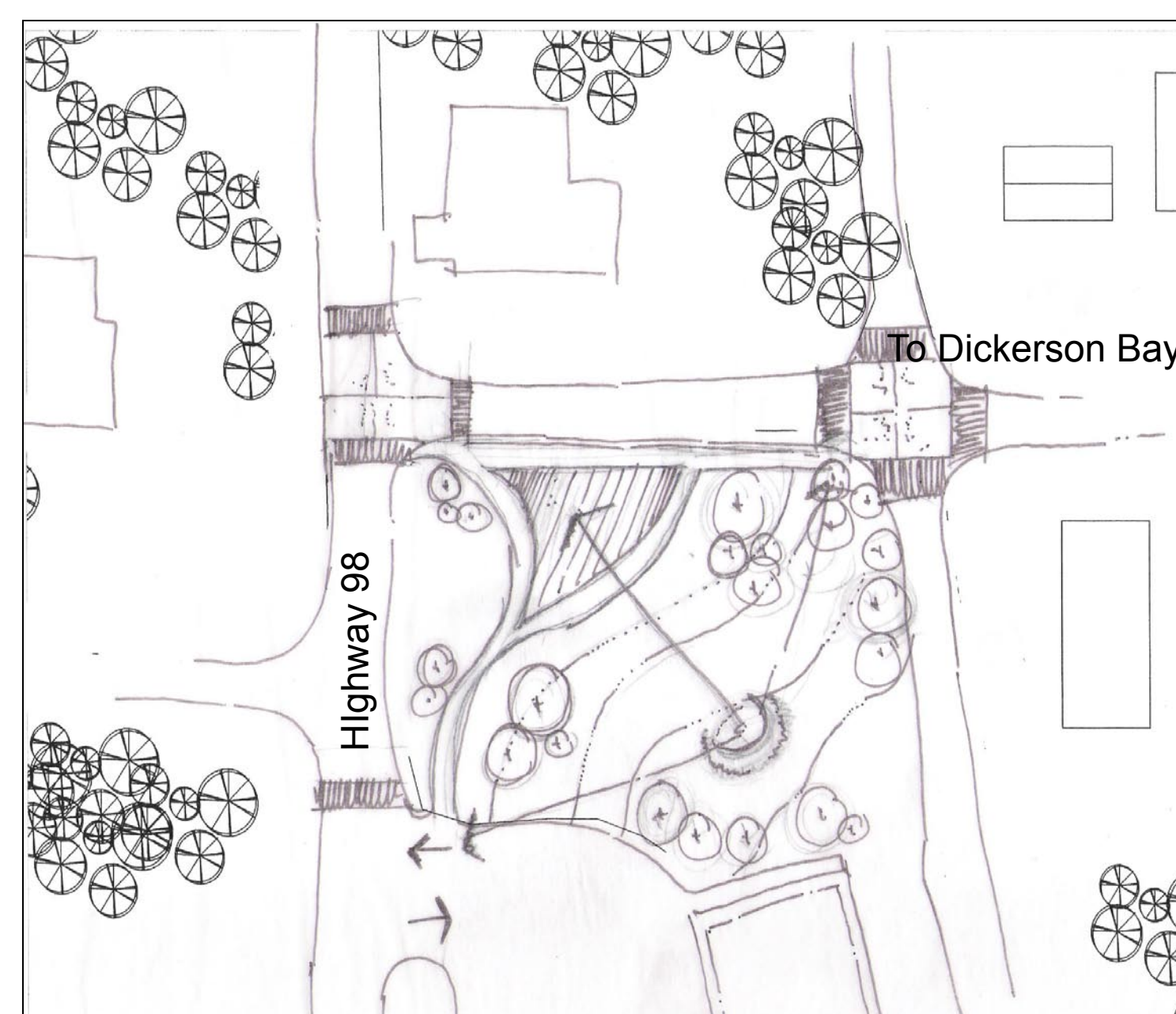
