

Pedestrian Plan

North Main Neighborhood, Winchester KY

Healthy Communities Grant Program

Kentucky Department for Public Health

2015

Introduction

Purpose of Plan

In response to growing concern over the community's health status and health statistics, the Clark County Health Department (CCHD) and area health leaders conducted a comprehensive community health assessment project which led to the prioritization of obesity and access to recreation and physical activity as health priorities for local planners and partners. The 2015 County Health Rankings put Clark County as the 73rd county out of 120 in terms of health outcomes and 53rd out of 120 for health factors. These statistics and the momentum created from the health assessment prompted local public health system partners to improve the built environment, specifically the pedestrian and bicycle infrastructure, for the community.

Since 2012 many partners and stakeholders have contributed to successful improvements to the pedestrian and bicycle culture, including Clark County Fiscal Court, Clark County GIS Consortium, Clark County Health Department, The Greater Clark Foundation, Winchester-Clark County Activity Coalition, Winchester-Clark County Chamber of Commerce, Winchester-Clark County Parks and Recreation, Winchester-Clark County Tourism Commission, Winchester City Commission, and Main Street Winchester. The successes include interactive bicycle education booths at local events, establishment of an annual bicycle rodeo for youth and families, design of the Winchester Alley Tour for walkers and cyclists and three long-distance cycling routes.

Stakeholders have also received several local and state grants to educate community members on bicycle and pedestrian safety, host bicycle events, survey community residents, host design charrettes and other local meetings, and start a bicycle rental program at Parks and Recreation. Most recently, the Department for Public Health awarded Clark County Health Department a Healthy Communities Program grant to address pedestrian needs in a pilot neighborhood in Winchester KY. The following plan identifies the process taken by a core team of partners to identify and prioritize pedestrian challenges and opportunities in the pilot neighborhood.

Vision

Together, the Kentucky Department for Public Health and the KY Transportation Cabinet have created a vision for all Kentuckians for access to physical activity. This vision guided our project and will remain in the forefront for the progress to come for Clark County.

All Kentucky communities will accommodate all modes of transportation and provide access to safe, attractive and convenient opportunities for physical activity, whenever and wherever possible.¹

Demographics

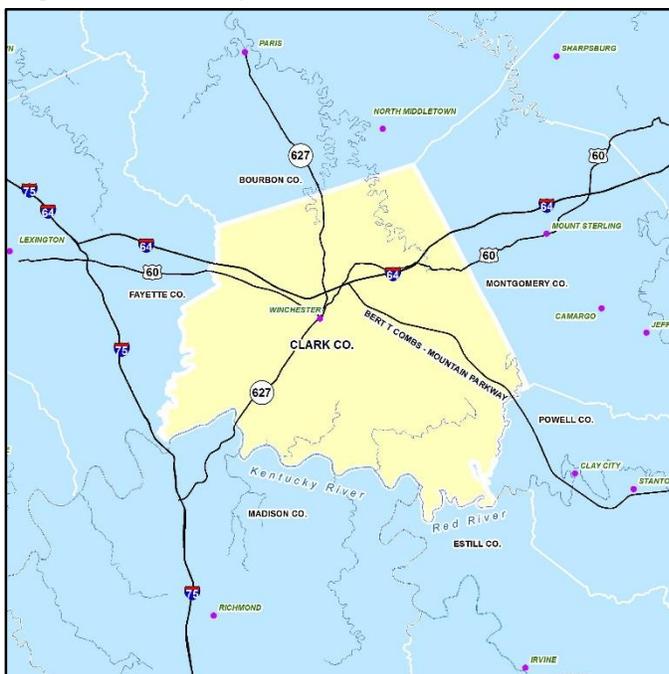
Clark County is a suburban/rural community located in the Bluegrass Region of Central KY covering 252.5 square miles of land area. The County is located about 40 miles east of the capital city of Frankfort, and 15 east of Lexington. Winchester is the only city in Clark County, and is considered part of the Lexington-Fayette Metropolitan Statistical Area. Winchester is governed by a Mayor and City Commission, while the County is governed by a Judge Executive and Fiscal Court. Clark County serves as a regional health and commerce center serving many nearby KY Counties.

Including Winchester, Clark County has a population estimate of 35,758 which is a 0.4% change from the 2010 population. See Table 1 for a population breakdown by age group, gender, race and ethnicity. The county is part of the Appalachian Region and contains the western junction of the Bert T. Combs Mountain Parkway. With U.S. 60, Interstate 64, the Mountain Parkway, and the KY River as its southern border, Clark County is accessible to the region and is a viable option for regional connectivity to nearby trail systems, cycling routes, the Daniel Boone National Forest, the Red River Gorge Recreation Area and other recreation facilities (see Map 1).

Table 1: Demographics of Clark County, KY²

	Clark County	Kentucky
Population (2014 Estimate)	35,758	4,413,457
Median Household Income	\$45,853	\$43,036
Persons below poverty level, 2009-2013	15.4%	18.8%
Persons under 5	5.8%	6.3%
Persons under 18	22.9%	23.1%
Persons 65 & over	15.9%	14.4%
Caucasian	92.8%	88.5%
African American	5.1%	8.2%
Asian	0.5%	1.7%
Hispanic or Latino	2.8%	3.3%

Map 1: Clark County, KY



Benefits of Active Transportation

Active transportation, be it walking or bicycling, has many benefits for individuals, families, and the community as a whole. Communities which prioritize active transportation in their planning and policies make it easier for individuals to choose walking or bicycling in their daily life, which may lead to better individual health for residents. These communities also tend to be more connected locally and regionally, have a more vibrant economy, are safer for all generations, which together ultimately lead to an improved quality of life for a community.

Health

Most Kentuckians do not get enough daily physical activity and are burdened with chronic health conditions, Clark County is no exception. Each year the County Health Rankings give U.S. counties a snapshot of their health status (see table 2). Clark County continues to rank in the worst half of KY counties for health outcomes, and middle of the pack for health factors and behaviors. The leading causes of death for Clark County residents are cancers, heart disease, and strokes³- all of which are preventable through lifestyle modifications and local policy improvements. Walking and bicycling has many benefits to health such as lowering blood pressure, increasing circulation, and reducing body fat. Simply being outdoors can help mental health by relieving stress, reducing feelings of anger and fear, and may also help with symptoms related to Attention Deficit Disorder and other behavioral disorders.

