



Creating Healthy Places to Live, Work & Play  
Walkability Survey Summary Report  
City of Dunkirk  
October 14, 2013

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## INTRODUCTION

Creating Healthy Places to Live, Work, and Play (CHP) is a project funded by the New York State Department of Health focused on primary prevention of chronic disease. The Chautauqua County Health Network was awarded a 5-year grant in the fall of 2010 to administer CHP in Chautauqua County by working closely with a variety of partners to create policy, systems, and environmental changes to increase access to healthy foods and opportunities for physical activity. Among CCHN's built environment work plan objectives are adoption of complete streets legislation in the City of Jamestown (passed June 2012), the City of Dunkirk and Chautauqua County.

CHP initiated contact with City of Dunkirk elected and administrative officials in 2012 and early 2013. City officials expressed support for its nutrition and active lifestyle objectives and suggested specific locations in the city to be included in CHP walkability studies. These areas included Central Avenue between 3<sup>rd</sup> Street and Lakeshore Avenue and several blocks in either direction. CHP was able to survey the Central Avenue area as well as some other important corridors in the City.

Three walkability studies were conducted by volunteers on each of Monday, April 29<sup>th</sup>, Wednesday, May 1<sup>st</sup>, Wednesday, July 17<sup>th</sup> and Thursday, July 18<sup>th</sup> for a total of 12 studies. Volunteers were identified through various community contacts including the Dunkirk Senior Center, neighborhood associations and through the media.

On Monday, April 29<sup>th</sup> and Wednesday, May 1<sup>st</sup>, CHP and the Center for Regional Advancement ("CRA") collaborated to perform the first six studies. SUNY College at Fredonia students conducted the surveys and received extra course credit through arrangements made by Charles Cornell, Director of the CRA.



*4/29 and 5/1 volunteers at the CRA before they began their Walkability studies.*



On Wednesday, July 17<sup>th</sup> and Thursday, July 18<sup>th</sup>, CHP volunteers performed six walkability studies.



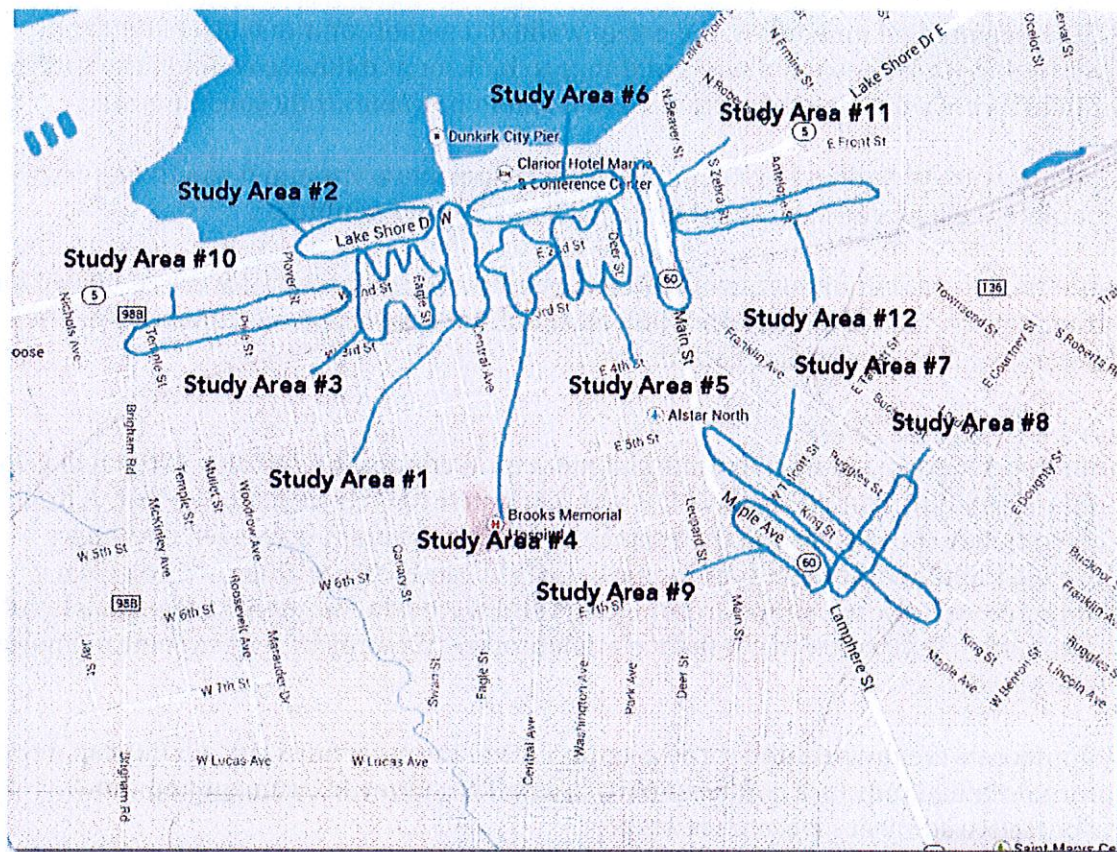
*7/17 volunteers (front) Jim Harrisson, Stephanie Kiyak, Henry Hochstine, and Mary & Steve Rees (standing)*



*7/18 volunteers Jim Harrison (front), Carol Kozlowski, Ted & Cindy Tuning, Paula Levandoski, Michele Bautista and Steve Rees.*

Approximately 21,046 or nearly 4 miles of streets were surveyed over the four days and included in the body of this report as shown in the map below. In addition, Mr. Rees conducted a survey of three blocks of Dove Street at a later date and is included in Appendix #2.





## PROCESS

*April 29<sup>th</sup> & May 1<sup>st</sup>, 2013*

Students were oriented to their assignment beginning at 12:30pm in the CRA conference room. A brief description of the project and the nature of their involvement was given by Andy Dickson, Built Environment Contractor to CHP. A 45 minute webinar was then viewed (<http://www.walkinginfo.org> *Designing for Pedestrian Safety Webinars, Part 1: Introduction to Pedestrian Safety Design and Planning Principles*) which provided the students with basic information to conduct their studies.

Students were divided into three groups of 2-3 individuals. One group was given a wheelchair for use in their study. The survey instrument and the respective areas of study were reviewed. The survey instrument that was used is the AARP "Sidewalks and Streets Survey" which can be viewed in Appendix #2 or at:

<http://www.aarp.org/content/dam/aarp/livable-communities/plan/assessments/the-how-to-guide-for-sidewalks-and-streets-survey-aarp.pdf>

Students were given clipboards and high visibility safety vests.



Before beginning their studies, the group walked together for one block of Central Avenue and were shown the types of things to look for and how to conduct the survey. Students were asked to take pictures to document problems they encountered.

Students were then directed to move to their respective areas and begin their survey, complete their survey and return to the CRA in about 90 minutes.

Upon their return, equipment was returned and survey instruments were reviewed for completeness. A brief discussion followed about the experience including Q & A. The sessions concluded at about 3:45pm.

#### *July 17<sup>th</sup> & July 18<sup>th</sup>, 2013*

Volunteers were oriented to their assignment on Wednesday 7/17 at 6:30pm in School #3 parking lot and on Thursday 7/18 at 2:00pm in the Dunkirk Senior Center. A brief description of the project and the nature of their involvement was given by Andy Dickson, Built Environment Contractor to CHP. Volunteers had all previously seen complete streets power point presentations and were familiar with basic principles of walkability. They reviewed a folio of complete street pictures to refresh their memories of the subject.

Volunteers were divided into three groups. Five of the six groups had a handicap device for use in their study or a handicap participant. The survey instrument and the respective study areas were reviewed.

Volunteers were given clipboards and high visibility safety vests. Safety procedures were reviewed.

Volunteers were then directed to move to their respective areas and begin their survey, complete their survey and return in about 90 minutes.

Upon their return, equipment was returned and survey instruments were reviewed for completeness. A brief discussion followed about the experience including Q & A. The sessions concluded after a total elapsed time of about 2.5 hours.



## STUDY DETAILS

### Study Area #1- Central Avenue between 3<sup>rd</sup> Street and the Pier- April 29, 2013

This street is main connection of the central business district to the waterfront. City officials indicated this is a priority area for study, as funding may be available immediately for improvements in this area. Study group included Kayleigh Forger, Maribel Avila and Alison Dyer. *One member of the group used a wheelchair for the study.*

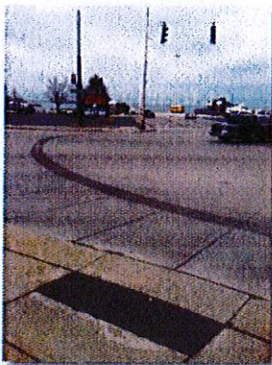
#### **Crossing the Street**

Three intersections fall within this study area:

##### *Central & Lakeshore Dr.*

Rating: Poor

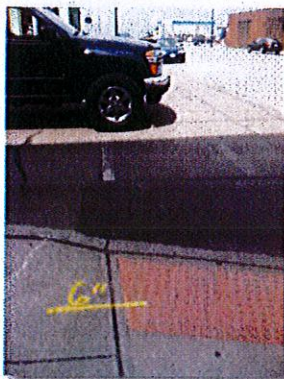
- No crosswalk markings or crossing signals are available for crossing Central Avenue. Only the crossings on Lakeshore are signaled.
- Lakeshore crossing requires pedestrians to cross 5 lanes.
- Insufficient time is allotted for Lakeshore crossing.
- No safety median.



