

Appendix A. Raleigh Sidewalk Petition Policy

Requesting Sidewalks

Residents/citizens can contact City Staff about any street that is missing sidewalks. Staff will research the request and forward it to the appropriate Division/Department based on the classification of the street where the sidewalk is being requested.

Requests for sidewalk on streets that are classified as “non-residential” streets do not require a petition. To have a non-residential street with existing curb and gutter considered for sidewalk, a verbal or written request is sufficient for placing that street on a priority list. The request will be received by the Office of Transportation Planning then evaluated and ranked against other requests for inclusion in the sidewalk program.

Requests for sidewalks on streets that are classified as “residential” streets do require a petition for consideration, with the exception of "small missing gaps between existing sidewalks which may be considered without petition. These requests will be received by the Assessment Staff in the Design/Construction Division of the Public Works Department. In order for the street to be considered for a petition project, the request must meet the following criteria:

- » The street must be a publicly maintained residential street.
- » The street right-of-way must be completely within the City limits.
- » The sidewalk project cannot be already included in the sidewalk prioritization list. (No duplication of effort)

- » The street must have curb and gutters, otherwise, the request must go through the normal street improvement petition process and will include sidewalk. Under certain circumstances, an alternative asphalt sidewalk may be desirable. This would not require the inclusion of a curb and gutter street. City Staff will determine if this is an option.
- » The street must have a minimum one block length missing sidewalk or complete missing sections of sidewalk for consideration

Validity of a sidewalk petition

After determining the requested street meets the requirements for a sidewalk petition, Staff will prepare and mail a Petition Form Letter along with a return postage paid envelope to all property owners along both sides of the street to be improved requesting their signature(s) should they be in favor of adding sidewalk to their street and be included in the petition accordingly. In order for the petition to be valid for inclusion in the priority ranking, we must receive signatures in favor from at least 75% of the abutting property owners. The petition will remain open for a period of 45 days from the date of mailing. Once the petition period has been closed, staff will validate the responses received for sufficiency. If the petition meets the 75% sufficiency requirement it is considered "valid" and the street will be added to the Sidewalk Requests for Residential Streets list to be evaluated/assigned a priority ranking for construction consideration.

In preparation of mailing the petition letters, Staff will research current ownership with the

Wake County Register of Deeds and Tax Office records. The petition letters will be mailed accordingly. In order to be counted in the petition sufficiency, the signatures must be as identified in the letter. In the case where there is no single-family ownership such as an estate, trust, or business, a representative may sign the form as long as they clearly indicate their association and must provide a phone number so that the signature can be verified.

The petitioner and all property owners will be notified by letter of the results of the petition. A resulting unsuccessful petition will not be allowed another petition request for a one year period.

Timeline/Construction

The timeline for construction of the sidewalk will depend on the street's ranking and available funding. Annually streets from the Sidewalk Requests For Residential Streets list will be submitted to the City Council for authorization to be included in the following FY budget. The streets submitted will be determined on their priority ranking and available funding. Once approved by City Council and funding has been appropriated, the Engineering staff will begin the design process. During this process, property owners will be invited to a design public meeting at which time they will be given the opportunity to provide input on the sidewalk's design. A decision on the location of the sidewalk will occur during the design process.

Upon completion of construction of the sidewalk, property owners will not be required to pay an assessment. In some instances there may be impacts to properties bordering the street right

of way. In some cases, construction of the sidewalk may require that right-of-way and/or easements be acquired from abutting property owners. Other property impacts that could affect abutting property owners are personal items and/or shrubbery that has been placed in the right-of-way. Details of what areas may be impacted, and where easements may be needed will not be known until the sidewalk has been designed.

Once the design has been completed and approved and any right-of-way/easements have been acquired, the project(s) will be bid for construction.

Sidewalk Ranking / Scoring

Presence of Pedestrian Generators:

- » Provide Connection to a School
 - » ¼ mile or less – 10 points
 - » ¼ mile to ½ mile – 7 points
 - » ½ mile to ¾ mile – 5 points
 - » ¾ mile to 1 mile – 3 points
- » Provide connection to Recreation Centers / Greenways / Libraries
 - » ¼ mile or less – 6 points
 - » ¼ mile to ½ mile – 4 points
 - » ½ mile to ¾ mile – 2 points
- » Provides a connection to CAT or TTA Bus Stops
 - » Along proposed sidewalk(either side of road) – 6 points
 - » Within ½ mile of proposed sidewalk – 3 points
- » Commercial / Employment Center (Paths between residences / bus stops and commercial areas)
 - » ¼ mile and less – 4 points
 - » ¼ mile to ½ mile – 2 points

Connectivity to Existing Network:

- » Evidence of pedestrian use
 - » 5 points
- » Creates significant connectivity / fills gaps in existing network
 - » Divide length of continuous sidewalk (max ½ mile from each side of project center point) by length of project. – Maximum 10 points

Safety Factors:

- » Type of street
 - » Thoroughfare in residential area. – 10 points
 - » Collector – 5 points
 - » Residential – 3 points
 - » Cul-de-sac /Dead end < 200 ft – 0 points
- » Traffic Count
 - » 4,000 vehicles per day – 5 points
 - » 2,000 vehicles per day – 3 points
 - » 1,000 vehicles per day – 2 points
- » Speed Limit along street
 - » 25 mph – 2 points
 - » 35 mph – 4 points
- » Visual Obstructions Present
 - » 5 points

Support:

- » Petition support
 - » ½ point for each percentage point above 75% - Maximum 10 points
- » Recommendation of CAC
 - » 5 points

Negatives:

(Things that would take away from the point total)

- » Sidewalk on other side of road
 - » 25 mph speed limit – (-10) points

- » 35 mph speed limit – (-7) points
- » 45 mph speed limit – (-3) points
- » Over 45 mph – (-1) point
- ** No deduction of traffic count is > 4,000
- » Presence of severe slopes
 - » (-5) points
- » Easement Required to Construct Sidewalk
 - » Along ½ or more of the total linear footage - (-5) points
 - » Along ¼ to ½ of the total linear footage – (-3) points
 - » Along ¼ or less of the total linear footage – (-2) points
 - » No Easement Required – subtract no points
- » Stormwater / Buffer Concerns
 - » Presence of Riparian Buffer / Stormwater Concerns that will require remediation as part of project plan – (-5) points
- » Tree Removal Required
 - » Subtract 2 point for each tree to be removed
- » Utility Conflicts
 - » Project requires relocation of power poles / utilities – (-3) points

Appendix B: Background Information

The following information provides a summary of factors from each of the two sources used to develop the sidewalk evaluation program described in this document.

Dot Voting at June 8, 2012 Open House. An initial draft of the recommended sidewalk evaluation program was presented at the June 8, 2011 Open House. Participants voted on the criteria they felt were most important to include in the program. The most significant results of the dot voting were:

- General support for the criteria.
- Little understanding of the Pedestrian Quality of Service.
- Support for including low income households in the criteria.

Charlotte, NC Sidewalk Program Changes. Charlotte, North Carolina revised their sidewalk program in May 2011, moving away from a 4-

tiered approach. See the table below. The goal of these changes was to create a seamless and simple system. Changes in the program include:

- An extra category for specific types of pedestrian generators, such as parks.
- Reserved authority for the transportation director to decide if a street may be exempt from the petition process.
- Use the criteria for three city programs: Charlotte Department of Transportation’s Sidewalk Program, the Neighborhood City of Charlotte Sidewalk Retrofit Policy and Business Services’ Neighborhood Improvement Program and the Charlotte-Mecklenburg Planning Department’s Area Plan Implementation Program.
- Two tiers instead of four, with a single set of points:
- Non-thoroughfare streets will rely more on a petition-based process; and
- Thoroughfares will rise to the top of the list for city review and selection each June.