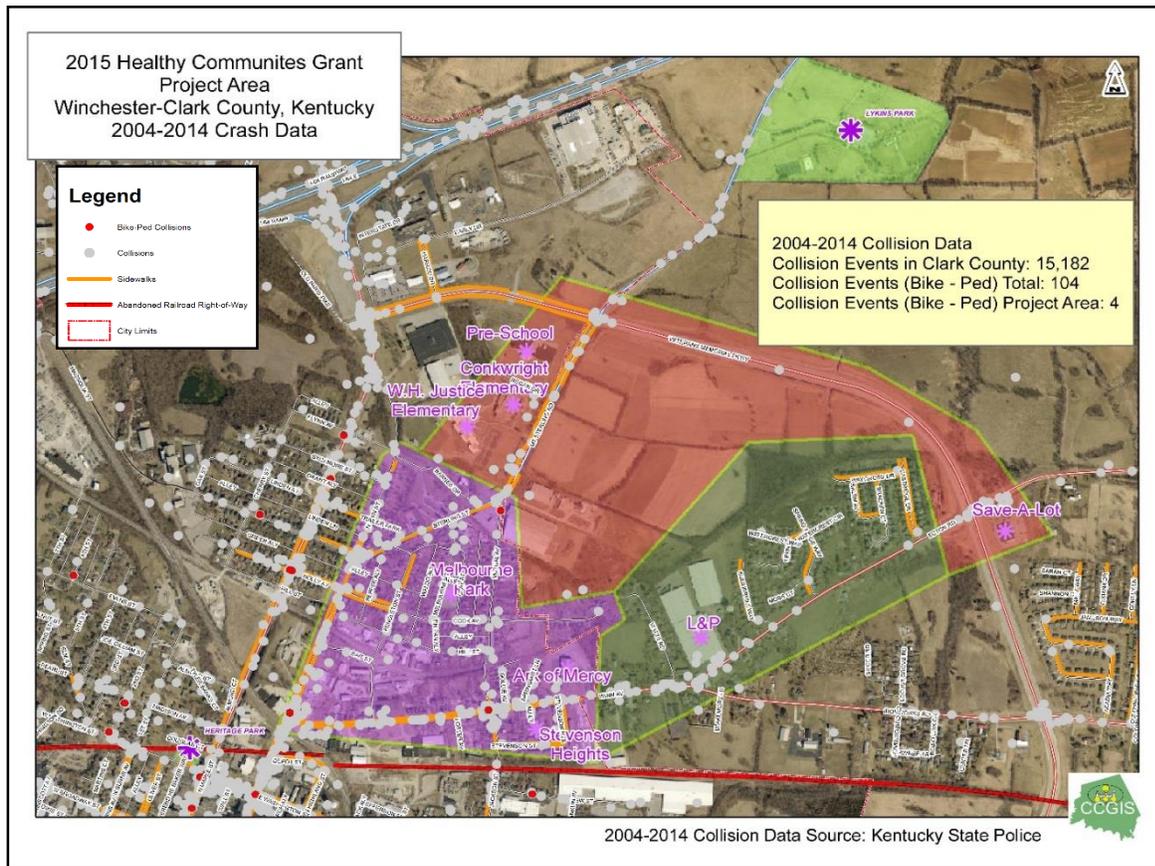
Table 2: 2015 County Health Rankings⁴

Indicators	Clark	KY
Adults reporting fair or poor health	20%	21%
Poor physical health days reported past 30 days	6.5	4.8
Adult obesity	31%	32%
Physical inactivity reported by adults 20 and over	27%	29%

Safety

Planning only for vehicular traffic leaves pedestrians and bicyclists at risk for even greater amounts of accidents and collisions while using streets and sidewalks. The presence of sidewalks, wide buffers, crosswalks at intersections, and bicycle facilities can decrease accidents with vehicles. Between 2004 and 2014 there has been 103 bicycle or pedestrian crashes in Winchester, most of these incidents were between pedestrians and vehicles occurring at non-intersection locations (see Map 2). The presence of proper crosswalks and continuous and maintained sidewalks may help decrease crashes and make it safer for all ages and abilities to choose active transportation and recreation.

