Tompkins County
Walkability Assessment Methodology
and
Case Studies

September 24, 2007

Case Study Areas:

- ***Northeast Ithaca***
- ***The Village of Trumansburg***

Project Team:

Tompkins County
DEPARTMENT OF PLANNING

Stantec

Northeast
Greenways

Acknowledgements

The Project Team lead by Project Manager Katherine Borgella, Tompkins County Planning Department and assisted by Carl Ast and Norma Moores of Stantec Consulting and Rick Manning of Northeast Greenways, gratefully acknowledge the contributions of the following groups:

- The **Trumansburg Walkability Steering Committee** provided early insight and background of the needs of the entire community. These people really helped set a wonderful basis to guide the process, and many of the group walked the project area on a very warm summer day.

    - Paula Horrigan, Trumansburg Resident
    - Ellen Haith, Trumansburg Resident
    - Fernando de Aragon, ITCTC Executive Director
    - Barbara Page, Trumansburg Resident
    - Fran McGuire, Trumansburg Resident
    - David Filiberto, Trumansburg Village Trustee

- Similarly, the **Northeast Ithaca Walkability Steering Committee** provided very specific concerns to shape the discussion of walkability needs of this community. These individuals also helped set a terrific basis to guide the walkability process and many in this group walked the project area during a passing rainstorm.

    - Nicole Tedesco, Town of Ithaca Planner
    - Jane Marie Law, Area Resident
    - Pat Leary, Ithaca Town Board
    - Roger Segelken, Area Resident
    - Peter Stein, Ithaca Town Board and Area Resident
    - Fernando de Aragon, ITCTC Executive Director
    - Jonathan Kanter, Town of Ithaca Planning Director

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- The **members of the public** who attended the workshops and assisted in the field data collection for both the Northeast Ithaca and Village of Trumansburg study areas. We appreciated the good discussion during the workshops and the enthusiastic response at the workshop to perform the field survey.

Executive Summary

The Tompkins County Planning Department received federal Transportation, Community and Systems Preservation Program (TCSP) grant funding to undertake pilot programs to enhance walkability in two communities in Tompkins County. The project consisted of developing tools to identify and quantify both the overarching and location-specific issues that could be addressed to improve a community's walkability.

The intent of the project was to develop a methodology that could be used to help other interested communities evaluate and improve their walking conditions by outlining a method, or methods, for collecting information on existing walking conditions and for developing recommendations and implementation strategies for improving walkability.

The two communities selected for this project are the Village of Trumansburg and Northeast Ithaca, which consists of parts of both the Town of Ithaca and the Village of Cayuga Heights. Both communities are located within Tompkins County, New York. The study areas are shown on Maps 1 and 2 in Sections 3.1 and 3.2, respectively.

Why Walk?

Walking as a physical activity has many health benefits. Studies have shown that walking helps prevent obesity, diabetes, high blood pressure, and colon cancer. The public health profession has begun to advocate for the creation of walkable neighborhoods as one of the most effective ways to encourage active lifestyles.
Recent studies have found that people with access to sidewalks are more likely to walk and meet the Surgeon General's recommendations for physical activity. To realize these benefits, a community needs to be a walkable community.

Walkability is more than just having the "right-of-way" to walk. Safety, convenience, efficiency, comfort and a welcoming atmosphere influence pedestrian accessibility on a designated route.

Walkable communities generally exhibit some of the following characteristics:

- Compact, lively town center
- Low speed streets with traffic distributed throughout the network
- Connected streets, trails and transit stops
- Neighborhood schools, parks and convenience/grocery stores
- Public places and spaces with inviting features such as benches, restrooms, shade, art, fountains and appealing building facades
- Celebrated public life such as festivals, parades and markets
- The presence of many people of all ages and abilities walking throughout the day
- Visually interesting and well-maintained streets and homes

Methodology

Assessing the walkability of a community is a subjective process; what may be considered unsafe or unsightly to one may appear quaint and interesting to another. In order to better understand the perceptions and specific walkability concerns of the communities, the study took the following steps:

1. Reviewed local plans and proposals impacting walkability in the communities.
2. Studied examples of successful walkability initiatives and walkable communities in other parts of the country.
3. Early in the project, steering committees (made up of residents and local officials) were established. The committees provided input on key walkability issues and effective public outreach efforts frequently as the project progressed.
4. The project team and steering committee members walked the communities to identify areas of concern for walkability, as well as areas that are currently well served by pedestrian infrastructure.
5. A survey tool was developed to evaluate the walkability of an area. The survey was designed to be easy to use by individuals, community associations, and groups of residents. The survey was also designed for use along specific routes to identify barriers to pedestrian use and opportunities to enhance the pedestrian experience. The survey was modified after field tests and input from the steering committees, and modified again after the community surveys were completed. As part of this step, available GIS data from Tompkins County, Town of Ithaca and New York State were used to evaluate the pedestrian environment in the study areas and a methodology for recording and analyzing the results of the survey tool was developed.
6. Public workshops were held in the communities to educate residents on walkability issues and train them on how to complete the survey.
7. The results of the surveys were integrated into a GIS coverage to display the results
8. Project goals were identified and prioritized to achieve enhanced walkability for this project.
9. Recommendations of projects to undertake to enhance walkability were developed and prioritized for each of the study areas.
10. The survey tool was revised and improved to address issues identified so that future communities may benefit, and the survey results were applied to the revised survey tool and incorporated into a ranking matrix to identify the high, medium and low priority sidewalks for the study areas. The priority ranking was used as additional input for the needs assessment and to be used as a tool to determine priority projects to be implemented.

Summary of Needs

There were some needs and concerns identified that were similar in both study areas and are representative of some of the barriers to walkability in a community in general. These include:

- Existing pedestrian facilities need improving (some areas require renovation, reconstruction, or expansion of existing facilities). For instance, in parts of both study areas the sidewalk or edge of street is not in good condition to serve as a walking surface.
- Existing initiatives have strong walkability components that will require continued advocacy, public education and funding to continue to advance. For instance, projects along Hanshaw Road in Northeast Ithaca and Main Street in Trumansburg include key road and sidewalk improvements.
- There is not an adequate walking connection or access to schools.

- Crosswalks are not provided, or the roadway throat is too wide to provide safe crossing for pedestrians.
- There is not an adequate walking connection or access to shopping centers, parks, neighborhoods, and other destinations.
- Vehicle speeds are excessive on many of the streets, especially when pedestrians need to walk on the edge of the street.
- Better areas are needed for recreational walking loops and integration with regional trails.

Prioritized Goals for Walkability Improvements

The goals for walkability improvements for this project were determined after review of the needs in the study areas. The goals are prioritized to address high needs, ease of implementation, and impact to the entire community. The goals used to prioritize recommendations to improve walkability in the study areas are:

1. **Build on current pedestrian initiatives and plans by municipalities**

   Each community is already involved in ambitious and active pedestrian studies and initiatives. By adding to the momentum of a process already underway, there is a greater chance of accomplishing improvements to the community's walkability.

2. **Provide safer, more accessible school routes for children.**

   The safety of school age children is a paramount concern within every community. School destinations are prominent within each of the study areas and are a critical component of the walkability concerns expressed by local residents.

3. **Provide safer, more accessible crossings at intersections.**

   Safety and clarity of the pedestrian crossing at intersecting streets is necessary to clearly define the pedestrian walkway and provide proper visibility for the driver. This includes decreasing the turning radii, where practical, to reduce the length of the crosswalk and lower the speed of a turning vehicle.

4. **Provide safer, more accessible walking routes to desired destinations.**

   Fundamental to a walkable community is the ability to walk to where you want to go in a safe and enjoyable environment. There are many opportunities to walk within each community for shopping, going to a local church or synagogue, going to work, going to the library, and other typical destinations. Providing good connections to destinations promotes walking trips and reduces vehicular trips.

5. **Provide recreational walking loops through the community.**

   Many people enjoy walking for good health and relaxation. This activity also promotes interaction within the neighborhood creating a more lively and vibrant community.

6. **Reduce conflict between vehicular traffic and pedestrians.**

   Increasing the distance between vehicle traffic and pedestrians using the same street corridor makes the walking experience more safe and inviting for pedestrians and increases the use of pedestrian facilities. Traffic calming strategies and devices should be used, where appropriate, to reduce excessive motor vehicle speeds, particularly in neighborhoods and on streets with high levels of pedestrian traffic.

After applying the project goals to the walkability needs in each community, the top five (5) recommended actions, in order of priority, in each community are:

Top 5 Priority Projects for Improving Walkability in the Northeast Area

1. Complete, extend and upgrade sidewalks to Northeast Elementary School, including along Winthrop Drive between Triphammer Road and Warren Road, and along Warren Road, Burleigh Drive, Uptown Road, Christopher Lane, Brandywine Drive and Blackstone Avenue. Traffic calming measures should also be implemented on residential streets that serve student commuters.
2. Improve safety and comfort along Northeast Ithaca Recreation Trail and create better neighborhood linkages to the trail to improve student access to schools and to enhance overall walking infrastructure in the study area.
3. Construct sidewalks, provide traffic calming and explore the creation of short walkway connectors in the vicinity of Muriel and Salem east of Warren Road in the study area including Rose Hill Road and connections to Salem Drive and Winston Drive to provide a continuous loop.
4. Construct the Hanshaw Road sidewalk and improve sidewalks, crossings and intersections at Community Corners to ensure that this important commercial and civic destination is accessible and safe for pedestrians. Also, high visibility crossings at Blackstone and Warren should be included.
5. Develop a community greenways task force or advisory committee that can look at possible new neighborhood connectors, longer greenways and trails to link neighborhoods and destinations in the study area. Enforce the trail connections proposed for the Briarwood II development.

Top 5 Priority Projects for Improving Walkability in Trumansburg

1. Develop a Safe Routes to School Program and improve or construct sidewalks on Cayuga Street, Camp Street, Whig Street, Pease Street, Lake Street and King Street, as well as on South Street, Prospect Street and Pennsylvania Avenue.
2. Extend Main Street sidewalk from Community Park off Hector Street to the northwest to Seneca Street including the upgrade of the Main Street crossing of Hector Street.
3. Improve Elm Street sidewalk, parking and streetscape on both sides of the street between Main Street and Town hall and Village hall parking.
4. Adopt and enforce policies regarding sidewalk upgrades and tree lawn maintenance to provide a consistent sidewalk area throughout the Village. Upgrades include resetting of slate sidewalk, integrating pieces of slate in concrete sidewalk or new concrete sidewalk in historic Village neighborhoods where slate sidewalks are, or were previously, in existence.
5. Develop a Trumansburg Greenways Committee to develop a greenway/trail master plan and implementation strategy.

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1.0 Introduction

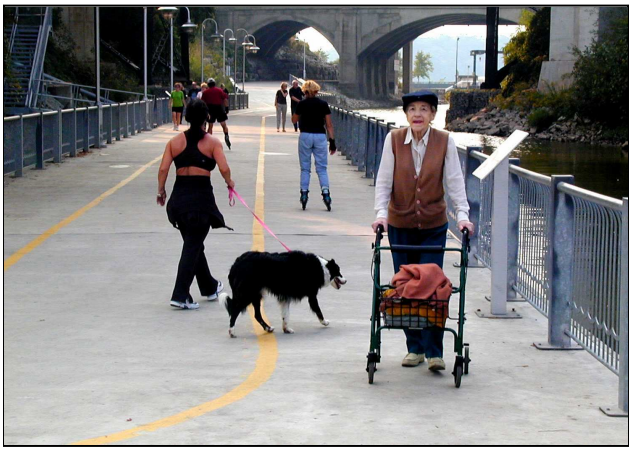
1.1 PURPOSE OF THE STUDY

The Tompkins County Planning Department received federal Transportation, Community and Systems Preservation Program (TCSP) grant funding to undertake pilot programs to enhance walkability in two communities, as case studies, in Tompkins County. The project consisted of developing tools to identify and quantify both the overarching and location-specific issues that could be addressed to improve a community's walkability. The intent of the project was to develop a methodology that could be used to help other interested communities evaluate and improve their walking conditions by outlining a method, or methods, for collecting information on existing walking conditions and for developing recommendations and implementation strategies for improving walkability.

1.2 THE CASE STUDY AREAS

This study focuses on Northeast Ithaca and the Village of Trumansburg, which are both located within Tompkins County, New York. Each community is described in detail in section 3.0, Case Studies.

1.3 BENEFITS OF WALKABLE COMMUNITIES



Walking as a physical activity helps prevent obesity, diabetes, high blood pressure, and colon cancer. The public health profession has begun to advocate for the creation of walkable neighborhoods as one of the most effective ways to encourage active lifestyles. Recent studies have found that people with access to sidewalks are more likely to walk and to meet the Surgeon General's recommendations for physical activity.[1] Residents in highly walkable neighborhoods engage in about 70 more minutes per week of moderate and vigorous physical activity than residents in less walkable neighborhoods[2], and 43% of people with safe places to walk within ten minutes of home meet recommended activity levels, compared to only 27% of those without safe places to walk.[3] Residents are 65% more likely to walk in a neighborhood with sidewalks.[4]

1 Eyler, A.A., Brownson, R.C., Bacak, S.J., & Housemann, R.A. (2003) "The epidemiology of walking for physical activity in the United States". Medicine & Science in Sports & Exercise, 35 (9), 1529-1536.
2 Saelens, B., Sallis, J.F., Black, J., et al. (2003). "Neighborhood-based differences in physical activity: An environment scale evaluation". American Journal of Public Health, 93, 1552-1558.
3 Powell, K.E., Martin, L., Chowdhury, P.P. (2003) "Places to walk: Convenience and regular physical activity". American Journal of Public Health, 93, 1519-1521.
4 Giles-Corti, B., and Donovan, R.J. (2002). "The relative influence of individual, social, and physical environment determinants of physical activity". Social Science & Medicine, 54 1793-1812.

Walking is the most basic form of transportation. Based on the 2001 National Household Travel Survey (2001 NHTS), approximately 8% of all U.S. households do not own a car, and 12% of Americans 15

years of age or older do not have a driver's license. People who do not drive include:

- Children—21% of the population is under 15 years of age (2000 Census)
- Older Americans—12% of the population is over 65 years of age (2000 Census)
- People with mobility, vision or cognitive impairments that cannot drive—20% of Americans have an impairment that limits their daily activities (2000 Census)
- Those who cannot afford a car—the cost of owning a car is approximately $500/month (American Automobile Association)

A 2002 national survey on attitudes toward walking[5] found that the American public wants to walk to more places more often, and is willing to invest in making that possible. Poll results show that, if given a choice between walking more or driving more, 55% of adults choose walking more. Additionally, the poll showed overwhelming support for policies to make the walking environment less dangerous for people of all ages, and especially children. A majority (68%) favor putting more federal dollars toward improving walkability, even within a constrained budget.

Streets without safe places to walk put people at risk. Paved shoulders reduce pedestrian crashes up to 80%, and motor vehicle crashes up to 50%. Residential areas with no sidewalks had 23% of the pedestrian crashes but only 3% of the pedestrian traffic.[6] Compared to the overall sample of street, local streets without sidewalks had 2.6 times more pedestrian collisions than expected (with the expectation based on the number of people using the streets) Streets with sidewalks on one side only had 1.2 times more pedestrian collisions than expected. The Institute of Transportation Engineers recommends sidewalks for both sides of residential streets and other streets and highways where pedestrian activity is expected.[7]

In addition to sidewalks, safe pedestrian street crossings are important. The probability of a pedestrian fatality based on the speed of the motor vehicle involved in the collision is high (45%) at 30 mph and rises dramatically to 85% at only 40 mph as shown in Figure 1.1.

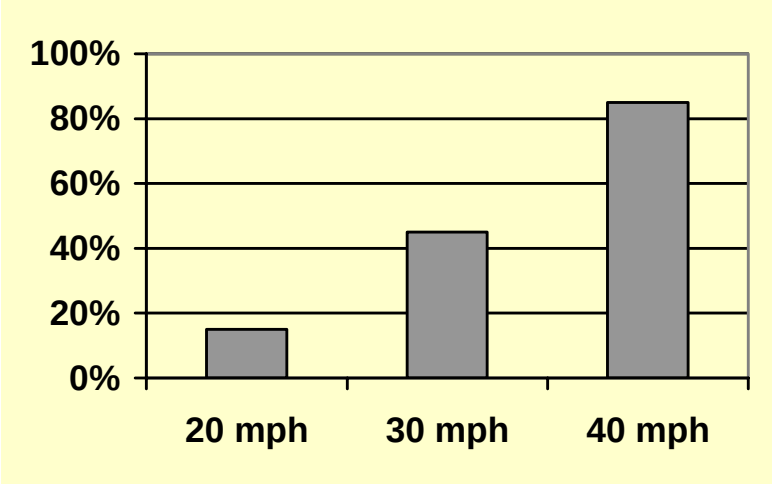
However, when there are more pedestrians on a street they become more visible to motorists and a motorist is actually less likely to collide with a person walking if more people are out walking.[8] This pattern is consistent across areas of varying size, from a specific intersection to entire cities and whole countries, as well as across time periods. Policies and practices that increase the numbers of people

5 Belden Russonello & Stewart. "Americans' Attitudes Toward Walking and Creating Better Walking Communities". Surface Transportation Policy Project, April 2003.
6 Knoblauch, R.L., B.H. Tustin, S.A. Smith and M.T. Pietrucha. "Investigation of Exposure Based Pedestrian Areas: Crosswalks, Sidewalks, Local Streets and Major Arterials". Report No. FHWA RD-88-038, U.S. Department of Transportation, Federal Highway Administration, September 1988.
7 Traffic Engineering Council. Design and Safety of Pedestrian Facilities: A Recommended Practice of the Institute of Transportation Engineers. Institute of Transportation Engineers, March 1998.
8 Jacobson, P.L. (2003) "Safety in numbers: more walkers and bicyclists, safer walking and bicycling". Injury Prevention, 9, 205-209

walking and bicycling appear to be an effective method of improving the safety of people walking and cycling.

Figure 1.1

Pedestrian's Chances of Death if Hit by a Motor Vehicle[9]



The benefits of walking include:

- Environmental—Walking benefits the health of our ecosystems, it does not contribute to air pollution, does not create emissions of gases that contribute to global warming, and reduces our dependency on fossil fuels.
- Economic—Walking eases traffic congestion and supports the growth of the creative economy which values accessibility, networking, collaboration, and community pride and activity. Commuting costs for workers are reduced, and high-density and non-car-dependent land-use offer infrastructure efficiencies that can result in lower business costs and taxes.
- Social—Pedestrian-friendly streets contribute to a "sense of place" by improving the quality of life for individuals, increasing social interaction, contributing to community liveliness, and creating more social equity.

The incremental cost within transportation projects of providing pedestrian infrastructure is outweighed by the benefits.

Current national initiatives that focus on walkable communities include:

- Active Living by Design—A national program of the Robert Wood Johnson Foundation which seeks to establish and evaluate innovative approaches to increase physical activity through community design, public policies and communications strategies. (http://www.activelivingbydesign.org)
- Safe Routes to School—The federal Safe Routes to School (SRTS) Program intends to empower communities to make walking and bicycling to school a safe and routine activity. The Program

9 Department of Transport (United Kingdom). "Killing Speed and Saving Lives". As reported in Oregon Department of Transportation, *Oregon Bicycle and Pedestrian Plan*, 1995.

makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school. (http://safety.fhwa.dot.gov/saferoutes)

- Complete Streets—The National Complete Streets Coalition is working together in support of streets that are designed and operated to enable safe access for all users, i.e., pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street. (http://www.completestreets.org)
- Traffic Justice Initiative—A campaign by the National Center for Bicycling and Walking to redefine our societal perspective on motor vehicle crashes, and substantially reduce their occurrence. (http://www.bikewalk.org/tji.php)

Walkability is more than just having the "right-of-way" to walk. Accessibility of a route for pedestrians is influenced by safety, convenience, efficiency, comfort and welcome of a place. Walkable communities generally exhibit some of the following characteristics:

- Compact, lively town center
- Low speed streets with traffic distributed throughout the transportation network
- Connected streets, trails and transit stops
- Neighborhood schools, parks and convenience/grocery stores
- Public places and spaces with inviting features such as benches, restrooms, shade, art, fountains and appealing building facades
- Celebrated public life such as festivals, parades and markets
- The presence of many people of all ages and abilities walking throughout the day
- Affordable, inspiring and well-maintained streets and homes

Walking is the most basic form of transportation, as well as being one of the least costly and easiest forms of exercise available. People walk for enjoyment, health, purpose and convenience. They walk to the park, to schools, to stores and to work. FHWA's *National Bicycle and Walking Study* (1994) reported on the purpose of daily walking trips and found that:

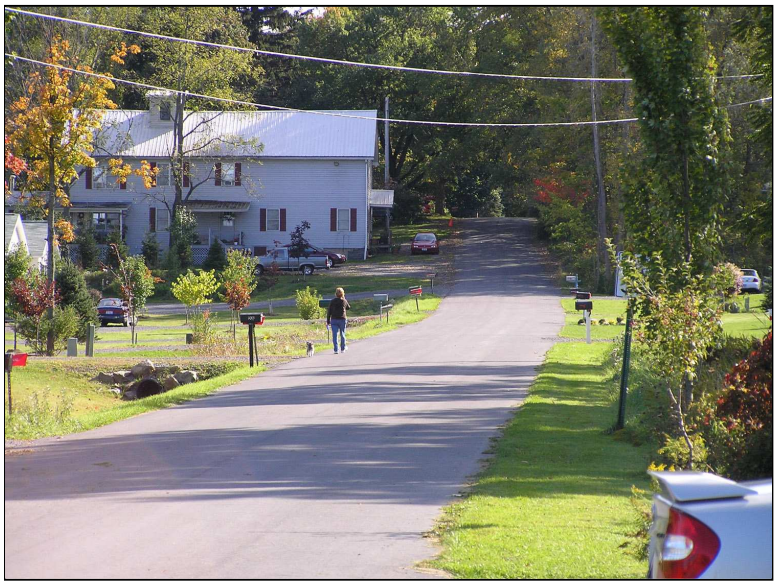
- 34% were social or recreational trips
- 33% were personal or family-related trips
- 20% were civic or educational-related trips
- 12% were trips to earn a living
- 1% were "other"

Although some people will walk regardless of the trip length or distance, most walking trips are less than one mile in length, some may be 1.5 miles long, but few are longer than 2.5 miles. School trips are generally one mile in length; otherwise, children are bused to school. An assessment of a specific

walking route between origins and destinations generally focuses on those that are less than two miles apart, and one mile for schools. However, assessment is warranted for those destinations that would be less than two miles from the origin if a critical link or connection, such as a bridge or trail, were provided.

In assessing the walkability of a specific route, one must consider:

- The walking infrastructure itself. That is, the walkway, sidewalk, trail, or lack thereof, and the condition of that walking infrastructure. Roadway crossings can, in particular, make a route difficult for walking, so attention should be paid to important roadway crossings along the route, such as the type of traffic control that provides pedestrian right-of-way, traffic speeds and volume, visibility, etc.
- The environment through which the route travels. This includes the built and natural environment, amenities for pedestrians, and specific elements that contribute to personal security, such as lighting



**Residential Street in the Village of Trumansburg,
Without Sidewalks or Shoulder**

2.0 Methodology

2.1 DETERMINING THE PROJECT NEEDS

Assessing walkability can be a very subjective process. With so many opinions and perceptions about what streets and areas of a community are walkable, how does a group decide where to focus its energy? There were several avenues for getting input and feedback from the community and local government as the project progressed. Utilizing these avenues in a step-wise fashion resulted in receiving enough information and detail to provide a good picture of the communities' walking concerns and needs. These steps set the groundwork for the walkability assessment.

Recently Improved Driveway and Sidewalk Along Arterial Street

2.2 LOCAL PLANS AND INITIATIVES

One of the key steps was to review current plans and initiatives of the organizations and governmental agencies involved in planning issues that consider pedestrian activity within each study area community. Typically, these plans and initiatives already had a certain amount of enthusiasm and momentum behind them, and this study sought to build on that momentum.

2.3 SUCCESSFUL EXAMPLES

Another important step was to review documented walkability successes from other communities across the country and to draw from the expertise and experience of other agencies and planning groups involved in implementing walkability plans and conducting walkability studies.

Several existing walkability surveys were reviewed as part of the development of the *Walkability Assessment Survey* used in this study. Copies of the existing surveys that were reviewed are provided in the Appendices Section 7.1.

Widely available is the "Walkability Checklist" published by the National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation. It asks respondents to rate from "awful" to "excellent" various aspects of the pedestrian environment including room to walk, ease of crossing streets, driver behavior, safety rules, and pleasantness of the walk. The final aggregate score provides feedback to the respondent on whether they have a "great neighborhood for walking", a place that "needs some work", or a "disaster area". The checklist also includes a discussion of what could be done to make a community more walkable. Although this checklist is simple to fill out and provides a subjective yet quantified rating of a neighborhood, the checklist does not allow one to gather information specific to a walking route.

The NHTSA Walkability Checklist has been modified by other agencies and organizations to expand on specific aspects of the survey, such as:

- Region of York Pedestrian & Cycling Master Plan "Walkability Checklist" added lists for various sidewalk, environmental, trail, and improvement options for respondents to check off. However, the survey was only specific in terms of naming a route and destination.
- California Walk to School "Walkability Checklist" added some items specific to schools, such as the information about bus and car passenger drop-off locations. Specific routes could not be identified.
- Mark Fenton's "Neighborhood Walkability Checklist" is intended to be filled out for a "typical" walk with common problems listed. Again, specific routes could not be identified.

The Kansas City Walkability Plan included a "Neighborhood Walking Survey". The survey is intended to help respondents determine for themselves what they need and want for walking amenities. Instructions are provided for the survey respondents to mark-up their own maps to show the information requested in a specific manner. The first map asks survey respondents to identify walking trip origins and destinations. The second map prompts respondents to inventory walking conditions, such as the location of sidewalks, street crossings, barriers, physical interests and amenities along a specific route. It also asks respondents to identify areas that are thought to be unsafe to walk. A checklist is provided that asks respondents to consider the condition of their walk from one location to another, rating the various aspects from "excellent" to "awful", including: room to walk, ease of crossing the street, driver behavior, safety rules, and pleasantness of the walk. The final step in filling out the survey requires the respondent to prepare a summary map and "walking wishes", which are defined as the five most important changes they would like to see in their neighborhood.

The not-for-profit organization, Go for Green, has created "Walk and Roll: Making it Work—A Toolbox," which includes a survey intended for employees to assess the ability to use "active transportation" for their trip to work. "Active Transportation" includes active modes to get to work, including walking, jogging, in-line skating, bicycling, and similar active modes. One part of the survey includes an assessment form to be used to identify "active transportation" barriers and opportunities. The survey form guides the respondent to review routes from residence to work and assess the viability of using certain routes to encourage "active transportation" use.

The Region of Waterloo, Ontario conducted a "Pedestrian Accessibility Audit" around transit stations. A long list of "audit items" was provided on a survey form and the surveyor indicated if the condition was present. The audit items were divided into two columns, with one generally considered to be positive with respect to walking conditions and the other generally considered to be negative with respect with walking. A quick glance at which column has more checks at the end of the audit gives an indication of the walkability of the area audited. A copy of the audit is provided in the appendix. Feedback from staff at the Region of Waterloo indicated that this more detailed checklist, which was intended to be a thorough inventory, was generally too detailed for the members of the public to be able to easily complete. Although the respondents may have been able to complete most of the observations, the exact locations where the observations where made and the geographic completeness of the surveys was of concern. The Region of Waterloo repeated the audit with assistance from local university students. However, the

survey certainly went beyond the needs of a general walkability checklist in terms of details of the pedestrian infrastructure.

2.4 STEERING COMMITTEE

The next step of this project was forming Steering Committees in each community, consisting of active walkers and residents of the communities, transportation officials, municipal board members and community planners. Obtaining input from the Committees early in the project timeline was invaluable. Steering Committee members volunteered their time to provide a general overview and direction for initial perceptions and concerns of walkability issues in their respective communities. Using aerial photographs and the County's GIS mapping, the committee pinpointed areas of concern and provided a sense of the communities' personality and uniqueness.

2.5 SITE VISITS

Walking the community with the Steering Committee was the next step to understand the issues and identify specific areas of concern. This step provided a first-hand view of the layout of the community and showed how the street network operates and how people negotiate along the thoroughfares. This allowed the Steering Committee and project managers to see and feel the difficulties of walking in areas that are not apparent from a map. For example, participants felt uneasy walking on gravel shoulders where the surface had been washed-out by rain or the cross-slope was too steep. Participants felt a sense of danger when a car zoomed past when walking along a narrow street.

Washed Out Shoulder Along Collector Road In Northeast Ithaca

2.6 WALKABILITY ASSESSMENT SURVEY

The next step of this project was to develop and administer a *Walkability Assessment Survey* tool specifically for this project to collect specific route data for the entire community and provide a guide to evaluate the collected information in a subjective, systematic fashion. This *Walkability Assessment Survey* was intended to be easy to use by individuals, community associations, and groups of residents. It was to be designed for use along a specific route to identify barriers to pedestrian use and opportunities to enhance the pedestrian experience.

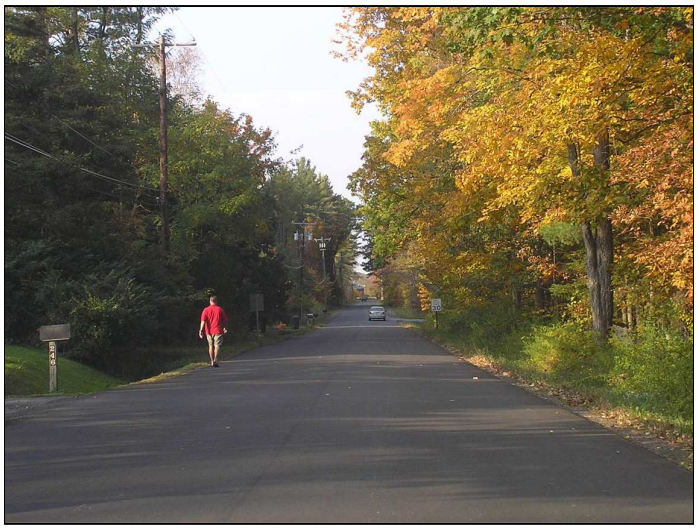
The *Walkability Assessment Survey*, developed for the assessment of walking conditions in Trumansburg and Northeast Ithaca, combined the idea of checklists to prompt respondents to consider specific elements of the walking environment with detailed route maps, and additional space to add comments. The survey was divided into four sections:

- Where do you want to walk?

- How complete is the walkway system along this route?
- How suitable is the walking environment?
- How well do the important street crossings work?

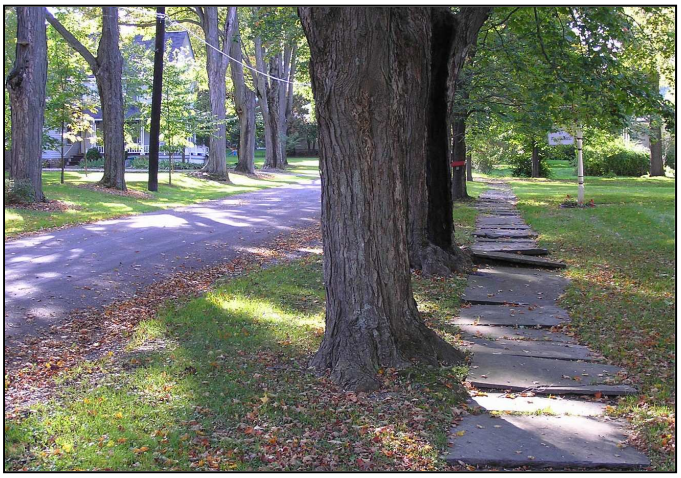
In order to facilitate GIS recording of the results of the survey, potential walking routes in each community were identified on maps including sections (from crossing to crossing) and crossings. This was intended to guide the respondents to systematically inventory the walking route. The instructions to the surveyors were to mark on the maps the route they were surveying and to complete separate survey forms, as many as would be required, for each section of the route and for each crossing.

The intent of the survey was to identify problems and the respondent's suggested priorities for enhancements. Thus, the checklist for the walkway system, walking environment and street crossings focused on elements that make walking difficult or unpleasant.



Deep Swales Along Residential Street

One element of the survey that was specific to these communities is the type of "walkway" identified. Typically, many urban or semi-urban communities provide sidewalks as the basic walking infrastructure. For example, in the Northeast Ithaca study area (see photo on right and Section 3.1), the type of walkways identified included walking in the street when there were no sidewalks at all along the narrow, semi-rural roads. These roads typically have roadside ditches or swales and no curbs and gutters.



Uneven Sidewalk Along Residential Street

Another example unique to the Trumansburg study area (see photo on left and Section 3.2) is the remnants of slate sidewalks along the older streets in the Village. The condition of the slate sidewalks varies considerably within the Village from good condition to disrepair, including segments that are overgrown, buried, missing, broken, and heaved.

The lack of sidewalks along the rural and suburban roadways and the poor and intermittent condition of the slate sidewalks certainly raises concerns about accessibility

for the physically impaired and less able-bodied. Many healthy adults can manage walking on the rural roads at least during non-snow conditions. However, people with mobility or visual impairments, elderly, young children, and those with children in strollers, often find these conditions difficult to impossible to negotiate. Difficult conditions can also be very unsafe during certain times of the day, especially during peak travel times when those less-able are forced to share the roadways with the vehicle traffic. For example, walkers pushing strollers that can not use the sidewalks must use the narrow streets, which places that pedestrian and stroller in the vehicular travel way. The survey checklists were intended to capture the condition of the sidewalks and crosswalks, as well as identify any areas that lack sidewalks and crosswalks. A copy of the *Walkability Assessment Survey* and route maps are included in the Appendices, Section 7.5.

2.7 PUBLIC WORKSHOPS AND USE OF THE WALKABILITY ASSESSMENT SURVEY

The *Walkability Assessment Survey* was introduced to residents and group leaders at half-day workshops in each community to help them understand and identify the following:

- Why walking is important to a community
- What makes a community walkable
- What destinations within the community should be accessible to pedestrians
- What connections or routes could be made from origins and destinations, based on a mile-long trip.
- How to use the *Walkability Assessment Survey* tool

Workshop participants were presented information on the many facets of community walkability. The education included a review of nationwide walkability trends and benefits. Statistics were provided supporting the benefits of walkability and current state of the practice of evaluating and designing walkable neighborhoods. Examples were given that highlighted pedestrian facilities that assist or impede walkability, with particular emphasis on special considerations that should be given when designing walkable areas for people with special needs, like the physically and visually impaired (see Appendix 7.4). The participants were then trained on how to complete the *Walkability Assessment Survey*, including examining the components of the form, the sections of the study area to be assessed, explanations of why the information is necessary, and the process of recording the information.

Finally, the entire workshop group went outside and walked nearby streets using the survey tool to better understand what items to look for and how the survey can be used to record the information. For example, during the fieldwork in Trumansburg, the group assessed the layout of an intersection, noting the wide radius of the street corners, which resulted in a very wide crossing that did not provide a well-defined and safe pedestrian area.

The maps and survey forms were distributed at the workshops, as well as posted on the County's website for interested citizens to download. The deadline for receipt of the surveys was 4 weeks after the workshop trainings. Surveys could be mailed to the County Planning Department, dropped off at the public libraries or municipal offices in the communities.

Despite extensive public outreach efforts, turn-out at the workshops was fairly low, with 17 people attending the workshop in Trumansburg and 12 people attending in Northeast Ithaca. The public outreach included:

- Mailed postcards to every property owner in the study areas
- Sent notices to mayors, town supervisor, county legislators, and local planning staff
- Posted to various local list-serves, including public schools
- Sent fliers home with elementary public school children
- Met with public school administrators about the project
- Made announcements at various community meetings
- Posted fliers in the schools and at local businesses in the community

2.8 INTEGRATION OF SURVEY RESULTS

In general, the completed surveys focused on concerns regarding the lack of basic walking infrastructure, such as sidewalks and pedestrian crossings and the excessive speed of vehicles adjacent to pedestrians. The results of the surveys were translated to a GIS attribute table and integrated into the ArcGIS platform with the County's existing GIS data. A graphic representation of the survey tool input was prepared as part of a coverage layer for each study area (see "Walkability Needs Survey Results" maps in Appendix 7.7).

Although the intent was to use the results of the survey tool as an input to a GIS-based reporting and analysis (prioritization) process, the survey responses showed a need to improve the survey tool – GIS integration. Therefore, the "Walkability Needs Survey Results" maps were only used as input to help pinpoint respondents' concerns and suggestions, with the survey response data being used as described below.

Based on lessons learned, as identified in Section 5.0, Potential Improvements to the Process, the *Walkability Assessment Survey* tool was revised (see Section 2.11 for more detail). The survey results, supplemented with knowledge and experience from the Steering Committee, were then applied to the revised survey tool and incorporated into a ranking matrix (see each study area's "Revised Survey Results Ranking Matrix" found at the end of each case study in Section 3.0) to identify the high, medium and low priority walkways in need of improvement.

Maps, titled "Priority Ranking of Walkway Improvements," which display the results of the "Revised Survey Results Ranking Matrix," may be found at the end of each case study in Section 3.0. The walkways in need of improvement are classified using a numerical rating, with 0-49 being classified as low, 50-69 being classified as medium, and 70+ being classified as high priority. Future walkability studies that use the revised survey tool will more easily be able to incorporate survey results into a database fully populated from the field survey data sheets.

After the "Priority Ranking of Walkway Improvements" maps were developed, they were reviewed, along with information from the needs assessment, onsite evaluations, Steering Committee knowledge of the study areas, and the professional expertise of the planning, engineering and landscape architects

conducting the studies, to develop the "Walkability – Recommended Projects" maps, which may also be found at the end of each case study in Section 3.0.

2.9 PRIORITIZATION OF GOALS

The objective of this study is to investigate and determine ways to improve the walkability of a community by addressing the specific needs of that community. These needs were identified earlier in Section 2, through the process of community input, field observation, current transportation initiatives, and experience from other similar projects. As the combined input from both study areas was reviewed, the overall needs were remarkably similar and could be categorized as follows:

- Existing pedestrian facilities need improving, for instance the sidewalk or edge of street is not in good condition for walking surface.
- Existing initiatives need advancement, for instance projects that include road and sidewalk improvements along Hanshaw Road in Northeast Ithaca and Main Street in Trumansburg.
- There is not an adequate walking connection or access to schools.
- Crosswalks are not provided, or the roadway throat is too wide to provide safe crossing for pedestrians.
- There is not an adequate walking connection or access to shopping centers, parks, neighborhoods, and other destinations.
- Vehicle speeds are excessive on many of the streets, especially when pedestrians need to walk on the edge of the street.
- Better areas are needed for recreational walking loops and integration with regional trails.

The next step in the methodology was for goals to be established to improve the community's walkability by addressing these identified community needs. In order to prioritize the goals, consideration was given to ease of implementation, degree to which the need was identified based on repeated concerns from many members of the community, and impact to the overall community. Projects and initiatives that are already in place were given a high priority because these typically have a base of support in place to implement a project to address the goal. Safety is always a priority. Student safety is a very high priority for schools and the community served by the school. This includes walking routes and street crossings. Safe routes for other pedestrians would follow in priority. The goals are presented in the order that was used to prioritize the recommended top 5 priority projects.

Prioritized Goals for Walkability Improvements

The goals used to prioritize recommendations to improve walkability in this study are:

1. **Build on current pedestrian initiatives and plans by municipalities**
   Each community is already involved in ambitious and active pedestrian studies and initiatives. By adding to the momentum of a process already underway, there is a greater chance of accomplishing improvements to the community walkability.

2. **Provide safer, more accessible school routes for children.**
   The safety of school age children is a paramount concern within every community. School destinations are prominent within each of the study areas and are a critical component of the walkability concerns expressed by local residents.

3. **Provide safer, more accessible crossings at intersections.**

Safety and clarity of the pedestrian crossing at intersecting streets is necessary to clearly define the pedestrian walkway and provide proper visibility for the driver. This includes decreasing the turning radii, where practical, to reduce the length of the crosswalk and lower the speed of a turning vehicle.

4. **Provide safer, more accessible walking routes to desired destinations.**
   Fundamental to a walkable community is the ability to walk to where you want to go in a safe and enjoyable environment. There are many opportunities to walk within each community for shopping, going to a local church or synagogue, going to work, going to the library, and other typical destinations. Providing good connections to destinations promotes walking trips and reduces vehicular trips.

5. **Provide recreational walking loops through the community.**
   Many people enjoy walking for good health and relaxation. This activity also promotes interaction within the neighborhood creating a more lively and vibrant community.

6. **Reduce conflict between vehicular traffic and pedestrians.**
   Increasing the distance between vehicle traffic and pedestrians using the same street corridor makes the walking experience more safe and inviting for pedestrians and increases the use of pedestrian facilities.

2.10 RECOMMENDATIONS OF PROJECTS TO PURSUE

The prioritized goals provide a framework to develop rational and plausible improvements to the infrastructure to meet those goals. In providing recommendations for specific projects to pursue, consideration was given to the necessity of the improvement, ease of implementation, connectivity of the walking network, and perceived competitiveness for possible funding sources.

The necessity of the improvement relates to the perceived magnitude of the problem as related on surveys, and safety issues identified by the project team.

Ease of implementation is a function of constructability of the improvement and the relative simplicity required for municipal regulations to be adopted to guide the scope of the improvement. It is most effective if municipal regulations clearly define the roles and responsibilities of the landowner and the municipality, as well as provide guidance for uniform and safe treatment of the walking area and the enforcement of the regulations.

Projects that enhance the connectivity of the network either fill-in gaps in an existing system of walkways or connect inner loops to outer loops through a series of radial connections.

The last issue is the funding sources and the ability to fund these types of projects. Many of the walkability improvements are currently being funded by state and federal grants for small projects, or are being discussed for funding by local municipalities. Additional funding sources are identified and described in Section 4.0, Funding Opportunities.

2.11 REVISIONS TO WALKABILITY ASSESSMENT SURVEY

The *Walkability Assessment Survey* tool was revised to simplify the form, provide a ranking system for prioritizing walking segments and gather specific comments and needs for each roadway segment (see Appendix 7.8). The survey form originally developed for this project attempted to gather as much information as possible for walkway routes, but there were many parts to the survey that didn't apply or were not completed by survey respondents. Also, the data obtained was not easily coded into a GIS database to capture the information.

As the goal of this project was to provide an evaluation of the walkability of a community, as well as to provide a replicable method to help a community prioritize walking areas with the greatest needs, it was felt that using a GIS database was important and revising the survey tool was essential. Traditionally, survey tools were designed for the general public to see how their community measures up as a "walkable" community compared to national standards. Walkability surveys were typically used to initiate discussions with the local authorities for changes or improvements.

This study takes this approach one step further by comparing the walkability within the community and ranking the walkway segments to prepare a more detailed plan for improvements. This ranking is a key step in the needs assessment process providing targeted areas of improvement.

The survey tool was modified to make it easier to complete, provide a schematic map to note areas of concern, and provide a ranking system for four different components of a walkable area. These components are also consistent with the Federal Highway Administration's categories, which is the basis for most of the existing walkability survey tools.

The objective measures that are included in the revised survey are numerically rated, as shown on the survey, and take into account the Federal Highway classification of the road segment (Arterial, Collector, or Local Road/Street); the type of use of the walk corridor (School Route, Destination Route, or Recreation Route and all combinations of these three); and the type of facility (Sidewalk/Trail, Shoulder, or Road). A numerical rating system is assigned to each of these objective measures to indicate the relative importance of each category to the overall transportation network and its safety to pedestrians. The objective measures have a range from 15, as a minimum, to 60 as a maximum.

The remainder of the revised survey requests information that is more subjective in nature. Specific information is checked-off for each section, which helps survey respondents to pay close attention to key details in the walking conditions along the route. The subjective measures carry slightly less weight in the Ranking Matrix since they are less quantifiable and more perceptions of the survey respondent. The numerical rating of these subjective items range from 0 to 10, in increments of 2, with 0 being excellent (a great facility) and 10 being awful (a terrible facility). The subjective measures have a range from 0, as a minimum, to 40 as a maximum.

The main sections of the revised survey are:

- Walking Conditions (physical features)
- Interaction with Other Modes of Transportation (cars, trucks, buses, bicycles, etc.)
- Walking Environment (amenities and perceived walking comfort and safety)
- Crossing Issues (composite of the three areas listed above for the road crossings)

3.0 Case Studies

3.1 NORTHEAST ITHACA CASE STUDY

Study Area Description

The Northeast Ithaca study area can be characterized as suburban in nature and is comprised of primarily single-family and two-family residences, with a sprinkling of multi-family residential developments located along the northern edge of the study area. The area includes a portion of the Village of Cayuga Heights bordered to the west by Triphammer Road and Hanshaw Road to the south. The remainder of the study area is within the Town of Ithaca with Hanshaw Road to the south and Sapsucker Woods Road to the east. The northern limit is the Town of Ithaca and Village of Lansing border.

There are several activity centers located throughout the community. The center of the study area has an elementary school (Northeast Elementary School), a middle school (Dewitt Middle School), a technology school (BOCES), and a large daycare facility (Ithaca Community Childcare Center) adjacent to each other along either side of Warren Road.

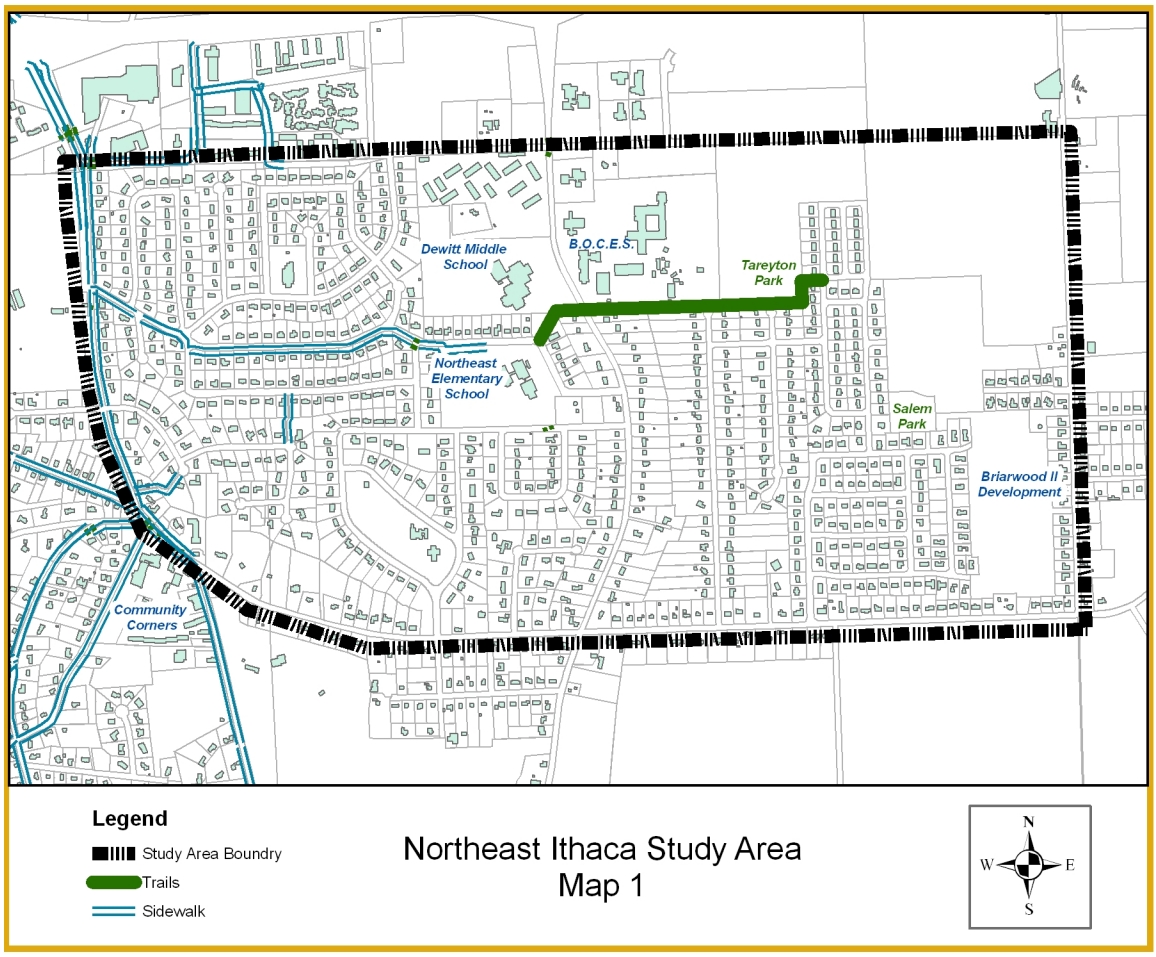
Another activity center is Community Corners located at the southwestern edge of the study area. It is a mixed-use destination for boutique-type shops, offices, small retail businesses, and the Village of Cayuga Heights government buildings. The Triphammer Mall, a hotel and other amenities are located at the northwestern edge of the study area, with the largest retail mall in the county (Pyramid Mall) located just beyond that boundary. A portion of the Cornell Laboratory of Ornithology's Sapsucker Woods Bird Sanctuary is located in the northeast section of the study area, and just to the north of the study area is a large medical complex.

Sidewalks were not generally in vogue when these neighborhoods were constructed during and after the 1950's. While a few sidewalks have been constructed, either as stand-alone projects or as part of road reconstruction projects, in general, pedestrians in this area use the roads. There are only approximately 10,000 feet of sidewalks currently in this study area, based on the Ithaca-Tompkins County Transportation Council's assessment of sidewalks. West of Warren Road, pedestrians, in general, report being comfortable walking on the neighborhood streets, however that is not often the case in the area to the east of Warren Road.

The neighborhood to the west of Warren Road has shorter and more curvilinear streets that generally slow down traffic and limit through traffic. There are numerous short neighborhood walkways that link cul-de-sacs and create longer neighborhood walking loops on roads that otherwise are dead ends for motor vehicles. However, as one approaches the schools both pedestrian and motor vehicle traffic levels increase and the need for separating pedestrians from motor vehicles increases.

East of Warren Road, the roads are longer and straighter, which encourages motorists to drive at higher speeds. A higher percentage of rental housing units and multi-family apartment complexes lead to a higher density of residents and higher traffic levels.

One multi-use trail has been developed on the north edge of this area to enhance access to the schools, but in general this facility needs to be upgraded and extended to more effectively serve neighborhood residents and address safety and aesthetic concerns. Currently, this is the only dedicated walking facility available for this eastern neighborhood (see Map 1).



Local Plans and Initiatives

- The "Briarwood II" Master Plan and Subdivision Plans for residential development, provided by the Town of Ithaca. The Plan area is located to the south of Sapsucker Woods and west of Sapsucker Woods Road, and is currently under review by the Town of Ithaca (see Appendices 7.2). This development would connect Birchwood Drive to Sapsucker Woods Road. The road would be extended eastward and then a sharp curve north and then curve back to the east to make the connection. Beechwood Drive would be extended eastward and then terminate in a cul-de-sac. The existing Sanctuary Drive off Sapsucker Woods would be connected to Birchwood Drive N. by a curving roadway called Lucente Way. There is currently access to Salem Park from Birchwood Drive N. The preliminary subdivision plan indicates:

  "Pedestrian Path – 4' paved shoulder along west side of Lucente Way to Beechwood; continuing along the north side of Beechwood to east side of Briarwood; continuing as 5 foot paved walkway south and east of ditch east to lot 41; continuing as a 5 foot paved walk south of shoulder east to Sapsucker Woods Road."

- The Prioritized Pedestrian Corridor Needs map in the draft Town of Ithaca Transportation Plan, provided by the Town of Ithaca, shows priority corridors for pedestrians and outlines criteria to provide sidewalks for new and existing development (see Appendix 7.2).

  - The existing trail network is shown with:
    - Northeast Recreation Trail connected to the Winthrop Walkway connecting Tareyton Park/Winston Court to the Simsbury/Winthrop/Burleigh intersection
    - The Dewitt exercise trail around the Dewitt Middle School.
    - Sandra Place walkway connecting Sandra Place to Burleigh/Lexington.
    - Simsbury/Texas Lane Walkway that connects those two streets.
    - Lisa Lane Walkway that connects Lisa Lane to Sienna Drive.
  - Warren Road is listed as an existing pedestrian and Bikeway corridor
  - Hanshaw Road is shown as an essential pedestrian corridor with an immediate need.
  - Muriel Street is listed as a recommended pedestrian corridor with a long-term need.
  - A future recreation trail is indicated along Salem Drive through Birchwood Drive North and then through the new residential development to Sapsucker Woods Road.

- The Town of Ithaca Recreation Facilities map, prepared by the Town of Ithaca, shows parks and trails within the study area. and is also included in the abovementioned Pedestrian Corridor Needs map (see Appendix 7.2).

- The Hanshaw Road Improvement Design Plans, provided by the Tompkins County Highway Division, show a proposed sidewalk along the north side of the Hanshaw Road connecting to the Community Corners area. The amount of sidewalk to be included in the project is dependent on project costs once the bids are received for the construction of the roadway.

- The Tompkins County Comprehensive Plan, provided by the Tompkins County Planning Department, has an emphasis on building strong communities in compact nodes. Development of pedestrian infrastructure to encourage walkability is a key component of the Plan. The Comprehensive Plan supports establishment of pedestrian pathways and bikeways to link communities, improve community cohesiveness, and increase activity of the people in the communities.

- The Sidewalk Survey, provided by the Ithaca-Tompkins County Transportation Council, is a database and GIS coverage area for all the sidewalks within Tompkins County.

Community Input

The community provided input at four points in the study:

A. Steering Committee/Project Team Discussions

The steering committee and project team met on two occasions to discuss the project and identify the walkability needs of the study area. The first meeting was held in the Town of Ithaca conference room where the project team reviewed the project scope and then facilitated discussions on walkability concerns from the steering committee members. The committee discussed specific issues, locations of walking concerns, and the general character of neighborhoods within the study area. This open and informative discussion provided a wonderful base to progress the remainder of the study.

Members of the steering committee and the project team also spent one morning walking many of the streets and trails to observe the field conditions of the neighborhoods within the study area. This provided additional insight to the concerns and information discussed in the first meeting.

B. Solicited Community Input

A steering committee member volunteered to inform local residents about the project and solicit input through postings on the elementary and middle schools' parent-based list-serve discussion groups. Nineteen responses were received as a result of this outreach, with input detailing concerns and locating several areas that should be looked at and improved. Please see Appendix 7.3 for copies of the correspondence.

C. Workshop Discussions

A workshop was held the afternoon of October 14, 2006 to present and educate participants on the importance of community walkability and methods of measuring the degree of walkability in a community. The workshop was initially attended by 12 people from the community, however, most of the group could not stay through the whole presentation. During the presentation, there was opportunity to discuss walkability and review the components and use of the *Walkability Assessment Survey* tool. Instructions were also given on where to submit the completed forms. The remaining three individuals then participated in a field demonstration of use of the survey tool for data collection and walkability assessment. The input received at this workshop is part of the summary in Section 3.1.4.

D. Completed Field Surveys

Six completed surveys were received for the Northeast Ithaca community. These surveys are included in Appendix 7.6. The concerns identified in the surveys are included in the following "Summary of Needs" section and also presented graphically in Figure 3.1. Information received from the surveyors included multiple entries for sections of the survey looking for a single entry or description of condition as instructed in the workshop. Therefore, the results presented were ambiguous and was not a concise assessment of the route surveyed.

Summary of Needs

The needs and concerns conveyed from the four inputs listed above are summarized by street segment, crossing locations at intersections, and trails.

The ***major collectors or minor arterial roadway segments*** in the study area are:

- **Hanshaw Road** is a two-lane roadway with generally gravel shoulders about 4' in width. The concerns for this roadway are excessive vehicular speed, no sidewalk, and a perception that this is an unsafe route for students walking to school.

Hanshaw Road

- **Triphammer Road** is a two-lane roadway with shoulders and curbing. It was reconstructed in 2006 with bike lanes and a sidewalk in its east shoulder, separated from the road by a curb and tree lawn. There is sidewalk along the majority of this section on both sides of the street, with a short section at the southern end of the segment with sidewalks on one side only. This sidewalk ends where Triphammer intersects with Hanshaw Road at Community Corners. The main concern is that vehicles do not yield to pedestrians in crosswalks.

- **Warren Road** is a two-lane roadway with paved shoulders about 5' in width. Warren Road was reconstructed in 2005 with paved shoulders tinted green and stenciled for biking and pedestrian use. The stencils and yellow diamond pedestrian and bicycle warning signs remain, but the green coloring has disappeared. While the road widening is a significant improvement over what it replaced, particularly for commuting bicyclists, the design does not effectively serve the needs of children. The five-foot shoulders are not comfortable for pedestrians and children walking to school due to proximity to vehicles and excessive vehicle speeds on the roadway. Pedestrians also complain of getting sprayed by passing vehicles in wet weather.

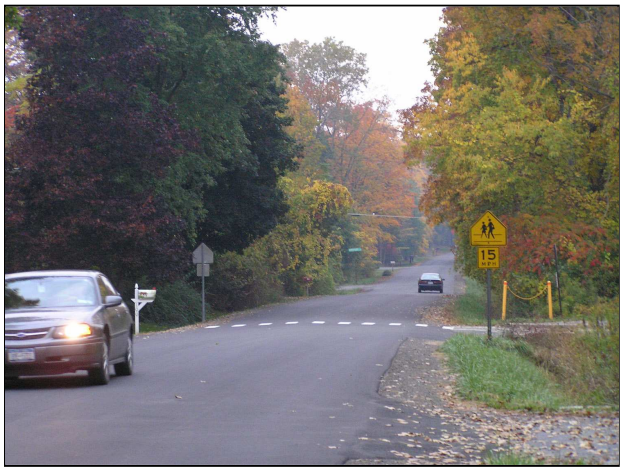
Warren Road

The ***minor collector roadway segments*** include:

- **Uptown Road** is a two-lane street that serves as a connection between Warren Road and Burleigh Drive on the north edge of the study area. This connection characterizes the roadway as the collector between Triphammer Road and Warren Roads. There is a concern with the amount and speed of vehicular traffic on this road, as well as concerns that there is no sidewalk, no adequate shoulders for walking and a fairly deep drainage ditch that runs along the roadside.

Uptown Road

- **Christopher Lane** is a two-lane roadway with gravel shoulders about 3' in width. There are no sidewalks and there are some deep swales. Between the intersections of Brandywine and Warren Road, is a popular student-walking route to Northeast Elementary School and Dewitt Middle School. There are concerns that there is not an adequate shoulder for walking, vehicle speed is excessive, and, at the school, vehicles that are queued to drop off students block the view for pedestrians wishing to cross the roadway.



Christopher Lane

- **Blackstone Avenue** connects Hanshaw Road to Christopher Lane and is a popular walking route for Northeast and Dewitt students coming from the southwest part of the study area and streets south of the study area such as Roat Street and Orchard Street. The concerns for this roadway are there is no defined crosswalk at Hanshaw Road and it is difficult to cross Hanshaw Rd. due to excessive speeds of vehicles on the road.

- **Winthrop Drive** is an east–west running two lane street that links Triphammer Road to Warren Road and passes along the north and east edge of Northeast Elementary School. Currently, a sidewalk exists along Winthrop from Triphammer to the northwest corner of the school property on the south side of the road. Where the sidewalk does exist, the crossing distance for pedestrians at intersecting roadways is very long, up to 60' in length, because the radii at the intersections are very large. Not only does the

East End of Winthrop Drive

long crossing distance increase pedestrian exposure to motor vehicles, the wide radii also allow motorists to drive at high speeds when making turns, further compromising pedestrian safety. The main concern for this roadway is excessive vehicle speed, especially near the school.

- **Burleigh Drive** is an east–west running two-lane roadway with gravel shoulders less than 3' in width. There are no sidewalks and there are shallow swales along the edge of shoulder. The shoulder is partially washed out on the sections that have a slight grade, making the edge unusable for walking. Concerns are that a considerable amount of through traffic uses this as a connection from Warren Road to Triphammer Road and vehicle speeds are excessive.
- **Muriel Street** is a north–south residential street that was improved in 2006 with new asphalt overlay and 3' gravel shoulder. The concerns are that vehicles travel at excessive speeds, the shoulders are not easily traversable and some plantings and brush interfere with sight distances and need to be cut back along the side of the road.
- **Salem Drive** is a north–south two lane residential street with gravel shoulders less than 3' in width and no sidewalks. Concerns for this street are excessive vehicle speed and there is a sharp curve at the Birchwood Drive intersection that has limited sight distance.

Muriel Street

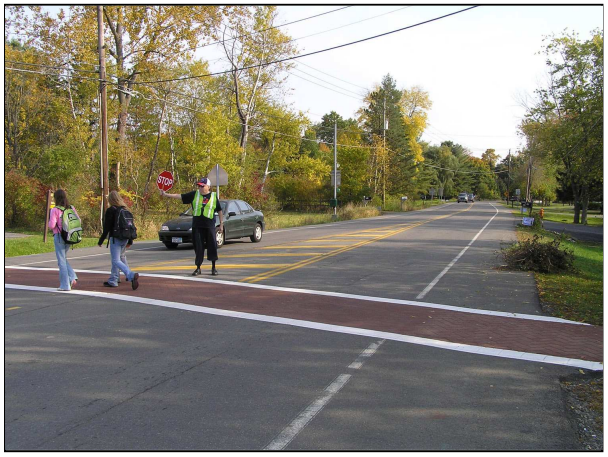
- **Sapsucker Woods Road** is a two-lane roadway with gravel shoulders less than 3' in width without sidewalks and some deep swales along the west side of the street. There were no comments received from the public concerning this roadway.