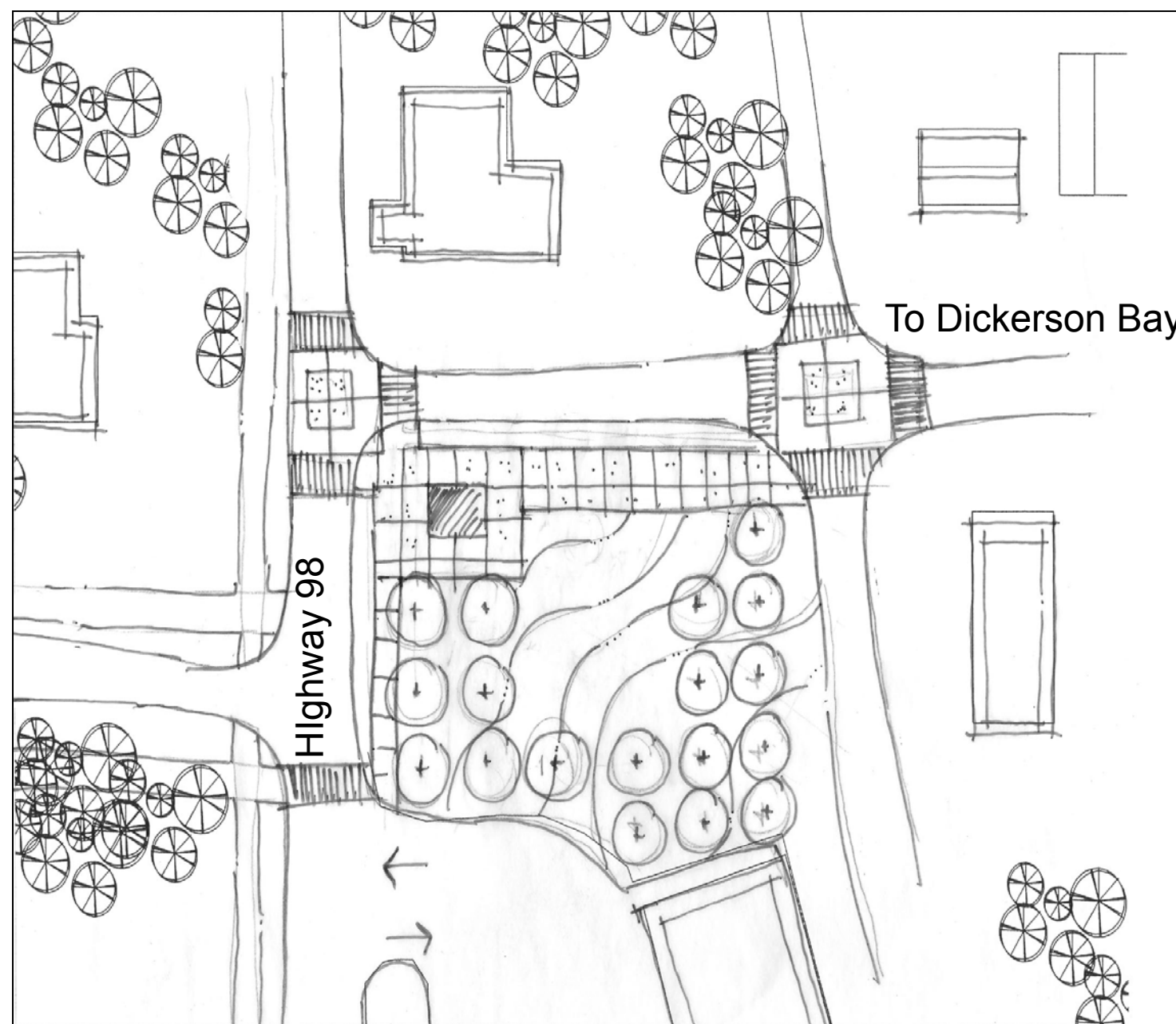