Ranking Criteria used for all potential projects (Points assignment is based on specific criteria)	Reserved Authority*
AAWT (Average Annual Weekday Traffic), 20 maximum points	High traffic volumes and speeds
Connectivity to other sidewalks, 6 maximum points	Pedestrian safety
Proximity to a school, 7 maximum points	Accessibility to transit
School Type, 3 maximum points	Street primarily consists of land uses other than single family residential
Proximity to a park, 7 maximum points	Street has reverse frontage lots
Greenway Overland Connector, maximum points unknown	
Proximity to land uses serving elderly or people	







*A proposed or requested sidewalk will be exempt from the standards procedure if the Transportation Director, or his designee,

Ranking Criteria used for all potential projects <i>(Points assignment is based on specific criteria)</i>	Reserved Authority*
<p>with disabilities, <i>5 maximum points</i></p> <p>Proximity to transit, <i>10 maximum points</i></p> <p>Proximity to neighborhood serving land uses, <i>5 maximum points</i></p> <p>Evidence of a worn path, <i>5 maximum points</i></p> <p>Roadway related safety need, <i>10 maximum points</i></p> <p>Length of proposed sidewalk, <i>9 maximum points</i></p> <p>Existence of curb/gutter/drainage, <i>5 maximum points</i></p> <p>Pedestrian Friendly Index Rating (From the Charlotte Neighborhood Quality of Life Study), <i>3 maximum points</i></p> <p>Proximity to pedestrian overlay district, <i>3 maximum points</i></p>	<p><i>determines that the project is necessary because of factors such as these.</i></p>

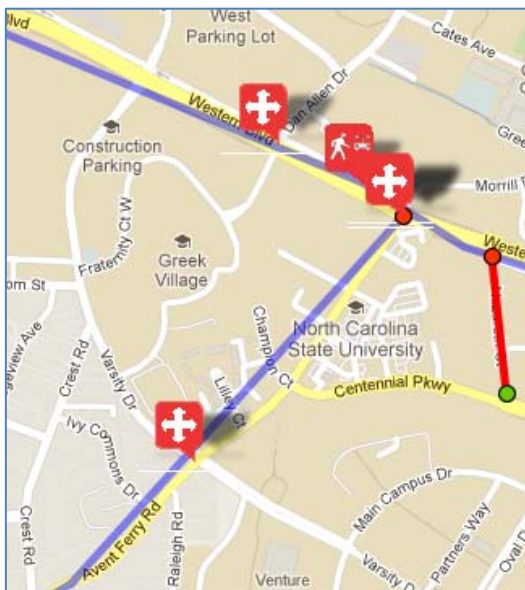
Appendix C. Community comments from Example Locations.

The following section provides examples of comments received from the public related to pedestrian accommodations in the example

project locations. These comments were collected using the online interactive map described in Chapter 2. The symbol key is provided below.

<p>This route is safe, accessible and pleasant to walk along.</p> 	<p>This intersection feels safe to cross.</p> 	<p>This bus stop is easy to walk to, accessible and has a comfortable place to wait for the bus.</p> 
<p>This route is uncomfortable or unappealing for pedestrians, or is not accessible.</p> 	<p>This intersection is difficult to cross, is not accessible or does not feel safe.</p> 	<p>This bus stop is difficult to use or is not accessible.</p> 

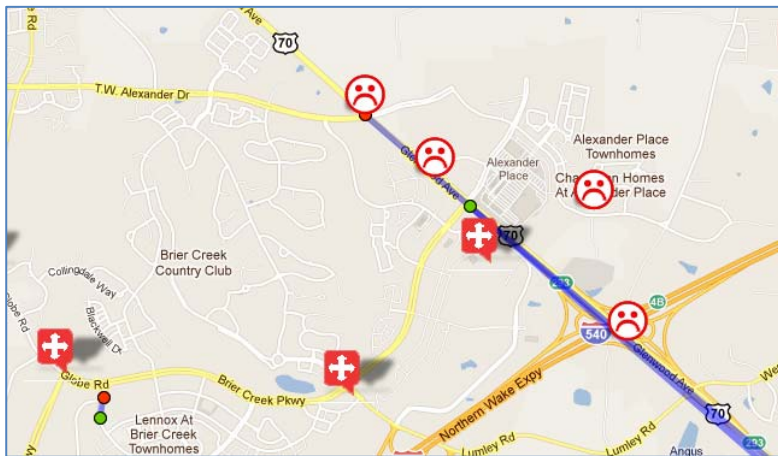
Avent Ferry Road between Varsity Drive and Centennial Parkway



Sample comments:

- » Push button placement: High volume of pedestrian activity - why no walk phase with every signal?
- » Pedestrian conflicts: Conflicts with left turning and right turning traffic on all legs. Cars often cut pedestrians off in the crosswalk.
- » No pedestrian facilities at bus stop: No sidewalks or pathway to bus stop.

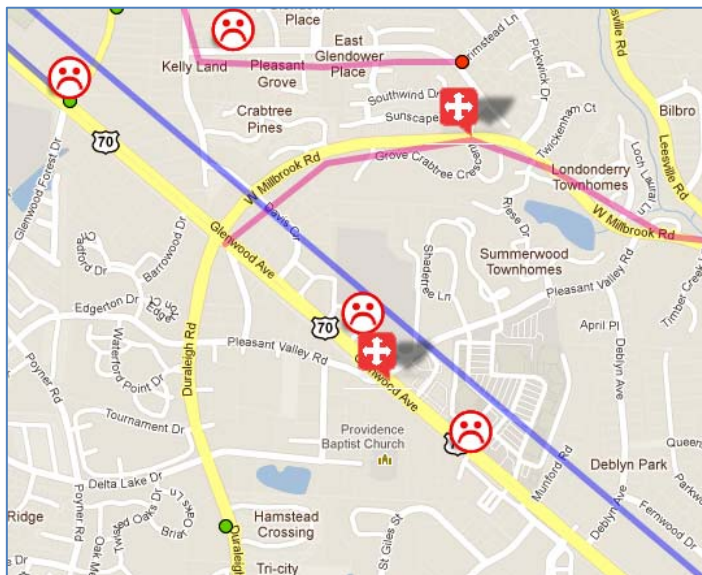
Brier Creek Parkway between Little Briar Creek Lane and Skyland Ridge Parkway



Sample comments:

- » VERY quick Walk indicator and may accidents at this intersection
- » Now way to cross over Glenwood from Brier Creek Pkwy
- » Alexander Place Townhomes have no access by sidewalk to the Brier Creek Shopping Center - which has bus access and is pedestrian friendly. Please add the short stretch of sidewalk between Alexander Place and the bus stop!

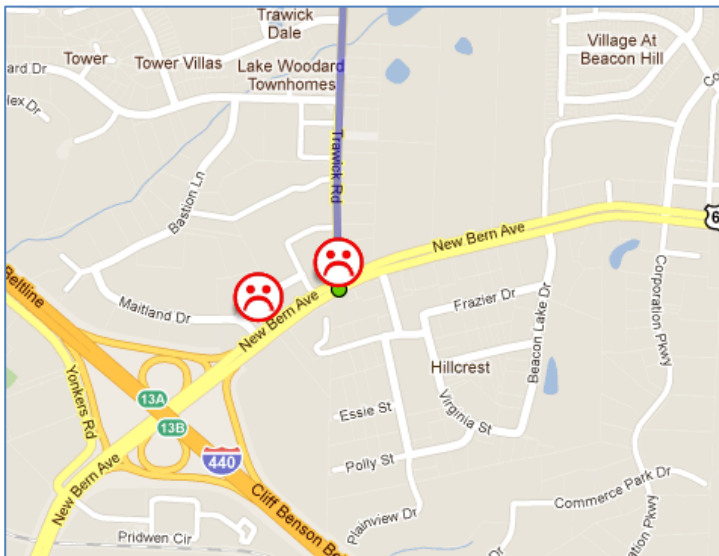
Glenwood Avenue and Pleasant Valley Road



Sample comments:

- » No crosswalks at intersection.
- » Many people try to cross in this area with no real pedestrian crossing.
- » Bike/pedestrian path needed on Glenwood Avenue.

