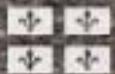
A photograph showing the lower half of a person's body, wearing blue jeans and brown lace-up shoes. They are walking across a crosswalk with black and white diagonal stripes. The background is a paved surface.

Agence de la santé et des services sociaux de Montréal

**Safe and active
transportation audit
for walkable neighborhoods**

Québec 

Safe and Active Transportation Audit

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et

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2012

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Flyer

A walkable neighbourhood

Regular walking (active transportation) provides multiple health benefits.

To encourage the population to adopt physically active lifestyles, it is essential to design sustainable neighbourhoods that encourage safe and active transportation.

What is the safe and active transportation audit?

The audit assesses the degree to which a street, intersection or neighbourhood encourages walking.

This practical tool (observation grid) is designed to collect accurate data on existing built environments.

The tool is intended for professionals in community organizations, boroughs and CSSS.

What kind of data are collected in the audit?

The audit collects accurate information on

- urban functions and buildings;
- characteristics of walking paths;
- characteristics of intersections and traffic-calming devices;
- urban atmosphere, landscape and urban safety;
- bicycle lanes and physical access to public transportation.

What does the audit do?

In the short term

- It establishes a detailed diagnosis of street, intersection and neighbourhood walkability.
- It engages institutions, community groups and citizens in dialogues on concrete issues related to mobility.
- It supports appropriate authorities in the decision-making process concerning implementation of urban design measures that favour safe and active transportation.

Over the long term

- It develops built environments conducive to the safe use of active transportation.
- It shifts the priority back to pedestrians so that space can be shared with cars.
- It increases access to public transportation.
- It reinvigorates neighbourhoods and improves quality of life for citizens.