Map 2: 2004-2014 Crash Data for Winchester-Clark County, KY



Economic Development

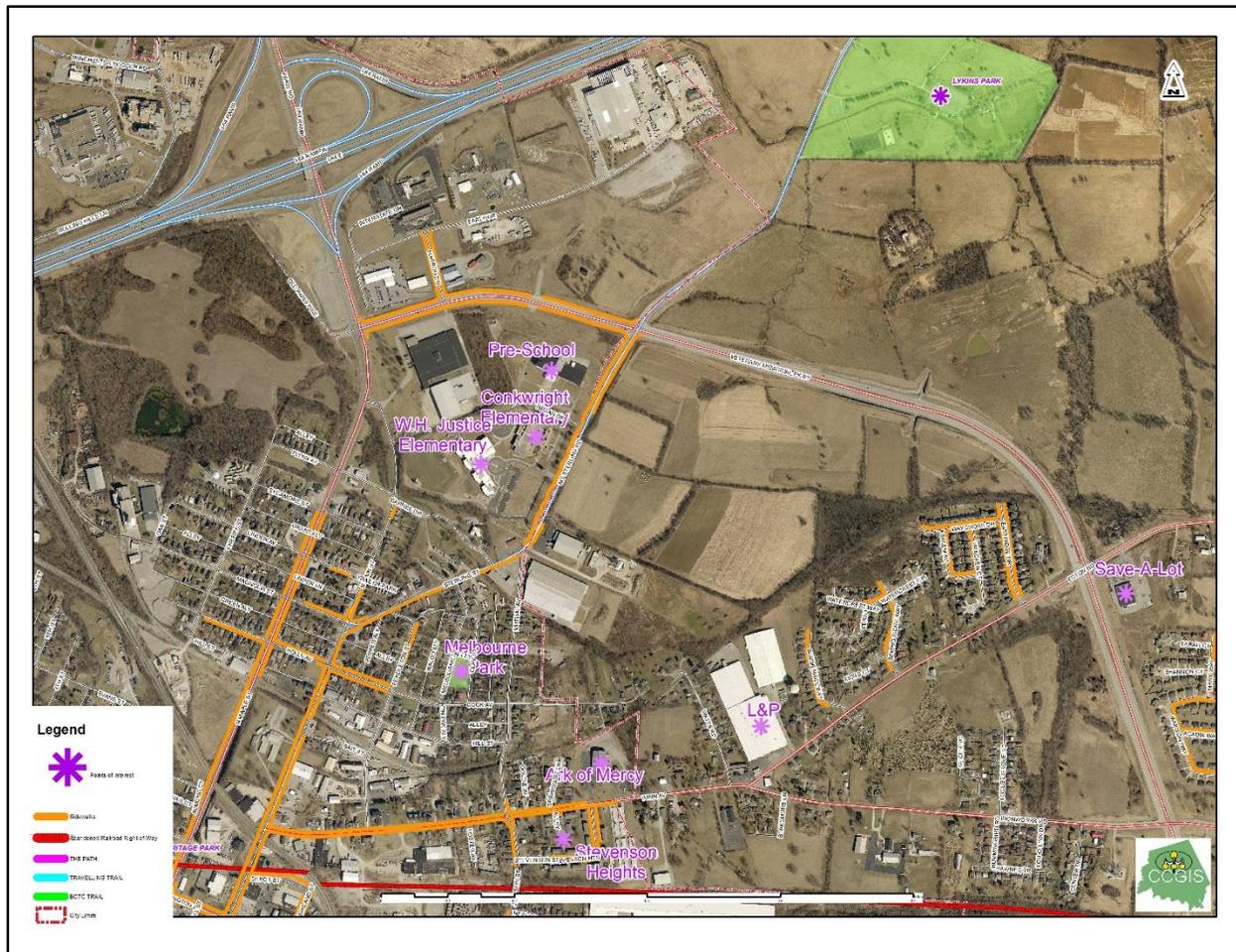
Improvements to the built environment increase quality of life by helping foster a vibrant and healthy economic system. More and more businesses are prioritizing the walkability and bicycle infrastructure in a community when choosing to grow or relocate a business. Younger generations rank physical activity and recreation opportunities high on the list of community attributes when choosing where to live or start a family. Studies have found investment in active transportation, rather than motor vehicle infrastructure, can create more jobs in a local economy and costs much less per mile.

Current Conditions

Description of Pilot Neighborhood

The North Winchester neighborhood is adjacent to the historic downtown Winchester corridor (see Map 3). The project area is bounded on the south by Winn Avenue, on the west by North Main Street, on the north by Sterling Street, and to east by the Veterans Memorial Parkway and Ecton Road. Within the pilot neighborhood are two public schools, a grocery store, several churches, local businesses, public housing development, a daily meal program and both City and County property. The North Winchester neighborhood can be characterized as a mixed-use, residential neighborhood. There are approximately 500 residential houses in the North Winchester project area. The area is best described as a medium to low-income (less than \$50,000)⁵. Work conducted for the grant included a stakeholder design charrette meeting, interviewing with local residents, stakeholder and resident surveys, and a pedestrian audit of all streets.

Map 3: 2015 Pilot Neighborhood- North Winchester



Identification of Challenges

Stakeholder meetings for both partners and residents were hosted to gather input on the pilot neighborhood's existing facilities, challenges and opportunities. A design charrette meeting was conducted at a local business in the pilot neighborhood. Representatives from the business community, area churches, city commission and fiscal court, tourism, health department and emergency management attended the design charrette. Participants were grouped around large maps of the pilot area and asked to identify and prioritize the top challenges and opportunities. A survey to collect information on the stakeholders' perception of walking as transportation their organization was completed by 13 participants.

To gather input from local residents a paper-and-pen survey was distributed at three tabling events and individuals were invited to discuss and locate areas of concern in the pilot neighborhood on a large map displayed at each event. The locations used to gather input from residents included one corner store and two churches. Data was also collected on actual pedestrian conditions in June 2015 by using the Center for Disease Control and Prevention *Healthier Worksite Initiative Audit Tool*. Core team members and representatives from both the Winchester City Commission and Clark County Fiscal Court participated in this sidewalk survey. The survey instruments are located in Appendix A.

Challenges

Common challenges were identified in all data collection, most notably speed of drivers, lack of pedestrian facilities at intersections, and lack of or discontinuous sidewalks. The stakeholder survey revealed 77% of the respondents believe walking is a reasonable option for transportation, but only 39% said employees actually walked to work. Of these same respondents, only 31% believe their organization has adequate sidewalk facilities for walking. The most common reason cited for not walking was speed and/or safety concerns. Suggestions for improvements included sidewalk repairs, more surveillance by local law enforcement, and connectivity of sidewalks.

Sidewalk Audit

All streets in the pilot neighborhood were individually scored by a walking team containing three people, with one designated to complete the sidewalk instrument and record observations. The sidewalk inventory was conducted on a weekend afternoon, with sunny and clear weather. The main focus of the walkability survey was to examine the presence and condition of walking infrastructure. The scoring for the survey was based on a 1 to 5 scale, with 1 being the lowest, possible score. Each criteria was waited by importance and the walk score was calculated using the formulas:

Sum of High importance criterion (3 total): _____ x 3 = _____

Sum of Medium importance criterion (5 total): _____ x 2 = _____

Sum of Low importance (1 total): _____ x 1 = _____

Total Score: _____ / 100.

