Walk Audit Summary

Walk Audit Completed by the Planning and Inspections Department on September 16, 2026

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Walk Audit Summary – Staff Review

After completing the Walk Audit, Staff organized volunteers' and Staff members' responses within this report. Overall, Planning and Inspections Staff have summarized the following observations from all routes:

- Sidewalks are in need of repair.
- Crosswalks, bicycle lanes, and other pedestrian markings need to be repainted.
- Add pedestrian signage for both pedestrians and drivers to help them identify crossings and pedestrian paths.
- Ensure all intersection crossing signals are functional (Town, NCDOT).
- For Town-owned properties, maintain landscaping and street trees accordingly. For privately owned properties, encourage property and business owners to maintain their landscaping near and abutting sidewalks and pedestrian paths.
- Continue Town litter clean-up programs, as volunteers noted litter on almost all routes.
- Volunteers reported noise from speeding cars on all routes and noted that drivers did not appear to be obeying speed limits.
- Evaluate existing sidewalks and curb cuts for smooth transitions and ADA accessibility for all mobility levels.

Staff Note: Based on observations, Staff would summarize that standard 5-foot sidewalks without separation from the street (except for sidewalk curbing) make pedestrians feel unsafe. Wider sidewalks and other road improvements would change the pedestrian experience. These improvements include but are not limited to protected and/or separated sidewalks and bicycle

lanes, raised crosswalks, railings or guardrails, and landscaping. Complete streets elements, such as separated facilities and protected lanes for bicyclists and pedestrians, are part of Boone Next's goals and actions. All of these considerations, and others, would need to be developed in collaboration with NCDOT.

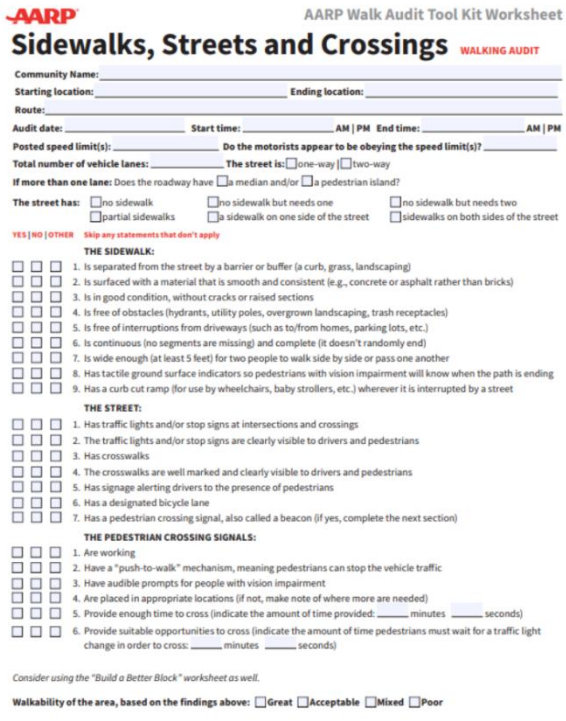
Route Summaries – Observer Notes

For the Walk Audit, participants, including volunteers and Planning and Inspections Staff, catalogued notes and observations on worksheets. Planning and Inspections Staff (10 members) led the routes with nearly a dozen volunteers, including Town Council members, divided among the four walk audit routes. The worksheets asked questions about the existing infrastructure and amenities available to pedestrians. These questions prompted participants to consider how the route could be utilized by different walking abilities and age groups – participants were able to consider the overall walkability and needed features to make the route safer and more accessible.

The routes were divided into at least two sections, with participants completing worksheets for each section. Within each route table below, Staff Notes indicate changes to how the worksheets were completed; otherwise, participants completed each worksheet per section.

Within the pages below are summaries for each route along with observer notes from the Sidewalks, Streets, and Crossings worksheet and the Street Safety and Appeal worksheet. There is a tally of the total number of pedestrians observed during the walk audit from the Who's Using the Street – Why? worksheet. At the end of the report is a tally from the Build a Better Block worksheet that considers improvements and amenities that could improve each route.

AARP Worksheets available at: [AARP Walk Audit Tool Kit Worksheets]



AARP Walk Audit Tool Kit Worksheet

Sidewalks, Streets and Crossings WALKING AUDIT

Community Name: _____

Starting location: _____ **Ending location:** _____

Route: _____

Audit date: _____ **Start time:** _____ AM | PM **End time:** _____ AM | PM

Posted speed limit(s): _____ **Do the motorists appear to be obeying the speed limit(s)?** _____

Total number of vehicle lanes: _____ **The street is:** ☐one-way | ☐two-way

If more than one lane: Does the roadway have ☐a median and/or ☐a pedestrian island?