The ***residential street segments*** include:

- **Lexington Drive** is a two-lane looping street with gravel shoulders less than 3' in width. There are no sidewalks and there are shallow swales along the edge of shoulder. The concern for this street is that there is not a sidewalk.
- **Randolph Road** is a two-lane loop street with gravel shoulders less than 3' in width without sidewalks and with shallow swales along the edge of the shoulder. The concern for this street is that there is not a good walking connection to Burleigh Drive.
- **Brandywine Drive** is a two-lane street with no shoulders and no sidewalks and with shallow swales along the edge of the shoulder. It serves as a collector route for many children walking to school from Simsbury Drive and other streets. The speed of traffic turning from Winthrop to Brandywine and the very wide pedestrian crossing were the main concerns.

The ***crossing segments*** include:

- **Intersection of Burleigh Drive, Warwick Place and Winthrop Drive** is a wide-open intersection with wide turning radii with excessive crossing widths. The crossings are also not well defined, and there is no crossing guard for school children.
- **Intersection of Hanshaw Road and Blackstone Ave** is a wide-open intersection without well-defined crossings, and there is no crossing guard for school children.
- **Crossing of Northeast Recreation Trail and Warren Road** is an existing crosswalk at the Northeast Recreation Trail that has colored and stamped asphalt pavement. A bus stop is adjacent to the crosswalk and when the bus parks at this location, the crosswalk is blocked and view to vehicular traffic is impeded.

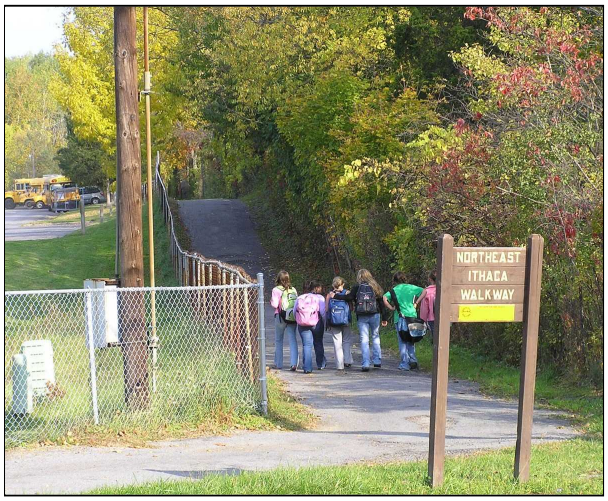


Northeast Recreation Trail Crossing on Warren Road

The ***trail segments*** include:

- **Northeast Recreation Trail:** The Northeast Recreation Trail (also known as the Northeast Ithaca Walkway) is the most direct walking route to the schools for many residents of the study area who live east of Warren Road. It provides a direct connection to Tareyton Park and Winston Court Apartments.

  The photo at right shows the entrance on the west end of the trail. The concerns and needs are that the trail needs resurfacing, there is no lighting along the trail, which raises concerns about safety, and the fence makes some people feel closed in and unsafe without an escape route. Also, the chain link fence is rusted and the institutional feel of the pathway is not inviting or comfortable.



Northeast Recreation Trail

- **Neighborhood Connector Trails:** In the neighborhoods west of Warren Road there are three short connector trails that are constructed on easements along property boundaries between several residences. These connectors are some 500 feet in length and help connect school and destination routes as well as recreational routes through the neighborhoods. The three connectors are:

  - **Sandra Place Walkway:** This short trail provides a pedestrian connection between two neighborhoods from the Sandra Place cul-de-sac and Burleigh Dive across from Lexington Drive.
  - **Lisa Lane Walkway:** This short trail provides a pedestrian connection between two neighborhoods from Lisa Lane to Sienna Drive.
  - **Simsbury/Texas Lane Walkway:** This short trail provides a pedestrian connection between two neighborhoods from the east end of Texas Lane to Simsbury Drive.

Simsbury/Texas Lane Walkway

Recommended Projects and Changes to Pedestrian Infrastructure Based on Prioritized Goals

In Section 2, many needs and concerns were listed that describe ways that walkability is hindered on a particular street, in a neighborhood area, or for the entire community. The goals that were developed in Section 2 will be the guide for addressing and prioritizing steps and projects to improve the walkability in the study area. In addition, the ranking results from the revised survey tool will be incorporated into the process. This section lists projects to address the study area needs for each project goal. The more goals that are satisfied for an area of improvement, the higher the priority of that action.

The prioritized project goals are:

1. Build on current pedestrian initiatives and plans by municipalities
2. Provide safer, more accessible school routes for children.
3. Provide safer, more accessible crossings at intersections.
4. Provide safer, more accessible walking routes to desired destinations.
5. Provide recreational walking loops through the community.
6. Reduce conflict between vehicular traffic and pedestrians.

Goal 1. Build on current pedestrian initiatives and plans by municipalities

Listed above under *Local Plans and Initiatives* are several plans to improve pedestrian infrastructure and walkability in the study area. The Town of Ithaca's "Prioritized Pedestrian Corridor Needs" map, Tompkins County's "Hanshaw Road Improvement" Design Plans and the "Briarwood II Residential Development" are specific plans within the study area. Based on the plans and the study needs, this goal can be accomplished by:

a) Implementing the proposed sidewalk improvements in the **Hanshaw Road** Improvement Design Plans, which ranked as a high priority link, when the road is reconstructed, to create a safer pedestrian link to Community Corners along the south edge of the study area. See Goal 4, below, for more detail.

b) As recommended on the Pedestrian Corridor Needs map and as a high priority link, a sidewalk should be constructed on one side of **Muriel Street** to connect Hanshaw Road and the Northeast Recreation Trail. The street is straight and long and vehicle speeds are sometimes excessive, therefore, traffic calming measures should also be incorporated in the project. A sidewalk would increase safety for school children, people walking from the Winston Court area, and recreational walkers. The connection to the Northeast Recreation Trail should be upgraded and the intersection at **Rose Hill Road,** a high priority link**,** should be improved to encourage motorists to make full stops at the existing stop sign.

c) As identified on the Pedestrian Corridor Needs map and as a high priority link, **Salem Drive** is part of a planned recreational trail corridor that connects to Salem from the south and then east to Salem Park and Sapsucker Woods Road. The intersection at Birchwood Drive should be improved to increase visibility, slow down traffic and better accommodate pedestrians. Traffic calming measures and the construction of a sidewalk or wide shoulder should be considered to improve walking conditions along this section of the roadway. This is also the recreational trail connection to the **Briarwood II Residential Development** that has wide shoulders and sidewalks planned for the street system. The Briarwood II proposal also includes an inter-connected system of walkways to the west of the new streets in the development, including the proposed

connection from Briarwood Drive to Sapsucker Woods Road. The intersection of Salem and Hanshaw has poor visibility that should be addressed in the Hanshaw Road Improvement plans. Also, Salem slopes rather steeply down to Hanshaw Road, making it difficult for cars to stop for pedestrians, bicyclists and motorists on Hanshaw.

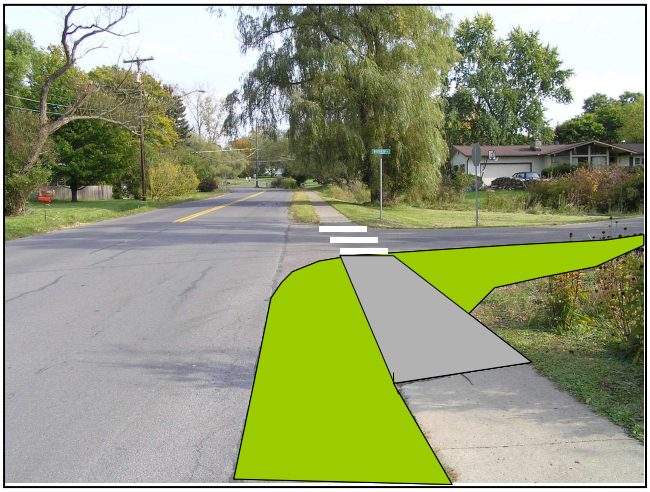
d) Connections of the Town of Ithaca's trails to the Village of Lansing's greenway system should be investigated, especially in light of efforts of both municipalities to plan for trail and pedestrian systems.

Goal 2. Provide safer, more accessible school routes for children.

Currently, there are not adequate pedestrian facilities available for school children walking to school from the south or the east part of the study area. Safer routes to schools should be created for children walking to the three schools at the heart of the study area – Northeast Elementary School, DeWitt Middle School and Tompkins-Seneca-Tioga Board Of Cooperative Educational Services (TST BOCES). The following improvements are proposed:

a) Given the population density of the area, and the central location of three schools all adjacent to, or very near **Warren Road**, a sidewalk along at least one side of Warren Road is warranted to enhance pedestrian safety. This roadway was also listed as a high priority link from the survey tool. The current 5' shoulders have added some measure of safety, however, traffic volumes are high since the road is classified as an arterial, and there is a public transit route on the road. If a sidewalk were added to one side, then crosswalks should be added at regular intervals to provide safe access to the sidewalk, particularly at intersecting roadways. These crosswalks could also be designed to serve as traffic calming devices, as speeding is reportedly a problem on this smooth and wide roadway.

b) **Winthrop Drive:** This street is a high priority link from the revised survey tool. Curb radii should be shortened to slow turning traffic and reduce pedestrian crossing distance, detectable warnings should be added where sidewalks meet the road, and high visibility crosswalks should be installed at each crossing. New sidewalk should be constructed along Winthrop across the whole north and east border of the school and continue on the south shoulder to the intersection of Warren Road. Location of the Winthrop Drive crossing to Dewitt, now located at a 90 degree turn, should be examined and possibly raised to help slow vehicular traffic. Traffic calming measures should be considered in the vicinity of Northeast Elementary School.



Narrowing of Winthrop Place Intersection with Winthrop Drive

c) **Christopher Lane:** This street is a medium priority link from the revised survey tool. A sidewalk should be developed on the north shoulder of the road that will link to the school's walking network and to the Christopher Lane school exit.

d) **Brandywine Drive**: This street is a high priority link from the revised survey tool. A sidewalk connector on one side between Christopher Lane and Winthrop Drive is recommended.

e) **Blackstone Avenue:** This street is a high priority link from the revised survey tool. A sidewalk on one side of the street is recommended for the Hanshaw Road – Christopher Lane connection. The intersection of Blackstone and Hanshaw should have a highly visible crosswalk to improve safety of the crossing.

f) **Burleigh Drive** is a heavily used road that connects Triphammer to Warren Road and the numerous medical offices, daycare facilities, the airport and adjacent office buildings. Many students cross Burleigh to get to Winthrop Drive and the schools. Improvements to **Burleigh Drive** that should be considered include a sidewalk or paved shoulders, traffic calming measures and increased enforcement to slow down traffic. This street is a high priority link from the revised survey tool.

g) **Uptown Road** is used by many Dewitt and BOCES students who live along Burleigh Drive or in the University Park or other apartments along the north edge of the study area. A sidewalk or adjacent trail is needed along Uptown Road between Warren Road and the intersection of Burleigh Road. This street is a high priority link from the revised survey tool.

h) As already mentioned**, Muriel Street** and **Salem Drive** should have sidewalks, as well as **Rose Hill Road.** Also, a connection from **Salem Drive** to the **Northeast Trail** and the portion of **Winston Drive** from **Rose Hill Road** to the **Northeast Trail** should have sidewalks. These roads ranked as high priority and these connections will provide a safe walking loop from the main north-south streets to the Northeast Trail and then to the schools. Traffic calming measures should be considered for Muriel and Salem Drives to slow down vehicular traffic that consistently exceeds posted speed limits due to long straight road geometry and smooth pavement.

i) The **Northeast Recreation Trail** should be upgraded to encourage more use as a safe route to area schools. Neighborhood connectors to the trail from Muriel Street and Tareyton Road should be improved with better signage, lighting, gates and access control, and enhanced visibility. The trail is bounded by two chain link fences to provide security to adjacent residential properties on the south and BOCES on the north. While these fences may contribute to the perceived security of neighbors, they detract from the visual experience, comfort and perceived security on the trail itself. The Town of Ithaca, owner of the trail, should discuss the necessity of the fence along the edge of the BOCES property. School boundaries are not typically fenced and there is no reason that the trail would create the need for fencing along this boundary. Lighting should also be added to the trail so that it becomes more functional and safe during dark winter mornings and afternoons. This trail is a medium priority link from the revised survey tool.

***Goal 3. Provide safer, more accessible crossings at intersections*.**

Crossings at key or overly wide intersections should be improved to increase pedestrian crossing visibility and safety. The following improvements are proposed:

a) **Crossing where Northeast Recreation Trail meets Warren Road:** The addition of a raised crosswalk and a flashing beacon or a pedestrian-actuated traffic signal may be warranted in this location due to the heavy use by students crossing Warren Road. Also, the bus stop should be relocated so that a bus does not block or reduce visibility to persons using the crosswalk.

b) The key improvement in the western half of the study area is to extend and improve the existing **Winthrop Drive sidewalk** and create other sidewalks near the Northeast school property as

described above. Generally, walking in the southwest quadrant of the study area, south of Winthrop and west of Warren, is done comfortably on the streets and with the use of a few short connector walkways (Lisa Lane, Simsbury/Texas Lane, and Texas Lane to Community Corners). The connector from Texas Lane to Community Corners has been modified to a degree due to the construction of new offices for Warren Real Estate. A more direct linkage to **Community Corners** on property between the real estate office buildings and the Village Hall would improve access to this important commercial and civic center.

c) Reconfiguration of existing intersections found throughout the study area is a cost-effective way to make improvements to the pedestrian environment. Shortening the turning radii at intersections slows down traffic and reduces crossing distance for pedestrians. Proper, high visibility crosswalks and stop bars are also essential and low-cost pedestrian infrastructure improvements. In particular, improving intersection geometry at **Burleigh/Winthrop/ Warwick/ Simsbury intersection** and the **Sandra Place/Winthrop Drive** would slow traffic and improve pedestrian safety in this area.

d) Crossings at intersections in the **Community Corners** area should be improved to address safety of pedestrians trying to access shops and services at **Community Corners**. See Goal 4, below, for more detail.

e) On **Triphammer Road** at the intersection with **Texas Lane** and **Spruce Lane**, the crossing should be enhanced with a highly visible crosswalk and signing to enhance the crossing.

Goal 4. Provide safer, more accessible walking routes to desired destinations.

Currently, there are not adequate pedestrian facilities to traverse the study area from the south and east portions of the study area to destinations such as Community Corners, Triphammer Mall shopping area, and the schools. The following improvements are proposed:

a) **Hanshaw Road** is currently planned for 2008 reconstruction and a sidewalk will be included in the project scope. The sidewalk is to be constructed in the north shoulder of Hanshaw Road and will begin at Community Corners, across from the Pleasant Grove intersection, and continue past Warren Road to Sapsucker Woods Road. If the bids are higher than anticipated, it is possible that the sidewalk will be ended at Salem Road. This new sidewalk is a critical component of the area's pedestrian infrastructure that will create an important link for much of the study area to Community Corners, the area's commercial and civic center.

b) The sidewalk network at Community Corners should be updated to meet current design standards to provide for safe and comfortable pedestrian access to area shops, businesses and municipal facilities. While sidewalks generally exist in the area, most are narrower than the standard 5' width and are not continuous across driveway entries. Unnecessarily large turning radii at road intersections result in long crossing distances for pedestrians and allow cars to maintain high speeds when turning. Crosswalk striping and layout as well as regulatory and wayfinding signage should be updated.

Goal 5. Provide recreational walking loops through the community

The development of a recreational walking network, particularly along the northern and eastern borders of the study area to link many of the multi-family housing areas and natural areas to the

existing Northeast Recreation Trail and Tareyton Park should be explored. The following improvements are proposed:

a) The Texas Lane connector to Triphammer Road should be improved and paved to provide a facility similar to the other connectors and ability to plow and maintain the trail in the winter. The creation of short **pedestrian connector walkways** similar to the connectors in the western portion of the study area (e.g., Simsbury/Texas Lane Walkway) should be investigated. Although the connectors may be a tight fit given current development, streets that would benefit from the creation of short pedestrian connector walkways are Muriel to Warren in the vicinity of the Christopher Lane intersection; Muriel to Tareyton; and Tareyton to Salem Drive. These connectors would create more direct, off-road walking routes to improve school access and to develop the recreational walking and exercise loops that are common in the western part of the study area. Also, the development of a **connector trail to Dewitt School** from Burleigh or Sandra Place would allow more direct access to the schools for children in this quadrant of the study area.

b) Improvements to the **Northeast Recreation Trail** are described above (see goal 2) and are critical to improving access to neighborhood schools. An improved facility would also benefit adults looking to use the trail for exercise, help create neighborhood walking loops, and enhance access to the recreational trails in Sapsucker Woods/Laboratory of Ornithology.

c) Development of a **multi-use trail** along the northern edge of the study area should be explored. There are no existing trails or roadways along the northeast portion of the study area along the boundary of the Town of Ithaca and the Village of Lansing. Also, just outside of the northwest corner of the study area, the Village of Lansing has recently experienced major street improvements that have greatly enhanced the mall area for pedestrians and bicyclists, while also improving traffic flow and access for motorists.

The development of a multi-use trail along the northern edge of the study area would enhance pedestrian access to the mall area for Northeast Ithaca residents and improve access to schools, the Laboratory of Ornithology, medical facilities, Tareyton Park and other area destinations. The trail corridor could begin at Triphammer Road and Sheraton Drive in the Village of Lansing and be located along the shoulder of Sheraton Drive, then pass University Park and other apartment complexes to the intersection of Uptown Road.

The Village of Lansing has developed greenway plans and some trail development has occurred in the University Park area. Along Uptown, the trail could become a sidewalk or be offset from the roadway. After crossing Warren Road at the Arrowwood Drive traffic signal, the trail could be located in the wide south shoulder of Arrowwood, then continue east on undeveloped properties toward the Laboratory of Ornithology.

A linkage to Tareyton Park and the Northeast Recreation Trail could be developed at this point, possibly through the Winston Court complex, which could be the end of the trail. Linkages to nature trails in and around Sapsucker Woods would have to be carefully considered due to the importance of this wetland sanctuary for bird habitat and public education.

d) The development of the pedestrian linkage through the proposed Briarwood II Development to **Sapsucker Woods Road** would enhance access to and through the Sapsucker Woods Area, a popular destination for area residents and visitors to Ithaca and Tompkins County. Current traffic

levels on Sapsucker Woods Road may not warrant a sidewalk, however imminent residential subdivisions may provide the need and opportunity for sidewalk development.

e) Improvements to the **Northeast Recreation Trail** have already been discussed. Trail development and improvements on school properties should also be considered to create safe and attractive off-road walking routes and to enhance routes to school.

f) **Dewitt School** has and exercise trail that should be completed and linked to the sidewalk that connects Northeast to Dewitt. It may be possible to use school properties at **Northeast Elementary** and **BOCES** to create walking loops and enhance overall connectivity.

Goal 6. Reduce conflict between vehicular traffic and pedestrians.

a) Improvements to sidewalk and trail networks have been discussed above. In general, separating pedestrians from motor vehicles through the development of sidewalks and trails will minimize the conflicts between pedestrians and motor vehicles. However, in some cases it may be desirable to implement traffic calming strategies to slow down motor vehicle traffic in order to enhance the safety of adjacent pedestrians and of motorists using the roadway. This is particularly true where sidewalks and trails do not exist and pedestrians must use the road for walking, as is the case in most roadways in the Northeast Area. Examples of traffic calming measures include: landscaped curb bump outs to help reduce traffic speeds and the distance required for a pedestrian to cross a roadway; street islands and marked, signalized crossings to enhance pedestrian safety; and street trees.

b) Other effective tools to reduce speeds on neighborhood streets is the active enforcement of existing traffic speeds and regulations by police, and the use of portable speed limit signs and radar speed trailers. One study in the City of Bellevue, Washington, found a reduction of speed of 3-5 mph on neighborhood streets using this device.

The following prioritized improvements are proposed:

Top 5 Priority Projects for Improving Walkability in the Northeast Area

1. Complete, extend and upgrade sidewalks to Northeast Elementary School, including along Winthrop Drive between Triphammer Road and Warren Road, and along Warren Road, Burleigh Drive, Uptown Road, Christopher Lane, Brandywine Drive and Blackstone Avenue. Traffic calming measures should also be implemented on residential streets that serve student commuters.
2. Improve safety and comfort along Northeast Ithaca Recreation Trail and create better neighborhood linkages to the trail to improve student access to schools and to enhance overall walking infrastructure in the study area.
3. Construct sidewalks, provide traffic calming and explore the creation of short walkway connectors in the vicinity of Muriel and Salem east of Warren Road in the study area including Rose Hill Road and connections to Salem Drive and Winston Drive to provide a continuous loop.
4. Construct the Hanshaw Road sidewalk and improve sidewalks, crossings and intersections at Community Corners to ensure that this important commercial and civic destination is accessible and safe for pedestrians. Also, high visibility crossings at Blackstone and Warren should be included.
5. Develop a community greenways task force or advisory committee that can look at possible new neighborhood connectors, longer greenways and trails to link neighborhoods and destinations in the study area. Enforce the trail connections proposed for the Briarwood II development.

Figures and maps on the following pages:

- Revised Survey Results Ranking Matrix
- Priority Ranking of Walkway Improvements
- Walkability – Recommended Projects Map

REVISED SURVEY RESULTS RANKING MATRIX

NORTHEAST ITHACA STUDY AREA

NAME	Road_Class	Rank_ Value	Route_Priority	Rank_ Val_1	Walk_Type	Rank_ Val_2	Walk_Cond	Rank_ Val_3	Walk_Envi	Rank_ Val_4	Non_Peds	Rank_ Val_5	Crossing	Rank_ Val_6	Total_ Rating
HANSHAW RD	Collector	10	School + Destination + Recreation	30	Shoulder	10	Many Problems	8	Many Problems	8	Many Problems	8	Awful	10	84
MURIEL ST	Local Road	5	School + Destination + Recreation	30	Shoulder	10	Many Problems	8	Many Problems	8	Awful	10	Many Problems	8	79
SALEM DR	Local Road	5	School + Destination + Recreation	30	Shoulder	10	Many Problems	8	Many Problems	8	Awful	10	Many Problems	8	79
WINTHROP DR	Local Road	5	School + Destination + Recreation	30	Road	15	Some Problems	6	Some Problems	6	Many Problems	8	Some Problems	6	76
BLACKSTONE AVE	Local Road	5	School + Destination + Recreation	30	Road	15	Some Problems	6	Some Problems	6	Some Problems	6	Some Problems	6	74
CHRISTOPHER LA	Local Road	5	School + Destination + Recreation	30	Road	15	Some Problems	6	Some Problems	6	Some Problems	6	Some Problems	6	74
UPTOWN RD	Local Road	5	School + Destination + Recreation	30	Road	15	Some Problems	6	Some Problems	6	Some Problems	6	Some Problems	6	74
WINSTON CT	Local Road	5	School + Destination + Recreation	30	Road	15	Some Problems	6	Some Problems	6	Some Problems	6	Some Problems	6	74
WARREN RD	Arterial	15	School + Destination + Recreation	30	Shoulder	10	Good	4	Good	4	Some Problems	6	Good	4	73
ROSE HILL RD	Local Road	5	School + Destination + Recreation	30	Shoulder	10	Many Problems	8	Some Problems	6	Some Problems	6	Some Problems	6	71
WINSTON DR	Local Road	5	School + Destination + Recreation	30	Shoulder	10	Many Problems	8	Some Problems	6	Some Problems	6	Some Problems	6	71
BRANDYWINE DR	Local Road	5	School + Destination + Recreation	30	Road	15	Very Good	2	Good	4	Some Problems	6	Many Problems	8	70
BURLEIGH DR	Local Road	5	School + Destination + Recreation	30	Road	15	Good	4	Very Good	2	Some Problems	6	Many Problems	8	70
SAPSUCKER WOODS	Local Road	5	School + Recreation	20	Road	15	Many Problems	8	Some Problems	6	Some Problems	6	Some Problems	6	66
N TRIPHAMMER RD	Arterial	15	School + Destination + Recreation	30	Sidewalk	5	Very Good	2	Very Good	2	Very Good	2	Some Problems	6	62
BIRCHWOOD DR	Local Road	5	School	15	Road	15	Some Problems	6	Good	4	Some Problems	6	Some Problems	6	57
BIRCHWOOD DR N	Local Road	5	School + Recreation	20	Shoulder	10	Some Problems	6	Good	4	Some Problems	6	Some Problems	6	57
ARROWOOD DR	Local Road	5	School	15	Road	15	Good	4	Very Good	2	Some Problems	6	Many Problems	8	55
LEXINGTON DR	Local Road	5	School	15	Road	15	Good	4	Very Good	2	Some Problems	6	Many Problems	8	55
TAREYTON DR	Local Road	5	School + Recreation	20	Road	15	Very Good	2	Very Good	2	Good	4	Good	4	52
KAY ST	Local Road	5	School	15	Road	15	Good	4	Good	4	Good	4	Good	4	51
MAPLEWOOD DR	Local Road	5	School	15	Road	15	Good	4	Good	4	Good	4	Good	4	51
SANCTUARY DR	Local Road	5	School	15	Road	15	Good	4	Good	4	Good	4	Good	4	51
STONYBROOK LN	Local Road	5	School	15	Road	15	Good	4	Good	4	Good	4	Good	4	51
SYCAMORE DR	Local Road	5	School	15	Road	15	Good	4	Good	4	Good	4	Good	4	51
CONCORD PL	Local Road	5	School + Recreation	20	Shoulder	10	Good	4	Very Good	2	Good	4	Good	4	49
MANOR ST	Local Road	5	School	15	Road	15	Good	4	Very Good	2	Good	4	Good	4	49
RANDOLPH RD	Local Road	5	School + Recreation	20	Shoulder	10	Good	4	Very Good	2	Good	4	Good	4	49
ST CATHERINE	Local Road	5	School + Recreation	20	Shoulder	10	Good	4	Very Good	2	Good	4	Good	4	49
TEXAS LA	Local Road	5	School + Recreation	20	Shoulder	10	Good	4	Very Good	2	Good	4	Good	4	49
WARWICK PL	Local Road	5	School + Recreation	20	Shoulder	10	Good	4	Very Good	2	Good	4	Good	4	49
WINTRHOP PL	Local Road	5	School	15	Road	15	Good	4	Very Good	2	Good	4	Good	4	49
CAMBRIDGE PL	Local Road	5	School	15	Road	15	Very Good	2	Very Good	2	Good	4	Good	4	47
CHRISTOPHER CIR	Local Road	5	School + Recreation	20	Shoulder	10	Very Good	2	Very Good	2	Good	4	Good	4	47
LISA LA	Local Road	5	School	15	Road	15	Very Good	2	Very Good	2	Good	4	Good	4	47
LISA PL	Local Road	5	School	15	Road	15	Very Good	2	Very Good	2	Good	4	Good	4	47
SANDRA PL	Local Road	5	School	15	Road	15	Very Good	2	Very Good	2	Good	4	Good	4	47
SIENNA DR	Local Road	5	School + Recreation	20	Shoulder	10	Very Good	2	Very Good	2	Good	4	Good	4	47
SIMSBURY DR	Local Road	5	School + Recreation	20	Shoulder	10	Very Good	2	Very Good	2	Good	4	Good	4	47
BRIARWOOD DR	Local Road	5	Recreation	5	Shoulder	10	Some Problems	6	Good	4	Some Problems	6	Some Problems	6	42
PINEWOOD PL	Local Road	5	Recreation	5	Shoulder	10	Some Problems	6	Good	4	Some Problems	6	Some Problems	6	42
SHERATON DR	Local Road	5	Destination	10	Sidewalk	5	Good	4	Good	4	Good	4	Some Problems	6	38

September 24, 2007

NE Ithaca Priority Ranking of Walkway Improvements

N
W E
S

Legend

- Study Area Boundry
- Sidewalk Ranking High Priority
- Sidewalk Ranking Medium Priority
- Sidewalk Ranking Low Priority
- Sidewalk
- Multi-Use Path
- Briarwood II Roads
- Upgrade Trail

September 24, 2007

Stantec

Northeast Greenways

Northeast Ithaca Walkability - Recommended Projects

Study of Future Trail to connect Triphammer Mall area to Sapsucker Woods
more stuff here AND HERE AND HERE

Planned Trail with Briarwood II Development

GENERAL RECOMMENDATION:
Traffic and Pedestrian Evaluation for Community Corners

GENERAL RECOMMENDATION:
Traffic Calming Measures for Residential Through-Streets

Legend

- Study Area Boundry
- Existing Multi-Use Path
- Existing Sidewalk
- Upgrade Multi-Use Path
- Proposed Sidewalk
- Future Sidewalk
- Future Multi-Use Path
- Existing Crosswalk
- Improved Crosswalk
- Proposed Crosswalk
- Briarwood II Roads

September 24, 2007

Stantec

Northeast Greenways

3.2 VILLAGE OF TRUMANSBURG CASE STUDY

Study Area Description

The Village of Trumansburg is a classic 19th century walkable community, with a Main Street comprised of civic and public buildings, churches, retail and specialty stores, restaurants, cafes and bars. Adjacent to this commercial and civic center are historic residential neighborhoods with houses located at a close, yet comfortable distance from each other and a network of sidewalks separated from the street by a grass tree lawn and street trees.

However during the 20th century, the walkability of the Village center was compromised by road widening projects that detracted from the pedestrian environment. Although there are approximately 38,800 feet of sidewalks in the Village, the sidewalk networks both downtown and in the community's historic residential neighborhoods have deteriorated dramatically during the past 100 years.

Main Street Sidewalk Improvement

Community members have been working together for more that ten years around the Main Street Project, which has the goal of redesigning and rebuilding Main Street. The Project includes new sidewalks and pedestrian amenities in the Village center. During the past year, much of the Main Street Project has been constructed and the vision of Village residents has largely come to fruition. With the momentum and experience gained from successfully implementing the Main Street Project, the Village is now looking ahead to other projects that will encourage walking and improve walking conditions in and around the Village. (See Map 2 on next page)

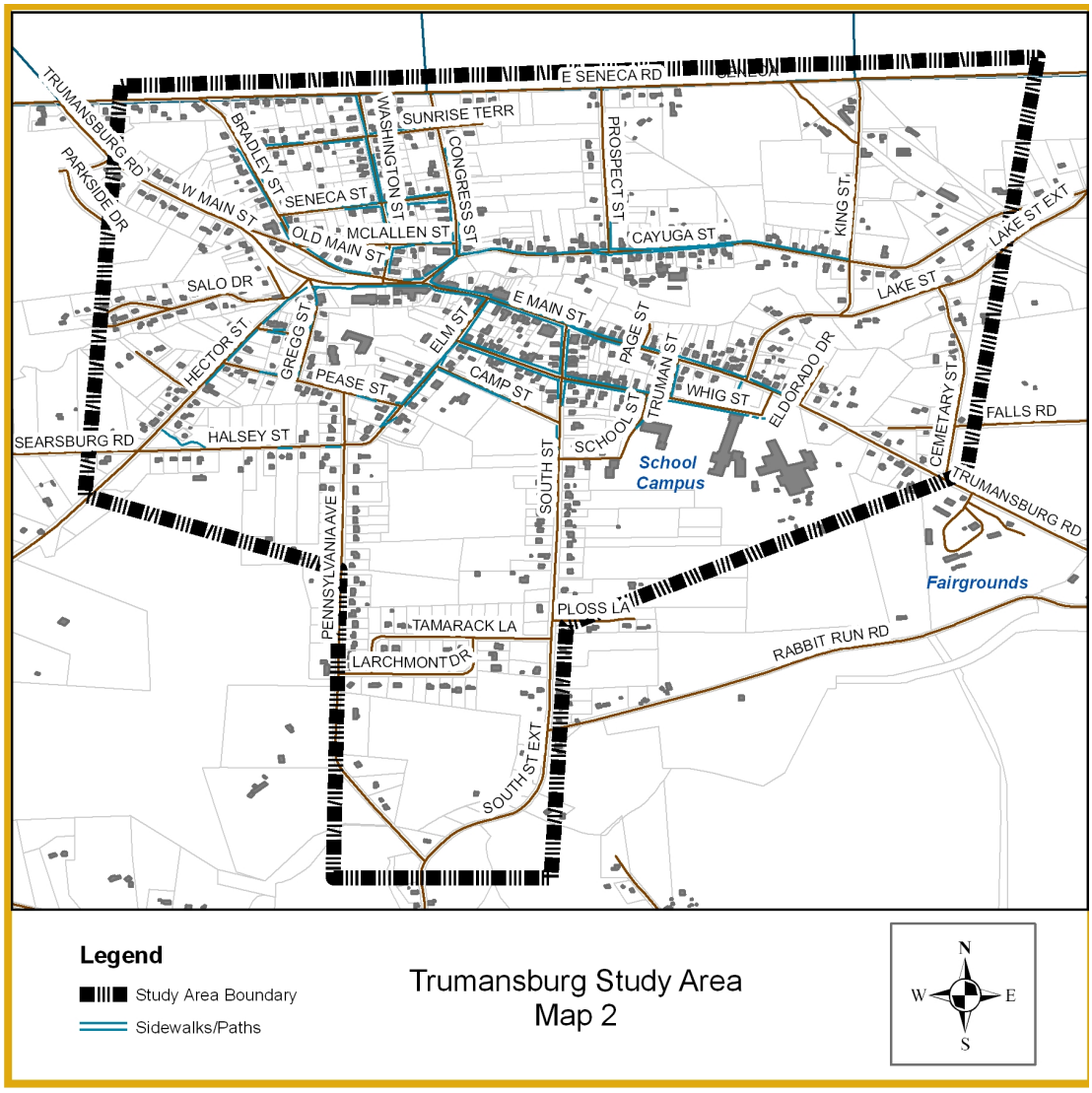
Local Plans and Initiatives

- The Village of Trumansburg's Main Street Project, after many years of planning, fundraising, and design, was constructed during the summer and fall of 2006. The project includes the installation of new curbs, sidewalks, benches and furnishings, and street trees and plantings in the Village center, all designed to improve traffic flow, increase main street vitality, and enhance pedestrian safety and comfort, and create a sense of place. Outside of the Village center toward the southeast, the project includes a sidewalk linkage between the Village center, the school complex and the fairgrounds. Also new sidewalk was added northwest of the Village center to the intersection of Hector Street.

Main Street Under Construction

The project is now substantially complete, with the exception of the installation of new pedestrian-scale lighting, some plantings and miscellaneous streetscape furnishings that are slated for installation in the spring of 2007.

- The Tompkins County Comprehensive Plan, provided by the Tompkins County Planning Department, has an emphasis on building strong communities in compact nodes. Development of pedestrian infrastructure to encourage walkability is a key component of the Plan. The Comprehensive Plan supports establishment of pedestrian pathways and bikeways to link communities, improve community cohesiveness, and increase activity of the people in the communities.
- The Sidewalk Survey, provided by the Ithaca-Tompkins County Transportation Council, is a database and GIS coverage area for all the sidewalks within Tompkins County.



Community Input

The community provided input at three points in the study:

A. Steering Committee/Project Team Discussions

The steering committee and project team met on two occasions to discuss the project and identify the walkability needs of the study area. The first meeting was held in the Tompkins County conference room where the project team reviewed the project scope and then facilitated discussions on walkability concerns from the steering committee members. The committee discussed specific issues, locations of walking concerns, and the general character of neighborhoods within the study area. This open and informative discussion provided a wonderful base to progress the remainder of the study.

Members of the steering committee and the project team also spent one afternoon walking many of the streets and slate sidewalks to observe the field conditions of the neighborhoods within the study area. This provided additional insight to the concerns and information discussed in the first meeting.

Walking Along King Street

B. Workshop Discussions

A workshop was held the morning of October 14, 2006 to present and educate participants on the importance of community walkability and methods of measuring the degree of walkability in a community. The workshop was attended by 17 people from the community. During the presentation, there was opportunity to discuss walkability concerns of the group and review the components and use of the *Walkability Assessment Survey* tool. Instructions were also given on where to submit the completed forms. About ten individuals then participated in a field demonstration of use of the survey tool for data collection and walkability assessment. The input received at this workshop is part of the summary in Section 3.1.4.

C. Completed Field Surveys

Ten completed surveys were received for the Trumansburg community. These surveys are included in Appendix 7.6. The concerns identified in the surveys are included in the following "Summary of Needs" section and also presented graphically in Figure 3.2. Information received from the surveyors included multiple entries for sections of the survey looking for a single entry or description of condition as instructed in the workshop. Therefore, the results presented were ambiguous and was not a concise assessment of the route surveyed.

Summary of Needs

- Trumansburg had a well developed network of slate sidewalks in the late 19th and early 20th century that has deteriorated in quality and function during the past 50 years. The sidewalks consist of locally quarried 5' wide flagstone slabs separated from the road by an 8 – 10' grass tree lawn with street trees. In years past, the walks were continuous, crossing driveways and traversing from property to property. Over time the integrity and continuity of the walks have been compromised through differential settlement, cracking and flaking, removal at driveway crossings and vegetation encroachment. Some residents have erected fences and hedges at their property lines, breaking the continuity completely. While some residents are comfortable walking on the smooth road pavement, many would prefer not having to walk on Village streets with children in strollers or on scooters.

Brush Overgrowth between Street and Sidewalk

The existing slate sidewalks are a tremendous asset to the Village and were originally provided from a local quarry. However, the sidewalks have been poorly maintained over the years and some of the slate has been removed from individual parcels without replacing the sidewalk connection. Most of the slate sidewalk is broken and uneven with some sections impassable. The slate sidewalks are also slippery in wet conditions.

During the field visits with the steering committee and the workshop, many people were observed using the street instead of the sidewalk due to the sidewalk condition. During other site visits, by the consultants school age children were also observed using the street instead of the sidewalk. We can assume that during the winter months, given the condition of the some of the sidewalks, clearing the sidewalks for pedestrians is a difficult task.

Non-Standard Parking Arrangement

The streets ***north*** of Main Street with sidewalks include:

- Cayuga Street
- McLallen Street
- Seneca Street
- Bradley Streetwalk desired
- Strowbridge Street
- Sunrise Terrace
- Congress Street
- Southern portion of Prospect Street
- Old Main Street
- Washington Street
- Union Street
- Southern portion of King Street

The streets ***south*** of Main Street with sidewalks include:

- Gregg Street,
- Pease Street
- Elm Street
- Camp Street
- Whig Street
- Truman Terrace
- Hector Street
- School Street
- South Street (northern portion to Main St)

Example of Sidewalk in Deteriorated Condition

- The Main Street construction project will add or enhance sidewalks on both sides of the street from the school area to the south to Hector Street to the north, however, addition or enhancement of sidewalk links to side streets was not included in the Main Street construction project.
- Village tree lawns, which separate the road from the pedestrian network and provide a lot of the scenic and historic charm to these historic streets, have also been compromised over time as residents have begun parking on the grass, then surfacing their parking areas with gravel or asphalt.

  Tree lawns with street trees enhance the visual quality of these historic streets, while serving many functions, including separating the sidewalks from vehicles, providing shade, and

Tree Lawn Area that Needs Improvement

supplying street trees with pervious and uncompacted soil in which to grow and thrive.

- Many of the streets are narrow and without shoulders and pedestrians walk with traffic where sidewalks are missing or impassable.
- Some of the streets without sidewalks, or portions without sidewalks that are a school route, include sections of South Street, Pennsylvania Avenue, Lake Street, King Street and Prospect Street
- Although it was noted that people create many recreational walking routes depending on the length of walk desired, several walking loops were discussed at the steering committee meetings, including:
  - Congress – Union – Main – Lake – King - Seneca loop
  - Elm – Camp – South - Pennsylvania loop

Recommended Projects and Changes to Pedestrian Infrastructure Based on Prioritized Goals

In Section 2, many needs and concerns were listed that describe ways that walkability is hindered on a particular street, in a neighborhood area, or for the entire community. The goals that were developed in Section 2 will be the guide for addressing and prioritizing steps and projects to improve the walkability in the study area. This section lists specific projects to address the study area needs for each project goal. The more goals that are satisfied for an area of improvement, the higher the priority of that action.

The prioritized project goals are:

1. Build on current pedestrian initiatives and plans by municipalities
2. Provide safer, more accessible school routes for children.
3. Provide safer, more accessible crossings at intersections.
4. Provide safer, more accessible walking routes to desired destinations.
5. Provide recreational walking loops through the community.
6. Reduce conflict between vehicular traffic and pedestrians.

Goal 1. Build on current pedestrian initiatives and plans by municipalities

a) The Main Street Project was a great accomplishment in improving walkability in the Village. However, due to budget constraints, the Main Street Project did not include continuous sidewalks along both sides of Main Street throughout the Village. In order to complete the Main Street sidewalk system, the remaining sidewalk sections along Main Street should be finished and sidewalk extensions should be made from Main Street along Union Street, Elm Street, South Street, Truman Street, and Whig Street.

b) There is recognition within the community that the slate sidewalks need to be repaired. Policies should be developed that prevent further deterioration of the historic slate sidewalk network and the associated tree lawns and street trees, and that encourage the restoration of a functional and accessible sidewalk network in the historic neighborhoods adjacent to Main Street and to reduce the Village's liability to legal action.

Goal 2. Provide safer, more accessible school routes for children

Hundreds of students walk to and from their homes to Trumansburg's school complex, with elementary, middle and high school facilities in one location. In general, improvements to the Village's pedestrian network will increase the ease and safety for students. This should result in more parents allowing their children to walk to school, and more students wanting to walk, which is beneficial for the students and for the community in general. The Main Street Project has greatly enhanced safety for students in the Village. Key routes, identified below, should be improved to enhance safety and encourage more students to walk to and from school:

a) **Whig Street:** Whig Street runs parallel to Main Street and is the most heavily used street by students walking to school. Unfortunately, the sidewalk is so narrow and poorly surfaced with old slate slabs, that many students do, in fact, use the street itself for walking. Constructing a 5' concrete sidewalk, at least on the southwest side of the street, and preferably on both sides, would greatly enhance the safety and utility of Whig Street as an important pedestrian 'arterial'. The block between the schools and South Street is the highest priority, with the next block to Elm Street being of lesser, but still high importance. The intersection of Whig and South Street should also be improved. Residential streets in this area are not curbed, which creates a unique

challenge for separating the vehicular and pedestrian systems at intersections. It is critical that concrete sidewalks be extended to the street edge and that detectable warning blocks for the visually impaired be incorporated into sidewalks at intersections.

b) **Camp Street:** Camp Street is home to the Camp Historic House, a beautiful Greek Revival mansion on a very large site, surrounded by woodlands. Sidewalks are slate, but in very poor condition and in some cases lost under soil or in the woods. Development is planned for some of the vacant acreage in this area and it is a fairly heavily used connector between the schools and the residential neighborhoods to the southwest of the Village center. Sidewalks on at least one side, preferably the west side, would enhance the safety and increase the use of this street for accessing the school facilities.

c) **South Street:** South Street, between Whig and Main Street is heavily used by students. Sidewalks should be upgraded to include new 5' wide continuous concrete sidewalks. South Street is used by students who live southwest of the Village center and the schools and there is no sidewalk in this less densely developed Village area. Construction of a sidewalk should be considered on one side of the street between Whig Street and Tamarack Lane.

d) **Lake and King Streets**: Lake Street is located northeast of the main crosswalk across Route 96 in front of the schools and is a well-used walking route for students who reside on or adjacent to Cayuga Street, north of the school complex. The street curves to the east as is drops to cross Trumansburg Creek. King Road intersects the street east of the creek crossing, making the connection on a steep hill that winds up to the higher elevations along Cayuga Street. There are no sidewalks along these streets, except on the bridge over Trumansburg Creek, where a sidewalk was recently constructed when the bridge was rebuilt. Sidewalks should be developed on the north side of Lake and the east side of King Streets between Cayuga Street and the crosswalk on Route 96 to the schools. This connection will become even more important once the Black Diamond Trail is constructed and enters the Village near this road segment.

e) **Prospect Street and Pennsylvania Avenue:** Although both of these streets are somewhat remote from the central area of the Village, these streets are used as routes to school, recreation routes and destination routes. The southern portion of Prospect Street has a sidewalk and this sidewalk should be upgraded and extended to access houses further out along the street. Pennsylvania Avenue does not have any sidewalk; a sidewalk should be provided on the east side of the street between Larchmont Drive and Elm Street.

Goal 3. Provide safer, more accessible crossings at intersections.

Survey respondents noted two street crossings that should be constructed as high visibility crossings:

a) The crossing from South Street to School Street

b) The crossing from Parkside Drive across West Main Street at the northwest edge of the study area.

Goal 4. Provide safer, more accessible walking routes to desired destinations.

a) Now that the sidewalks along Main Street in the Village center are completed, the next step is to create accessible and safe pedestrian connections to adjacent residential areas. Specific projects include the following:

   i) **Washington Street:** This street is a direct connection from Main Street to Seneca Road. New sidewalks have been linked into the existing network on the southeast side of the street, but sidewalks have yet to be developed on the northwest side of Washington Street.

   ii) **Union Street/Congress Street:** Improved sidewalk connectors need to be developed on both sides of the street to create linkages between Main Street and the intersection of Congress and Cayuga Streets. This segment of road experiences high vehicular and pedestrian traffic, which should be more safely separated. Curb cuts should be created at the parking area located to the northeast of Main Street buildings to control vehicular access and enhance pedestrian safety.

   iii) **Cayuga Street**: This is an important connector between Congress/Union Streets intersection, the King/Lake Street intersection and the future trail head for the Black Diamond Trail. The sidewalks along this street need to be improved and replaced since many sections are unwalkable because the slate is very uneven or missing.

   iv) **Hector Street:** Pedestrian connections should be improved across Hector Street to the Village Park, TCAT bus shelter and parking lot. Sidewalk is existing only on the south side of Hector Street between Main Street and Pease Street.

   v) **Gregg Street:** An existing sidewalk on the west side of the Post Office connects the new Main Street sidewalk to a narrow pedestrian bridge over Trumansburg Creek. The sidewalks on Gregg Street have seemingly disappeared over time and this is a dead-end street. However, with the footbridge accessed from the end of the street, this is a great connector for residents of the adjacent neighborhoods, particularly the residents of Juniper Manor, to use this footbridge to access post office and downtown stores. Therefore, the sidewalks and tree lawns along Gregg Street should be restored with the construction of new sidewalks, at least on one side of the street.

b) Like the lower Village area, once sidewalks along Main Street are completed then the next step is to create accessible and safe pedestrian connections to adjacent residential areas. Specific projects include the following:

   i) **Elm Street:** Elm Street has a Village parking lot and Ulysses Town Hall both located southwest of the Elm/Main Street intersection. Currently there are no curbs and no sidewalks or tree lawns in this area. Creating sidewalks, with tree lawns and curbs that define the building and parking lot entries will enhance safety, improve the appearance of the public meeting and parking facilities, and create a connection from Main Street to adjacent residential neighborhoods, which include Juniper Manor, Trumansburg's senior citizen housing facility.

   ii) **South Street:** The public library has sidewalks along both its Main Street and South Street borders. The Methodist Church recently installed a new concrete sidewalk from its parking lot behind the church building, along South Street to Main. While the church has striped a walk across the parking lot edge, it would be more effective to narrow the parking lot entrance to a more standard 24' width and to carry the concrete sidewalk across the full length of the parking lot.

c) As noted in the needs section, the degradation of this historic slate sidewalk walking infrastructure is exacerbated as the sidewalk and tree lawns continue to lose their function and integrity. The Village should consider adopting policies that prevent further deterioration of this

important infrastructure. It is common in other villages and cities for homeowners to be responsible for construction and maintenance of sidewalks and tree lawns in the publicly-owned right-of-way along their properties.

The Village should consider developing and adopting policies that encourage or require residents to either maintain the slate sidewalk as a continuous and functioning sidewalk across their property, or to replace it with 5' wide concrete sidewalk. While concrete does not have the historic charm of the slate, the slate is very slippery in wet and cold conditions, even if in good repair. This policy decision could be incorporated into public discussions as the Village's comprehensive plan is developed.

Following is a list of streets that have slate sidewalks along some or all of their length: Washington Street, Congress Street, Cayuga Street, Prospect Street, McAllen Street, Seneca Street, Bradley Street, Gregg Street, Elm Street South Street, Whig Street, Camp Street and Pease Street.

d) Walking in Outer Village

Many adults are comfortable walking on Village streets, particularly those further from the Village center, where houses are more widely spaced and traffic volumes are lower. To maintain or improve walking conditions is these areas, it is important to monitor the overall issues of traffic speed and volume, street width and shoulder condition to understand and improve general corridor walkability. In addition, it is important to address any site specific concerns about visibility, road geometry, intersections and other conditions that can create hazardous areas along an otherwise safe and comfortable route. In special circumstances, sidewalks or paved shoulders/bike lanes should be considered if the route is a route to the schools, such as on South Street to the southwest of Whig Street.

Following are some of Trumansburg's outer Village streets: Strowbridge Street, Washington Street (outside historic area), Congress Street (outside historic area), Prospect Street (outside historic area), Bradley Street (outside historic area), Meadowview Drive, Parkside Drive, Halsey Street, Pennsylvania Avenue, South Street, Larchmont Drive and Tamarack Lane.

i) **Northwest Sidewalk Extensions**: Extending the sidewalk from Hector Street and the Village Park along Route 96 to Seneca Street in the west shoulder of Route 96 would allow for sidewalk development on Seneca Street to the mobile home park further to the west on Seneca Road. Also, sidewalk improvements currently end at Washington Street and, in the future, should be extended at least to the small Village park at the Hector Street intersection. These extensions will allow sidewalk access to the Fire Station and eventually to Seneca Street to provide access to professional offices and facilities on Seneca Street, east of Route 96.

ii) **Southeast Sidewalk Extensions:** Although outside of the study area, extending the sidewalk network on the south side of Route 96 from the fairgrounds to the new Kinney Drug Store and Subway Restaurant would more safely accommodate pedestrians to these facilities and also provide safe access from remote parking areas to the fairgrounds for large events. The sidewalk network on the north side of Route 96 now ends at Lake Street. Extending this sidewalk to the southeast would provide pedestrian connections to residential neighborhoods

between Lake and Cemetery Roads, to the fairgrounds, and beyond to the ShurSave grocery store.

Goal 5. Provide recreational walking loops through the community.

a) Many Village residents take long recreational and exercise walks, sometimes on a daily or regular basis, on Village streets and the town and country roads outside of the Village. While these routes are highly individualized, steering committee members and public meeting attendees described a couple of common routes on the north and south sides of the Village.

Scenic, safe, and popular routes that are used north of the Village center include Washington Street, Congress Street, Seneca Road, King Street, Lake Street, and Cayuga Street. Routes south of the Village center include South Street, Pennsylvania Avenue, Elm Street, and Camp Street.

One frequently mentioned loop is the Seneca Road Loop, where one walks north on Congress Street (or another Village street that intersects Seneca Street), east on Seneca Road to King Street (or beyond to Frontenac/Lake Street Extension), and returning on Cayuga Street (or possibly Main Street).

Strategies for enhancing the safety and comfort of these routes are similar as those described above for suburban-style neighborhoods and include setting and monitoring speed limits, ensuring that there is adequate road and/or shoulder width, and solving any site specific issues related to visibility, road geometry, intersections, etc. Specific areas for spot improvements consist of:

- Trimming vegetation at the intersection of Cayuga Street and King Street
- Trimming vegetation all along Seneca Road from Washington Street to King Street and further east outside the study area.
- Trimming vegetation along the embankment of Main Street north of Hector Street.

Strategies should be developed for improving comfort and safety of those recreational walking routes, as well as developing material geared toward informing residents of the location of these “best routes “.

b) Developing a greenway trail network would enhance the walking environment by creating a system of off-road, accessible trails suitable for walking, running, biking, inline skating and for use by families with strollers and those who have mobility impairments.

Besides facilities at the public schools, the Village of Trumansburg has two public parks:

1) Village Park at Hector Street and Main Street
2) State Park on Main Street across from the Village Park (this park is small consisting of a monument and a short access loop road.)

The only significant public open space within the Village limits is located on school property. Also, a few miles to the east is Taughannock Falls State Park which is planned to be connected to the Village by the Black Diamond Trail.

Since Trumansburg has very little public open space or recreational facilities, the development of a Village Greenway network presents an opportunity to link neighborhoods and facilities with an

off-road walking and biking trail that can help create safe linkages and provide a valued public open space system. The formation of a **greenway task force** or committee would be an important first step in exploring the feasibility of this concept. This could be incorporated into public discussions while developing the Village Comprehensive Plan. Components of a Village greenway system could include:

- State Parks is in the process, albeit a long one, of developing the **Black Diamond Trail** on the former Lehigh Valley railroad line that the state owns. This trail, at some point in the future, will enter the Village at it's the trail's intersection with Cayuga Street. Creation of a trailhead at this intersection is recommended. On-street and sidewalk linkages along Cayuga Street are also recommended to create a safe linkage to services in the Village center.
- **North Meadow Trail** – the feasibility of developing a trail from Seneca Street (near the mobile home park) though the Auble development to the Village park at the corner of Main and Hector Streets should be explored.
- **Trumansburg Creekwalk** in Village Center–the feasibility of developing a creekwalk behind the Main Street buildings all the way to the Post Office should be explored.
- **South Village Trail** –the feasibility of linking the Village Center to the schools, fairgrounds and Taughannock Creek and creating a loop trail or trails on school and fairground property should be explored.

Goal 6. Reduce conflict between vehicular traffic and pedestrians.

a) Walking conditions in Outer Village neighborhoods that have developed outside of the historic residential neighborhoods should be enhanced. In general, residents appear comfortable walking on Village streets. Improvements to sidewalk and trail networks have been discussed above. In general, separating pedestrians from motor vehicles through the development of sidewalks and trails will minimize the conflicts between pedestrians and motor vehicles. However, in some cases it may be desirable to implement traffic calming strategies to slow down motor vehicle traffic in order to enhance the safety of adjacent pedestrians and of motorists using the roadway. This is particularly true where sidewalks and trails do not exist or are in such poor condition that pedestrians must use the road for walking, as is the case in most roadways throughout the Village. Examples of traffic calming measures include: landscaped curb bump outs to help reduce traffic speeds and the distance required for a pedestrian to cross a roadway; street islands and marked, signalized crossings to enhance pedestrian safety; and street trees.

b) As mentioned in the Northeast Ithaca case study, other effective tools to reduce speeds on neighborhood streets is the active enforcement of existing traffic speeds and regulations by police, and the use of portable speed limit signs and radar speed trailers. One study in the City of Bellevue, Washington, found a reduction of speed of 3-5 mph on neighborhood streets using this device.

Top 5 Priority Projects for Improving Walkability in Trumansburg

1. Develop a Safe Routes to School Program and improve or construct sidewalks on Cayuga Street, Camp Street, Whig Street, Pease Street, Lake Street and King Street, as well as on South Street, Prospect Street and Pennsylvania Avenue.
2. Extend Main Street sidewalk from Community Park off Hector Street to the northwest to Seneca Street including the upgrade of the Main Street crossing of Hector Street.
3. Improve Elm Street sidewalk, parking and streetscape on both sides of the street between Main Street and Town hall and Village hall parking. Improve Union Street and Cayuga Street to link the central area to Lake Street and the future Black Diamond Trailhead.
4. Adopt and enforce policies regarding sidewalk upgrades and tree lawn maintenance to provide a consistent sidewalk area throughout the Village. Upgrades include resetting of slate sidewalk, integrating pieces of slate in concrete sidewalk or new concrete sidewalk in historic Village neighborhoods where slate sidewalks are, or were previously, in existence.
5. Develop a Trumansburg Greenways Committee to develop a greenway/trail master plan and implementation strategy.

The following prioritized improvements are proposed:

Figures and maps on the following pages:

- Revised Survey Results Ranking Matrix
- Priority Ranking of Walkway Improvements
- Walkability – Recommended Projects Map

REVISED SURVEY RESULTS RANKING MATRIX

TRUMANSBURG STUDY AREA

NAME	Road_Class	Rank_ Value	Route_Priority	Rank_ Val_1	Walk_Type	Rank_ Val_2	Walk_Cond	Rank_ Val_3	Walk_Envi	Rank_ Val_4	Non_Peds	Rank_ Val_5	Crossing	Rank_ Val_6	Total_ Rating
CAMP ST	Local Road	5	School + Destination + Recreation	30	Sidewalk	5	Awful	10	Awful	10	Awful	10	Awful	10	80
CAYUGA ST	Local Road	5	School + Destination + Recreation	30	Sidewalk	5	Awful	10	Awful	10	Awful	10	Awful	10	80
ELM ST	Local Road	5	School + Destination + Recreation	30	Sidewalk	5	Awful	10	Awful	10	Awful	10	Awful	10	80
PEASE ST	Local Road	5	School + Destination + Recreation	30	Sidewalk	5	Awful	10	Awful	10	Awful	10	Awful	10	80
WHIG ST	Local Road	5	School + Destination + Recreation	30	Sidewalk	5	Awful	10	Awful	10	Awful	10	Awful	10	80
SOUTH ST	Local Road	5	School + Destination + Recreation	30	Road	15	Some Problems	6	Some Problems	6	Some Problems	6	Some Problems	6	74
UNION ST	Local Road	5	School + Destination + Recreation	30	Sidewalk	5	Many Problems	8	Many Problems	8	Many Problems	8	Many Problems	8	72
KING ST	Local Road	5	School + Destination + Recreation	30	Shoulder	10	Some Problems	6	Some Problems	6	Many Problems	8	Some Problems	6	71
LAKE ST	Local Road	5	School + Destination + Recreation	30	Shoulder	10	Some Problems	6	Some Problems	6	Many Problems	8	Some Problems	6	71
PROSPECT ST	Local Road	5	School + Destination + Recreation	30	Shoulder	10	Many Problems	8	Many Problems	8	Good	4	Some Problems	6	71
PENNSYLVANIA AVE	Local Road	5	School + Destination + Recreation	30	Road	15	Good	4	Good	4	Some Problems	6	Some Problems	6	70
W MAIN ST	Arterial	15	Destination	10	Road	15	Some Problems	6	Some Problems	6	Many Problems	8	Awful	10	70
TAMARACK LA	Local Road	5	School + Recreation	20	Road	15	Some Problems	6	Some Problems	6	Some Problems	6	Some Problems	6	64
WASHINGTON ST	Local Road	5	School + Destination + Recreation	30	Sidewalk	5	Some Problems	6	Some Problems	6	Some Problems	6	Some Problems	6	64
LARCHMONT DR	Local Road	5	School + Recreation	20	Road	15	Some Problems	6	Some Problems	6	Some Problems	6	Good	4	62
SCHOOL ST	Local Road	5	School + Destination + Recreation	30	Shoulder	10	Good	4	Good	4	Good	4	Good	4	61
HALSEY ST	Local Road	5	School + Destination	25	Shoulder	10	Some Problems	6	Some Problems	6	Good	4	Good	4	60
TRUMAN ST	Local Road	5	School + Destination + Recreation	30	Sidewalk	5	Good	4	Some Problems	6	Some Problems	6	Good	4	60
TRUMANSBURG RD	Arterial	15	School + Destination + Recreation	30	Sidewalk	5	Very Good	2	Very Good	2	Very Good	2	Good	4	60
BRADLEY ST	Local Road	5	Destination + Recreation	15	Sidewalk	5	Awful	10	Many Problems	8	Many Problems	8	Many Problems	8	59
CEMETARY ST	Local Road	5	School + Recreation	20	Shoulder	10	Some Problems	6	Some Problems	6	Some Problems	6	Some Problems	6	59
CONGRESS ST	Local Road	5	Destination + Recreation	15	Sidewalk	5	Many Problems	8	Many Problems	8	Many Problems	8	Awful	10	59
OLD MAIN ST	Local Road	5	Destination + Recreation	15	Sidewalk	5	Awful	10	Many Problems	8	Many Problems	8	Many Problems	8	59
E MAIN ST	Arterial	15	School + Destination + Recreation	30	Sidewalk	5	Very Good	2	Very Good	2	Very Good	2	Very Good	2	58
PAGE ST	Local Road	5	School	15	Road	15	Good	4	Good	4	Some Problems	6	Some Problems	6	55
SENECA ST	Local Road	5	Recreation	5	Sidewalk	5	Awful	10	Awful	10	Awful	10	Awful	10	55
FALLS ST	Local Road	5	School	15	Shoulder	10	Some Problems	6	Some Problems	6	Some Problems	6	Some Problems	6	54
MCLALLEN ST	Local Road	5	Destination + Recreation	15	Sidewalk	5	Many Problems	8	Many Problems	8	Some Problems	6	Some Problems	6	53
GREGG ST	Local Road	5	Destination + Recreation	15	Sidewalk	5	Many Problems	8	Some Problems	6	Some Problems	6	Some Problems	6	51
ELDORADO DR	Local Road	5	Destination	10	Road	15	Good	4	Good	4	Some Problems	6	Some Problems	6	50
ACADEMY ST	Local Road	5	Destination + Recreation	15	Sidewalk	5	Some Problems	6	Some Problems	6	Some Problems	6	Some Problems	6	49
LAKE ST EXT	Local Road	5	Destination	10	Shoulder	10	Some Problems	6	Some Problems	6	Some Problems	6	Some Problems	6	49
STROWBRIDGE ST	Local Road	5	Destination	10	Sidewalk	5	Many Problems	8	Many Problems	8	Good	4	Some Problems	6	46
SUNRISE TERR	Local Road	5	Destination	10	Sidewalk	5	Many Problems	8	Many Problems	8	Good	4	Some Problems	6	46
E SENECA RD	Local Road	5	Recreation	5	Shoulder	10	Some Problems	6	Some Problems	6	Some Problems	6	Some Problems	6	44
HECTOR ST	Collector	10	Destination	10	Sidewalk	5	Good	4	Good	4	Good	4	Good	4	41
KENTUCKY AVE	Local Road	5	Destination	10	Shoulder	10	Good	4	Good	4	Good	4	Good	4	41
COREY PL	Local Road	5	School	15	Shoulder	10	Good	4	Very Good	2	Very Good	2	Very Good	2	40
SALO DR	Local Road	5	Destination	10	Road	15	Good	4	Very Good	2	Very Good	2	Very Good	2	40

Trumansburg Priority Ranking of Walkway Improvements

N
W E
S

Legend

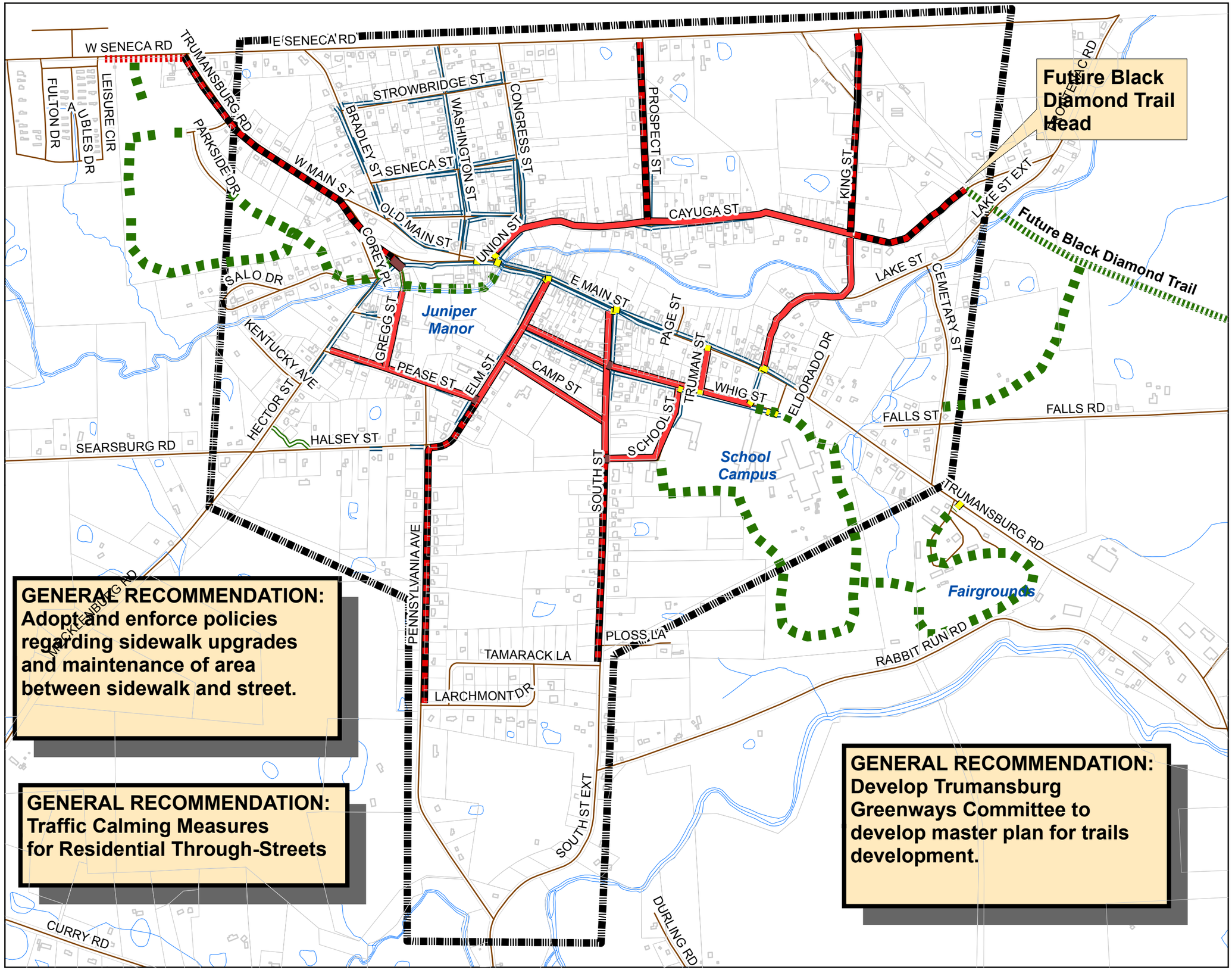
- Study Area Boundary
- Sidewalk Ranking High Priority
- Sidewalk Ranking Medium Priority
- Sidewalk Ranking Low Priority
- Existing Sidewalk
- Multi-Use Path
- Future Trail
- Existing Crossswalks

September 24, 2007

Stantec

Northeast Greenways

Trumansburg Walkability - Recommended Projects



GENERAL RECOMMENDATION:
Adopt and enforce policies regarding sidewalk upgrades and maintenance of area between sidewalk and street.