Sidewalk Audit Results

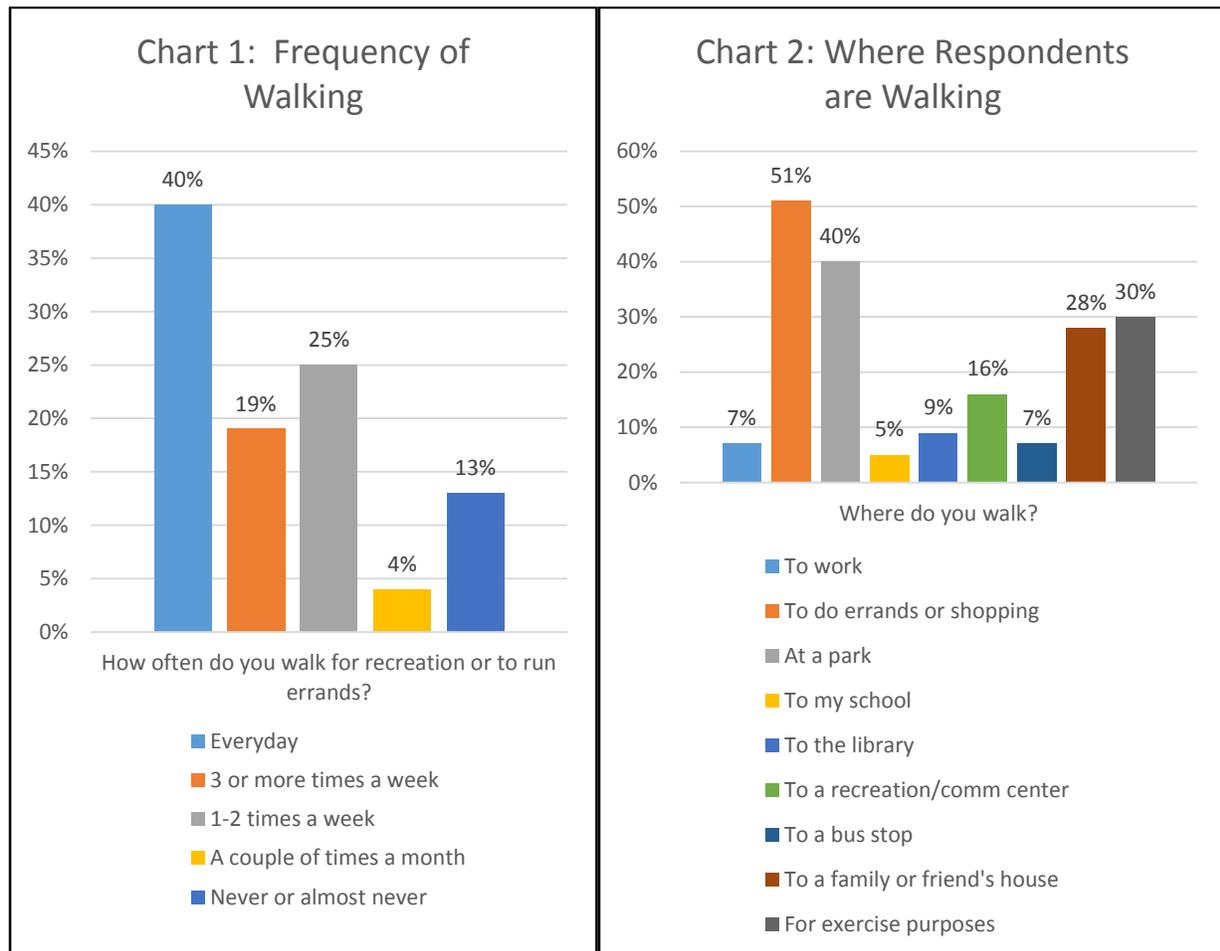
The average walk score for the pilot area was 44.8, which is categorized as "medium-risk and average or non-descript looking". The highest score was 78 (given to two streets) and the lowest score was 20. The top challenges identified by the walkers were safety concerns, lack of intersection facilities, and lack of maintenance.

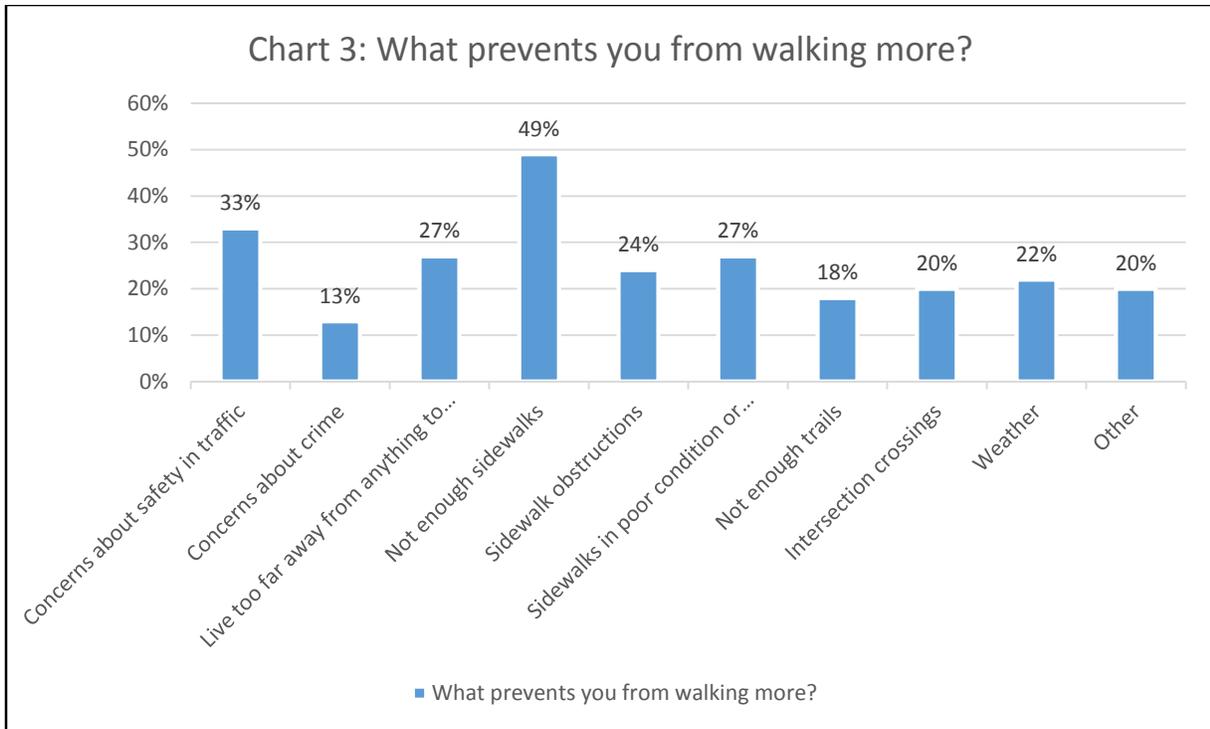
Community Resident Survey

To gather input from the residents of North Winchester paper-and-pen surveys were conducted at three different locations across the project area. There was a total of 48 respondents for these surveys. An emerging theme is residents are not only walking for recreation, they are walking out of necessity for transportation to get to destinations, such as work, church, medical and social services, and groceries.