The street has: ☐no sidewalk ☐no sidewalk but needs one ☐no sidewalk but needs two ☐partial sidewalks ☐a sidewalk on one side of the street ☐sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

THE SIDEWALK:

☐☐☐ 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
☐☐☐ 2. Is surfaced with a material that is smooth and consistent (e.g., concrete or asphalt rather than bricks)
☐☐☐ 3. Is in good condition, without cracks or raised sections
☐☐☐ 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
☐☐☐ 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
☐☐☐ 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
☐☐☐ 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
☐☐☐ 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
☐☐☐ 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

THE STREET:

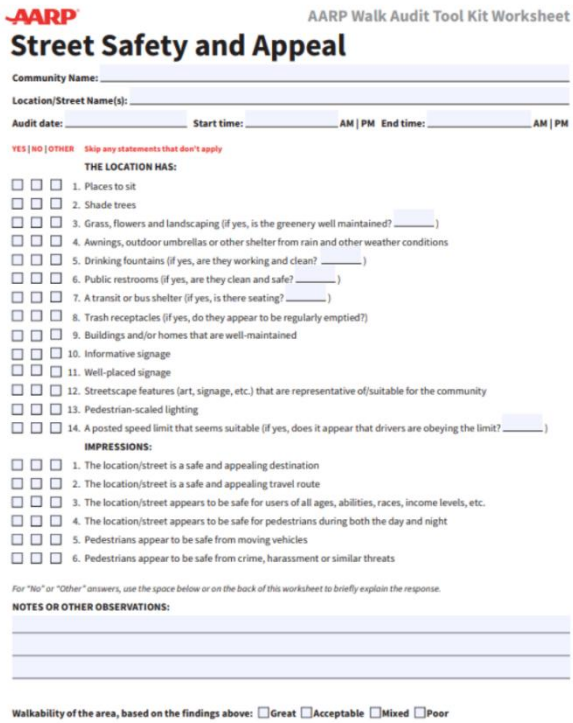
☐☐☐ 1. Has traffic lights and/or stop signs at intersections and crossings
☐☐☐ 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
☐☐☐ 3. Has crosswalks
☐☐☐ 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
☐☐☐ 5. Has signage alerting drivers to the presence of pedestrians
☐☐☐ 6. Has a designated bicycle lane
☐☐☐ 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS:

☐☐☐ 1. Are working
☐☐☐ 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop the vehicle traffic
☐☐☐ 3. Have audible prompts for people with vision impairment
☐☐☐ 4. Are placed in appropriate locations (if not, make note of where more are needed)
☐☐☐ 5. Provide enough time to cross (indicate the amount of time provided: _____ minutes _____ seconds)
☐☐☐ 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: ☐Great ☐Acceptable ☐Mixed ☐Poor



AARP Walk Audit Tool Kit Worksheet

Street Safety and Appeal

Community Name: _____

Location/Street Name(s): _____

Audit date: _____ **Start time:** _____ AM | PM **End time:** _____ AM | PM

YES | NO | OTHER Skip any statements that don't apply

THE LOCATION HAS:

☐☐☐ 1. Places to sit
☐☐☐ 2. Shade trees
☐☐☐ 3. Grass, flowers and landscaping (if yes, is the greenery well maintained? _____)
☐☐☐ 4. Awnings, outdoor umbrellas or other shelter from rain and other weather conditions
☐☐☐ 5. Drinking fountains (if yes, are they working and clean? _____)
☐☐☐ 6. Public restrooms (if yes, are they clean and safe? _____)
☐☐☐ 7. A transit or bus shelter (if yes, is there seating? _____)
☐☐☐ 8. Trash receptacles (if yes, do they appear to be regularly emptied?)
☐☐☐ 9. Buildings and/or homes that are well-maintained
☐☐☐ 10. Informative signage
☐☐☐ 11. Well-placed signage
☐☐☐ 12. Streetscape features (art, signage, etc.) that are representative of/suitable for the community
☐☐☐ 13. Pedestrian-scaled lighting
☐☐☐ 14. A posted speed limit that seems suitable (if yes, does it appear that drivers are obeying the limit? _____)

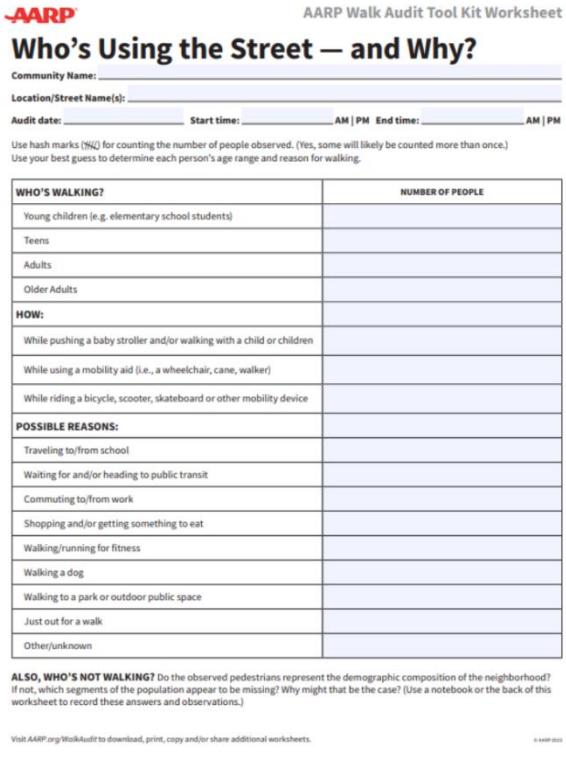
IMPRESSIONS:

☐☐☐ 1. The location/street is a safe and appealing destination
☐☐☐ 2. The location/street is a safe and appealing travel route
☐☐☐ 3. The location/street appears to be safe for users of all ages, abilities, races, income levels, etc.
☐☐☐ 4. The location/street appears to be safe for pedestrians during both the day and night
☐☐☐ 5. Pedestrians appear to be safe from moving vehicles
☐☐☐ 6. Pedestrians appear to be safe from crime, harassment or similar threats

For "No" or "Other" answers, use the space below or on the back of this worksheet to briefly explain the response.