GENERAL RECOMMENDATION:
Traffic Calming Measures for Residential Through-Streets

GENERAL RECOMMENDATION:
Develop Trumansburg Greenways Committee to develop master plan for trails development.

Legend

- Study Area Boundary
- Improved Sidewalk
- Proposed Sidewalk
- Future Sidewalk
- Future Trail
- Potential Trail
- Sidewalk
- Multi-Use Path
- Existing Crosswalk
- Proposed Crosswalk

September 24, 2007

Stantec

Northeast Greenways

4.0 Funding Opportunities

There are several funding streams and grants available that may be applied for or programmed to fund projects. These include:

- **Transportation Improvement Program**: This is a 5 year work program for federally funded transportation projects including highway, bridge, transit, safety, bicycle-pedestrian projects. In Tompkins County, federal transportation funds are administered by the Ithaca-Tompkins County Transportation Council (ITCTC). All transportation improvement projects in Tompkins County address the needs of pedestrians, bicyclists, and transit users, along with the needs of motorists in single occupancy vehicles. Contact ITCTC at 607-274-5570 or visit www.co.tompkins.ny.us/itctc.

- **Transportation Enhancement Program**: The Transportation Enhancement Program is a federally funded program administered by NYSDOT. Many bicycle and pedestrian projects are funded with enhancement funds, including the Cayuga Waterfront Trail, Trumansburg Main Street Project, pedestrian crossings of Route 13 at Dey and Third Street in the City of Ithaca, etc. Project proposals are requested every two or three years and are rated locally by ITCTC before being passed on to Region 3 of NYSDOT in Syracuse. Federal funds will reimburse up to 80% of the cost of enhancement projects. This is an excellent funding source, but it is very competitive and will require a significant design, approval and administrative effort, along with the ability to spend the funding up front prior to reimbursement.

- **Legislative Earmarks for Special Projects:** Legislative earmarks can be included in the 5 year federal transportation authorization legislation. For example, funding for the Cayuga Waterfront Trail Phase 3 and the Gateway Trail in the Town of Ithaca were acquired as earmarks in the 2005 transportation bill.

- **Safe Routes to School**: This is a new federal funding source that is being administered by NYSDOT. Guidelines for this program are still under development, but are expected in the summer of 2007.

- **Multi-Modal Funding**: State legislative earmarks for transportation projects are funded through New York State Senators and Representatives. Some local projects have been funded through this program, but it is anticipated that these funds will become increasingly difficult to acquire in the future.

- **Municipal District Surcharge**: Another mechanism for funding is the enforcement or creation of a sidewalk district within the municipality. The municipality would levy a surcharge to the landowner to improve the walking area along the frontage of the property. This surcharge could pay for the improvement in full or as a subsidy to pay for a portion of the improvement.
- Local Municipal Capital Improvement Program: An important benefit of planning for pedestrian infrastructure is that once needs are identified, local governments can then ensure that when roads receive maintenance or are rebuilt, funds are included to address pedestrian improvements along

with needed vehicular improvements. Funding may be incorporated into a municipality's operating budget or municipal bonds may be issued to fund projects that serve a community-wide function. As an example, the Town of Ithaca has included funding in its 2007 Capital Budget for the local share of the Hanshaw Road walkway and the extension of the Honness Lane walkway.

- **Private Foundations**: Local and national foundations can fund pedestrian infrastructure, education and encouragement projects. To be successful in acquiring funds from a foundation, a non-profit organization should apply for the funds and the project should be tied into larger community quality of life and health issues. See the table below for non-governmental sources of funding.

- **Non–Governmental Sources of Funding and Assistance for Trails and Walkable Community Projects from the Parks and Trails New York Website**

(SOURCE: http://www.ptny.org/greenways/funding/fundingpage.shtml)

Name	Amount	Purpose	Deadline
Balance Bar grants	$25,000	Supports health and wellness activities for individuals and organizations	Currently evaluating program and not accepting applications at this time
Preserve New York	$3000-$10000, only partial support	Cultural resource surveys, historic structure reports, and historic landscape reports	May 1
Kodak American Greenways	$2500 max; normally $500-$1000	To stimulate the planning and design of greenways in communities throughout America	June 1
National Parks Service Rivers , Trails, and Conservation Assistance Program	No funds, technical assistance from NPS staff	Technical assistance for community groups and local, state, and federal government agencies to conserve rivers, preserve open space, and develop trails and greenways	August 1
American Hiking Society	$500 to $10,000 per project	Acquisition, constituency building campaigns, and traditional trail work projects	November 1
Greenway Conservancy Small Grant program	$1,000—$10,000	Provides opportunities for municipalities and organizations in the Hudson River Valley Greenway area to enhance their recreational trails.	December 15
Multiple Deadlines			
Robert Wood	Can be	Grants for projects that improve the health	See website

Johnson Foundation	considerable	and health care of all Americans	
Bikes Belong Coalition	Up to $10,000	Advocacy work and organizational capacity building; construction costs; matching funds; and education programs for bikes paths, trails, routes, lanes, parking, and transit; Mountain bike and BMX facilities; innovative and unique high-profile projects	End of February, May, August, and November
Captain Planet Foundation	$500-$2500	Hands-on environmental education programs for K-12 youth that help develop cooperation and planning and problem solving skills	March 31, June 30, September 30, and December 31
Foster's Community Grants	No maximum or minimum	Supports projects in the areas of wellness, culture, and the environment that provide community benefit.	April, September
Conservation Alliance	Up to $35,000	Supports efforts of grassroots citizen-action groups to protect wild and natural lands from resource extraction and commercial development	January and August; need sponsorship of a member outdoor retailer
The Furthermore program	$500 to roughly $15,000	Nonfiction book publishing about the city; natural and historic resources; art, architecture, and design; cultural history; and civil liberties and other public issues	March 15 and September 15
General Mills Sales, Inc. and Hamburger Helper	$15,000	Raising funds to help the communities	Each month
Ben & Jerry's Foundation	$1,001 - $15,000	Grants that lead to environmental change or address the root causes of environmental problems	An ongoing basis

- **Other Funding/Assistance Resources from the Parks and Trails New York Website**

New York State Commission on Community and National Service/AmeriCorps Program must address community needs in one or several of five areas: homeland security, environment, education, public safety, or other human needs. The federal funds awarded provide support for member living allowances, benefits, operational support and the education award that AmeriCorps members receive upon completion of their service term. A minimum 33% local match is required. There is a minimum program size of 10 members per award, though these members do not have to work together at a single host site or organization. If a group cannot host 10 AmeriCorps members, it can pool resources with local or regional partners. Contact AmeriCorps*VISTA , Donna Smith, Leo O'Brien Federal Building, Clinton Avenue & North Pearl Street, Room 900, Albany, NY 12207, (518) 431-4150.

Centerlines is the bi-weekly e-newsletter of the National Center for Bicycling & Walking that provides news and information to help create more walkable and bicycle-friendly communities. Check online for additional stories. To subscribe to Centerlines send a blank email.

Council of Community Services of New York State, Inc. CCSNYS) CCSNYS is a state association of New York nonprofits that offers technical assistance and group training, organizational insurance and discounted group purchasing programs for its members. Membership is based on size of organizational budget. Minimum membership is $50 for an operating budget under $50,000. As a member benefit, in partnership with GrantStation, CCSNYS each week emails the GrantStation Insider. The GrantStation Insider provides the latest information on new funding programs, upcoming grant deadlines, conferences, trainings, and relevant information for grantseekers.

Funds Net Services lists foundations offering environmental grants and financial support to communities for a variety of projects.

Governor's Office of Regulatory Reform provides a partial listing of financial resources available to New York State local governments and not-for-profit organizations.

New York National Guard GuardHELP is a program that turns community projects into National Guard training missions that support local initiatives for environmental preservation, tourism development, urban renewal, community recreation, and transportation infrastructure improvement. By utilizing the federal Innovative Readiness Training program, federal training requirements are linked to particular local needs, allowing the Guard to train as they provide valuable services, otherwise unavailable to some communities, at no cost to local taxpayers. To qualify for the program, projects must be approved by National Guard Bureau in Washington and be compatible with National Guard training requirements. Organizations seeking GuardHELP support are strongly encouraged to involve and seek support from elected officials at the local, state, and federal level. Contact the Division of Military and Naval Affairs, 330 Old Niskayuna Road, Latham, NY 12110-3514, 518-786-4500.

Pedestrian and Bicycling Information Center provides ideas that communities can use to raise funds for bicycle and pedestrian projects.

Student Conservation Association (SCA) provides interns and crew members for trail work. Contact Leigh Draper, Program Director**,** 845-255-4758**,** PO Box 699, 299 Mountain Rest Rd, New Paltz**,** NY 12561

5.0 Potential Improvements to the Process

Problems Encountered with the *Walkability Assessment Survey* Tool

Although the survey tool used in this study was comprehensive, the format did not allow an easy way to prioritize or compare the surveyed street segments. As described in Section 2.11, the survey tool was revised to allow walkers to complete a street segment and provide a numerical, subjective assessment of the segment. Then, all the street segments surveyed can be compared using some objective and subjective criteria.

Generally, survey respondents did not use separate forms for different sections or crossings of a route surveyed. That is, more than one section of a route was recorded on the same form making it difficult to know exactly which attribute went with which section or location along the route. One respondent numbered specific sections and then placed the number in the corresponding check box that described the elements of that section. However, written comments, either on the form or submitted separately, tended to describe the route and sections in greater detail. Respondents generally had difficulty filling in the portion of the form "Where do you want to walk?" but by reviewing a map or the general description, it was possible to determine which route they were surveying.

Respondents were able to add the route they were surveying to the map provided. Only one respondent used the map that had been prepared with suggested routes to survey broken down into sections and crossings. Therefore, that step in the process could be omitted, though it helped the project team to think through the possibilities and issues at a critical juncture in the project.

Many of the detailed check boxes were not used on the forms. In particular, the check boxes for the "assessment of street crossings" were generally not used and lacked any handwritten details. More check boxes were used and detailed comments provided on the "assessment of the walkway system" form, but the general lack of walkways in both communities made some sections of the form not applicable. Few comments/check boxes were used on the "assessment of the walking environment" form. Comments on this form tended to highlight the lack of sidewalks and pedestrian crossings.

A total of ten surveys were completed for the Village of Trumansburg, and six for Northeast Ithaca. There was an expectation that more surveys would be completed than were returned, and that community interest would be sufficient to ensure complete coverage of the street network. This expectation was not realized.

Overall, the dominant concern expressed by survey respondents was lack of basic walking infrastructure such as sidewalks and pedestrian crossings. Therefore, many of the check boxes describing poor conditions along sidewalks and at pedestrian crossings did not apply. However, through the use of the survey and map, those that did respond were able to highlight areas of particular concern and express their opinion on what needed to be done to improve the walking experience.

For communities like Trumansburg and Northeast Ithaca that do not have extensive sidewalk systems in place that are in good repair, the *Walkability Assessment Survey* tool may have been more effective if it had been simplified to allow respondents to identify which routes were priorities for future sidewalks and

which street crossings were difficult and needed improvements. Providing a map along with both a checklist and space for written comments allowed respondents to express their concerns. One advantage of the detailed survey forms was that it offered workshop attendees and survey respondents the chance to gain a better understanding of the details that contribute to making a community walkable.

Public Input

In the case of Northeast Ithaca, obtaining input on walkability was more effective through use of active public school parent list-serv than through the website or the workshop in the community. However, there was not a method set up to input the information directly to the survey tool or the GIS coverage for the area. The use of the internet and list-serves should be further explored as a method of gaining input into walkability issues within a study area.

Although publicity efforts were extensive, and the workshops were held on Saturday in the community itself, attendance at the workshops was disappointing. Future projects may want to focus on outreach to smaller groups of residents or neighborhood associations, or going directly to PTA meetings, schools, local lunch spots, running clubs or daycare providers to generate interest in the surveys and conduct the survey tool training sessions. Perhaps making the survey tool shorter and simpler, or providing alternative ways of providing input (e-mail forms, joining in on group walks, etc.) could increase participation in completing the survey tool, as well.

Modified *Walkability Assessment Survey* Tool

As discussed in Section 2.11, the survey tool was revised to simplify the form, provide a ranking system for prioritizing walking segments and gather specific comments and needs for each roadway segment (see Appendix 7.8). The format of the revised survey tool remains consistent with other walkability checklists identified in Appendix 7.1, and includes similar main headings found on the other survey forms.

The 4 main sections of the revised survey are:

1. Walking Conditions (physical features)
2. Interaction with Other Modes of Transportation (cars, trucks, buses, bicycles, etc.)
3. Walking Environment (amenities and perceived walking comfort and safety)
4. Crossing Issues (composite of the three areas listed above for the road crossings)

By incorporating a ranking method, the results of the survey can be used as a tool to evaluate the study area priorities and pinpoint areas for improvement. The ranking can also be used to prepare a phased improvement approach to developing and implementing priority projects in municipal project planning and budgeting.

The ranking method is portable to other study areas since the method incorporates a measure of objective information, as well as subjective information. The key to the subjective portion will be to provide specific guidance to the evaluator on the wide scope of walkability issues along with examples specific to the study area. For example, in the Trumansburg study area, some of the uneven slate sidewalks, can be specified as “awful” using the revised survey tool, because those sections are simply not comfortable or easy to walk.

Several improvements to the survey methodology are recommended for use in future walkability studies:

- The street network should be segmented to match the GIS database so that the information received can be encoded in a linkable coverage area. Objective information, like the street classification and walkway characteristic, can be encoded as part of a priority ranking system.
- Each of street segments could have associated data fields to collect specific information to identify needs and provide the person performing the survey with a place to input a subjective ranking of each of the 4 main sections in the revised survey. For example, other walkability assessments provide space for a description of conditions to go along with the 1-6 numerical scale.
- A script should be written to provide the person performing the survey with standardized rationale for them to rank and prioritize the various components of the survey tool.
- Fields should be added to the GIS database to allow other comments to be added or to enhance the information provided on the survey tool.
- Street crossing information should be linked to the street segment.
- Hot links should be used to link photos, written surveys and other written community input to the GIS database.
- As in this study, the project team or steering committee should supplement volunteer data collection efforts by going out and completing surveys themselves of any routes not surveyed by the volunteers.

6.0 Selected Bibliography

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FHWA's *National Bicycle and Walking Study* (1994)

Pedestrian Safety Toolkit—User Manual and *Pedestrian Safety Toolkit—Resource Catalog.* U.S. Department of Transportation, National Highway Traffic Safety Administration, DOT-HS-808-86 and DOT-HS-808-827, January 1999.

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Why People Don't Walk and What City Planners Can Do About It. Local Government Commission Center for Livable Communities.

Wilkinson, W.C., N. Eddy, G. MacFadden and B. Burgess. *Increasing Physical Activity Through Community Design: A Guide for Public Health Practitioners*. Washington: National Center for Bicycling and Walking, May 2002.

ITE Traffic Engineering and Council. *Design and Safety of Pedestrian Facilities: A Recommended Practice of the Institute of Transportation Engineers*. Washington: Institute of Transportation Engineers, 1998.

Guide for the Planning, Design and Operation of Pedestrian Facilities, American Association of State Highway and Transportation Officials, July 2004.

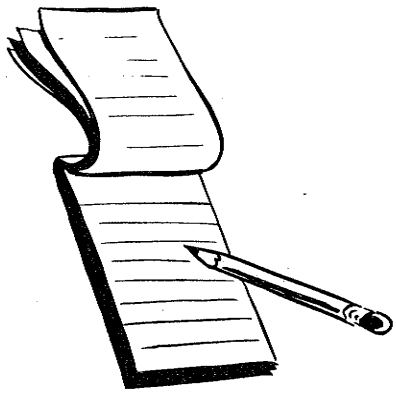
Zegeer, C, J. Stutts, B. Hunter, W. Pein, C. D. Feske, D. Cheeney, P. McCarville and C. Geiger. *The National Bicycling and Walking Study: Transportation Choices for a Changing America*. Washington: U.S. Department of Transportation, Federal Highway Administration, Report No. FHWA-PD-94-023, 1994.

Lalani, N. and ITE Pedestrian and Bicycle Task Force. *Alternative Treatments for At-grade Pedestrian Crossings.* Washington: Institute of Transportation Engineers, 2001

7.0 Appendices

7.1 CHECKLISTS FROM OTHER STUDIES

- USDOT Walkability Checklist
- York Region Pedestrian and Cycling Master Plan Study Walkability Checklist
- California Center for Physical Activity
- UNC Pedestrian and Bicycle Information
- Kansas City Walkability Plan Neighborhood Walking Survey
- Go For Green Walk and Roll - Walking Assessment for Work
- Region of Waterloo Walk Survey



Walkability Checklist

Everyone benefits from walking. But walking needs to be safe and easy. Take a walk with your child and use this checklist to decide if your neighborhood is a friendly place to walk. If you find problems, there are ways you can make things better.

Getting started: Pick a place to walk, like the route to school, a friend's house, or just somewhere fun to go. Read over the checklist before you go, and as you walk, note the locations of things you would like to change. At the end of your walk, circle an overall rating for each question. Then add up the numbers to see how you rated your walk.

Rating scale

1 = awful
2 = many problems
3 = some problems
4 = good
5 = very good
6 = excellent

1. Did you have enough room to walk safely?

Rating 1 2 3 4 5 6

❍ Yes ❍ Some problems:

___ Sidewalks or paths started and stopped
___ Sidewalks were broken or cracked
___ Sidewalks were blocked with poles, signs, dumpsters, etc.
___ No sidewalks, paths, or shoulders
___ Too much traffic
___ Something else?_____

Locations of problems: _____

_____

2. Was it easy to cross streets?

Rating 1 2 3 4 5 6

❍ Yes ❍ Some problems:

___ Road was too wide
___ Traffic signals made us wait too long or did not give us enough time to cross
___ Needed striped crosswalks or traffic signals
___ Parked cars blocked our view of traffic
___ Trees or plants blocked our view of traffic
___ Needed curb ramps or ramps needed repair
___ Something else?_____

Locations of problems: _____

_____

3. Did drivers behave well?

Rating 1 2 3 4 5 6

❍ Yes ❍ Some problems:

Drivers . . .

___ Backed out of driveways without looking
___ Did not yield to people crossing street
___ Turned into people crossing streets
___ Drove too fast
___ Sped up to make it through traffic lights or drove through red lights
___ Something else?_____

Locations of problems: _____

_____

4. Was it easy to follow safety rules?

Rating 1 2 3 4 5 6

Could you and your child ...

Yes No

- O O Cross at crosswalks or where you could see and be seen by drivers?
- O O Stop and look left, right, and left again before crossing streets?
- O O Walk on sidewalks, or shoulders (if no sidewalks), facing traffic?
- O O Cross with the light?

Locations of problems:_____

_____

5. Was your walk pleasant?

Rating 1 2 3 4 5 6

O Yes O Some unpleasant things:

- ___ Needs more grass, flowers, or trees
- ___ Scary dogs
- ___ Suspicious activity
- ___ Not well lit
- ___ Dirty, lots of litter or trash
- ___ Something else? _____

Locations of problems: _____

_____

How does your neighborhood stack up? **Add up your ratings and decide.**

1 ____

2 ____

3 ____

4 ____

5 ____

( ) = total

How did your neighborhood rate?

26 - 30 Celebrate! You have a great neighborhood for walking.

21 - 25 Celebrate a little. Your neighborhood is pretty good.

16 - 20 Okay, but it needs work.

11 - 15 It needs lots of work. You deserve better than that.

5 - 10 Call out the National Guard before you walk. It's a disaster area.

Did You Find Something **That Needs to be Changed?**

The next page has suggestions for making neighborhoods better places for walking that match up with the problems you identified.

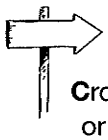
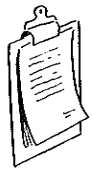
During your walk **how did you feel physically?** Could you go as far or as fast as you wanted? Were you short of breath, tired, or did you have sore feet or muscles? The next page also has suggestions about walking for exercise.

MAKING YOUR COMMUNITY MORE WALKABLE

You have collected valuable information about walking in your neighborhood. Listed below are some suggestions for making it easier to walk in your community. Your local traffic engineer may be the key person to contact about many of the things you want to change.

But before you do, learn about ideas other communities are trying. A new concept called traffic calming is transforming neighborhood streets from roads that encourage speeding to places that invite people to walk.

	What you and your child can do IMMEDIATELY	What you and your community can do with more time
1. Did you have room to walk safely?		
Sidewalks or paths started and stopped **S**idewalks broken/cracked **S**idewalks blocked **N**o sidewalks, paths or shoulder **T**oo much traffic	• Pick another route for now • Tell local transportation engineers or public works department about specific problems, and provide a copy of checklist	• Speak up at board/development meetings • Write or petition the city for walkways • Gather neighborhood signatures • Make media aware of problem
2. Was it easy to cross streets?		
Road too wide **T**raffic signals made us wait too long or did not give us enough time to cross **C**rosswalks/traffic signals needed **V**iew of traffic blocked by parked cars, trees, or plants **N**eeded curb ramps; ramp needed repair	• Pick another route for now • Share problems and checklist with local transportation engineers or public works department • Trim your trees and bushes that block the street, and ask neighbors to do the same • Leave nice notes on problem cars, asking owners not to park there	• Push for crosswalks, signals, or parking changes at city meetings • Give report identifying parked cars that are safety hazards to transportation engineer • Report illegally parked cars to the police • Request that public works department trims trees and plants • Make media aware of problem

	What you and your child can do IMMEDIATELY	What you and your community can do with more time
 **3. Did drivers behave well?** **B**acked without looking **D**id not yield **T**urned into walkers **D**rove too fast **S**ped up to make traffic lights or drove through red lights	• Pick another route for now • Set an example: slow down and be considerate of walkers • Encourage your neighbors to do the same • Report unsafe driving to police	• Organize neighborhood speed watch program • Petition for more enforcement • Ask city planners and traffic engineers for traffic calming ideas • Request protected turn signals • Ask schools about getting crossing guards at key locations where children cross
 **4. Could you follow safety rules?** **C**ross at crosswalks or where you could see and be seen **S**top and look left, right, left before crossing **W**alk on sidewalks or shoulders facing traffic (if no sidewalks) **C**ross with the light	• Educate yourself about safe walking and teach your child • Organize parents in your neighborhood to walk children to school	• Encourage schools to teach pedestrian safety • Help schools start **Safe Routes to School** programs • Encourage corporate support for flex schedules so parents can walk children to school
 **5. Was your walk pleasant?** **N**eeds grass, flowers, trees **S**cary dogs **S**uspicious activity **N**ot well lit **D**irty, littered	• Pick another route for now • Ask neighbors to keep dogs leashed or fenced • Report scary dogs to animal control department • Report suspicious activity to police • Report lighting needs to the city • Take a walk with a trash bag • Plant trees, flowers, and bushes in your yard.	• Request increased police enforcement • Start a crime-watch program in your neighborhood. • Organize a community clean-up day • Sponsor a tree planting day • Sponsor a neighborhood beautification day
 Quick **health check** **C**ould not go as far or as fast as you wanted **W**ere tired, short of breath, or had sore feet or muscles	• Start with short walks and work up to 30 minutes of walking most days • Invite a friend or child along • Replace some driving trips with walking trips	• Get media to do a story about the health benefits of walking • Call parks and recreation department about community walks • Encourage corporate support for employee walking programs

Contact **List**

Street Design and **Traffic Calming**

Federal Highway Administration
Pedestrian and Bicycle Safety Research Program
HSR-20
6300 Georgetown Pike
McLean, VA 22101
Web site: www.tfhrc.gov

National Bicycle and Pedestrian Clearinghouse
Campaign to Make America Walkable
1506 21st Street, NW
Suite 200
Washington, DC 20036
Phone: (800) 760-NBPC
Web site: www.bikefed.org

Websites related to **traffic calming and street design**

Institute of Transportation Engineers
www.ite.org

Surface Transportation Policy Project
www.transact.org

Transportation for Livable Communities
www.tlcnetwork.org

Accessible **Sidewalks**

US Access Board
1331 F Street, NW
Suite 1000
Washington, DC 20004-1111
Phone: (800) 872-2253; (800) 993-2822 (TTY)
Web site: www.access-board.gov

Safer, More Attractive **Neighborhoods**

National Crime Prevention Council
1700 K Street, NW
Second Floor
Washington, DC 20006-3817
Phone: (202) 466-6272
Web site: www.ncpc.org

National Arbor Day Foundation
100 Arbor Avenue
Nebraska City, NE 68410
Phone: (402) 474-5655
Web site: www.arborday.org

Partnership for a Walkable America
National Safety Council
1121 Spring Lake Drive
Itasca, IL 60143-3201
Phone: (630) 285-1121
Web site: www.nsc.org

Pedestrian **Safety**

National Highway Traffic Safety Administration
Traffic Safety Programs
400 Seventh Street, SW
Washington, DC 20590
Phone: (202) 366-0910
Web site: www.nhtsa.dot.gov

National SAFE KIDS Campaign
1301 Pennsylvania Avenue, NW
Suite 1000
Washington, DC 20004-1707
Phone: (202) 662-0600
Web site: www.safekids.org

Safest Route to School Program
Contact local AAA Club
(ask for publications: #3201, #3212, #3213, and #3320)

Walking and **Health**

Centers for Disease Control and Prevention
Division of Nutrition and Physical Activity
Phone: (888) 232-4674
Web site:
www.cdc.gov/nccdphp/dnpa/readyset

Prevention Magazine's Walking Club
33 East Minor street
Emmaus, PA 18098

Shape Up America!
6707 Democracy Boulevard
Suite 306
Bethesda, MD 20817
Web site: www.shapeup.org

Walk a Child to School Program
Walking Magazine
9-11 Harcourt Street
Boston, MA 02116
Phone: (800) 266-3312

NHTSA People Saving People http://www.nhtsa.dot.gov
U.S. DEPARTMENT OF TRANSPORTATION
DOT HS 808 619 • September 1997 • May be reproduced. (9/97)

York Region

Pedestrian & Cycling Master Plan Study

York Region recently initiated a study to develop a Pedestrian and Cycling Master Plan. The study presents a unique opportunity to develop a new Region-wide strategy for supporting walking and cycling. A key component of the study is to identify how York Region can work with local municipalities to further develop the existing walking and cycling network.

Your help is needed! Please answer the following survey. It's your chance to tell us where and how often you currently walk, where you want to walk and what you think we should do to improve walking in York Region. If you also cycle, please fill out our bikeability checklist (separate survey).

After completing the survey, mail or fax it back to us, or simply drop it off at the at the Information Desk located on the Main Floor of York Region's offices at 17250 Yonge Street, Newmarket.

Thank you for your time and assisting York Region with this study!

Yours truly,

Eric Gupta, Project Coordinator
Infrastructure Planning Branch
Planning & Development Services Dept.
Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario L3Y 6Z1

Phone: 1-877-464-9675 ext. 5146
Fax: 905-895-0191
eric.gupta@york.ca

Dave McLaughlin, Project Manager
Transportation Planning
Marshall Macklin Monaghan Ltd.
80 Commerce Valley Drive East
Thornhill, Ontario
L3T 7N4

Phone: 905-882-1100 ext. 520
Fax: 905-882-7277
mclaughd@mmm.ca

Walkability Checklist

How walkable is your community?

Take a Walk and Decide for Yourselves

Everyone benefits from walking. But walking needs to be pleasant, safe and easy. Take a walk and use this checklist to decide if your community is a friendly place to walk. Take heart if you find problems, there are ways to make things better!

Can you get to where you want to go?

Some neighbourhoods, routes, trails and sidewalks are more walkable than others. How do the areas rate where you walk? Read over the questions in this checklist and then go for a walk in your neighbourhood, perhaps to your local school, bus stop, to a friend's house or just to the corner store.

As you walk, note the things you would like to change by checking the appropriate boxes (check all that apply). At the end of your walk, give each question a rating. Then add up the numbers to see how you rated your walk overall.

After you've rated your walk and identified any problem areas, send the checklist to us. Our next step will be to use your input to work with local municipalities to improve the pedestrian system in York Region.

Walkability Checklist

Route and Destination (be specific)_____

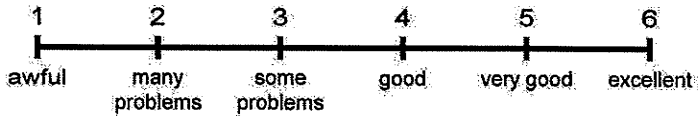
_____

_____

(Check one only)

- ☐ Recreation route (on and/or off-road)
- ☐ Utilitarian/commuter route (on and/or off-road)

Rating Scale:



1. Did you have room to walk?

☐ Yes ☐ Some problems:

- ☐ Sidewalks or paths started and stopped
- ☐ Sidewalks or paths were broken, cracked or poor surfacing
- ☐ Sidewalks or paths were blocked with poles, signs, shrubbery, dumpsters, etc.
- ☐ No sidewalks, paths or shoulders
- ☐ Too many cyclists or in-line skaters
- ☐ Sidewalk or trail was too steep
- ☐ Something else _____

Location of Problems:_____

Your Overall Rating: (circle one) **1 2 3 4 5 6**

2. Did drivers behave well?

☐ Yes ☐ Some problems:

- ☐ Backed out of driveways without looking
- ☐ Did not yield to people crossing the street
- ☐ Turned into people crossing the street
- ☐ Drove too fast
- ☐ Sped up to make it through traffic signals
- ☐ Something else _____

Location of Problems:_____

_____

Your Overall Rating: (circle one) **1 2 3 4 5 6**

3 a) Was your walk pleasant?

☐ Yes ☐ Some problems:

- ☐ Too many barriers
- ☐ Needed more grass, flowers or trees
- ☐ Need more interest/stimulation
- ☐ Scary dogs
- ☐ Needed more benches and litter receptacles
- ☐ Scary people
- ☐ Sidewalks were not well lit
- ☐ Dirty, lots of litter or trash
- ☐ Something else _____

Location of Problems:_____

_____

Your Overall Rating: (circle one) **1 2 3 4 5 6**

b) For trails in open spaces, or valley lands, rate your preferred trail surface type in order of importance

1	2	3	
☐	☐	☐	Asphalt/Paved
☐	☐	☐	Stone dust/other granular
☐	☐	☐	Earth/foot path

4. What would make your walk more enjoyable?

For each of the following please indicate if you believe it would improve walking in York Region a great deal (yes), improve walking somewhat (s/w) or not at all (no):

Yes	S/W	No	
☐	☐	☐	Parking lots at primary trail access points
☐	☐	☐	Interesting places to see enroute
☐	☐	☐	More street trees
☐	☐	☐	More benches
☐	☐	☐	Separate cycling, in-line skating and walking paths
☐	☐	☐	Reducing automobile traffic and speeds
☐	☐	☐	More or wider sidewalks
☐	☐	☐	Repairing sidewalks
☐	☐	☐	More or wider trails in open space and valleys
☐	☐	☐	More destinations to walk to
☐	☐	☐	More or better signage
☐	☐	☐	Better connections between neighbourhoods
☐	☐	☐	Fewer cul-de-sacs
☐	☐	☐	Other _____

Walkability Checklist

5. Tell us about your walking frequency

a) How often do you walk on trails and sidewalks

- ☐ 5 to 7 days a week
- ☐ 2 to 4 days a week
- ☐ One day a week
- ☐ Less than once a week

b) How far in minutes, if you travelled on foot, do you live from the nearest valley or open space trail?

- ☐ 0 - 5 minutes
- ☐ 6 - 10 minutes
- ☐ 11 - 15 minutes
- ☐ 16+ minutes
- ☐ Don't know the distance
- ☐ Don't know where the nearest trail is

7. Was it easy to cross streets?

- ☐ Yes
- ☐ Some problems:
  - ☐ Road was too wide
  - ☐ Need marked crossings or traffic signals
  - ☐ Traffic signals made us wait too long or did not give us enough time to cross
  - ☐ Curbs or ramps need repair
  - ☐ Something else _____

Location of Problems:_____

_____

Your Overall Rating: (circle one) **1 2 3 4 5 6**

6. Was it easy to follow safety rules? Could you.....

- ☐ Yes ☐ No Cross at locations or where you could see and be seen by drivers?
- ☐ Yes ☐ No Stop and look left and right before crossing the street
- ☐ Yes ☐ No Walk on sidewalks, or on shoulders facing traffic where there were no sidewalks next to the road?
- ☐ Yes ☐ No Cross with traffic signals?

Location of Problems:_____

_____

Your Overall Rating: (circle one) **1 2 3 4 5 6**

8. Tell us about yourself:

In what age group are you?

- ☐ Under 15
- ☐ 15 to 19
- ☐ 20 to 24
- ☐ 25 to 34
- ☐ 35 to 44
- ☐ 45 to 54
- ☐ 55 to 64
- ☐ 65 plus

Do you walk?

- ☐ Alone
- ☐ With friends/family
- ☐ With an organized group

Are you: ☐ Male ☐ Female

What is your postal code: _____

Do you have any other suggestions to encourage walking in York Region?

_____

_____

Thank you for your participation on this survey! If you also enjoy biking, please fill out the bikeability checklist. If you want more information on the Pedestrian and Cycling Master Plan, please visit our website at www.region.york.on.ca.

Walkability Checklist

Questions about the school route for children & adults

On your walk this week...

1. a. Did you have a sidewalk or path for the whole trip? Yes No

   b. How many times did you have to walk off the sidewalk or path because something was in your way? _____ times

2. a. How many streets did you cross to get to school? _____ streets

   b. Who or what helped you across the busiest street? (Circle) all that apply.

   Crossing guard Stop Sign Crosswalk Traffic Light

   Other people crossing the street Nothing Other: _____

3. Put an X over one box in each row to show us how many drivers:

	No drivers	Some drivers	Many drivers
a. Drove slowly and safely	❒	❒	❒
b. Waited for you to cross the street	❒	❒	❒
c. Blocked the crosswalk	❒	❒	❒
d. Sped through an intersection	❒	❒	❒

   e. What else did drivers do? _____

4. Circle (or write) what you liked best about your walk today:

   Getting exercise Being outside Being with friends/family

   Helping the environment Something else? _____

5. Were cars or buses dropping off other kids in your way, making it hard for you to enter the school grounds?

   Yes No

~ more on back of page ~

Please tell us about you:

6. a. What grade are you in? _____ b. What is your home zip code? _____

7. How do you usually get... Circle the answer for the longest part of your trip.

a. TO school?	walk	bicycle	bus	car
b. home FROM school?	walk	bicycle	bus	car

8. If you had a choice, how would you like to get to and from school?
Circle only one answer.

walk bicycle bus car

9. Which of the following things would allow you to walk to and from school more often?
Put an X by the most important things.

- ❒ More parents and other adults walking
- ❒ More help crossing the street at this location:

_____
for example: crossing guard or traffic signal or painted crosswalk

- ❒ Sidewalk or path at this location:

_____

- ❒ A drop-off place closer to school so I can walk part of the way
- ❒ Fewer books to carry
- ❒ No scary dogs
- ❒ Sidewalks are clean and not broken
- ❒ Slower traffic speeds
- ❒ More considerate drivers
- ❒ Nothing, we prefer to drive for: (circle your answer) safety convenience
- ❒ Nothing, we live too far from the school.
- ❒ Other: _____

Please return this checklist to your teacher or to _____.

Thanks for your feedback!

This checklist can help your local leaders improve the quality and safety of your school route.

For more information visit our website: CA Walk to School HQ at www.cawalktoschool.com or call 1-888-393-0353

California Center for PHYSICAL ACTIVITY

Mark Fenton
mark.fenton@verizon.net

Making the World More Walkable

If your walking route scored poorly then take action. Share your findings with elected officials (for example, the mayor's office or city council) and public services. Start with the department of public works, transportation, and police departments. Let them—and the media—know about specific trouble spots. Also, get out and fix what you can. Here are some simple things you can do; urge family and friends to join your efforts:

Do it yourself

- **Select better, safer routes** to walk if necessary. But that's not enough!
- **Trim hedges or trees** that block sidewalks or the view at a crosswalk.
- **Plant beautifying trees and flowers** if you have property abutting sidewalks or trails.
- **Organize a neighborhood clean-up day**, or just take a bag and pick up trash on your normal walking routes. Always clear your sidewalk of snow or debris.
- **Be a considerate driver.** Set an example: drive at safe speeds in neighborhoods, let pedestrians cross at intersections, don't stop in crosswalks.
- **Notify the animal control officer of problem animals**, and the police of suspicious activity. Report street or signal lights that are out to the department of public works.

Change your community

- **Speak up at governance and planning meetings**. Demand bicycle and pedestrian friendly planning, engineering, and policies. For detailed information:
  - Pedestrian and Bicycle Information Center, 877-WALKBIKE; **www.pedbikeinfo.org**.
  - National Center for Bicycling and Walking, 202-463-6622; **www.bikewalk.org**.
  - The RWJF Active Living by Design Program: **www.activelivingbydesign.org**.

Build a trail

- Learn how trails improve health: **www.cdc.gov/nccdphp/dnpa/physical/trails.htm**
- Get a railroad right-of-way turned into a trail; contact the Rails-to-Trails Conservancy for assistance at 800-888-7747; 202-331-9696; **www.railtrails.org**.

Get Kids Walking to School

- Hold a Walk to School Day event; see **www.walktoschool.org**
- Set up a walking school bus, where adults walk with children daily. Request the CDC's "**KidsWalk-to-School**" booklet at 888-CDC-4NRG, or ccdinfo@cdc.gov.

Be a role model: walk somewhere every day

Encourage others by your actions. For a detailed resource list, and comprehensive information on starting or maintaining a walking program, take a look **at "*The Complete Guide to Walking for Health, Weight Loss, and Fitness*"** by Mark Fenton (Lyons Press, 2001)

UNC Pedestrian and Bicycle Information Center
www.pedbikeinfo.org

Mark Fenton
mark.fenton@verizon.net

Neighborhood Walkability Checklist

(Adapted from the checklist of the Partnership for a Walkable America; www.walkinginfo.org)

Take this checklist on a typical walk (to a friend's house, work, the corner store) and share copies with friends. Note things that might discourage people from walking regularly and their locations. Score each with a 1 to 6; compare notes to identify the biggest problems. Then talk to public officials and set priorities for making improvements.

1. Did you have room to walk? (6-room for 2 or 3 people; 1-barely enough for 1) Score: ____

Common problems: No sidewalks or broken ones; sidewalks blocked with poles, signs, dumpsters; no paths or trails; no shoulders.

Comments, locations: _____

2. Was it easy to cross streets? (6-no problem; 1-it took forever and was scary) Score: ____

Common problems: Roads too wide to get across; signals made us wait too long, or didn't give enough crossing time; needed striped crosswalks or traffic signals; parked cars, trees or other things blocked our view of traffic; needed curb ramps.

Comments, locations: _____

3. Was traffic a problem? (6-didn't notice it; 1-lots of cars, too fast, too close) Score: ____

Common problems: There were too many cars, or traffic was too fast. Drivers backed out of driveways without looking; did not yield to pedestrians, turned toward people crossing side streets; drove too fast, sped up to get through traffic lights; stopped in or blocked crosswalks.

Comments, locations: _____

4. Did you feel safe? (6-I'd walk alone, anytime; 1-scary, even with others, daylight) Score: ____

Common problems: Saw suspicious activity or people; no apparent houses, stores or other places to go in case of trouble; no public telephones; too dark; too few other pedestrians; too little activity on the street.

Comments, locations: _____

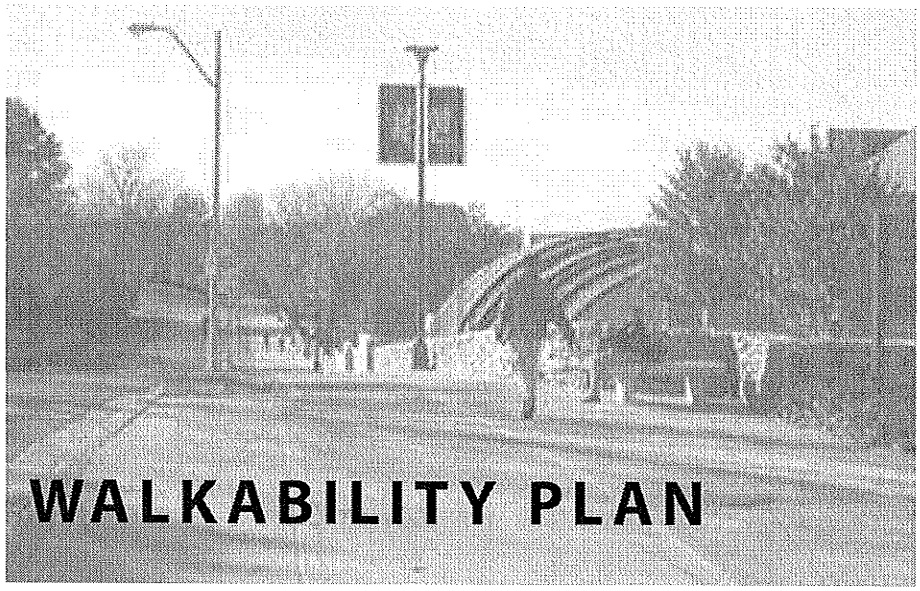
5. Was it a pleasant place to walk? (6-I'd love to go back; 1-no reason to be there) Score: ____

Common problems: Needs more grass, flowers, or trees, water fountains, shade, benches; too dark, dirty; no art, natural, architectural, or historic features. Few desirable destinations (stores, restaurants, a library, post office, schools, bus or subway stops).

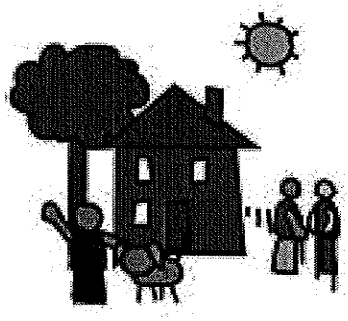
Comments, locations: _____

Check your score:

26 - 30: Terrific. You live in a great walking community!
21 – 25: Good. But focus on trouble spots.
16 – 20: Fair. Get your neighbors and elected officials involved.
15 or less: Call out the National Guard—it's no fun walking there, and it needs work.



KANSAS CITY WALKABILITY PLAN



Neighborhood Walking Survey

How to use this tool:

1. Gather friends and neighbors to help with ideas.
2. Follow the instructions to create a map for each of the three sections.
3. Fill out the additional questions in sections two and three.

Submit the completed package to City Planning staff.

Walking is the most basic form of transportation. People walk everywhere – from home to work, to shop, to school, and to the park. During the day, workers might walk to lunch or to conduct personal business. Both ends of all trips in a car or bus are also walk trips.

In spite of how important walking is, it is often overlooked when planning our city. That changed with ***FOCUS Kansas City***, which states that walking is an important mode of transportation and that we should plan for the pedestrian.

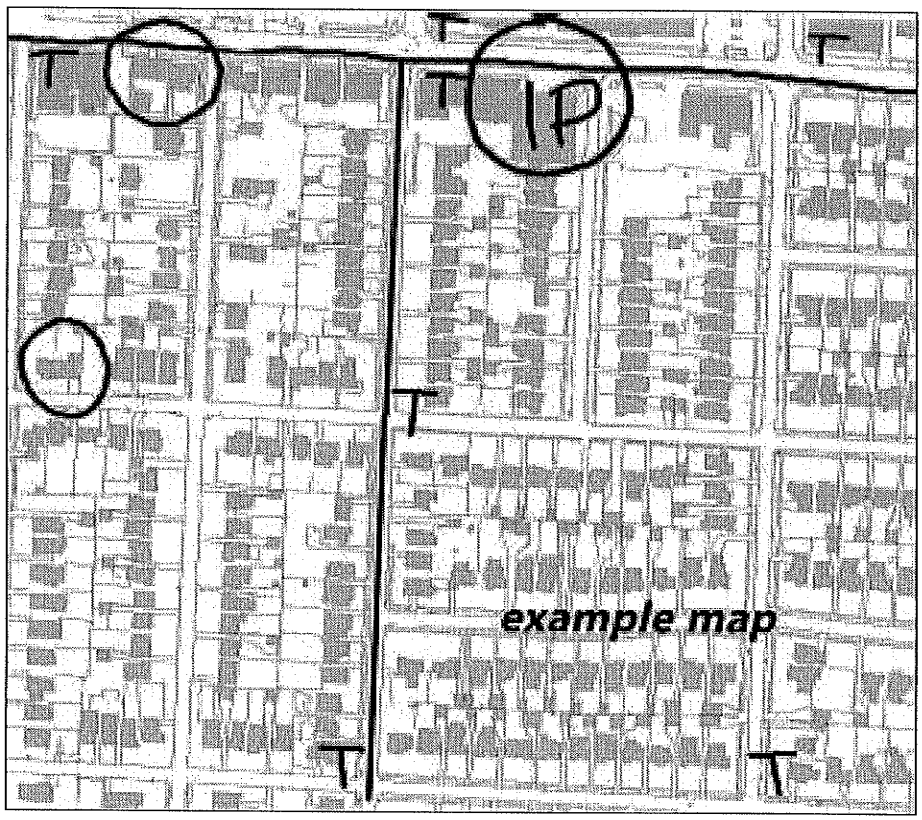
The Neighborhood Walking Survey tool has been developed to help people who live and work in a neighborhood decide for themselves and make clear to the City what they need and want in terms of walking.

The survey will probably take 1-2 hours to complete. We encourage you to get out and see your neighborhood while you complete the survey.

This survey is divided into three sections. Section 1 tells us where you are walking to and from today, and where you might want to walk in the future. Section 2 tells us how walking conditions in your neighborhood rate. Section 3 determines how you walk in your community and what improvements would make your neighborhood more walkable.

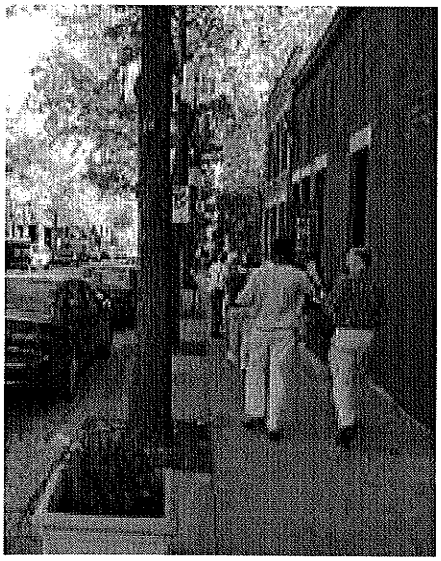
Where do you want to go?

What are the places in your neighborhood that you get to by walking? Accompanying this assessment are 3 maps and 4 colored pens. On the map marked "Where do you walk/want to get to by walking?", please do the following:



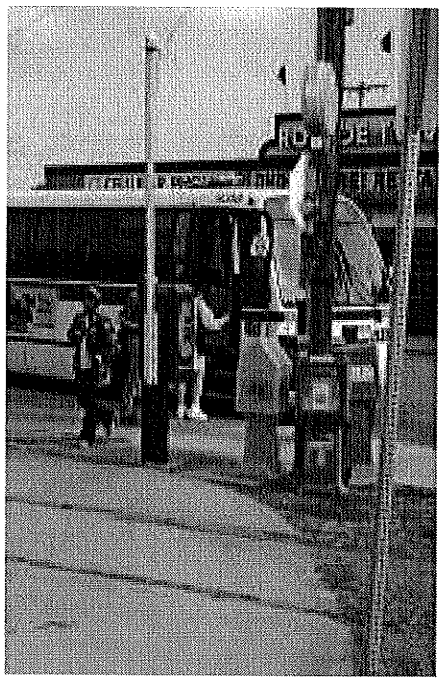
Circle Places You Go

Circle **all** major places you go in the following colors:
RED – shopping locations
BLUE – workplaces
GREEN – schools, parks, places of worship



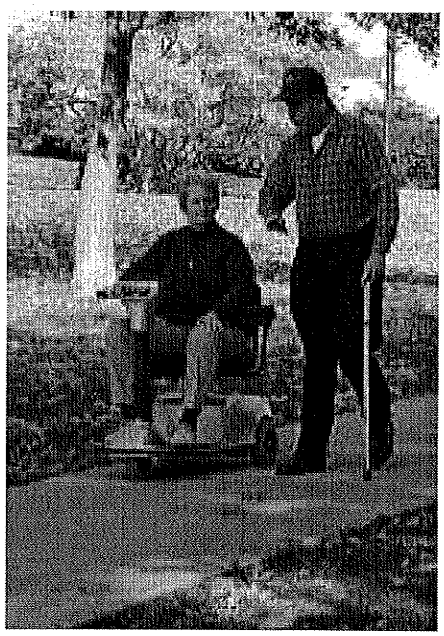
Draw Bus Routes

Using a black pen, draw the bus routes within your neighborhood and place a "T" where there are bus or other transit stops.



Add Important Places You Go

Please place an "IP" for "important places" you go most often, or have a need to go. Choose the 1 or 2 most important places.



2a

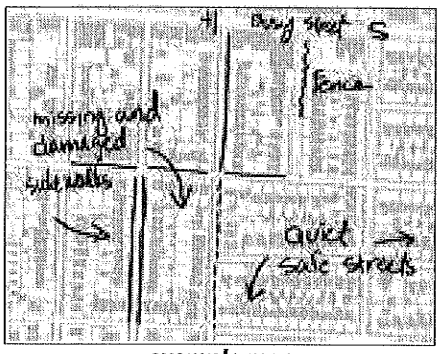
How do walking conditions in your area rate?

The next step of the neighborhood walkability survey is to identify the strengths and weaknesses of your neighborhood for walking. On the map called "Rating Walking Conditions" there are five categories of information.

COMPLETENESS: It is important to know how complete your sidewalk system is. Are there whole parts missing? Are there major parts that are broken and where you can't walk?

Draw Sidewalks in Blue

1. Use the blue pen to draw a dashed line to identify all locations of major problem areas, such as cracked sidewalks.
2. Draw a solid line for any sidewalks not shown on the map.



example map

STREET CROSSINGS: The ability to safely cross streets is an important part of the walking system. It might be relatively easy to cross a local two lane street, but it is harder to cross a street with 3-4 lanes and lots of traffic. How safe are your street crossings?

Draw Street Crossings in Red

1. Circle the most important places to cross in red.
2. Draw a red "S" for each traffic signal.
3. Draw in crosswalks in red.

DIRECTNESS: The distance the walker must go affects whether they choose to walk. If they have to go a long way to get around barriers, they might decide to drive instead. How direct are walking paths in your neighborhood?

Draw Barriers in Black

1. Draw a jagged black line to show barriers to walking.
2. Write a short explanation on the map. (These barriers might be physical – such as a freeway, deep ditch, or fence – or they might be barriers like a wide, busy street which is unsafe to cross.)

PHYSICAL INTEREST AND AMENITY: Walkers like places that are pleasant, visually interesting and well maintained. Do you enjoy walking in your neighborhood?

Draw the Best and Worst Places in Green

1. Highlight the best places to walk with a solid green circle.
2. Highlight the worst places to walk with a dashed green circle.
3. Write a short explanation for your choices. Explain why each of these places are either good or bad.

SECURITY: If people feel unsafe walking in an area, they will typically choose not to walk there. In general, how safe do you feel walking in your neighborhood?

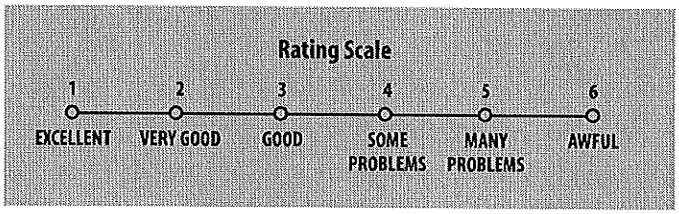
Draw Security Issues in Red

1. Circle and label any areas where you think you are unsafe walking.
2. Write the 2 or 3 reasons you feel an area is unsafe on the edge of the map.

Take a walk and decide for yourself.

Walking needs to be safe, easy and pleasant. Grab this checklist, take a walk, and use it to decide if your neighborhood is a friendly place to walk. Take heart if you find problems; there are ways you can make things better.

GETTING STARTED: Take a walk through your neighborhood and think about the five categories in section 2a. Read over this checklist before you go and as you walk, note the locations of things you would like to change. At the end of your walk, give an overall rating to each question and then add up the numbers to see how you rated your walk.



LOCATION OF YOUR WALK:

From _____

To _____

1. Did you have room to walk?

There were sidewalks, paths, or shoulders	Yes ○	No ○
Sidewalk started and stopped	Yes ○	No ○
Sidewalks were broken or cracked	Yes ○	No ○
Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.	Yes ○	No ○
Too much traffic	Yes ○	No ○

Something else?_____

Locations of Problems: _____

_____

_____

_____

Rating (circle one): 1 2 3 4 5 6

2. Was it easy to cross streets?

There were crosswalks and walk/don't walk signals	Yes ○	No ○
Road was too wide	Yes ○	No ○
Timing on walk signal was long enough	Yes ○	No ○
Parked cars blocked our view of traffic	Yes ○	No ○
Trees or plants blocked our view of traffic	Yes ○	No ○
There were curb ramps in good repair	Yes ○	No ○

Something else?_____

Locations of Problems: _____

_____

_____

_____

Rating (circle one): 1 2 3 4 5 6

3. Did drivers behave well?

Looked before backing out	Yes ○	No ○
Yielded to people crossing the street	Yes ○	No ○
Turned into crosswalk when people were crossing	Yes ○	No ○
Drove Slowly	Yes ○	No ○
Sped up to make it through traffic lights or drove through red lights	Yes ○	No ○

Something else?_____

Locations of Problems: _____

_____

_____

Rating (circle one): 1 2 3 4 5 6

4. Was it easy to follow safety rules? Could you...

Cross at crosswalks where you could see and be seen by drivers?	Yes ○	No ○
Easily see both directions before crossing streets?	Yes ○	No ○
Walk on sidewalks or shoulders facing traffic where there were no sidewalks?	Yes ○	No ○
Cross with the light?	Yes ○	No ○

Something else?_____

_____

Locations of Problems: _____

_____

_____

Rating (circle one): 1 2 3 4 5 6

5. Was your walk pleasant?

Some unpleasant things	Yes ○	No ○
Needed more grass, flowers, trees, or interesting sights	Yes ○	No ○
Scary dogs	Yes ○	No ○
There was good lighting	Yes ○	No ○
Clean, little litter	Yes ○	No ○

Something else?_____

Locations of Problems: _____

_____

_____

Rating (circle one): 1 2 3 4 5 6

3

Where do you walk/want to walk?

Look back at the maps you prepared in Section 1 and Section 2. Think about how these maps describe both where you would like to go in your neighborhood and how you feel when walking to and from these places.

Create a Summary Map

1. Draw the most important destinations and walking routes on your summary map in **BLUE.**
2. Pick the most important positive and negative things about where you walk, and add them to your summary map in **GREEN.**

Walking Wishes

Now that you have reviewed and summarized your work, think about the five most important changes you would like to see in your neighborhood. Write down five specific "walking wishes" in the space provided below.

1. _____

2. _____

3. _____

4. _____

5. _____

Name of Neighborhood: _____

Boundaries: _____

Contact Person: _____

Mailing Address: _____

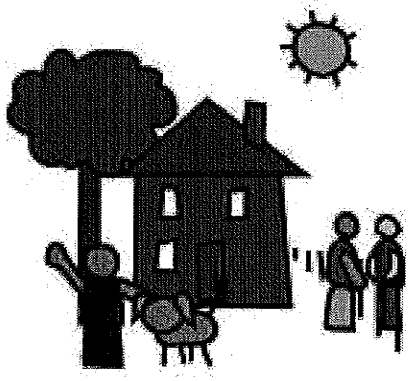
Daytime Phone: _____

E-mail _____

Thank you for letting the City know what you think about improving walkability in Kansas City! You can use survey results to help justify requests for resources needed for important improvements in your neighborhood.

Return Survey & Maps to:

City Planning and Development Department
15th Floor, City Hall
414 E. 12th Street
Kansas City, MO 64106-2705
(816) 513-2855
planning@kcmo.org



KANSAS CITY WALKABILITY PLAN
Neighborhood Walking Survey

Employee Needs and Interests Questionnaire

1. Name of Employee: .....

2. Organization/Division: .....

3. Home Address: .....

   .....