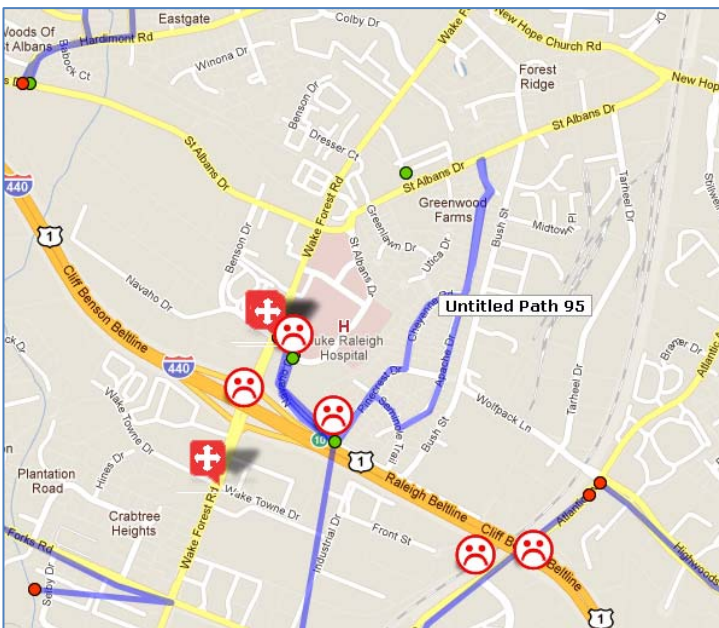
New Bern Avenue and Trawick Road



Sample comments:

- » I see many pedestrians and cyclists in unsafe conditions in this area, including walking & biking along 64 over the I-440 interchange (there are paths worn in the grass) and crossing 64 mid-block near the hotels, plasma donation center, shops. I have witnessed multiple near-misses, esp. as cars take the exit/entrance ramps from I-440 to/from 64 Bus.
- » This comment is 100% accurate! Getting over the overpass, on such a major traffic arterial.

Wake Forest Road between Beltline westbound off ramp and St. Albans Drive



Sample comments:

- » There are no sidewalks here.
- » This seems like such a great candidate for improving pedestrian traffic. The access for the hotels, restaurants, businesses and schools seems like a great opportunity. The pedestrian traffic is completely uncontrolled, and the existing sidewalk is only raised from the street level by a few inches as a barrier to exiting traffic. Three lanes turn left from the inner beltline, a fact not known to all drivers despite overhead signs. A vehicle could take the sidewalk if they were forced out by a middle lane driver turning to the outer lane.

Appendix D. Programs and Initiatives for Walkable Raleigh Profiles

This Appendix includes descriptions for eight Programs and Initiatives recommended for Early Action or Short Term Implementation. The profiled Programs and Initiatives, a combination of administrative and participatory, are critical for maintaining momentum for walking in Raleigh over the next two years. Each profile highlights the

advantages of the recommended building block, keys to successful implementation, and examples from other cities across the country. See Appendix E for a summary table with short descriptions, lead agencies, potential partners, and timeframes for all 19 Programs and Initiatives.

Bus operator pedestrian safety training

What is it? Pedestrian safety training helps bus operators understand crash causes, relevant laws, safety statistics, and tips for sharing the road with pedestrians.

Advantages.

- » Establishes a consistent set of safety guidelines for bus operators and clarifies roles and responsibilities in relation to pedestrians.
- » Reduces the likelihood of pedestrian-bus operator crashes.
- » Improves operation of roads and intersections.
- » Improves quality of transit service

Keys to Success

- » Identify able and willing instructors.
- » Make part of transit agency-wide safety core value.
- » Include training as part of operator scheduling.
- » Include as part of new hire training.
- » Provide refreshers and other re-enforcements.
- » Provide public messages about bus operations and safe habits when boarding and alighting buses.

Examples

- » Bus Driver Training Program, Washington Area Metropolitan Transit Authority (WMATA)
- » Pedestrian Safety Guide for Transit Agencies (NHTSA)
- » Training Modules for New Jersey Transit Staff, Project for Public Spaces
- » “Integrating Transit with Bikes and Pedestrians: Access...Operations...Safety” webinar, Virginia Transit Association, <http://www.vatransit.com/links.htm#webinars>.
- » “Share the Road – Buses and Bicycles” video, Chicago Transit Authority, [http://chicagobikes.org/video/?loadVVideo=buses_and_bicycles](http://chicagobikes.org/video/?loadVideo=buses_and_bicycles).



Figure 1 Example presentation slides from WMATA’s Street Smart pedestrian awareness training for Metrobus

Police officer pedestrian safety training

What is it? Pedestrian safety training helps police officers better understand pedestrian safety issues and laws relevant for interactions between pedestrians and other roadway users. Trainings may be offered in a variety of formats, including on DVD. A program to train Raleigh Police Officers, “Bicyclist Safety and Law Enforcement,” was created through the Raleigh Bicycle and Pedestrian Advisory Commission in 2011. A complementary program (or a combined pedestrian and bicycle safety program) provides police officers with the information they need.

Advantages

- » Fills a gap in officer training--many officers have not received training in pedestrian safety and laws.
- » Improves officers’ capacity to enforce applicable laws and ensure pedestrian safety.
- » May improve pedestrian safety overall, especially with better enforcement of motorist behavior that puts pedestrians at risk.

Keys to Success

- » Identify able and willing instructors.
- » Include as part of new hire training.
- » Provide periodic reminders at roll call.
- » Ask police chief to provide introductory remarks as a way of signaling the importance of the training.
- » Partner with local walking and biking advocacy organizations.

Examples

- » Pedestrian Safety Enforcement DVD, City of Madison Police Department:
- » <http://katana.hsrb.unc.edu/cms/downloads/EDU.PedestrianSafetyEnforcementDVDs.pdf>



Figure 2 Graphic from the Madison Pedestrian Safety Enforcement DVD. (Image provided by Larry Corsi, Wisconsin Department of Transportation)

Enforce moving and parking violations at crosswalks with progressive ticketing

What is it? Drivers are often unclear about parking and yielding laws at crosswalks, especially unmarked crosswalks.¹ Progressive ticketing is an enforcement approach that aims to boost community awareness and buy-in before taking punitive action.



Figure 3 Failure-to-yield is one of the most dangerous behaviors on the street. Photo: Clarence

¹ The term “unmarked crosswalk” is not defined In North Carolina State, but the state supreme court has defined it as “that area within an intersection which also lies within the lateral boundaries of a sidewalk projected across the intersection.” *Anderson v. Carter*, 272 N.C. 426, 430, 158 S.E.2d 607, 610 (1968). To have an “unmarked crosswalk,” there must be a sidewalk or “sidewalk like area” on at least one side of the intersection. *Tucker v. Bruton*, 102 N.C. App. 117, 401 S.E.2d 130 (1991).