##### *Central & 2<sup>nd</sup> Streets*

Rating: Fair

- There are no crosswalk signals for any of the 4 crossings.
- A crosswalk button on the southwest corner is inoperative.



### *Central & 3<sup>rd</sup> Streets*

Rating: Fair

- Push to walk signal is inoperative.
- Curb cuts on the tangent of the turns are not safe for wheelchair/handicap users.
- Railroad bridge obscures the view of the streetlight for southbound traffic approaching the intersection.
- Grass paths evidence pedestrian traffic walking on the north side of 3<sup>rd</sup> Street where no sidewalk exists.



### **Sidewalks**

Rating: Fair

- Central Avenue crosswalks do not connect to sidewalk on the north side of Lakeshore. Pedestrians travelling north to the pier must walk through parking lots.
- No buffers exist between sidewalks and streets.
- There are some broken/cracked sidewalk sections.
- Cars and trucks block sidewalks.

### **Driver Behavior**

Rating: Fair

- Every driver observed failed to stop behind crosswalks.
- Drivers do not yield to pedestrians.

### **Safety**

Rating: Poor

- Car are travelling fast.
- There are unclear signs or directions for drivers or pedestrians.

### Study Area #2- Lakeshore between Central & Dove Streets- April 29, 2013

This section of Lakeshore is adjacent to Memorial Park, important public waterfront access. City officials indicated this is a priority area for study, as funding may be available immediately for improvements in this area. Study group included Randy Woodbury, Josh Clark Stacy Klimczak and Elizabeth Farrell.



## **Crossing the Street**

Four intersections fall within this study area:

### *W. Lakeshore & Eagle Streets*

Rating: Fair

- There is no crossing signal.
- Crosswalk is poorly marked and muddy.
- There are markings or signal to cross Lakeshore.
- Cars and trucks block sidewalks.
- A broken sign post is hazardous to pedestrians.



### *W. Lakeshore & Pelican Streets*

Rating: Poor

- There is no crossing signal.
- Crosswalk is poorly marked.
- There is no marking or signal to cross Lakeshore.
- Cars and trucks block sidewalks despite "No Parking" sign
- Parked cars blocking sidewalk also block view of stopped cars.

### *W. Lakeshore & Swan Streets*

Rating: Fair

- There is no crossing signal.
- Crosswalk is poorly marked.
- There is no marking or signal to cross Lakeshore. Swan provides walking access to lakefront from neighborhoods south of railroad and should have Lakeshore crossing signals & markings.

### *W. Lakeshore & Dove Streets*

Rating: Good

- There is no crossing signal.
- Crosswalk is poorly marked.
- There is no marking or signal to cross Lakeshore.



## **Sidewalks**

Rating: Fair

- No buffers exist between sidewalks and streets.
- There are some broken/cracked sidewalk sections.
- Cars and trucks block sidewalks.
- Sidewalks are interrupted by driveways
- Sidewalk is blocked by obstacles in some places.
- Sidewalks on north side of Lakeshore are in better condition than south side.

## **Driver Behavior**

Rating: Fair

- Drivers observed failed to stop behind crosswalks.
- Drivers do not stop at signs.
- Drivers do not yield to pedestrians.

## **Safety**

Rating: Fair

- There are unclear signs or directions for drivers or pedestrians

### Study Area #3- Swan, Pelican, Eagle & W 2<sup>nd</sup> Streets between Lakeshore & 3<sup>rd</sup> Streets- April 29, 2013

This neighborhood is adjacent to Memorial Park and Swan Street provides pedestrian lake access from residential neighborhoods south of the railroad. City officials indicated this is a priority area for study, as funding may be available immediately for improvements in this area. Study group included Jacie Gavin and Kim Tydings.

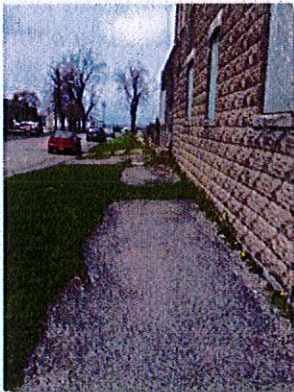
## **Crossing the Street**

Three intersections fall within this study area:

### *W. 2<sup>nd</sup> & Eagle*

Rating: Fair

- There is no crossing signal.
- Crosswalk is poorly marked.
- Curb cuts are in disrepair and not suitable for handicap pedestrians.





### *W 2<sup>nd</sup> & Pelican Streets*

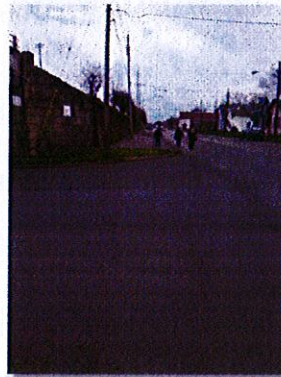
Rating: Poor

- There is no crossing signal.
- Crosswalk is poorly marked.
- N-S pedestrian crossings no handicap or stroller compatible (high curbs)

### *W 2<sup>nd</sup> & Swan Streets*

Rating: Fair

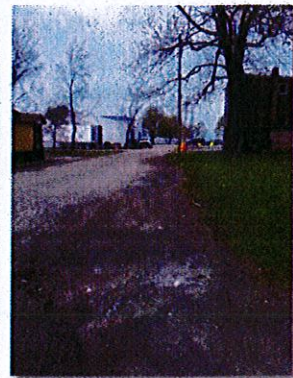
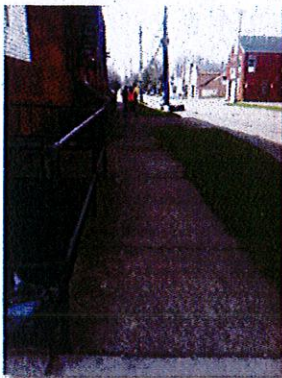
- There is no crossing signal.
- Crosswalk is poorly marked.
- Steep inclines onto sidewalk not handicap or elderly compatible



### **Sidewalks**

Rating: Poor

- Sidewalks are interrupted by driveways
- Cars and trucks block sidewalks.
- No textured curb cuts
- Some areas lack sidewalks
- Sections of sidewalks are badly fractured, heaved and dangerous
- The railing protecting a basement entry on 2<sup>nd</sup> Street will not prevent a stroller or wheelchair from falling below.





### **Driver Behavior**

Rating: Fair

- Drivers observed failed to stop behind crosswalks.
- Drivers do not stop at signs.
- Drivers do not yield to pedestrians.

### **Safety**

Rating: Good

- There are unclear signs or directions for drivers or pedestrians

### Study Area #4- E 2<sup>nd</sup> between Central & Park and Washington between Lakeshore & 3<sup>rd</sup> Street- May 1, 2013

Washington Street provides pedestrian access to the lakeshore for neighborhoods south of the railroad. City officials indicated this is a priority area for study, as funding may be available immediately for improvements in this area. Study group included Kayleigh Forger, Maribel Avila and Alison Dyer.

### **Crossing the Street**

One intersection falls within this study area:

#### *Washington & E 2<sup>nd</sup> Street*

Rating: Fair

- There is no crossing signal.
- Crosswalk is poorly marked.



### **Sidewalks**

Rating: Fair

- There are some broken/cracked sidewalk sections.
- There is no sidewalk on Lynx St.
- Cars and trucks block sidewalks.
- Sidewalks are interrupted by driveways

### **Driver Behavior**

Rating: Good

- Drivers observed failed to stop behind crosswalks.
- Drivers do not stop at signs.

### **Safety**

Rating: Good

- Car speeds are too fast
- There are unclear signs or directions for drivers or pedestrians



Study Area #5- Park, Deer & Columbus Streets between Lakeshore and 3<sup>rd</sup> St. and E .2<sup>nd</sup> between Park & Deer Streets- May 1, 2013

Park Street provides Pedestrian access to the waterfront for neighborhoods south of the railroad. City officials indicated this is a priority area for study, as funding may be available immediately for improvements in this area. Study group included Josh Clark and Stacey Klimcziak.

**Crossing the Street**

Two intersections fall within this study area.

*E 2<sup>nd</sup> & Park Streets*

Rating: Poor

- There is no crossing signal.
- Crosswalk is poorly marked.
- Broken pavement and raised curb cuts are not handicap accessible.

*E 2<sup>nd</sup> & Deer Streets*

Rating: Fair

- There is no crossing signal.
- Crosswalk is poorly marked.
- No textured curb cuts

**Sidewalks**

Rating: Fair

- There are broken/cracked sidewalk sections.
- Sidewalk not wide enough for 2 people.
- Some sections are fractured and overgrown by grass.
- Curb cuts are not safe.

**Driver Behavior**

Rating: Fair

- Drivers observed failed to stop behind crosswalks.
- Drivers do not stop at signs.
- Drivers do not yield to pedestrians.
- Drivers seem to be speeding.

**Safety**

Rating: Good

- Drivers not coming to complete stops & rolling through intersections.