4. Distance from Work (km): .....

5. Please indicate the extent to which you ***currently use*** **each of the following to get to and from work** (Note: Question can be adapted to specify the various seasons or can be left as is to summarize typical year-round commuting patterns):

	All of the time	Most of the time	Some of the time	Never
• walking	☐	☐	☐	☐
• jogging/running	☐	☐	☐	☐
• bicycling	☐	☐	☐	☐
• in-line skating	☐	☐	☐	☐
• public transit	☐	☐	☐	☐
• private automobile	☐	☐	☐	☐
• other (please specify)	☐	☐	☐	☐

6. Please indicate the extent to which you have **ever *tried* the following non-motorized ("active transportation") modes** as a means of getting to and from work, at least part of the way (i.e., possibly in combination with a motorized mode):

	Many times	A few times	Never
• walking	☐	☐	☐
• jogging/running	☐	☐	☐
• bicycling	☐	☐	☐
• in-line skating	☐	☐	☐
• other non-motorized mode(s) (please specify)	☐	☐	☐

7. **If you have never tried** any of the above "active transportation" modes, please indicate **the extent to which you might *wish to try* each of the following** for getting to and from work, even if only part of the way and/or on a seasonal basis:

	Very interested	Somewhat interested	Not interested	Don't know/ can't say
• walking	☐	☐	☐	☐
• jogging/running	☐	☐	☐	☐
• bicycling	☐	☐	☐	☐
• in-line skating	☐	☐	☐	☐
• other non-motorized mode(s) (please specify)	☐	☐	☐	☐

8. Please indicate the extent to which each of the following **is an important factor currently *limiting* your use of active transportation modes** of getting to and from work (e.g., walking, jogging, running, cycling, in-line skating):

	Very important factor	Somewhat important factor	Not an important factor	Don't know/ can't say
• distance to/from work too great	☐	☐	☐	☐
• not enough time to get to and from work	☐	☐	☐	☐
• no safe routes:				
— unsafe traffic conditions	☐	☐	☐	☐
— fear of personal assaults/muggings	☐	☐	☐	☐
• no convenient route	☐	☐	☐	☐
• lack of storage space at work for commuting equipment and clothing	☐	☐	☐	☐
• poor security of storage space	☐	☐	☐	☐
• lack of change/shower facilities at work	☐	☐	☐	☐
• don't own or have access to equipment or special clothing needed	☐	☐	☐	☐

9. Please indicate the **extent to which you agree that commuting to work by some form of non-motorized means** (e.g., walking, jogging, running, cycling, in-line skating), **for at least a portion of the trip, might be beneficial** for each of the following reasons:

	Agree strongly	Agree somewhat	Disagree somewhat	Disagree strongly	Don't know/ can't say
• good for my personal health and fitness	❑	❑	❑	❑	❑
• good for the environment	❑	❑	❑	❑	❑
• good for my personal happiness	❑	❑	❑	❑	❑
• help reduce my personal travel expenses	❑	❑	❑	❑	❑
• good for my employer's productivity and/or profit	❑	❑	❑	❑	❑

10. Please indicate if you **own or have ready access to any of the following** (check all that apply):

- ❑ a bicycle suitable for daily commuting
- ❑ sturdy, comfortable walking/running shoes
- ❑ clothing suitable for outdoor commuting in *wet/rainy* weather
- ❑ clothing suitable for outdoor commuting in *winter*
- ❑ in-line skates
- ❑ other forms of active transportation gear/equipment (please specify)

.....

11. Please indicate your **current general level of physical fitness as it might affect your ability to commute** by walking, running, cycling or some other non-motorized means, for at least a portion of your daily trip to and from work:

- ❑ very fit
- ❑ somewhat fit
- ❑ not fit
- ❑ don't know/can't say

12. Please indicate the extent to which you might **wish/need to have some training or skill development** for each of the following modes of travel, if you were to use this for commuting at least part way to and from work:

	No training or skill development needed	Minor training/ skill development would be beneficial	Need significant amount of training/ skill development to be proficient	Don't know/ can't say
• cycling	❑	❑	❑	❑
• in-line skating	❑	❑	❑	❑
• skating	❑	❑	❑	❑
• skiing	❑	❑	❑	❑
• winter walking	❑	❑	❑	❑
• other (please specify)				
.....	❑	❑	❑	❑

13. **What other reasons might be currently limiting** the extent to which you travel to and from work by active modes?

.....

.....

.....

14. **To what extent are you interested in finding out more** about active transportation modes to and from work that might be available to you?

- ❑ very interested
- ❑ somewhat interested
- ❑ not interested
- ❑ don't know/can't say

15. **To what extent would you be interested in helping to promote and support** active transportation initiatives in our organization?

- ❑ very interested
- ❑ somewhat interested
- ❑ not interested
- ❑ don't know/can't say

Workplace Barriers and Opportunities Assessment Form

For each of the following at your place of work, make note of any **special commentary** that will assist in developing a workplace active transportation strategy, e.g., special features or conditions that constitute major barriers or that present significant opportunities. Then, provide a summary assessment of the:

- **adequacy of current situation** for safe, convenient and affordable active transportation to, from and at work (excellent, good, fair, poor, not applicable/non-existent); and
- **feasibility/likelihood of obtaining workplace approval/support for creation and/or enhancement of conditions and opportunities** for active transportation (excellent, good, fair, poor, not applicable).

Workplace Physical Conditions

	Observations	
	Barriers	Opportunities
a) safe, convenient points of access on site — highly visible — well-lit — easily accessible		
b) cycle parking — convenient, secure bike rack — supervised parking area — protection from weather — accessible location — well-lit		
c) locker and change room facilities — locker facilities for clothes and gear — change room — shower facilities — "mud room" for cleaning bikes, other gear and clothing — washer and dryer facilities		
d) emergency foul-weather gear available (umbrellas, ponchos)		

Summary Assessment

	Excellent	Good	Fair	Poor	Not applicable
Adequacy of current situtation	☐	☐	☐	☐	☐
Feasibility of improvement	☐	☐	☐	☐	☐

Priority improvements:

.....

.....

Workplace Travel Opportunities

	Observations	
	Barriers	Opportunities
a) routine travel errands — banking — inter-office couriers — other (please specify)		
b) meeting travel — inter-office/inter-agency — on-site meetings — other (please specify)		
c) other workplace travel — vertical movement (stairs vs. elevators/escalators) — internal distribution — other (please specify)		

Summary Assessment

	Excellent	Good	Fair	Poor	Not applicable
Adequacy of current situtation	❑	❑	❑	❑	❑
Feasibility of improvement	❑	❑	❑	❑	❑

Priority improvements:

.....

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Workplace Social Support

	Observations	
	Barriers	Opportunities
a) existing coordinator(s) or group — active living/health promotion coordinator/group — active transportation coordinator/group (e.g., bicycle users group) — commuter groups ("pedal pals," walking groups) — others		
b) degree of workplace support for physical activity programs and initiatives in general		
c) degree of support for active transportation initiatives in particular		
d) presence of high-profile active transportation leaders or role models at work		

Summary Assessment

	Excellent	Good	Fair	Poor	Not applicable
Adequacy of current situtation	❑	❑	❑	❑	❑
Feasibility of improvement	❑	❑	❑	❑	❑

Priority improvements:

.....

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Workplace Policy Support

	Observations	
	Barriers	Opportunities
a) mileage subsidy for work-related active transportation		
b) financial subsidies in lieu of employer-paid auto parking		
c) flexible hours		
d) relaxed dress code		
e) formal recognition/support for active transportation planning/coordination at work		
f) financial or other support for active transportation **training/skill development** for employees		
g) financial or other support for active transportation **facilities and equipment** at work		
h) other forms of moral and/or tangible support		

Summary Assessment

	Excellent	Good	Fair	Poor	Not applicable
Adequacy of current situtation	☐	☐	☐	☐	☐
Feasibility of improvement	☐	☐	☐	☐	☐

Priority improvements:

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Community Barriers and Opportunities Assessment Form

From the point of view of your own workplace, and the key clusters of interested commuters (i.e., taking into account where they live), for each of the following, make note of any **special commentary** that will assist in developing a workplace active transportation strategy, e.g., special features or conditions that constitute major barriers or that present significant opportunities. Then, provide a summary assessment of the :

- **adequacy of current community conditions** for safe, accessible and convenient active transportation (excellent, good, fair, poor, not applicable/non-existent); and
- **relative prospects for creating or enhancing conditions** that favour active transportation (excellent, good, fair, poor, not applicable).

Community Physical Conditions

	Observations	
	Barriers	**Opportunities**
a) safe, convenient routes for active transportation modes — sidewalks — conventional streets — special walking/cycling paths — traffic signal and control systems — bypasses over/through major barriers and intersections — lighting — route maps — signage		
b) infrastructure maintenance — sidewalk cleaning and repair — road cleaning and repair — special path maintenance — special winter maintenance program — special spring clean-up program		
c) special support amenities — safe, reliable and convenient intermodal connections — safe, secure cycle parking along key routes — access to emergency phones along key routes — access to water fountains/rest facilities along key routes		

Summary Assessment

	Excellent	Good	Fair	Poor	Not applicable
Adequacy of current situtation	☐	☐	☐	☐	☐
Feasibility of improvement	☐	☐	☐	☐	☐

Priority improvements:

.....

.....

Community Social and Policy Support

	Observations	
	Barriers	Opportunities
a) established active transportation planner/coordinator at community level		
b) existing network of active transportation leaders and advocates		
c) active transportation plan in place or in progress		
d) incorporation of active transportation plan into official community plan		
e) community programs to support active transportation — encouragement — engineering — education — enforcement		
f) clear commitment of community leaders — politicians — officials — businesses — community organizations and service groups — schools		

Summary Assessment

	Excellent	Good	Fair	Poor	Not applicable
Adequacy of current situtation	❑	❑	❑	❑	❑
Feasibility of improvement	❑	❑	❑	❑	❑

Priority improvements:

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Pedestrian Accessibility (to Transit) Audit

Region of Waterloo/Grand River Transit
Enhanced Express Bus Service
Urban Transportation Showcase Program

Accessibility is more than just the having the "right of way" to walk. Accessibility is impacted by safety, convenience, and enjoyment as well as having the ability to "access" a place.

Become familiar with this audit before going out for your audit. Use a digital camera to document things you saw and experienced, both good and bad – which can be more effectively communicated with a picture, than words. Take notes as you go, otherwise you might forget important observations. A notes page has been included with the audit sheets. You may also want to bring along a clipboard and blank paper, or a use a small tape recorder.

All of the audit items have presence of condition versus absence of condition responses. What the audit is looking for is the conditions that exist. For items where one side is gray and the other white, place a check mark or "X" in the white column if that condition exists. If that condition does not exist, leave that line blank and go on to the next item in the audit. Other audit items simply have a check box (☐). Again, check only the boxes for which conditions exist, leave others blank. If there is a Y or N choice, circle the Y if that condition exists, or circle to N if that condition does not exist. Items in the left column (indicated by a "+" sign at the top) are generally considered to be positive with respect to walking conditions. Items in the right column (indicated by a "–" at the top) are generally considered to be negative with respect with walking. A quick glance at which column has more checks at the end of the audit gives you a good idea of the walkability of the area audited. A closer examination of the "–"column helps you identify problems and develop improvement plans.

We are grateful to Arthur Ross, Pedestrian-Bicycle Coordinator, City of Madison, Wisconsin for sharing this evolving tool.

Note: This audit was originally developed based on the Walkability Checklist published by the Partnership for a Walkable America. See: http://www.walkinginfo.org/pdf/walkingchecklist.pdf for original

Any comments or questions, please send to:
JoAnn Woodhall
Transportation Demand Management Planner
Region of Waterloo
wjoann@region.waterloo.on.ca
Tel: 519-575-4019

Street Name ______________ **from** ______________ **to** ______________ **Block #s** ____________
AADT ____________ **Speed Limit** ____________ **# of lanes** ____________ **Time of Day:** ____________

Midblock Data																								
	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-
1) Sidewalk Presence / Absence (only check one)																								
a) No Sidewalk		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
b) Some sidewalk but gaps w/o sidewalk		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
c) Sidewalk along entire block	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
2) Sidewalk condition (answer only if sidewalk is present)																								
a)Sidewalk width (cm)																								
SW width reduced by poles, trees, etc. *		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
b) Sidewalk material																								
concrete	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
asphalt	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
brick/pavers		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
sand/dirt		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
gravel		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
woodchip		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
c) Sidewalk Smooth,	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Sidewalk broken or uneven?		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
3) Boulevard conditions (answer only if exists)																								
a) Boulevard width (m)																								
b) Boulevard material:																								
soft	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
hard	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
c) Parked cars between sidewalk and street	Y		Y		Y		Y		Y		Y		Y		Y		Y		Y		Y		Y	
4) Other conditions / Issues																								
a) Visibility at driveways blocked by vegetation, fences, etc.		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
b) Drivers entering/exiting driveways did not yield		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
c) Cyclists using the sidewalk		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
d) Traffic speed an issue		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
e) Other problems (note on comment sheet)		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
f) Curb Cut missing at trail/ walkway *		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
g) Driveway turning radii wide		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
h) # of Travel Lanes																								
5) Lighting																								
a) Auto Oriented Lighting only		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
b) Lighting on both sides of road	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Taking into consideration lighting height, style, spacing and the above...																								
c) Major deficiencies in lighting*		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
d) Obstructions to lighting		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
e) Land Uses provide lighting	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
f) Special lighting *	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	

** If condition exists, indicate extent of condition on the notes/ comments sheet.*

Street Name _____ **from** _____ **to** _____ **Block #s** _____
AADT _____ **Speed Limit** _____ **# of lanes** _____ **Time of Day:** _____

Mid-Block Notes / Observations

Location (Block #, Street Name, odd or even side)	Comments / Notes

Street Name _____ **from** _____ **to** _____ **Block #s** _____

AADT _____ **Speed Limit** _____ **# of lanes** _____ **Time of Day:** _____

Intersection Data										
5) All Intersections										
a) Curb ramps exist for all crossing directions	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
diagonal ramps	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
perpendicular ramps	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
b) Curb cuts in poor condition	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
c) Curb cuts -poorly located.	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
d) Difficult to see traffic and for drivers to see you	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
If yes, check obstructions:										
parked cars	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
trees/vegetation	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
poles	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
other *	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
d) Turning Radii are wide	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6) No traffic signal										
a) Frequent gaps in traffic?	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
b) Wide streets have no space to stop in middle (median or island at least 2 metres wide) for two-stage crossing?	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
c) Drivers do not yield to you at marked crosswalks?	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
d) Drivers cannot see you when crossing streets with two or more lanes of traffic in each direction	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
e) Speed of traffic a problem	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
f) Other problems*	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
7) Traffic Signals										
a) Separate pedestrian signals	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
b) Pedestrian signal does not come on by itself	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
c) Push buttons are not easy to find	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
d) Ped signal make a noise (audible signal).	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
e) Not easy to know when it was your turn to cross	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
f) Signal wait time too long	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
g) Not enough time to cross before signal changes again	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
8) Driver behavior problems (related to the traffic signal)										
a) Drivers sped up to make it through yellow signals.	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
b) Drivers ran red signal.	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
c) Drivers fail to stop/yield when turning right on red.	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
d) Drivers failed to yield when turning right/left on green.	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
e) Other problems?*	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
9) Crosswalks										
a) Lines Present	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
b) Line Width (m)										
c) Line Faded.	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
d) Angled Crosswalk.	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
e) Other problems?*	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
f) Surface asphalt?	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
g) Surface pavers, other?	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
h) number of lanes to cross, including turn lanes										

** If condition exists, indicate extent of condition on the notes/ comments sheet.*

Street Name _____ **from** _____ **to** _____ **Block #s** _____
AADT _____ **Speed Limit** _____ **# of lanes** _____ **Time of Day:** _____

Intersection Notes / Observations

Name of street being crossed / at street walking along, even or odd side	Comments / Notes

Street Name _____ **from** _____ **to** _____ **Block #s** _____

AADT _____ **Speed Limit** _____ **# of lanes** _____ **Time of Day:** _____

Connectivity and Comfort Data																				
	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-
9) Connectivity																				
a) Rate the overall condition of the buildings	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
b) How would you describe the area's road network?																				
Grid (like NYC)	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Almost a grid system	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Suburb (few culdesacs)		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
Suburb (many culdesacs)		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
c) What connections and paths exist:																				
Many cross streets	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Greenways	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Walking trails	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Path at back of culdesacs	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
d) From this segment, where can you walk?																				
School	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Work	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Shopping	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Post Office or Library	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Recreation facility	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Friends or relatives	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Social "hang-out"	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Other*	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
10) Comfort																				
a) Obstructions in the walking path		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
b) Type of obstruction:																				
Utility pole(s)/ Lights		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
Fire hydrant(s)		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
Bench(es)		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
Mailbox(es)		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
Trash can(s)		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
Overgrown vegetation		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
Construction equipment		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
Debris – Stones – Dirt		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
Standing water (drainage		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
Vehicle(s)		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
Other*		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
c) Lack of supportive facilities for walking:																				
No Benches for sitting		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
No Shade trees		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
No Drinking fountains		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
mean animals/pets		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
scary people		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
bad odors or fumes		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
steep or long hills		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
Other*		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐
e) Are there streetlights?																				
Plenty	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
Some (need more)	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	
None		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐

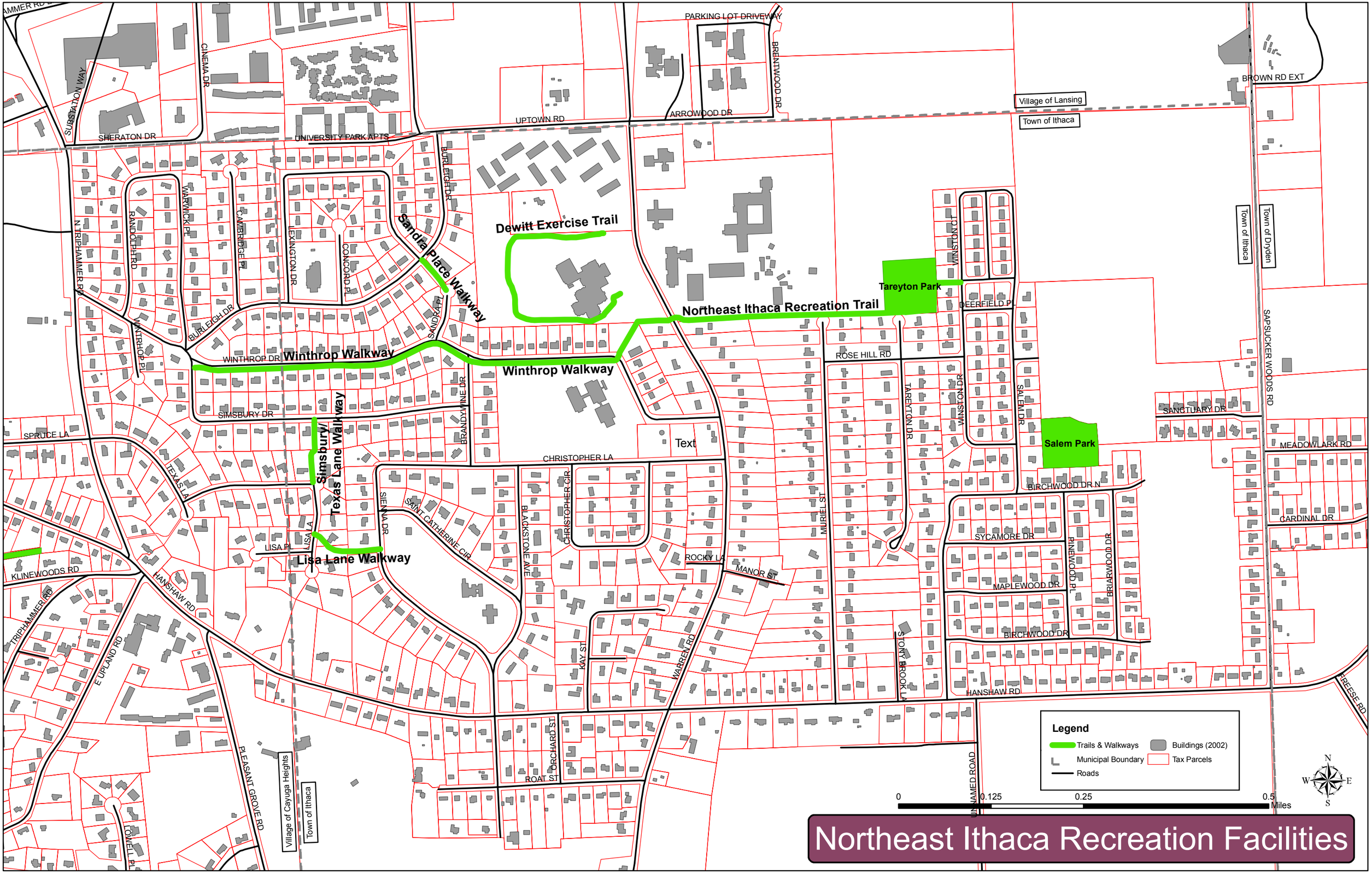
** If condition exists, describe condition on the notes/ comments sheet.*

Street Name _____ **from** _____ **to** _____ **Block #s** _____
AADT _____ **Speed Limit** _____ **# of lanes** _____ **Time of Day:** _____
"Connectivity – Comfort" Notes / Observations

Location (Block #, Street Name, odd or even side)	Comments / Notes

7.2 MAPS OF CURRENT INITIATIVES, AS PROVIDED

- Northeast Ithaca Recreation Facilities
- Prioritized Pedestrian Corridor Needs
- Prioritized Bicycle Corridor Needs
- Briarwood II Development Master Plan



Northeast Ithaca Recreation Facilities

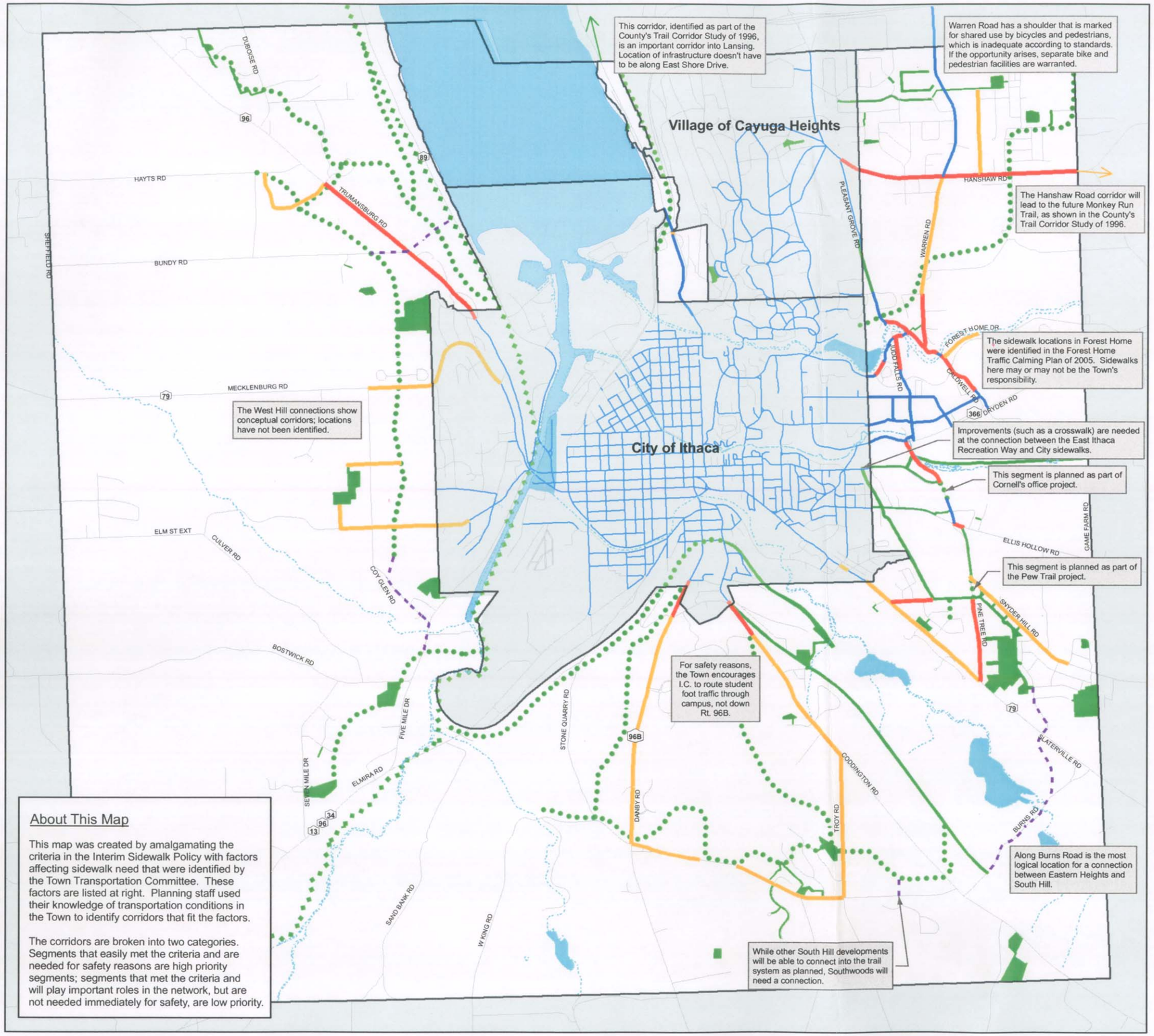
WORKING MAP:

Prioritized Pedestrian Corridor Needs

Town of Ithaca
Tompkins County, New York

Short term accomplishes goals in approximately ten years.
Long term accomplishes goals over twenty years.
Long term projects become priorities based on changes in need or opportunity (funding, with another project, etc).

Town of Ithaca
215 N. Tioga St.
Ithaca, NY 14850



About This Map

This map was created by amalgamating the criteria in the Interim Sidewalk Policy with factors affecting sidewalk need that were identified by the Town Transportation Committee. These factors are listed at right. Planning staff used their knowledge of transportation conditions in the Town to identify corridors that fit the factors.

The corridors are broken into two categories. Segments that easily met the criteria and are needed for safety reasons are high priority segments; segments that met the criteria and will play important roles in the network, but are not needed immediately for safety, are low priority.

Legend

Transportation Infrastructure

Planned Infrastructure

- **Essential corridors** identified with restrictive interpretation of criteria; immediate need
- **Recommended corridors** identified with broader interpretation of criteria; long-term need
- Approximate corridors; no time frame
- Planned Corridors (Recreation Plan)
- Black Diamond Trail

Existing Conditions

- Trails & Recreation Ways
- Existing Bike and Ped. Facilities
- Roads
- Creeks
- Existing Town Parks
- Lakes

Town of Ithaca Interim Sidewalk Policy Selection Conditions

For New Development>
...if any item applies.
Planning Board may also require sidewalks on existing roads to connect into existing sidewalks.

Children walk to school;
Current or likely future presence of numerous children in an environment where, in the absence of a sidewalk, many children can be expected to be present on the road shoulder;
Bus stop within convenient walking distance;
Connected to other sidewalks;
Provide access to trail system or public park;
Safety for pedestrians.

For Existing Development
...at least three must apply.
Also requires recommendation of the Planning Board and approval from the Town Board

Likely presence of children
Connection to existing or planned system
Convenient walking distance of ped. generator
Existing/ planned shoulders inadequate
Proximate access to public transit
ROW sufficient, or easement reasonably obtained
No dead-ends w/o forseeable connection
Moderate peak hour traffic
(Shown as part of Ped. Circulation Plan)

Factors Favoring Pedestrian Infrastructure

Higher density/ intensity of land use (Medium and high density residential, neighborhood/ office park commercial)
Located along the route of a bus
Within ½ mile of an elementary school
Within ½ mile of other pedestrian generators
85th percentile speed > 25 mph
High volume/ classification (arterials, collectors, > 4,000 vpd)
Outside funding is available; hence, cost to Town is low
Links into existing or planned pedestrian network
Sufficiency of existing infrastructure

Factors Against Pedestrian Infrastructure

Detrimental to environmental resources including natural, historic, scenic, agricultural, etc.
Negative neighborhood concensus

N

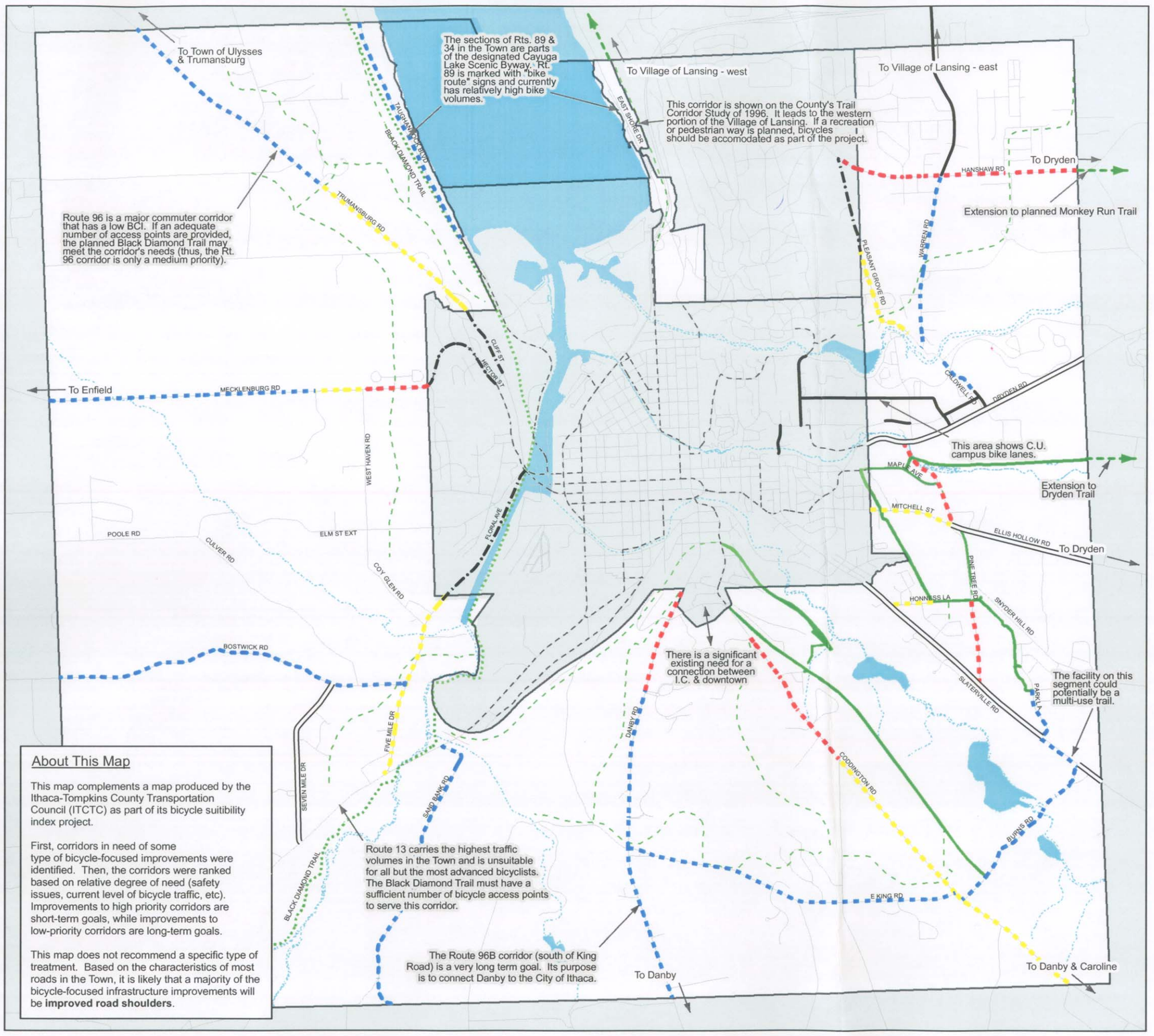
Data Sources:
Tompkins County Information Technology Services, GIS Division; Town of Ithaca Public Works Department; Town of Ithaca Town Code; Town of Ithaca Transportation Committee.
NAD 1983, State Plane Central.
December 20, 2005
Contact: ntedesco@town.ithaca.ny.us

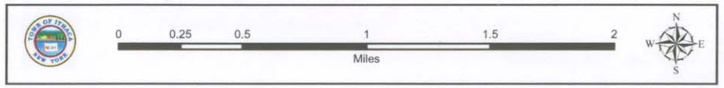
0 0.1 0.2 0.4 0.6 0.8 Miles

DRAFT:

Prioritized Bicycle Corridor Needs

Town of Ithaca
Tompkins County, New York





Legend

Needed Infrastructure
- High Priority
- Medium Priority
- Low Priority
- Recommended - not in Town

Existing Infrastructure
- Existing Bike Lane
- Existing Shoulder is Sufficient

City Bike Plan
- Planned Bike Corridors

Other Corridors
- Existing Multi-Use Corridors *
- Planned Multi-Use Corridors * +

Background Conditions
- Roads
- Creeks
- Lakes

* Intended for multiple non-motorized modes, including pedestrians & bicyclists.

\+ Exact locations unknown.

Priority Horizons:

High Priority: five years.
Medium priority: ten years.
Low priority: twenty years.

Note: corridor priorities shift based on changes in need (development, demographic changes) or opportunity (funding, concurrance with another project).

About This Map

This map complements a map produced by the Ithaca-Tompkins County Transportation Council (ITCTC) as part of its bicycle suitibility index project.

First, corridors in need of some type of bicycle-focused improvements were identified. Then, the corridors were ranked based on relative degree of need (safety issues, current level of bicycle traffic, etc). Improvements to high priority corridors are short-term goals, while improvements to low-priority corridors are long-term goals.

This map does not recommend a specific type of treatment. Based on the characteristics of most roads in the Town, it is likely that a majority of the bicycle-focused infrastructure improvements will be **improved road shoulders**.

Factors that Affect Bicycle Compatibility Index (BCI)

This Plan uses a holistic assessment of the Bicycle Compatibility Index (BCI) of a roadway to determine if the roadway needs bicycle-focused improvements. BCI is measured by evaluating various factors (shown below) that describe the level of comfort a bicyclist with average skills feels when using the road.

Geometric and roadside data:
--Number of through-lanes in one direction;
--Curb lane width;
--Bicycle lane or paved shoulder width;
--Type of roadside development (residential?).

Traffic operations data:
--Posted speed limit;
--85th percentile speed;
--ADT (average daily traffic);
--Percentage of vehicle stream that can be defined as a large vehicle (i.e. truck, bus, etc);
--Percentage of vehicle stream turning right onto driveways or other road corridors.

Parking data (if applicable)
(describes potential for bicyclist/ car door conflict):
--Presence or absence of a parking lane;
--Percentage of spaces usually occupied;
--Parking time limit.

Factors That Affect Bike Infrastructure Priorities

Existing bicycle patterns:
---How many bicyclists use the road now?
---How do they use the road? Recreation, transportation, both?
Anticipated bicycle demand:
---New res. or commercial development;
---Demographic changes.
Topography;
Existing bottlenecks, or other constraints;
Safety concerns:
---Crash data;
---School zones;
---Other hazards.
Existing opportunities
---Plans to rebuild or repave the road?
---Availability of funding for bike lanes or other bike programs/ infrastructure.
Origin/ route/ destination information:
---Connect bike traffic generators or existing bike infrastructure?
---How many destinations does it serve? Residential areas, schools, parks, employment centers, or transit stops?
---How direct are the routes?

Data Sources:
Tompkins County Information Technology Services, GIS Division; Town of Ithaca Public Works Department; Town of Ithaca Town Code; Town of Ithaca Transportation Committee.
NAD 1983, State Plane Central.
March 15, 2006
Contact: ntedesco@town.ithaca.ny.us
215 N. Tioga St, Ithaca, NY, 14850

MASTER PLAN

SCALE	R.LUCENTE LANDS	DATE:
1"=250'		1-12-03

REVISIONS:
2-06-03
2-07-03
10-24-03
11-03-03
4-01-04
2-10-05
1-21-06

DESIGNER:	DEVELOPER	
L.FABBRONI	R.LUCENTE	TOWN OF ITHACA COUNTY OF TOMPKINS STATE OF NEW YORK
NYSPE #51734 NYSLS #49682	120 BRIARWOOD ITHACA,NEW YORK	

STATE OF NEW YORK
LAURENCE PETER FABBRONI
49682
LICENSED LAND SURVEYOR

RECEIVED
MAY 19 2006
TOWN OF ITHACA
PLANNING, ZONING, ENGINEERING

SAPSUCKER WOODS SANCTUARY

N 82° 10' 02" W 848.92'

N 7°34'59" E 599.56' +/-

SAPSUCKER WOODS SANCTUARY

S 81°24' 01" E 448.31'+/-

N 8°08'47" W 211.11'+/-

S 81°24' 01" E 448.31'+/-

BIRMAN & NEIRYNCY (637/327)

FALKSON (557/63)

PEREA (494/456)

AMATO (649/168)

HUSALEM DRIVE

SELCO (596/736)

DAVIS (625/547)

GRUNES (456/305)

LONG (632/492)

TEMPLE & CONNELLY (908/308)

COTTON (599/1168)

HAJEK & LIEBHERR (647/1014)

ADD TO PARK

SALEM DRIVE PARK EXPANDED

WETLANDS

WETLANDS

WETLANDS

WETLANDS

SANCTUARY DRIVE

STEPHEN LUCENTE (733/1)

DAVID ROLAND (INSTR#480046-001)

PATRICIA LUCENTE

YUAN SHAN CHEN & LIN CHEN (INSTR#481514-001)

NEIL&CINDY STONEMAN (698/54)

REMAINING LANDS OF ROCCO LUCENTE (370/106

REMAINING LANDS OF ROCCO LUCENTE (448/696)

W.LUCENTE (819/268)

EARLE (652/965)

ROCCO LUCENTE (448/696)

LAMA (CD2506/6766)

TOWN OF ITHACA 416/223)

WEST (640/919)

BEECHWOOD DRIVE

RUSIM & SUMNER (CD2502/411)

HARRY & MARSHA SOLOMON (614/365)

LUCENTE (INSTR#445184-001)

BRIARWOOD DRIVE

BORDER

REMAINING LANDS OF ROCCO LUCENTE (448/696)

DAVID R.NEISH (656/515)

HANSTEEN (CD2505/4146)

GIORDANO (744/99)

LUCENTE INSTR#481008-001)

KORNREICH (INSTR#484219-001)

SKALEY (628/734)

AMATO (617/876)

LUCENTE (INSTR#432749-001)

WANG (633/21)

LUCENTE (INSTR#439939-001)

WILDE (INSTR#461262-001)

SAPSUCKER WOODS ROAD

BIRCHWOOD DRIVE

HANSHAW ROAD

SABIN (455/149)

GOLKOWAKA (677/119)

COLLUM & CORNELL (619/497)

COLLUM & CORNELL (902/269)

WANG & YANG (868/99)

HASHIMOTO (764/95)

HEILWEIL (916/249)

7.3 NORTHEAST SCHOOLS E-MAIL INPUT

NORTHEAST PTA PROJECT E-MAIL

----- Original July 22, 2006 Message to the List-serv -----
From: NortheastPTA@yahoogroups.com [mailto:NortheastPTA@yahoogroups.com] **On Behalf Of** Jane Marie Law
Sent: Saturday, July 22, 2006 9:29 AM
To: NortheastPTA@yahoogroups.com; DewittPTA@yahoogroups.com
Subject: [NortheastPTA] safe walking in Northeast

As I mentioned on this list earlier in the spring, I am on the steering committee for the Northeast Walkability Study, a group of people whose task it is to make recommendations about improving walking conditions for pedestrians in the area bounded by Triphammer Road and Hanshaw Road and Sapsucker Woods Road and Route 13 (that rough rectangle), though people coming from outside that area into it and visa versa are welcome to provide input about the roads and walkways in this rectangle.

We meet again this Wednesday morning, and the committee would VERY MUCH like to hear detailed descriptions of parts of the road, areas, corners that you have issues with. If you would be willing to, please consider writing me an e-mail about your walking needs/issues. I will print it out and give it to the committee. I would need it by Tuesday evening. IN response to my earlier e-mail, I only got TWO responses.

There will be lots of other opportunities for input later on, but I think the sooner we present them with a lot of evidence, the better. The area SOUTH of Warren Road has fewer sidewalks, but I have not heard from anyone in this area (Muriel, Tareyton, Rosehill, Winston, Salem -- the "cigarette streets," Pinewood, etc.). In fact, one member of the committee who represents us on the Town of Ithaca Board and lives near the school and walks a lot admitted "I don't even know where Winston Court is!" It could happen that because of representation, the area with a real need for improved walking conditions gets the least attention.

Also, we will be having a survey, and I want to make sure we reach the needs of people who have in-laws, parents, relatives at home who are from a foreign country, do not drive, are dependent on their feet and the bus or bikes and do not speak English. I know a lot of our parents who live in the Winston Court apartments or other areas often have family here from abroad and they use the bus and walk a lot. People on the committee were surprised to hear this. The people walking the roads probably know best, and we need to find a way to ask those Chinese/Malaysian/Indonesian/Indian/African grandparents who I see out strolling along the roads proudly with their grandchildren in buggies. I need help in connecting with them with translators when the survey comes out. Should we get it translated into a few common second languages we see in the schools?

I am most familiar with the South of Warren Road area, and so also need to hear from people closer to the school. Even if you know someone else is likely to say something, please consider a quick e-mail. Hearing the same thing from more people will help a lot.

Given the new bus timing, kids will be getting on buses in the utter dark, it seems, so mentioning safety about bus stops might be a good idea. Potholes, bad shoulders on the road, fast traffic, blind corners, dangerous intersections, areas that feel unsafe because of bad lighting, crime, etc. Let's get a really good list out there. If you can just consider your routes around the neighborhood and write me a few lines, that would be great.

There does appear to be some federal and state money (I am not sure for how long or how much) to address safe walks to school.

I hope everyone will consider writing. If possible, please just use reply to this e-mail so it is easier to find it in my in-box. It would be VERY much appreciated.

Thanks so much.
Jane Marie Law

#1 Rob Rosen

From: "Rob Rosen"
To: "'Jane Marie Law'"
Subject: RE: [NortheastPTA] safe walking in Northeast
Date: Sat, 22 Jul 2006 12:14:43 -0400

Hi Jane Marie,

We live in Warrenwood Apartments. Within a few blocks are University Park Apartments, Uptown Village Apartments, Gas Light Village Apartments and Chateau Claire Apartments, probably about 1,000 families within a few blocks. Uptown Road is a main street of this area, connecting the apartments with a park, a shopping center and schools, all within walking distance. It's a busy enough street that it even has a traffic light. But Uptown Road has no shoulders or sidewalks and a blind turn. There is barely space between the drainage ditch and the traffic to walk. It is unsafe to walk or ride a bike there, but it is a popular route nonetheless. If there were sidewalks on Uptown Road, many people would benefit from the improved walkability and safety.

Another street that I've experienced as dangerous to walk on is Christopher Lane, which is one of the walking routes to Northeast school. Christopher Lane has no shoulder and you must walk in the traffic lanes on that street.

Another danger spot that I've experienced is the blind turn on Salem Drive where it intersects Birchwood Drive at right angles. Traffic moves around a 90 degree corner without slowing down or signaling. There is no way to see around the corner and no sidewalk. It seems like a logical place for a stop sign.

And of course my street, Warren Road, is busy with trucks and busses and has no sidewalk. There are shoulders, but walking on them you are about 2 feet from traffic (always keep your kid on the outside if you dare to walk with a child). In snow or rain the shoulders are constantly sprayed with slush or water, so they are even less walkable.

Good luck with the project to make our neighborhood more walkable!

Rob Rosen

#2 Ellen Hartman
Date: Sat, 22 Jul 2006 17:20:29 -0400
From:
Subject: Re: [NortheastPTA] safe walking in Northeast
To: Jane Marie Law
X-Accept-Language: en Priority: normal

HI Jane Marie,

I actually sold my house and moved last year due to walkability concerns on Hanshaw Rd.

We lived at 1018 Hanshaw, across from the Country Club tennis courts. We had a fence which was fine for keeping the kids safe when they were young but once they wanted to go places on their own, Hanshaw was completely unworkable. So we sold and moved.

Hanshaw Rd. needs a sidewalk on at least one side. It also needs better control of speeders who don't slow down when the speed changes south of Warren. (They generally wait until they go down the hill toward Talbot's.)

I used to run on Hanshaw and the road curves between our old house (1018) and Blackstone. The lines marking the shoulder are frequently obscured and cars CONSTANTLY "drift" onto the shoulder. I would never have let my kids walk there alone. We went to church at St. Catherine's and always drove because it was dangerous to walk with the kids. Pushing a stroller on that section of Hanshaw felt just stupidly unsafe.

If there were sidewalks, that would connect the people living on Hanshaw to the side neighborhoods around there and vice versa. These would include Blackstone, St. Catherine's, Roat St, and the other small off shoot streets.

Going the other way, down Hanshaw toward Talbots, the need for a sidewalk is even greater. The curve is hard to see around, people are speeding, the shoulder is overgrown with bushes and the pedestrian side is edged with a ditch so there's no where to go if a car is driving on the shoulder.

When we lived at 1018 Hanshaw, if we'd had a sidewalk we would have walked to church, Community Corners, and would have had access to the network of sidewalks that begins at Community Corners. Connecting Hanshaw to those sidewalks would be great.

Kids who live where we did do NOT have a bus to Dewitt. The kids who lived on either side of me were either driven to school or made special arrangements to cut through backyards. We could not have done the backyard thing because our house had a stream in the back. I would have had to drive the kids.

At our new house, 108 Randolph Rd., we have better access to sidewalks and a much quieter neighborhood. I would, however, like to see a safe connection between our loop of Randolph and Warwick connecting us to Burleigh Dr. These two little spots have a TON of school age kids. (Our loop has at least 20 kids from 2-12, just on Randolph and Warwick.) But the roads and shoulders and ways to navigate from us to the Burleigh Dr. neighborhood are not good. There is a sidewalk on one side of Winthrop but it doesn't help us get to Burleigh Dr. Burleigh leads to a the swim club, a neighborhood with lots of kids, and a nice walkway to NE (alternative to going up Winthrop.)

As I think about having the kids walk to school next year, I'm faced with the choice of either safe sidewalks on Winthrop but a mostly solo walk since the other kids live on Burleigh and streets off it, or a neighborly walk but a dangerous point where Burleigh, Winthrop, and Warwick meet.

From the opposite side, my sister just bought a house on Lexington (off Burleigh). If she wants to walk from her house to Tops, the mall, etc., which is a very short walk, she'll have to navigate the Burleigh, Winthrop, Warwick, intersection without sidewalks. That's the last piece that needs to connect to the sidewalks leading to the mall.

Also, I don't know if this is part of your discussions, but NE should have a crossing guard below the school at the first cross street after the soccer fields. This person could cross kids onto the sidewalk that goes all the way down Winthrop or across Winthrop to the Sandra Walkway that serves the Burleigh neighborhood.

Thanks for being the voice of the people.

Ellen Hartman
108 Randolph Rd.

Date: Sat, 22 Jul 2006 20:03:30 -0400
From:
Subject: Re: [NortheastPTA] safe walking in Northeast
To: Jane Marie Law
X-Accept-Language: en Priority: normal

Dear Jane Marie,

I forgot to list the benefits I've seen since we moved to a "walkable" neighborhood.

My older son lost weight. Both kids became much more confident on their bikes. We trick or treated on our own street. The kids have done "chores" for neighbors like bringing in mail or helping rake leaves. We see and know many more neighbors (even if it's just "the lady with the big white dog"). We walk on errands sometimes. (School, movie store, grocery store, bank.)

My kids have autonomy--they decide where to go, how to get there, when to come home. This is so much nicer than staged play dates where the adults are in control. Kids need to make their own choices and have totally free time to mess around--can't do that if you're being driven everywhere. There's no spontaneity if you have to call two days in advance to set up your play time.

As my kids get to middle and high school the autonomy will be more important--vital?

Also, the program I work in has a community intervention guide for preventing overweight and obesity. One component is tools to examine and improve walkability in neighborhoods. Here's the link. I can provide more info if the tools would be helpful to your group or sub- committees.
http://envirocancer.cornell.edu/obesity/tools.cfm#ActivityTools

Thanks again,
Ellen

#3 Esther Racoosin

Date: Sat, 22 Jul 2006 21:49:57 -0400
To: Jane Marie Law
From: Esther Racoosin
Subject: Re: [NortheastPTA] safe walking in Northeast

Hi Jane Marie,
One area I was thinking about is Blackstone St., which crosses Hanshaw near my house (two blocks north of Warren Road). This spring and summer we have been crossing Hanshaw so that we can ride bicycles in the parking lot at St. Catherine of Siena. The adventure of crossing Hanshaw has gotten me a bit concerned...

I think that next year there may be more kids from my little neighborhood (Roat St. and Blackstone) who will want to walk to school because of the earlier start time. The crossing of Hanshaw is very hazardous in the morning, as this is rush hour and there is a lot of traffic going north towards Pleasant Grove Rd. The speed limit is 30 mph, as you know, but many drivers clearly go over the speed limit. I was thinking that it would be an ideal spot for a crosswalk with a crossing sign; perhaps it could be painted in fluorescent colors? I don't know if drivers would obey the sign, but at least it might draw their attention to the fact that kids cross the street there --My dream would be to have a crossing guard there!

thanks very much for undertaking this survey. I am going to forward your message to Eric and he will probably have some comments.

-Esther.

#4 Pat Musa

Subject: RE: [DeWittPTA] safe walking in Northeast
Date: Sun, 23 Jul 2006 08:54:15 -0400 Thread-Topic:
DeWittPTA] safe walking in Northeast Thread-Index:
Acatkz40mGEx1UgeTtuSQ2bMV59ipAAwyaBg
From: "Pat Musa"

Jane Marie-

Thanks for your support on this. We've moved from Birchwood this year, but when I read of the proposed Lucente expansion, connecting the Sapsucker streets with Birchwood and others, I am concerned about the speed of traffic with no sidewalks in that area. At a min, some sort of speed abatement is hopefully in the plans.

I hope your time without kids was restful and rejuvenating! You mentioned they were going to be in camps for a period this summer.

Take care.

Pat

#5 Kris Shields

Date: Mon, 24 Jul 2006 09:56:12 -0400
From: Kris Shields
Subject: Re: [NortheastPTA] safe walking in Northeast
To: Jane Marie Law
Organization: Ithaca College
X-Accept-Language: en-us, en

Hi Jane Marie,

Although I no longer live on Muriel Street, when I did live there, it was dangerous to allow the kids to walk on the street or ride their bikes. The traffic from the apartments is very heavy and the speed is much too fast for the residential area. Muriel is a long straight street, making it the most convenient route to the apartments. My house is the third house on the street from Hanshaw Road and often times people were traveling faster than 30mph, and still accelerating, by the time they reached my house. Now that the street has been repaved, I can only imagine the speeding has increased.

Ideally, I would like to see sidewalks on Muriel Street and some sort of speed control (speed bumps, pavement markings, signs).

Kris

#6 Chris Ricci

Date: Mon, 24 Jul 2006 08:26:50 -0700 (PDT)
From: Chris Ricci
Subject: Re: [NortheastPTA] safe walking in Northeast
To: Jane Marie Law

Hi Jane Marie,

Thank you for taking on this project. I have always thought that neighborhoods with alot of kids should have sidewalks and our neighborhood certainly qualifies.

Two locations come to mind as needing attention.

1. Salem Dr. In particular, the curves in the road. They are very dangerous as drivers cannot really see to well if someone is walking around the curves.

2. Some sort of path to get to Sapsucker Woods Rd without having to go on Hanshaw would be nice. I know Lucente is planning a big developement project in the area and maybe they could make that a requirement. It would be nice to have easy access to the Orinthology Lab from.

Thanks,
Chris

#7 Mary Maley

Date: Mon, 24 Jul 2006 11:33:14 -0400
To: Jane Marie Law
From: Mary Maley
Subject: Re: [NortheastPTA] safe walking in Northeast

Hi Jane Marie,

I do some walking in the area that you describe below (the section bordered by Handshaw to the south and Warren to the West) I think that in general what's needed are marked shoulders (like with a white line to separate walkers from traffic) that are level. The condition of shoulders varies from really bad to somewhat bad (although you probably know more about the new shoulders on Muriel - are they easy to walk on?) What I have found is that we usually just use the road surface for walking until a car comes. The walking trail from Winston Court to Dewitt could use re-surfacing, but it's not too bad.

One idea in addition to shoulders is to include a laminated map of the area at various intervals (similar to bus stops that list times of stops) with a "you are here" dot and perhaps an indication of how far to various other stops along the way. It might encourage walkers to learn (for example) how easy it is to find a one-mile loop, or how far it is to the school, etc.

Thanks for doing this and keep us posted!

Mary

#8 Jill Vannelli

From: "Jill Vannelli"
To:
Subject: RE: safe walking in Northeast
Date: Mon, 24 Jul 2006 21:51:02 -0400

I am writing to let you know of some of my concerns about walking on Muriel street. I find it to be extremely dangerous, considering it is a residential street with a posted speed limit of 30 mph. Todd and I "joke" that Muriel may be the longest, straightest street in Ithaca. Add to that the fact that many students live back in the apartments in Winston Ct., and it appears to be the recipe for speed city. People go flying down the street. This includes the city buses, which is really nerve-racking. The only saving grace used to be that there were several potholes, but now that they have repaved the street, I cannot imagine how dangerous it will be in the fall. I will not let my kids ride their bikes unaccompanied on Muriel because it is just too dangerous. And that is a shame because there is such a perfect park at the end of the street, in which they could play. In fact, I will not even let them walk on Muriel street, except for down to the 2 houses they needed to go in the morning to catch the bus. We don't like our kids to play in the front of the house because anything near the street is just too dangerous. This may seem like an exaggerated

viewpoint but the neighbor across the street had 2 different people go into the ditch in front of her house on consecutive days this summer.

I guess I didn't respond earlier about the safety of the roads because at first I didn't feel "qualified" since I don't do much walking here. Then I realized the reason I don't do much walking is because it is too dangerous. And it shouldn't be.

Jill

Jill Vannelli
136 Muriel St.
Ithaca, NY 14850

#9 Diane Feldman

From: "Diane Feldman"
To:
Subject: Re: [NortheastPTA] safe
walking in Northeast Date: Tue, 25 Jul 2006 13:46:05

i am all for sidewalks - but more importantly – we must do something about vehicle speeding.on both muriel and salem, at all times of the day, there are cars speeding - we must do something to slow them down. speedbumps? having police give tickets (they can sit in people's driveways). on hanshaw road and warren road sidewalks would help, but with cars going 50 - 60 miles per hour, i'm not so sure that people would feel safe walking.

we need traffic calming measures - ones that work and that can be enforced. in the 12 years that i have lived on hanshaw road, the only police that i have seen give tickets are the cayuga heights police. we need to enforce the speeding laws we have.

diane feldman

#10 Sheri Mahaney

Date: Tue, 25 Jul 2006 14:00:41 -0400
To: (Jane Marie Law)
From: Sheri Mahaney
Subject: Fwd: [DeWittPTA] safe walking in Northeast

Dear Jane Marie,

A colleague of mine at Cornell who also has a child at DeWitt forwarded this email to me. I have one son who attends Northeast and another son who attends DeWitt, and we recently have moved onto Hanshaw Rd. near Sapsucker Woods Rd. I am VERY concerned about the lack of sidewalks on Hanshaw Rd., and I heard from a neighbor that the Hanshaw Rd. renovation will only extend new sidewalks to Salem Dr. I am concerned that when we checked with the bus garage last spring, we were told that our children would have to walk up Hanshaw Rd. to the intersection with Sapsucker Woods Rd. to get on the bus this coming fall! That worries me because not only is that road very busy and the cars speed up once they get out of the 30 mph speed limit and hit an open stretch, the winter months will be even worse as the cars and snow plows may not see my kids around the snow banks, and there will be no little to no shoulder to walk on. My plan had been to call the bus garage in August to request that they pick my children up at our driveway instead. If new sidewalks could be installed further up Hanshaw, that would likely eliminate this concern.

Thanks for sending this email out, and I hope that you hear from more residents from our area!

Sincerely,

Sheri Mahaney
1446 Hanshaw Rd.

#11 Vicky Williamson

From: Jane Marie Law
To: "Vicky Williamson"
Subject: RE: [NortheastPTA] Northeast Ithaca
Walkability Study Date: Sat, 22 Jul 2006 17:17:25

Do I have your permission to use and share this?
From: "Vicky Williamson"
To: Subject: RE: [NortheastPTA]
Northeast Ithaca Walkability Study Date: Thu, 27 Jul2006 22:01:08 -0400

Hi Jane Marie,

Please feel free to share it you like.
Vicky

HI Jane Marie,

Since my kids walk everyday to school and have been for 7 years here are a few thoughts.

The biggest safety concern is the speed of cars going up Winthrop. Many kids need to cross Winthrop and they live on the other side of the sidewalk. I called th Town and asked to have a "Children Walking" sign or to reduce the speed limit during school walking times and was told the Town said that only the 'City of Ithaca Limits " have the authority to do so. Maybe we need a side walk on the other side on Winthrop too. Also Dewitt kids coming home on Winthrop never use the sidewalk and walk on the road home. Why? who knows. Just one more step to cross the street and use the sidewalk.

Another troubled spot is Burleigh being a short cut between Triphammer and Warren. Many people drive too fast on Burleigh. Many Students live in the University Park Complex and drive through that neighborhood too fast. I don't chose to walk that road if I can help it. It is definately not safe for kids.

A crossing guard may be good idea at the Winthrop and Simsbury crossing, right before the school. Can't remember the name of that road.

There is no doubt to keep the crossing guard on Winthrop. (sidewalk from Dewitt) and the crossingof Warren (bad intersection). Warren also has a problem with speed.

All the Best,

Vicky Williamson
316 Winthrop Drive

Note from Jane Marie: I especially want people to take note of this. Winthrop seems very quiet if you are up around 9. Between 7:30 and 9, it is hell. And that is when little kids are on it.

October 1 2006 Emails
-----Original Message Posted to DeWitt PTA and Northeast PTA-----NortheastPTA@yahoogroups.com, DewittPTA@yahoogroups.com

I am on that committee for the Town of Ithaca transportation and walkability study as the NE neighborhood rep, and this summer posted some requests for people to assess their neighborhood walkways for safety and usability. The area we REALLY need help is for people to step up, write about your streets and traffic and what you think about the safety. I asked for responses and only received 12 responses.

There will be a community meeting will be on October 14, a Saturday. I will post information about that when we have exact times and locations.

Of real concern to me is to get the town to see that Muriel Street, Salem and Winthrop have traffic that goes TOO FAST. Do you think traffic is too fast on Muriel or Salem or Winthrop or any other street? Am I being too conservative here in terms of what I expect from drivers on streets with children on them?

The people on this committee want to get this right. We as members of the community really need to let them know our experiences. We had a walking session through the neighborhoods this summer of the committee, and spent 40 minutes east of Warren (near Winston Court) walking Salem, Muriel, etc., and about the same amount of time walking down Simsbury to see the lovely walk on Lisa Lane then back along Hanshaw (a life altering event for most of us!!). My strong investment is to identify areas where there could be a problem, where we need crossing guards, where traffic is too fast.

I also feel the walkway from Winston Court to the Dewitt intersection is under-maintained, has too many holes, and does not feel safe. Do others agree? How do you feel about that walkway?

For those of you living on Muriel, Salem, Birchwood, Pinewood and the connecting arteries and the area, the new development of up to 96 units in Sapsucker could put as many as 180 cars on the roads through our neighborhoods each morning and evening (assuming all units are double and all houses have two cars). So please go consider if you think your neighborhood needs a sidewalk to handle a possible significant increase in traffic.

As I stated this summer, you can e-mail your reports to me and I will pass them on to the committee, or just send them directly to:

Katie Borgella at: kborgella@tompkins-co.org

She will distribute those to the committee. All sent to me up to this point have been sent to thecommittee.
--
Jane Marie Law

#12 Patty Dewey (NE PTA list)

From:
Date: Tue, 3 Oct 2006 15:57:40 EDT
Subject: Re: [NortheastPTA] Is it safe to walk to school?
To:

Jane Marie,

Hi! My name is Patty Dewey and my son Ethan is in 1st grade at Northeast. I live at the intersection of Burleigh and Lexington. My house faces the walkway between Sandra Place and Burleigh. Cars and trucks FLY past our house on Burleigh. Some kids exiting the walkway and not paying attention have almost been hit. I would recommend speedbumps at regular intervals on Burleigh as well as the other trouble spots you have discovered.

Hope this is the kind of response you were looking for-

Patty Dewey

#13 Madi Alridge (NE PTA list)

From: "Alridge, Madalyn"
To: "Jane Marie Law"

Jane -
Chuck and I have long believed that there should be speed bumps on Muriel St - or better yet, close off Rose Hill.

The walking path to Dewitt is, in my opinion, completely unsafe for children. I would not walk on the path by myself and would/will not let our daughters walk on it without an adult. There are no exits from the path. Once a walker is on it – they must go the entire length to Warren Rd or Muriel St. There are no street lights that I am aware of.

Those are my thoughts.

Madi Alridge

#14 Sheri Mahaney (DeWitt PTA list)

From: Sheri Mahaney
To:Jane Marie Law
Subject:Re: [DeWittPTA] Safe Walk to School?

