



Through its National Congresses of Pedestrian Advocates, America Walks has adopted the following resolutions:

Resolution 01-01: A Declaration of Pedestrian Rights

Resolution 01-02: Requirement for the Installation of Sidewalks

Resolution 01-03: Separation of Bicycle and Pedestrian Facilities

Resolution 01-04: Marking Crosswalks

Resolution 01-05: Designing Walkable Communities

Resolution 01-06: Promoting Walking



Resolution 01-01 A Declaration of Pedestrian Rights

All people are pedestrians, and as pedestrians are endowed with certain inalienable rights. Among these rights are life, liberty and the pursuit of happiness. All too often, people must risk their lives to walk. All too often, people are not at liberty to travel outside the confinement of a motor vehicle. All too often, barren streets allow one to walk, but produce no joy or happiness from the experience.

WHEREAS, walking (which includes the use of a wheelchair or other mobility aid) is a healthful activity, while physical inactivity is a major cause of ill health and early death; and

WHEREAS, walking is friendly to the environment, while many other forms of transportation are major sources of pollution; and

WHEREAS, walking is energy efficient, while motorized transportation is a major user of scarce energy resources; and

WHEREAS, walking teaches children independence, while many children are dependent upon adults for transportation; and

WHEREAS, walking allows the elderly and disabled to maintain independence, while auto-oriented sprawl forces many of these individuals to prematurely leave their homes or limits their choices as to where to live; and

WHEREAS, walking is economical, while the cost of owning and maintaining several automobiles are a major financial burden on many households, or even out of reach; and

WHEREAS, walking promotes informal interactions between people and strengthens and enriches the community, while many neighborhoods lack any social contact between neighbors; and

WHEREAS, walking reduces crime by putting eyes on the street, while driving leaves empty sidewalks deserted by society; and

WHEREAS, walking makes cities vibrant places, while too many cities have been destroyed to make room for misguided freeways and parking lots; and

WHEREAS, walking is good for the mind and the soul, while too many suffer under stress driving in traffic;



NOW THEREFORE BE IT RESOLVED, that America Walks and its member organizations will work toward the following goals:

People shall have a way to walk along the public right of way. Streets and roads in populated areas will include sidewalks or other suitable accessible pathways.

People shall have a safe and accessible way to walk across the public right of way. Streets and roads will include safe, accessible, comfortable, and convenient crossings wherever people would reasonably want to cross.

People shall have places to walk to. Housing, commercial, and retail developments will be located so as to have a variety of destinations within safe and accessible walking distance.

People shall have the highest priority in transportation planning and construction. Staffing and expenditures shall be allocated so as to ensure the priority of pedestrian needs on all transportation projects.

People shall have the highest priority in urban design. Buildings, blocks, streets, and districts will be designed to include walking as an attractive option.

People shall have a welcoming, safe, and accessible environment. Sidewalks will be a generous width, with shade trees, benches, or other appropriate amenities to make walking pleasant and purposeful.

People shall have a well-maintained environment. Sidewalks will be kept free of shrubbery, snow, and man-made obstructions.

People shall have support from other modes. Transit systems will work as an effective extension of walking.

People shall have full consideration for their range of needs when walking.

Persons with disabilities will be accommodated both to the letter and in the spirit of the Americans With Disabilities Act and other state and local accessibility standards.

People shall be protected from vehicle threats by adequate enforcement of traffic laws. Drivers will respect crosswalk laws.



Resolution 01-02 Requirement for the Installation of Sidewalks

WHEREAS, the public is entitled to access in public rights-of-way; and

WHEREAS, many miles of public rights-of-way in the United States have been developed in such a way that only motor vehicular access is provided; and

WHEREAS, neither the Americans with Disabilities Act nor any other national law requires jurisdictions to provide sidewalks; and

WHEREAS, sidewalks are necessary for safety and access by all;

NOW THEREFORE BE IT RESOLVED, that America Walks recommends to the Access Board, to the U.S. Department of Transportation, and to the U.S. Department of Justice that they cooperate to identify a mechanism to require that, whenever a road is constructed or reconstructed in a public right-of-way in an urbanized area in the United States, sidewalks shall be included, and that they be clearly separated from bicycle lanes and roadways.