The surveys revealed that 40% of respondents are walking every day and 19% are walking at least three times a week (see Chart 1). Respondents are walking for various reasons; 51% walk for errands or shopping, 28% walk to relative/friends' home, 16% walk to a recreation/community center, 9% walk to the library and 7% walk to work during the week (see Chart 2).

Areas of concern for residents are congruent with the findings from the sidewalk audit. When asked “what prevents you from walking?” top answers were concerns about safety, lack of sidewalks, sidewalk conditions, and lack of safe intersection crossings (see Chart 3). Respondents would walk more if sidewalks were more connected and in better condition, and if vegetation or other sidewalk obstructions were maintained or removed.





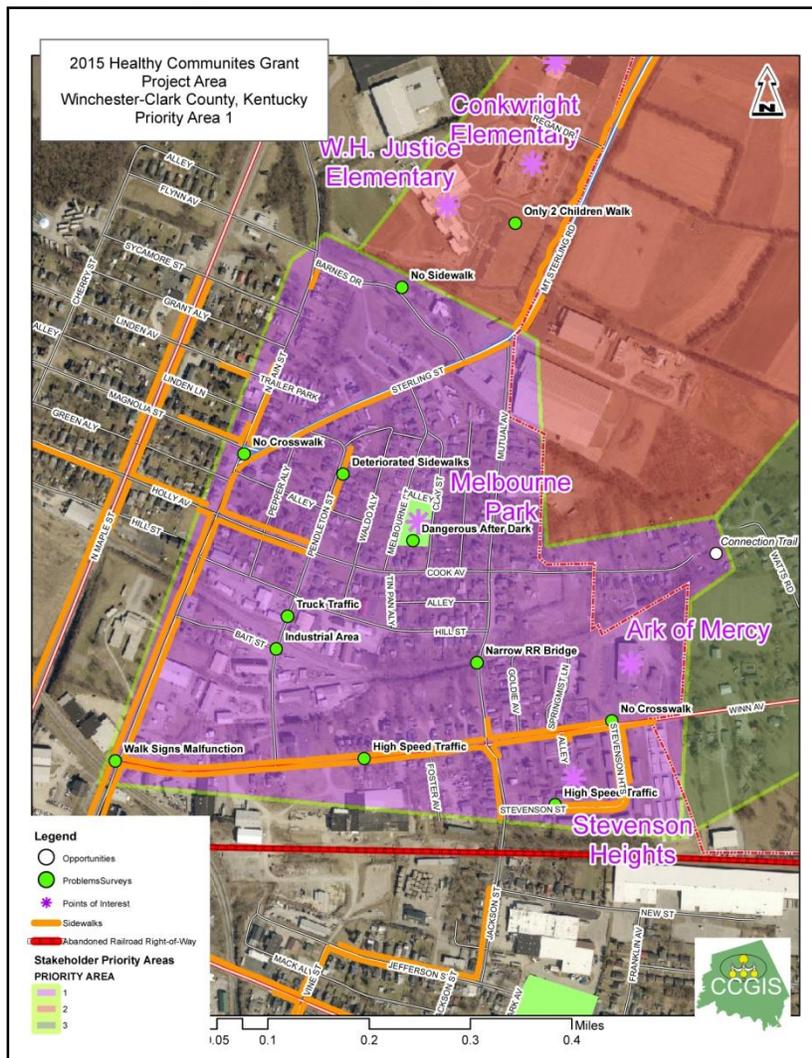
Opportunities for Improvement

After analyzing all data points collected from residents and stakeholders, three definitive sections for improvement emerged in the pilot area. Within each section, suggestions for improvement were categorized as either 1) safety, 2) intersection improvements, or 3) sidewalks. The following summaries include a map of each section with locations and descriptions of the suggested improvements.

Priority Area One

This section of the pilot area includes the city residences and businesses located along Winn Avenue and North Main Street. This section contains a public housing development, a city park, one church offering a daily feeding program and several industries. The suggestions for improvements are listed below.

Map 5: Pilot neighborhood- Priority Area One



Safety

1. Enforcement of speed along Winn Avenue and North Main Street. The addition of traffic calming facilities, such as signage or crosswalks, may encourage slower speeds.
2. Residents reported Melbourne Park to be dangerous after dark and in need of improvements. Patrol of the park, connectivity to neighborhood (currently no sidewalks leading to park) and beautification projects may improve the safety challenges.

Intersection Improvements

1. The Ark of Mercy Church is located directly across from the public housing development and near an adjacent housing development. Visitors come to the church daily for meals and many are walkers. Currently, there are no pedestrian facilities warning motorists of the presence of pedestrians crossing the street to the church. Participants at the church noted high speed near the church and desired speed enforcement and safer crossing on Winn Avenue.
2. The intersection of North Main Street and Sterling Street also lacked a crosswalk or intersection pedestrian facilities. A restaurant and corner grocery store is located at this intersection.
3. Fix malfunctioning walk sign at corner of North Main Street and Winn Avenue.

Sidewalks

1. Enforcement of the city ordinance to maintain sidewalks is needed, and addition of new sidewalks, especially leading to the city park. Residents expressed concern over the deteriorated sidewalks and lack of sidewalks in the neighborhood.
2. Build continuous sidewalks leading to destinations in area: Melbourne Park, Ark of Mercy, routes to schools.

