

Langdon Fall & Evening Walkability Assessment

OCTOBER 6 & 27, 2017

Report

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INTRODUCTION

A community may be designated walkable if it is easy as well as safe for the pedestrians to walk about (to schools, stores, parks, post office etc.) Additionally, a walkable community is such that encourages safe usage of existing infrastructure while expanding transportation options for users with varied ranges of mobility.

SITE SELECTION

As recommended from the Langdon Walkability Assessment reports in August 2016 and March 2017, a follow-up assessment was suggested to be done in the evening hours and during the fall months for comparison. The Langdon High School Health Careers Class organized and participated in the Evening and Fall Langdon Walkability Assessment. With special emphasis to focus on the path lighting, safety, and conditions/usability for the mobility impaired. The sidewalks/crosswalks around 3-block area from Langdon Area High School north end starting point to south end of the Langdon Area Elementary School. This area also includes part of the City Park, City Pool, and the Langdon Day Care Center.

ASSESSMENT TOOL

The Walkability Checklist from www.pedbikeinfo.org was used as an assessment tool. A brief training was provided prior to the site visit assessment. The training included background information regarding the checklist an also detailed information regarding the rating scale used in the assessment. See sample of checklist used attached.

ATTENDANCE

Instructor and Health Careers Class

Cavalier County Public Health

Superintendent of Langdon Area Schools

Langdon City Park Board

Langdon City Street Department

Law Enforcement

Community members using the path for daily physical fitness

Special guest with mobility impairment/wheelchair

SITE WALK/VISIT

The site visit was completed the evening of October 6 and morning of October 27, 2017. Starting at the Langdon Area High School and looped around the 3-block area, encompassing the Langdon City Park, Langdon City Swimming Pool, Langdon Area Elementary School, and the Langdon Day Care Center.

LIST OF FIGURES

Figure 1-Evening walk; Intersection by football field obstructed signage.

Figure 2-Evening walk; Low visibility handicap parking.

Figure 3-Evening walk; SW corner of elementary school low illumination.

Figure 4-Evening walk; SW corner of elementary school crosswalks lead to cracked narrow sidewalk.

Figure 5-Evening walk; A view from SW corner of walking path to football field, minimal to no illumination.

Figure 6- Fall walk; West side of walking path there is a single yard light for illumination along this 2- block area.

Figure 7-Single light to illuminate park area is out of order.

Figure 8-Ramp at crosswalk cracked pavement, covered with ice.

Figure 9-West side of high school, no sidewalk and road uneven, cracked, and covered with frost and ice.

Figure 10-NW 3-way intersection not clearly marked with signage.

Figure 11- NW 3-way intersection not clearly marked with signage.

Figure 12-NW 3-way intersection not clearly marked with signage.

Figure 13-North road separating the high school and the football field, ice covered, broken pavement, and potholes. Runners need to use caution. No sidewalks.

Figure 14- Entire North section of road between the high school and football field covered with ice. No crosswalks leading to and from the football field. No sidewalks.

Figure 15- Sidewalk starts and stops across driveways leading to the parking lot south of the High School.

Figure 16- Crosswalk from Daycare to sidewalk clearly marked

Figure 17- Daycare park area no curb and sidewalk. No illumination.

Figure 18- South side of elementary school, sidewalk starts and stops.

Figure 19- South side of elementary school chained fence area, low lying grated area, uneven pavement, cracked, and water pooling area within the playground.

Figure 20- West side of elementary school, distorted fence with sharp edges, gravel covered sidewalk, uneven narrow walkway.

Figure 21- Elementary school west entrance handicap parking zone clearly marked.

ASSESSMENT/OBSERVATION

Special guest, mobility impaired using wheelchair as means of mobility, was unable to maneuver throughout the walkability assessment independently. Sidewalks were not wheelchair accessible leaving the road as the alternative for traveling the established path. The pavement had cracked, heaved uneven sections, and obstructed view with low to no visibility throughout the path, proving to be a difficult area to maneuver without assistance for the mobility impaired as well as the general population.

INTERVIEWS

Thoughts and Suggestions on walking path and street improvement progress

- -Would like to see better illumination around the walking path for safety.
- -More trash bins available throughout the walking path to cut down on litter.
- -Improving the conditions of the existing sidewalks and adding sidewalks where needed.
- -Wider curbs
- -Signs that are clearly visible
- -Purchased signage for the improved safety surrounding the high schools football and baseball fields.
- -Placement of portable speed-bumps and high visibility crosswalks.
- -Discussed the difficulty of receiving grant funds, due to the City of Langdon not meeting the requirements needed to qualify.
- -Health Careers Class suggested speed bumps, appropriate signage, and crosswalks strategically placed throughout the walking high traffic areas surrounding the high school. This issue would need to be presented to the Langdon City Commission for approval.

-Health Careers Class would like to volunteer for a walkability improvement project as determined and approved by the City of Langdon Street Department Manager in collaboration with Cavalier County Public Health.

REFERENCES

Upper Great Plains Transportation Institute (UGPTI) at North Dakota State University (NDSU). Advanced Traffic Analysis Center, Fargo, North Dakota.

Walkability Checklist. (n.d.). Retrieved March 2017, from http://www.pedbikeinfo.org/cms/downloads/walkability-checklist.pdf

Special Recognition to Cavalier County Health District for training and materials.

Appendix

Did you have room to walk?

- o No sidewalk around east and south part of elementary school
- Sidewalks are in bad need of repair due to cracks and crumbling, many sidewalk issues.
- o No sidewalks on east side of street by base-ball field and daycare
- o The overall scores for sidewalks 2.75 out of 6 equaling 49%

Was it easy to cross streets?

- o Need ramps
- o More crosswalks needed around schools, park, and pool.
- o Need more curb ramps only a few were found on walk
- Speed bumps for traffic
- o Some roads in poor condition to walk and no sidewalks
- More illumination is needed at crosswalks
- The overall scores for crossing the streets 3 out of 6 equaling 50%

Did drivers behave well?

- o Did not see many drivers while on walk. No yield to pedestrian signs
- o When school starts, drivers drive too fast past daycare
- o Child play area not marked
- o Portable speedbumps strategically placed around base-ball and football fields
- o The overall score of drivers and traffic 4.5 out of 6 equaling 75%

Was it easy to follow safety rules?

- Cross walks not marked well
- No street lights
- o Need more crosswalks
- Need more speed bumps and signage
- o Difficult to walk on sidewalks and shoulders
- Low visibility on evening walk, difficult to see crosswalks, sidewalks, and uneven pavement
- o More illumination needed
- The overall score of the ability to follow safety rules 3.5 out of 6 equaling 58%

Was your walk pleasant?

- o Dangerous evening walk
- o Cold, windy, and icy Fall walk
- o Rocks on elementary school sidewalk and west of park
- o Would like to see more light around walking path
- o Would like to see less gravel on some sidewalks
- o Fence by elementary school is dangerous on bottom
- o Crosswalks and signage by the baseball diamonds and football field
- Sidewalks on all sides of both schools, especially the south and east elementary school
- The overall score of pleasantness of the walking path 3.75 out of 6 equaling 63%

The overall score of Evening and Fall walks 17.5 out of 30 equaling 58.3% Which shows an overall improvement from Summer and Winter Walkability Studies