Dear Jane,

When I saw your note, I just had to respond! I live on Hanshaw Rd. between Salem Dr. and Sapsucker Woods Rd., and I have two sons. One attends Northeast, and the other attends DeWitt. My younger son gets picked up by the bus right in front of our house, but my older son has to walk to DeWitt each day. He cuts across the Salem Drive area because we are too worried about him walking along Hanshaw and Warren Rd. I would very much like to see sidewalks put on Hanshaw and Warren Roads, not only for the kids, but also for the many, many walkers and bikers I see travel those roads every day. I agree that the pathway between Winston Court and DeWitt is in great need of repair, and better lighting is needed in that area for those kids who walk home from after school activities.

I just moved to Hanshaw from Sycamore Dr. (off of Salem Dr.) and I agree that the traffic on Salem is too fast. Again, there are no sidewalks, so there is no place for kids to walk or stand and wait for the bus at the corners in the mornings.

I hope this feedback is helpful to your committee!

Sincerely,

Sheri Mahaney
1446 Hanshaw Rd.

#15 Shelia Martin (DeWitt PTA list)

From: "Shelia martin"
Subject: RE: [DeWittPTA] Safe Walk to School?
Date: Tue, 03 Oct 2006 18:26:24 -0400

In response to your question....I have lived in the Winston court apartments for 16 years...raised 4 children here and I must say that it not so much the traffic that bothers me, it is in the mornings and afternoons the amount of children that walk in the roads. Sometimes you have to stop because they have

one lane and the cars have the other lanes. It is not the children's fault, there just is no shoulders or safe areas for them to walk. The other thing that bothers me is there are few adults watching the children, whether it be a 6 years old or a 15 years old is not the problem, the problem is we are right off a main highway and the "weird" people that have easy access to our children. There really needs to be adult supervisor and sidewalks or areas for the children to walk on. Hope this helps. It again s not the traffic, most of the drivers have children and are cautious but there are some that do not...it is the lack of safety that is the problem up here.

Thanks, Shelia Martin

#16 Malka Antonio (NE PTA list)

Date: Tue, 3 Oct 2006 19:45:56 -0400 (EDT)
Subject: Re: [NortheastPTA] Is it safe to walk toschool?
From: "Malka Antonio"

Hi Jane Marie,

Thank you for your concern and for the commitment and hard work you've put in to ensure the safety of our neighborhood. Here are my thoughts:

1. In general, I think the walking trail from Winston Ct. to Dewitt is fine. Yes, it's got some potholes, but nothing that strikes me as terribly dangerous (my daughter and I are always on bikes), but if money is available to fix them, of course it's a good idea, that will be needed eventually anyway. My concern about the trail is lack of lighting. It is incredibly unsafe to walk the trail after dark (and we have many people who do) and I would like to see some funding go in to street lights on the trail.

2. I feel that traffic on Muriel and Salem is calm about 50% of the time. Most people seem to be well aware of children and other walkers in the neighborhood. I would not be apposed to speed bumps or other traffic calming mechanisms. However, I'm cautious about suggesting that side walks be put in without clearly understanding the implications for such a plan (construction, expanding the road, etc.) With limited obstruction, I'd rather see more shoulder space created rather than sidewalks.

3. Having more biking than walking experience, I would like to see the shoulder on Hanshaw Rd. fixed. The way it is now, it is incredibly unsafe for bikers.

Thank you again for your work.
I hope this helps,

Malka Antonio

#17 Liz Clark (DeWitt PTA list)

Date: Tue, 3 Oct 2006 15:32:14 -0700 (PDT)
From: Elizabeth Clark
Subject: Re: [DeWittPTA] Safe Walk to School?

WOW. Did not see that report in the summer as we are new to DeWitt School. However, we have already reported to the police and town the safety concerns we have for Winthrop and also Christopher Lane(which finally got the crosswalk two weeks after school started).

Now the schools are starting different times there is no crossing guard at Winthrop. People park sometimes right by the crosswalk to drop off their own kids, blocking the view of cars approaching for kids about to cross.

On Winthrop, there is a 20mph school zone posted immediately AFTER the 10mph unsafe curve sign. This is pure stupidity.

We have been standing by the crosswalk but out of sight for several days and a lot of cars are going too fast, fail to stop for children waiting to cross and on the crosswalk. Several drivers are also talking on cell phones immediately after dropping off their own kids.

We have called to children to stop, look and listen and they either ignore us or reply "But the cars HAVE to stop." These are kids walking to school for the first time sans parent and thinking they are invincible. They do NOT know the rules of the road often.

We have stood in front of cars and waved them to stop and told them how they were going too fast. Only one car(parent) said sorry, the others look at us as if we are totally insane. What is WRONG wiht these parents that they care so little about the kids crossing they cannot slow down.

20 mph is too fast for an unmanned or traffic lit crosswalk area that immediately follows a sharp blind curve too.

The police suggested that the schools could be provided with a trestle that has a dayglo sign saying "STOP, children crossing" on both Christopher Lane and Winthrop. The cars on Christopher Lane are often zooming in or out of North East school and sail right by going too fast. Some of the people we see doing this are staff!!!

Although 15mph is stated by the crosswalk, most cars are travelling at 30 or above and do not slow down.

We spoke to the town about having the trestles put in place and they were meant to be looking into this. Also they were meant to be looking into a crossing guard to stay until 9.00am on Winthrop.

We also feel that if speed bumps are installed outside BJM then we need speed bumps on Winthrop. I believe it took five years to get them installed. Why?

If Ithaca can spend tax dollars on flags and other trivial paraphernalia to dot about, then how about adding some safety signs and limits BEFORE a child gets maimed or killed?

THis is a real issue. We are out and about and gladly will take photos of offending cars and licence numbers should you desire.
Regards,

Liz Clark

#18 Esther Racoosin (NE PTA list)

Date: Tue, 3 Oct 2006 20:45:58 -0400
To: Jane Marie Law
From: Esther Racoosin
Subject: Re: [NortheastPTA] Is it safe to walk to school?

Hi Jane Marie,

I was wondering if you received my report? Now that I have been walking with Marty to school for about 3 weeks, I can confirm that the traffic on Hanshaw adjacent to Blackstone is quite fast. It would be nice to have a crosswalk with signs at Blackstone.

Also, please note that not only are there kids in elementary school crossing at that place, but also kids walking to DeWitt, and kids have to cross Hanshaw to wait for their bus to the High School.

Also, regarding Muriel, I have to confess that when I drive down your street, I have to very consciously remember to keep my speed down. It's a problem; your street is such a straight, long street that it is easy to forget and speed up to 40 MPH. I'm trying, though, to slow down!

Thanks again for serving on that committee. -Esther.

October 4 2006 Emails
-----Original Message Posted to DeWitt PTA and Northeast PTA-----NortheastPTA@yahoogroups.com, DewittPTA@yahoogroups.com

In my e-mail about the walkability study, I may have been overly focused on those who live IN the Northeast area. Those of you who live outside the area (with children open enrolled, or kids coming to Dewitt) also have experience of the safe walkability of the streets in this area for your families. We also want to hear from you! And to the many people whoa re responding to this series of e-mails this evening, this is truly great and very helpful to be hearing so many detailed reports. If you have not written me yet, please give some thought to areas walkability can be improved in NE Ithaca and let us hear about them.
-- Jane Marie

#19 Vicky Williamson (DeWitt PTA list)

From: "Vicky Williamson"
HI Jane Marie,

I hoped you shared my email about Winthrop with the committee. There has been speed traps which is a start. I sign about "children at play or crossing" would also help. I also think the speed limit during school hours drop off and pick up need to be reduced for the safety of the kids.

All the best,

Vicky Williamson
316 Winthrop Drive
Kids are walkers to Dewitt and Northeast

#20 Claire Nicholson (DeWitt PTA list)

From: "claire nicholson"
To: Subject: RE: [DeWittPTA] Families living OUTSIDE Northeast Date: Tue, 03 Oct 2006 22:21:47

I would like to see the possibility of a footbridge being built on Warren Road over Route 13. It's about time to build one.

Claire Nicholson
122 Cherry Road...where the traffic is WAY TOOOOOOOOOO FAST!!

#21 Jill Vannelli (NE PTA list)

Date: Wed, 4 Oct 2006 07:07:49 –0400
To: "Jill Vannelli"
From: Jane Marie Law
Subject: RE: [NortheastPTA] Is it safe to walk toschool? Cc: Bcc: X-Attachments:

Jane Marie, I can't remember if I clearly stated my concern about the speed of cars on Muriel in the message I sent earlier? Let me know. If I didn't specifically address that concern (although I can't imagine that I didn't), I will send another message. I will say that one thing that now concerns me is that since they have re-paved Muriel, cars will travel even faster than they have been, if that is possible, because there are no pot-holes to slow them down.

Jill

#22 Lise Bouvet (DeWitt PTA list)

From: Lise Bouvet
Subject: Re: [DeWittPTA] Families living OUTSIDE Northeast Date: Wed, 4 Oct 2006
To: Jane Marie Law

Hi Jane Marie,
this is Alexis Bouvet-Boisclair's mom. I read your email last night. I am a walker myself and from here on Roat st. kids walk to Dewill with no sidewalk. They have to cross hanshaw rd from blackstone to cristopher ln. I think it's not safe. Many years ago when my oldest started Dewitt (now she just graduated from college) I asked the town to put sign, school crossing, on hanshaw to let drivers know about kids crossing. they also said they were going to mark the road with stripes walkway. I asked for 2 years, they always said they were going to do it but nothing happen. Cars go much faster than the speed limit (30mph) on hanshaw and the nice thing for car is that police never stop car on a section of hanshaw because it's a county road that apparently nobody is in charge!!

I also walk on warren rd and hanshaw. I think it's ridiculous to have no sidewalk.We should also have bike lane. Then maybe if there are more options to not use the car, people would be in better shape. (including the epidemic obesity on kids). We just returned from a sabbatical year in Montreal where we walk a lot and could do with public transportation and almost never use the car. That part was great!. Unfortunately I am out of town on oct 14. for that meeting, but hope to join you later.
Lise

#23 Mary Still (DeWitt PTA list)

To:"Mary C. Still"

Hello,

I am responding to Jane Marie Law's request for feedback on the safety of streets in the northeast area for children walking to school.

I live on Tareyton, and in my daily dog walks, I find that Muriel can be quite hazardous because it is not very wide and has no sidewalks. If a group of 2 or 3 children walking next to one another encounters 2 cars (one going in each direction), it is a dangerous situation. Muriel definitely needs a sidewalk, as does Rose Hill in my opinion.

I think the Northeast pathway should be plowed in the winter to help make the walk easier for kids on their way to school.

Thanks for allowing input into this important matter,

Mary Still
207 Taryeton Dr.
(mother of an 8th grader)

#24 Michelle Dean (DeWitt PTA list)

Jane and Kate,

Last year we lived on Winston Court. Some days my son took the walkway to school, either via foot or bike. Many days he and I walked from NE to home via the walkway.

I never felt that the walkway was UNsafe—when travelling it by day. But I would argue that it is not set up to prevent attacks--either human or animal--due to unsubstantial fencing, etc, nor do I trust that I could quickly get someone's attention if I needed assistance, i.e. little or no surveillance, isolation of area, etc.

We did walk home a couple of times at night from NE. We did so rarely because there is basically NO lightening on the course. I would not recommend anyone making that trip at night.

I would agree that some of the vehicle traffic on Salem and Muriel was too fast for my comfort level, but I wouldn't say it was agregious. I would support speed bumps in these areas, especially where children cross and walk.

We now live on Winthrop Dr. in from of NE. My son attends Dewitt and therefore doesn't cross streets. I have heard complaints from other Dewitt parents about the need for a 3:25 crossing guard on Winthrop Dr.

My main complaint regarding walking near and around our new apartment is the lack of lighting outside Dewitt, especially on the sidewalk that goes from the middle school down to Winthrop/NE elem, as well as along the sidewalk up to the crosswalk across Warren. It is dangerously dark outside when we leave after sundown.

Hope this helps.

Michelle Dean

#25 Beverly Way

Date: Wed, 4 Oct 2006 10:07:23 -0700 (PDT)
From: Beverly Way
Subject: Re: Is it safe to walk to school?
The corner of Siena and Christopher Lane is nearly blind. I do not feel it is safe for walkers.

Drivers take the corner of Blackstone and Christopher Lane very quickly. They are not expecting or looking for pedestrians. I do not feel it is safe for young walkers.

Beverly G. Way

#26 Julie Hughes

I have a 6th grade son who walks from Texas Lane to DeWitt and back each day. Even though there are no side walks until he gets to Winthrop, I feel that he's fairly safe because there's so little traffic until Winthrop. Winthrop has a sidewalk on one side of the road until just at the end of the Northeast drop off lane. I think many kids cross the street there and then have no sidewalk until they cross on the path at the corner. Even if we got the speed limit changed, I think we still should have a sidewalk all the way on Winthrop. Maybe there would be room for a sidewalk between the road and the Northeast chain link fence. Ideally we would have sidewalks on both sides of Winthrop. Winthrop has a lot of traffic and not much room on the sides of the road for the kids to walk. I think side walks are definitely the answer for that area rather than a lower speed limit that may or may not be enforced.

Julie Hughes

#27 Renee Qamar

hello-
i am writing this as a response to the community at large from jane marie law.

my daughter is a 6th grader at dewitt this year. i and 4 other mothers designed a walking group for our girls--in an earlier meeting i had had with the dewitt principal, he emphasized the need and importance of children walking in groups to and from school and all being accountable to each other on that walk. parents still let their kids walk alone and think it is ok.....i think it is risky.

the crosswalk on winthrop between the dewitt path and northeast school is not a safe crosswalk--cars go fast there, and do not always abide by the rule that people at the crosswalk have the right of way. i brought it up at the dewitt pta, but no one really said much, including the dewitt administration.

the sandra place short cut is nice as it does cut down the walk from burleigh and lexington, but it is wooded and secluded--thus another reason for our kids to be in groups.

thanks for listening.

renee qamar
158 lexington drive
ithaca,ny

#28 Myra Hubbell

From:"Myra Hubbell"
To:kborgella@tompkins-co.org
Subject:Walkability concerns in NE area

Dear Katie,

I currently reside @ 120 Warwick PL and have 4 kids under the age of 10. I am also a weekday morning runner & walker after 9am. I understand that you would like some input as to the walkability of the NE school area. here are some areas which I find dangerous:

I find that the 5 way intersection on Winthrop is very confusing not only for adults in cars, but also for kids and adults trying to cross the road. I never let my kids cross Winthrop at this intersection without an adult and even then it can be a bit scarey! If there could be some kind of cross walk so kids or adults could know where to cross and so cars could be aware of the pedestrians and where they are crossing would be very helpful.

The Sandra Place cut thru is wonderful and I frequently use it on my morning runs and walks but the cars are going well above the speed limit on Burleigh. I think some kind of sign and crosswalk should be put on the street. The walkway is hidden by lots of trees and shrubs and I tell you, many a times I have had to come to a quick stop on my 6am runs to watch for cars! I also find it dangerous whenever I am with my kids either biking or walking since the cars are going pretty fast and there are no signs to let people know of possible pedestrian traffic.

Muriel St is also a very dangerous street with traffic going well above the speed limit. I used to runup Muriel from Hanshaw to the cut thru by BOCES but no longer feel safe taking this route. The cars are speeding on this road and many a times I have found myself running well onto the shoulder of the road just to feel safe. I used to run up this street on my 6am runs and it always amazed me how fast the cars were going even at this hour! It just gets more dangerous as each hour passed so I stopped running on this road. Not to mention the cut thru to Warren really was creepy. At 6am there are not alot of people out and this cut thru really scared me. I did not feel safe especially in early spring when the sun is not up yet or in the fall when the mornings are dark. There are no lights and the trees and shrubs along with the cyclone fencing make it a dangerous place to be alone. I can not even imagine having a child walk on this cut thru. As an adult I feel very unsafe on this and can't imagine a child using this!

The crosswalk at Warren Rd to Dewitt from this cut thru needs to have some kind of light. I have stood there waiting to cross and have never had a car stop to allow me to cross. I have had to quickly run across the streeet between cars! How dangerous is that for kids walking to school!

These are some areas which I frequently use either running alone early in the morning or walking with a friend after the kids are at school, or just biking or walking thru the neighborhood with my

kidsthroughout the day. I hope this will be helful. Please feel free to contact me if you have any questions.

Sincerely,

Myra Hubbell, 120 Warwick Pl, Ithaca, NY 14850

7.4 STEERING COMMITTEE AND WORKSHOP MEETING NOTES

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Meeting Notes

Project Study Area Walk-through

Walkability Pilot Study – NE Ithaca

Date:	July 26, 2006
Place/Time:	Study Area
Next Meeting:	TBD - Week of September 25, 2006
Attendees:	**NE Ithaca Walkability Steering Committee** Katie Borgella, Tompkins County Planning Nicole Tedesco, Town of Ithaca Transportation Planner Jane Marie Law, Area Resident Pat Leary, Ithaca Town Board Roger Segelken, Area Resident Peter Stein, Ithaca Town Board Rick Manning, NE Greenways Carl Ast, Stantec
Absentees:	Fernando de Aragon, ITCTC Executive Director Jonathan Kanter, Director of Town of Ithaca Planning Norma Moores, Stantec
Distribution:	Attendees, Absentees,

Item: **Action:**

Summary of Items discussed during walk-through

- We started our walk at Jane Marie's house at 16 Muriel Street. Jane Marie presented Katie with roughly a dozen email messages she'd received from the request for input she'd put on the local public school listserv's. Many of the emails contained detailed and heartfelt concerns. We walked north on Muriel Street. Traffic has been observed traveling down this road at high speed since the road is straight and links adjacent neighborhoods to Hanshaw. The road was recently rehabilitated with about 22' of pavement and 2-3' of gravel shoulder. Deep swales are located on both sides of the road adjacent to the shoulders and difficult to cross to get off the roadway, if necessary. The gravel shoulder is steeper than the pavement and not easily traversable. No edge of pavement markings have been placed on the street since it was repaved. Also, noticed instances of brush and shrubs close to roadway and hanging over shoulder.
- Rose Hill Road connects to Muriel and traffic has been observed not to come to a full stop at the intersection with Muriel. Deep swales on both side of this roadway also.
- Winston and Salem – no sidewalks, primarily rental units, generally okay for walking with similar observations from Muriel and Rose Hill.

- Salem/Birchwood Dr North intersection sight lines are reduced due to overgrown brush on the northwest corner and traffic has been observed to negotiate the corners at high speeds. On a map, Salem appears to 'T' into Birchwood Dr North, but the road has a sharp radius to facilitate the travel towards Hanshaw.
- The new housing development east of this area could cause an increase in traffic and could further the problems with the connection to Birchwood Dr North.
- Noted new road to be developed off Salem to access new development. Appears that the new development will access off this new entrance from Salem as well as from the extensions of both Birchwood Drive North and Birchwood Drive South.
- Walked around Winston Court, noted Sapsucker Woods entry, bus stop location and access to NE Recreation Trail at Tareyton Park.
- Entered the NE Recreation Trail at Winston Court and immediately accessed the very nice soccer fields and picnic area there. The Trail is wide and comfortable until it reaches a section where it is fenced (between Tareyton Dr and Warren Road near BOCES). The fence may be a security problem and is not visually attractive and needs some maintenance. There is a perception that young people using the trail need a barrier for protection from BOCES students.
- Noted that the NE Trail is easily accessed from the cul-de-sacs on Tarreyton and Muriel, with only a chain across the trail entrances.
- The NE Recreation Trail crosses Warren to connect to the DeWitt Exercise Trail and the Winthrop Walkway. The crossing at Warren is a signed, tinted and stamped crosswalk with a busstop immediately adjacent to the north. A bus stopping during our walk blocked the crossing when it stopped. The trail at Dewitt has no fence and feels more comfortable to walk than the previous section of the NE Recreation Trail.
- The connection at the school is not well marked as it connects to the Winthrop Walkway.
- Learned that the NE Elementary School is starting a Walking School Bus with parents this year because of the new, earlier starting times.
- Parents of school children have identified the need for crossing guards at the intersection of Sandra Place and Winthrop Drive, and also at Hanshaw and Blackstone Ave.
- There is a bad curve at Winthrop Drive and Brandywine Drive, as people turn from Winthrop onto Brandywine to avoid the school zone when headed east.
- People use the Sandra Place, Burleigh Drive road network to access the medical facilities on Triphammer, as a shortcut.
- Generally, the streets of the neighborhoods on the west side of Warren are paved edge to edge and are approximately 22' in width with a normal roadway cross slope. The swales are shallower and there is markedly less vegetation intruding over the edge of the pavement. People generally walk on the pavement and the traffic is perceived to be light.

- There are several trail links between neighborhood streets like the Sandra Place Walkway, the Simsbury/Texas Lane Walkway and the Lisa Lane Walkway. Other than the NE Ithaca Recreation Trail, trail connectors between streets east of Warren do not exist.
- We visited the Community Corners area that will be served by the new Hanshaw sidewalk. This is a busy area especially with six roads converging in a small area.
- We ended our walk-through in the Burleigh Drive area and attempted to use the draft survey tool for testing the functionality of the tool. Observed that the roadway was 22' wide with gravel shoulders. However, there was evidence that the water draining along the road travels over and washes out the gravel because the swale lip is too high to allow water from the shoulder. It was noted that the tool should be revised to capture a situation like this.

Ideas for Consideration

- Due to the length and character of Muriel Street, a sidewalk along the road is a good idea since the road would connect the NE Ithaca Recreation Trail with the new Hanshaw sidewalk. Nicole noted that Muriel Street ranks very high on the list of potential sidewalk locations.
- Maintenance of trees and bushes along streets should be explored as a low cost way to address some of the sight distance and speeding concerns.
- Explore design options to address aesthetic and safety issues for the fenced area of the NE Recreation Trail.
- Should review the development plans for the new development planned, to assess potential impact on walkability to study area.
- Hanshaw sidewalk will provide south study area walkway and NE Ithaca Recreation Trail/Winthrop Walkway for the middle of the study area. A walkway needs to be investigated for the north edge of the study area.
- Trail connectors should be investigated for neighborhood Streets east of Warren, as well as enhancements to the Warren Road corridor.

Draft Survey Tool

- A draft of the survey tool was passed out to the walk participants and briefly discussed on format and usability.
- Feedback received indicated that the form should be streamlined to possibly 2 pages with notes addressing a single section of a walk area.

Next Steps

- Revise survey tool and distribute for comment to steering committee.
- Through the public meeting, educate people on value of pedestrian infrastructure and usefulness of assessing the pedestrian infrastructure.
- Train the people on completing the revised survey tool.

Next Meeting

- Looking at last week of September or first week of October for the next meetings that will include a steering committee meeting and then the public meeting. We will contact the Steering Committee the week of 9/11/06 to set the time and dates.

The meeting adjourned at 11:45 pm.
The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

STANTEC CONSULTING SERVICES INC.

Carl W. Ast, PE, PTOE
Associate
Transportation Planning and Traffic Engineering
cast@stantec.com

Northeast Ithaca Public Meeting & Presentation For a Walkable Community

- Do you enjoy walking in your neighborhood?
- Are you concerned with 'walking routes' to school?
- Please join us to learn about ways to identify improvements to walking around your community.

Saturday, Oct. 14
1:30 to 4:00 PM
Cayuga Heights Village Hall
836 Hanshaw Road, Ithaca, NY

Dress comfortably. We will have the presentation followed by an outdoor demonstration.

Until Nov. 6, you can also download a walkability assessment survey on-line at:
www.tompkins-co.org/planning/

Tompkins County
DEPARTMENT OF PLANNING
121 East Court Street
Ithaca, New York 14850

Stantec

Northeast Greenways

stantec.com

Meeting Notes

NE Ithaca Public Meeting
Cayuga Heights Village Hall
October 14, 2006
NE Ithaca / FILE 192500129

Stantec

Date: October 17, 2006

- Warren Rd crossing guard
  - Not always there
- Speed limit signs
  - Inconsistent at N.E./Winthrop crosswalk
- Crossing guard at Winthrop/NE
  - Only at 8am, not 9am
- Winthrop
  - Traffic is light
  - Not a priority?
  - Other intersections with heavy traffic more problematic
  - Tighter radii, slow cars, so conflict less likely to be serious
  - Watch out for barrier curbs (bump outs) conflict with bikes
  - If barrier curb missing on radii, drivers will encroach on S/W
- Brandy Wine/Winthrop- extremely dangerous!
  - Cars try to avoid school zone
    - Tear around corner
  - Poor sight lines
  - 50 – 100 school children on crossing
  - Will raised intersections work?
  - School crossing at Christopher
    - Speed bigger factor because of repairing
    - Needs yellow flashing light
- Hanshaw – South
  - Grade approaching church
  - Difficult crossing
- Hanshaw
  - Planned approach but not funded
  - How will S/W on Hanshaw connect to rest of study area?
  - Muriel – Salem, Hanshaw
    - Reduce speed limit
    - Who has jurisdiction to make this request
- Town makes request to state for speed reduction
- State regulates speeds on all roads
- People drive too fast
  - Speed limit reduction will help peds/bikes
- Speed limit signs not working
  - Traffic calming, etc. needed
- Hard to get drivers below 30mph
- People drive the way the road

  - Investigate jurisdiction-think beyond speed limit signs
- Perception that State mandate is for speed and efficiency
- Consider need for 4-way stops
- Paths short cutting area are great!
  - But hard to establish after survey in place
- Option at Community Corners
  - Connector to re-route through corner property
  - Roundabout
- Traffic sign missing
- Lack of school crossing guard

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Carl Ast
Associate

stantec.com

Meeting Notes

Project Study Area Walk-through

Walkability Pilot Study – Trumansburg

Date:	July 26, 2006
Place/Time:	Study Area
Next Meeting:	TBD - Week of September 25, 2006
Attendees:	**Trumansburg Walkability Steering Committee** Katie Borgella, Tompkins County Planning David Filiberto, Trumansburg Village Trustee Paula Horrigan, Trumansburg Resident Ellen Haith, Trumansburg Resident Rick Manning, NE Greenways Carl Ast, Stantec Fernando de Aragon, ITCTC Executive Director
Absentees:	Barbara Page, Trumansburg Resident Fran McGuire, Trumansburg Resident Norma Moores, Stantec
Distribution:	Attendees, Absentees

Item: **Action:**

Progression of Walk-through and Observations

- The walk-through started at the Falls Tavern and we walked along proposed sidewalk for Main Street on the south side of the street. Noted limitations to proposed walkway with trees, property constrictions, and retaining wall barrier. Noted that an older sidewalk exists on north side of the street; it extends from the downtown to just past the schools. The plan is to upgrade and extend it to the Village line, but not part of the Main Street Project.
- Green area across between pond and Bed & Breakfast is a school access point for students walking to school.
- We then crossed Main Street and walked along Lake Street. Lake Street is a fairly steep downgrade between Main Street to the creek and a sharp curve and steep upgrade up to Cayuga Street. The shoulders are about 3' wide at the bridge and on the approaches to the bridge. This is a busy route to school and for general loop walking. Lake Street is also the anticipated connector to the future Black Diamond Trail coming into the Village.
- Cayuga Street has historic slate sidewalk. We walked west along the sidewalk area on Cayuga Street from Lake to Congress along the north side of the street. Noted that looking east along Cayuga Street, there are no sidewalks, as they end at intersection with King Street. The sidewalk access at the Cayuga/Lake intersection was two steps up to the sidewalk. This is an important loop route and neighborhood-walking route. Plus the historic integrity of this walkable village route

depends on the street, tree lawn, and sidewalk configuration. The street is about 20-22' wide and appears to have gutter sections at the edge that have been paved over. Area of poor visibility due to curve as you approach Congress. Sidewalk is adjacent to the street as Cayuga approaches Congress. Generally, people seem to walk in the road along Cayuga due to sidewalk condition, particularly with strollers. However, Cayuga Street is used heavily used by vehicles wanting to bypass Main Street (it parallels Main) to get to Route 89 and trucks to and from the building supply business off Cayuga Street

- Intersection of Cayuga/Congress is very open and not easily crossed by pedestrians. Although Cayuga is stop sign controlled, the pavement gives appearance that Congress to Cayuga is the "through" movement. The connection to Main Street area along Union Street is poor.
- Continuing north on Congress – important walking route to village residences and Seneca Road walking loop.
- McLallen also has historic sidewalk in poor condition or missing.
- Bradley is important link between village center and residential area.
- Looked at Bradley/McLallen intersection to village center connection – link to main street project.
- We observed the construction and painted location of the new curbing along Main Street at Old Main Street intersection.
- We observed the potential to provide a ped facility north of Main, west of Bradley.
- We observed the potential to provide on the south side of Main, to link to mobile home park along Main Street.
- We then crossed creek on the ped bridge accessed from the west side of the Post Office.
- We walked along Greg Street to Pease Street. Noticed lack of uniformity of sidewalk corridor at one house where concrete "driveway" occupies space typically used for sidewalk.
- Pease Street has old sidewalks and is a good candidate for inner loop on south side of village.
- We walked along Elm Street to Camp Street. Elm Street is very important connection to village center. Historic sidewalks in various states of repair and existence. Noticed a row of tall bushes between road and sidewalk.
- Camp Street has old sidewalks in poor condition. This is a link to the school and is used a lot, though people rarely use sidewalks, but prefer to walk in the street. This is also a link to South Street and the south-walking loop and a link to a back entry road to the middle school along School Street.

Ideas for Consideration

- There is a plan to upgrade and extend the sidewalk on the south side of Main Street to the Village line, which is not part of the Main Street Project.
- Sidewalk connection needed on Lake Street between Cayuga Street and Main Street.
- Slate sidewalk needs to be restored or replaced. It doesn't appear that slate sidewalk would meet ADA guidelines. This will be investigated.
- Intersection of Cayuga/Congress needs improvement. Link from

intersection to Main Street also important.
- Explore sidewalk linkage on north of main, west of Bradley.
- Explore market connection and link to mobile home park along main street and to Juniper Manor, as those are two of the market's biggest customer base areas.
- Possible creekwalk along creek behind the Main Street buildings. This is a great opportunity for creekside dining and access.
- Explore link to Juniper Manor and south neighborhoods on Gregg Street.
- Pease Street link to Penn Ave could be part of south walking loop.
- Loop trail around school property and other adjacent properties would be great.
- Link from Rabbit Run to Falls Tavern, schools and fairground and Taughannock Creek should be explored.

Draft Survey Tool

- A draft of the survey tool was passed out to the walk participants and briefly discussed on format and usability.
- Feedback received indicated that the form should be streamlined to possibly 2 pages with notes addressing a single section of a walk area.

Next Steps

- Revise survey tool and distribute for comment to steering committee.
- Through the public meeting, educate people on value of pedestrian infrastructure and usefulness of assessing the pedestrian infrastructure.
- Train the people on completing the revised survey tool.

Next Meeting

- Looking at last week of September or first week of October for the next meetings that will include a steering committee meeting and then the public meeting. We will contact the Steering Committee the week of 9/11/06 to set the time and dates.

The meeting adjourned at 4:15 pm.
The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

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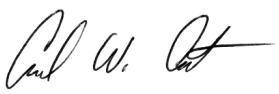

Carl W. Ast, PE, PTOE
Associate
Transportation Planning and Traffic Engineering
cast@stantec.com

Trumansburg Public Meeting & Presentation For a Walkable Community

- Do you enjoy walking in your neighborhood?
- Are you concerned with 'walking routes' to school?
- Please join us to learn about ways to identify improvements to walking around your community.

Saturday, Oct. 14
9:00 to 11:30 AM
Ulysses Philomathic Library
74 E. Main Street, Trumansburg, NY

Dress comfortably. We will have the presentation followed by an outdoor demonstration.

Until Nov. 6, you can also download a walkability assessment survey on-line at:
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Stantec

Date: October 17, 2006

- Slate in winter "DEADLY" - Slippery, difficult to plow
- Slate in rain - Very slippery when wet - extension (outside village)
- South Street - Narrow, speeding is problem

- Greenway from housing project to village park
- S/W ends at Federal jurisdiction in Main Street Project
- S/W maintenance/condition
- What are the zoning requirements/enforcement for S/W in Village?
- Propose narrower driveways?
- Condition of area in front of Town Hall is a "cultural" approach
    - Takeout trees, S/W, add curbside parking
    - Location of handicap vs. employee parking in front
- Juniper Manor – slate connection
    - Looks in good condition but poor walking surface
    - Heavy loads crack slate
    - Slate S/W is a valuable commodity
    - Center "band"' of concrete
    - Property owners own slate S/W?
        - Can't sell it?
- Who owns, lays, maintains S/W?
    - Private money is paying for new S/W.
    - Algae growth makes it slippery
        - Sand blast
- New S/W constructed but not through driveway at church
- Private owners implement S/W but with out design criteria or observation during construction
- Concrete walk paved over with asphalt because of cracks
    - Difficult to get slate repaired
    - Contractor of new S/W across driveways had to redo some because didn't meet ADA
- Private property path to middle school
    - School buses may need to re-oriented
    - A designated bike lane could be walked on
    - Wooded areas discourage use by children
        - Safety (personal)
- Less traffic on some Village streets
- Subdivided
    - Negotiated S/W?
- Lake Street

- No paint delineate
- Pseudo S/W
  - Poor condition, sloped
  - Walking removes algae
  - Crooked S/W
    - Why use it for risk of tripping
    - Walk in street
- Intermittent S/W's
  - Narrow
- Snow/snow banks
  - Roads narrowed
    - Dangerous for children
- Snow removal on S/W in village not enforced
  - Intermittent clearly
    - But why clear if there are gaps in S/W between properties?
- Part-time zoning officer
- Governance issues
  - Street edge policies are muddled
    - Parking on grass, plant gardening in S/W area, street trees not recognized
- Black Diamond – What's happening?
  - Property gap at hospital
  - Build portion from Trumansburg to hospital?
  - Two oldest routes to lake
    - Lake, Cayuga, Preserve
- Speed in village was 25 mph
  - When did this change to 30mph
  - Less than 1 mile travel time end to end
- Signage
- Speed bumps
- Paint vs. texture as warm up
- Sun
  - E/W routes – blinding
- Trumansburg
  - Cross road of three Counties – Tompkins, Seneca (to North), Schuyler (to west)
  - Funding complicated by various jurisdictions
- Look at Cayuga Heights as good example
  - S/W on one side
  - Village responsible

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Carl Ast
Associate

7.5 WALKABILITY ASSESSMENT SURVEY TOOL

Tompkins County

Walkable communities generally exhibit some of the following characteristics:

- Compact, lively town center
- Low speed streets with traffic distributed among them
- Connected streets, trails and transit stops
- Neighborhood schools, parks and convenience/ grocery stores
- Public places and spaces with inviting features such as benches, restrooms, shade, art, fountains and appealing buildings
- Celebrated public life such as festivals, parades and markets
- The presence of many people of all ages and abilities walking throughout the day
- Affordable, inspiring and well-maintained streets and homes

Walkability Assessment Survey

Walking is the most basic form of transportation—people walk everywhere! Every trip starts and ends with walking, whether it is a trip on foot, bicycle, by car or bus. Walking trips are made for fun, health, purpose or convenience. People walk to the park, to school, to stores and to work. Walking works for children, adults, seniors, able-bodied and many impaired persons, day or night.

What makes a community walkable? Walkability is more than just having the "right-of-way" to walk. The ability and choice to walk along a route is influenced by safety, security, convenience, efficiency, comfort and "welcome" of place.

This Walkability Assessment Survey will help you review the walking conditions in your community and make recommendations to the local officials on what needs to be improved. The survey will probably take 1 to 2 hours to complete:

First: **Where do you want to walk?** Choose a route from the map, or mark on the map a route and destination that you would like to survey. Break the route up into segments and mark these on the map

Second: **How complete is the walkway system along this route?** Determine the condition of the actual walkway or route, and any important street crossings along that route. Using the forms provided, survey the route segment by segment, crossing by crossing. **How suitable is the walking environment?** Consider the walking environment along that route or section, filling in the form provided

Third: Determine what needs to be fixed and how important those improvements are in making your community more walkable. Take digital photos of problems encountered, if possible, and mark on the map where the photos where taken

Drop off or mail the completed surveys with maps by November 6, 2006 to Tompkins County Planning Department, 121 East Court Street, Ithaca, NY 14850, or fax to 274-5578, and email any digital photos to planning@tompkins-co.org.

If choosing destinations and walking routes, consider that most walking trips are less than one mile long, but few are longer than two and a half miles. School trips are generally one mile long, otherwise children are bussed to school. Don't forget about those destinations that would be within walking distance if a critical link, such as a bridge or trail connection, could be made but is currently missing.

The Walkability Assessment Survey should be used to help find "problems" and what needs to be done to make walking a better option for more people.

Where do you want to walk?

Origin (place name and address): _____

Destination (place name and address): _____

General Description: _____

How important is this destination and route? ☐ Very important ☐ Somewhat important

Street/Route: _____

Segment from: _____

To: _____

Approx. Length (mi.): _____

How complete is the walkway system along this route?

2.1	General type: ☐ Sidewalk ☐ Walk on the road ☐ Footpath ☐ Multi-use trail ☐ Road shoulder ☐ None	Comments:
2.2	Material: ☐ Concrete ☐ Pavers ☐ Slate sidewalk ☐ Asphalt ☐ Stone-dust ☐ Gravel ☐ Dirt/grass	
Is this a problem? **Mark problem locations on map**		
2.3	☐ No walkway exists—go to Part 2.16	
2.4	☐ Walkway missing on one side of street only (circle side missing): North South East West	
2.5	☐ Generally too narrow (less than 6 ft.), average width (ft.):	
2.6	☐ Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	
2.7	☐ Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	
2.8	Surface too rough: ☐ Uneven pavers/bricks ☐ Gravel ☐ Grass ☐ Dirt	
2.9	Poor condition: ☐ Cracked/broken ☐ Heaved ☐ Overgrown	
2.10	☐ Poor drainage—puddles or debris indicate ponding during wet weather	
2.11	☐ Difficult to clear of snow due to walkway type, surface or location ☐ Does not get cleared of snow because of local practices/policies	
2.12	☐ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify:
2.13	☐ Sidewalk does not continue through driveways, no. of such driveways:	
2.14	☐ No planting strip (area between sidewalk and road) or too narrow to buffer from high speed or high volume of traffic	
2.15	☐ Adult cyclists ride on sidewalk	
2.16	Traffic makes walking uncomfortable: ☐ Too much traffic ☐ Speeds too high: _____ mi./hr.	
2.17	Driveways are high speed: ☐ Too wide ☐ Large corner radii ☐ Drivers do not yield at sidewalk	
2.18	What needs to be improved:	
2.19	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

Street/Route: _____

From: _____

To: _____

Approx. Length (mi.):

How suitable is the walking environment?

3.1	General land use: ☐ Urban residential ☐ Suburban residential ☐ Rural ☐ Central business district ☐ Commercial ☐ Village ☐ Industrial ☐ Natural area/park	Comments:
3.2	☐ Is this generally a pleasant environment to walk in? ☐ Are walkways and safe crossings generally available for pedestrians?	
Is this a problem? **Mark problem locations on map**		
3.3	Connection missing: bridge, walkway, path/trail, other	Specify:
3.4	Not well lit: ☐ No lights ☐ One side only ☐ Oriented to road not sidewalk	
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify:
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify:
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify:
3.8	☐ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed:
3.9	☐ Suspicious activity	Specify:
3.10	☐ Construction activities block pedestrians:	
3.11	☐ Difficult terrain for walking—steep or long hills:	
3.12	What needs to be improved:	
3.13	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

CROSSING No. _____

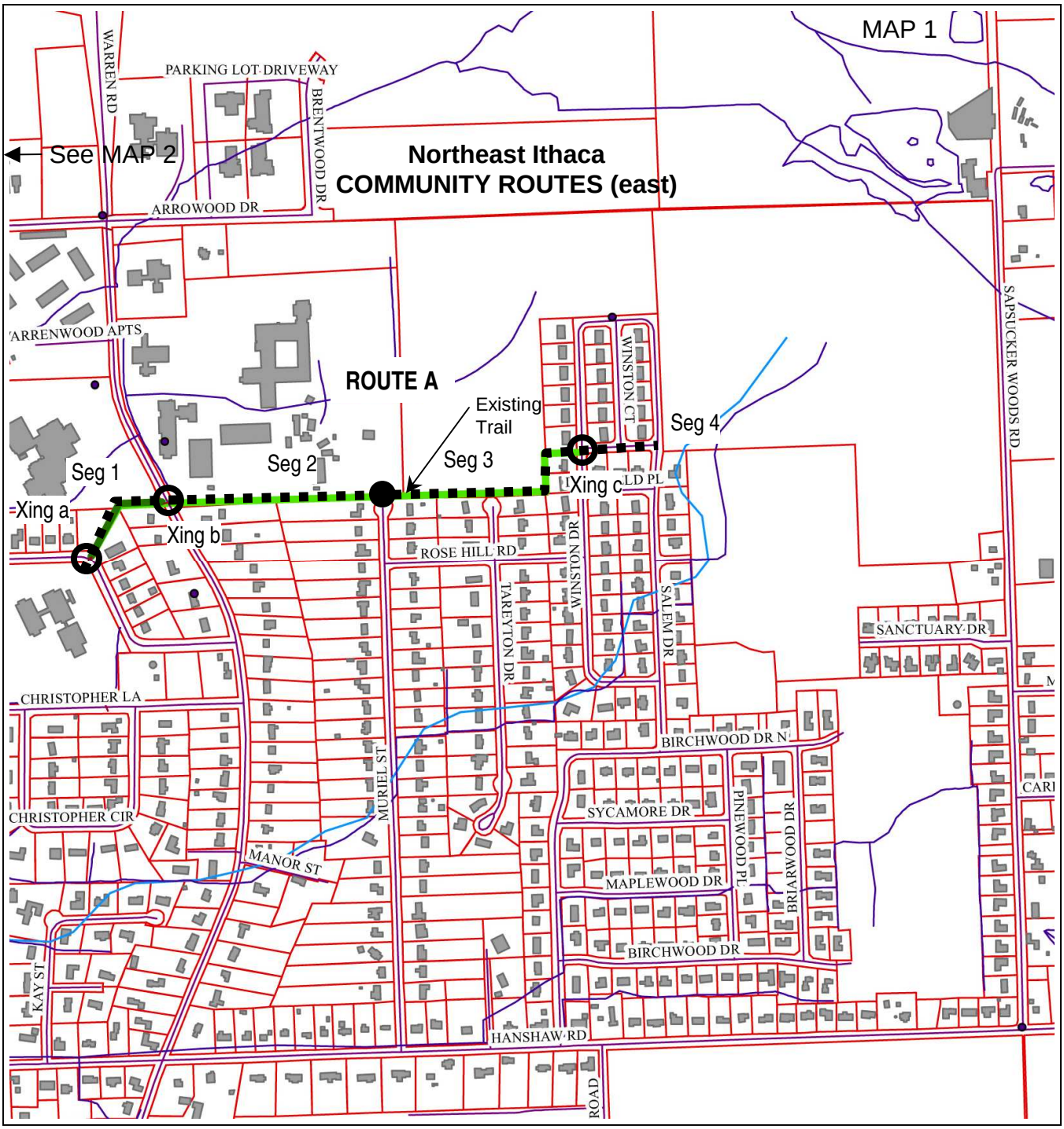
Street/Route: _____

Crossing Location: _____

Approx. Length (mi.):

How well do the important street crossings work?

2.20	Preferred crossing location: ☐ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☐ None ☐ Stop sign ☐ Yield sign ☐ Traffic signal	
Is this a problem? **Mark the location of poor crossings on map**		
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☐ Do not yield ☐ Speed too high ☐ Turn right or left into people crossing the street	
2.25	☐ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify:
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☐ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	
2.30	Poor crosswalk marking: ☐ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	
2.32	If traffic signal: (if no traffic signal, go to Part 2.35) ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved:	
2.36	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	



O 1/4 1/2 1 Miles

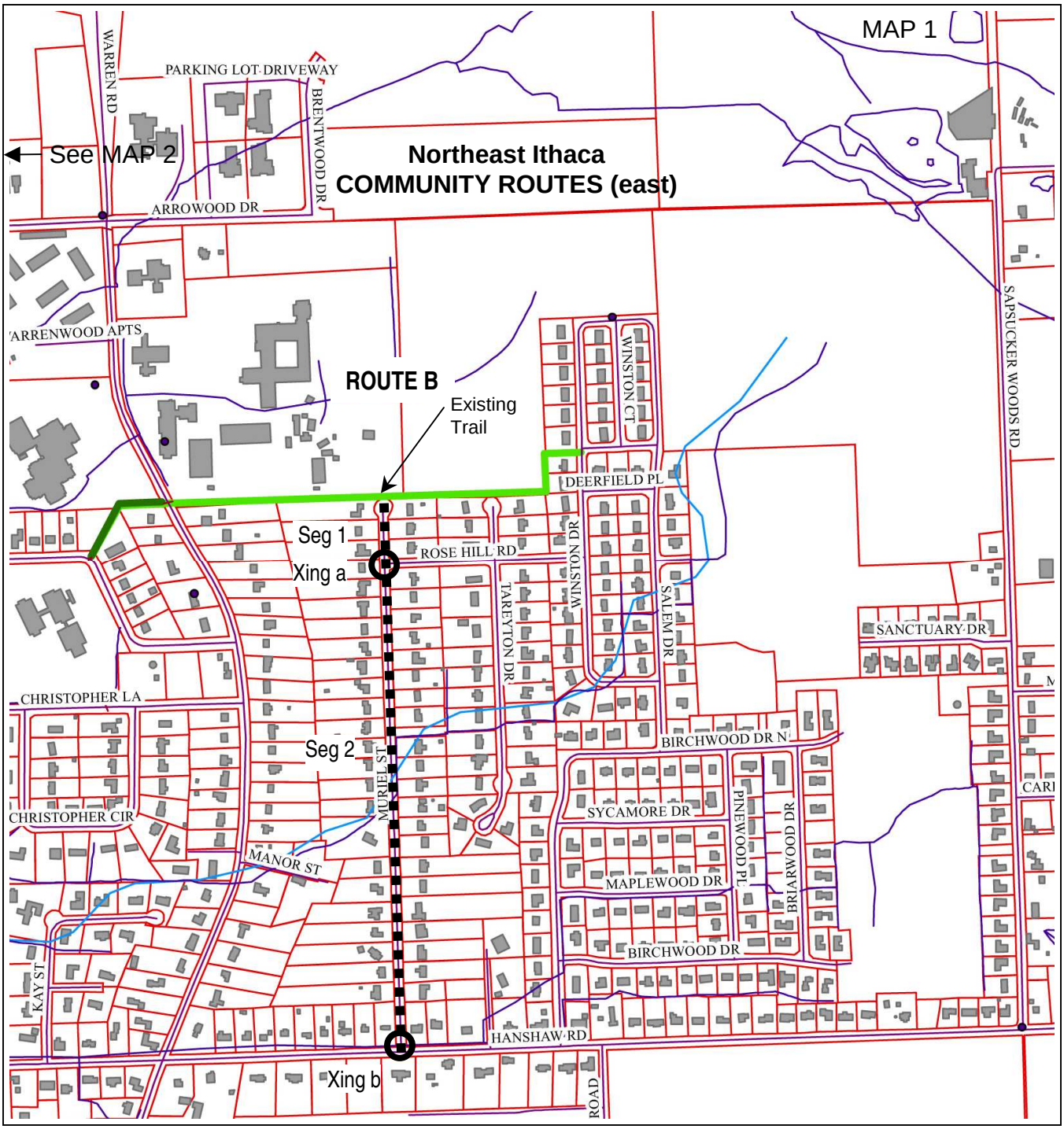
Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features



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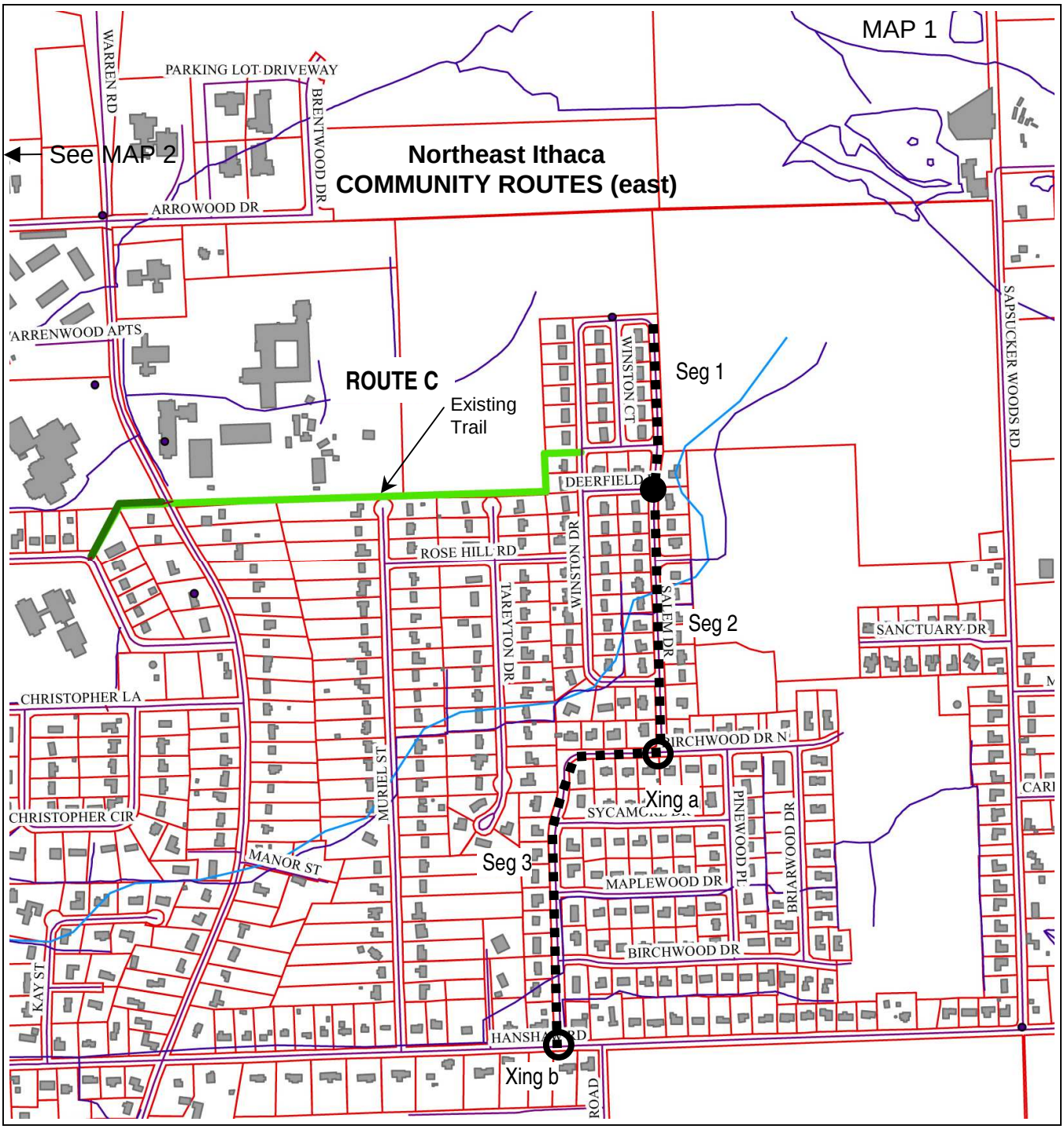

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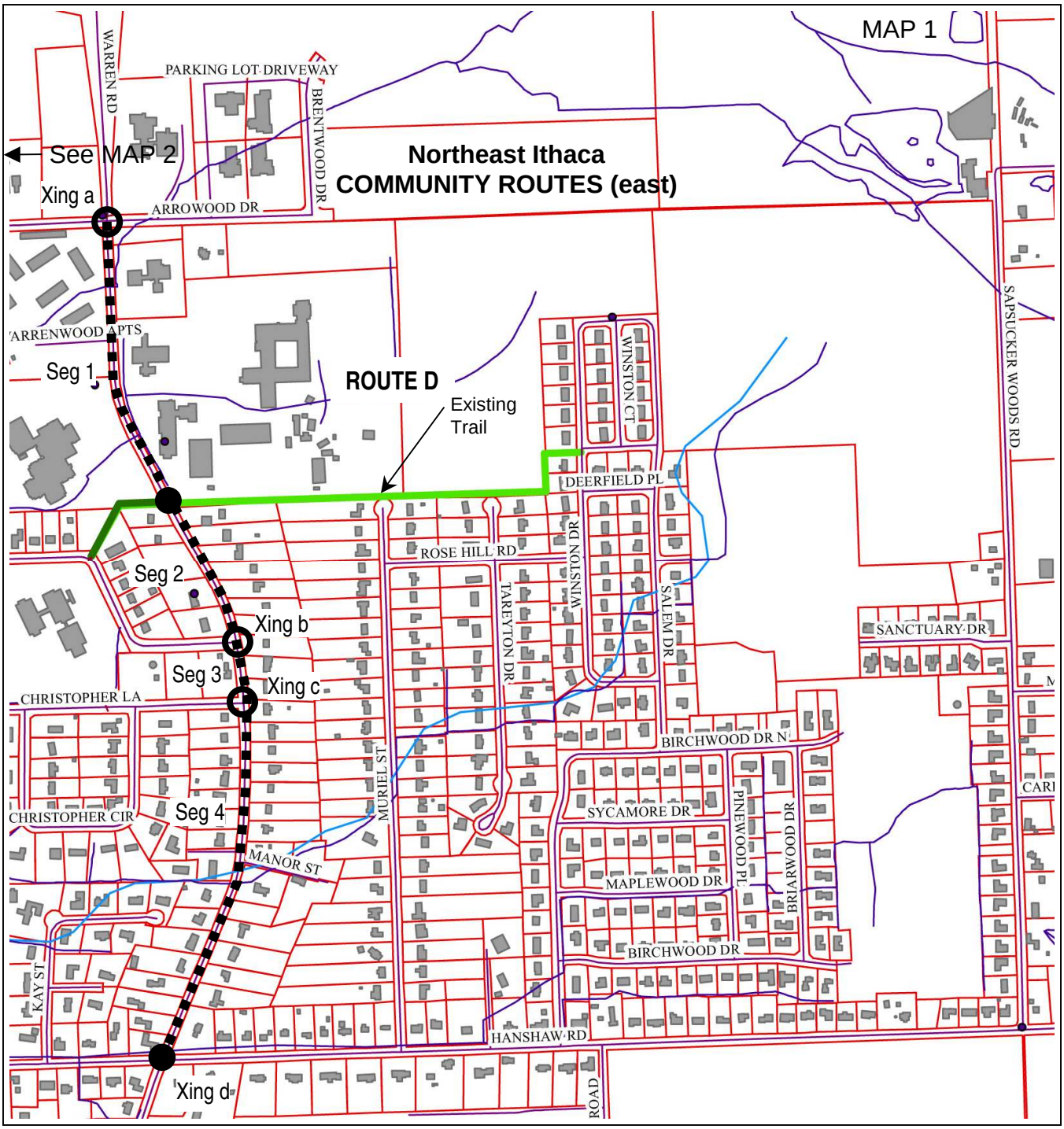

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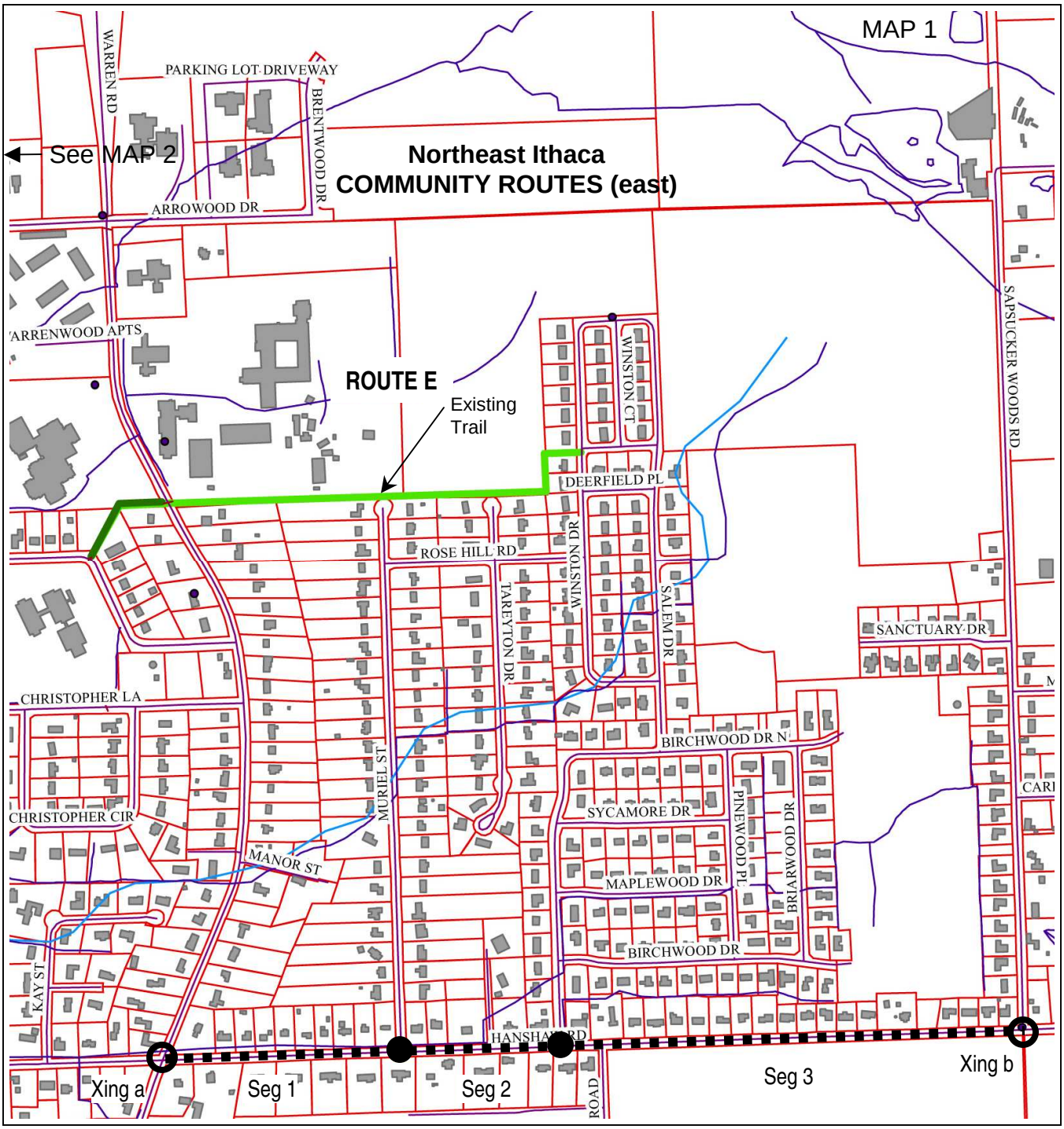

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Community route to survey

Street crossing to survey

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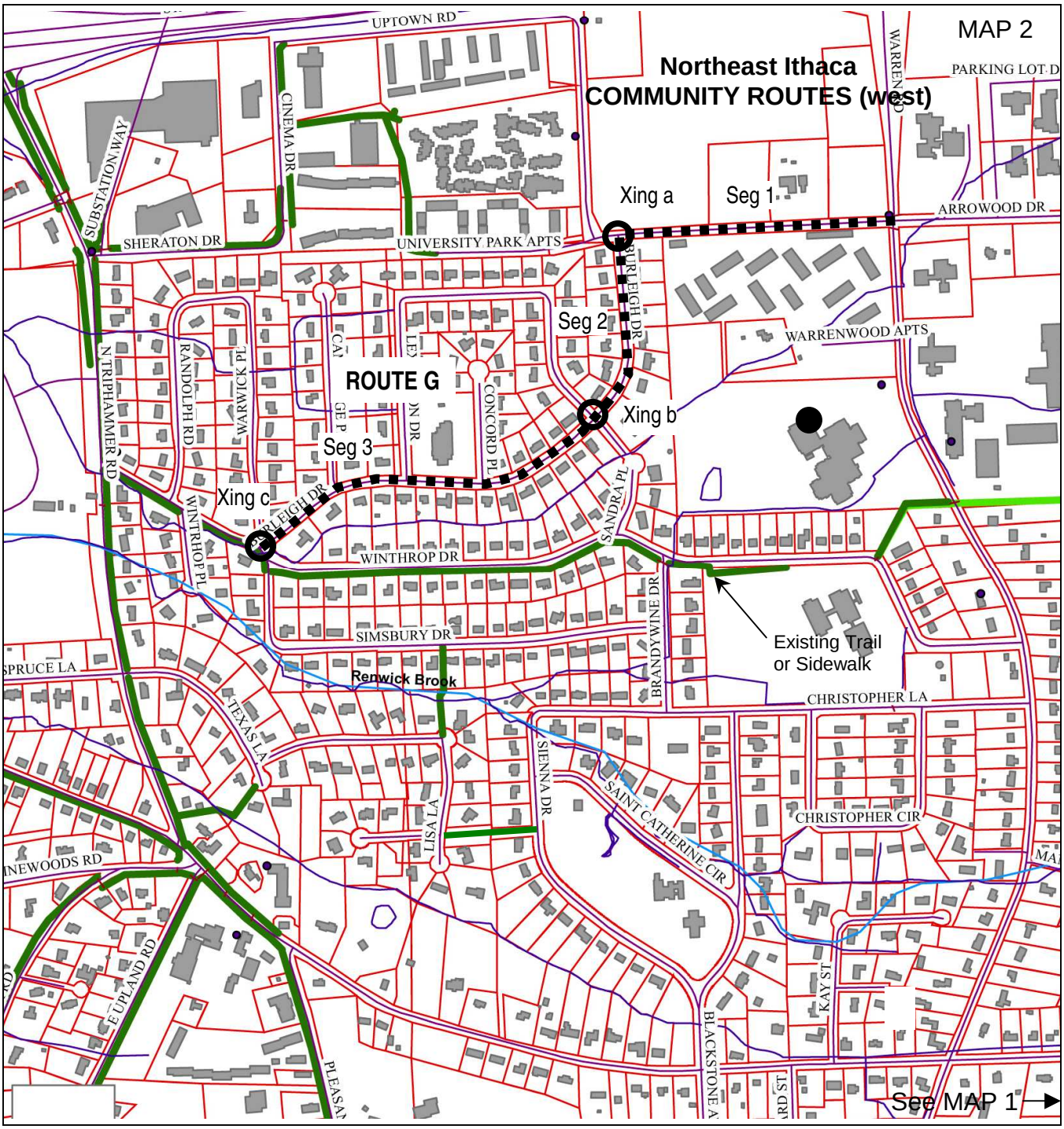