## Study Area #6- Lakeshore Drive East between Central & Leopard- May 1, 2013

E. Lakeshore Drive provides pedestrian access to the lake front. City officials indicated this is a priority area for study, as funding may be available immediately for improvements in this area. Study group included Justin Baron and Jon McCray.

### **Crossing the Street**

Three intersections fall within this study area.

#### *E. Lakeshore & Washington Streets*

Rating: Poor

- There is no crossing signal.
- Crosswalk is poorly marked.
- Stop line needs set-back behind crosswalk.
- Crosswalk needs set-back off tangent of turn.
- No Lakeshore pedestrian crossing.



#### *E. Lakeshore & Park Streets*

Rating: Fair

- There is no crossing signal.
- Crosswalk is poorly marked.
- Stop line needs set-back behind crosswalk.
- Crosswalk needs set-back off tangent of turn.
- No Lakeshore pedestrian crossing.

#### *E. Lakeshore & Deer Streets*

Rating: Fair

- There is no crossing signal.
- Crosswalk is poorly marked.
- Stop line needs set-back behind crosswalk.
- Crosswalk needs set-back off tangent of turn.
- No Lakeshore pedestrian crossing.

### **Sidewalks**

Rating: Fair

- There are broken/cracked sidewalk sections.
- Sidewalk not wide enough for 2 people.
- Misplaced curb cuts for wheelchairs & handicapped- manholes and storm sewer obstruct curb cuts.

### **Driver Behavior**

Rating: Good

- Drivers observed failed to stop behind crosswalks.
- Drivers do not stop at signs.

### **Safety**



Rating: Fair

- Too much traffic for safe crossing of Lakeshore.

STUDY AREA #7- King St. between Main St & W. Doughty St – July 17, 2013

This residential street represents a walking route between the residential area east of Main St. and the downtown area. The study group included Andy Dickson and Jim Harrison, who utilizes an electric wheelchair.

**Crossing the Street**

One intersection in the survey area was studied. The intersection at King & W. Talcott Streets was included in Survey Area #2. Intersections at the Main Street and W. Doughty were not surveyed.

*King & W. Talcott Streets*

Rating: Poor

- This intersection is currently under construction as part of the W. Talcott project.
- Pedestrian traffic is badly impeded for travel along King Street in both directions requiring pedestrians to travel in the traffic lane with vehicular traffic through the intersection. Temporary accommodations for pedestrians are deficient.



West side of King St. facing north



East side of King St. facing south



East side of King St. facing north



Crosswalk at Main requires pedestrians to move into traffic to reach the curb cut; no crosswalk signal



## Sidewalks

Rating: Poor

- Sidewalks are badly cracked and fractured in many locations.
- Many section of sidewalk are heaved.
- Cars and bikes blocked sidewalks.
- Pedestrian crossings for the railroad are in very bad condition.
- Poor sidewalk conditions force pedestrians into the road where surfaces are smoother and less irregular but expose them to vehicular danger.



Westside of King between Talcott & Courtney



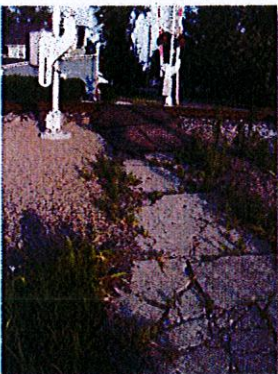
East side of King between Main & Talcott



East side of King between Talcott & Courtney- vehicle blocking sidewalk



East side of King between Courtney & Doughty



East side of King between Courtney & Doughty



West side of King between Courtney & Doughty



### **Driver Behavior**

Rating: Good

- Drivers observed failed to stop behind crosswalks.
- Drivers were courteous and yielded to the handicap electric vehicle.

### **Safety**

Rating: Fair

- There was little car traffic at the time of the survey (evening).
- There are unclear signs or directions for drivers or pedestrians.

### **Comfort & Appeal**

Rating: Fair

- There are poorly maintained residences with debris and litter on site.
- There are no shade trees along portions of the street.

### **STUDY AREA #8- W. Courtney Street between NY 60 and Franklin Ave- July 17, 2013**

This section of street bisects a large residential section of the City and connects it to NY 60 and School #3, making it important for E-W vehicular traffic and walking students. Steve & Mary Rees conducted the study.

### **Crossing the Street**

Four intersections fall within this study area:

#### *W. Courtney at Dunkirk Housing entrance*

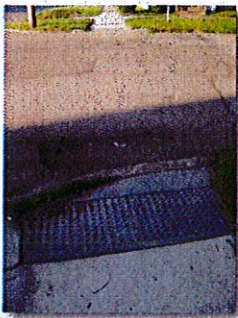
Rating: Good

- There is no crossing signal or markings.
- Curb cut on the tangent requires pedestrians to come close to vehicular traffic.

#### *W. Courtney & King Streets*

Rating: Fair

- There are no crossing signals or crosswalk markings in any direction.
- Deteriorated pavement impedes safe crossing.



South side of W. Courtney



North side of W. Courtney



### *W. Courtney & Lincoln Streets*

Rating: Fair

- There are no crossing signals or crosswalk markings in any direction.
- There are no stop lines for vehicles.
- A sidewalk along W. Courtney has a steep grade and lacks textured warning surface
- Curb cuts are raised/abrupt.
- Some pavement deterioration and weeds impede crosswalks.



North side of W. Courtney



### *W. Courtney & Ruggles Streets*

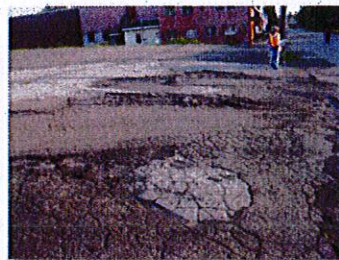
Rating: Fair

- There are no crossing signals crosswalks markings (there is no sidewalk on the opposite side of the street)
- There are no stop lines for vehicles.

### **Sidewalks**

Rating: Fair

- Sidewalk is non-existent on the south side of W. Courtney between Lincoln & Franklin. Cars and trucks block the portion in front of Chautauqua Opportunities.
- There are some broken/cracked sidewalk sections.
- Sidewalk width is too narrow in places or obstructed by shrubberies.
- At-grade railroad crossing.



Street surfaces in better condition than sidewalks on W. Courtney





Deteriorated & impeded sidewalk

### **Driver Behavior**

Rating: Good

- Lack of crosswalk markings results in drivers failing to stop behind crosswalks.

### **Safety**

Rating: Fair

- Faded or illegible street signs at Ruggles and Franklin intersections.

### **Comfort & Appeal**

Rating: Poor

- Landscaping and aesthetics are not appealing.
- There are no benches or resting areas.

### **STUDY AREA #9- NY60/Maple between W. Courtney & Grant Streets- July 17, 2013**

This street is an important N-S arterial for vehicular traffic and access to School #3. Study group included Stephanie Kiyak and Henry Hochstine.

### **Crossing the Street**

Three intersections fall within this study area:

#### ***NY60/Maple & W. Courtney Streets***

Rating: Fair

- The wide curb radius allows traffic to turn onto NY60/Maple at higher speed.
- Location of curb cut on tangent of wide radius turn increases crossing time/distance.



Wide radius curbs at NY60/Maple & W. Courtney

*NY60/Maple & W. 7<sup>th</sup> Streets*

Rating: Fair

- The wide curb radius allows traffic to turn onto NY60/Maple at higher speed.
- Location of curb cut on tangent of wide radius turn increases crossing time/distance.



Wide radius curbs increase crossing distance

*NY60/Maple & Grant Streets*

Rating: Fair

- The wide curb radius allows traffic to turn onto NY60/Maple at higher speed.
- Location of curb cut on tangent of wide radius turn increases crossing time/distance.
- Sidewalks on east side of NY60/Maple impaired by W. Talott Street construction.



Wide radius curbs increase traffic speed and crossing distance



Missing sidewalk at W. Talcott St.

**Sidewalks**

Rating: Excellent

- Curbs and sidewalks are relatively new.



**Driver Behavior**

Rating: Good

- Drivers observed might be exceeding speed limit.

**Safety**

Rating: Good

- There is heavy traffic on NY60/Maple.

**Comfort & Appeal**

Rating: Fair

- There are no shade trees, landscaping or benches.



NY60/Maple is a gateway to Dunkirk but is aesthetically unappealing.

**STUDY AREA #10- E 2<sup>nd</sup> between Dove and Brigham Streets- July 18, 2013**

E. 2<sup>nd</sup> is a residential street in close proximity to the lakefront and Memorial Park. Study group included Ted & Cindy Tuning, Paula Levandoski and Michele Bautista.

**Crossing the Street**

Seven intersections falls within this study area:

***W 2<sup>nd</sup> & Dove Streets***

Rating: Poor

- There are no crossing signals or crosswalk markings in any direction.
- There are no stop lines for vehicles.
- Crosswalks are impeded with dirt/mud and grass.



Impeded crosswalk



Dirt/mud impeding crosswalk

#### *W 2<sup>nd</sup> & Plover Streets*

Rating: Poor

- There are no crossing signals; crosswalk markings have deteriorated.
- There are no stop lines for vehicles.
- Curb cuts are raised/abrupt.
- Sidewalks are deteriorated with a steep incline on the south side.
- Pavement in crosswalk is badly deteriorated and dangerous.