Advantages

- » Enforcing moving and parking violations at crosswalks can improve pedestrian safety. Research suggests that motorist failure to yield accounts for approximately 42% of crashes involving pedestrians at marked crosswalks and 32% of crashes involving pedestrians at unmarked crosswalks.² Parking in the crosswalk can also impact pedestrian safety by forcing pedestrians to cross at locations where sight lines between drivers and pedestrians are worse or traffic conditions are less advantageous for crossing.
- » Progressive ticketing builds public support for enforcement by increasing public awareness of the reasons for enforcement.
- » Issuing warnings instead of tickets takes much less time. Police officers are able to contact up to 20 times more non-compliant motorists, and more frequent stops have greater impact, since community members are more likely to witness them and respond by adjusting their behavior.

Keys to Success

- » Establish an effective public outreach and education effort that generates community awareness of the problem. The public needs to understand the safety risks associated with violating parking and yielding laws at crosswalks. Raising awareness about the problem will change some behaviors and create public support for enforcement efforts to follow.
- » Announce what action will be taken and why. Give the public time to change behaviors before ticketing starts. Fliers, signs, newspaper stories and official warnings from officers can all serve as reminders.
- » After the “warning” time expires, hold a press conference announcing when and where the police operations will occur. If offenders continue their unsafe behaviors, officers issue tickets.

Examples

- » San Francisco, California : www.walkfriendly.org/communities/community.cfm?ID=87
- » Washington, D.C. : <http://www.tbd.com/blogs/tbd-on-foot/2011/02/d-c-traffic-cameras-to-multiply-ticket-drivers-for-more-infractions-8010.html>

² Zegeer, Charles V., J. Richard Stewart, Herman H. Huang, Peter A. Lagerwey, John Feaganes, and B.J. Campbell. *Safety Effects of Marked versus Unmarked Crosswalks at Uncontrolled Locations: Final Report and Recommended Guidelines*. Federal Highway Administration, August 2005. Available online at: <http://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf>.

Pedestrian Counts

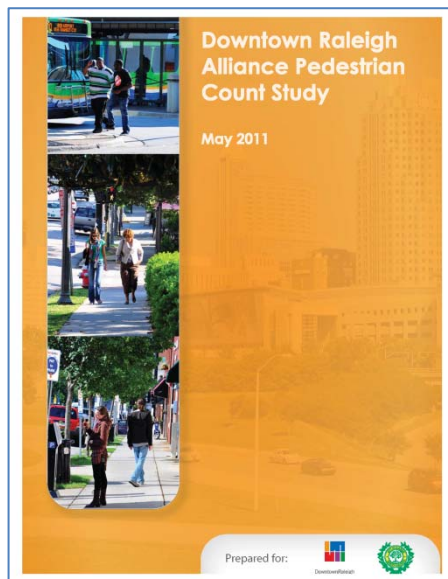
What is it? Pedestrian counts are regular counts of pedestrian volumes at key intersections and places where people walk.

Advantages

- » Helps justify investments in pedestrian infrastructure.
- » Helps the City prioritize and schedule the maintenance and repair of existing facilities.
- » Helps the City understand the impact of infrastructure projects and non-infrastructure programs.
- » Helps the City understand pedestrian travel trends and usage across the network.

Keys to Success³

- » Recognize that low pedestrian volume counts may indicate a lack of adequate pedestrian facilities rather than low pedestrian demand.
- » Carefully select count days and times. At minimum, counts should be conducted on a typical day during peak pedestrian season at the peak time of day for pedestrian travel. Counts are discouraged on Mondays and Fridays, when travel and activity trends are atypical.
- » Carefully select count locations. The *National Bicycle and Pedestrian Documentation Project: Instructions* document provides guidance on location selection.
- » Consider long-term, continuous pedestrian volume counts. Long-term, continuous counts can provide more reliable and nuanced information about specific sites and can be used to calibrate pedestrian volume models.
- » Consider using automated counters to minimize labor costs, especially for long-term, continuous counts. See **Error! Not a valid result for table.** for a comparison of automatic



³ The Pedestrian and Bicycle Demonstration Project provides a useful best practice guide for conducting pedestrian volume counts: http://bikepeddocumentation.org/index.php/download_file/-/view/16.

count technologies.

Examples

- » *Downtown Raleigh Alliance Pedestrian Count Study*, Downtown Raleigh Alliance, <http://www.godowntownraleigh.com/files/docs/pedestrianstudy2011.pdf>.
- » Table 1 Automatic Count Technologies⁴

Technology	How it Works	Differentiate between bikes and peds?	Where can it be used?	Can it be moved to other locations?	Other Considerations	Technology Cost
Passive infrared	Detects a change in thermal contrast	No	Sidewalk, path	Easily		\$,2000-3,000
Active infrared	Detects an obstruction in the beam	Yes	Sidewalk, path	Easily		\$800-\$7,000
Video imaging	Analyzes pixel changes	Unknown	Intended for indoor use	Yes	Difficult detection outdoors, no bike/ped application yet	\$1,200-\$8,000
Video playback	Video analyzed by a person	Yes	Anywhere	Yes	Difficult detection at night and bad weather. Considerable staff time	\$7,000
Piezometric Tube	Senses pressure on tube	No	Path, on-street	Easily	Bicycles only. Potential tripping hazard	\$1,600
Piezometric Pad	Senses pressure	No	Sidewalk, path	No		\$2,000-3,000
In-pavement magnetic loop detectors	Senses magnetic field change as metal passes	No	Path, on-street	No	Requires cutting into pavement or into ground to install	\$2,000-3,000

⁴ Table created as part of the National Bicycle and Pedestrian Documentation Project, a joint effort of Alta Planning + Design and the Institute of Transportation Engineers (ITE) Pedestrian and Bicycle Council. Available online at: http://bikepeddocumentation.org/index.php/download_file/-/view/16.

Sidewalk Inspection and Maintenance Programs and Policies

What is it? Sidewalk inspection maintenance policies are written documents that establish responsibilities and procedures for sidewalk inspection, repair, and replacement.

Advantages

- » Helps ensure sidewalks are in good repair and clear of encroaching and overhanging vegetation.
- » Guides the City's inspection and maintenance efforts.
- » Minimizes the City's liability exposure in lawsuits.
- » Serves as a tool for long-term planning and budgeting.
- » Informs property owners about how the City treats sidewalk.
- » Helps taxpayers understand the economic implications of sidewalk inspection and maintenance.

Keys to Success

- » Include a sidewalk inspection procedure and schedule, a method for prioritizing sidewalk replacement and repair, and a procedure for addressing resident complaints and concerns.
- » Include mechanisms to ensure City employees follow the policy.
- » Publicize it through press releases, news stories, social media, and the City website.
- » Work to get City Council adoption.

Examples

- » Honolulu Sidewalk Maintenance Program, City and County of Honolulu, <http://www1.honolulu.gov/dfm/road/sidewalkmaintenanceprogramplanfinal.pdf>.
- » Sample Sidewalk Inspection and Maintenance Policy, Association of Bay Area Governments, <http://plan.abag.ca.gov/rmm/rmm/sibp/Sidewalk%20-%20Curb%20Inspection%20and%20Maintenance%20Policies.pdf>
- » "Guide to the Maintenance of Pedestrian Facilities for Enhanced Safety," anticipated publication early 2013.

Safe Routes to School

What is it? Safe Routes to School (SRTS) is a growing movement across the US that brings together parents, schools, and community leaders to encourage students, including those with disabilities, to walk and bike to school. SRTS programs are typically built around the 5 Es of SRTS: education, encouragement, enforcement, evaluation, and engineering. The 5 Es approach recognizes that transportation issues are multifaceted and therefore must be addressed in a multifaceted way. For example, it is not enough to simply build a crosswalk (engineering). You must also teach students how to use it (education) and drivers how to respond (enforcement).