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Community route to survey

Street crossing to survey

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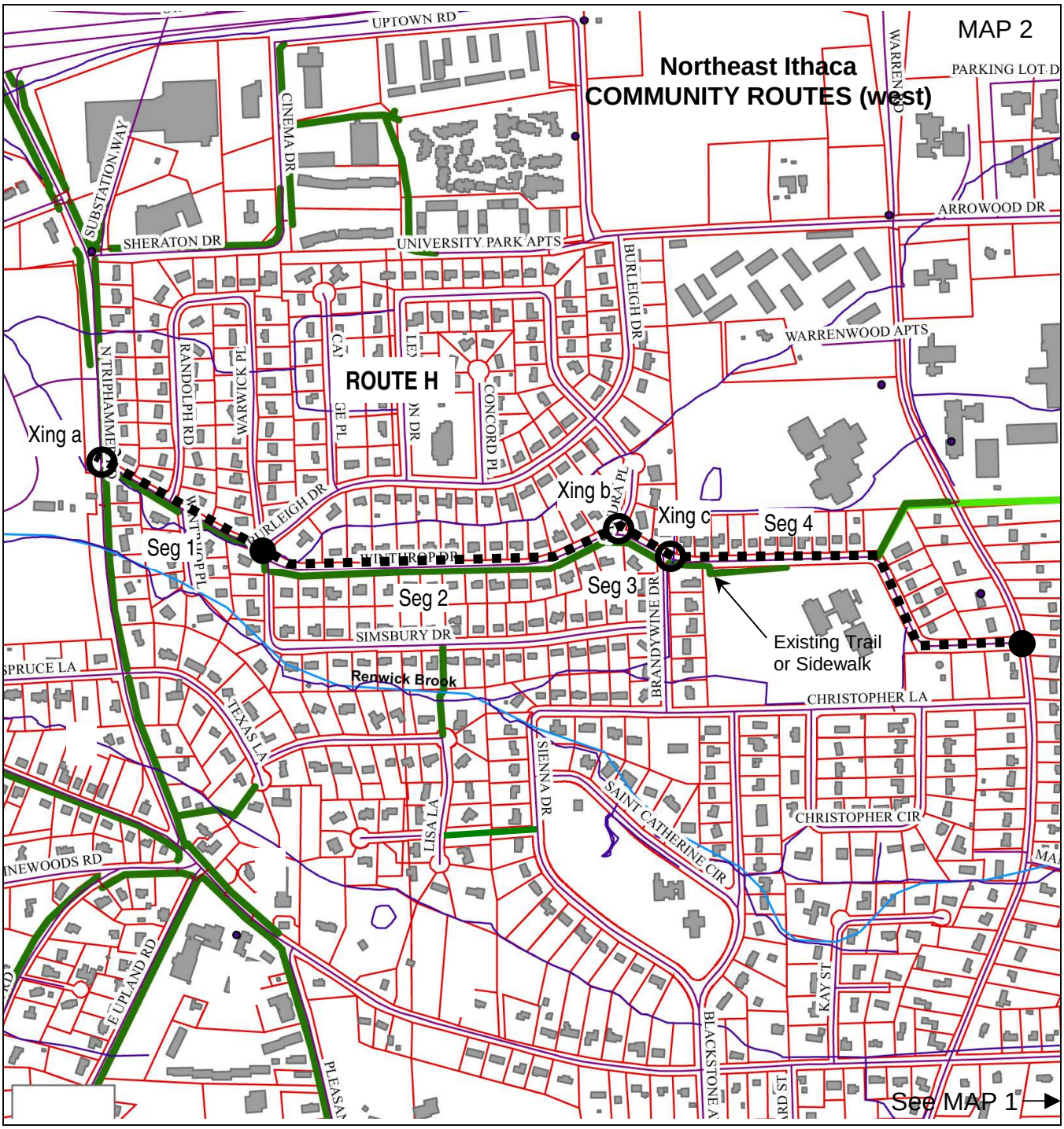

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Community route to survey

Street crossing to survey

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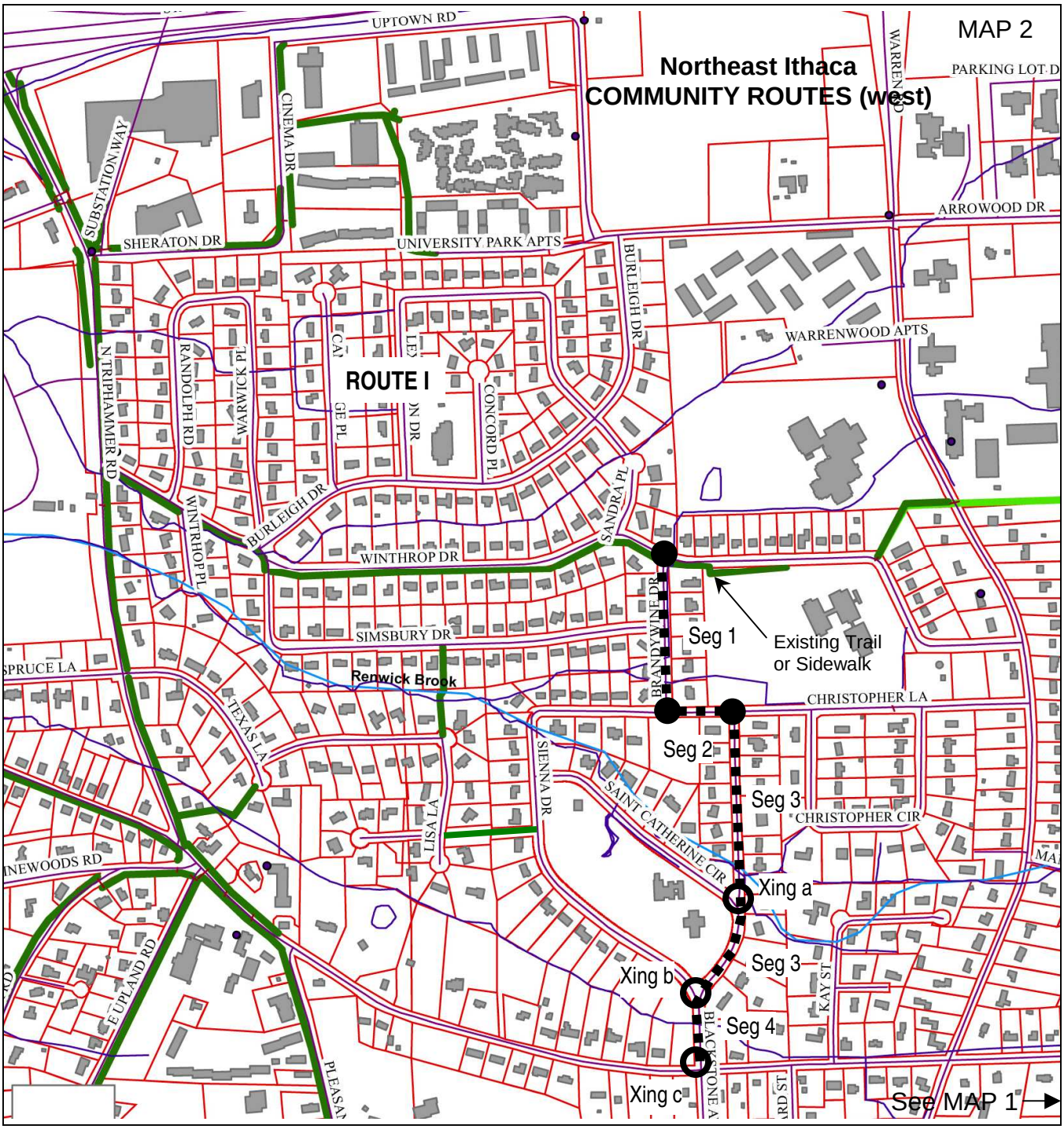

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O 1/4 1/2 1 Miles

Community route to survey

Street crossing to survey

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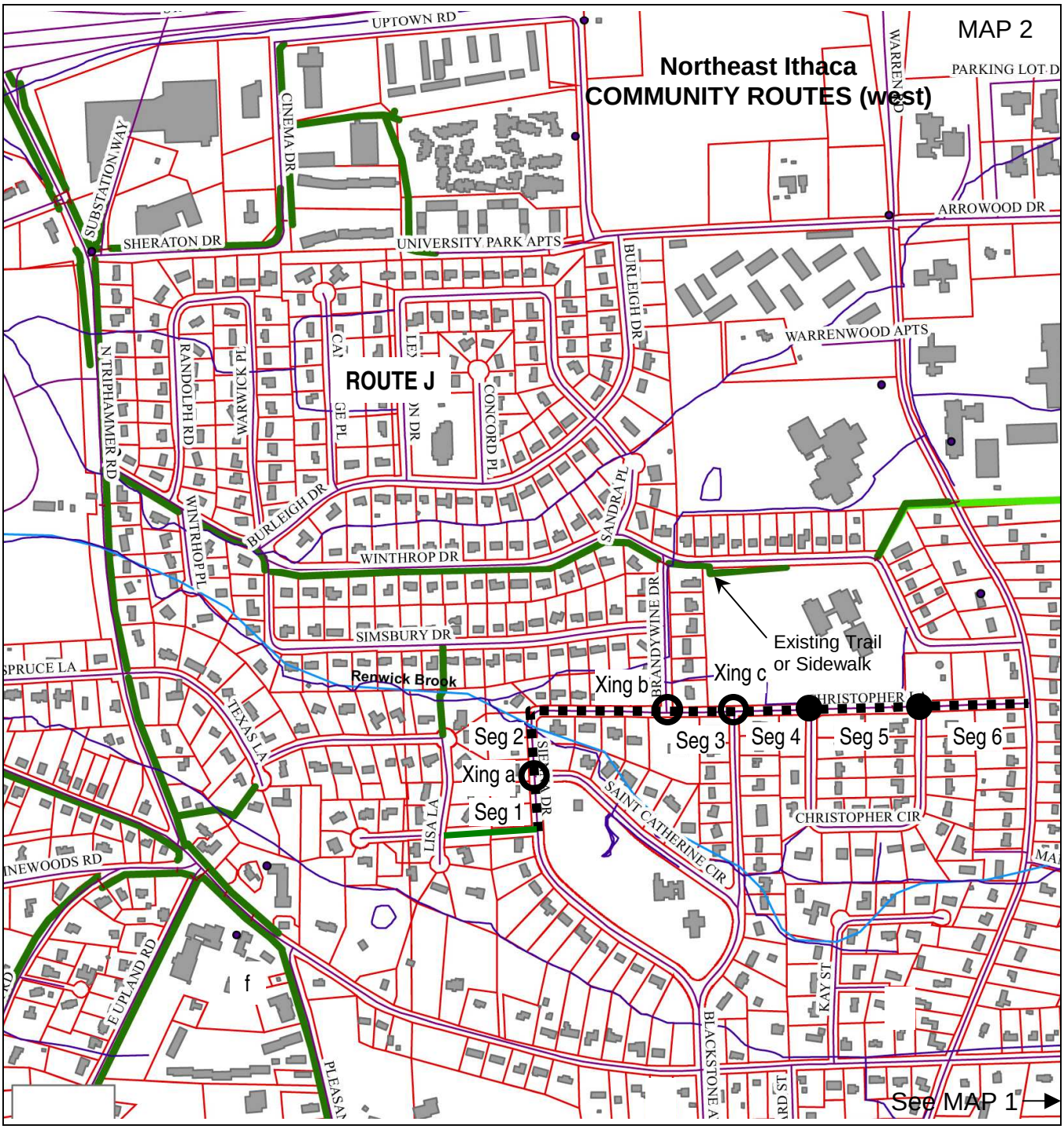
Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features



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O 1/4 1/2 1 Miles

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

O 1/8 1/4 1/2 Miles

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

O 1/8 1/4 1/2 Miles

Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

O 1/8 1/4 1/2

Miles

Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60’ Add comments about issues, opportunities, important features

Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

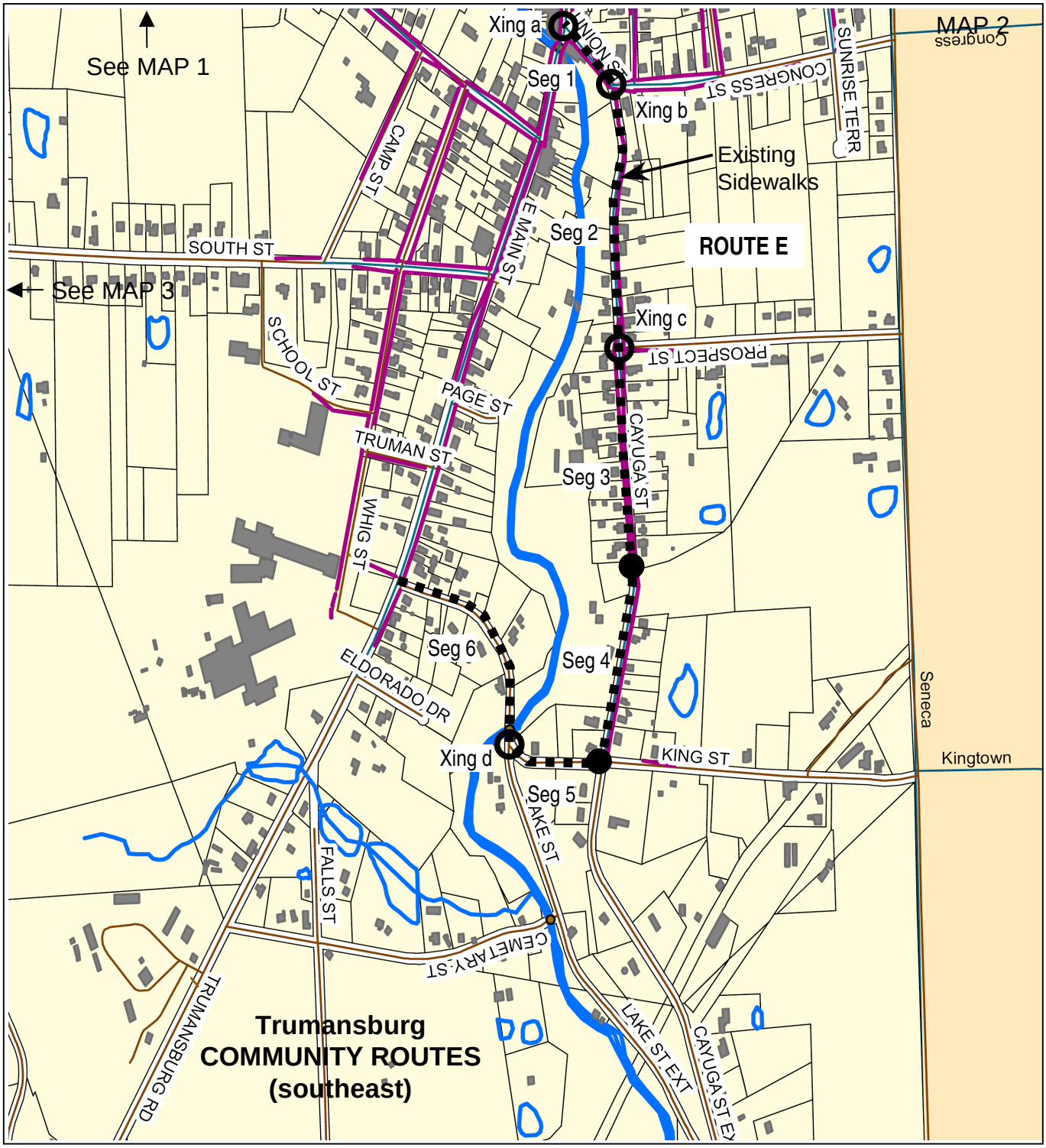
O 1/8 1/4 1/2 Miles

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features



O 1/8 1/4 1/2 Miles

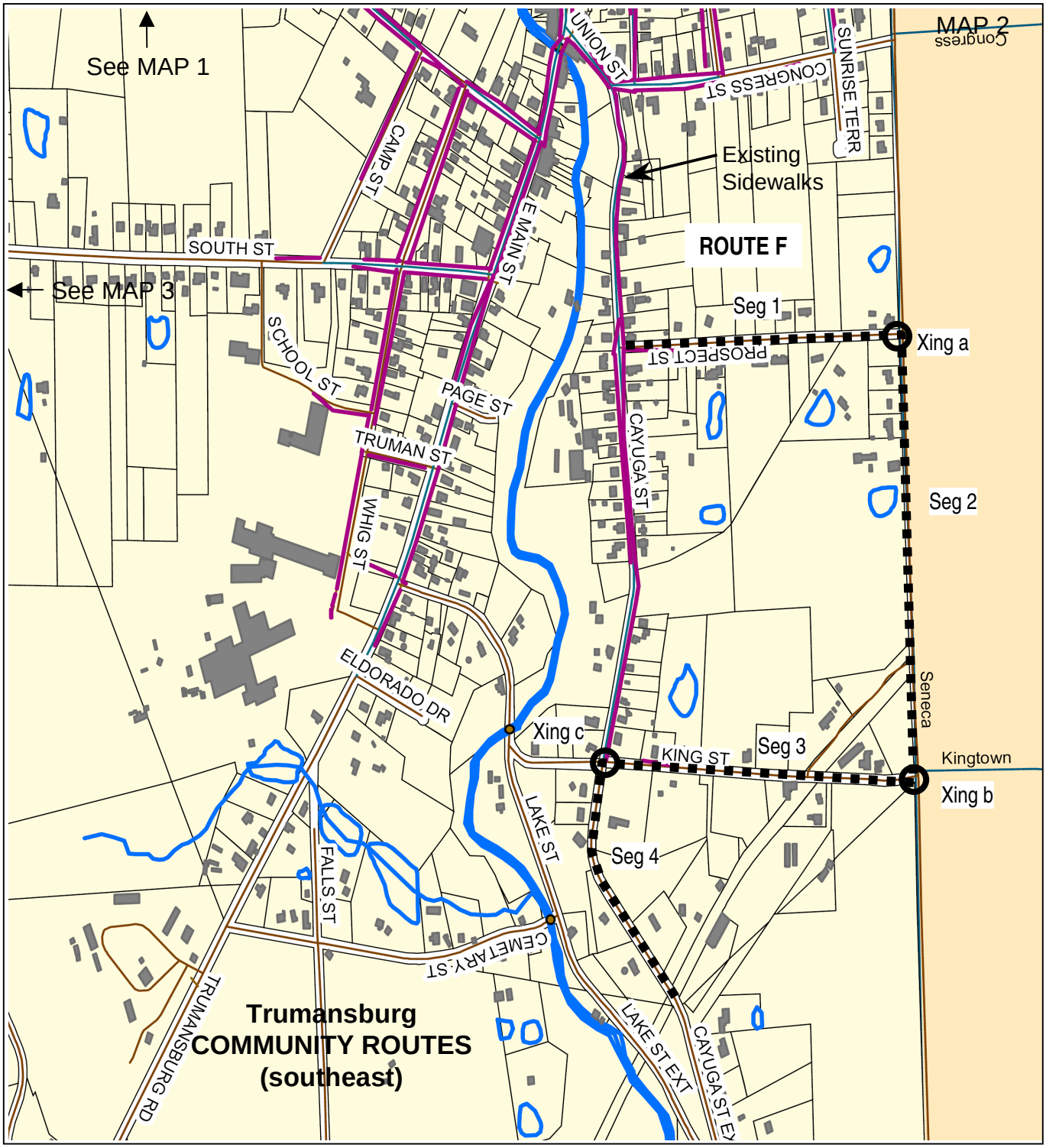
Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features



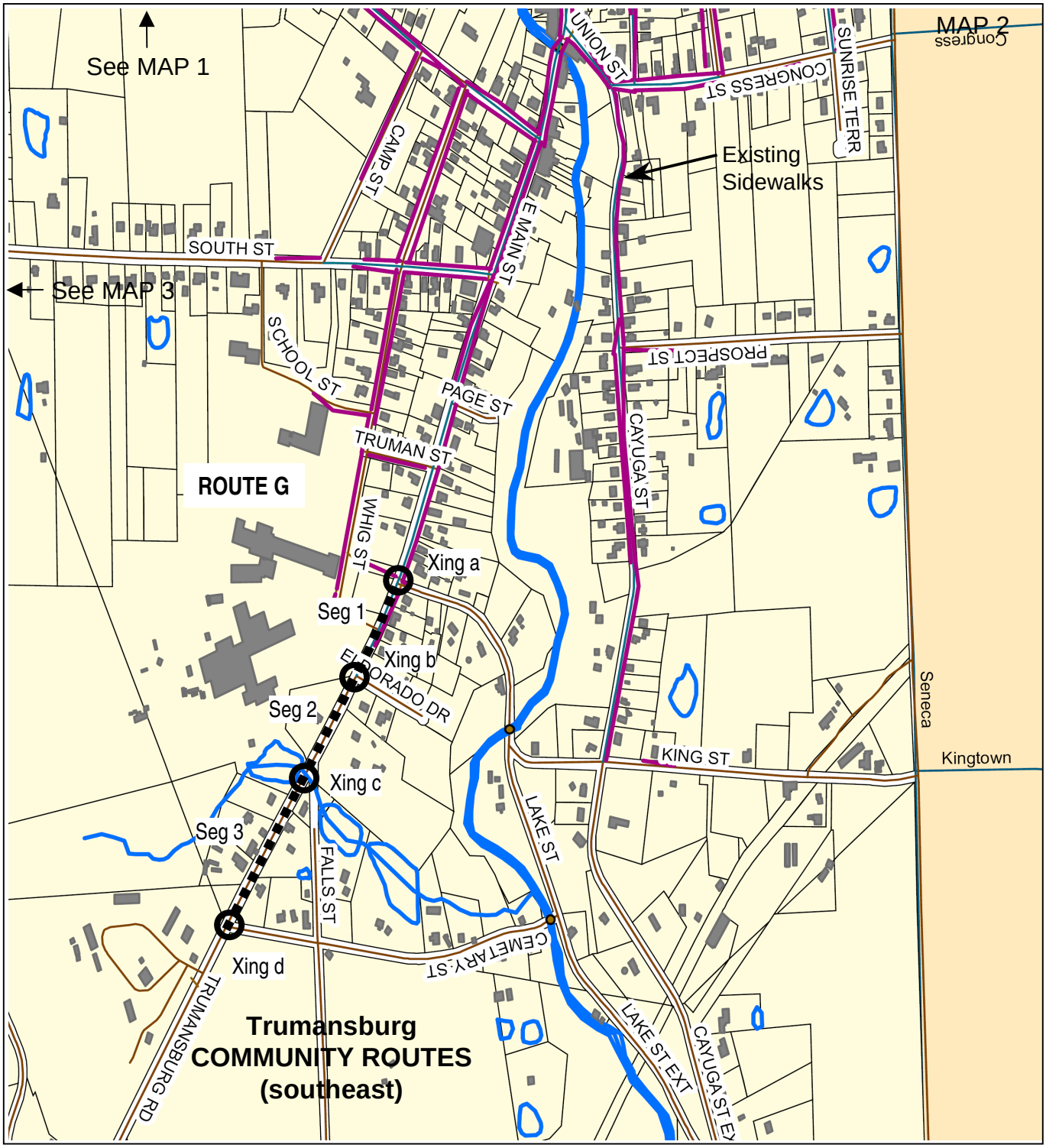
Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features



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Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

O 1/8 1/4 1/2 Miles

Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

O 1/8 1/4 1/2 Miles

Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

O 1/8 1/4 1/2 Miles

Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

O 1/8 1/4 1/2 Miles

Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

7.6 COMPLETED SURVEY TOOLS

7.6.1 NORTHEAST ITHACA STUDY AREA

RECEIVED OCT 2 3 2006

Stantec Northeast Greenways — Walkability Assessment Survey — Surveyor's Name Thomas Hartshorne — Page NE1-1 108 Kay St.

Where do you want to walk?

Origin (place name and address): Kay St. + Hanshaw

Destination (place name and address): NE school (Elementary)

General Description: Main road (Hanshaw) and side roads (Blackstone) with no sidewalks or consideration for child pedestrian

How important is this destination and route? ☑ Very important ☐ Somewhat important

Street/Route: Hanshaw from Kay St (or Warren Rd) to Blackstone

Segment from: Orchard

To: right onto Blackstone to Christopher Lane, right onto Christopher Lane then left into NE school)

Approx. Length (mi.): 3/4 - 1 mile

How complete is the walkway system along this route?

		Comments:
2.1	**General type:** ☐ Sidewalk ☑ Walk on the road ☐ Footpath ☐ Multi-use trail ☐ Road shoulder ☐ None	Poor to no shoulder
2.2	**Material:** ☐ Concrete ☐ Pavers ☐ Slate sidewalk ☐ Asphalt ☐ Stone-dust ☑ Gravel ☐ Dirt/grass	gravel shoulder if at all
	Is this a problem? **Mark problem locations on map**	
2.3	☑ No walkway exists—**go to Part 2.16**	
2.4	☐ Walkway missing on one side of street only (circle side missing): North South East West	
2.5	☐ Generally too narrow (less than 6 ft.), average width (ft.):	
2.6	☐ Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	
2.7	☐ Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	
2.8	Surface too rough: ☐ Uneven pavers/bricks ☐ Gravel ☐ Grass ☐ Dirt	
2.9	Poor condition: ☐ Cracked/broken ☐ Heaved ☐ Overgrown	
2.10	☐ Poor drainage—puddles or debris indicate ponding during wet weather	
2.11	☐ Difficult to clear of snow due to walkway type, surface or location ☐ Does not get cleared of snow because of local practices/policies	
2.12	☐ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify:
2.13	☐ Sidewalk does not continue through driveways, no. of such driveways:	
2.14	☐ No planting strip (area between sidewalk and road) or too narrow to buffer from high speed or high volume of traffic	
2.15	☐ Adult cyclists ride on sidewalk	
2.16	Traffic makes walking uncomfortable: ☐ Too much traffic ☑ Speeds too high: 30 mi./hr.	speeds too high given that people speed on Hanshaw
2.17	Driveways are high speed: ☐ Too wide ☐ Large corner radii ☑ Drivers do not yield at ~~sidewalk~~ Cross walks	
2.18	What needs to be improved: sidewalks on Hanshaw, stop sign at Blackstone to make Hanshaw and Blackstone 4-way stop and improved shoulder on Blackstone needs walk lane/bike lane like Warren Rd has between Hanshaw and NE Sch.)	
2.19	How important is it that these improvements are made? ☑ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

NE 1-2

Street/Route: See previous page for route

From:

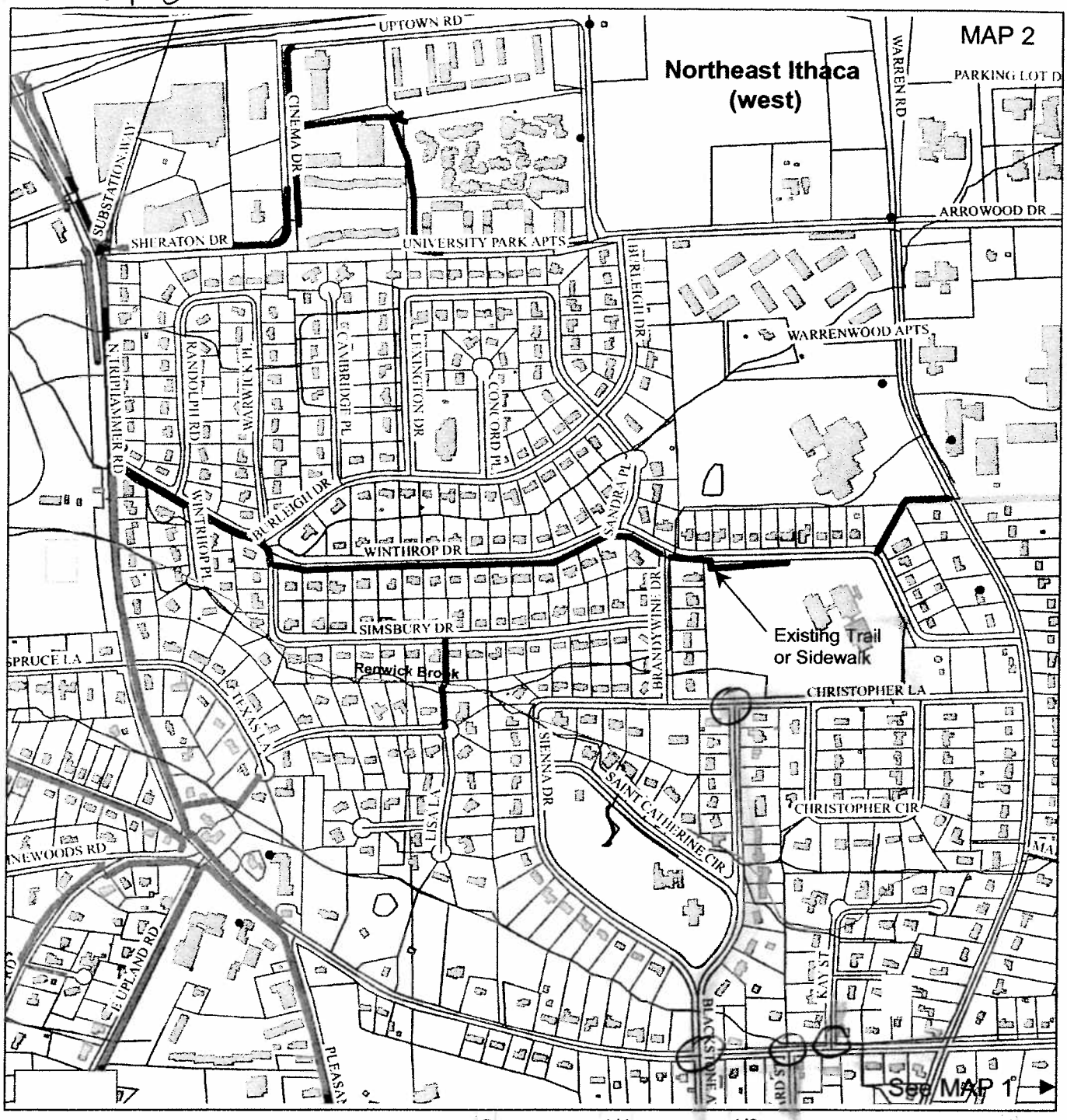
To:

Approx. Length (mi.):

How suitable is the walking environment?

3.1	General land use: ☐ Urban residential ☐ Suburban residential ☐ Rural ☐ Central business district ☐ Commercial ☑ Village ☐ Industrial ☐ Natural area/park	Comments:
3.2	☑ Is this generally a pleasant environment to walk in? ☐ Are walkways and safe crossings generally available for pedestrians? NO	
Is this a problem? **Mark problem locations on map**		
3.3	Connection missing: bridge, walkway, path/trail, other	Specify:
3.4	Not well lit: ☐ No lights ☐ One side only ☐ Oriented to road not sidewalk	
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify:
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify:
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify:
3.8	☐ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed:
3.9	☐ Suspicious activity	Specify:
3.10	☐ Construction activities block pedestrians:	
3.11	☐ Difficult terrain for walking—steep or long hills:	
3.12	What needs to be improved:	
3.13	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

NE1-3



0 1/4 1/2 1 Miles

Use this map to record which route, segment and street crossing is being assessed on the survey forms and add your own notes.

Mark route being surveyed on map

Mark street crossings on map

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

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Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

NE2-1

Street/Route:

From: 204 Winston Dr.

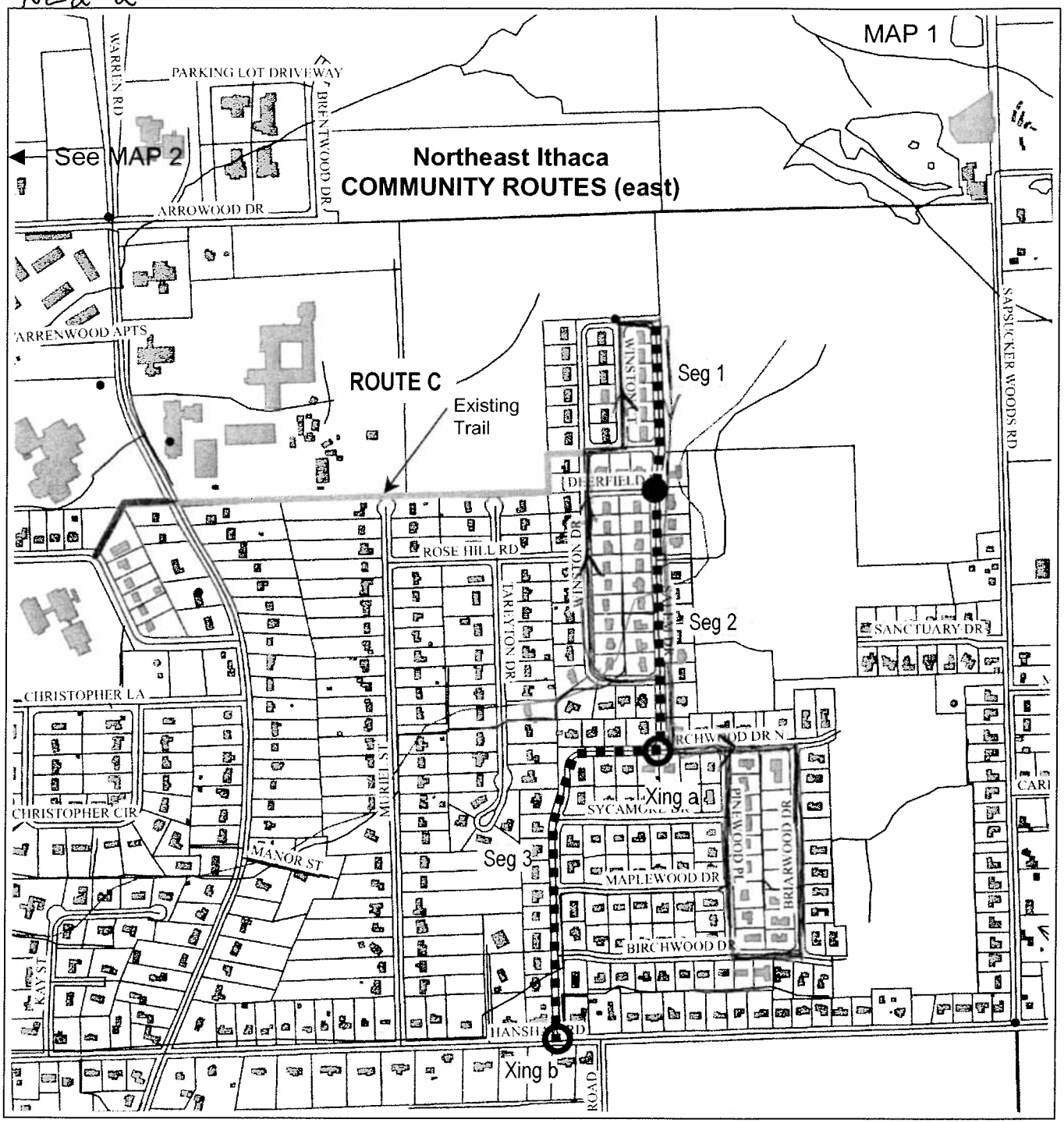
To: 204 Winston Dr.

Approx. Length (mi.): 1.7 miles

How suitable is the walking environment?

3.1	General land use: ☐ Urban residential ☒ Suburban residential ☐ Rural ☐ Central business district ☐ Commercial ☐ Village ☐ Industrial ☐ Natural area/park	Comments:
3.2	☒ Is this generally a pleasant environment to walk in? yes ☒ Are walkways and safe crossings generally available for pedestrians? yes	
Is this a problem? **Mark problem locations on map**		
3.3	Connection missing: bridge, walkway, path/trail, other	Specify:
3.4	Not well lit: ☐ No lights ☐ One side only ☐ Oriented to road not sidewalk	
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify:
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify:
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify:
3.8	☐ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed:
3.9	☐ Suspicious activity	Specify:
3.10	☐ Construction activities block pedestrians:	
3.11	☐ Difficult terrain for walking—steep or long hills:	
3.12	What needs to be improved: nothing — Some road shoulders were nicely improved this past summer.	
3.13	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

NE2-2



0 1/4 1/2 1 Miles

Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

Mail by Nov 1: I.C. Planning Department 121 E. Court St. Ithaca, NY 14850

Stantec Northeast Greenways — Walkability Assessment Survey — Surveyor's Name Stephanie Roach — Page 1

NE 3-1
CROSSING No.

Street/Route: Winthrop / Brandywine

Crossing Location: @ intersection

Approx. Length (mi.):

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How well do the important street crossings work?		
2.20	Preferred crossing location: ☐ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☒ None ☐ Stop sign ☐ Yield sign ☐ Traffic signal	
Is this a problem? **Mark the location of poor crossings on map**		
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☐ Do not yield ☒ Speed too high ☒ Turn right or left into people crossing the street	When drivers are turning from Winthrop (R) onto Brandywine, speed is too fast, kids in cross-walk are in danger @ school times-
2.25	☐ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify: I have my kids cross further down Brandywine so they have time to get across the road if a car makes a fast turn
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☐ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	
2.30	Poor crosswalk marking: ☐ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved: Perhaps extend the SLOW SCHOOL ZONE sign to west of this intersection or place a crossing guard. There are a lot of kids who walk to school in this neighborhood	
2.36	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

NE3-2

CROSSING No. _____

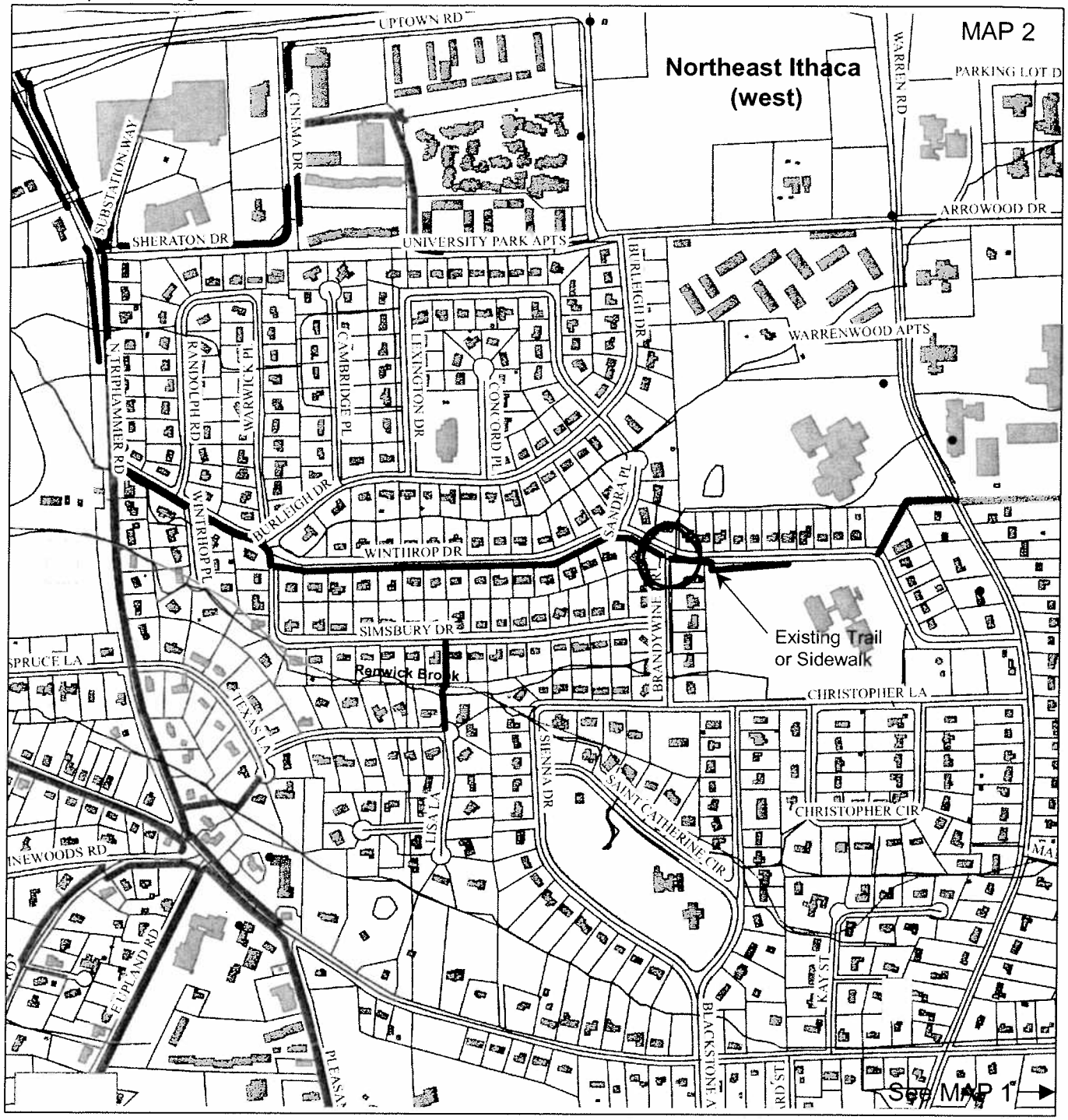
Street/Route: _____

Crossing Location: _____

Approx. Length (mi.):

How well do the important street crossings work?		
2.20	Preferred crossing location: ☐ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☐ None ☐ Stop sign ☐ Yield sign ☐ Traffic signal	
Is this a problem? **Mark the location of poor crossings on map**		
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☐ Do not yield ☐ Speed too high ☐ Turn right or left into people crossing the street	
2.25	☐ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify:
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☐ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	
2.30	Poor crosswalk marking: ☐ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved:	
2.36	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

NE 3-3



Use this map to record which route, segment and street crossing is being assessed on the survey forms and add your own notes.

Mark route being surveyed on map

Mark street crossings on map

#12 Add digital photo locations

Crosswalk is very long ~ 60'

Add comments about issues, opportunities, important features

Stantec Northeast Greenways NE4-1 Walkability Assessment Survey Surveyor's Name June Locke Page _____

Where do you want to walk?

Origin (place name and address): home: 215 Muriel

Destination (place name and address): home: 215 Muriel

General Description: I regularly walk this route: Muriel to Town path, to Salem, to Hanshaw, to Muriel, back home.

How important is this destination and route? ☑ Very important ☐ Somewhat important

Street/Route: above: 215 Muriel, to path at end, to Winston CT (Rd not named?) to Salem to Hanshaw back home (Muriel)

Segment from: 215 Muriel → 215 Muriel

To:

Approx. Length (mi.): 1,75 ?

How complete is the walkway system along this route?

		Comments:
2.1	**General type:** ☐ Sidewalk ☐ Walk on the road ☐ Footpath ☐ Multi-use trail ☒ Road shoulder ☐ None	no sidewalks; Town Path on roads part of the way
2.2	**Material:** ☐ Concrete ☐ Pavers ☐ Slate sidewalk ☐ Asphalt ☒ Stone-dust ? ☒ Gravel ☒ Dirt/grass	
Is this a problem? **Mark problem locations on map**		
2.3	☒ No walkway exists—**go to Part 2.16**	
2.4	☐ Walkway missing on one side of street only (circle side missing): North South East West	
2.5	☒ Generally too narrow (less than 6 ft.), average width (ft.):	• Muriel - very narrow, not sidewalk
2.6	☒ Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	• dropoff to drainage ditches is very steep • Muriel - especially S. end is very narrow (walkway)
2.7	☐ Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	
2.8	Surface too rough: ☐ Uneven pavers/bricks ☐ Gravel ☐ Grass ☐ Dirt	Hanshaw - broken,
2.9	Poor condition: ☒ Cracked/broken ☒ Heaved ☐ Overgrown	Hanshaw)
2.10	☐ Poor drainage—puddles or debris indicate ponding during wet weather	
2.11	☐ Difficult to clear of snow due to walkway type, surface or location ☐ Does not get cleared of snow because of local practices/policies	
2.12	☐ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify:
2.13	☐ Sidewalk does not continue through driveways, no. of such driveways:	
2.14	☐ No planting strip (area between sidewalk and road) or too narrow to buffer from high speed or high volume of traffic	
2.15	☐ Adult cyclists ride on sidewalk	
2.16	Traffic makes walking uncomfortable: ☐ Too much traffic ☒ Speeds too high: 30 mi./hr. —	Speed limit not followed on Muriel - cars come too close to walk area on side, Walk areas also too narrow & the dropoff to the drainage ditch is very steep
2.17	Driveways are high speed: ☐ Too wide ☐ Large corner radii ☐ Drivers do not yield at sidewalk	
2.18	What needs to be improved: Walkways are Muriel are too narrow, especially on S. end of street; Hanshaw - shoulder on north side is crumbling & broken - very hard & dangerous walking; Muriel - dangerous dropoff to drainage ditch	
2.19	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways — Walkability Assessment Survey — Surveyor's Name Junehak — Page 2

NE4 -2

CROSSING No.

Street/Route: Muriel → Path → Winston Ct → Salem → Hanshaw → Muriel

Crossing Location: Salem @ Hanshaw, Muriel @ Hanshaw

Approx. Length (mi.): 1.75

How well do the important street crossings work?

2.20	Preferred crossing location: ☒ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☐ None ☒ Stop sign ☐ Yield sign ☐ Traffic signal	
Is this a problem? **Mark the location of poor crossings on map**		
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☐ Do not yield ☐ Speed too high ☐ Turn right or left into people crossing the street	
2.25	☐ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify:
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☐ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	
2.30	Poor crosswalk marking: ☒ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	@ either intersection
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved: Cross walks would be great – safer	
2.36	How important is it that these improvements are made? ☐ Very ☑ Somewhat ☐ Not very important	

Stantec Northeast Greenways — Walkability Assessment Survey — Surveyor's Name June Locke — Page 3

NE4-3

Street/Route: Muriel ⇒ Path ⇒ Winstanley ⇒ Salem ⇒ Hanshaw ⇒ Muriel

From: 215 Muriel

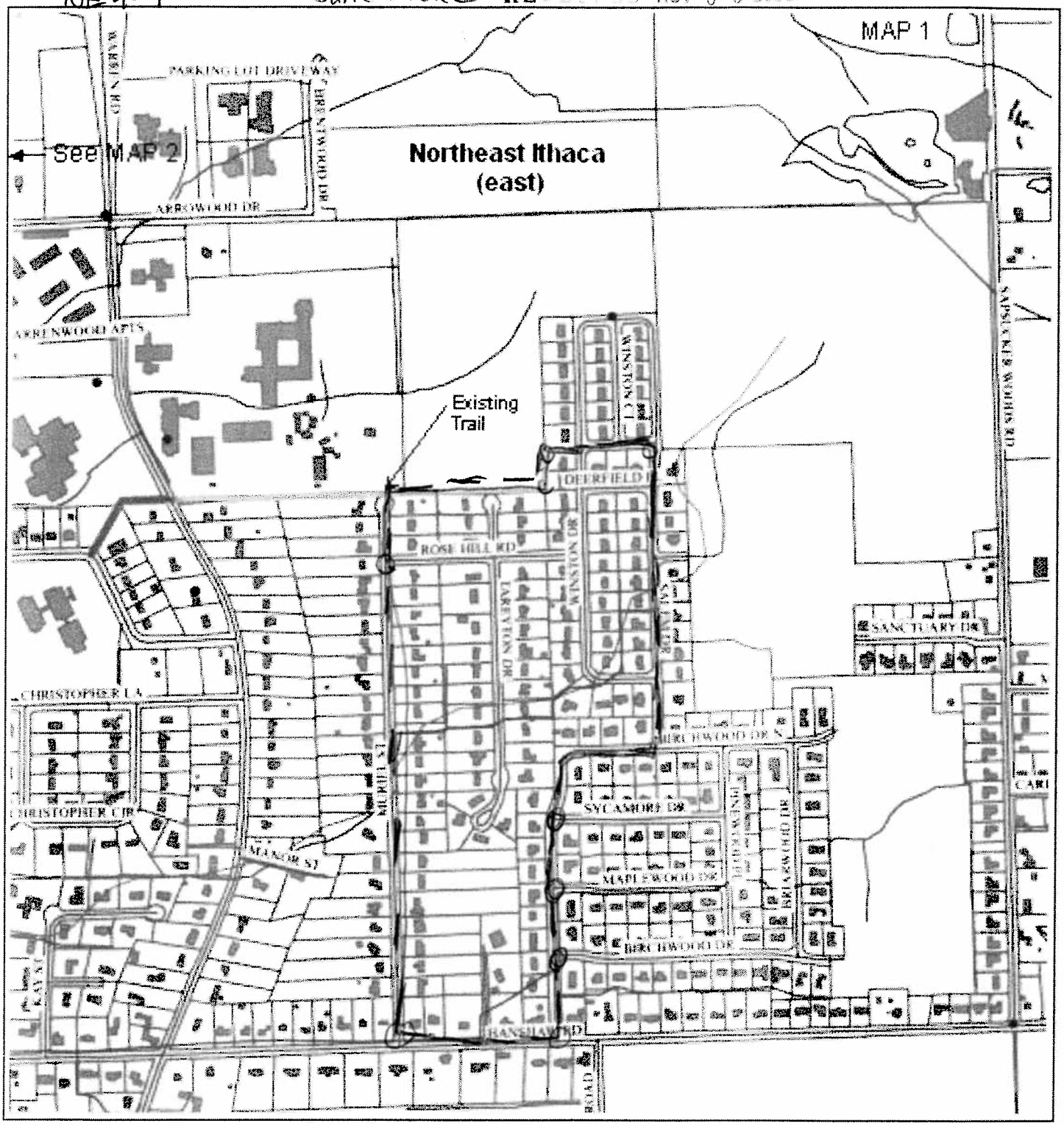
To: 215 Muriel

Approx. Length (mi.): 1.75

How suitable is the walking environment?

3.1	General land use: ☐ Urban residential ☒ Suburban residential ☐ Rural ☐ Central business district ☐ Commercial ☐ Village ☐ Industrial ☐ Natural area/park	Comments:
3.2	☒ Is this generally a pleasant environment to walk in? ☐ Are walkways and safe crossings generally available for pedestrians? NO	
Is this a problem? **Mark problem locations on map**		
3.3	Connection missing: bridge, walkway, path/trail, other	Specify:
3.4	Not well lit: ☒ No lights ☐ One side only ☐ Oriented to road not sidewalk	On Muriel - just at corner w Rosehill - very dark
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify: ok
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify: ok
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify: ok
3.8	☐ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed: ok
3.9	☐ Suspicious activity	Specify: ok
3.10	☐ Construction activities block pedestrians:	ok
3.11	☐ Difficult terrain for walking—steep or long hills:	ok
3.12	What needs to be improved: lighting on Muriel - Rosehill	
3.13	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

NE4-4 June Locke RECEIVED NOV 0 6 2006



Use this map to record which route, segment and street crossing is being assessed on the survey forms and add your own notes.

Mark route being surveyed on map

Mark street crossings on map

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name Segelken Page _____

CROSSING No. NE5-1 w/PHOTOS

Street/Route: Triphammer Rd : Community Corners to Trip. Mall

Crossing Locations Texas Lane, Winthrop, Sheraton

Approx. Length (mi.): 1 mi

How well do the important street crossings work?		
2.20	Preferred crossing location: ☒ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☐ None ☒ Stop sign ☐ Yield sign ☐ Traffic signal	
Is this a problem? **Mark the location of poor crossings on map**		
2.22	☐ Crossing too long—length: _____ ft. Number of lanes: 2 - 3 lanes	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☒ Do not yield ☐ Speed too high ☒ Turn right or left into people crossing the street	
2.25	☐ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify:
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☒ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	
2.30	Poor crosswalk marking: ☒ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved: mark cross walks at all intersections (see attached notes, photos)	
2.36	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

NE5-2

CROSSING No. _____

Street/Route: _____

Crossing Location: _____

Approx. Length (mi.):

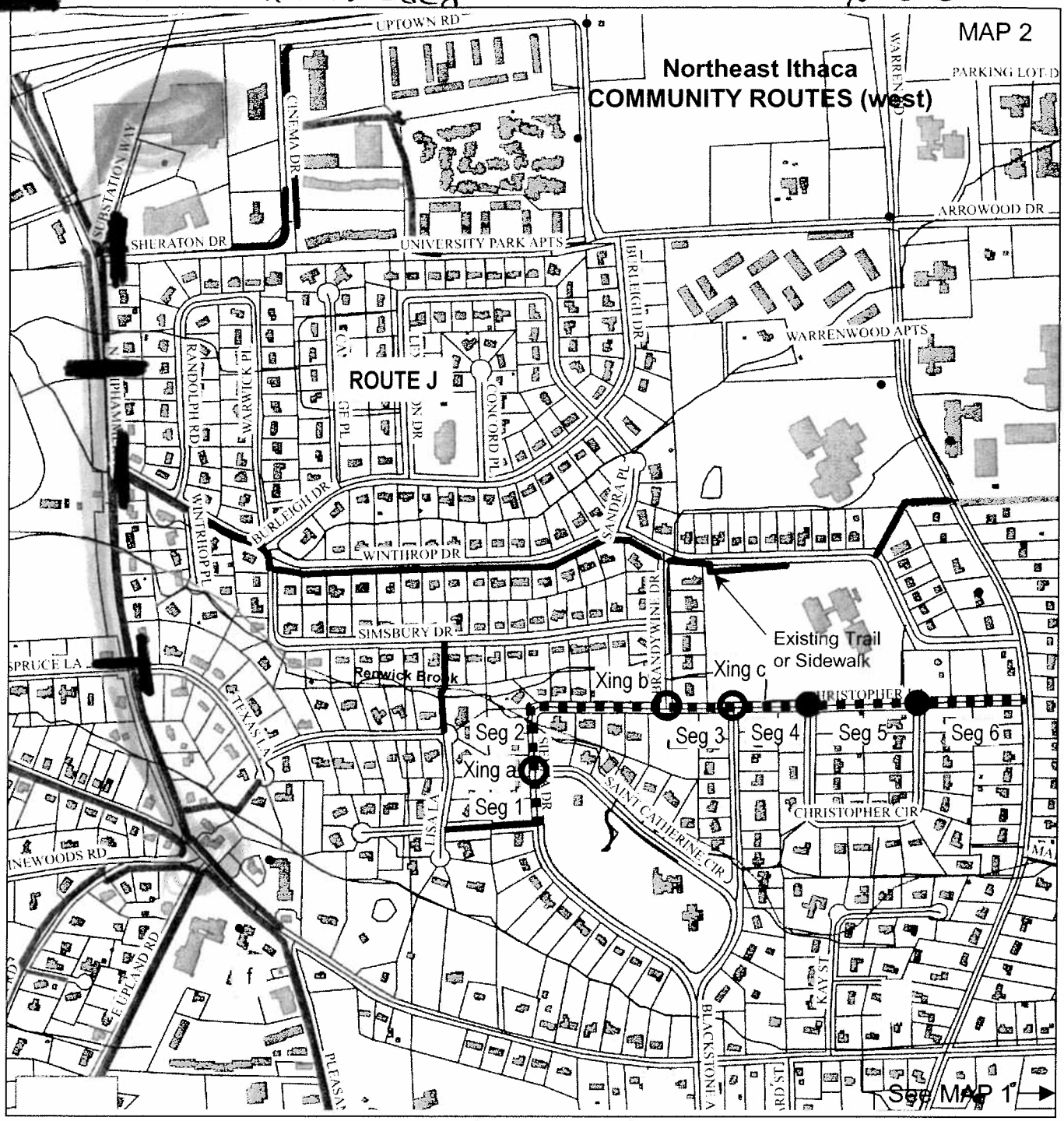
How well do the important street crossings work?

2.20	Preferred crossing location: ☐ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☐ None ☐ Stop sign ☐ Yield sign ☐ Traffic signal	
Is this a problem? **Mark the location of poor crossings on map**		
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☐ Do not yield ☐ Speed too high ☐ Turn right or left into people crossing the street	
2.25	☐ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify:
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☐ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	
2.30	Poor crosswalk marking: ☐ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved:	
2.36	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

= surveyed route

= crosswalk needed

NE 5-3



0 1/4 1/2 1 Miles

Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

NE 5-4

Notes re. Intersection crosswalks between Community Ccorners and Triphammer Mall

This route is taken by residents of Cayuga Heights, including apartment dwellers along Pleasant Grove. Residents of Cornell family housing in North Campus use this route on way to shopping at Pyramid Mall and nearby supermarkets.

Siewalk is in generally good condition, although some sections flood during heavy rains. Snow removal is by Cayuga Heights DPW, and walk is usually passable in winter.

Main problem is lack of marked crosswalks at Triphammer intersections with Texas Lane [photo "TripIntTex.jpg"] Winthrop [WinthropIntTrip.jpg]and Sheraton [SheratonIntTrip.jpg].

Major roadwork in summer/fall of 2006 might include marked crosswalk for Sheraton.

Road improvements include pedestrian signals with pushbuttons at Triphammer Rd intersection with Triphammer Mall entrance and Sevanna Condo entrance. Photo "CyclistysWalking.jpg shows a father and dauhter who will appreciate pedestrian signals when they are functioning. I asked the father to do a survey of a route of his choosing.

Photos "ShopCart.jpg" and "TCAT_Bus.jpg" illustrate the lack of marked crossings across Triphammer in the area of Kendal (Savage Farm Drive). The people with the shopping cart (admittedly swiped from a store in/around Pyramid Mall) were walking on the sidwalk along the west side of Triphammer, which ends at the Kendal entrance. To reach the east sidewalk and continue toward" shows the bus shelter at the corner of Triphammer and Savage Farm drive – with no marked crosswalk to sidewalk on the east side of Triphammer. This bus stop is used by people in the Winthrop area, etc, but there is no safe crossing.

Mysteriously, there is a marked and signed crosswalk between the Kendal maintenance buildings and the east sidewalk of Triphammer [see KendalCross.jpg" KendallCrossComCor.jpg for two views of this seldom-used crossing. For Kendal residents to use this crossing, they would have to walk along a maintenance road/driveway without sidewalks. There is no sidewalk along the west side of Triphammer in this section – just an unpaved shoulder that is used by runners and cyclists (and pedestrians who can't reach the east side)

A better place for a marked crosswalk across Triphammer would be the intersection with Texas Lane, which becomes Spruce Lane on the west side. There is an unmarked TCAT bus stop at Spruce, for several routes to Cornell and downtown, as well as a school bus stop, and no easy way to cross between Texas Lane and Spruce. Traffic speeds in this section of Triphammer range between 35-45 mph.

NE 5-5

To summarize, clearly marked cross walks are needed at Texas Lane, Winthrop Drive (and Sheraton, if not included in current improvements) and between Texas Lane and Spruce.

Stantec Northeast Greenways NE6-1 w/ PHOTOS Walkability Assessment Survey Surveyor's Name Segelken Page 1

Where do you want to walk?

Origin (place name and address): Intersection of Lisa Lane & Texas Lane

Destination (place name and address): Cayuga Heights Elementary School

General Description:

How important is this destination and route? ☒ Very important ☐ Somewhat important

Street/Route: Texas Lane ⇒ cad de sac ⇒ trail ⇒ Triphammer ⇒ Hanshaw ⇒ CH Elementary

Segment from:

To:

Approx. Length (mi.):

How complete is the walkway system along this route?

		Comments:
2.1	**General type**: ☒ Sidewalk ☒ Walk on the road ☐ Footpath ☒ Multi-use trail ☐ Road shoulder ☐ None	
2.2	**Material:** ☒ Concrete ☐ Pavers ☐ Slate sidewalk ☒ Asphalt ☐ Stone-dust ☒ Gravel ☐ Dirt/grass	
Is this a problem? **Mark problem locations on map**		
2.3	☐ No walkway exists—**go to Part 2.16**	
2.4	☐ Walkway missing on one side of street only (circle side missing): North South East West	
2.5	☐ Generally too narrow (less than 6 ft.), average width (ft.):	
2.6	☐ Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	
2.7	☐ Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	
2.8	Surface too rough: ☐ Uneven pavers/bricks ☒ Gravel ☐ Grass ☐ Dirt	
2.9	Poor condition: ☐ Cracked/broken ☐ Heaved ☐ Overgrown	
2.10	☒ Poor drainage—puddles or debris indicate ponding during wet weather	gravel trail floods/erodes in heavy rain
2.11	☒ Difficult to clear of snow due to walkway type, surface or location ☐ Does not get cleared of snow because of local practices/policies	no maintenance of walkway by Village, snow from street plowed into walkway
2.12	☒ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify:
2.13	☐ Sidewalk does not continue through driveways, no. of such driveways:	
2.14	☐ No planting strip (area between sidewalk and road) or too narrow to buffer from high speed or high volume of traffic	
2.15	☐ Adult cyclists ride on sidewalk	
2.16	Traffic makes walking uncomfortable: ☐ Too much traffic ☐ Speeds too high: _____mi./hr.	
2.17	Driveways are high speed: ☐ Too wide ☐ Large corner radii ☐ Drivers do not yield at sidewalk	
2.18	What needs to be improved:	
2.19	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name Segelken Page 2

NE6-2

Street/Route: Ross Lane ⇒ Triphammer ⇒ Hanshaw ⇒ Off School

From:

To:

Approx. Length (mi.):

How suitable is the walking environment?