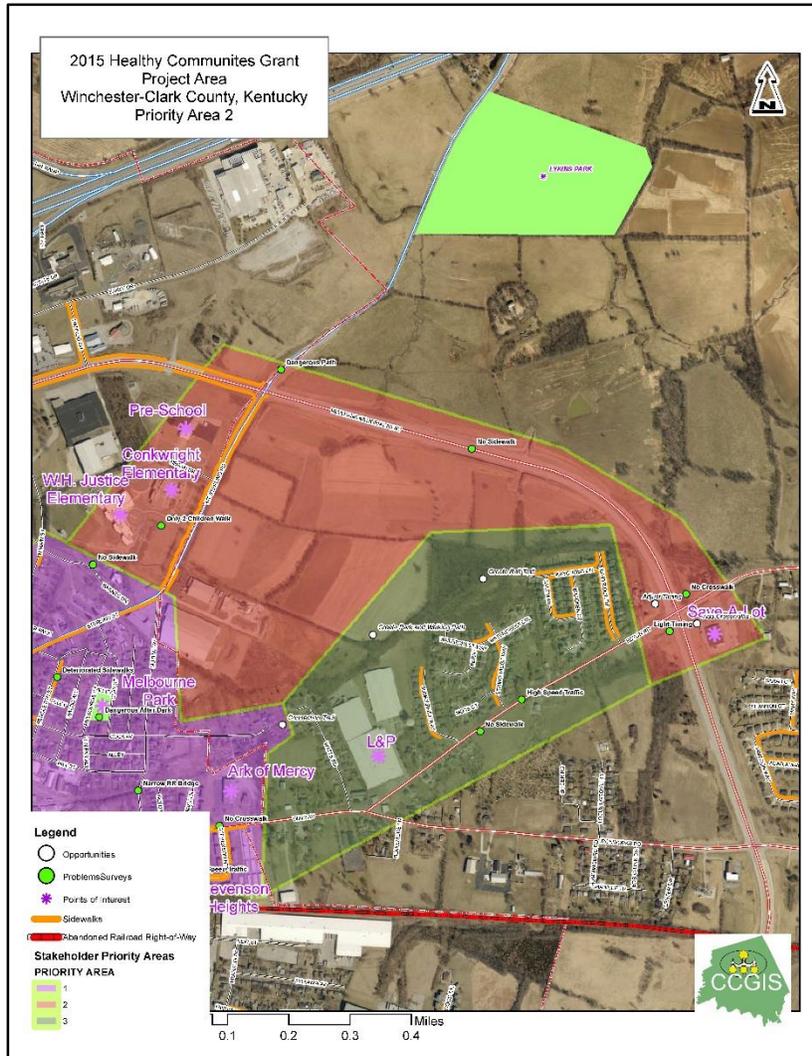
Additional Suggestions

1. Convert a section of unused rail bed to a trail leading to the Ark of Mercy.

Priority Area Two

This section of the pilot area includes W.H. Justice Elementary, Conkwright Elementary, the planned new Preschool, and a large industrial area. The section includes a long stretch of Veterans Memorial Parkway and Mt. Sterling Road, which gives access to a Lykins Park, the largest county park. This section is prioritized because of access to Lykins Park and the potential to encourage partnership with the schools through the Safe Routes to School (SRTS) program. SRTS activities bring together families, neighbors, school officials, and community leaders to improve health and safety for children and families.

Map 6: Pilot neighborhood- Priority Area Two



Safety/Intersection Improvements

1. Increase the timing of the traffic signal at Veterans Memorial Parkway and Ecton Road. Traffic light is currently only triggered if a vehicle is present on Ecton and is timed for vehicles, not pedestrians. During the sidewalk audit, able-bodied citizens were only able to get to the median of the highway.

2. Improve the pedestrian and bicycle facilities at Justice and Conkwright Schools to accommodate the school-aged children living within one-mile of the schools.

Sidewalks

1. Provide continuous sidewalks on Veterans Memorial Parkway to Save-A-Lot grocery store.

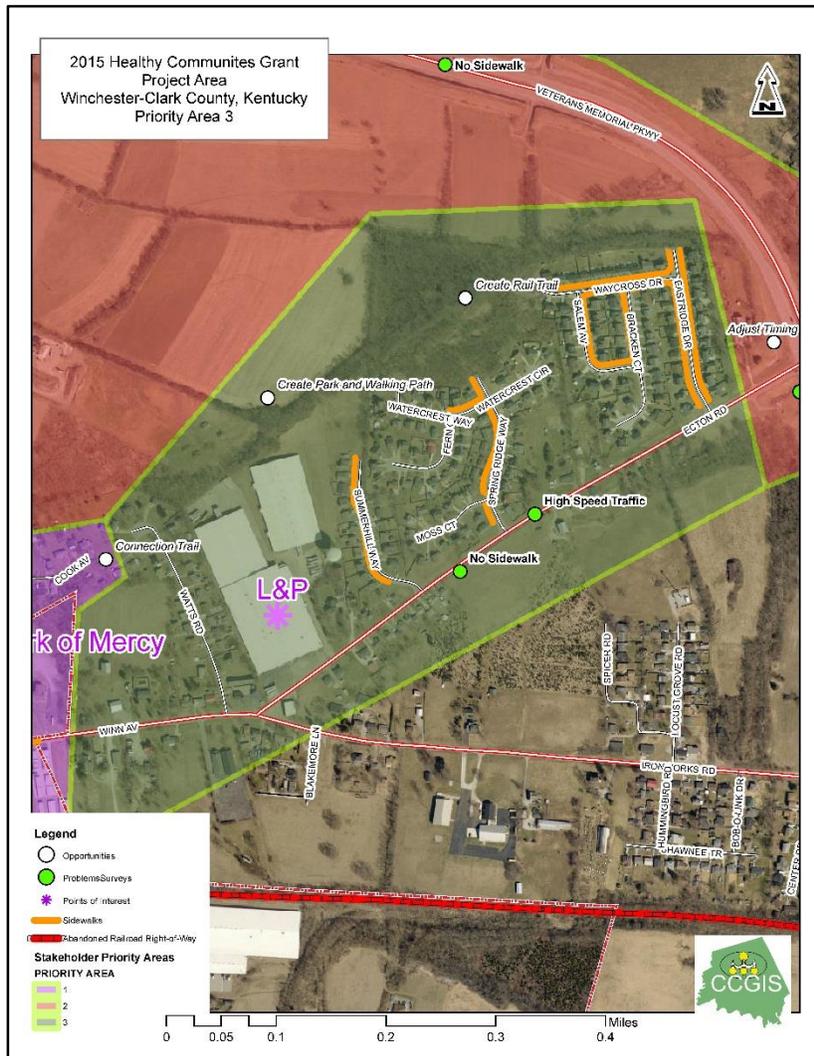
Additional Suggestions

1. Partner with the schools to implement Safe Routes to School programs and activities throughout the school year.
2. Include physical activity curriculum in the schools on safe walking and bicycling activity.