Advantages

- » SRTS programs have many advantages, including:
- » Community--Walking and biking to school with friends and family is fun and can create social experiences for the entire neighborhood!
- » Safety--School based walking and biking programs can address barriers to physical activity by calming traffic around school and improving safety features, while raising safety awareness.
- » Health--Students who walk and bike to school are more likely to reach the recommended 60 minutes of physical activity they need every day to become healthier overall.
- » Environment--Increasing the number of students who arrive to school on foot and by bicycle can improve air quality around a school.



Keys to Success

- » Identify a local SRTS champion. SRTS champions are people who invest their time and energy to catalyze SRTS programs when they are new and sustain them as they mature.
- » Involve the right people. To succeed, SRTS programs must also have support from parents, principals, community members, and local officials.
- » Make a plan. SRTS plans identify barriers to walking and bicycling to school along with potential solutions representing all 5 Es of SRTS. SRTS plans are more powerful when they echo, or are echoed by, existing plans, such as pedestrian and bicycle master plans, trail plans, and neighborhood sector plans.
- » Implement the plan. Because SRTS is really a community effort, implementing a SRTS plan involves the entire community, including teachers, school PTA, police officers, local transportation staff, and students.
- » Market the SRTS Program. The school PTA and the City can host community festivals with activities and information about SRTS.

SRTS Activities and Resources

- » SRTS activities and resources focus on improving walking and biking conditions around schools while building healthy habits and safety skills. Popular SRTS activities include:
- » International Walk to School Day
- » Pedestrian and bicycle safety education
- » Walking school buses and bicycle trains--Adults “drive” the walking school bus or bicycle train along a defined route, picking up kids at “stops” on the way
- » Mileage clubs and contests
- » Speed reduction campaigns
- » Student safety patrols

Examples

Safe Routes to School, City of Raleigh,

<http://www.raleighnc.gov/business/content/PWksTranServices/Articles/SafeRoutesToSchool.html>

Child pedestrian safety training

What is it? Pedestrian safety training helps children develop pedestrian safety skills they can use on their way to school and in other contexts throughout their lifetimes. This kind of training is typically provided through schools and can be done in conjunction with a Safe Routes to School program.

Advantages

- » Assures all children learn pedestrian (and bicycle) safety skills.
- » Establishes habits that benefit children throughout their lives, regardless of whether they currently walk or bike to school.
- » Establishes consistent messages for young pedestrians and bicyclists.
- » Provides a refresher for parents if take-home materials are provided.

Keys to Success

- » Identify able and willing instructors.
- » Teach using a combination of methods, including one-time instruction (e.g. assemblies), multi-lesson classroom curricula, and skills practice.
- » Ensure content is age-appropriate.
- » With the proper guidance, older children can be effective pedestrian safety messengers.
- » Use multiple opportunities to teach safe walking habits including during physical education classes, during after school activities, as part of preparation for emergency evaluation drills, Safe Routes to School events, and during the summer!

Examples

Child Pedestrian Safety Curriculum, National Highway Traffic Safety Administration, <http://www.nhtsa.gov/ChildPedestrianSafetyCurriculum>.

The screenshot shows the NHTSA website's 'Child Pedestrian Safety Curriculum' page. The page is organized into several sections:

- Navigation:** A top navigation bar includes 'DRIVING SAFETY', 'VEHICLE SAFETY', 'RESEARCH', 'DATA', 'LAWS & REGULATIONS', and 'ABOUT NHTSA'. A search bar and 'Home' link are also present.
- Left Sidebar:** A vertical menu lists various safety topics such as 'Aggressive Driving', 'Bicycles', 'Child Safety', 'Distracted Driving', 'Driver Education', 'Enforcement & Justice Services', 'Impaired Driving', 'Motorcycles', 'Occupant Protection', 'Pedestrians' (highlighted), 'Research & Evaluation', and 'School Buses'.
- Main Content:**
 - Child Pedestrian Safety Curriculum:** A brief description stating the curriculum teaches and encourages pedestrian safety for students in grades Kindergarten through 5th Grade, organized into five lessons: walking near traffic, crossing streets, crossing intersections, parking lot safety, and school bus safety.
 - Resources:** Three cards represent different age groups:
 - K-1:** Lesson Plans, Assessment Guide, Student Response Form.
 - 2-3:** Lesson Plans, Assessment Guide, Student Response Form.
 - 4-5:** Lesson Plans, Assessment Guide, Student Response Form.
 - Teacher's Guide:** A prominent orange button labeled 'Teacher's Guide' is located to the right of the resource cards.
- Footer:** Contains 'Other NHTSA Sites' (Safercar.gov, TrafficSafetyMarketing.gov, EMS.gov, 911.gov, StopImpairedDriving.org, Distraction.gov), 'Web Policies & Notices' (Terms of Use, FOIA, Privacy Policy, Accessibility, Careers, Site Map, Contact NHTSA, RSS), and contact information for the National Highway Traffic Safety Administration.

Figure 4 The National Highway Traffic Safety Administration offers a training curriculum for children in grades K-5. The curriculum is customized for three age groupings: K-1, 2-3, and 4-5.

Close Call Reporting

What is it? Close call forms allow pedestrians, bicyclists, and motorists to report “close calls,” or near accidents, with other roadway users. Close call forms are typically made available online and provide a way for citizens to report the following information:

- » Their contact information
- » The mode they were using when the close call occurred
- » The mode used by the other person involved in the close call
- » Date, time, and location of the close call
- » Circumstances or additional detail

Advantages

- » Helps cities gain a better understanding of potential conflict points and where improvements may be needed. Crashes involving pedestrians and bicyclists occur less frequently than other crash types and tend to be underreported, yet such crashes are much more likely to result in serious injury or death.
- » Helps cities develop a fuller picture of locations that may be dangerous for pedestrians, which enables cities to respond before crashes happen.

Keys to Success

- » Establish a system to record information, track trends, and identify thresholds when action is needed.
- » Assign responsibility for managing the close call reporting activities to a staff member.
- » Tap into the broadest possible audience by:
 - » Mounting a vigorous marketing campaign, so people know about the forms and how to use them
 - » Providing the form in other major languages used in the community
 - » Providing alternatives to the online close call form to accommodate people with disabilities and people who lack Internet access.

Examples

- » Close Call Form, City of Louisville, http://www.louisvilleky.gov/BikeLouisville/close_call_form.htm
- » Close Call Form, City of Boulder, http://www.bouldercolorado.gov/index.php?option=com_content&view=article&id=8989&Itemid=3263
- » Report a Close Call, City of Durango, <http://www.getarounddurango.com/close-call-form/>



Figure 5 Louisville close call reporting form.