NOTES OR OTHER OBSERVATIONS:

Walkability of the area, based on the findings above: ☐Great ☐Acceptable ☐Mixed ☐Poor



AARP Walk Audit Tool Kit Worksheet

Who's Using the Street — and Why?

Community Name: _____

Location/Street Name(s): _____

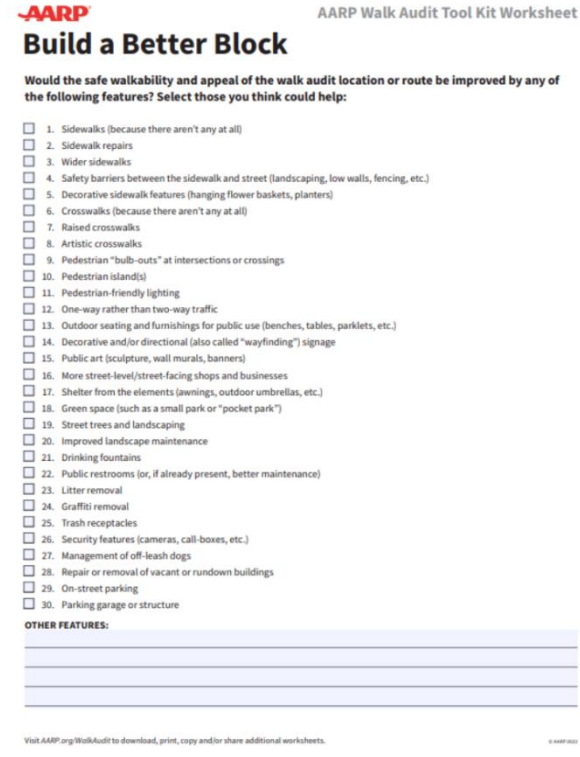
Audit date: _____ **Start time:** _____ AM | PM **End time:** _____ AM | PM

Use hash marks (𝍸) for counting the number of people observed. (Yes, some will likely be counted more than once.)
Use your best guess to determine each person's age range and reason for walking.

WHO'S WALKING?	NUMBER OF PEOPLE
Young children (e.g. elementary school students)	
Teens	
Adults	
Older Adults	
HOW:	
While pushing a baby stroller and/or walking with a child or children	
While using a mobility aid (i.e., a wheelchair, cane, walker)	
While riding a bicycle, scooter, skateboard or other mobility device	
POSSIBLE REASONS:	
Traveling to/from school	
Waiting for and/or heading to public transit	
Commuting to/from work	
Shopping and/or getting something to eat	
Walking/running for fitness	
Walking a dog	
Walking to a park or outdoor public space	
Just out for a walk	
Other/unknown	

ALSO, WHO'S NOT WALKING? Do the observed pedestrians represent the demographic composition of the neighborhood? If not, which segments of the population appear to be missing? Why might that be the case? (Use a notebook or the back of this worksheet to record these answers and observations.)

Visit AARP.org/WalkAudit to download, print, copy and/or share additional worksheets.



AARP Walk Audit Tool Kit Worksheet

Build a Better Block

Would the safe walkability and appeal of the walk audit location or route be improved by any of the following features? Select those you think could help:

☐ 1. Sidewalks (because there aren't any at all)
☐ 2. Sidewalk repairs
☐ 3. Wider sidewalks
☐ 4. Safety barriers between the sidewalk and street (landscaping, low walls, fencing, etc.)
☐ 5. Decorative sidewalk features (hanging flower baskets, planters)
☐ 6. Crosswalks (because there aren't any at all)
☐ 7. Raised crosswalks
☐ 8. Artistic crosswalks
☐ 9. Pedestrian "bulb-outs" at intersections or crossings
☐ 10. Pedestrian island(s)
☐ 11. Pedestrian-friendly lighting
☐ 12. One-way rather than two-way traffic
☐ 13. Outdoor seating and furnishings for public use (benches, tables, parklets, etc.)
☐ 14. Decorative and/or directional (also called "wayfinding") signage
☐ 15. Public art (sculpture, wall murals, banners)
☐ 16. More street-level/street-facing shops and businesses
☐ 17. Shelter from the elements (awnings, outdoor umbrellas, etc.)
☐ 18. Green space (such as a small park or "pocket park")
☐ 19. Street trees and landscaping
☐ 20. Improved landscape maintenance
☐ 21. Drinking fountains
☐ 22. Public restrooms (or, if already present, better maintenance)
☐ 23. Litter removal
☐ 24. Graffiti removal
☐ 25. Trash receptacles
☐ 26. Security features (cameras, call-boxes, etc.)
☐ 27. Management of off-leash dogs
☐ 28. Repair or removal of vacant or rundown buildings
☐ 29. On-street parking
☐ 30. Parking garage or structure

OTHER FEATURES:

Visit AARP.org/WalkAudit to download, print, copy and/or share additional worksheets.