3.1	General land use: ☐ Urban residential ☒ Suburban residential ☐ Rural ☐ Central business district ☐ Commercial ☐ Village ☐ Industrial ☐ Natural area/park	Comments:
3.2	☐ Is this generally a pleasant environment to walk in? ☒ Are walkways and safe crossings generally available for pedestrians?	crossing 5 corners intersection is difficult
Is this a problem? **Mark problem locations on map**		
3.3	Connection missing: bridge, walkway, path/trail, other	Specify: needs bridge linking walkway to Hanshaw Rd
3.4	Not well lit: ☐ No lights ☐ One side only ☐ Oriented to road not sidewalk	
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify:
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify:
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify:
3.8	☐ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed:
3.9	☐ Suspicious activity	Specify:
3.10	☒ Construction activities block pedestrians:	new construction at Comm. Corners blocks walk to Hanshaw
3.11	☐ Difficult terrain for walking—steep or long hills:	
3.12	What needs to be improved: - better crossings at 5-way intersection (see photos, comments - bridge on walking trail (see map, comments)	
3.13	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

NE6-3
CROSSING No. Triplammer - Hanslow - Upland

Street/Route: _____

Crossing Location: _____

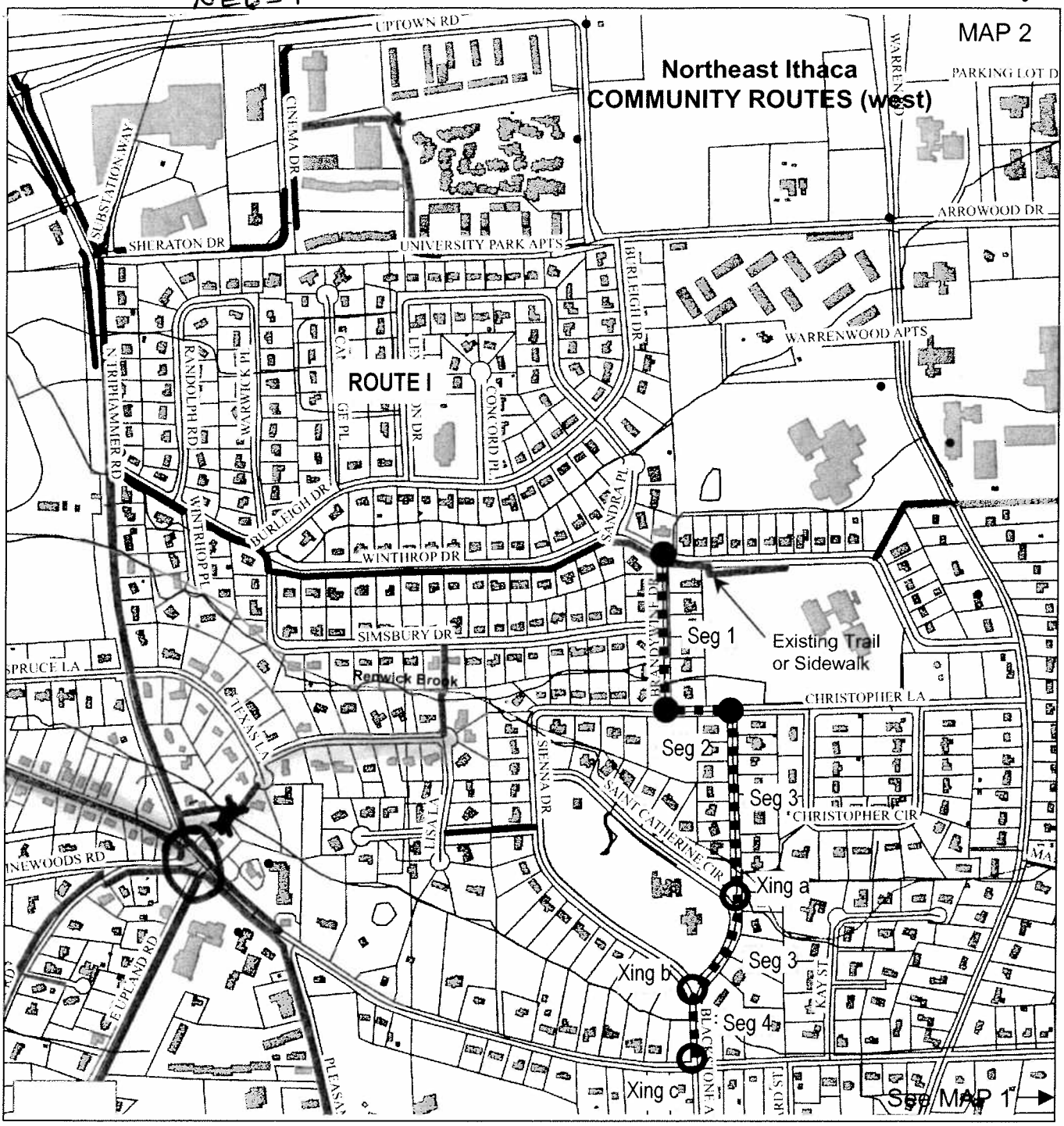
Approx. Length (mi.): _____

How well do the important street crossings work?

2.20	Preferred crossing location: ☒ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☐ None ☒ Stop sign ☐ Yield sign ☐ Traffic signal	
Is this a problem? **Mark the location of poor crossings on map**		
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☒ Do not yield ☐ Speed too high ☒ Turn right or left into people crossing the street	
2.25	☐ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify:
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☐ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	
2.30	Poor crosswalk marking: ☒ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	no marked crosswalks at Triplammer - Hanslow
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved: redesign 3-way intersection to ease traffic flow and pedestrian crossing	
2.36	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Lisa Lane → Texas Lane → trail → Triphammer → Hanshaw

NE6-4



Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

Community route to survey

Street crossing to survey

#12 Add digital photo locations

Crosswalk is very long ~ 60'

Add comments about issues, opportunities, important features

= route

= traffic circle (proposed)

= foot bridge (proposed)

NE6-5

These comments and photos support recommendations to:

1) improve the gravel walkway between Texas Lane and Triphammer Rd
2) add footbridge linking trail to Village Hall/Police Dept and to Hanshaw Rd
3) reconfigure intersection of Triphammer, Hanshaw and Upland to ease traffic flow and improve pedestrian crossings

This route affords access to Community Corners commercial and municipal buildings, to Cayuga Heights Elementary School, and to the Cornell campus.

Part 1: Texas Lane to cul de sac and "trailhead" the walking is in the roadway because of uneven/nonexistent shoulder (no sidewalk) but this is generally not a problem because traffic is light on this dead-end road. The trail connecting the Texas Lane cul de sac and the Triphammer sidewalk is a deeded right-of-way dating to development of that area in 1950s. It is rarely maintained by CH DPW (occasional addition of gravel, bridge maintenance and tree removal as necessary) and is never snow-plowed – probably because village plows cannot handle gravel surfaces. The cul de sac drains into the trail, producing stream-like conditions in heavy rains. Snow plowed from cul de sac blocks that end in winter. Recommendations: pave and drain walkway to standards of nearby Town of Ithaca trails, add signage to encourage use. Town could snow-plow if Village is not willing.

Part 2: trail to Triphammer sidewalk is nicely lighted by excessive illumination of Warren Real Estate parking lot (although nearby residents must be losing sleep), and "mallard" decoys floating in run-off pond are amusing. However, construction of the run-off pond in summer of 2006, with its chain link fence attached to a faux wrought iron fence around the Warren buildings have blocked access to Cayuga Height Village Hall/Police Department, to other commercial sites in Community Corners, and the most direct walking route to North Campus and Central Campus of Cornell. Recommendations: add second bridge across creek, linking trail to Warren parking and sidewalks, and to street; persuade Village to acknowledge trail in its backyard

Part 3: Triphammer sidewalk and courageous attempts to cross Intersection From Hell. Sidewalk was broken during Warren construction, and not all sections were replaced. Pedestrians at corner of Triphammer and Hanshaw are splashed by passing cars in wet weather because of standing water in road. There is no marked crosswalk for Triphammer or Hanshaw at this intersection (Hanshaw sidewalk is on south side of road). To reach Hanshaw sidewalk from this corner, one must circumnavigate entire intersection in clockwise journey, as follows: cross Hanshaw to corner of Upland and Hanshaw at crosswalk (that starts in the middle of a three-lane parking entrance); cross Upland and walk toward Cornell; then cross Triphammer to a little sidewalk (and unmarked but heavily used TCAT bus stop) that crosses somebody's lawn; and finally west on Hanshaw sidewalk (but no marked crosswalks on intersecting streets until reaching the School Zone area around the Elementary School). Drivers passing through this intersection are generally confused/impatient/late for work, and are not mindful of pedestrians and bicyclists. One cause for driver confusion is poor directional signage (street name signs are tiny/twisted/distant, and there is no help finding popular

NE6-6

destinations such as Cornell, Route 13, Malls, Airport, etc.) A planned curb cut and entrance-exit from Warren office buildings to Triphammer Road will make this a 6-way intersection – just two short of an octopus.
Recommendations: Move Hanshaw-Upland crosswalk out of three-lane driveway; add crosswalks at Triphammer-Hanshaw intersection; or better yet, totally reconfigure the five-way intersection into a landscaped, pedestrian-friendly traffic circle or round-a-bout. There's plenty of vacant land at the intersection, the CH Police would rather be elsewhere giving speeding tickets instead of investigating fender-benders, and a supercomputer could plot the thing in about 20 minutes.

Photos on CDs "Comm Corners Crossings" and "Texas2Schlep" document conditions at 5-way intersection and Texas Lane trail, respectively.

Thanks for your attention to this,
H. Roger Segelken
Northeast steering committee member
114 Texas Lane 257-9598 hrs2@cornell.edu

7.6 COMPLETED SURVEY TOOLS

7.6.2 TRUMANSBURG STUDY AREA

Stantec Northeast Greenways TRL 1-1 Walkability Assessment Survey Surveyor's Name _____ Page _____

Where do you want to walk?

Origin (place name and address): 121 Tamarack Lane, TBurg

Destination (place name and address): TBurg Elementary School - 100 Whig St

General Description: I walk this route to work daily, all weather & our school requires walking up to 2 miles after 2nd grade!

How important is this destination and route? ☑ Very important ☐ Somewhat important

Street/Route: South Street, Trumansburg

Segment from: Tamarack Lane

To: Schoolhouse Road

Approx. Length (mi.): 1

How complete is the walkway system along this route?

2.1	**General type:** ☐ Sidewalk ☐ Walk on the road ☐ Footpath ☐ Multi-use trail ☑ Road shoulder ☐ None	Comments: road is narrow, especially in winter; walker must get off road or vehicles stop if there are 2 vehicles going in opposite directions
2.2	**Material:** ☐ Concrete ☐ Pavers ☐ Slate sidewalk ☒ Asphalt ☐ Stone-dust ☒ Gravel ☒ Dirt/grass	
Is this a problem? **Mark problem locations on map**		
2.3	☒ No walkway exists—**go to Part 2.16**	See comments above ↑
2.4	☐ Walkway missing on one side of street only (circle side missing): North South East West	
2.5	☐ Generally too narrow (less than 6 ft.), average width (ft.):	
2.6	☒ Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	when 2 way traffic exists - worse with school buses
2.7	☐ Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	
2.8	Surface too rough: ☐ Uneven pavers/bricks ☒ Gravel ☒ Grass ☒ Dirt	
2.9	Poor condition: ☐ Cracked/broken ☐ Heaved ☐ Overgrown	
2.10	☒ Poor drainage—puddles or debris indicate ponding during wet weather	In some spots
2.11	☐ Difficult to clear of snow due to walkway type, surface or location ☐ Does not get cleared of snow because of local practices/policies	
2.12	☒ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify: Snow, raked leaves
2.13	☐ Sidewalk does not continue through driveways, no. of such ☆ driveways:	No sidewalk
2.14	☐ No planting strip (area between sidewalk and road) or too narrow ◁☆ to buffer from high speed or high volume of traffic	No sidewalk
2.15	☐ Adult cyclists ride on sidewalk	
2.16	Traffic makes walking uncomfortable: ☐ Too much traffic ☐ Speeds too high: ☆30 mi./hr.	some people, especially high school students speed
2.17	Driveways are high speed: ☐ Too wide ☐ Large corner radii ☐ Drivers do not yield at sidewalk	
2.18	What needs to be improved: We need a sidewalk on at least one side; I am "hypervigilant" when I walk, but feel it is not safe for students. There is at least one "blind hill"	
2.19	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

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Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

TRU1-2

Street/Route: South St. Village of TBurg

From: Tamarack Ln.

To: Whig St.

Approx. Length (mi.): 1+

How suitable is the walking environment?

3.1	General land use: ☐ Urban residential ☐ Suburban residential ☐ Rural ☐ Central business district ☐ Commercial ☒ Village ☐ Industrial ☐ Natural area/park	Comments:
3.2	☒ Is this generally a pleasant environment to walk in? ☐ Are walkways and safe crossings generally available for pedestrians?	No sidewalks
Is this a problem? **Mark problem locations on map**		
3.3	Connection missing: bridge, walkway, path/trail, other	Specify:
3.4	Not well lit: ☐ No lights ☐ One side only ☐ Oriented to road not sidewalk	
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify:
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify:
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify:
3.8	☒ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed: sidewalks
3.9	☐ Suspicious activity	Specify:
3.10	☐ Construction activities block pedestrians:	
3.11	☐ Difficult terrain for walking—steep or long hills:	
3.12	What needs to be improved: Some large, old trees appear ready to break off/ go down in a storm; would also take down power lines.	
3.13	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

CROSSING No. TRU 1-3

Street/Route: South St., Trumansburg

Crossing Location: Tamarack Lane / Schoolhouse Rd

Approx. Length (mi.): (

How well do the important street crossings work?

2.20	Preferred crossing location: ☒ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☒ None ☒ Stop sign ☐ Yield sign ☐ Traffic signal	
Is this a problem? **Mark the location of poor crossings on map**		
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☐ Do not yield ☐ Speed too high ☐ Turn right or left into people crossing the street	Drivers are generally accommodating (mostly school staff and/or parents)
2.25	☐ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify: one blind hill (60 South St)
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	no curbs
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☐ None ☐ Some ramps, number missing: _____ ☒ Poor condition (cracked, broken, delaminated, etc.)	both corners @ Tamarack & South have eroded - steep fall into ditch. One side covered by a metal plate for 2yrs
2.30	Poor crosswalk marking: ☒ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved: Sidewalks would solve the concerns	
2.36	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways TRL 2-1 Walkability Assessment Survey Surveyor's Name E. Haith Page 1

Where do you want to walk?

Origin (place name and address): 19 Strowbridge St T-burg * Map 1

Destination (place name and address): same (exercise loop)

General Description:

How important is this destination and route? ☒ Very important ☐ Somewhat important

Street/Route: Seneca Rd S → Frontenac → Lake St → E Main St → Washington

Segment from:

To: 3.5-4 ?

Approx. Length (mi.):

How complete is the walkway system along this route?

2.1	**General type:** 3 ☐ Sidewalk 1. ☐ Walk on the road ☐ Footpath ☐ Multi-use trail 2. ☐ Road shoulder ☐ None	Comments: 1. Seneca, Frontenac, Lake 2. Short segment of Lake 3. E. Main & Washington
2.2	**Material:** 2. ☐ Concrete ☐ Pavers ☐ Slate sidewalk ☒ Asphalt ☐ Stone-dust ☐ Gravel ☐ Dirt/grass	1. Seneca, Frontenac, Lake 2. E. Main & Washington
	***Is this a problem?* Mark problem locations on map**	
2.3	☐ No walkway exists—**go to Part 2.16**	Seneca & Frontenac/Lake
2.4	☐ Walkway missing on one side of street only (circle side missing): North (South) East West	Washington
2.5	☐ Generally too narrow (less than 6 ft.), average width (ft.):	
2.6	☐ Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	
2.7	☐ Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	
2.8	Surface too rough: ☒ Uneven pavers/bricks ☐ Gravel ☐ Grass ☐ Dirt	Washington
2.9	Poor condition: ☒ Cracked/broken ☐ Heaved ☐ Overgrown	Washington
2.10	☐ Poor drainage—puddles or debris indicate ponding during wet weather	
2.11	☒ Difficult to clear of snow due to walkway type, surface or location ☒ Does not get cleared of snow because of local practices/policies	Washington
2.12	☐ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify:
2.13	☐ Sidewalk does not continue through driveways, no. of such driveways:	
2.14	☐ No planting strip (area between sidewalk and road) or too narrow to buffer from high speed or high volume of traffic	
2.15	☐ Adult cyclists ride on sidewalk	
2.16	Traffic makes walking uncomfortable: ☐ Too much traffic ☒ Speeds too high: _____ mi./hr. Seneca, Frontenac	Straight road & good visibility encourages speeding
2.17	Driveways are high speed: ☐ Too wide ☐ Large corner radii ☐ Drivers do not yield at sidewalk	
2.18	What needs to be improved: Decent shoulder or walkway on Seneca, Lake, Frontenac. Improved enforcement of speed limit Seneca, Frontenac.	
2.19	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name E Haith Page 2

TRU 2-2

Street/Route: Seneca Rd → Frontenac/Lake → E Main St → Washington

From: 19 Strawbridge St

To: same

Approx. Length (mi.): ~ 3.5 - 4

How suitable is the walking environment?

3.1	General land use: ☐ Urban residential ☑ 3 Suburban residential ☐ 1 Rural ☑ 2 Central business district ☐ Commercial ☐ Village ☐ Industrial ☐ Natural area/park	Comments: 1. Seneca 2. E Main 3. all Washington, Frontenac, Lake, parts of remainder
3.2	☒ Is this generally a pleasant environment to walk in? ☐ Are walkways and safe crossings generally available for pedestrians?	Seneca very scenic, lake views. walkways Main & Washington ONLY

***Is this a problem?* Mark problem locations on map**

3.3	Connection missing: bridge, walkway, path/trail, other	Specify:
3.4	Not well lit: ☐ No lights ☐ One side only ☐ Oriented to road not sidewalk	Lights Main & Washington
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify: NA
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify: NA
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify: NA
3.8	☐ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed: more trash cans Main St
3.9	☐ Suspicious activity	Specify: NA
3.10	☐ Construction activities block pedestrians:	temporary only!
3.11	☐ Difficult terrain for walking—steep or long hills:	
3.12	What needs to be improved:	
3.13	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways | Walkability Assessment Survey | Surveyor's Name E Haith | Page 3

CROSSING No. TRU2-3

Street/Route: Seneca → Frontenac → Frontenac/Lake → Washington

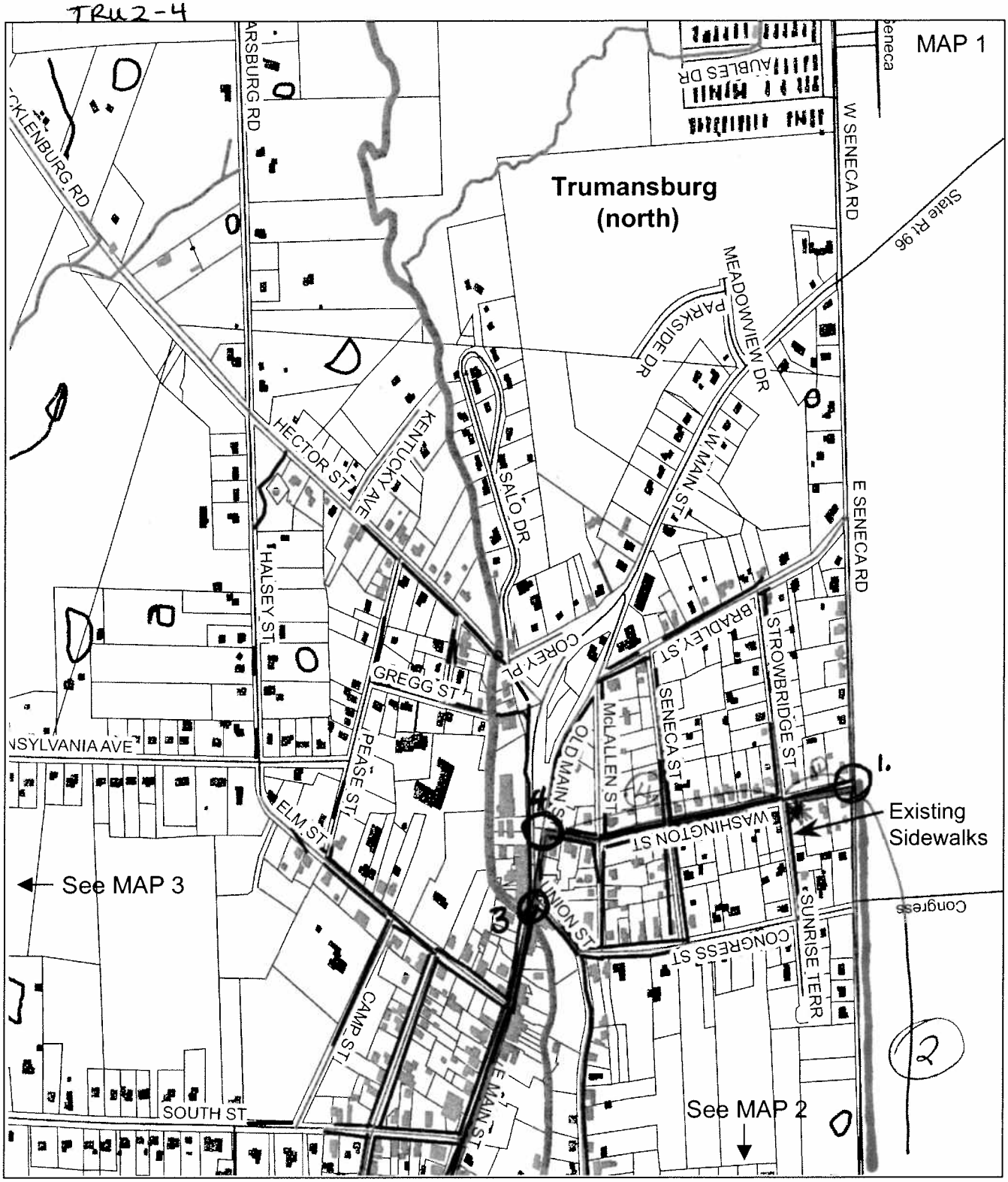
Crossing Location: 1. Washington & Seneca 2. Seneca & Frontenac

Approx. Length (mi.): 3. E. Main & Union 4. Old Main & Washington

How well do the important street crossings work?

		Comments:
2.20	Preferred crossing location: ☒ At an intersection ☐ Mid-block	
2.21	Type of traffic control: ☐ None ☐ Stop sign ☐ Yield sign ☐ Traffic signal	1. Stop sign for Washington 2. Yield sign for Seneca 3. Stop sign for Union 4. TBD after construction 5. Stop sign for Lake St.
	Is this a problem? **Mark the location of poor crossings on map**	
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	Inconsiderate drivers
2.24	Drivers behaviour inappropriate: ☒ Do not yield ☐ Speed too high ☐ Turn right or left into people crossing the street	Any intersection or crosswalk anywhere
2.25	☒ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify: Seneca Road when corn is high
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☒ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	
2.30	Poor crosswalk marking: ☒ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	1. None on Seneca, Frontenac, Lake
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/concrete/brick):	
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved: Better enforcement @ Stop/Yield signs, crosswalks. Decent shoulder on Seneca & Frontenac/Lake Streets for pedestrians.	
2.36	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

TRL2-4



Use this map to record which route, segment and street crossing is being assessed on the survey forms and add your own notes.

Mark route being surveyed on map

Mark street crossings on map

#12 Add digital photo locations

Crosswalk is very long ~ 60'

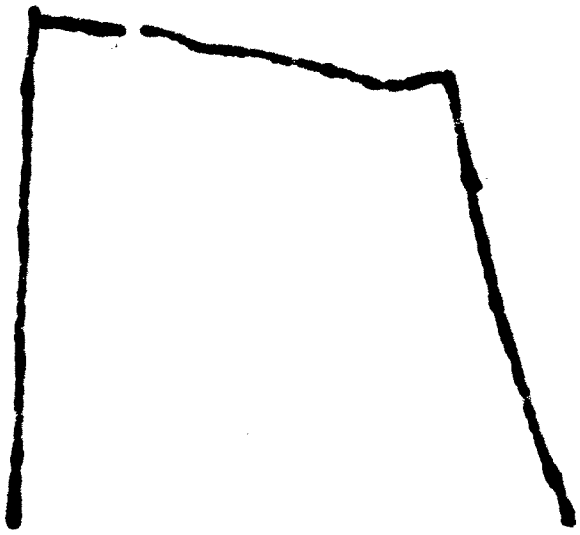
Add comments about issues, opportunities, important features

TRU 2-5

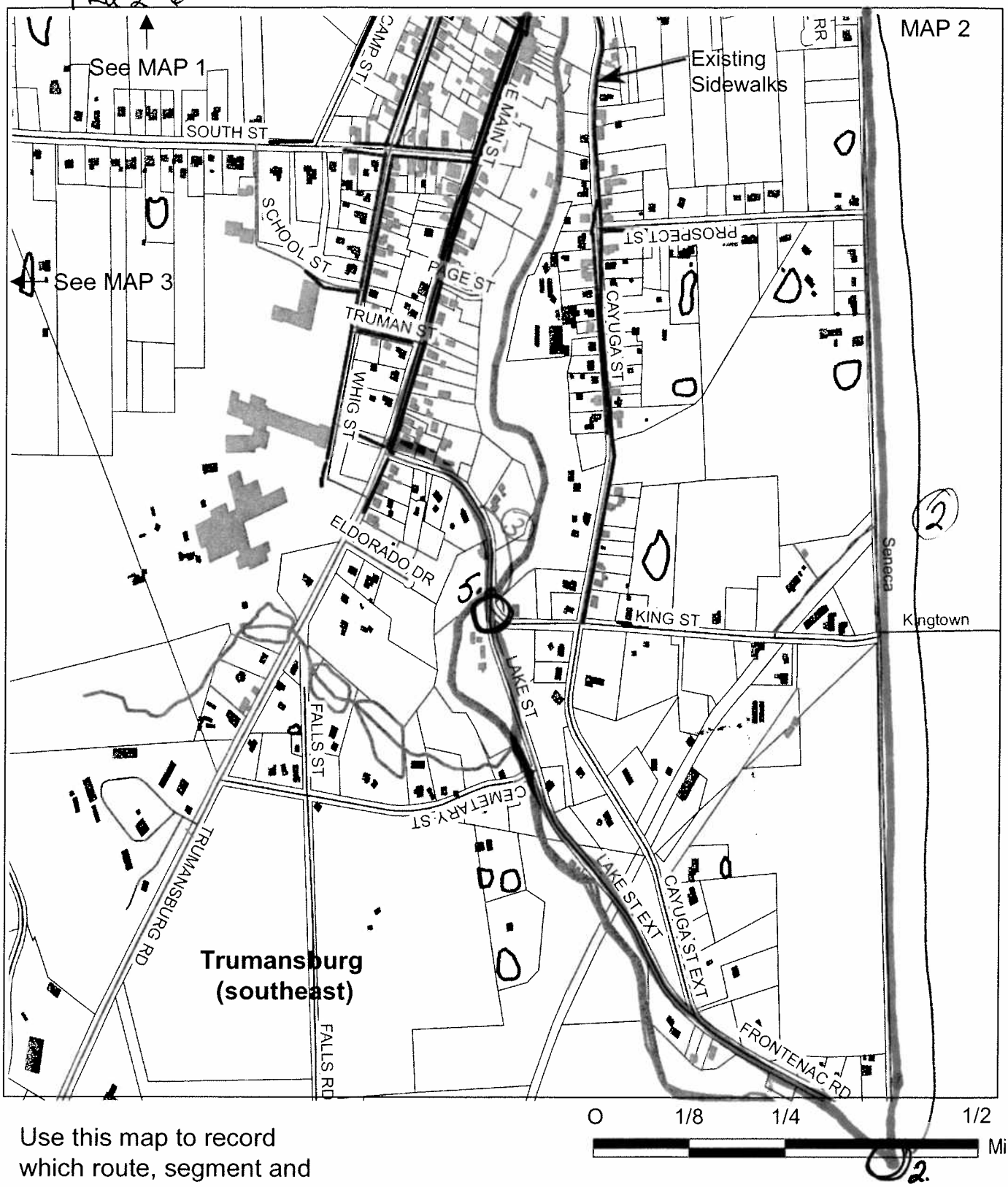
① Slate sidewalk on W side of street, in dispepair, cracked & heaved. NO sidewalk S side

② NO sidewalk, berm or other provision for walking. This is a lovely, semi-rural walk, but safety is an issue. Cars are not consistent in obeying the 30 MPH speed limit – it's a nice straightway!

④ Sidewalk along entire W side: heaved & cracked slate from Old Main to McLallen, concrete rest of the way in variable condition. Good from McLallen to Seneca, heaved & cracked from Seneca St to Seneca Rd. Edges overgrown w/ turf in most places.
Sidewalk in some spots E side of st but not continuous.



TRU 2-6



Use this map to record which route, segment and street crossing is being assessed on the survey forms and add your own notes.

Mark route being surveyed on map

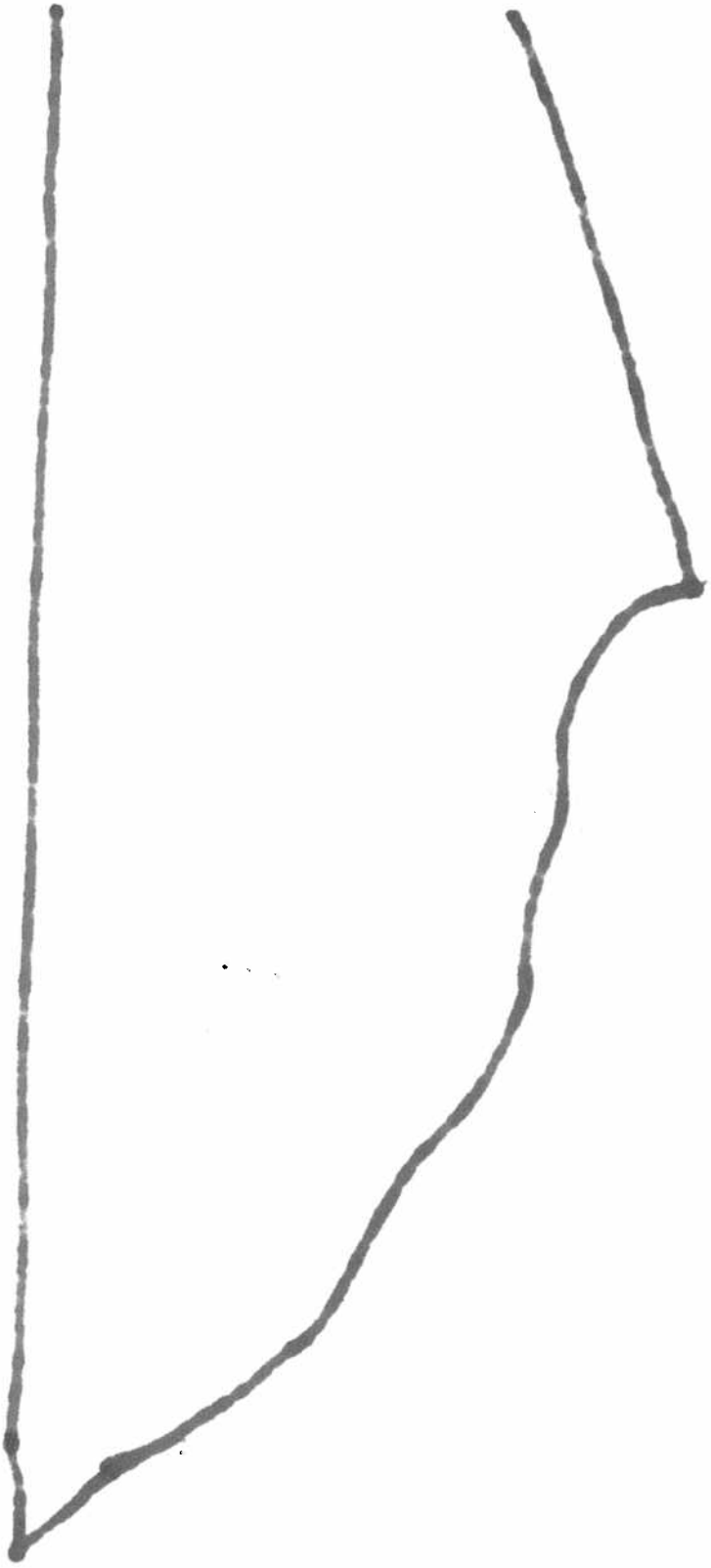
Mark street crossings on map

#12 Add digital photo locations

Crosswalk is very long ~ 60'

Add comments about issues, opportunities, important features

TRU 2-7



(3) There is a decent sidewalk on the bridge over the creek & a marked pedestrian berm for a BRIEF stretch south of the bridge; this is currently overgrown with vegetation.

TO LIBRARY

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name D. MEANS Page 1

TRU 3-1

Where do you want to walk?

Origin (place name and address): 26A Prospect St.

Destination (place name and address): Route (F)

General Description: North side of village, RURAL - village walk on streets as there are no sidewalks

How important is this destination and route? ☐ Very important ☒ Somewhat important

Street/Route: (F)

Segment from: Prospect St to Seneca Rd to King St to Cayuga St

To: going east.

Approx. Length (mi.):

How complete is the walkway system along this route?

2.1	**General type:** ☐ Sidewalk ☒ Walk on the road ☐ Footpath ☐ Multi-use trail ☐ Road shoulder ☐ None	Comments: ± 20' of good ROAD
2.2	**Material:** ☐ Concrete ☐ Pavers ☐ Slate sidewalk ☒ Asphalt ☐ Stone-dust ☐ Gravel ☐ Dirt/grass	
Is this a problem? **Mark problem locations on map**		
2.3	☒ No walkway exists—**go to Part 2.16**	
2.4	☐ Walkway missing on one side of street only (circle side missing): North South East West	
2.5	☐ Generally too narrow (less than 6 ft.), average width (ft.):	
2.6	☐ Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	
2.7	☐ Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	
2.8	Surface too rough: ☐ Uneven pavers/bricks ☐ Gravel ☐ Grass ☐ Dirt	
2.9	Poor condition: ☐ Cracked/broken ☐ Heaved ☐ Overgrown	
2.10	☐ Poor drainage—puddles or debris indicate ponding during wet weather	
2.11	☐ Difficult to clear of snow due to walkway type, surface or location ☐ Does not get cleared of snow because of local practices/policies	
2.12	☐ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify:
2.13	☐ Sidewalk does not continue through driveways, no. of such driveways:	
2.14	☐ No planting strip (area between sidewalk and road) or too narrow to buffer from high speed or high volume of traffic	
2.15	☐ Adult cyclists ride on sidewalk	
2.16	Traffic makes walking uncomfortable: ☐ Too much traffic ☐ Speeds too high: 30 mi./hr.	moderate traffic
2.17	Driveways are high speed: ☐ Too wide ☐ Large corner radii ☐ Drivers do not yield at sidewalk	Not a problem
2.18	What needs to be improved:	
2.19	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name D. MEANS Page 2

Street/Route: TRU 3-2

From:

To: (F)

Approx. Length (mi.):

How suitable is the walking environment?

3.1	General land use: ☐ Urban residential ☐ Suburban residential ☒ Rural ☐ Central business district ☐ Commercial ☒ Village ☐ Industrial ☐ Natural area/park	Comments:
3.2	☒ Is this generally a pleasant environment to walk in? yes ☐ Are walkways and safe crossings generally available for pedestrians?	marked cross walks would be helpful.

Is this a problem? **Mark problem locations on map**

3.3	Connection missing: bridge, walkway, path/trail, other	Specify:
3.4	Not well lit: ☒ No lights ☐ One side only ☐ Oriented to road not sidewalk	No lights on most of Prospect + Seneca Rd.
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify:
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify:
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify:
3.8	☒ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed: would not expect amenities in this area.
3.9	☐ Suspicious activity	Specify:
3.10	☐ Construction activities block pedestrians:	
3.11	☐ Difficult terrain for walking—steep or long hills:	
3.12	What needs to be improved: ① Better lighting on prospect (North end) ② Marked cross walks at least on Cayuga St.	
3.13	How important is it that these improvements are made? ☐ Very ☒ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name D. MEANS Page 3

TRU3-3

CROSSING No. F

Street/Route:

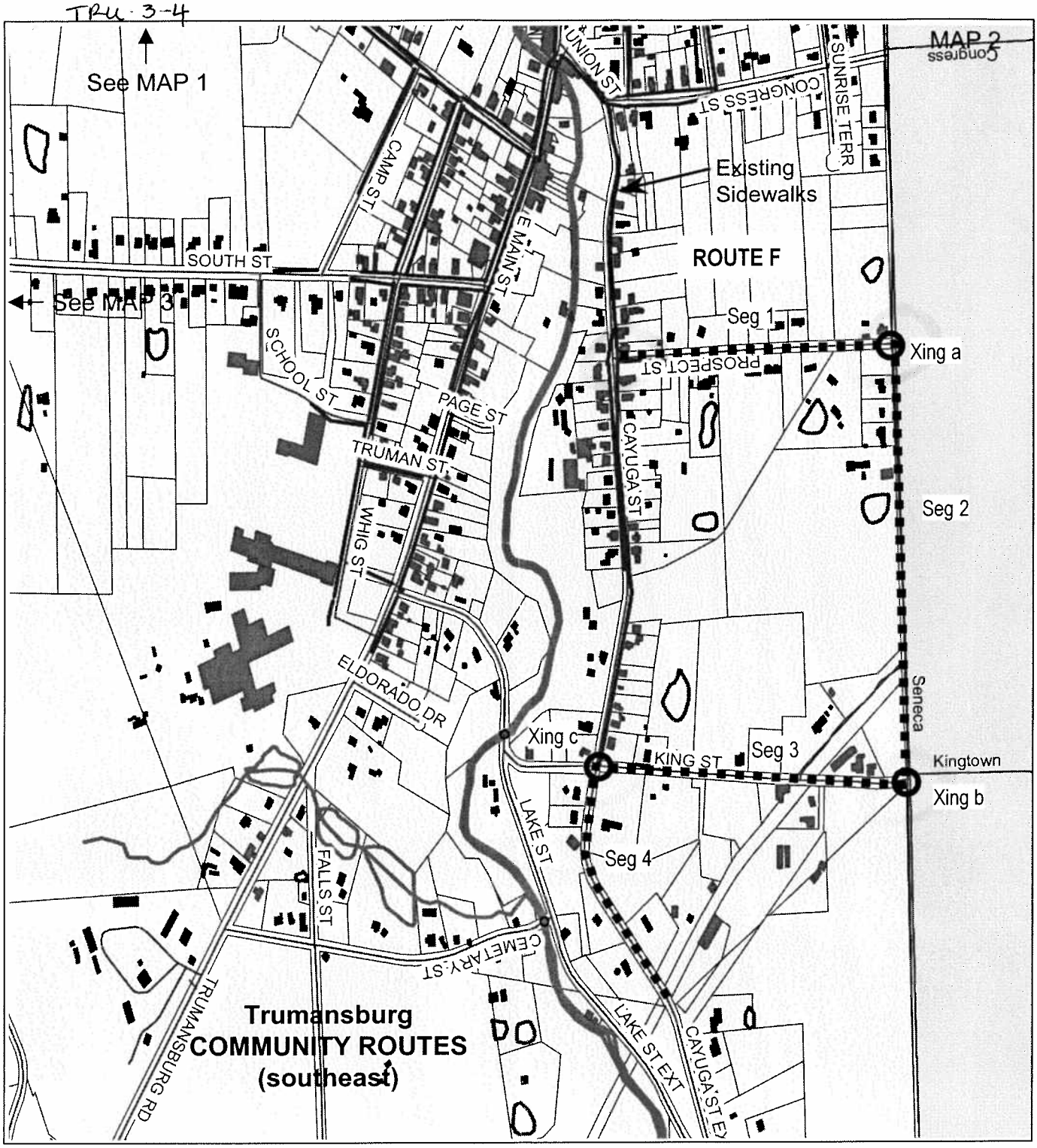
Crossing Location:

Approx. Length (mi.):

How well do the important street crossings work?

2.20	Preferred crossing location: ☒ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☐ None ☒ Stop sign ☐ Yield sign ☐ Traffic signal	—
	***Is this a problem?* Mark the location of poor crossings on map**	
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	—
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	—
2.24	Drivers behaviour inappropriate: ☐ Do not yield ☐ Speed too high ☐ Turn right or left into people crossing the street	—
2.25	☒ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify: hill + bushes @ Cayuga and King Sts is a problem
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	No curbs
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☒ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	—
2.30	Poor crosswalk marking: ☒ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	painted crosswalks would help.
2.31	☒ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	None
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	\
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	\
2.35	What needs to be improved: Paint lines to show cross walks	
2.36	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

TRU-3-4



Use this map to record which route, segment and street crossing is being assessed on the survey forms, or select your own routes and crossings, and add notes.

Community route to survey

Street crossing to survey

should have markings

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name BARBARA PAGE Page 1

TRU 4-1

Where do you want to walk?

Origin (place name and address): 41 PROSPECT ST

Destination (place name and address): BANK & MAIN + UNION ST

General Description: UNION ST IS VERY SHORT BUT IS A MAJOR PEDESTRIAN THOROUGHFARE TO THE NORTH SIDE OF VILLAGE

How important is this destination and route? ☒ Very important ☐ Somewhat important

Street/Route: PROSPECT ST → CAYUGA ST → UNION ST → MAIN ST

Segment from: PROSPECT

To: MAIN ST

Approx. Length (mi.): 1/2 MILE

How complete is the walkway system along this route?

2.1	**General type:** ☐ Sidewalk ☒ Walk on the road ☐ Footpath ☐ Multi-use trail ☐ Road shoulder ☐ None	Comments: PROSPECT - NO SIDEWALKS CAYUGA - POOR SIDEWALKS UNION - TERRIBLE SIDEWALKS
2.2	**Material:** ☒ Concrete ☐ Pavers ☒ Slate sidewalk ☐ Asphalt ☐ Stone-dust ☐ Gravel ☐ Dirt/grass	CAYUGA - SLATE EXCEPT CONCRETE NEAR INTERSECTION WITH UNION UNION - SLATE, ASPHALT, GRAVEL

Is this a problem? **Mark problem locations on map**

2.3	☐ No walkway exists—**go to Part 2.16**	
2.4	☒ Walkway missing on one side of street only (circle side missing): North (South) East West	CAYUGA ST HAS GUARDRAIL ON SOUTH SIDE BLIND CURVE.
2.5	☒ Generally too narrow (less than 6 ft.), average width (ft.):	
2.6	☐ Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	
2.7	☒ Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	UNION ST HAS GAPS WHERE NAPA HAS DRIVEWAY (60')
2.8	Surface too rough: ☒ Uneven pavers/~~bricks~~ ☐ Gravel ☐ Grass ☐ Dirt	
2.9	Poor condition: ☒ Cracked/broken ☒ Heaved ☐ Overgrown	APPLIES TO CAYUGA + UNION
2.10	☐ Poor drainage—puddles or debris indicate ponding during wet weather	
2.11	☒ Difficult to clear of snow due to walkway type, surface or location ☒ Does not get cleared of snow because of local practices/policies	APPLIES TO CAYUGA + UNION
2.12	☐ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify:
2.13	☒ Sidewalk does not continue through driveways, no. of such driveways:	NAPA PARKING LOT
2.14	☐ No planting strip (area between sidewalk and road) or too narrow to buffer from high speed or high volume of traffic	APPLIES TO CONCRETE SIDEWALK ON CAYUGA + ALSO TO UNION ST
2.15	☐ Adult cyclists ride on sidewalk	
2.16	Traffic makes walking uncomfortable: ☐ Too much traffic ☐ Speeds too high: _____ mi./hr.	
2.17	Driveways are high speed: ☒ Too wide ☐ Large corner radii ☐ Drivers do not yield at sidewalk	NAPA PARKING LOT
2.18	What needs to be improved: UNION ST NEEDS IMPROVEMENT IMMEDIATELY	
2.19	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name B PAGE Page 2

Street/Route: TRU 4-2

From: PROSPECT → CAYUGA → UNION → MAIN

To:

Approx. Length (mi.): ½ MILE

How suitable is the walking environment?

3.1	General land use: ☐ Urban residential ☑ Suburban residential ☑ Rural ☑ Central business district ☐ Commercial ☐ Village ☐ Industrial ☐ Natural area/park	Comments: WALK BEGINS WITH RURAL & ENDS UP IN CENTRAL BUSINESS DISTRICT
3.2	☐ Is this generally a pleasant environment to walk in? ☐ Are walkways and safe crossings generally available for pedestrians?	GETS WORSE AND WORSE AS APPROACH MAIN ST
Is this a problem? **Mark problem locations on map**		
3.3	Connection missing: bridge, walkway, path/trail, other UNION ST	Specify: NO SIDEWALK AT NAPA PARKING LOT -
3.4	Not well lit: ☐ No lights ☐ One side only ☐ Oriented to road not sidewalk	PROSPECT ST DOESN'T NEED LIGHTS / SUFFICIENT FROM HOUSES
3.5	☒ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify: EAST SIDE OF UNION ST
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify:
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify:
3.8	☐ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed:
3.9	☐ Suspicious activity	Specify:
3.10	☐ Construction activities block pedestrians:	
3.11	☐ Difficult terrain for walking—steep or long hills:	
3.12	What needs to be improved: FIX UP AT LEAST THE EAST SIDE OF UNION ST	
3.13	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

TRU 4-3

CROSSING No. _____

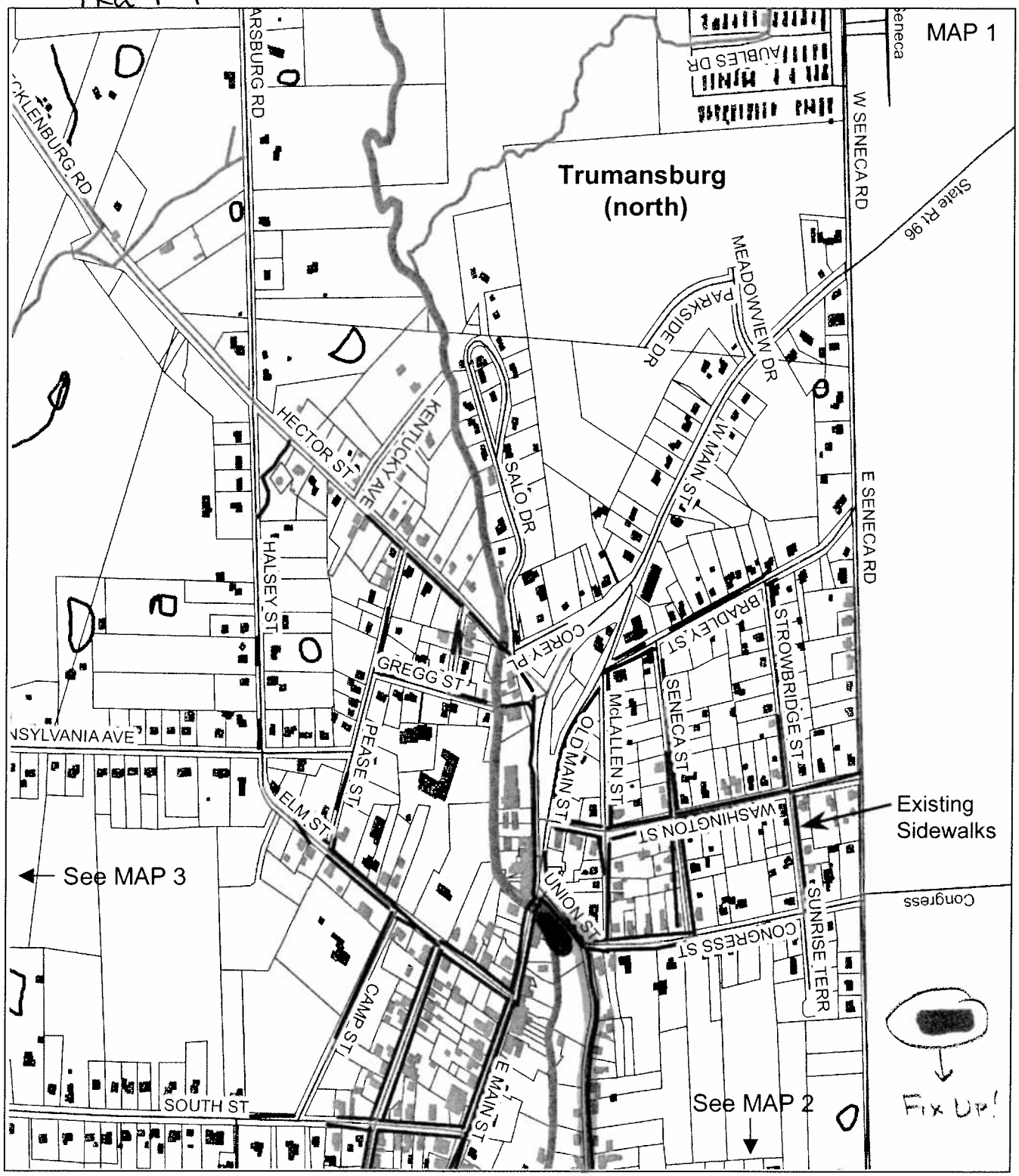
Street/Route: _____

Crossing Location: _____

Approx. Length (mi.):

How well do the important street crossings work?		
2.20	Preferred crossing location: ☐ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☐ None ☐ Stop sign ☐ Yield sign ☐ Traffic signal	
Is this a problem? **Mark the location of poor crossings on map**		
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☐ Do not yield ☐ Speed too high ☐ Turn right or left into people crossing the street	
2.25	☐ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify:
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☐ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	
2.30	Poor crosswalk marking: ☐ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved:	
2.36	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

TRu 4-4



Use this map to record which route, segment and street crossing is being assessed on the survey forms and add your own notes.

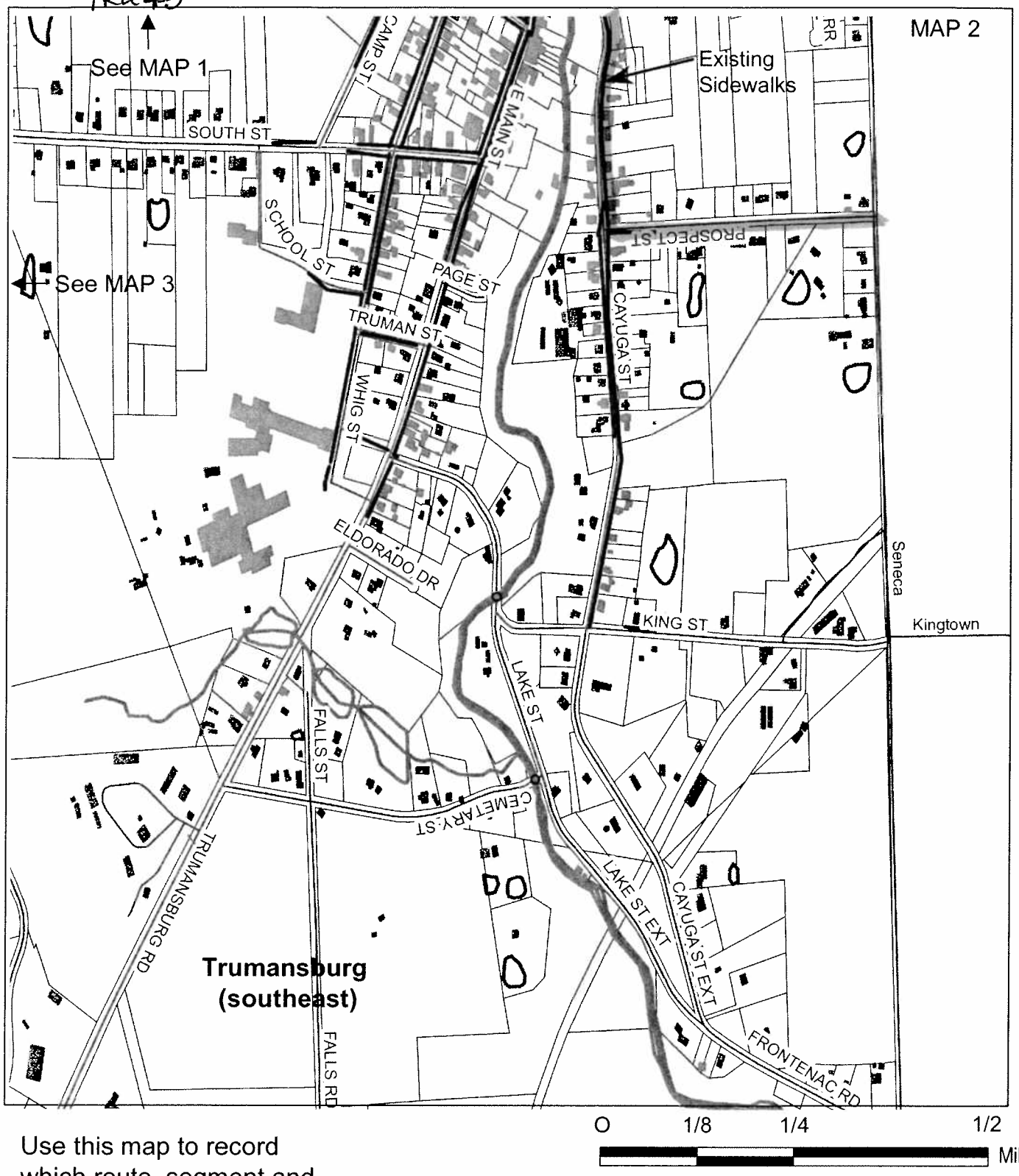
Mark route being surveyed on map

Mark street crossings on map

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

TRU45



Use this map to record which route, segment and street crossing is being assessed on the survey forms and add your own notes.

Mark route being surveyed on map

Mark street crossings on map

#12

Add digital photo locations

Crosswalk is very long ~ 60'

Add comments about issues, opportunities, important features

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

TRU 5-1

Where do you want to walk?

Origin (place name and address): Seneca St. T'burg

Destination (place name and address): Frontenac T'burg

General Description: road from 96 to Frontenac

How important is this destination and route? ☑ Very important ☐ Somewhat important

Street/Route:

Segment from: Rte 96

To: Rte 89

Approx. Length (mi.): 1.2 mile or more

How complete is the walkway system along this route?

2.1	**General type:** ☐ Sidewalk ☒ Walk on the road ☐ Footpath ☐ Multi-use trail ☐ Road shoulder ☐ None	Comments:
2.2	**Material:** ☒ Concrete ☐ Pavers ☐ Slate sidewalk ☐ Asphalt ☐ Stone-dust ☐ Gravel ☐ Dirt/grass	
	***Is this a problem?* Mark problem locations on map**	
2.3	☒ No walkway exists—**go to Part 2.16**	
2.4	☐ Walkway missing on one side of street only (circle side missing): North South East West	
2.5	☐ Generally too narrow (less than 6 ft.), average width (ft.):	
2.6	☐ Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	
2.7	☐ Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	
2.8	Surface too rough: ☐ Uneven pavers/bricks ☐ Gravel ☐ Grass ☐ Dirt	
2.9	Poor condition: ☐ Cracked/broken ☐ Heaved ☐ Overgrown	
2.10	☐ Poor drainage—puddles or debris indicate ponding during wet weather	?
2.11	☐ Difficult to clear of snow due to walkway type, surface or location ☑ Does not get cleared of snow because of local practices/policies	
2.12	☐ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify:
2.13	☐ Sidewalk does not continue through driveways, no. of such driveways:	
2.14	☒ No planting strip (area between sidewalk and road) or too narrow to buffer from high speed or high volume of traffic	
2.15	☐ Adult cyclists ride on sidewalk	
2.16	Traffic makes walking uncomfortable: ☐ Too much traffic ☒ Speeds too high: _____ mi./hr.	– just some drivers
2.17	Driveways are high speed: ☐ Too wide ☐ Large corner radii ☐ Drivers do not yield at sidewalk	
2.18	What needs to be improved: would be great to have a walking path	
2.19	How important is it that these improvements are made? ☐ Very ☑ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name ________________ Page ______

TRU 5-2

Street/Route:

From: ~~South St~~ Seneca /
To: ~~Pennsylvania Ave~~ Frontenac / Rt 89
Approx. Length (mi.):

How suitable is the walking environment?

3.1	General land use: ☐ Urban residential ☐ Suburban residential ☑ Rural ☐ Central business district ☐ Commercial ☐ Village ☐ Industrial ☐ Natural area/park	Comments:
3.2	☑ Is this generally a pleasant environment to walk in? ☐ Are walkways and safe crossings generally available for pedestrians?	quiet & safe
Is this a problem? **Mark problem locations on map**		
3.3	Connection missing: bridge, (walkway), (path/trail), other	Specify:
3.4	(Not well lit:) ☐ No lights ☐ One side only ☐ Oriented to road not sidewalk	
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify: parts
3.6	☐ Unpleasant natural environment: no or (few shade trees), no flowers/plants, wild animals or loose dogs, etc.	Specify:
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify:
3.8	☑ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed:
3.9	☐ Suspicious activity	Specify:
3.10	☐ Construction activities block pedestrians:	
3.11	☐ Difficult terrain for walking—steep or long hills:	
3.12	What needs to be improved: would be good to have pathway	
3.13	How important is it that these improvements are made? ☐ Very ☑ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

TRU 5-3

CROSSING No.

Street/Route:

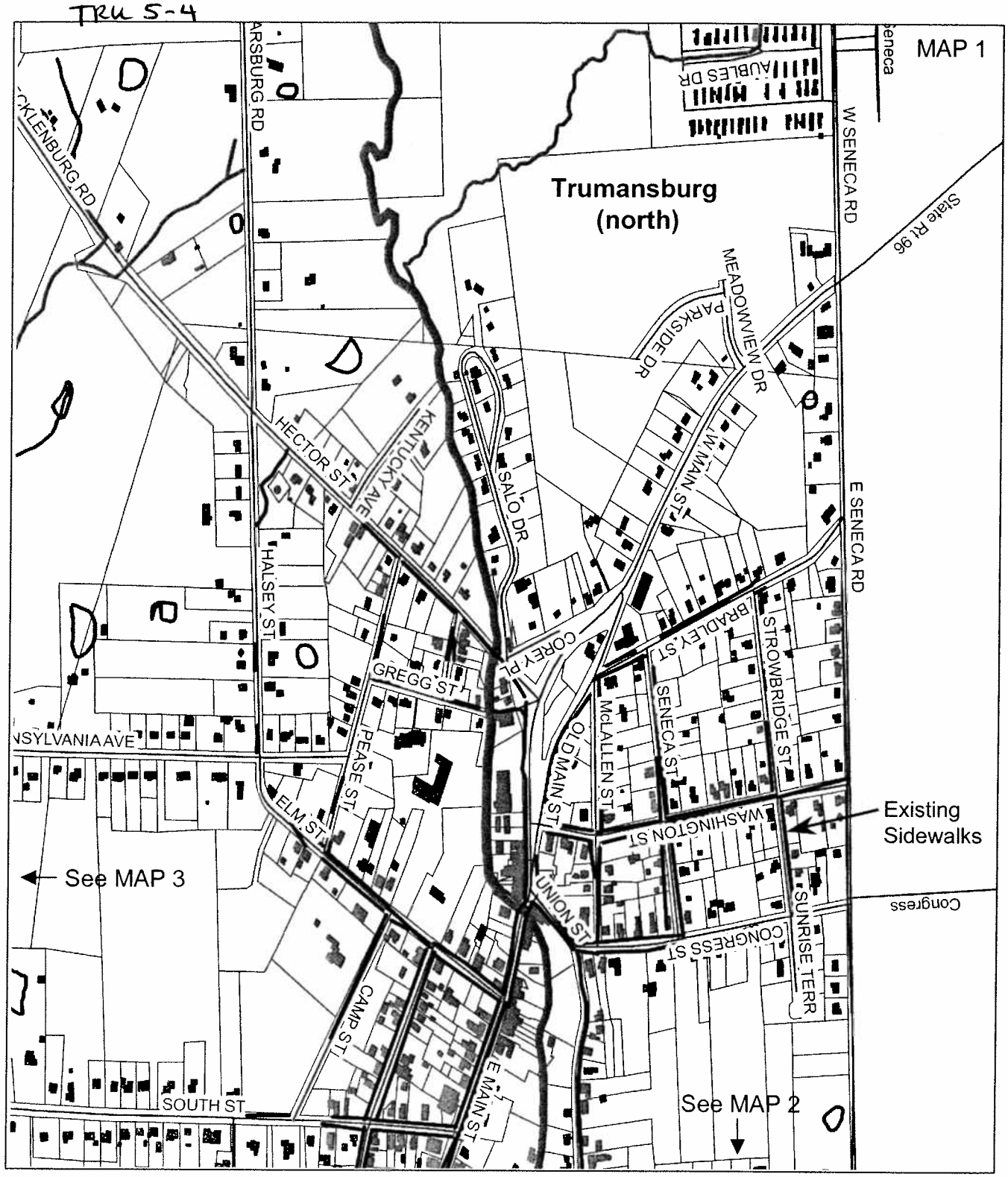
Crossing Location: ~~Seneca (Rue du)~~ → Seneca/King St

Approx. Length (mi.):

How well do the important street crossings work?