Priority Area Three

This section includes Winn Avenue and Ecton Road. Along these roads are industrial properties and residential developments. This section would benefit from traffic enforcement, vegetation management and creative trail connections for residents.

Map 7: Pilot neighborhood- Priority Area Three



Safety

1. Enforce speed limit along Ecton Road. This road has frequent pedestrians using the roadway to access the grocery store, Ark of Mercy services and downtown locations.
2. Properly maintain vegetation on both sides of Ecton Road. Both sides are overgrown, which causes pedestrians to use the roadway rather than the ditch next to the road. Some areas appear to flood, which would further push pedestrians into the roadway.
3. Remove abandoned and unsightly properties along Ecton Road.

Sidewalks

1. Provide continuous sidewalks on Ecton Road to Winn Avenue and Veterans Memorial Parkway.

Additional Suggestions

1. Create rails-to-trails project in abandoned rail bed running behind residential development along Ecton Road.

Next Steps

A first-ever Walk Bike Summit will be held in Winchester on September 3, 2015 to bring together interested citizens, local and regional partners, and recreation enthusiasts. The intention of the summit is to capture the momentum of the recent efforts, develop a common vision for our community towards active transportation and create a strategy for achieving a comprehensive transportation plan for Winchester and Clark County. Future next steps include the adoption of resolutions by both governing bodies to support transportation planning which is inclusive of all modes of transportation. This will be pursued during fall 2015. Community stakeholders will advocate for the development of a master transportation plan in 2016 during the Comprehensive Plan Update review process. The plan should be adopted by both Winchester City Commission and Clark County Fiscal Court, as part of the 2017 Comprehensive Plan Update.

Other recommended strategies to enhance our built environment

- Prioritize areas to conduct walkability studies, leading to the identification of challenges for active transportation.
- Use consistent signage and markings throughout the county and city.
- Consider all modes of transportation in policy and plan development in all sectors of urban planning.
- Plan how we grow by connecting people and places with safe opportunities for active transportation.
- Continue to form partnerships with local entities to create connectivity throughout the community.
- Collaborate with interested groups in Winchester and Clark County to create a common vision for transportation planning.
- Think regionally for connectivity.

References

¹ *Pedestrian Master Plan Training for Healthy Communities Grants*, webinar, 10 Dec 2014

² *U.S. Census Bureau: State and County QuickFacts*. Data derived from Population Estimates, American Community Survey, Census of Population and Housing, Economic Census. 7 July 2015.

³ *KY Office of Vital Statistics*. 2011 preliminary data.

⁴ *County Health Rankings and Roadmaps*, Clark County KY, Robert Wood Johnson Foundation, 2015. 7 July 2015.

⁵ *ESRI, 2012 USA Median Household Income*, ArcGIS Internet Map Service, 2013.

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Pedestrian Plan

Appendix A

Survey Instruments

Stakeholder Survey

GENERAL SURVEY QUESTIONS			
Question	YES	NO	COMMENT
1 Do you think walking provides an economic, health, and safety advantage to the community?			
2 Does your health insurance plan have a wellness benefit? (Are there incentives for employee wellness activities?)			
3 Do you think walking is a reasonable transportation option for your organization?			

THESE QUESTIONS ARE FOR ORGANIZATIONS LOCATED IN THE PROJECT AREA			
Question	YES	NO	COMMENT
1 Do any of your clients, employees, students walk to your facility?			If yes, how many?
2 Do any of your clients, employees, students walk for exercise?			
3 Are there adequate sidewalk facilities serving your organization's location?			
4 What is the one factor that prevents walking from being a primary mode of transport?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5 What one improvement would you like to see in the walking environment for your organization?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
6 Score the walkability surrounding your organization's location on a scale of 1 to 10. (10=very walkable to 1=terrible for walking)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	1 2 3 4 5 6 7 8 9 10 (circle your choice)
7 How important is walking to the overall health of your clients, employees, students? (10=very important to 1=not important)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	1 2 3 4 5 6 7 8 9 10 (circle your choice)

Community Resident Survey Page 1 of 2

The Clark County Health Department is interested to know what you think about walking and biking in your community. You don't need to be a dedicated walker or bicycle rider. All input is welcome! This information will help the City of Winchester and Clark County improve walking and biking conditions in your community.



PARTICIPANT INFORMATION

1. What is your age? _____

4. Where do you live?

2. What is your gender? _____

3. Do you live within Winchester city limits? ____ YES ____ NO

BLOCK STREET

(for example, 100 Block Cook Ave)