Dangerous crosswalks



#### *W 2<sup>nd</sup> & Robin Streets*

Rating: Fair

- There are no crossing signals; crosswalk markings have deteriorated.
- There are no stop lines for vehicles.
- Curb cuts are overgrown with grass.
- Pavement in crosswalk is badly deteriorated and dangerous.
- A sinkhole is appearing in the middle of the intersection.

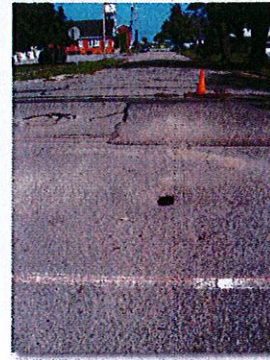




Impeded crosswalk



Deteriorated crosswalk



Sinkhole

*W 2<sup>nd</sup> & Pike Streets*

Rating: Poor

- There are no crossing signals; crosswalk markings have deteriorated.
- There are no stop lines for vehicles.
- Pavement in crosswalk is badly deteriorated and dangerous.
- Accumulated dirt creates muddy conditions.



Deteriorated crosswalk and dirt/mud

*W 2<sup>nd</sup> & Woodrow Streets*

Rating: Poor

- There are no crossing signals or crosswalk markings in any direction.
- There are no stop lines for vehicles.
- Stairways are not passable by the handicapped.
- Crosswalks are impeded with dirt/mud and grass.





Stairways at intersection



Dirt/mud impeding crosswalk

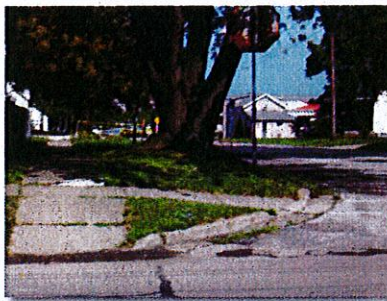
### *W 2<sup>nd</sup> & Mullet Streets*

Rating: Poor

- There are no crossing signals; crosswalk markings have deteriorated.
- There are no stop lines for vehicles.
- Steep inclines and stairways impede handicap passage.
- Pavement in crosswalk is badly deteriorated and dangerous.



Steep sidewalk slope



Steep sidewalk grade



Deteriorated crosswalk

### *W 2<sup>nd</sup> & Brigham Streets*

Rating: Fair

- There are no crossing signals or crosswalk markings in any direction.
- There are no stop lines for vehicles.
- Misaligned crosswalk requires diagonal (longer) crossing.



New sidewalks at crossing



No marked crossing in front of school



## Sidewalks

Rating: Poor

- Sidewalks are badly cracked and fractured in many locations.
- Many section of sidewalk are heaved or missing.
- Sidewalk width is too narrow in places or obstructed by shrubberies.
- There are dangerous inclines.
- Poor sidewalk conditions force pedestrians into the road where surfaces are smoother and less irregular but expose them to vehicular danger.



Fractured and deteriorated sidewalks in every block.



## Driver Behavior

Rating: Good

- One driver may have used excessive speed on E. 2<sup>nd</sup>.

## Safety

Rating: Good

- Most cars traveled within speed limit.

## Comfort & Appeal

Rating: Fair

- Landscaping and mowing is neglected in many places.
- There are no benches or places to rest.



## STUDY AREA #11- Main Street from 3<sup>rd</sup> Street to Lakeshore- July 18, 2013

Main Street is a busy vehicular and pedestrian corridor. The corridor is important to pedestrians connecting retail and residential areas south of the railroad tracks with residential, retail and recreational area to the north. Study group included Carol Kozlowski and Steve Rees.

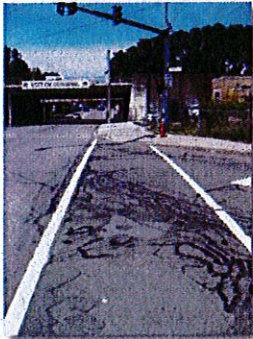
### **Crossing the Street**

Three intersections fall within this study area.

#### *Main Street, 3<sup>rd</sup> Street and Franklin Street*

Rating: Fair

- There is no crossing signal for the right-turning lane off Main onto Franklin; crosswalk should be high visibility striping.
- Broken pavement in Franklin Street crossing is dangerous.
- Franklin Street crossing is directly adjacent to vehicle traffic.



Broken pavement & close proximity to traffic.

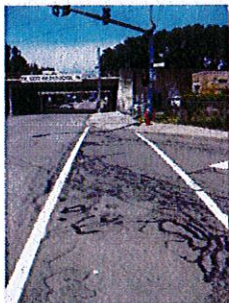


High visibility striping needed.

#### *Main Street & E. 2<sup>nd</sup> Street*

Rating: Fair

- There are no crossing signals in either direction.
- Location of curb cut on tangent of wide radius turn increases crossing time/distance and puts pedestrians in close proximity to traffic.
- Bicyclists ride on sidewalk.



Crossing adjacent to traffic



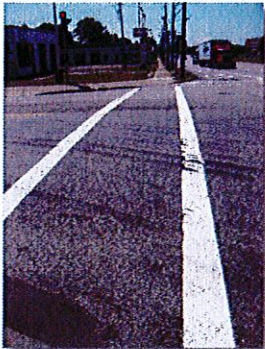
No crossing signals on busy highway



### *Main Street & Lakeshore Drive*

Rating: Poor

- There are no audible signals for this busy intersection.
- Location of curb cut on tangent of wide radius turn increases crossing time/distance and puts pedestrians in close proximity to traffic.
- Lakeshore is too wide for elderly or handicapped to cross safely.
- Bicyclists ride on sidewalk.



Long crossing distances



Heavy vehicular & pedestrian traffic



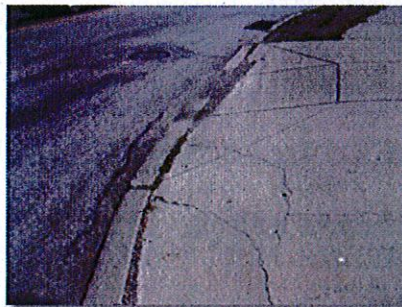
### **Sidewalks**

Rating: Good

- Sidewalk not wide enough for 2 people.
- Some curb cuts are not textured or placed for pedestrian safety.



Narrow sidewalk width



No textured crosswalk

### **Driver Behavior**

Rating: Fair

- Drivers observed failed to stop behind crosswalks.
- Drivers do not yield to pedestrians.
- Drivers do not obey traffic signals; lane markings on Main Street at Lakeshore are missing.

### **Safety**

Rating: Fair

- Very heavy traffic.
- Unclear or missing signage/directions for vehicles and pedestrians.



Dangerous sidewalk ledge between 3<sup>rd</sup> & 2<sup>nd</sup> streets

### **Comfort & Appeal**

Rating: Poor

- No shade trees or landscaping.
- Congested, loud traffic.
- No benches or resting areas.
- Litter & leaking water under railroad bridge.



### STUDY AREA #12- E. 2<sup>nd</sup> Street between Main and Roberts Streets- July 18, 2013

E. 2<sup>nd</sup> is a residential street with heavy vehicular traffic. Study group included Jim Harrison and Andy Dickson.

### **Crossing the Street**

Seven intersections fall within this study area.

#### *E. 2<sup>nd</sup> & Beaver Streets*

Rating: Fair

- There is no crossing signal or marked crosswalks.
- There are no stop lines for vehicles.
- No textured curb cuts.



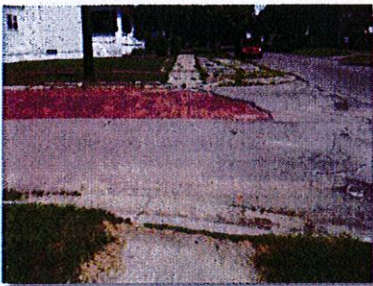


No crosswalk markings

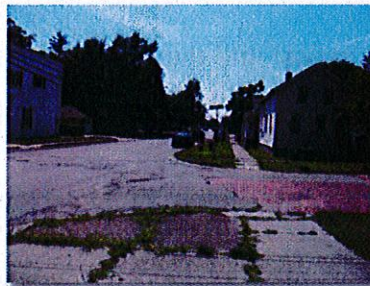
*E. 2<sup>nd</sup> & Zebra*

Rating: Poor

- There are no crossing signals or crosswalk markings in any direction.
- There are no stop lines for vehicles.
- Pavement in crosswalk is badly deteriorated and dangerous.
- Cut cuts are abrupt and dangerous.
- No textured curb cuts.



No crosswalk markings



Fractured crosswalk pavement

*E. 2<sup>nd</sup> & Gazelle Streets*

Rating: Fair

- There are no crossing signals or crosswalk markings in any direction.
- There are no stop lines for vehicles.
- Cut cuts are abrupt and dangerous on all four corners.
- No textured curb cuts.



Curb cuts are abrupt and lack textured surface



*E. 2<sup>nd</sup> & Antelope Streets*

Rating: Poor

- There are no crossing signals or crosswalk markings in any direction.
- There are no stop lines for vehicles.
- Cut cuts are abrupt and dangerous.
- No textured curb cuts.
- Pavement in crosswalk is badly deteriorated and dangerous.