Appendix E. Table of Programs and Initiatives for Walkable Raleigh

Administrative Programs and Initiatives

Timeframe Key:
 Early Action -- Within one year
 Short Term-- Within two-five years
 Mid Term-- Within five-ten years

Name	Description	Lead Agency	Potential Partners	Potential Funding Sources	Timeframe
Bus operator pedestrian safety training.	Enhance existing bus operator pedestrian safety training.	City of Raleigh Public Works Department Capital Area Transit Triangle Transit City of Raleigh Bicycle and Pedestrian Advisory Commission (support)	Triangle Transit; university bus systems. NCDOT <i>Institute of Transportation Research & Education</i> Highway Safety Research Center	Transportation Enhancement Funds (TE), Section 402 Funds, Governor’s Office of Highway Safety Grant Program	Short term
Police officer pedestrian safety training.	Provide police officers with awareness traffic laws relating to the pedestrian network as it interfaces with the roadway, including the rights and responsibilities of motorists and pedestrians.	City of Raleigh Police Department City of Raleigh Bicycle and Pedestrian Advisory Commission (support)	<i>Institute of Transportation Research & Education</i> <i>Highway Safety Research Center</i>	Transportation Enhancement Funds (TE), Section 402 Funds, Governor’s Office of Highway Safety Grant Program	Short term

Name	Description	Lead Agency	Potential Partners	Potential Funding Sources	Timeframe
Enforce moving and parking violations at crosswalks with progressive ticketing.	Using a progressive ticketing approach, enforce laws against not yielding to pedestrians in crosswalks (marked or unmarked) and parking on crosswalks (marked or unmarked).	City of Raleigh Police Department City of Raleigh Parklink	DMV <i>City of Raleigh Bicycle and Pedestrian Advisory Commission</i>	Section 402 Funds, Governor's Office of Highway Safety Grant Program	Early action
Speed feedback signs.	Permanently installed speed feedback signs to increase motorists' awareness of and compliance with the posted speed limit.	City of Raleigh Transportation Operations Division		Section 402 Funds, Governor's Office of Highway Safety Grant Program	Short term
Safe Routes to School (SRTS).	A comprehensive program aimed at increasing the number of children who walk and bike to school; and increasing the safety of walking and biking to school.	City of Raleigh Office of Transportation Planning	Wake County School District School PTAs <i>City of Raleigh Departments: Police, Public Works</i> City of Raleigh Bicycle and Pedestrian Advisory Commission	Transportation Enhancement Funds, Section 402 Funds, Congestion Mitigation and Air Quality Improvement Program, Governor's Office of Highway Safety Grant Program, Recreational Trails Program, North Carolina SRTS Program, Health and Wellness Trust Fund, Partnerships	Early Action

Name	Description	Lead Agency	Potential Partners	Potential Funding Sources	Timeframe
Pedestrian Counts.	<p>Conduct regular counts of pedestrian volumes at key intersections and places where people walk. Use for before/after analysis of the impact of infrastructure projects and non-infrastructure programs.</p> <p>The Downtown Raleigh Alliance Pedestrian County Study can be used as a model. http://www.godowntownraleigh.com/files/docs/pedestrianstudy2011.pdf</p>	<p>City of Raleigh Office of Transportation Planning</p> <p>City of Raleigh Transportation Operations (support)</p>	<p>NC DOT NCSU City of Raleigh Bicycle and Pedestrian Advisory Commission Parks, Recreation & Greenways Advisory Committee Greater Raleigh Chamber of Commerce</p>	Partnerships	Short term
GIS-based inventory of sidewalks, curb ramps, and bus stops (includes condition).	<p>Conduct field inventory of existing sidewalks and curb ramps to identify their condition and ADA compliancy.</p>	City of Raleigh Public Works	<p>NCSU</p> <p>NCDOT</p> <p>Triangle Transit</p> <p>City of Raleigh Transportation Operations</p>		Mid term

Name	Description	Lead Agency	Potential Partners	Potential Funding Sources	Timeframe
Sidewalk maintenance policies and procedures.	Establish and implement regular maintenance procedures to ensure sidewalks are in good repair and are clear of encroaching and overhanging vegetation.	City of Raleigh Public Works	City of Raleigh Office of Transportation Planning	Powell Bill Program, Partnerships	Short term
ADA Transition Plan Update.	The City adopted an ADA Transition Plan in 1992. Many communities update their plans periodically as a way to reflect changes in the facilities for people with disabilities and identify emerging needs.	City of Raleigh	City of Raleigh Bicycle and Pedestrian Advisory Commission		Mid-term
School citing policy.	Revised policies for new or redeveloped schools to ensure adequate pedestrian and bicycle access to the school and within the school campus.	City of Raleigh Planning & Development Department	Wake County Public School District Capital Area Metropolitan Planning Organization		Mid-term

Participatory Programs and Initiatives

Name	Description	Lead Agency	Potential Partners	Potential Funding Sources	Timeframe
Walk Today in Raleigh!	A weeklong event and dedicated to celebrating Raleigh's emerging walkable nature and raising awareness of walkability issues. Activities may include Safe Routes to School Workshops and Walkability Audits, guided walks, and promotional events, all culminating in International Walk to School Day.	City of Raleigh Bicycle and Pedestrian Advisory Commission (support)	SRTS program <i>Citizen Advisory Councils (CAC)</i> City of Raleigh Parks & Recreation Department <i>City of Raleigh Police Department</i>	Health and Wellness Trust Fund, Partnerships	Short term
Walking Routes Maps.	Maps that provide information on suggested walking routes to work, shopping and leisure. Maps can be provided in electronic and print format, and posted in public spaces.	City of Raleigh Office of Transportation Planning	SRTS program <i>Citizen Advisory Councils (CAC)</i> City of Raleigh Bicycle and Pedestrian Advisory Commission Triangle Transit	Congestion Mitigation and Air Quality Improvement Program, Health and Wellness Trust Fund, Partnerships	Short term

Name	Description	Lead Agency	Potential Partners	Potential Funding Sources	Timeframe
Walking Groups.	Organized and informal walking groups that support walking in general, a healthy lifestyle, and community-building. Walking groups are usually formed for recreational walking; however, they are also organized for SRTS (called Walking School Buses) and can be organized for weekend shopping trips and other transportation needs.	City of Raleigh Division of Community Services	SRTS program <i>Citizen Advisory Councils (CAC)</i> City of Raleigh Office of Transportation Planning City of Raleigh Bicycle and Pedestrian Advisory Commission	Health and Wellness Trust Fund, Partnerships	Short term
Pedestrian Safety Education.	Programs to create awareness and education for pedestrians on the “rules of the road and sidewalk” and to learn walking practices to increase the safety and comfort of walking.	City of Raleigh Office of Transportation Planning City of Raleigh Bicycle and Pedestrian Advisory Commission (support)	City of Raleigh Police Department <i>Capital Area Metropolitan Planning Organization</i> Highway Safety Research Center <i>NCDOT</i>	Transportation Enhancement Funds, Section 402 Funds, Governor’s Office of Highway Safety Grant Program, North Carolina SRTS Program, Partnerships	Short term

Name	Description	Lead Agency	Potential Partners	Potential Funding Sources	Timeframe
Driver Education and Awareness.	Programs to create awareness and education for motorists on the “rules of the road and sidewalk” and to learn safe driving practices to reduce the risk of pedestrian-motor vehicle crashes, keep the pedestrian network usable by pedestrians, and increase pedestrian comfort.	City of Raleigh Office of Transportation Planning City of Raleigh Bicycle and Pedestrian Advisory Commission (support)	City of Raleigh Police Department <i>Capital Area Metropolitan Planning Organization</i> Highway Safety Research Center <i>NCDOT</i>	Transportation Enhancement and Awareness, Section 402 Funds, Congestion Mitigation and Air Quality Improvement Program, Governor’s Office of Highway Safety Grant Program, North Carolina SRTS Program, Partnerships	Short term
Close Call Reporting.	Close call reporting is another tool that can be used to assess potential conflict points and the frequency of near misses at these locations. In general pedestrian- and bicycle-related crashes are under reported and this offers another way to address issues before they result in a crash.	City of Raleigh Office of Transportation Planning	City of Raleigh Police Department City of Raleigh Bicycle and Pedestrian Advisory Commission	Transportation Enhancement Funds, Section 402 Funds, Governor’s Office of Highway Safety Grant Program	Short Term

Appendix F. Walk Friendly Community Designation.

A Walk Friendly Community is a city or town that has shown a commitment to improving walkability and pedestrian safety through comprehensive programs, plans and policies. Individual cities and towns can apply to the program to receive recognition in the form of a Bronze, Silver, Gold, or Platinum designation. Other areas, such as neighborhoods, cannot be considered for the Walk Friendly Communities designation.