Route 1: E King Street Loop



Route 1 – E King Street Loop

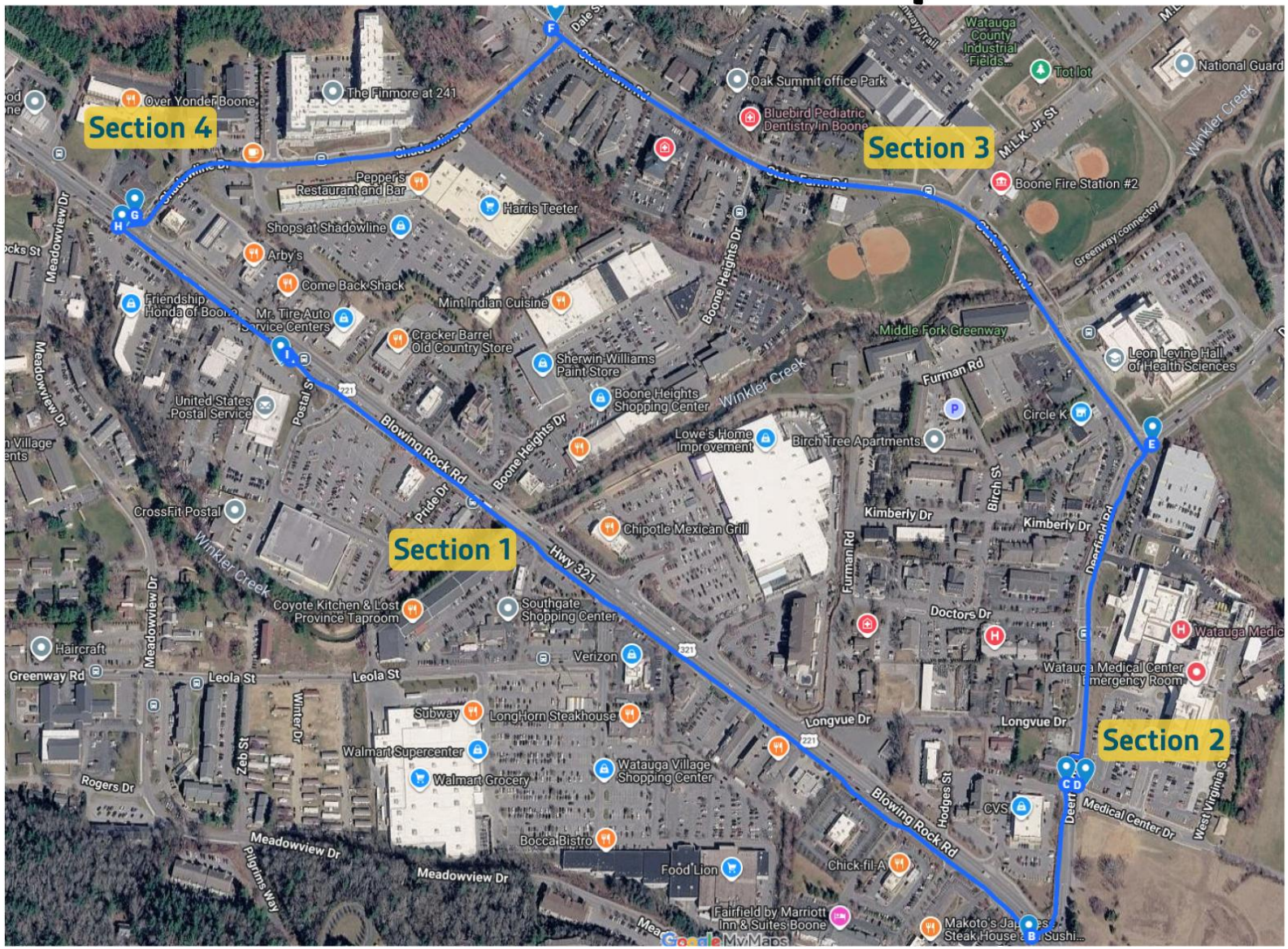
Route Description	This route has a speed limit of 35 with sidewalks on both sides of the street.
Route Notes from Sidewalks, Streets, and Crossings (worksheet)	• Sidewalk surface material is relatively smooth with some portions that are unpaved or a rough surface. • Crosswalks and bicycle lanes need to be repainted and in some areas are hard to see - very worn/faded. • Bicycle lane ends suddenly with no sign indicating that the lane terminates. • The crosswalks have pedestrian crossing signals that are working - although at the 321/Hardee's intersection there is no countdown. • The pedestrian crossing signals were recorded as providing enough time to cross, however, it was noted that they do not have audible prompts.
Route Notes from Street Safety and Appeal (worksheet)	• There is minimal landscaping along the sidewalk, with the volunteers noting that Town-owned property maintains the landscaping, while private businesses do not maintain or the grass is worn bare. • Restroom facilities are available per business establishments. • Litter was a persistent issue to the volunteers. • There was not well-placed signage. • It is not an appealing walk - because of litter, but also because the crosswalks are not reliable and are terrifying; traffic also creates a considerable amount of noise that does not make the walk appealing. • Speeding cars near crosswalks make the walk feel unsafe and unenjoyable.

Other Observation Notes	• Volunteers noted that storm drains need to be cleared.
	• Other areas for future improvements include:
	  • painting elevation changes at crosswalks (ideas include painting arrows indicating incline);
	  • pedestrian light signal improvements (not changing to walk symbol - 105/King and at Jeremiah's Ice);
	  • litter cleanup;
	  • landscaping - removal of invasive species (various locations)
	  • street trees in median need to be evaluated (in front of Public Works)
	  • reconfiguring the road for the bike lane to be next to the sidewalk with a buffer next to the

	road. Road reconfigurations that make lanes more narrow and cars to go slower - to lessen traffic noise. • Speed limit and engine braking not observed • Aesthetics of this section of highway is poor - high retaining walls, no shade trees, litter, crosswalk signals not working.