Unmarked and deteriorated crosswalks

*E. 2<sup>nd</sup> & Beagle Streets*

Rating: Poor

- There are no crossing signals or crosswalk markings in any direction.
- There are no stop lines for vehicles.
- Cut cuts are abrupt or do not exist.
- No textured curb cuts.
- Pavement in crosswalk is badly deteriorated and dangerous.



No curb cut

*E. 2<sup>nd</sup> & Ermine Streets*

Rating: Poor

- There are no crossing signals or crosswalk markings in any direction.
- There are no stop lines for vehicles.
- Cut cuts are abrupt or do not exist.
- No textured curb cuts.
- Pavement in crosswalk is badly deteriorated and dangerous.





Deteriorated crosswalk

*E. 2<sup>nd</sup> & Roberts Streets*

Rating: Poor

- Crosswalk signal is broken; button does not operate traffic signal
- There are no audible signals for this busy intersection.
- Location of curb cut on tangent of wide radius turn increases crossing time/distance and puts pedestrians in close proximity to traffic.
- Crosswalk is not marked.
- Some curb cuts are not textured or properly placed.



Non-functioning signal button at busy intersection

**Sidewalks**

Rating: Poor

- Sidewalks are badly cracked and fractured in many locations
- Many section of sidewalk are heaved or missing.
- Sidewalk width is too narrow in places or obstructed by shrubberies.
- Poor sidewalk conditions force pedestrians into the road where surfaces are smoother and less irregular but expose them to vehicular danger.
- Cars block sidewalks.

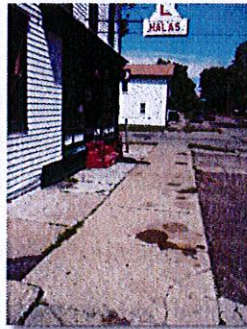




Dangerous sidewalks



Fractured sidewalks



Oil stains evidence cars blocking sidewalk

### **Driver Behavior**

Rating: Good

- Drivers observed failed to stop behind unmarked crosswalks.

### **Safety**

Rating: Fair

- Heavy traffic volume and large trucks.



Tractor trailer westbound on 2<sup>nd</sup> St.

### **Comfort & Appeal**

Rating: Fair

- Heavy traffic volume.
- No benches or resting areas.



# RATINGS SUMMARY Excellent (E), Good (G), Fair (F), Poor (P)

Study Area	Crossing the Street	Sidewalks	Driver Behavior	Safety	Comfort & Appeal*
#1	P, F, F	P	F	P	
#2	F, P, F, G	F	F	F	
#3	F, P, F	P	F	G	
#4	F	F	G	G	
#5	P, F	F	F	G	
#6	P, F, F	F	G	F	

\*Comfort & Appeal was not evaluated in Study Areas 1-6

#7	P	P	G	F	F
#8	G,F,F,F	F	G	F	P
#9	F,F,F	E	G	G	F
#10	P,P,F,P,P,P,F	P	G	G	F
#11	F,F,P	G	F	F	P
#12	F,P,F,P,P,P,P	P	G	F	F

## FINDINGS

### Lakeshore Avenue (NY5)

Lakeshore Avenue as it is currently engineered acts as a barrier to pedestrians who might visit the waterfront from residential neighborhoods to the south. It also acts as a barrier to residents of the Dunkirk Housing Authority high-rise apartment building wishing walk to shopping areas, medical appointments or other destinations to the south. Lakeshore lacks marked and signed crosswalks, a pedestrian median or curb extensions to shorten the crossing distance, trees, benches or murals/art.

### Main Street

Newer construction makes these sections of street less difficult for the pedestrians or the handicapped to travel. However, there are several instances where pedestrian crossings are not marked or too close to adjacent traffic lanes. Curb extensions do not exist to shorten crossing distances. Some crossing signals are non-functional.



### E. 2nd Street

Serious deficiencies exist on the entire length of the 1.2 miles we surveyed. Many pedestrians use the smoother road surfaces. Mothers pushing baby carriages and handicap pedestrians in the roadways set up a dangerous conflicts with vehicular traffic.

Fractured, heaved or handicap inaccessible sidewalks inhibit use. Crossings are deteriorated and insufficiently marked for walkways and vehicular stops.

### Lakeshore & Central Intersection

This is an important intersection for tourists, pedestrians and vehicular traffic and represents the center of Lakeshore commercial activity. It is very dangerous for pedestrians as it is currently configured. There are no sidewalks to the north of Lakeshore leading to the pier leaving pedestrians to walk/roll through parking lots or roadways. There is no marked or signaled crossing for Central Avenue. There are no curb extensions to reduce crossing distances and there is no pedestrian median on Lakeshore. Curb radiuses are wide allowing vehicles to turn at higher speeds.

### King and E. Courtney Streets

E. Courtney has newer construction, possibly due to recent funding for Safe Routes to School. However, some steep grades are not handicap accessible.

King Street represents a possible pedestrian corridor to the down town area. However, sidewalks are in very bad condition. Handicap and elderly access is impossible without using roadways. Temporary accommodations for pedestrians were not attempted during construction on Talcott.

## OPPORTUNITIES

- The Lake Erie waterfront is a tremendous community asset and should be leveraged through improvements to the built environment to foster more pedestrian traffic, exercise, tourism, social and economic activity.
- New York State DOT has adopted complete streets legislation for its roads and will be an important partner and funding source in improving Lakeshore Avenue.
- Dunkirk is a very bikable and walkable community because it is flat. Biking is already an important mode of transportation for many residents.
- Downtown streets are wide and can easily and inexpensively be stripped with bike lanes and sharrows.

## RECOMMENDATIONS

- Adopt a complete streets ordinance, as over 500 municipalities around the U.S. have done already, including Jamestown NY, Cuba, NY, Gowanda NY and Buffalo NY.
- Prioritize Swan, Park and Washington streets to become north-south pedestrian corridors to the lakefront with proper sidewalks and marked/signed crossings.



- Request the NYSDOT to install pedestrian medians and signaled crossings on Lakeshore/NY5.
- Add bright murals, artwork and trees along Lakeshore/NY5 to beautify the urban landscape and calm traffic.
- Begin to create a bike lane network throughout the City by adding bike lanes on wide downtown streets. Built the network outward to neighborhoods as opportunities present themselves.
- Add benches along corridors to provide resting places for the elderly and to encourage more casual socialization.
- Undertake walkability studies in other parts of the city and foster better understanding of needed improvements to the built environment.
- As pedestrian corridors and bike lanes are added, education and enforcement of applicable laws will be required. Driver and pedestrian behavior has evolved around the deficient streets and sidewalks and drivers are growing complacent with these pedestrian adaptations.

## CONCLUSIONS

The post WWII era in America brought about a love affair with the automobile. Roads, suburbs, neighborhoods, shopping areas, and downtowns evolved with the priority of facilitating automotive travel. Pedestrian, handicap and fitness were secondary considerations, if at all. Fast forward to the current day and we are dealing with



numerous social, economic and health problems related in part to the public policies that gave emphasis to automotive transportation. Obesity, chronic illness, suburban sprawl, parking scarcity and decaying city centers are just a few of these problems communities around the nation are struggling to overcome. Dunkirk is no exception.

In addition, Dunkirk also faces considerable economic challenges and a decline of its tax base. The result is a decaying or outdated infrastructure and built environment with limited resources to address the problems. Again, Dunkirk is not alone.

It is within this context that the results of these walkability studies should be considered. The deficiencies in Dunkirk's built environment should be considered more as situations to avoid in the future rather than as sins of past or recent work.

Improvements to the built environment represent a powerful tool to revitalize a community. Just as the automobile transformed our society, so can changes that give higher priority to the personal, economic and social fabric of our communities. Streets that are safe, convenient and appealing to all users will help revitalize Dunkirk.

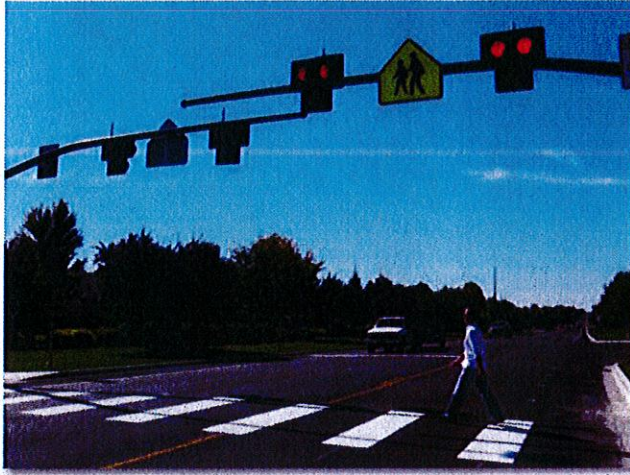




Analysis is not exhaustive and was done by students and volunteers. The Chautauqua County Health Network and Creating Healthy Places to Live, Work & Play would like to thank the City of Dunkirk for its cooperation in this very important undertaking. We also wish to thank the SUNY Fredonia Center for Regional Advancement, SUNY Fredonia, the Dunkirk Senior Center, the Washington Park Action Restoration Committee, the Academy Heights Neighborhood Association and Spoke Folk.