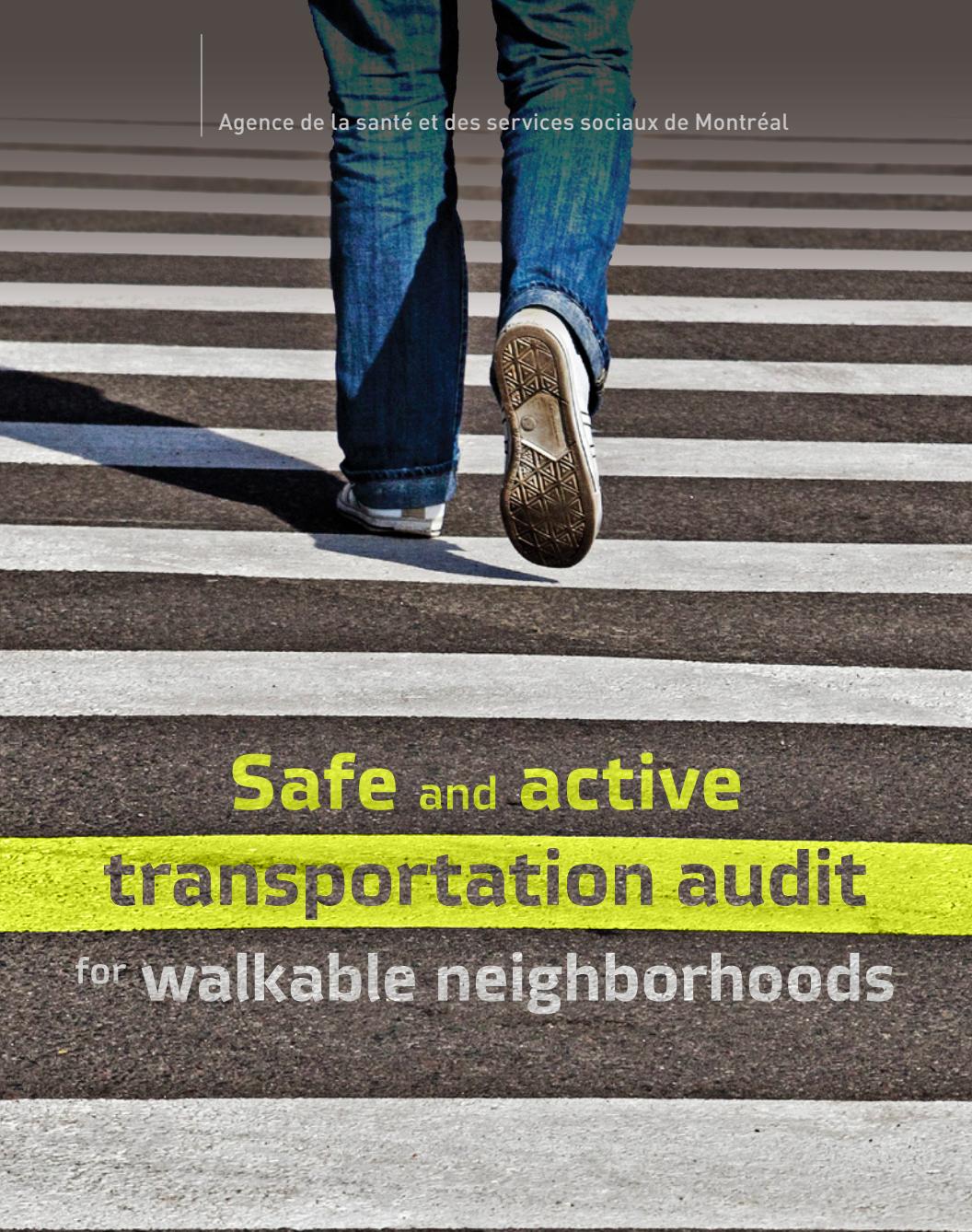
For more information

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Agence de la santé et des services sociaux de Montréal



Québec 

Audit tool



Evaluator's name: _____

Date: _____

Start time: _____

End time: _____

PART I: INTERSECTION IDENTIFICATION:



Evaluator's name: _____

Date: _____

Start time: _____

End time: _____

PART II: INTERSECTION EVALUATION**1. Intersection characteristics (Inter. no.: _____ Crossing ID: _____ Street name: _____)**

1.1 Official no. of lanes:

1.2 Actual no. of lanes:

1.3 No. of lanes where PC is protected

0/2 1/2 2/2 +2

YES NO N/A

1.4 No parking at corner

1.5 Vehicle parked less than 5m from corner

1.6 Visual obstruction at corner

a. Vegetation

1.13 Median island, pedestrian refuge, median strip

b. Amenities

c. Car

1.7 Presence of curb cuts

1.8 Problem with curb cuts

1.14 Stop sign

1.15 Stop line

1.16 Stop line markings

a. Visible

b. Not clearly visible

1.17 Traffic light

1.18 Pedestrian signal

a. Pedestrian signal with countdown

1.19 Real-time countdown

1.20 Flashing pedestrian light

1.21 Flashing left-turn signal for cars

1.22 Bus priority signal

1.23 Pedestrian, school or playground crossing sign

1.24 Comments:

1.9 Pedestrian crossing

1.10 Type of pedestrian crossing

a. 2 parallel lines

b. White stripes

c. Yellow stripes

d. Other

1.11 Pedestrian crosswalk markings

a. Visible

b. Not clearly visible

1.12 Traffic calming devices

a. Curb extensions

b. Plant containers on the street

c. Bike racks on the street

d. Other

Evaluator's name: _____

Date: _____

Start time: _____

End time: _____

1. Intersection characteristics (Inter. no.):

1.1 Official no. of lanes:

1.2 Actual no. of lanes:

| | 0/2 | 1/2 | 2/2 | +2 |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| 1.4 No parking at corner | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.5 Vehicle parked less than 5m from corner | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.6 Visual obstruction at corner | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. Vegetation

b. Amenities

c. Car

1.7 Presence of curb cuts

1.8 Problem with curb cuts

| | YES | NO | N/A |
|-------------------------|--------------------------|--------------------------|-----|
| 1.9 Pedestrian crossing | <input type="checkbox"/> | <input type="checkbox"/> | |

1.10 Type of pedestrian crossing

a. 2 parallel lines

b. White stripes

c. Yellow stripes

d. Other

1.11 Pedestrian crosswalk markings

a. Visible

b. Not clearly visible

1.12 Traffic calming devices

a. Curb extensions

b. Plant containers on the street

c. Bike racks on the street

d. Other

Crossing ID:

Street name:

)

1.3 No. of lanes where PC is protected

| | YES | NO | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1.13 Median island, pedestrian refuge, median strip | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.14 Stop sign | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.15 Stop line | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.16 Stop line markings | | | |
| a. Visible | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Not clearly visible | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.17 Traffic light | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.18 Pedestrian signal | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. Pedestrian signal with countdown | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.20 Real-time countdown | | | <input type="checkbox"/> |
| 1.21 Flashing pedestrian light | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.22 Flashing left-turn signal for cars | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.23 Bus priority signal | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.24 Pedestrian, school or playground crossing sign | <input type="checkbox"/> | <input type="checkbox"/> | |