(Who's Walking)	Young Children	
	Teens	
	Adults	30
	Older Adults	6
(How)	While pushing a baby stroller and/or walking with a child or children	
	While using a mobility aid (i.e., a wheelchair, cane, walker)	
	While riding a bicycle, scooter, skateboard or other mobility device	2
(Possible Reasons)	Traveling to/from school	13
	Waiting for and/or heading to public transit	9
	Commuting to/from work	3
	Shopping and/or getting something to eat	3
	Walking/running for fitness	
	Walking a dog	2
	Walking to a park or outdoor public space	
	Just out for a walk	
	Other/unknown	
Total Pedestrians		36

Route 2: Wellness Loop



Route 2 – Wellness

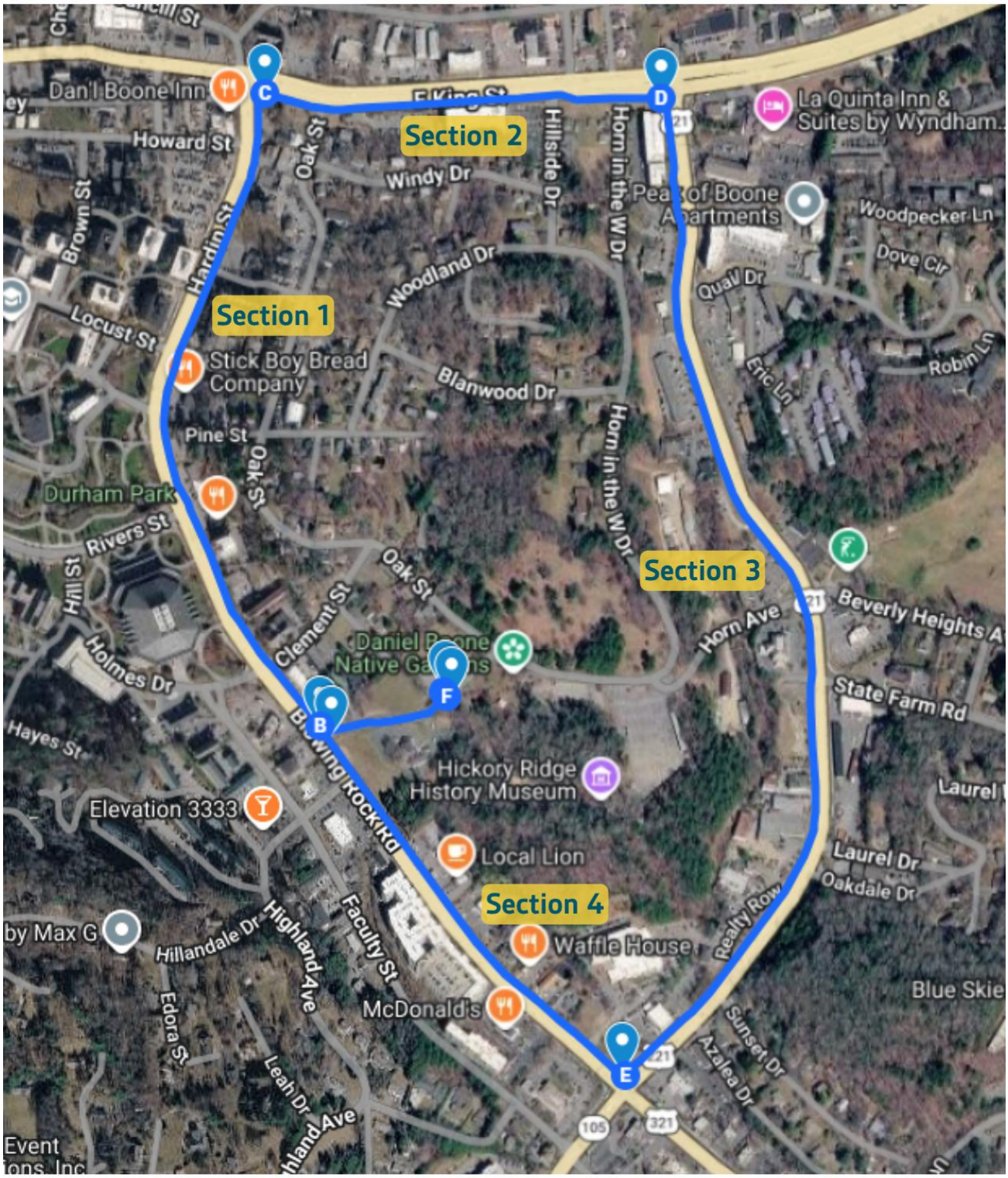
Route Description	This route varies in speed limits from 25 to 35 mph and has sidewalks on both sides of the street, with some sections having sidewalks only on one side of the street.
Route Notes from Sidewalks, Streets, and Crossings (worksheet)	• Bicycle lanes are mainly on the Greenway side of the route/sidewalk. • There are portions of the route that are steep and these areas were noted by volunteers as areas where there were curb cuts. • Pedestrian crossings were noted as working, although some issues at the intersection of BRR and Deerfield (at Walgreens). • Volunteers also noted that a signal could be added at the Shadowline Shopping Center and that the current pedestrian island at Finmore was not ADA accessible. • Observer notes list that the crosswalk signal from State Farm to Shadowline was not clear on which direction was safe to walk. • Multiple volunteer notes were positive for the Greenway part of the route.
Route Notes from Street Safety and Appeal (worksheet)	• Volunteers noted minimal shade trees, one bus stop with a shelter and seating. • The pedestrian-scaled lighting could be improved and traffic was reported as not following the speed limit. • Comments noted that the route was not appealing to walk, with some noting that it gets nicer closer to the Greenway, while others note that it could be better at the Greenway. • For safety, volunteers noted that there is not a light at the crosswalk along the State Farm/Shadowline Dr/Blowing Rock Rd portion of the route. The curb height presents a hazard along the Blowing Rock Rd/Deerfield/State Farm Rd portion of the route. Volunteers noted on the same section of drivers turning right on red when the pedestrian crosswalk symbol signaled to walk. There are many entrances that make it harder to walk safely – must watch for turning cars. • Some volunteers noted that the proximity to the hospital helps it feel safer. • Volunteers noted that multiple sidewalk repairs are needed from Council Chambers to the intersection of