Appendix 1  
Example Complete Street Treatments



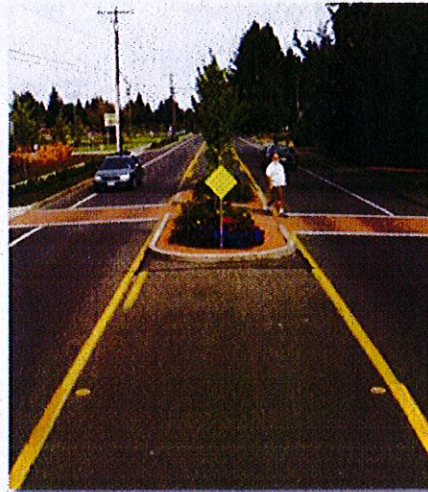
Crosswalk signals



Crosswalk sign



Curb Extension

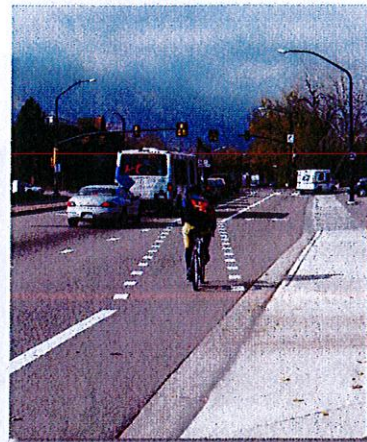


Pedestrian median





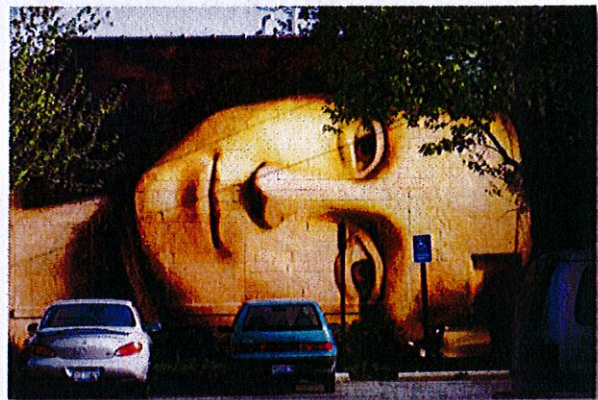
Traffic calming- landscaping



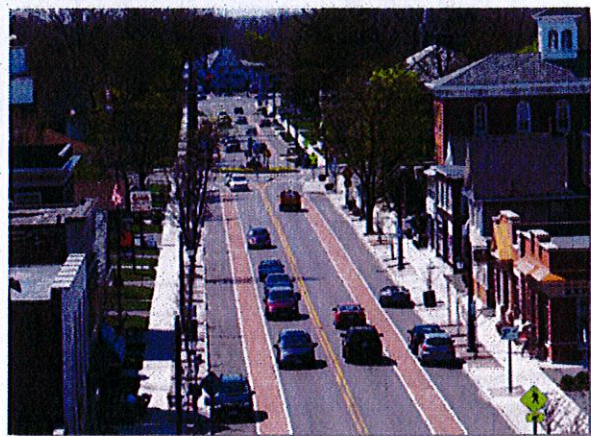
Bike lane



Beautification/traffic calming- murals



Complete streets





Appendix 2  
AARP Sidewalks and Streets Survey example  
Dove Street survey by Steve Rees

REPORTER: Steve Rees



433 DOVE ST

DUNKIRK NY

14048

**Sidewalks and Streets Survey**

## Section A: Mapping Out Your Walk Survey Area

This survey will tell you what to look for on sidewalks and streets within the walkable area that you choose. Your walkable area could be as small as one intersection or could include several streets and intersections. Consider starting small, with one or two intersections and a connecting street.

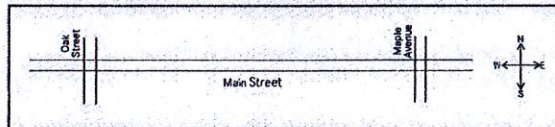
Remember, the smaller your walk survey area, the easier it is to follow up and get results.

Please record the following for your walk survey area:

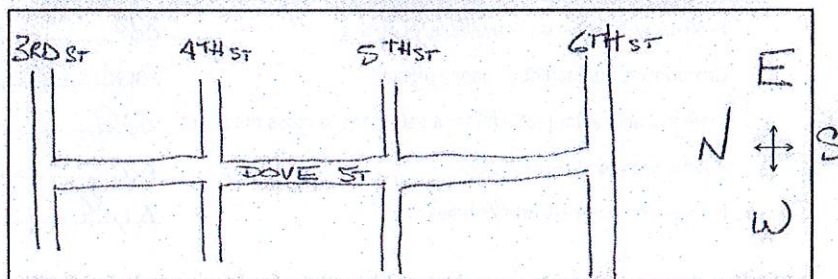
County CHAUTAUGUS City/Town DUNKIRK  
State NY Zip code 14048

Next draw a simple map of your walk survey area and label the streets. Here is an example:

Survey Map



Now draw your own walk survey area. Be sure to write in N, E, S and W (North, East, South and West) next to the arrows to show which direction the streets are facing.



Your map will help you organize fellow walkers and review the area you have surveyed. Make a copy for each fellow walker to make notes on. For example, they can note the spot where a telephone pole blocks the sidewalk or where a curb cut is needed and then take photos of what they find. If you are creating a final report, include a clean copy of your map along with the photos taken.

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## Sidewalks and Streets Survey

### Section B: Crossing the Street (Intersections)

Please complete one Section B page for each intersection you observe within your walkable area.  
We suggest allowing 20-30 minutes per intersection.

Intersection observed: location at 3RD ST and DOVE ST  
Street Name 1 Street Name 2  
Day of week: FRI Time observations began: 1:55 ☐ a.m. ☒ p.m.  
Date: 7/26 Time observations ended: 2:10 ☐ a.m. ☒ p.m.

**DIRECTIONS:** Place a ✓ below next to any items that are a problem for walkers and note:

- What might especially be a problem for a child, senior or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (north, south, east or west) on the blank line to the right of each item you check.

#### Problems for walkers

#### Location

- |  |                                     |
|--|-------------------------------------|
| <input checked="" type="checkbox"/> Crossing doesn't have a pedestrian signal or audible signal                                | <u>SOUTH SIDE OF T-INTERSECTION</u> |
| <input type="checkbox"/> Pedestrian signal doesn't give people walking at average speed enough time to cross (WALK+DON'T WALK) |                                     |
| Time allowed on signal (minutes:seconds)   | <u>N/A</u>                          |
| <input type="checkbox"/> Pedestrian signal doesn't give people who walk more slowly enough time to cross                       | <u>N/A</u>                          |
| <input type="checkbox"/> Traffic signal makes pedestrians wait too long before crossing  | <u>NA</u>                           |
| <input type="checkbox"/> Need a traffic signal or crosswalk  | <u>N/A</u>                          |
| <input type="checkbox"/> Push-to-walk signal is not available/operating  | <u>NA</u>                           |
| <input checked="" type="checkbox"/> Crosswalk is not marked or poorly marked   | <u>PAVED PAINT</u>                  |
| <input type="checkbox"/> Have to walk too far (>300 ft.) for a safe place to cross the street                                  | <u>N/A</u>                          |
| <input type="checkbox"/> Road is too wide to cross safely  | <u>N/A</u>                          |
| <input type="checkbox"/> No median on streets with 2+ lanes  | <u>N/A</u>                          |

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## Sidewalks and Streets Survey

- ☐ Parked cars on the street or utility poles are blocking the view of traffic

N/A

- ☒ Other issues and observations (please specify)

SIDEWALK

NO CUT CURB EITHER SIDE, POOR BLACKTOP EAST SIDE  
STREET BLACKTOP GOOD

Who is using the crosswalk?	Make hatch marks to indicate number of people/ things observed
People walking at average speed	total #: 0
People using assistive devices (canes, wheelchairs, walkers)	total #: 0
People with young children or strollers	total #: 0
People crossing against signal	total #: 0
Cyclists	total #: 0
Skateboarders	total #: 0
Scooters	total #: 0
Other	total #: 0

Overall rating of street crossings in <sup>INTERSECTION</sup> walk survey area:

☐ Excellent ☐ Good ☐ Fair ☒ Poor

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## Sidewalks and Streets Survey

### Section B: Crossing the Street (Intersections)

Please complete one Section B page for each intersection you observe within your walkable area.  
We suggest allowing 20-30 minutes per intersection.

Intersection observed: location at 4<sup>TH</sup> St and DOVE St  
Street Name 1 Street Name 2  
Day of week: FRI Time observations began: 2:15<sup>PM</sup> ☐ a.m. ☒ p.m.  
Date: 7/27 Time observations ended: 2:45 ☐ a.m. ☒ p.m.

**DIRECTIONS:** Place a ✓ below next to any items that are a problem for walkers and note:

- What might especially be a problem for a child, senior or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (north, south, east or west) on the blank line to the right of each item you check.