1.25 Comments:

Evaluator's name: _____

Date: _____

Start time: _____

End time: _____

1. Intersection characteristics (Inter no.:

1.1 Official no. of lanes:

1.2 Actual no. of lanes:

| | 0/2 | 1/2 | 2/2 | +2 |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| 1.4 No parking at corner | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.5 Vehicle parked less than 5m from corner | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.6 Visual obstruction at corner | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| a. Vegetation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Amenities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Car | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.7 Presence of curb cuts | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.8 Problem with curb cuts | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | YES | NO | N/A | |
| 1.9 Pedestrian crossing | <input type="checkbox"/> | <input type="checkbox"/> | | |
| 1.10 Type of pedestrian crossing | | | | |
| a. 2 parallel lines | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| b. White stripes | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| c. Yellow stripes | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| d. Other | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.11 Pedestrian crosswalk markings | | | | |
| a. Visible | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| b. Not clearly visible | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.12 Traffic calming devices | | | | |
| a. Curb extensions | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| b. Plant containers on the street | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| c. Bike racks on the street | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| d. Other | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

Crossing ID:

Street name:

)

1.3 No. of lanes where PC is protected

| | YES | NO | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1.13 Median island, pedestrian refuge, median strip | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.14 Stop sign | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.15 Stop line | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.16 Stop line markings | | | |
| a. Visible | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Not clearly visible | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.17 Traffic light | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.18 Pedestrian signal | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. Pedestrian signal with countdown | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.21 Countdown time | | | <input type="checkbox"/> |
| 1.20 Flashing pedestrian light | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.21 Flashing left-turn signal for cars | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.22 Bus priority signal | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.23 Pedestrian, school or playground crossing sign | <input type="checkbox"/> | <input type="checkbox"/> | |

1.24 Comments:

Evaluator's name: _____

Date: _____

Start time: _____

End time: _____

1. Intersection characteristics (Inter. No.):

1.1 Official no. of lanes:

1.2 Actual no. of lanes:

| | 0/2 | 1/2 | 2/2 | +2 |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| 1.4 No parking at corner | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.5 Vehicle parked less than 5m from corner | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.6 Visual obstruction at corner | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. Vegetation

b. Amenities

c. Car

1.7 Presence of curb cuts

1.8 Problem with curb cuts

| | YES | NO | N/A |
|-------------------------|--------------------------|--------------------------|-----|
| 1.9 Pedestrian crossing | <input type="checkbox"/> | <input type="checkbox"/> | |

1.10 Type of pedestrian crossing

a. 2 parallel lines

b. White stripes

c. Yellow stripes

d. Other

1.11 Pedestrian crosswalk markings

a. Visible

b. Not clearly visible

1.12 Traffic calming devices

a. Curb extensions

b. Plant containers on the street

c. Bike racks on the street

d. Other

Crossing ID:

Street name:

)

1.3 No. of lanes where PC is protected

| | YES | NO | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1.13 Median island, pedestrian refuge, median strip | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.14 Stop sign | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.15 Stop line | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.16 Stop line markings | | | |
| a. Visible | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Not clearly visible | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.17 Traffic light | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.18 Pedestrian signal | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. Pedestrian signal with countdown | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1.22 Countdown time | | | <input type="checkbox"/> |
| 1.20 Flashing pedestrian light | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.21 Flashing left-turn signal for cars | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.22 Bus priority signal | <input type="checkbox"/> | <input type="checkbox"/> | |
| 1.23 Pedestrian, school or playground crossing sign | <input type="checkbox"/> | <input type="checkbox"/> | |