Resolution 01-03 Separation of Bicycle and Pedestrian Facilities

WHEREAS, the speed differential between bicycles and pedestrians is significant, and

WHEREAS, both bicycles and pedestrians are entitled to their fair share of the public right-of-way;

NOW THEREFORE BE IT RESOLVED, that America Walks support the separation of bicycle from pedestrian facilities and the adequate provision of both at the appropriate width.



Resolution 01-04 Marking Crosswalks

WHEREAS, neither motorists nor pedestrians understand that all sides of intersections, even if not marked with white lines, are generally legal crosswalks, and

WHEREAS, motorists are more likely to fail to yield to pedestrians where there are no crosswalk markings, and

WHEREAS, motorists are rarely cited for violating pedestrian right of way laws where there are no crosswalk markings, and

WHEREAS, removing crosswalk markings implies that pedestrians do not belong on the street, and

WHEREAS, as a consequence of not knowing the legal crossing places, pedestrians often put themselves at risk by crossing at unsafe locations, and

WHEREAS, police are often unsympathetic to pedestrians crossing outside of marked crosswalks, and

WHEREAS, research has failed to substantiate the so-called “false sense of security” that is often used as an argument against marking crosswalks, and

WHEREAS, highly visible crossing markings are critical visual guides to pedestrians with low vision, and

WHEREAS, crosswalks utilizing brick or other unit paving materials without highly contrasting markings cannot be easily distinguished by persons with low vision or color blindness,

NOW THEREFORE BE IT RESOLVED, that America Walks calls upon jurisdictions to require:

1. That all legal crosswalks be marked on streets where average daily traffic equals or exceeds 8000 vehicles.
2. That highly visible crosswalk markings be installed at all school crossings and all transit stops, including those not located adjacent to a traffic signal;
3. That crossing improvements such as pedestrian refuge islands, curb extensions, and flashing in-pavement lights be considered on streets where the speed or



volume of traffic, the width of the crossing, or limitations on visibility may make crossing without such improvements unsafe;

4. That crosswalks be well illuminated at night;
5. That crosswalk markings have a high color contrast to be visibly distinguishable from the road pavement;
6. That, crosswalks be designed in accordance with the recommendations of the Public Rights-of-Way Access Advisory Committee, so that their benefits may be extended to the greatest number of pedestrians¹.

¹ *The Access Board, Building a True Community*, Final Report, Public Rights-of-Way Access Advisory Committee, January 2001, website: <http://www.access-board.gov/prowac/commrept/index.htm>.



Resolution 01-05 Designing Walkable Communities

WHEREAS, humankind has been walking for millennia and driving automobiles for only a century, and

WHEREAS, humankind has shaped its cities for 8,000 years by walking, and for only 50 years by driving, and

WHEREAS, a single automobile generates more noise than 10,000 pedestrians, and

WHEREAS, cities must allocate at least 40 times more land to accommodate an automobile than a pedestrian,

NOW THEREFORE BE IT RESOLVED, that America Walks calls on all those involved in the shaping of our cities and towns to incorporate safety, accessibility and comfort of pedestrians as primary criteria in designing communities and transportation systems.



Resolution 01-06 Promoting Walking

WHEREAS, overwhelming fiscal resources are spent by private enterprise, in pursuit of private profits, to encourage automobile driving, and

WHEREAS, there is little direct monetary profit to be made in encouraging people to walk,

NOW THEREFORE BE IT RESOLVED, that America Walks calls upon governments, agencies and corporations to devote sustained resources to educating the citizenry in the benefits of walking, to promote walking, and to actively and without reservation encourage people to walk as a part of their daily lives and as a form of transportation.