Examples of the criteria used to assess a city are provided below:

Planning

- » Adopt a pedestrian plan or pedestrian safety action plan.
- » Adopt a complete streets policy or ordinance.
- » Adopt a policy for sidewalks on both sides of arterial streets.

Encouragement & Education

- » Active and sustainable SRTS program.
- » Education and encouragement campaigns, especially those that aim to include all populations.
- » On-line walking tours, guides or maps.

Enforcement

- » Percentage of officer time devoted to enforcement.
- » Targeted pedestrian safety enforcement programs.

Engineering

- » Standards for sidewalks such as adequate width, buffers, and standards for sidewalks across driveways.
- » Percentage of arterial and non-arterial streets with sidewalks on both sides; one side; or have paved shoulders (4' minimum).
- » Pedestrian signaling system (percentage of intersections covered and type of signal).

Evaluation

- » On-going pedestrian counting or surveying program.
- » Use of assessment tools to determine pedestrian needs and potential solutions (e.g., walkability checklists, health impact assessment, PLOS).
- » Routine use of pre- and post-evaluations of road projects and traffic calming to determine the impact on pedestrians.

The *Community Assessment Tool* document is available at http://www.walkfriendly.org/get_started.cfm

Appendix G. Anticipated Funded Sidewalk projects by year

Fiscal Year 2013						
Map ID	Rank	Project Name	From	To	Length (rounded)	Total Cost
80	1	GREEN RD**	New Hope Church Rd	Greenock Dr	1,200	\$39,600
78	2	NEW HOPE CHURCH RD**	Wake Forest Rd	Brentwood Rd	4,500	\$148,500
110	5	CAPITAL BLVD*	I-440	Brentwood Rd	2,400	\$79,200
85	6	CLARK AVE**	Woodburn Rd	Bellwood Dr	1,100	\$36,300
72	6	ML KING JR BLVD*	Peyton St	Glenbrook Dr	2,100	\$69,300
185	9	S PERSON ST*	Hoke Street	Bragg Street	900	\$29,700
36	11	POOLE RD**	Beverly Dr	Sunnybrook Rd	3,700	\$122,100
71	12	ROCK QUARRY RD	Bart St	Raleigh Blvd	2,700	\$89,100
103	13	BLUE RIDGE RD*	Western Blvd	Hillsborough Street	3,500	\$115,500
170	14	OAKWOOD AVE	Linden Avenue	Tarboro Street	2,200	\$72,600
Grand Total						\$801,900.00

*School within ¼ mile

**School within ½ mile

Fiscal Year 2014						
Map ID	Rank	Project Name	From	To	Length (rounded)	Total Cost
95	15	NEW BERN AVE	Poole Rd	Raleigh Blvd	1,900	\$62,700
136	15	GLASCOCK ST	Norris Street	State Street	1,900	\$62,700
81	15	GREEN RD	Kilcullen Dr	Hargrove Rd	700	\$23,100
21	15	RALEIGH BLVD*	Crabtree Blvd	I-440	3,100	\$102,300
94	16	ROCK QUARRY RD	Raleigh Blvd	Cross Link Road	4,100	\$135,300
63	17	WADE AVE**	Hobson Ct	Daniels St	3,500	\$115,500
82	18	E MILLBROOK RD**	Atlantic Ave	Wallingford Dr	8,300	\$273,900
83	19	GREEN RD	Hallmark Pl	Spring Forest Rd	2,800	\$92,400
67	19	MAYWOOD AVE	Lake Wheeler Rd	Saunders St	3,200	\$105,600
169	19	OAKWOOD AVE	Hill Street	Colleton Road	1,500	\$49,500
68	21	BLOODWORTH ST	ML King Jr Blvd	Worth St	600	\$19,800
74	21	CRABTREE BLVD	Capital Blvd	Raleigh Blvd	2,700	\$89,100
18	22	WAKE FOREST RD	Capital Blvd	Creekside Dr	5,900	\$194,700
20	32	CAPITAL BLVD*	I-440	Brentwood Road	2,300	\$75,900
65	40	BERYL RD**	Hillsborough St	Blue Ridge Rd	4,600	\$151,800
Grand Total						\$1,554,300.00
*Schools within ¼ mile						
**School within ½ mile						

Fiscal Year 2015						
Map ID	Rank	Project Name	From	To	Length (rounded)	Total Cost
84	41	SPRING FOREST RD*	McHines Pl	Capital Blvd	4,800	\$158,400
54	42	W MILLBROOK RD**	Light Brigade	Lead Mine Rd	4,400	\$145,200
77	43	TRAWICK RD*	Capital Blvd	Broadlands Dr	2,300	\$75,900
202	43	VARSITY DR*	Avent Ferry Road	Western Blvd	3,600	\$118,800
57	44	LAKE BOONE TRL**	I-440	Rexwoods Dr	3,400	\$112,200
129	45	FAIRCLOTH ST*	Hillsborough Street	Wade Avenue	2,900	\$95,700
123	47	E MILLBROOK RD	Old Wake Forest Road	Atlantic Avenue	1,400	\$46,200
58	47	GLENWOOD AVE*	Oberlin Rd	Wake Dr	3,600	\$118,800
91	47	WESTERN BLVD**	Blue Ridge Rd	Gorman St	5,000	\$165,000
Grand Total						\$1,036,200.00
*Schools within ¼ mile						
**School within ½ mile						

Fiscal Year 2016

Map ID	Rank	Project Name	From	To	Length (rounded)	Total Cost
42	51	WESTERN BLVD	Blue Ridge Rd	Hillsborough St	4,700	\$155,100
62*	57	VAN DYKE AVE	Chamberlain St	Oberlin Rd	1,300	\$42,900
199	60	TRIANGLE TOWN BLVD	Fox Road	I-540	3,100	\$102,300
51**	61	LYNN RD	Pleasant Pines Dr	Madison Ridge Way	5,700	\$188,100
140**	67	GORMAN ST	Avent Ferry Road	Tryon Road	7,800	\$257,400
61**	68	GARDNER ST	Van Dyke Ave	Wade Ave	2,400	\$79,200
75*	72	RALEIGH BLVD	Yonkers Rd	Appliance Ct	900	\$29,700
73	73	BROOKSIDE DR	Wake Forest Rd	Vale St	800	\$26,400
150*	73	LAKE BOONE TRL	Blue Ridge Road	Rexwoods Drive	900	\$29,700
9*	73	LEAD MINE RD	Town & Country	Charles Dr	2,200	\$72,600
203**	73	W MILLBROOK RD	North Hills Drive	Dixon Drive	1,900	\$62,700
53	74	W MILLBROOK RD	Light Brigade Ln	Still Pines Dr	7,600	\$250,800

Grand Total						\$1,296,900.00
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*Schools within ¼ miles

**School within ½ mile

						\$4,689,300.00
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Appendix H. Funding Resources