	Blowing Rock Rd/Deerfield Rd; there was no bike lanes present and high traffic noise were noted. • Landscaping needs maintenance on the Blowing Rock Rd/Deerfield Rd/State Farm Rd portion of the route. Along this route, there is an elevation change on curb cuts that can make accessibility difficult. • Volunteers noted that the crosswalk should have audio at the State Farm Rd/Deerfield Rd/Shadowline Dr portion of the route.
Other Observation Notes	Volunteers noticed several places along Blowing Rock Road that need attention for accessibility including • Verizon/Cornerstone entrance, Chili's, Pride Dr/Blowing Rock Rd - sidewalk repairs, gaps or missing parts of sidewalk • Hidden Creek Management - sidewalk direction not clear and goes around light • WMC sign (Deerfield Rd/Blowing Rock Rd) broken sidewalk • Penn Station, Post Office - sidewalk spalling • Chick-fil-a needs clearer crosswalk markings • Bridge sidewalk is too narrow (34 inches) • Landscaping maintenance near crossing buttons Deerfield Rd • UNC Women's Health, Project 23 - sidewalk dip or drop that is not accessible • Sidewalk does not connect before WMC parking and missing sidewalk near the WMC flagpole • Crosswalk markings missing at Longvue • Sidewalk ramp is not in line with the sidewalk and the sidewalk is spalling at Longvue/Doctor's Dr Other areas of route • Oak Summitt crosswalk is uneven • Sidewalk is on the opposite side of road • Suggested removable bollards for the Greenway • Suggested all traffic stop at Shadowline • Reduce noise

(Who's Walking)	Young Children	
	Teens	
	Adults	11
	Older Adults	
(How)	While pushing a baby stroller and/or walking with a child or children	
	While using a mobility aid (i.e., a wheelchair, cane, walker)	

	While riding a bicycle, scooter, skateboard or other mobility device	
(Possible Reasons)	Traveling to/from school	8
	Waiting for and/or heading to public transit	1
	Commuting to/from work	1
	Shopping and/or getting something to eat	1
	Walking/running for fitness	
	Walking a dog	
	Walking to a park or outdoor public space	
	Just out for a walk	
	Other/unknown	
Total Pedestrians		11