#### Problems for walkers

#### Location

- |   |                                    |
|---|------------------------------------|
| <input checked="" type="checkbox"/> Crossing doesn't have a pedestrian signal or audible signal   | <u>NSEW XINGS</u>                  |
| <input type="checkbox"/> Pedestrian signal doesn't give people walking at average speed enough time to cross (WALK+DON'T WALK)<br>Time allowed on signal (minutes:seconds) <u>N/A</u> |                                    |
| <input type="checkbox"/> Pedestrian signal doesn't give people who walk more slowly enough time to cross  | <u>N/A</u>                         |
| <input type="checkbox"/> Traffic signal makes pedestrians wait too long before crossing   | <u>N/A</u>                         |
| <input type="checkbox"/> Need a traffic signal or crosswalk   | <u>N/A</u>                         |
| <input type="checkbox"/> Push-to-walk signal is not available/operating   | <u>N/A</u>                         |
| <input checked="" type="checkbox"/> Crosswalk is not marked or poorly marked  | <u>LACKING TOTALLY OR WHEN OFF</u> |
| <input type="checkbox"/> Have to walk too far (>300 ft.) for a safe place to cross the street   | <u>N/A</u>                         |
| <input type="checkbox"/> Road is too wide to cross safely   | <u>N/A</u>                         |
| <input type="checkbox"/> No median on streets with 2+ lanes   | <u>N/A</u>                         |

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## Sidewalks and Streets Survey

- ☐ Parked cars on the street or utility poles are blocking the view of traffic

N/A

- ☐ Other issues and observations (please specify)

CUT CURBS ARE NEW IN PAST 4 YEARS, 1 PER CORNER NO OR POOR MARKINGS, C/C GENERALLY LEVEL, PAVEMENT EXCELLENT

Who is using the crosswalk?	Make hatch marks to indicate number of people/things observed	
People walking at average speed	//	total #: 2
People using assistive devices (canes, wheelchairs, walkers)		total #:
People with young children or strollers		total #:
People crossing against signal		total #:
Cyclists	/	total #: 1
Skateboarders		total #:
Scooters	/	total #: 1
Other		total #:

Overall rating of street crossings in walk survey area:

☒ Excellent ☐ Good ☐ Fair ☐ Poor

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## Sidewalks and Streets Survey

### Section B: Crossing the Street (Intersections)

Please complete one Section B page for each intersection you observe within your walkable area.  
We suggest allowing 20-30 minutes per intersection.

Intersection observed: location at 5TH ST and DOVE ST  
Street Name 1 Street Name 2  
Day of week: FRI Time observations began: 2:30 ☐ a.m. ☒ p.m.  
Date: 7/27 Time observations ended: 2:40 ☐ a.m. ☒ p.m.

**DIRECTIONS:** Place a ✓ below next to any items that are a problem for walkers and note:

- What might especially be a problem for a child, senior or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (north, south, east or west) on the blank line to the right of each item you check.

#### Problems for walkers

#### Location

- |   |             |
|---|-------------|
| <input checked="" type="checkbox"/> Crossing doesn't have a pedestrian signal or audible signal   | <u>NSEW</u> |
| <input type="checkbox"/> Pedestrian signal doesn't give people walking at average speed enough time to cross (WALK+DON'T WALK)<br>Time allowed on signal (minutes:seconds) _____ : <u>N/A</u> |             |
| <input type="checkbox"/> Pedestrian signal doesn't give people who walk more slowly enough time to cross  |             |
| <input type="checkbox"/> Traffic signal makes pedestrians wait too long before crossing   |             |
| <input type="checkbox"/> Need a traffic signal or crosswalk   |             |
| <input type="checkbox"/> Push-to-walk signal is not available/operating   |             |
| <input type="checkbox"/> Crosswalk is not marked or poorly marked   |             |
| <input type="checkbox"/> Have to walk too far (>300 ft.) for a safe place to cross the street   |             |
| <input type="checkbox"/> Road is too wide to cross safely   |             |
| <input type="checkbox"/> No median on streets with 2+ lanes   |             |

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## Sidewalks and Streets Survey

- ☒ VEGETATION  
Parked cars on the street or utility poles are blocking the view of traffic

SE, SW, NW

- ☒ Other issues and observations (please specify)

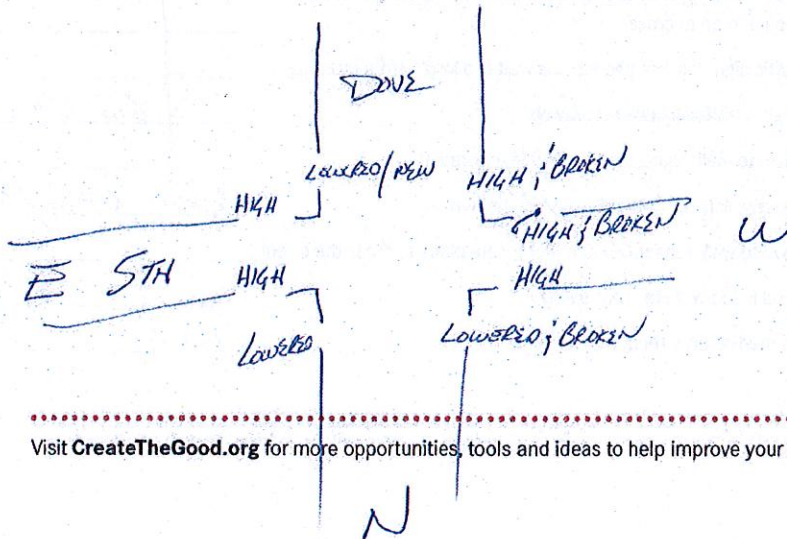
NE & NW ARE LOWERED CURBS BUT DAMAGED

BLACKTOP FAIR TO GOOD CONDITION IN X WALKS

Who is using the crosswalk?	Make hatch marks to indicate number of people/things observed	
People walking at average speed	///	total #:
People using assistive devices (canes, wheelchairs, walkers)		total #:
People with young children or strollers		total #:
People crossing against signal		total #:
Cyclists	//	total #:
Skateboarders		total #:
Scoters		total #:
Other		total #:

Overall rating of street crossings in walk survey area:

☐ Excellent ☒ Good ☐ Fair ☐ Poor



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## Sidewalks and Streets Survey

### Section B: Crossing the Street (Intersections)

Please complete one Section B page for each intersection you observe within your walkable area.  
We suggest allowing 20-30 minutes per intersection.

Intersection observed: location at 6TH ST and DOVE ST (TEE)  
Street Name 1 Street Name 2  
Day of week: FRI Time observations began: 2:45 ☐ a.m. ☒ p.m.  
Date: 7/27 Time observations ended: \_\_\_\_\_ ☐ a.m. ☒ p.m.

**DIRECTIONS:** Place a ✓ below next to any items that are a problem for walkers and note:

- What might especially be a problem for a child, senior or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (north, south, east or west) on the blank line to the right of each item you check.

#### Problems for walkers

#### Location

☒ Crossing doesn't have a pedestrian signal or audible signal \_\_\_\_\_

☐ Pedestrian signal doesn't give people walking at average speed enough time to cross  
(WALK+DON'T WALK)

Time allowed on signal (minutes:seconds) \_\_\_\_\_ : N/A

☐ Pedestrian signal doesn't give people who walk more slowly enough time to cross

☐ Traffic signal makes pedestrians wait too long before crossing

☐ Need a traffic signal or crosswalk

☐ Push-to-walk signal is not available/operating

☒ Crosswalk is not marked or poorly marked

☐ Have to walk too far (>300 ft.) for a safe place to cross the street

☐ Road is too wide to cross safely

☐ No median on streets with 2+ lanes

XING 6TH E/W STS  
ACROSS 6TH ST / ACROSS D.V. OK  
N/A  
N/A

Visit [CreateTheGood.org](http://CreateTheGood.org) for more opportunities, tools and ideas to help improve your community.

6





## Sidewalks and Streets Survey

- ☐ Parked cars on the street or utility poles are blocking the view of traffic

N/A

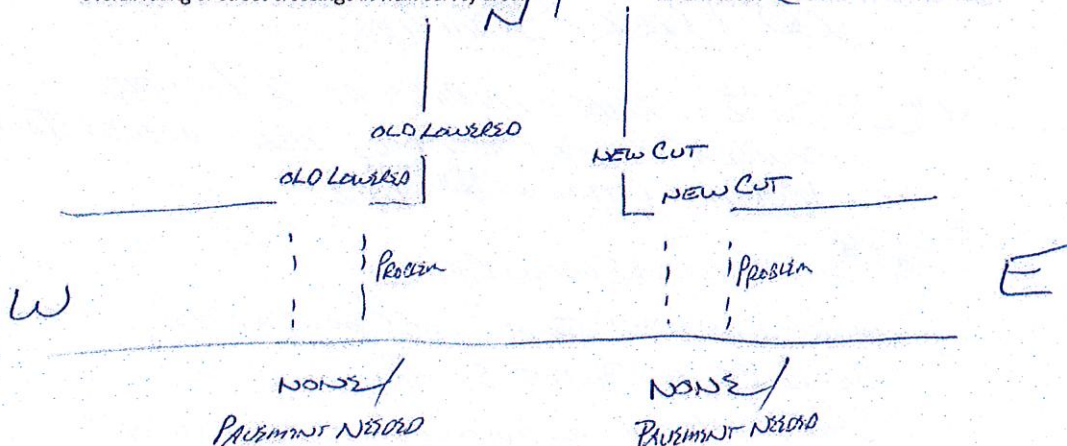
- ☒ Other issues and observations (please specify)