2.20	Preferred crossing location: ☐ ~~At~~ an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☐ None ☒ Stop sign ☐ Yield sign ☐ Traffic signal	
Is this a problem? **Mark the location of poor crossings on map**		
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☐ Do not yield ☒ ~~Speed too high~~ ☐ Turn right or left into people crossing the street	
2.25	☐ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify:
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	None present
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☐ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	
2.30	Poor crosswalk marking: ☒ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved:	
2.36	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

TRU 5-4



Use this map to record which route, segment and street crossing is being assessed on the survey forms and add your own notes.

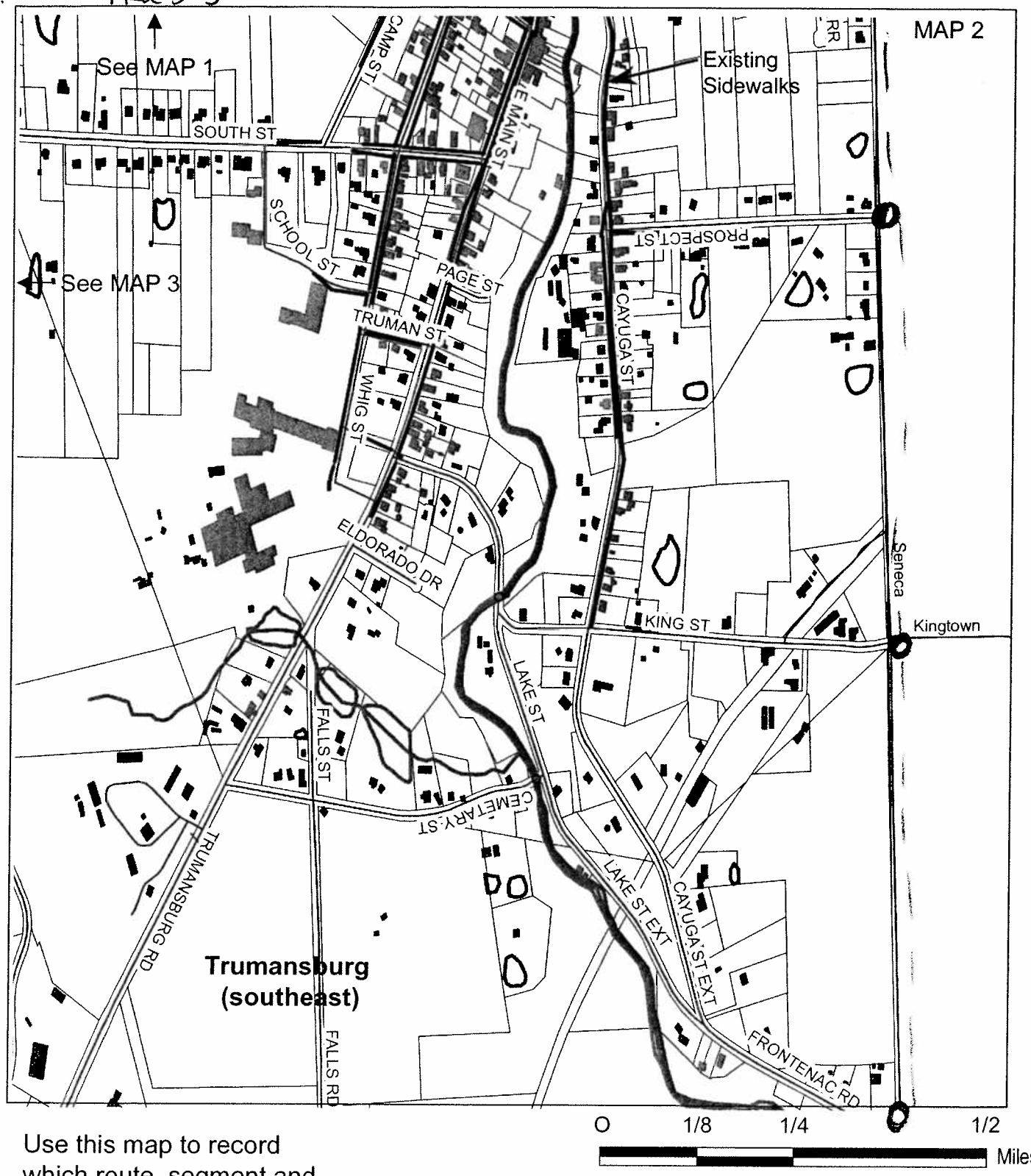
Mark route being surveyed on map

Mark street crossings on map

#12 Add digital photo locations

Crosswalk is very long ~ 60' Add comments about issues, opportunities, important features

TRU 5-5



Use this map to record which route, segment and street crossing is being assessed on the survey forms and add your own notes.

Mark route being surveyed on map

Mark street crossings on map

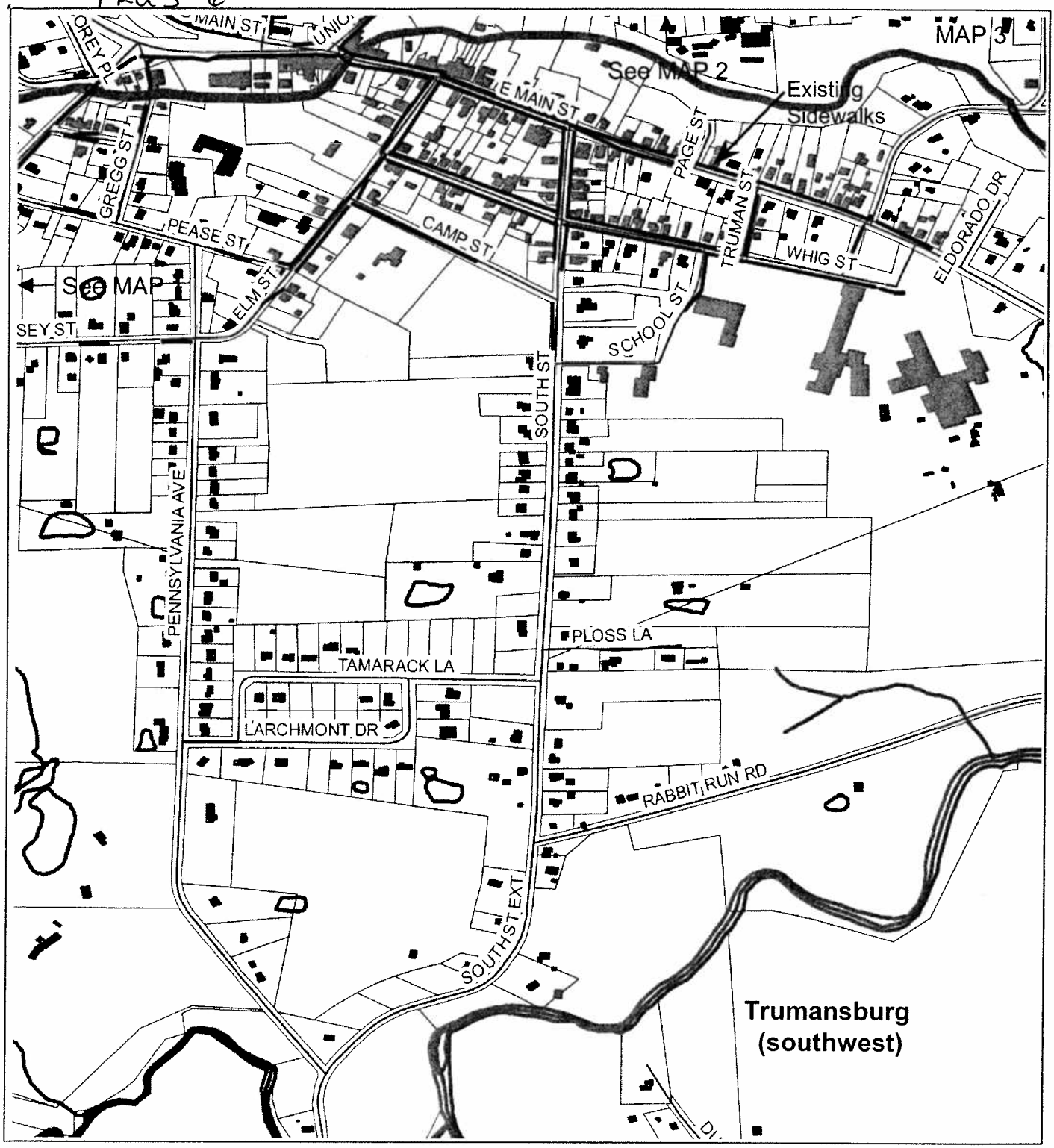
#12

Add digital photo locations

Crosswalk is very long ~ 60'

Add comments about issues, opportunities, important features

TRUS-6



Use this map to record which route, segment and street crossing is being assessed on the survey forms and add your own notes.

O 1/8 1/4 1/2 Miles

Mark route being surveyed on map

Mark street crossings on map

#12 Add digital photo locations

Crosswalk is very long ~ 60'

Add comments about issues, opportunities, important features

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name: Helen Alford Page 1

TRUE-1

Where do you want to walk?

Origin (place name and address): 4365 Seneca Rd.

Destination (place name and address): Post office - Main St.

General Description:

How important is this destination and route? [X] Very important [ ] Somewhat important

Street/Route: 4365 Seneca Rd to Rte. 96 Walk in road

Segment from: 1-4

To: Rte 96 Heath St.

Approx. Length (mi.): 1/2 mi

How complete is the walkway system along this route?

2.1	**General type:** [ ] Sidewalk [X] Walk on the road [ ] Footpath [ ] Multi-use trail [X] Road shoulder [ ] None	Comments: No sidewalks
2.2	**Material:** [ ] Concrete [ ] Pavers [ ] Slate sidewalk [X] Asphalt [ ] Stone-dust [ ] Gravel [ ] Dirt/grass	More room for shoulder on South side.

***Is this a problem?* Mark problem locations on map**

2.3	[X] No walkway exists—go to Part 2.16	
2.4	[ ] Walkway missing on one side of street only (circle side missing): North South East West	
2.5	[ ] Generally too narrow (less than 6 ft.), average width (ft.):	
2.6	[ ] Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	
2.7	[ ] Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	
2.8	Surface too rough: [ ] Uneven pavers/bricks [ ] Gravel [ ] Grass [ ] Dirt	
2.9	Poor condition: [ ] Cracked/broken [ ] Heaved [ ] Overgrown	
2.10	[ ] Poor drainage—puddles or debris indicate ponding during wet weather	
2.11	[ ] Difficult to clear of snow due to walkway type, surface or location [ ] Does not get cleared of snow because of local practices/policies	
2.12	[ ] Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify:
2.13	[ ] Sidewalk does not continue through driveways, no. of such driveways:	
2.14	[ ] No planting strip (area between sidewalk and road) or too narrow to buffer from high speed or high volume of traffic	
2.15	[ ] Adult cyclists ride on sidewalk	
X 2.16	Traffic makes walking uncomfortable: [X] Too much traffic [ ] Speeds too high: _____ mi./hr.	Hard to walk in roadway.
2.17	Driveways are high speed: [X] Too wide [ ] Large corner radii [ ] Drivers do not yield at sidewalk	No Crosswalk at Meadowview
2.18	What needs to be improved: Sidewalk all the way from Rt Seneca Rd to Heath St. with crosswalk at Meadowview Dr.	
2.19	How important is it that these improvements are made? [X] Very [ ] Somewhat [ ] Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name: Helen Alford Page 2

Street/Route: TRU 6-2

From:

To:

Approx. Length (mi.):

How suitable is the walking environment?		
3.1	General land use: ☐ Urban residential ☒ Suburban residential ☐ Rural ☐ Central business district ☐ Commercial ☐ Village ☐ Industrial ☐ Natural area/park	Comments: Many curb cuts @ Meadow View
3.2	☒ Is this generally a pleasant environment to walk in? ☐ Are walkways and safe crossings generally available for pedestrians?	This is a pleasant walk Needs more lighting toward Seneca Rd.
***Is this a problem?* Mark problem locations on map**		
3.3	Connection missing: bridge, walkway, path/trail, other	Specify:
3.4	Not well lit: ☒ No lights ☐ One side only ☐ Oriented to road not sidewalk	No light from Seneca Rd until 9th W Main St.
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify:
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify:
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify:
3.8	☒ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed: Benches would be nice. Maybe some nice plantings or trees
3.9	☐ Suspicious activity	Specify:
3.10	☐ Construction activities block pedestrians:	
3.11	☐ Difficult terrain for walking—steep or long hills:	
3.12	What needs to be improved: Needs sidewalk and additional lighting	
3.13	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name: Helen Alford Page 3

TRU 6-3

CROSSING No.

Street/Route:

Crossing Location:

Approx. Length (mi.):

How well do the important street crossings work?		
2.20	Preferred crossing location: ☐ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☐ None ☐ Stop sign ☐ Yield sign ☐ Traffic signal	
	***Is this a problem?* Mark the location of poor crossings on map**	Sig. #4 Hecla St.
2.22	☐ Crossing too long—length: 60 ft. Number of lanes: 2	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☒ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☐ Do not yield ☐ Speed too high ☒ Turn right or left into people crossing the street	
2.25	☒ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify: Signs and vegetation
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	2 curb ramps under construction
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☐ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	Proposed
2.30	Poor crosswalk marking: ☒ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/concrete/brick):	If vegetation cleared better visibility
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved: Need clear entrance to park, signs and crosswalks	
2.36	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

Sidewalk along Corey Rd NB to meet sidewalk along 96

Stantec Northeast Greenways TRL 7-1 Walkability Assessment Survey Surveyor's Name Scott Dawson Page 1

Where do you want to walk?

Origin (place name and address): 113 Larchmont Drive

Destination (place name and address): Main Street

General Description: This is how our kids walk to school, and how we walk to church

How important is this destination and route? ☒ Very important ☐ Somewhat important

Street/Route: Larchmont Drive to

Segment from: Tamarack Lane → South Street

To:

Approx. Length (mi.):

How complete is the walkway system along this route?

					Comments:
2.1	**General type:**				
	☐ Sidewalk	☒ Walk on the road	☐ Footpath		no shoulder, no sidewalk
	☐ Multi-use trail	☐ Road shoulder	☐ None		
2.2	**Material:**	☐ Concrete	☐ Pavers		
	☐ Slate sidewalk	☐ Asphalt	☐ Stone-dust		
	☐ Gravel	☐ Dirt/grass			

***Is this a problem?* Mark problem locations on map**

2.3	☒ No walkway exists—**go to Part 2.16**	
2.4	☐ Walkway missing on one side of street only (circle side missing): North South East West	
2.5	☐ Generally too narrow (less than 6 ft.), average width (ft.):	
2.6	☐ Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	
2.7	☐ Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	
2.8	Surface too rough: ☐ Uneven pavers/bricks ☐ Gravel ☐ Grass ☐ Dirt	
2.9	Poor condition: ☐ Cracked/broken ☐ Heaved ☐ Overgrown	
2.10	☐ Poor drainage—puddles or debris indicate ponding during wet weather	
2.11	☐ Difficult to clear of snow due to walkway type, surface or location ☐ Does not get cleared of snow because of local practices/policies	
2.12	☐ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify:
2.13	☐ Sidewalk does not continue through driveways, no. of such driveways:	
2.14	☐ No planting strip (area between sidewalk and road) or too narrow to buffer from high speed or high volume of traffic	
2.15	☐ Adult cyclists ride on sidewalk	
2.16	Traffic makes walking uncomfortable: ☒ Too much traffic ☒ Speeds too high: 35-40 mi./hr.	cars often must stop to go around pedestrians
2.17	Driveways are high speed: ☐ Too wide ☐ Large corner radii ☐ Drivers do not yield at sidewalk	
2.18	What needs to be improved: Sidewalk on at least one side	
2.19	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page 2

TRU 7-2

Street/Route:

From:

To:

Approx. Length (mi.):

How suitable is the walking environment?

3.1	General land use: ☐ Urban residential ☒ Suburban residential ☐ Rural ☐ Central business district ☐ Commercial ☒ Village ☐ Industrial ☐ Natural area/park	Comments:
3.2	☒ Is this generally a pleasant environment to walk in? N/D ☐ Are walkways and safe crossings generally available for pedestrians?	
Is this a problem? **Mark problem locations on map**		
3.3	Connection missing: bridge, walkway, path/trail, other	Specify:
3.4	Not well lit: ☐ No lights ☐ One side only ☐ Oriented to road not sidewalk	
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify:
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify:
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify:
3.8	☐ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed:
3.9	☐ Suspicious activity	Specify:
3.10	☐ Construction activities block pedestrians:	
3.11	☐ Difficult terrain for walking—steep or long hills:	
3.12	What needs to be improved:	
3.13	How important is it that these improvements are made? ☐ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page 3

TRL 7-3

CROSSING No. _____

Street/Route: _____

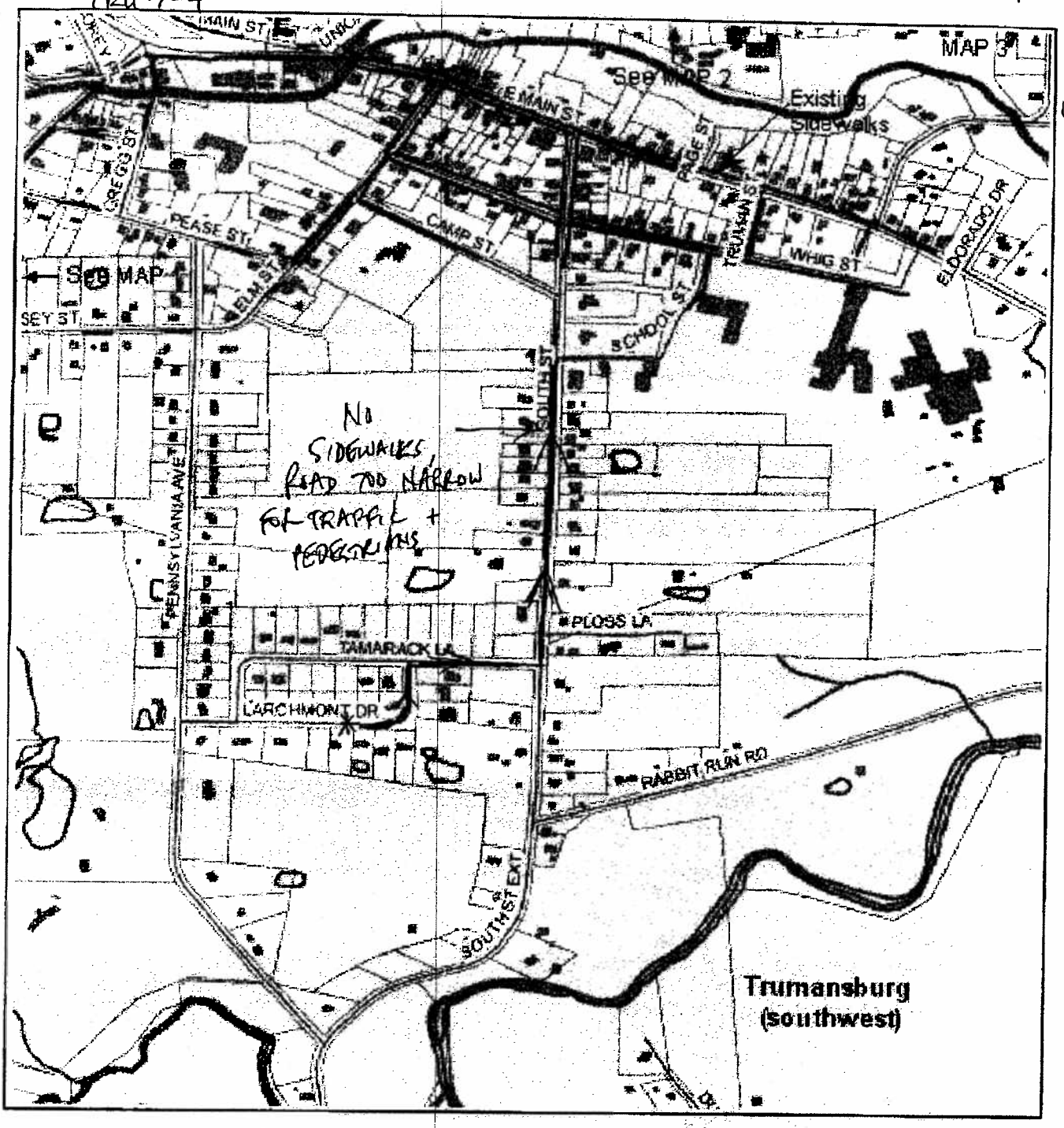
Crossing Location: _____

Approx. Length (mi.): _____

How well do the important street crossings work?

2.20	Preferred crossing location: ❑ At an intersection ❑ Mid-block	Comments:
2.21	Type of traffic control: ❑ None ❑ Stop sign ❑ Yield sign ❑ Traffic signal	
	***Is this a problem?* Mark the location of poor crossings on map**	
2.22	❑ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ❑ Speed too high: _____ mi./hr. ❑ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ❑ Do not yield ❑ Speed too high ❑ Turn right or left into people crossing the street	
2.25	❑ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify:
2.26	Curb ramps missing: ❑ All corners ❑ Some corners, number missing:	
2.27	Curb ramps in poor condition: ❑ Cracked/broken ❑ Heaved	
2.28	❑ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ❑ None ❑ Some ramps, number missing: _____ ❑ Poor condition (cracked, broken, delaminated, etc.)	
2.30	Poor crosswalk marking: ❑ None ❑ Worn ❑ Not lined up with curb ramps ❑ Uneven ❑ Slippery	
2.31	❑ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	
2.32	If traffic signal: **(If no traffic signal, go to Part 2.35)** ❑ Wait time too long: _____ sec. ❑ Crossing time too short: _____ sec. ❑ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ❑ Not present but needed ❑ Not functioning properly ❑ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ❑ Not present ❑ Not functioning properly ❑ Push button cannot be located by audible tone	
2.35	What needs to be improved:	
2.36	How important is it that these improvements are made? ❑ Very ❑ Somewhat ❑ Not very important	

TRU 7-4



Use this map to record which route, segment and street crossing is being assessed on the survey forms and add your own notes.

- Mark route being surveyed on map
- Mark street crossings on map
- #12 — Add digital photo locations
- Crosswalk is very long ~ 60' — Add comments about issues, opportunities, important features

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Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name KISSICOFF Page 1

TRU 84

Where do you want to walk?

Origin (place name and address): 55 South St Trumansburg 14886

Destination (place name and address):

General Description: Loop walk from my house to downtown tburg then home.

How important is this destination and route? ☒ Very important ☐ Somewhat important

Street/Route:

Segment from:

To:

Approx. Length (mi.): ~2

How complete is the walkway system along this route?

2.1	**General type:** ☒ Sidewalk ☒ Walk on the road ☐ Footpath ☐ Multi-use trail ☒ Road shoulder ☐ None	Comments: Sidewalks only extend from 96 to Main Camp St (on south)
2.2	**Material:** ☒ Concrete ☐ Pavers ☒ Slate sidewalk ☒ Asphalt ☐ Stone-dust ☒ Gravel ☒ Dirt/grass	
Is this a problem? **Mark problem locations on map**		
2.3	☒ No walkway exists—**go to Part 2.16**	
2.4	☐ Walkway missing on one side of street only (circle side missing): North South East West	
2.5	☐ Generally too narrow (less than 6 ft.), average width (ft.):	
2.6	☐ Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	
2.7	☐ Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	
2.8	Surface too rough: ☐ Uneven pavers/bricks ☐ Gravel ☐ Grass ☐ Dirt	
2.9	Poor condition: ☐ Cracked/broken ☐ Heaved ☐ Overgrown	
2.10	☐ Poor drainage—puddles or debris indicate ponding during wet weather	
2.11	☐ Difficult to clear of snow due to walkway type, surface or location ☒ Does not get cleared of snow because of local practices/policies	South St from 96 – library property line often unplowed
2.12	☒ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify: people park across sidewalks
2.13	☐ Sidewalk does not continue through driveways, no. of such driveways:	
2.14	☒ No planting strip (area between sidewalk and road) or too narrow to buffer from high speed or high volume of traffic	
2.15	☒ Adult cyclists ride on sidewalk	
2.16	Traffic makes walking uncomfortable: ☐ Too much traffic ☒ Speeds too high: 50 mi./hr. In 30 mph zone	
2.17	Driveways are high speed: ☐ Too wide ☐ Large corner radii ☒ Drivers do not yield at sidewalk	
2.18	What needs to be improved: Speed enforcement, calming on South St – 2 Daycare centers in 1 block Radius – no "children at play" signs	
2.19	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name Knight Page 2

Street/Route: TRL 8-2

From:

To:

Approx. Length (mi.):

How suitable is the walking environment?

3.1	General land use: ☐ Urban residential ☒ Suburban residential ☐ Rural ☒ Central business district ☐ Commercial ☒ Village ☐ Industrial ☐ Natural area/park	Comments:
3.2	☑ Is this generally a pleasant environment to walk in? ☑ Are walkways and safe crossings generally available for pedestrians?	Yes - but traffic does not stop often as despite marked crossings + signs.

***Is this a problem?* Mark problem locations on map**

3.3	Connection missing: bridge, walkway, path/trail, other	Specify:
3.4	Not well lit: ☐ No lights ☐ One side only ☐ Oriented to road not sidewalk	
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify:
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify:
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify:
3.8	☐ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed:
3.9	☐ Suspicious activity	Specify:
3.10	☒ Construction activities block pedestrians:	Main st project makes it impossible to walk w/ baby stroller
3.11	☐ Difficult terrain for walking—steep or long hills:	
3.12	What needs to be improved: Police enforcement of speed limits + especially crosswalk - cars don't stop!	
3.13	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways — Walkability Assessment Survey — Surveyor's Name Kisloff — Page 3

TRU 8-3

CROSSING No.

Street/Route: 96 - main St Fburg -

Crossing Location: crossings at south, elm, NAPA, bank, Roundabout, farmers market

Approx. Length (mi.):

How well do the important street crossings work?

2.20	Preferred crossing location: ☒ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☒ None ☐ Stop sign ☐ Yield sign ☐ Traffic signal	
	Is this a problem? **Mark the location of poor crossings on map**	
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☒ Do not yield ☒ Speed too high ☒ Turn right or left into people crossing the street	
2.25	☒ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify: Tree at south + 96 makes it hard to see traffic from south of 96
2.26	Curb ramps missing: ☐ All corners ☒ Some corners, number missing: _____	even at marked crosswalks!
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☐ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	
2.30	Poor crosswalk marking: ☐ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved: Maybe a pedestrian actuated traffic light? at gimme coffee intersection + south + 96 intersection	
2.36	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Town of Ulysses

North

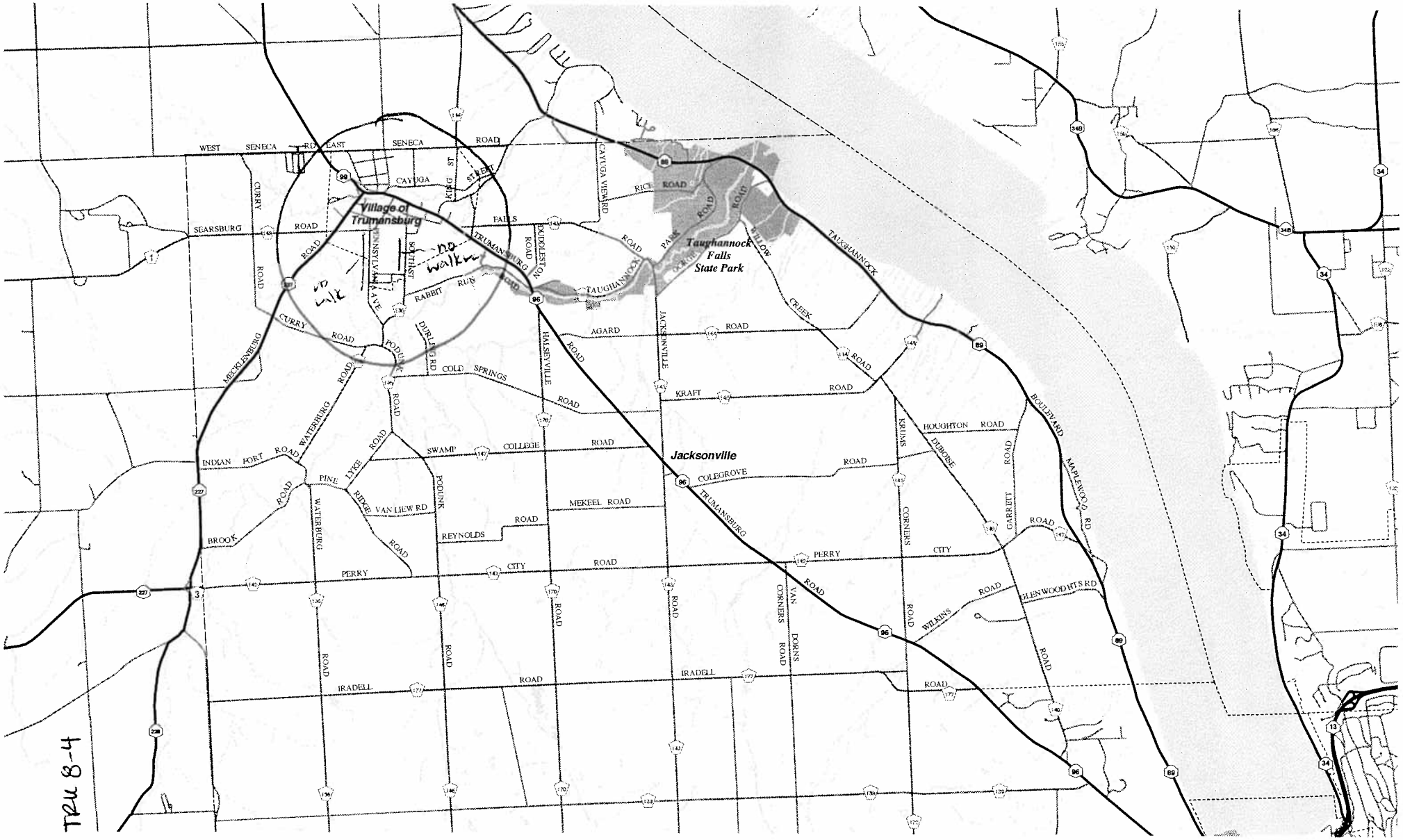
New York State Plane Central
1983 North American Datum

1:48000
One Inch represents 4000 Feet

2000 0 2000 4000 Feet
500 0 500 1000 Meters

Tompkins County
Information Technology Services
GIS Division

CountyHuys.apr
01/13/2000



TPW 8-4

Cornell University
International Students and Scholars Office
B-50 Caldwell Hall
Ithaca, New York 14853-2602

Fax Transmittal Cover Sheet

Date: 10/12/06

Total Number of Pages Including Cover Sheet: 4

To:

Name: Tompkins Co. Planning Dept.

Office: _____

Fax #: 274-5572

From:

Name: Resident of Village (Trumansburg)

Remarks: Assessment Survey.

If you do not receive the total number of pages indicated at the top of this cover sheet, or if the fax you receive is in some way illegible, please call the ISSO at 607-255-5243.

Stantec Northeast Greenways TRU 9-1 Walkability Assessment Survey Surveyor's Name _____ Page _____

Where do you want to walk?

Origin (place name and address): Home - 40 Cemetery Rd. Trumansburg

Destination (place name and address): Trumansburg School - 100 Whig Street, Trumansburg

General Description: Up Lake St to Rte. 96 - S. Rte 96 to Cemetery St - down Cemetery St to intersection of Lake St.

How important is this destination and route? ☑ Very important ☐ Somewhat important

Street/Route: Cemetery Rd N to W Lake St, Across Rte. 96

Segment from: Cemetery Rd

To: Lake Street, Main St. (Rte. 96)

Approx. Length (mi.): 1 mile

How complete is the walkway system along this route?

2.1	**General type:** ☐ Sidewalk ☑ Walk on the road ☐ Footpath ☐ Multi-use trail ☐ Road shoulder ☐ None	Comments:
2.2	**Material:** ☐ Concrete ☐ Pavers ☐ Slate sidewalk ☑ Asphalt ☐ Stone-dust ☐ Gravel ☐ Dirt/grass	
	***Is this a problem?* Mark problem locations on map**	
2.3	☑ No walkway exists—**go to Part 2.16**	
2.4	☐ Walkway missing on one side of street only (circle side missing): North South East West	
2.5	☐ Generally too narrow (less than 6 ft.), average width (ft.):	
2.6	☐ Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	
2.7	☐ Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	
2.8	Surface too rough: ☐ Uneven pavers/bricks ☐ Gravel ☐ Grass ☐ Dirt	
2.9	Poor condition: ☐ Cracked/broken ☐ Heaved ☐ Overgrown	
2.10	☐ Poor drainage—puddles or debris indicate ponding during wet weather	
2.11	☐ Difficult to clear of snow due to walkway type, surface or location ☐ Does not get cleared of snow because of local practices/policies	
2.12	☐ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify:
2.13	☐ Sidewalk does not continue through driveways, no. of such driveways:	
2.14	☐ No planting strip (area between sidewalk and road) or too narrow to buffer from high speed or high volume of traffic	
2.15	☐ Adult cyclists ride on sidewalk	
2.16	Traffic makes walking uncomfortable: ☑ Too much traffic ☑ Speeds too high: 35-45 mi./hr. (20MI ZONE)	
2.17	Driveways are high speed: ☐ Too wide ☐ Large corner radii ☐ Drivers do not yield at sidewalk	
2.18	What needs to be improved: SIDEWALK NEEDS TO BE INSTALLED FROM THE TOP OF LAKE STREET (intersect w/ Rte. 96) down to Cemetery Rd. Area for walkers and track students to go up and down Cemetery Rd.	
2.19	How important is it that these improvements are made? ☑ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

Street/Route: TRU 9-2

From:

To:

Approx. Length (mi.):

How suitable is the walking environment?		
3.1	General land use: ☐ Urban residential ☐ Suburban residential ☐ Rural ☐ Central business district ☐ Commercial ☑ Village ☐ Industrial ☐ Natural area/park	Comments:
3.2	☐ Is this generally a pleasant environment to walk in? ☐ Are walkways and safe crossings generally available for pedestrians?	Pleasant Area - No walkways or safe crossings
***Is this a problem?* Mark problem locations on map**		
3.3	Connection missing: bridge, walkway, path/trail, other	Specify: SIDEWALK or walkway From Lake St ext TO Lake St.
3.4	Not well lit: ☐ No lights ☐ One side only ☐ Oriented to road not sidewalk	
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify: N/A
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify: Loose Dogs walked on Lake St. & Lake St. ext
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify: N/A
3.8	☐ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed: No need - Just sidewalk or walkways!
3.9	☐ Suspicious activity	Specify: N/A
3.10	☐ Construction activities block pedestrians	N/A
3.11	☐ Difficult terrain for walking—steep or long hills:	Dangerous terrain since no sidewalks or walkways available + sun can hinder drivers view to walkers in Road.
3.12	What needs to be improved: SIDEWALK FROM LAKE ST, ~~AC~~ TO LAKE ST. EXT TO Bridge at Bottom of Cemetery Rd. Walkway FROM Bridge up to Rte. 96 intersection.	
3.13	How important is it that these improvements are made? ☑ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

TRU 9-4

CROSSING No. _____

Street/Route: _____

Crossing Location: _____

Approx. Length (mi.): _____

	How well do the important street crossings work?	
2.20	Preferred crossing location: ☑ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☐ None ☑ Stop sign Lake St ☑ Yield sign Cemetery Rd ☐ Traffic signal	
	***Is this a problem?* Mark the location of poor crossings on map**	
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☐ Do not yield ☑ Speed too high ☐ Turn right or left into people crossing the street	Speed on Cemetery Rd (Cemetery St) Needs to be lowered to 20mi.
2.25	☑ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify: Curve in roadway
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	N/A-
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	N/A
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	N/A
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☑ None ☐ Some ramps, number missing: _____ ☐ Poor condition (cracked, broken, delaminated, etc.)	None-
2.30	Poor crosswalk marking: ☑ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	None on Lake St to Lake St. Ext.
2.32	If traffic signal: **(If no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	N/A
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved: Street crossings Needs to be place at Lake St to Lake St. Ext.	
2.36	How important is it that these improvements are made? ☑ Very ☐ Somewhat ☐ Not very important	

Since this was rec'd two days Prior to Meeting. I was not able to take Pics.

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

Truck-1

Where do you want to walk?

Origin (place name and address): 121 Tamarack Lane, TBurg

Destination (place name and address): TBurg Elementary School - 100 Whig St

General Description: I walk this route to work daily, all weather & our school requires walking up to 2 miles after 2nd grade!

How important is this destination and route? ☑ Very important ☐ Somewhat important

Street/Route: South Street, Trumansburg

Segment from: Tamarack Lane

To: Schoolhouse Road

Approx. Length (mi.): 1

How complete is the walkway system along this route?

2.1	**General type:** ☐ Sidewalk ☐ Walk on the road ☐ Footpath ☐ Multi-use trail ☑ Road shoulder ☐ None	Comments: road is narrow, especially in winter; walker must get off road or vehicles stop if there are 2 vehicles going in opposite directions
2.2	**Material:** ☐ Concrete ☐ Pavers ☐ Slate sidewalk ☒ Asphalt ☐ Stone-dust ☒ Gravel ☒ Dirt/grass	
	Is this a problem? **Mark problem locations on map**	
2.3	☒ No walkway exists—**go to Part 2.16**	See comments above ↑
2.4	☐ Walkway missing on one side of street only (circle side missing): North South East West	
2.5	☐ Generally too narrow (less than 6 ft.), average width (ft.):	
2.6	☒ Too narrow in some locations, minimum width (ft.): _____ for length (ft.):	when 2 way traffic exists - worse with school buses
2.7	☐ Missing pieces (sidewalk starts and stops), no. of gaps: and total length of gaps (ft.):	
2.8	Surface too rough: ☐ Uneven pavers/bricks ☒ Gravel ☒ Grass ☒ Dirt	
2.9	Poor condition: ☐ Cracked/broken ☐ Heaved ☐ Overgrown	
2.10	☒ Poor drainage—puddles or debris indicate ponding during wet weather	In some spots
2.11	☐ Difficult to clear of snow due to walkway type, surface or location ☐ Does not get cleared of snow because of local practices/policies	
2.12	☒ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify: Snow, raked leaves
2.13	☐ Sidewalk does not continue through driveways, no. of such ☆ driveways:	No sidewalk
2.14	☐ No planting strip (area between sidewalk and road) or too narrow ☆ to buffer from high speed or high volume of traffic	No sidewalk
2.15	☐ Adult cyclists ride on sidewalk	
2.16	Traffic makes walking uncomfortable: ☐ Too much traffic ☐ Speeds too high: ☆30 mi./hr.	some people, especially high school students speed
2.17	Driveways are high speed: ☐ Too wide ☐ Large corner radii ☐ Drivers do not yield at sidewalk	
2.18	What needs to be improved: We need a sidewalk on at least one side; I am "hypervigilant" when I walk, but feel it is not safe for students. There is at least one "blind hill"	
2.19	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

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Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

TRU)0-2

Street/Route: South St. Village of TBurg

From: Tamarack Ln.

To: Whig St.

Approx. Length (mi.): 1+

How suitable is the walking environment?

3.1	General land use: ☐ Urban residential ☐ Suburban residential ☐ Rural ☐ Central business district ☐ Commercial ☒ Village ☐ Industrial ☐ Natural area/park	Comments:
3.2	☒ Is this generally a pleasant environment to walk in? ☐ Are walkways and safe crossings generally available for pedestrians?	No sidewalks
Is this a problem? **Mark problem locations on map**		
3.3	Connection missing: bridge, walkway, path/trail, other	Specify:
3.4	Not well lit: ☐ No lights ☐ One side only ☐ Oriented to road not sidewalk	
3.5	☐ Unpleasant built environment: buildings without windows and entrances facing walkway, buildings setback too far from walkway, large parking area between walkway and buildings, ugly façades, empty or derelict buildings, etc.	Specify:
3.6	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify:
3.7	☐ Air pollution: strong odours, fumes or air pollutants present	Specify:
3.8	☒ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed: sidewalks
3.9	☐ Suspicious activity	Specify:
3.10	☐ Construction activities block pedestrians:	
3.11	☐ Difficult terrain for walking—steep or long hills:	
3.12	What needs to be improved: Some large, old trees appear ready to break off/ go down in a storm; would also take down power lines.	
3.13	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

Stantec Northeast Greenways Walkability Assessment Survey Surveyor's Name _____ Page _____

TRU 10-3

CROSSING No.

Street/Route: South St. Trumansburg

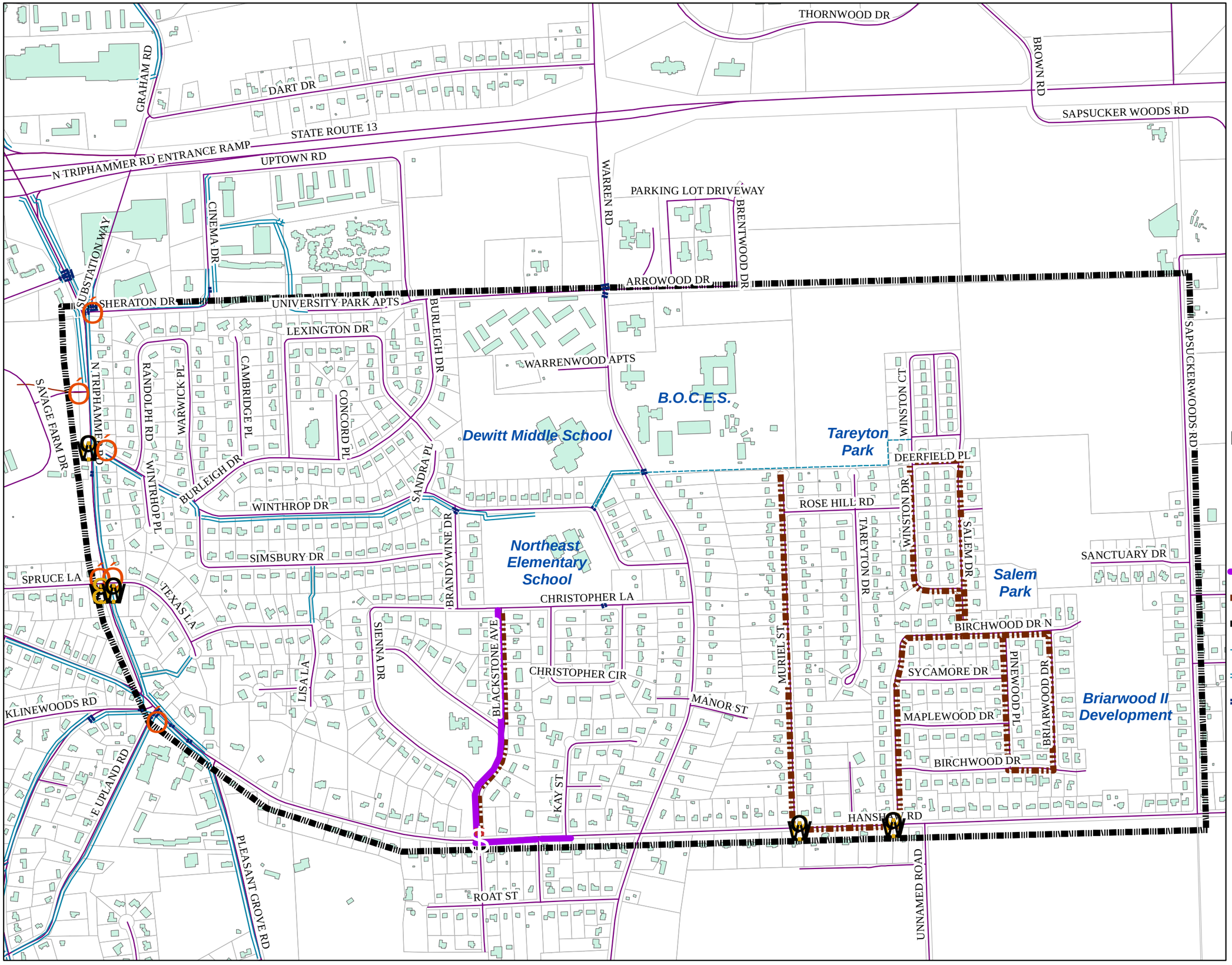
Crossing Location: Tamarack Lane / Schoolhouse Rd

Approx. Length (mi.): (

How well do the important street crossings work?		
2.20	Preferred crossing location: ☒ At an intersection ☐ Mid-block	Comments:
2.21	Type of traffic control: ☒ None ☒ Stop sign ☐ Yield sign ☐ Traffic signal	
***Is this a problem?* Mark the location of poor crossings on map**		
2.22	☐ Crossing too long—length: _____ ft. Number of lanes:	
2.23	Traffic does not allow one to cross comfortably: ☐ Speed too high: _____ mi./hr. ☐ Volume too high/not enough gaps	
2.24	Drivers behaviour inappropriate: ☐ Do not yield ☐ Speed too high ☐ Turn right or left into people crossing the street	Drivers are generally accommodating (mostly school staff and/or parents)
2.25	☐ View of traffic obstructed: poles, vegetation, parked vehicles, construction, buildings, hill, curve in roadway, other	Specify: one blind hill (60 South St)
2.26	Curb ramps missing: ☐ All corners ☐ Some corners, number missing:	no curbs
2.27	Curb ramps in poor condition: ☐ Cracked/broken ☐ Heaved	
2.28	☐ Curb ramps located diagonal to sidewalk (instead of perpendicular)	
2.29	Detectable warning surface on curb ramps (walking surface that alerts the visually impaired of the street where there is no curb, usually consisting of a pattern of truncated half-domes): ☐ None ☐ Some ramps, number missing: _____ ☒ Poor condition (cracked, broken, delaminated, etc.)	both corners @ Tamarack & South have eroded - steep fall into ditch. One side covered by a metal plate for 2yrs.
2.30	Poor crosswalk marking: ☒ None ☐ Worn ☐ Not lined up with curb ramps ☐ Uneven ☐ Slippery	
2.31	☐ Crosswalk not visible to approaching drivers (eye height 3.5 ft.)—specify type of crosswalk marking (pattern, colour, paint/ concrete/brick):	
2.32	If traffic signal: **(if no traffic signal, go to Part 2.35)** ☐ Wait time too long: _____ sec. ☐ Crossing time too short: _____ sec. ☐ Pedestrian signal heads (Walk, Don't Walk) are centred over the crosswalk	
2.33	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not in an accessible location (next to sidewalk)	
2.34	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone	
2.35	What needs to be improved: Sidewalks would solve the concerns	
2.36	How important is it that these improvements are made? ☒ Very ☐ Somewhat ☐ Not very important	

7.7 WALKABILITY NEEDS RESULTS MAP FROM SURVEY TOOL

NE Ithaca Walkability Needs Survey Results



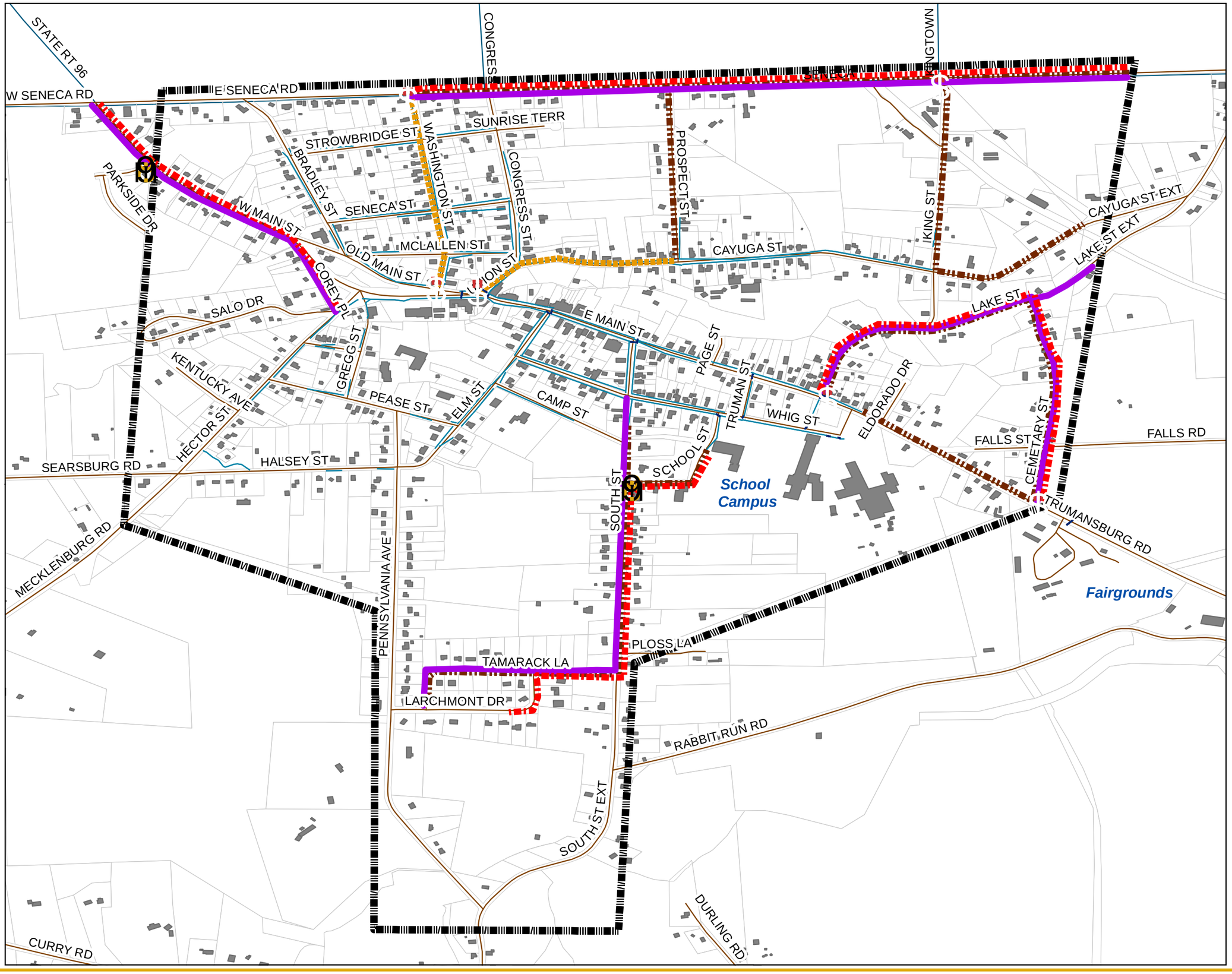
Legend

- Ped X-ing Needed
- Drivers Do Not Yield
- Traffic Signs-Stop/Yield Needed
- Sidewalk Needed
- No Sidewalk
- Study Area Boundry
- Trails
- Sidewalk
- Existing Crosswalk

Stantec

Northeast Greenways

Trumansburg Walkability Needs Survey Results



Legend

- Pedestrian X-ing Needed
- Traffic Signs-Stop/Yield Needed
- Traffic Conditions-High Speeds
- Sidewalk Conditions-Poor
- Sidewalk Needed
- No Sidewalk
- Study Area Boundary
- Sidewalks/Paths
- Existing Crosswalk

Stantec

Northeast Greenways

7.8 REVISED SURVEY TOOL

Tompkins County

Walkable communities generally exhibit some of the following characteristics:

- Compact, lively town center
- Low speed streets with traffic distributed among them
- Connected streets, trails and transit stops
- Neighborhood schools, parks and convenience/ grocery stores
- Public places and spaces with inviting features such as benches, restrooms, shade, art, fountains and appealing buildings
- Celebrated public life such as festivals, parades and markets
- The presence of many people of all ages and abilities walking throughout the day
- Affordable, inspiring and well-maintained streets and homes

Walkability Assessment Survey

Walking is the most basic form of transportation—people walk everywhere! Every trip starts and ends with walking, whether it is a trip on foot, bicycle, by car or bus. Walking trips are made for fun, health, purpose or convenience. People walk to the park, to school, to stores and to work. Walking works for children, adults, seniors, able-bodied and many impaired persons, day or night.

What makes a community walkable? Walkability is more than just having the "right-of-way" to walk. The ability and choice to walk along a route is influenced by safety, security, convenience, efficiency, comfort and "welcome" of place.

This Walkability Assessment Survey will help you review the walking conditions in your community and make recommendations to the local officials on what needs to be improved. The survey will probably take 1 to 2 hours to complete:

First: **Where do you want to walk?** Choose a route and destination that you would like to survey. Break the route up into segments and use one survey per each street segment. Mark information on the schematic map for each street segment.

Second: **How complete is the walkway system along this route?** Determine the condition of the actual walkway or route, and any important street crossings along that route. Using the forms provided, survey the route segment by segment, crossing by crossing. **How suitable is the walking environment?** Consider the walking environment along that route or section, filling in the form provided and rank each section as noted, where 1 is excellent and 6 is awful.

Excellent = 1 **Very Good = 2** **Good = 3**
Some Problems = 4 **Many Problems = 5** **Awful = 6**

Third: Determine what needs to be fixed and how important those improvements are in making your community more walkable. Note major concerns on the map and use 'notes' section on page two of survey for additional notes. Take digital photos of problems encountered, if possible, and mark on the map where the photos where taken

Drop off or mail the completed surveys with maps by November 6, 2007 to Tompkins County Planning Department, 121 East Court Street, Ithaca, NY 14850, or fax to 274-5578, and email any digital photos to planning@tompkins-co.org.

If choosing destinations and walking routes, consider that most walking trips are less than one mile long, but few are longer than two and a half miles. School trips are generally one mile long, otherwise children are bussed to school. Don't forget about those destinations that would be within walking distance if a critical link, such as a bridge or trail connection, could be made but is currently missing.

The Walkability Assessment Survey should be used to help find "problems" and what needs to be done to make walking a better option for more people.

Where do you want to walk?

Street Name ☐ Arterial (**20**) ☐ Collector (**15**) ☐ Local Road/Street (**10**)

Begin Intersection **End Intersection**

Route Use: (Check all that apply) ☐ School Route (**15**) ☐ Destination (Purpose) Route (**10**) ☐ Recreation Route (**5**)

How important is this walking route? ☐ Very important ☐ Somewhat important

1. General Walkway Characteristics

1.1	**General type**: ☐ Sidewalk (**5**) ☐ Trail (**10**) ☐ Shoulder (**15**) ☐ On Road (**20**)	Comments / Improvements:
1.2	**Material:** ☐ Concrete ☐ Pavers ☐ Stone Slabs ☐ Asphalt ☐ Gravel ☐ Dirt/grass	

2. What's the Condition of the Walkway? Mark problem locations on map

2.1	☐ No walkway exists—**go to Part 3.1**	
2.2	☐ Walkway missing on one side of street only (circle side missing): Left Right	
2.3	☐ Generally too narrow (less than 6 ft.), average width (ft.):	
2.4	☐ Missing pieces (sidewalk starts and stops), no. of gaps: ☐ Approximate total length of gaps (ft.): ☐	
2.5	Surface too rough: ☐ Uneven surface ☐ Gravel ☐ Grass ☐ Dirt	
2.6	Poor walking condition: ☐ Cracked/broken ☐ Heaved ☐ Overgrown ☐ Washed Out ☐ Poor drainage—puddles or debris indicate ponding during wet weather	
2.7	Responsibility to keep clear of debris or snow? ☐ Municipality ☐ Property Owner	
2.8	☐ Walkway blocked: number and type of obstructions (poles, mail boxes, garbage cans, vegetation, debris, vehicles, other)	Specify:
2.9	☐ Sidewalk does not continue through driveways, no. of such driveways: ☐	
2.10	☐ No planting strip (area between sidewalk and road) or too narrow to buffer from high speed or high volume of traffic	

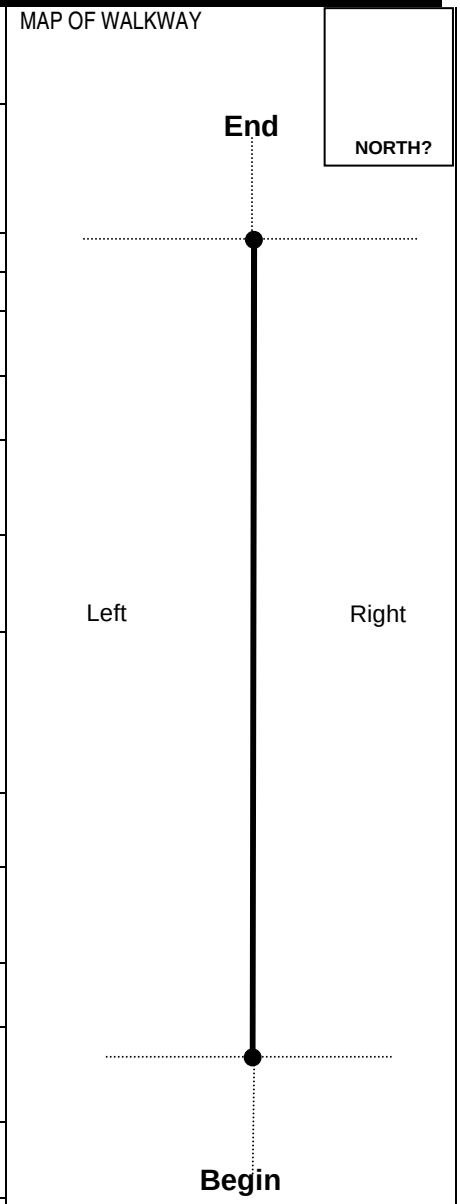
Walkway Condition Rating Excellent **1 2 3 4 5 6** Awful

3. What Other Traffic Affects the Walkway? Mark locations on map

3.1	☐ Adult cyclists ride on sidewalk / walkway	
3.2	Traffic makes walking uncomfortable: ☐ Too much traffic ☐ Speeds too high ☐ mi./hr.	
3.3	Driveways are high speed: ☐ Too wide ☐ Large corner radii ☐ Drivers do not yield at sidewalk	

Vehicular Conflict Rating Excellent **1 2 3 4 5 6** Awful

MAP OF WALKWAY



LEGEND

- **Intersecting Roads**
- **Sidewalks**
- **Crosswalks**
- **Obstruction**
- 1 **Referenced Note to Pg 2**
- **Photo Location**

Street:		Approx. Length (mi.):
Begin Intersection:	End Intersection:	

4. What is the Type of Walking Environment?

4.1	General land use: ☐ Urban residential ☐ Industrial ☐ Suburban residential ☐ Rural ☐ Urban Business ☐ Village ☐ Natural area/park ☐ Commercial	Comments:	MAP NOTES / COMMENTS 1

5. Describe the Walking Environment? Mark problem locations on map

5.1	Lighting of Walkway ☐ No lights ☐ One side only ☐ Oriented to road not sidewalk	
5.2	Unpleasant built environment: ☐ buildings not facing walkway ☐ buildings setback too far from walkway ☐ large parking area next to walkway ☐ ugly façades, empty or derelict buildings	Specify:
5.3	☐ Unpleasant natural environment: no or few shade trees, no flowers/plants, wild animals or loose dogs, etc.	Specify:
5.4	☐ Air pollution: strong odours, fumes or air pollutants present	Specify:
5.5	☐ Lack of pedestrian amenities: benches, fountains, signage, garbage cans, public spaces, public art	Specify what is needed:
5.6	☐ Suspicious activity	Specify:

Walk Environment Rating Excellent **1 2 3 4 5 6** Awful

6. Describe the Roadway Crossings? Mark problem locations on map

6.1	Crosswalk at BEGIN Intersection: **Y N** Curb ramps location and condition: ☐ One Side ☐ Both Sides ☐ Curb ramps at angle ☐ Heaved ☐ Cracked/broken	6.5	Crosswalk at END Intersection: **Y N** Curb ramps location and condition: ☐ One Side ☐ Both Sides ☐ Curb ramps at angle ☐ Heaved ☐ Cracked/broken	**If Traffic Signal Controlled Crossing**	
6.2	Markings for BEGIN Crosswalks: ☐ None ☐ Worn/Uneven ☐ Not lined up with curb ramps ☐ Not Visible to Drivers (Driver eye height = 3.5' above road)	6.6	Markings for END Crosswalks: ☐ None ☐ Worn/Uneven ☐ Not lined up with curb ramps ☐ Not Visible to Drivers (Driver eye height = 3.5' above road)	6.9	☐ Wait time too long: _____ sec. ☐ Crossing time too short:____sec.
6.3	No. of MIDBLOCK Crosswalks:_____ Curb ramps location and condition: ☐ One Side ☐ Both Sides ☐ Curb ramps at angle ☐ Heaved ☐ Cracked/broken	6.7	Generally, Traffic does not allow one to cross comfortably: ☐ Speed too high:_____ mi./hr. ☐ Traffic too high to cross easily	6.10	☐ Pedestrian signal heads (Walk, Don't Walk) are centered over the crosswalk
6.4	Markings for MIDBLOCK Crosswalks: ☐ None ☐ Worn/Uneven ☐ Not lined up with curb ramps ☐ Not Visible to Drivers (Driver eye height = 3.5' above road)	6.8	Generally, Driver's behavior inappropriate: ☐ Do not yield ☐ Speed too high ☐ Turn into people in crossing	6.11	Pedestrian push-button at traffic signal: ☐ Not present but needed ☐ Not functioning properly ☐ Not easily accessible
				6.12	If audible traffic signal: ☐ Not present ☐ Not functioning properly ☐ Push button cannot be located by audible tone

Walk Crossings Rating Excellent **1 2 3 4 5 6** Awful

SEGMENT RATING_____