1.24 Comments:



Evaluator's name: _____

Date: _____

Start time: _____

End time: _____

PART III: IDENTIFICATION AND EVALUATION OF THE SEGMENT

Street name: _____

Intersection no. 1: _____

Intersection no. 2: _____

Segment redesigned: **2. Les fonctions urbaines et les bâtiments**

| | YES | NO | N/A | | YES | NO | N/A |
|--|-------------------------------------|-------------------------------------|-------------------------------------|---|--------------------------|--------------------------|--------------------------|
| 2.1 More than one use | <input type="checkbox"/> | <input type="checkbox"/> | | b. Sport facility | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2.2 Residential | <input type="checkbox"/> | <input type="checkbox"/> | | c. Public square, small square | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| a. Single | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | d. Community garden | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Dup., trip, quad. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 2.6 Industrial | <input type="checkbox"/> | <input type="checkbox"/> | |
| c. Multi | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 2.7 Cleanliness of buildings | | | |
| d. Tower | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | a. Poor | <input type="checkbox"/> | <input type="checkbox"/> | |
| 2.3 Commercial | <input type="checkbox"/> | <input type="checkbox"/> | | b. Moderate | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. Grocery store | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | c. High | <input type="checkbox"/> | <input type="checkbox"/> | |
| b. Corner store | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 2.8 Building setback from street | | | |
| c. Restaurant (full service) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | a. Next to the sidewalk | <input type="checkbox"/> | <input type="checkbox"/> | |
| d. Fast-food restaurant | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | b. Less than 6 metres | <input type="checkbox"/> | <input type="checkbox"/> | |
| e. Superstore | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | c. More than 6 metres | <input type="checkbox"/> | <input type="checkbox"/> | |
| f. Gas station | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 2.9 Public off-street parking | <input type="checkbox"/> | <input type="checkbox"/> | |
| g. Neighbourhood | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 2.10 Private, residential or commercial parking | <input type="checkbox"/> | <input type="checkbox"/> | |
| h. Specialized | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 2.11 Comments: | | | |
| i. Others: | | | | | | | |
| 2.4 Institutional | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | | |
| a. School | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | |
| b. Community, leisure, cultural, religious | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | |
| c. Health | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | |
| 2.5 Recreational | <input type="checkbox"/> | <input type="checkbox"/> | | | | | |
| a. Park | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | |

Evaluator's name: _____

Date: _____

Start time: _____

End time: _____

3. Characteristics of travel lanes

3.1 Official number of lanes: _____

3.2 Actual number of lanes: _____

3.3 Speed limit: _____

| | YES | NO | N/A |
|---------------------------------------|--------------------------|--------------------------|--------------------------|
| 3.4 One-way street | <input type="checkbox"/> | <input type="checkbox"/> | |
| 3.5 Dead end | <input type="checkbox"/> | <input type="checkbox"/> | |
| 3.6 Hill | <input type="checkbox"/> | <input type="checkbox"/> | |
| 3.7 Pedestrian walkway | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. Sidewalk on one side | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Sidewalks on both sides | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Path, lane | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3.8 Width of pedestrian walkway | | | |
| a. Insufficient (<1.7 m) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Sufficient (between 1.7 and 2.5 m) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Wide (>2.5 m) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3.9 State of pedestrian walkway | | | |
| a. Good | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Average | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Poor | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3.10 Buffer area | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. Landscaped | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Asphalted, cemented, paved | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Urban furniture | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Street light | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3.11 Width of buffer area | | | |
| a. Less than 1 m | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. More than 1 m | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3.13 Curb ramp | <input type="checkbox"/> | <input type="checkbox"/> | |

| | YES | NO | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 3.13 Curb ramp flow | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. High | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Low | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3.14 Visual obstruction at curb ramp | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3.15 Presence of amenities | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. Bench | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Trash can | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Bike rack | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Telephone booth | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Water fountain | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3.16 Obstacles on pedestrian walkway | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. Greenery | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Urban furniture | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Car | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3.17 Sidewalk continuity | <input type="checkbox"/> | <input type="checkbox"/> | |
| 3.18 Sidewalk connectivity | <input type="checkbox"/> | <input type="checkbox"/> | |
| 3.19 Signage indicating pedestrian, school or playground crossing | <input type="checkbox"/> | <input type="checkbox"/> | |
| 3.20 Traffic calming measures | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. Speed bump | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Extended sidewalk | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Planting strip or plant container | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Bike rack | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Other | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Evaluator's name: _____

Date: _____

Start time: _____ End time: _____

4. Bicycle lanes and physical access to public transportation

| | YES | NO | N/A |
|--|--------------------------|-------------------------------------|--------------------------|
| 4.1 Bicycle lane | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. Segregated bicycle lane | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Bike path | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Designated shared-use lane | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.2 Direction of bicycle lane | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| a. One-way | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Two-way | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.3 Public transportation | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. Bus stop | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Metro, bus, train | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.4 Bus shelter | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.5 Bench at the stop | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.6 Information about schedules or network map | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.7 Not enough space at the stop | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.8 Car sharing | <input type="checkbox"/> | <input type="checkbox"/> | |
| 4.9 Bike rack | <input type="checkbox"/> | <input type="checkbox"/> | |
| 4.10 BIXI | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 4.11 Comments: | | | |
| | | | |
| | | | |
| | | | |