Route 3: Center Loop



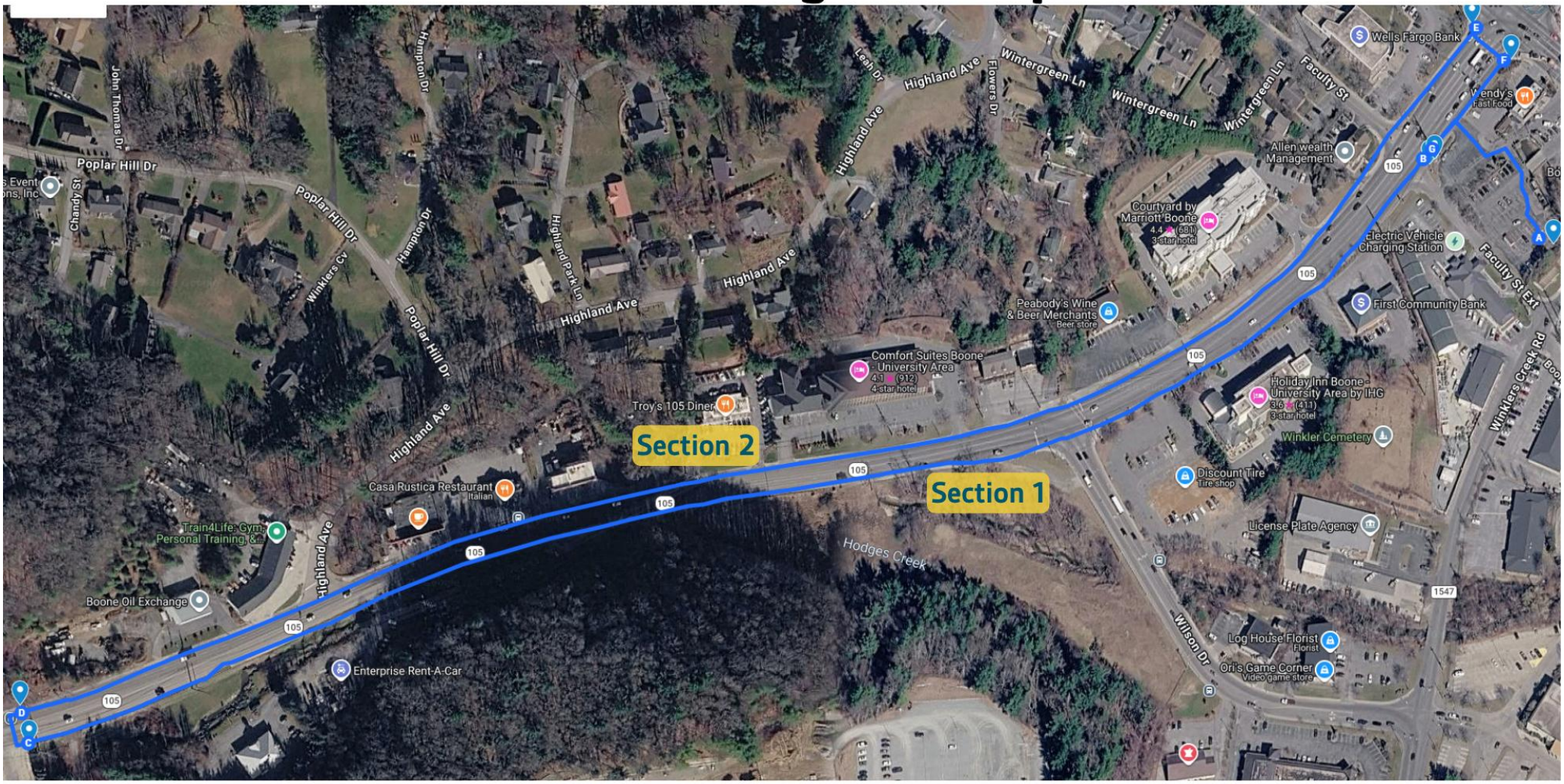
Route 3 – Center

Route Description	This route has a speed limit of 35 mph with motorists either not or somewhat obeying the speed limit. The route varied from 4 to 5 vehicle lanes as a two-way road with sidewalks on both sides or either having partial sidewalks.
Route Notes from Sidewalks, Streets, and Crossings (worksheet) *This worksheet was completed for each of the sections (4 sections total), except for Section 1.	• Volunteers noted improvements needed such as repainting the crosswalk at Horn in the West or adding a stop bar at Horn in the West. • Another note listed that sight distance was an issue at Horn in the West. • The driveway/sidewalk crossing at Lily's/Lil Rudy is a challenge with volunteers noting that the driveway is "missing." Further notes clarify that the issue is broken pavement in this area near the mini market. Sidewalk damage was noted outside of Appalachian Manor. • Volunteers noted for the pedestrian button at Faculty Street to be checked. • Volunteers noted that crossing signals offered between 30 - 60 seconds at intersections with more reports of approximately 45 seconds the signal allowed to cross.
Route Notes from Street Safety and Appeal (worksheet)	• Volunteers noted that there are some shade trees on this route, but that the route could use more trees. However, that would come with maintenance as some of the existing trees block signage. • Volunteers note a shelter/awning across from Citgo and a trash can at the bus shelter. • Drivers do not seem to be obeying the speed limit, but volunteer reports indicate that pedestrians feel somewhat safe from moving vehicles. • Volunteers note that there is road damage across from 221/ 105 Extension on the west side. • Volunteers suggested for a right turn only from Horn Ave to the 105 Extension. Sidewalk repairs are needed to address accessibility issues, as well as how the sidewalk narrows along certain points - which might limit wheelchair access. • Volunteers noted that across from Watauga Building Supply is a narrow sidewalk that is not accessible for all. • Some businesses have parking extend over into the sidewalk, which limits access.
Other Observation Notes	• Other suggested improvements include for wider sidewalks and pedestrian-friendly lighting along

	Blowing Rock Rd. A raised crosswalk at the hawk signal along Hardin Street could be useful. • Bike lane needs protection, and a crosswalk is needed at King St near Dan'l Boone Inn. • Marked crosswalks would be an improvement along larger driveways and at street intersections. Another volunteer noted to remove narrow grass strip at curb cuts. • While there are pedestrian crossing issues at the King/105 Extension intersection, right turning traffic does not always yield to bikes or pedestrians.