The Florida A&M University (FAMU) School of Architecture (SOA) Graduate and Professor Programs produced the following work for the Town of Panacea and the State of Florida Department of Community Affairs (DCA). For more information, contact FAMU SOA Professors Andrew Chin and C.L. Bohannon at 850.599.3244

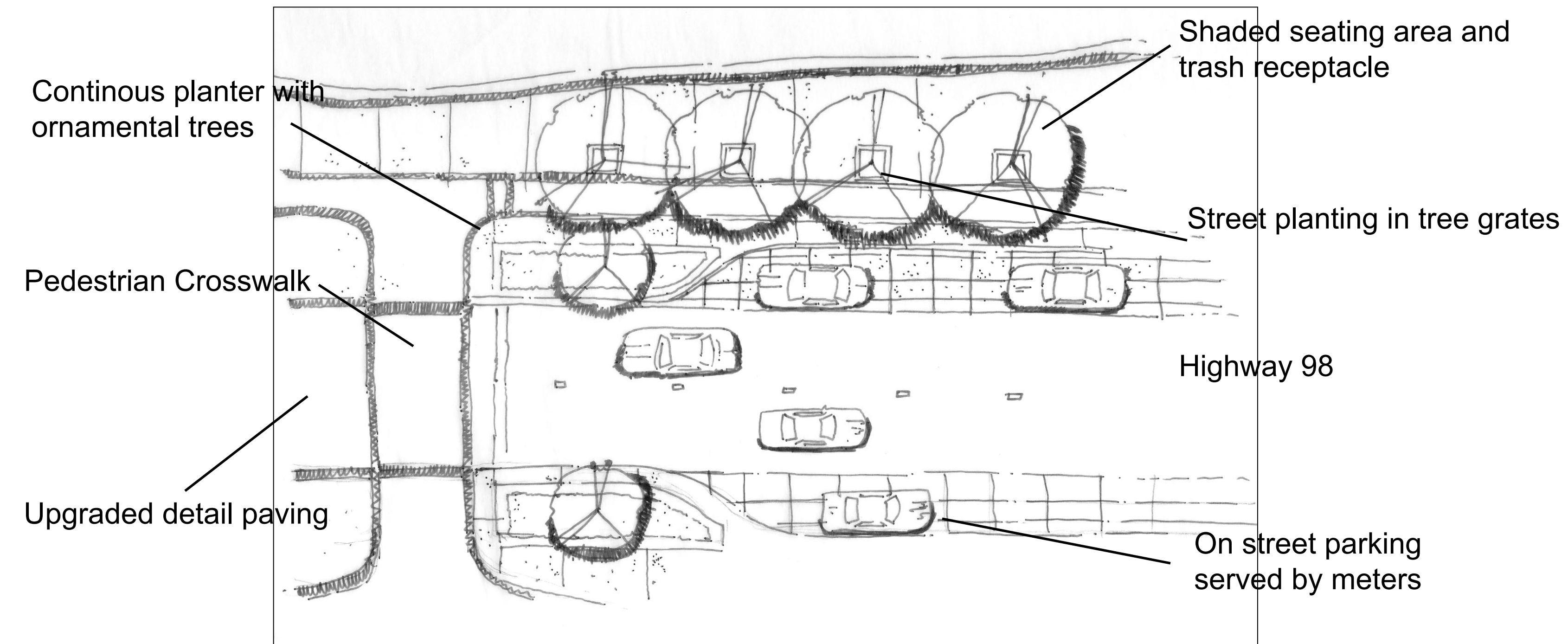
# DIGITAL BEFORE AND AFTERS



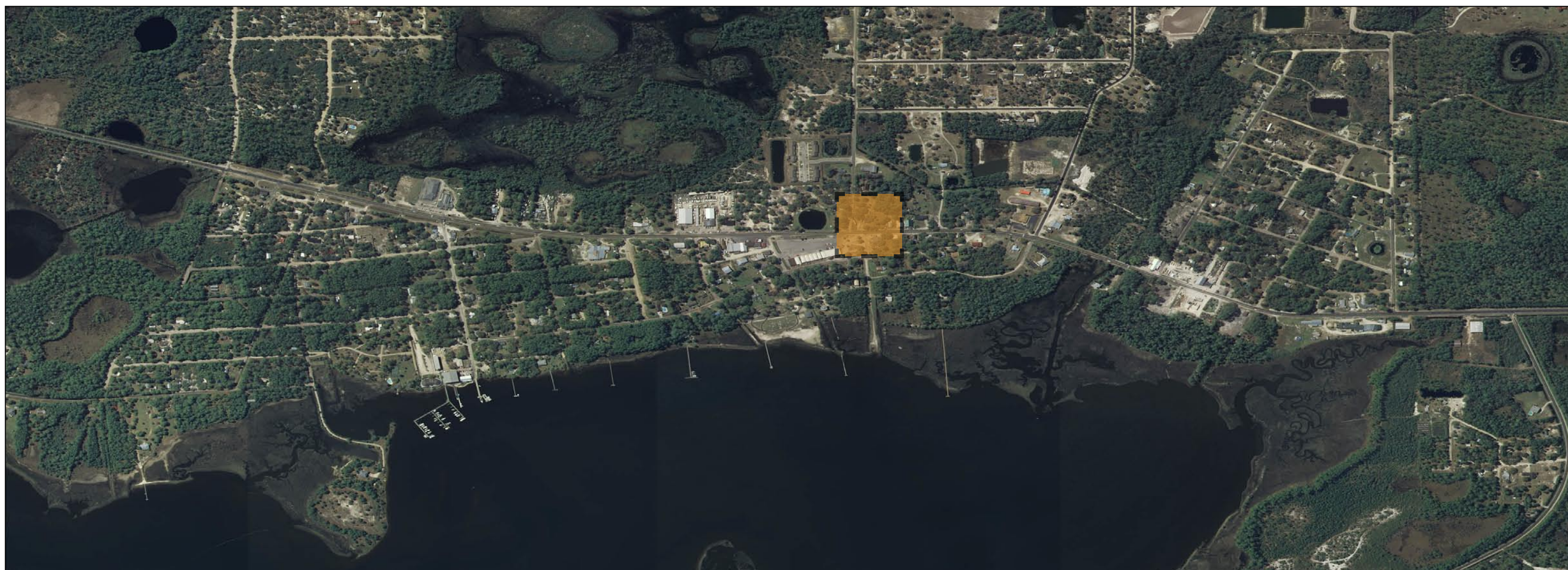