QUESTIONS RELATED TO WALKING

4. How often do you walk for recreation or to run errands?

____ Everyday

____ A couple times a month

____ 3 or more times a week

____ Never or almost never

____ 1-2 times a week

5. How often do you walk for exercise?

____ Everyday

____ A couple times a month

____ 3 or more times a week

____ Never or almost never

____ 1-2 times a week

5. Where do you walk? (Check all that apply)

____ To work

____ To a recreation or community center

____ To do errands or shopping

____ To a bus stop

____ At a park

____ To a family or friend's house

____ To my school

____ For exercise purposes

____ To the library

6. What prevents you from walking more or at all? (Check no more than 3 items)

____ Concerns about safety in traffic

____ Sidewalks in poor condition or hazardous

____ Concerns about crime

____ Not enough trails

____ Live too far away from anything to walk to, takes too long to walk

____ Intersection crossings (don't give enough time to cross street or no crosswalk)

____ Not enough sidewalks

____ Weather

____ Sidewalk obstructions (low tree limbs, garbage cans on curb, cars in driveway blocking sidewalk)

____ Other _____

7. Do you have any physical limitations that may hinder walking? ____ YES ____ NO

8. What would encourage you to walk more? (Check no more than 3)

____ More connected sidewalks

____ Shopping, schools, parks closer to where I live

____ Sidewalks in better condition

____ Less traffic or slower moving traffic

____ Better network of trails or paths

____ Other _____

____ Safer crossings at intersections

Community Resident Survey Page 2 of 2

QUESTIONS RELATED TO BICYCLING

9. How often do you bike for recreation or to run errands?

- | | | |
|---|---|--|
| <input type="checkbox"/> Everyday | <input type="checkbox"/> 1-2 times a week | <input type="checkbox"/> Never or almost never |
| <input type="checkbox"/> 3 or more times a week | <input type="checkbox"/> A couple times a month | |

10. How often do you bike for exercise?

- | | | |
|---|---|--|
| <input type="checkbox"/> Everyday | <input type="checkbox"/> 1-2 times a week | <input type="checkbox"/> Never or almost never |
| <input type="checkbox"/> 3 or more times a week | <input type="checkbox"/> A couple times a month | |

11. Where do you bike? (Check all that apply)

- | | | |
|--|--|--|
| <input type="checkbox"/> To work | <input type="checkbox"/> To my school | <input type="checkbox"/> To a bus stop |
| <input type="checkbox"/> To do errands or shopping | <input type="checkbox"/> To the library | <input type="checkbox"/> To a family or friend's house |
| <input type="checkbox"/> At a park | <input type="checkbox"/> To a community center | <input type="checkbox"/> For exercise purposes |

10. What prevents you from biking more or at all? (Check no more than 3 items)

- | | |
|--|--|
| <input type="checkbox"/> Don't have a bike | <input type="checkbox"/> Lack of bike trails |
| <input type="checkbox"/> Bike needs to be fixed | <input type="checkbox"/> Weather |
| <input type="checkbox"/> Don't know how to ride a bike | <input type="checkbox"/> Streets are too narrow |
| <input type="checkbox"/> Concerns about personal safety with traffic | <input type="checkbox"/> Aggressive drivers |
| <input type="checkbox"/> Concerns about personal safety with crime | <input type="checkbox"/> Number of major intersections on my route |
| <input type="checkbox"/> Live too far away to bike/takes too long | <input type="checkbox"/> Amount of traffic |
| <input type="checkbox"/> Illness, injury, or physically unable | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Lack of bike lanes on roads | |

11. What would encourage you to bike more? (Check no more than 3)

- | | |
|--|--|
| <input type="checkbox"/> Dedicated bike lanes on the roads | <input type="checkbox"/> Better street lighting |
| <input type="checkbox"/> Paved shoulders | <input type="checkbox"/> Better enforcement of traffic laws for drivers |
| <input type="checkbox"/> Bike trails | <input type="checkbox"/> Shopping, schools, parks closer to where I live |
| <input type="checkbox"/> Better bike parking was available | <input type="checkbox"/> Other _____ |

Sidewalk Survey Page 1 of 2

Street : _____ «RDNAME» _____ Date: _____ June 6, 2015 _____

A. Pedestrian Facilities (High): suitable walking surface, such as a sidewalk or path.

- 1 NONE; pedestrians walk in roadway or on dirt path
- 2
- 3 Sidewalk on one side of road; discontinuous sidewalk
- 4
- 5 Continuous sidewalk on both sides of road

B. Pedestrian Conflicts (High): conflict with motor vehicle traffic due to driveway crossings, speed and volume of traffic, large intersections, low pedestrian visibility, cars parked on walkway.

- 1 High conflict potential
- 2
- 3
- 4
- 5 Low conflict potential

C. Crosswalks (High): presence and visibility of crosswalks Traffic signals meet pedestrian needs with separate 'walk' lights that provide sufficient crossing time.

- 1 Crosswalks not present despite major intersections
- 2
- 3
- 4
- 5 Crosswalks clearly marked or (No Intersections)

D. Maintenance (Medium): cracking, buckling, overgrown vegetation, standing water, etc. on or near walking path. Does not include temporary problems (e.g. tall grass).

- 1 Major or frequent problems
- 2
- 3
- 4
- 5 No problems

E. Path Size (Medium): measure of useful path width, accounting for barriers to passage along pathway.

- 1 No permanent facilities
- 2 Less than 3 feet wide, with barriers
- 3
- 4
- 5 Greater than 5 feet wide, barrier free

F. Buffer (Medium): space separating path from adjacent roadway.

- 1 No buffer from roadway
- 2
- 3
- 4 > 4 feet from roadway
- 5 Not adjacent to roadway

G. Universal Accessibility (Medium): ease of access for the mobility impaired. Look for ramps and handrails accompanying steps, curb cuts, etc.

- 1 Completely impassible for wheelchairs
- 2 Difficult or dangerous for wheelchairs (e.g. no curb cuts)
- 3
- 4 Wheelchair accessible route available but inconvenient
- 5 Designed to facilitate wheelchair access

H. Aesthetics (Medium): includes proximity of construction zones, fences, buildings, noise pollution, quality of landscaping, and pedestrian-oriented features, such as benches and water fountains.

- 1 Uninviting
- 2
- 3
- 4
- 5 Pleasant

I. Shade (Low): amount of shade, accounting for different times of day.

- 1 No shade
- 2
- 3
- 4
- 5 Full shade

J. Intersections: Number of Intersections

K. Length of Segment

_____ «SUM_Shape_» _____

Sidewalk Survey Page 2 of 2

Observations

1. What is the most dangerous location along this segment?
2. What is the most unpleasant element of this segment?
3. What improvements would make this segment more appropriate for pedestrian use?
4. Would it be possible to design a more direct route to connect the ends of this segment?
5. Are the conditions of this segment appropriate and attractive for exercise or recreational use?

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