(Who's Walking)	Young Children	
	Teens	14
	Adults	56
	Older Adults	1
(How)	While pushing a baby stroller and/or walking with a child or children	
	While using a mobility aid (i.e., a wheelchair, cane, walker)	
	While riding a bicycle, scooter, skateboard or other mobility device	6
(Possible Reasons)	Traveling to/from school	43
	Waiting for and/or heading to public transit	6
	Commuting to/from work	5
	Shopping and/or getting something to eat	6
	Walking/running for fitness	2
	Walking a dog	1
	Walking to a park or outdoor public space	
	Just out for a walk	2
	Other/unknown	
Total Pedestrians		71

Route 4: Hwy 105 Loop



Route 4 – Hwy 105

Route Description	This route has a speed limit of 35 and participants noted that the speed limit was not observed. The route is a two-way street with 4 vehicle lanes. There is a median in most places with a sidewalk on both sides of the street.
*Worksheets completed by Staff - one volunteer participated but did not complete route.	
Route Notes from Sidewalks, Streets, and Crossings (worksheet)	• Curbing along the route needs repair. • There needs to be more protection than just the curbing to create more separation from cars. • Sidewalk width is typical in most areas at 5 feet, whereas, there is another portion that is 9 feet wide that felt much safer. The 9-foot sidewalk provided a great buffer between the cars. • Sidewalk needs repair of ADA features and surface indicators for vision impairment - some are broken or are missing. • Crosswalks at traffic lights are well marked and visible, but crosswalks across business driveways or side streets are missing or need re-painting. • Pedestrian crossing signal at Wilson Dr. needs to be looked at for timing (waited more than one light).
Route Notes from Street Safety and Appeal (worksheet) *Note: One worksheet was completed for the whole route.	• Landscaping varied based on individual businesses with some needing more maintenance than others. The same for structures, some businesses are more maintained than others. • To observers, there is not any sense that the speed limit is followed. When walking, it does not feel very safe on the sidewalk.
Other Observation Notes	• Sidewalk maintenance is needed – smooth out/repair/replace. • Another suggestion after completing the route, is to add more low walls when there is no buffer between the sidewalk and the road. • Painting is needed at the Faculty Street intersection to mark the crosswalk. • A volunteer noted the need for green space along the walk. • At the newest traffic light along 105 near Goodwill (Mountaineer Ridge Dr.), there is no audible signal when crossing.

	• From the Mountaineer Ridge Dr. light, crossing the street and then down to Wells Fargo, the sidewalk is rough and uneven - where repair is needed. There are several instances where the unevenness is a hazard - some are in front of businesses (Case Rustica/Ski Shop/Thrift Store area, Comfort Suites). • The sidewalk is too sloped and would be difficult to traverse with accessibility issues in front of Recess. • The portion of the sidewalk from Highland Hall to Wells Fargo needs repair and maintenance with painting crosswalk markings, adding a pedestrian island. The painted crosswalk markings in front of the snowboard business are helpful, and more businesses need to incorporate that and repair their existing driveways to make it smoother. • The existing guardrail at Wendy's - between the road and the sidewalk – is a feature that observers noted could be added to other locations to create a buffer between the road/cars. • The Faculty Street intersection is narrow and needs markings or ADA ramp to indicate crossing. • There were portions of the sidewalk where the curbing narrowed the walking path - between the curbing and rock debris there was a portion that narrowed from 5 feet to 3 feet. • The railing installed at Enterprise was another feature that added extra security to pedestrians from the varying depths of ditches and stormwater infrastructure. • The strip of grass between the sidewalk and curbing added a small buffer that helped made the path feel safer while walking.

(Who's Walking)	Young Children	
	Teens	
	Adults	1
	Older Adults	
(How)	While pushing a baby stroller and/or walking with a child or children	
	While using a mobility aid (i.e., a wheelchair, cane, walker)	
	While riding a bicycle, scooter, skateboard or other mobility device	
(Possible Reasons)	Traveling to/from school	
	Waiting for and/or heading to public transit	
	Commuting to/from work	

	Shopping and/or getting something to eat	
	Walking/running for fitness	1
	Walking a dog	
	Walking to a park or outdoor public space	
	Just out for a walk	
	Other/unknown	
Total Pedestrians		1

Build a Better Block Worksheet

Volunteers and Staff members filled out this worksheet as a conclusion to the routes and to the other observations. For most routes, this worksheet was filled out once per section. For Route 4, Staff completed more than one of the Build a Better Block worksheet for each section of the route. For Route 1, there was one worksheet completed for the whole route, not for each route section.

The questions asked in the Build a Better Block worksheet are displayed on the left of the table with the total tally of responses ranked from highest to lowest on the right.

Build a Better Block Worksheet Questions	Ranking Most Responded to Least Responded
Safety barriers between the sidewalk and street (landscaping, low walls, fencing, etc.)	14
Wider sidewalks	10
Crosswalks (because there aren't any at all)	9
Raised crosswalks	9
Improved landscape maintenance	9
Sidewalk repairs	8
Shelter from the elements (awnings, outdoor umbrellas, etc.)	7
Street trees and landscaping	7
Litter removal	7
Security features (cameras, call-boxes, etc.)	7
Decorative sidewalk features (hanging flower baskets, planters)	6
Pedestrian "bulb-outs" at intersections or crossings	6
Pedestrian-friendly lighting	6
More street-level/street-facing shops and businesses	6
Green space (such as a small park or "pocket park")	6
Pedestrian island(s)	5
Decorative and/or directional (also called "wayfinding") signage	5
Drinking fountains	5
Trash receptacles	5
Parking garage or structure	4
Artistic crosswalks	3
Outdoor seating and furnishings for public use (benches, tables, parklets, etc.)	3
Public art (sculpture, wall murals, banners)	3

Public restrooms (or, if already present, better maintenance)	3
Management of off-leash dogs	3
Repair or removal of vacant or rundown buildings	3
One-way rather than two-way traffic	2
Graffiti removal	2
On-street parking	0
Sidewalks (because there aren't any at all)	0