CUT CURBS ON N SIDE OF 6TH LEAD TO NOTHING ON SOUTH SIDE OF STREET. NOT ACCESSIBLE WHEN SNOW COVERED

Who is using the crosswalk?	Make hatch marks to indicate number of people/ things observed	
People walking at average speed	15 /	total #:
People using assistive devices (canes, wheelchairs, walkers)		total #:
People with young children or strollers		total #:
People crossing against signal		total #:
Cyclists		total #:
Skateboarders		total #:
Scooters		total #:
Other		total #:

Overall rating of street crossings in walk survey area: 4

☐ Excellent ☒ Good ☐ Fair ☐ Poor



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### 300 BLOCK SIDEWALKS

POOR TO FAIR ON WEST SIDE TREE HEAVYS AND BROKEN  
FAIR TO GOOD ON EAST SIDE

### 400 BLOCK SIDEWALKS

WEST SIDE: RANGE FROM NEW TO BADLY BROKEN, TREE HEAVY  
#437 WALK ALMOST NON EXISTENT

EAST SIDE: RANGE FROM NEW TO BROKEN AND HEAVY  
MANY UNEVEN PLACES

BUSHES IMPINGE ON WALK IN MULTIPLE AREAS (E & W)  
GRASS OVERGROWN IN MANY PLACES

### 500 BLOCK SIDEWALKS

WEST SIDE: HEAVY IMPINGE AT 2 LOCATIONS  
COUPLE OF BROKEN SECTIONS, MANY UNEVEN JOINTS  
VEGETIVE LITTER ON SW AT HEAVY

EAST SIDE:

@ 6<sup>TH</sup> ST NEW WORK SUNKEN 411

MANY UNEVEN JOINTS BUT GOOD SECTIONS

SOME BROKEN SLATE SECTIONS

SOME HEAVY SECTIONS CRACKED BUT INTACT





## Sidewalks and Streets Survey

### Section C: Sidewalks

Please complete one Section C page for each street where you observe sidewalks within your walkable area.

Street observed: Dove St between 3rd St and 6th St  
Street Name Cross Street 1 Cross Street 2

Day of week: FRI Time observations began: 1:55 ☐ a.m. ☒ p.m.

Date: 7/27 Time observations ended: 3:05 ☐ a.m. ☒ p.m.

**DIRECTIONS:** Place a ✓ below next to any items that are a problem for walkers and note:

- What might especially be a problem for a child, senior or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (north, south, east or west) on the blank line to the right of each item you check.

Problems for walkers *SEE NOTES ON BACKS of PAGE 7 FOR EACH BLOCK*

	<i>200 BLK</i> Location	<i>400 BLK</i>	<i>500 BLK</i>
<input type="checkbox"/> There are no sidewalks, paths or shoulders	—	—	—
<input type="checkbox"/> There are sidewalks, but they are not continuous (segments are missing)		✓ 437	AAH
<input type="checkbox"/> Sidewalk is not wide enough for two people to walk together side-by-side (5 ft.)	✓		
<input type="checkbox"/> Sidewalk is broken or cracked	✓	✓	✓
<input type="checkbox"/> There is no buffer between traffic and the sidewalk	—	—	—
<input type="checkbox"/> Sidewalks are interrupted by driveways			
<input type="checkbox"/> No/misplaced ramps (curb cuts) for wheelchairs, strollers and wagons	✓	✓	✓
<input type="checkbox"/> Curb cuts are not textured or marked for those with visual impairments	✓	✓	✓
<input type="checkbox"/> Sidewalk is blocked with poles, signs, shrubs, dumpsters, low hanging trees, etc.		✓	✓
<input type="checkbox"/> Cars, trucks, vendors are blocking the sidewalk	—	—	—
<input type="checkbox"/> Other issues and observations (please specify)			

Overall rating of sidewalks in walk survey area:

☐ Excellent ☒ Good ☐ Fair ☒ Poor

*DEAN'S LOCATION*

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## Sidewalks and Streets Survey

### Section D: Driver Behavior

Please complete one page for the entire walkable area on your survey map.

Day of week: Fri Time observations began: 1:55 ☐ a.m. ☒ p.m.  
Date: 7/27 Time observations ended: 3:05 ☐ a.m. ☒ p.m.

**DIRECTIONS:** Place a ✓ below next to any items that are a problem for walkers and note:

- What might especially be a problem for a child, senior or person with disabilities?
- Note landmarks, streets or sides of streets (north, south, east or west) on the blank line to the right of each item you check.

#### Problems for walkers

#### Location

- ☒ Drivers do not stop at stop signs
- ☐ Drivers do not obey traffic signals
- ☒ Drivers seem to be speeding
- ☐ Drivers do not yield to pedestrians, especially at right turns
- ☒ Drivers do not stop behind the crosswalk
- ☐ Drivers don't look when leaving or backing out of driveways
- ☐ Drivers make unexpected turns/maneuvers
- ☐ Other (please specify)

Right at 4th St

4th & 6th Sts.

5th & 6th Sts

Overall rating of driver behavior in walk survey area:

☐ Excellent ☐ Good ☒ Fair ☐ Poor

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## Sidewalks and Streets Survey

### Section E: Safety

Please complete one page for the entire walkable area on your survey map.

Day of week: FRI Time observations began: 1<sup>55</sup> ☐ a.m. ☒ p.m.  
Date: 7/27 Time observations ended: 3<sup>05</sup> ☐ a.m. ☒ p.m.

**DIRECTIONS:** Place a ✓ below next to any items that are a problem for walkers and note:

- What might especially be a problem for a child, senior or person with disabilities?
- Note landmarks, streets or sides of streets (north, south, east or west) on the blank line to the right of each item you check.

#### Problems for walkers

#### Location

Don't feel safe walking here because:

- ☒ Car speeds are too fast
- ☐ Too much traffic
- ☐ Drivers are distracted (for example, using cell phones)
- ☐ There is loitering or suspicious/criminal activity
- ☐ Unleashed dogs
- ☐ Unclear signs or directions for drivers or pedestrians
- ☐ Other (please specify)

4TH & 6TH STS., ALL OF DOW

Overall rating of safety in walk survey area:

☐ Excellent ☒ Good ☐ Fair ☐ Poor

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## Sidewalks and Streets Survey

### Section F: Comfort and Appeal

Please complete one page for the entire walkable area on your survey map.

Day of week: FRI Time observations began: 1:55 ☐ a.m. ☒ p.m.  
Date: 7/27 Time observations ended: 3:05 ☐ a.m. ☒ p.m.

**DIRECTIONS:** Place a ✓ below next to any items that are a problem for walkers and note:

- What might especially be a problem for a child, senior or person with disabilities?
- Note landmarks, streets or sides of streets (north, south, east or west) on the blank line to the right of each item you check.

#### Problems for walkers

#### Location

##### Don't feel safe walking here because:

- |   |                                |                           |
|---|--------------------------------|---------------------------|
| <input type="checkbox"/> Need shade trees                               | } THERE IS QUITE A BIT OF BOTH | <u>N/A</u>                |
| <input type="checkbox"/> Need grass, flowers, landscaping               |                                | <u>N/A</u>                |
| <input type="checkbox"/> Need benches and places to rest                |                                | <u>N/A</u>                |
| <input checked="" type="checkbox"/> Grass/landscaping needs maintenance |                                | <u>SPRINKLE ALL BUCKS</u> |
| <input type="checkbox"/> Need water fountains and bathrooms             |                                | <u>N/A</u>                |
| <input type="checkbox"/> Need sidewalk leading to bus stop              |                                | <u>N/A</u>                |
| <input type="checkbox"/> Bus stop doesn't have shelter                  |                                | <u>N/A</u>                |
| <input type="checkbox"/> Bus stop doesn't have adequate lighting        |                                | <u>N/A</u>                |
| <input type="checkbox"/> There is graffiti or vacant/run-down buildings |                                | <u>N/A</u>                |
| <input type="checkbox"/> There is trash on the route                    |                                | <u>W SIDEWALK</u>         |
| <input type="checkbox"/> Other (please specify)                         |                                |                           |

Overall rating of comfort/appeal in walk survey area:

☐ Excellent ☐ Good ☐ Fair ☐ Poor

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## Sidewalks and Streets Survey

### Section G: Overall Ratings and Observations

Now it's time to tally your scores from each observation section. Place a ✓ below next to each rating from the previous sections. If you observed more than one location for Sections B and C, record the average of your observations.

Section	Rating
B: Crossing the Street (Intersections)	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
C: Sidewalks	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
D: Driver Behavior	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
E: Safety	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
F: Comfort and Appeal	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor

Total checkmarks: \_\_\_\_\_

#### Overall rating

Your Overall Rating will be more than just your checkmark total. Think about your observations as a whole. Were some areas much better or worse than others? For example, the sidewalks might be Good for walking, but intersections might be Poor for crossing the street. This might justify reducing the Overall Rating of your walk survey area.

With this in mind:

**Overall Rating of the entire walk survey area:** ☐ Excellent ☐ Good ☒ Fair ☐ Poor

Additional comments on what works well and what needs improvement:

CROSSWALKS DEFINATELY NEEDED ACROSS 6<sup>TH</sup> ST. TO GET TO SCHOOL  
PROPERLY. 437 DOW ST WALK HAS NOT BEEN MAINTAINED FOR OVER 25 YRS  
AND FORCES PEDESTRIANS TO WALK IN STREET.

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