Funding Name and Description	Eligible Activities	Eligible Applicants	Resources/Description	May be an appropriate funding source for these programs & initiatives
FEDERAL FUNDING RESOURCES				
Section 402 Funds	Pedestrian safety education	Local law enforcement agency.	Highway Safety Funds are used to support state and community programs to reduce deaths and injuries on the highways. In each state, funds are administered by the Governor's Representative for Highway Safety. Pedestrian Safety has been identified as a National Priority Area and is therefore eligible for Section 402 funds. http://safety.fhwa.dot.gov/policy/section402/	SRTS Enforce moving and parking violations at crosswalks with progressive ticketing. Bus operator pedestrian safety training Police officer pedestrian safety training Pedestrian safety education Driver education and awareness Speed feedback signs Close call reporting
Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 USC 149)	Infrastructure, Non-infrastructure	Counties, municipalities, state agencies, and universities are permitted to submit applications.	The CMAQ Program funds projects in non-attainment and maintenance areas that reduce transportation related emissions, such as the construction of pedestrian walkways and bicycle transportation facilities; non-construction projects for safe bicycle use. Projects do not have to be within the right-of-way of a federal-aid highway, but must demonstrate an air quality benefit. http://www.fhwa.dot.gov/environment/air_quality/cmaq/	SRTS Pedestrian information on media traffic reports Walking route maps Driver education and awareness Streetscape Program Sidewalk Construction Greenway Construction
Recreational Trails Program	Infrastructure, Non-infrastructure	City governments, county governments, federal and state agencies, authorized commissions.	The purpose of the program is to provide and maintain recreational trails and trail-related facilities identified in, or that further a specific goal of, the Statewide Comprehensive Outdoor Recreation Plan (SCORP), as required by the federal Land and Water Conservation Fund Act (LWCF). http://www.fhwa.dot.gov/environment/recreational_trails/index.cfm	SRTS Greenway construction

Funding Name and Description	Eligible Activities	Eligible Applicants	Resources/Description	May be an appropriate funding source for these programs & initiatives
STATE FUNDING RESOURCES				
Governor's Office of Highway Safety Grant Program	Non-infrastructure	Local law enforcement agencies, county health departments, citizen groups, civic organizations, churches and faith-based communities, county councils, mayors, EMS, county agencies, not-for-profit organizations (i.e. Safe Kids of Georgia, MADD, etc. and others).	Promote highway safety awareness and reduce the number of traffic crashes in the state of North Carolina through the planning and execution of safety program. Must be for highway safety purposes only, must be necessary and reasonable; funding is performance-based, substantial progress in reducing crashes, injuries and fatalities is required as a condition of continued funding.	<p>SRTS</p> <ul style="list-style-type: none"> Enforce moving and parking violations at crosswalks with progressive ticketing. Bus operator pedestrian safety training Police officer pedestrian safety training Pedestrian safety education Driver education and awareness Speed feedback signs Close call reporting
Transportation Improvement Program (TIP)	Infrastructure	The Statewide Transportation Improvement Program handles transportation projects in non-MPOs.	The TIP is administered by MPOs. All federally funded transportation projects, including bicycle and pedestrian projects, must be programmed in the TIP or the Statewide Transportation Improvement Program (STIP) (for non-MPO areas).	<ul style="list-style-type: none"> Streetscape Program Sidewalk Construction Greenway Construction Major Street Projects
North Carolina SRTS Program			The NCDOT Safe Routes to School Program is a federally funded program that was initiated by the passing of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, which establishes a national SRTS program to distribute funding and institutional support to implement SRTS programs in states and communities across the country. SRTS programs facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. The Division of Bicycle and Pedestrian Transportation at NCDOT is charged with disseminating SRTS funding.	<p>SRTS</p> <ul style="list-style-type: none"> Pedestrian safety education Driver education and awareness Sidewalk Construction

Funding Name and Description	Eligible Activities	Eligible Applicants	Resources/Description	May be an appropriate funding source for these programs & initiatives
NC Adopt a Trail Grant Program			<p>This program, operated by the Trails Section of the NC Division of State Parks, offers annual grants to local governments to build, renovate, maintain, sign and map and create brochures for pedestrian trails. Grants are generally capped at about \$5,000 per project and do not require a match. A total of \$108,000 in Adopt-A-Trail money is awarded annually to government agencies. Applications are due during the month of February</p>	<p>Sidewalk maintenance policies and procedures. Adopt-a-stop/Adopt-a-sidewalk</p>
Powell Bill Program			<p>Annually, State street-aid (Powell Bill) allocations are made to incorporated municipalities which establish their eligibility and qualify as provided by statute. This program is a state grant to municipalities for the purposes of maintaining, repairing, constructing, reconstructing or widening of local streets that are the responsibility of the municipalities or for planning, construction, and maintenance of bikeways or sidewalks along public streets and highways. Funding for this program is collected from fuel taxes. Amount of funds are based on population and mileage of town-maintained streets. For more information, visit http://www.ncdot.org/programs/Powell_Bill</p>	<p>Sidewalk maintenance policies and procedures Sidewalk Construction Major Street Projects</p>

Funding Name and Description	Eligible Activities	Eligible Applicants	Resources/Description	May be an appropriate funding source for these programs & initiatives
Health and Wellness Trust Fund			<p>The NC Health and Wellness Trust Fund was created by the General Assembly as one of 3 entities to invest North Carolina’s portion of the Tobacco Master Settlement Agreement. HWTF receives one-fourth of the state’s tobacco settlement funds, which are paid in annual installments over a 25-year period.</p> <p>Fit Together, a partnership of the NC Health and Wellness Trust Fund (HWTF) and Blue Cross and Blue Shield of North Carolina (BCBSNC) announces the establishment of Fit Community, a designation and grant program that recognizes and rewards North Carolina communities’ efforts to support physical activity and healthy eating initiatives, as well as tobacco-free school environments. Fit Community is one component of the jointly sponsored Fit Together initiative, a statewide prevention campaign designed to raise awareness about obesity and to equip individuals, families and communities with the tools they need to address this important issue.</p>	<p>SRTS Walk Today in Raleigh Walking route maps Walking groups</p>
LOCAL GOVERNMENT FEES AND OTHER FUNDING OPTIONS				
Streetscape Utility Fees			<p>Streetscape Utility Fees could help support streetscape maintenance of the area between the curb and the property line through a flat monthly fee per residential dwelling unit. Discounts would be available for senior and disabled citizens. Non-residential customers would be charged a per foot fee based on the length of frontage on streetscape improvements. This amount could be capped for non-residential customers with extremely large amounts of street frontage. The revenues raised from Streetscape Utility fees would be limited by ordinance to maintenance (or construction and maintenance) activities in support of the streetscape.</p>	<p>Streetscape construction and maintenance</p>

Funding Name and Description	Eligible Activities	Eligible Applicants	Resources/Description	May be an appropriate funding source for these programs & initiatives
Impact Fees			Developers can be required to provide greenway impact fees through local enabling legislation. The City of Raleigh uses these extensively for street improvements and open space. All the street projects include sidewalk construction.	Major Street Projects
Exactions			Exactions are similar to impact fees in that they both provide facilities to growing communities. The difference is that through exactions it can be established that it is the responsibility of the developer to build the pedestrian facility that is adjacent to the property being developed	Sidewalk Construction
Partnerships			Another method of funding pedestrian systems and greenways is to partner with public agencies and private companies and organizations. Partnerships engender a spirit of cooperation, civic pride and community participation. The key to the involvement of private partners is to make a compelling argument for their participation. Major employers and developers should be identified and provided with a “Benefits of Walking”-type handout for themselves and their employees. Very specific routes that make critical connections to place of business would be targeted for private partners’ monetary support following a successful master planning effort. Potential partners include major employers which are located along or accessible to pedestrian facilities such as multi-use paths or greenways. Name recognition for corporate partnerships would be accomplished through signage trail heads or interpretive signage along greenway systems. Utilities often make good partners and many trails now share corridors with them. Money raised from providing an easement to utilities can help defray the costs of maintenance. It is important to have a lawyer review the legal agreement and verify ownership of the subsurface, surface or air rights in order to enter into an agreement.	Adopt-a-stop/Adopt-a-sidewalk. SRTS Walk Today in Raleigh Walking Groups Pedestrian Safety Education Driver Education & Awareness Pedestrian information on media traffic reports Sidewalk Construction