5. Urban atmosphere, landscape and design related to urban safety and security

| | YES | NO | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 5.1 Pleasant elements in the architecture | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5.2 Pleasant elements in the natural landscape | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5.3 Abandoned buildings, vacant lots | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5.4 Railway, bridge, tunnel, highway | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5.5 Geographical markers | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5.6 Street names not visible | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5.7 Presence of lighting | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. Road scale | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Pedestrian scale | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5.8 Insufficient lighting | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5.9 Presence of tree that provides shade | <input type="checkbox"/> | <input type="checkbox"/> | |
| a. A little | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Dense | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5.10 Absence of vegetation | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5.11 Homeless, intoxicated or disorganized individual | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5.12 Crowd | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5.13 Graffiti | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5.14 Dark recess, hiding place | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5.15 Garbage | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5.16 Lack of maintenance, degradation of public spaces | <input type="checkbox"/> | <input type="checkbox"/> | |

Walkabout



Safe and active transportation

A few words about walkabouts

Walkabouts are guided events lasting about two hours during which small groups of people (e.g. citizens, city employees, community groups, elected officials) walk in a neighbourhood or at a site, and analyze the walk using the principles of safe and active transportation. These principles are summarized in a document entitled *Walkabout observation grid to determine walkability*, developed by the Direction de santé publique de l'Agence de la santé de Montréal.

As a rule, a report outlining participants' observations is compiled. Requests for corrective action are sent to organizations that are likely to make the suggested improvements.

The objectives of walkabouts are as follows:

- Using concrete cases, to raise participants' awareness regarding different aspects of safe and active walking
- To initiate a diagnosis to identify the main gaps in walkability as well as the capacities and opportunities to maximize it
- To engage stakeholders so that actions can be taken to improve safe walking in the area visited

The Safe and Active Transportation Audit

If a more focused intervention or more detailed profile is required, an audit can be conducted in a given area. The audit assess the degree to which a neighbourhood or site is conducive, or not, to walking. Qualitative and quantitative data on a street segment and intersection are collected using a grid of predefined, validated indicators. The information collected helps determine the issues related to a segment and to the neighbourhood formed by all segments studied.

Recommendations to improve effectiveness

Organizing a walk

Ideally, the area covered during the walk should not exceed 1.5 km. Streets and intersections should be chosen beforehand and indicated on a map. It is a good idea to identify stopping points (4 to 7) and to collect participants' observations during these stops. Each participants should be given a map and a list of the principles that should guide their observations. To resume discussion following a stop, the guide can ask participants to identify the element that is the most conducive and the most disruptive to walkability at this point.

One person guides the walk while another collects comments on the observations (favourable or unfavourable to safe and active transportation) and possible solutions (e.g. pedestrian signal with countdown near a seniors' residence). If they can, participants should also mention potential agents that could proceed with corrective actions (e.g. businesses with enough space to install bicycle stands out front). Photographs can be taken during the walk to illustrate the comments.

Report

Organizers of the walk ensure that a report is written. The report can be presented to individuals who have the power to correct problematic situations. Ideally, the report is presented by at least one of the people who participated in the walk. The goal is to improve the built environment. To ensure the community gets involved, the person in charge of implementing the changes must understand the pertinence of the request. Follow-up over the medium term is often needed to ensure that the changes requested are done. Having an elected official take part in a walkabout can help raise the priority given to the issue.



WALKABOUT OBSERVATION GRID TO DETERMINE WALKABILITY

A walkabout includes various stopping points. **At each stop, what are your impressions of the following:**

1. Do street direction, number of lanes and volume of traffic make pedestrians feel comfortable and safe?
2. How is the width and state of the walking space? Is there sidewalk continuity?
3. Are there destinations within walking distance in this area?
 - Are there shops, services, parks, schools, etc.?
 - Is there a public transit stop?
 - Are there bicycle lanes?
 - Visual attractiveness
 - Are the landscape and buildings pleasant to look at?
 - Are the amenities appropriate?
 - Are the buildings well kept and the area clean?
4. Intersection crossing
 - Are there traffic lights, pedestrian lights or a stop sign?
 - Can you comment on the width of the intersection.
 - Are there road markings clearly outlining the intersection (e.g. pedestrian crossing)?
 - Are problems encountered while crossing?
 - Is there a need to increase safety through traffic calming devices or other measures?
5. Safety-related design
 - Is it possible to "see and be seen"? Is visibility good? Is the site well-lit? Are there places where people can hide or visual obstacles nearby?
 - Are there visual markings that help orient pedestrians? (name of streets, well known buildings)
 - Is the area very busy?
 - Are there help points (e.g. businesses, neighbourhood watch programs, public telephones)? Is there a formal security presence (e.g. patrol, video surveillance)

In summary

- What is the most positive element related to walking?
- What is the least positive element related to walking?

For information on using this grid,
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Agence de la santé
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Québec



Direction de santé publique

INCLUDE A MAP THAT INDICATES THE
PLANNED STOPPING POINTS