# CORNER PARK ALTERNATIVES



# ON STREET PARKING



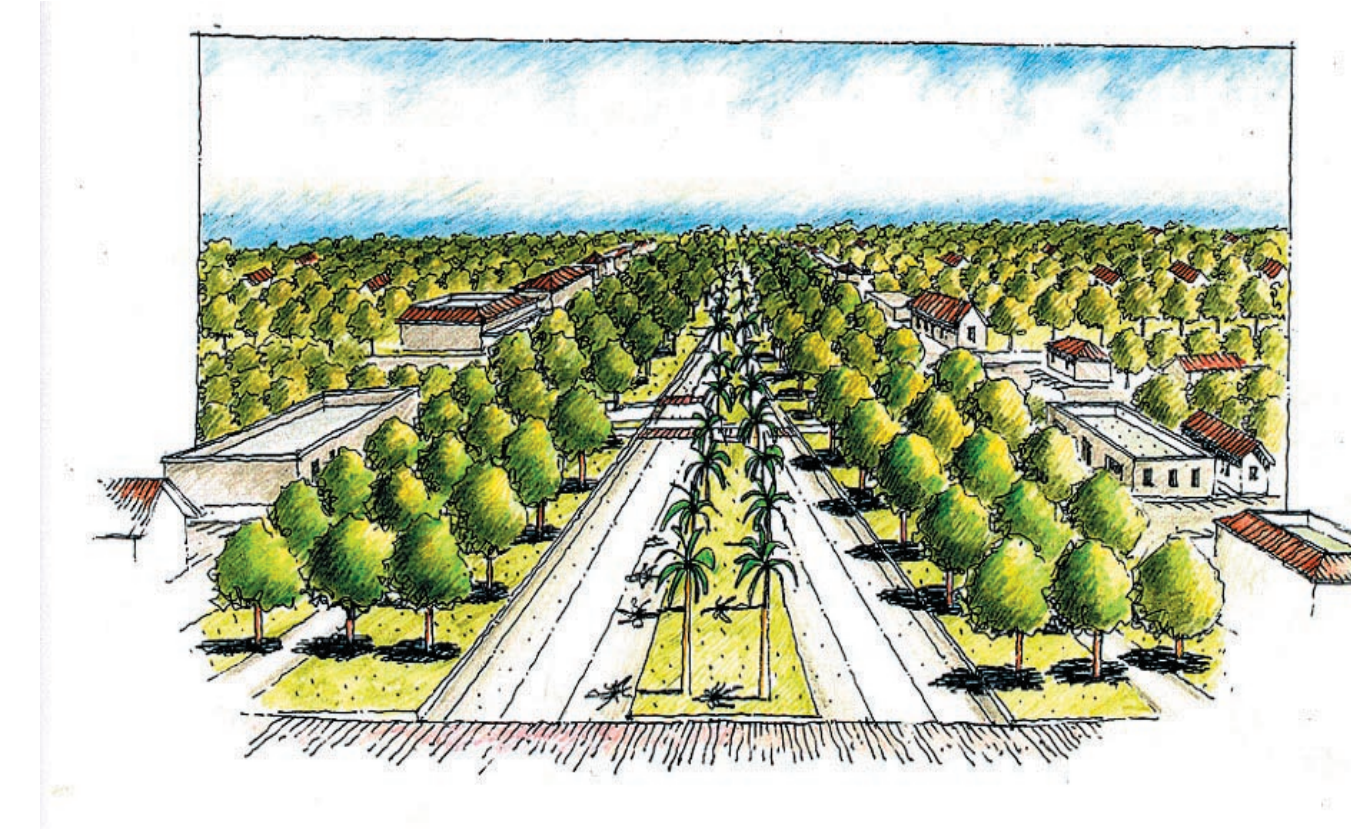
# STREETSCAPE CHARACTER



# VISION

## Vision Statement

To promote a pedestrian-friendly environment; where public spaces, including streets and off-street paths, will offer a level of convenience, safety and attractiveness to the pedestrian that will encourage and reward the choice to walk.



# GOALS

**Pedestrian Safety.** Create a street environment that strives to ensure pedestrian safety.

**Pedestrian Access:** Develop an environment throughout the City – prioritizing routes to school and transit– that enables pedestrians to travel safely and freely.

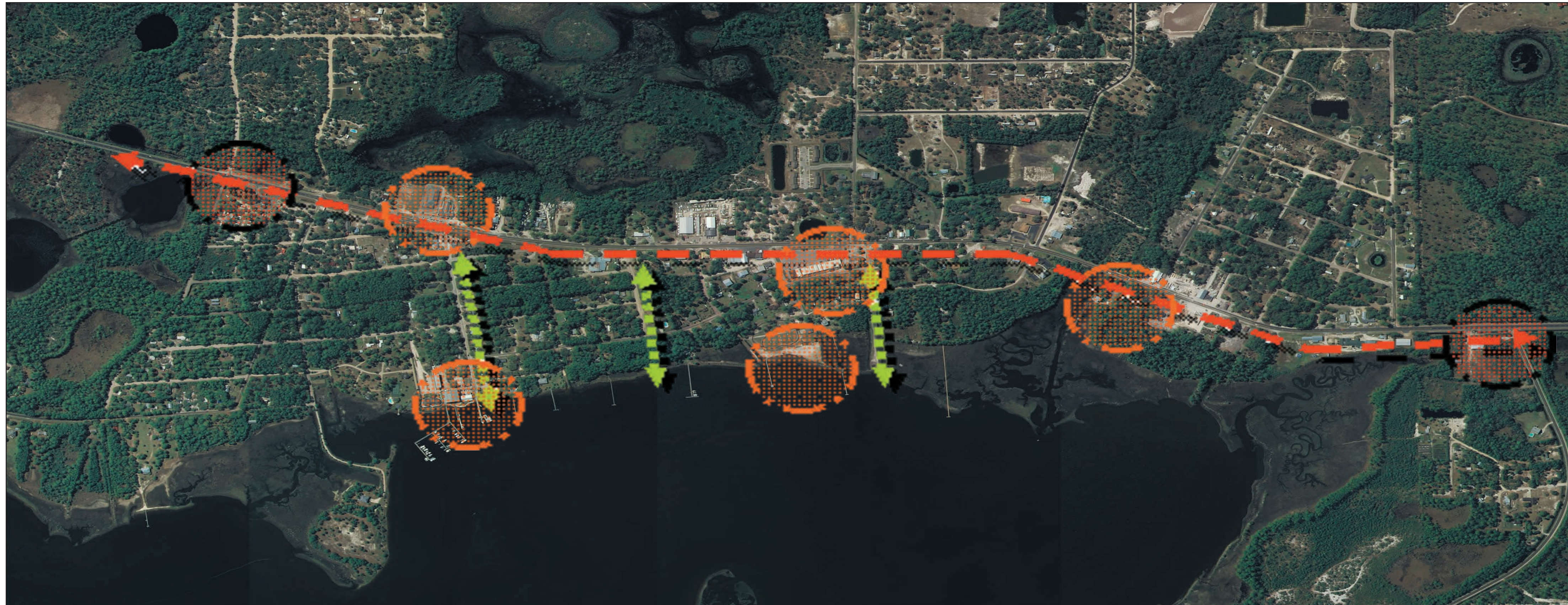
**Streetscaping and Land Use:** Provide pedestrian amenities and promote land uses that enhance public spaces and neighborhood commercial districts.

**Education:** Educate citizens, community groups, business associations, and developers on the safety, health, and civic benefits of walkable communities.

**Implementation:** Integrate pedestrian considerations based on federal guidelines into projects, policies, and the City's planning process.



# PANACEA



## CONCEPTUAL IMPACTS

- Define character of Panacea
- Create and East/West gateway to Panacea
- Create a more pedestrian friendly environment
- Promote more visual & physical access to Dickerson Bay

## ECONOMIC IMPACTS

- Increase property values
- Generate tax income
- Create jobs

## SOCIAL/ENVIRONMENTAL IMPACTS

- Generate neighborhood programs, community services, and affordable housing
- Use open spaces to link areas in Panacea together
- Increase greenspaces that will provide a buffer from highway 98