

Report on Greenfield Accessibility

Franklin County Team Service Project

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Spring 2018

The DIAL/SELF AmeriCorps Franklin County Team Service Project (FCTSP) partnered with Mass in Motion and used a Massachusetts Association of Health Boards (MAHB) mini-grant to survey sidewalks and determine walkability in the town of Greenfield. This report includes a brief description of the project, the five best sidewalks we surveyed, the five sidewalks we surveyed which need the most improvement, and input from the community which we gathered from focus groups.

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Partnership with Mass in Motion#

Mass in Motion is a statewide movement that promotes opportunities for healthy eating and active living in the places people live, learn, work and play. They focus on increasing health equity—ensuring that they recognize when particular groups of people have inequitable access to these opportunities for health.

This year the MAHB teamed up with the Massachusetts Department of Public Health's Mass in Motion and the Office of Health Equity to offer mini-grants to existing Mass in Motion communities interested in using the Community Health Inclusion Index (CHII) to assess how inclusive their community's healthy living resources are to people with disabilities, particularly those with mobility issues.

Getting the Grant

Franklin County Mass in Motion Coordinator Rachel Stoler helped the DIAL/SELF AmeriCorps FCTSP toward achieving the grant. Stoler also invited Christy Moore (Greenfield Parks and Recreation Director) as well as other municipal staff to participate in the project. Moore has been actively involved since the beginning, giving the guidelines for how the project would be most useful to the town.



Pictured above from left to right:
Hannah Anderson, Katherine Leone, Alida Proctor, Dawn DiMaria, and Kellan Kent (FCTSP).

Using the Grant

Our group (FCTSP), made up of Alida Proctor, Hannah Anderson, Deidre Lightman, Katherine Leone, Kellan Kent, and Dawn DiMaria, used the CHII to survey roughly a quarter-mile radius around Greenfield Middle School (GMS) to determine walkability. With the results of the surveying, we are using the grant to make the data available to everyone in order to collaborate for improvement. We are also spreading awareness of accessibility for people with mobility limitations.



Pictured above is the area they surveyed in Greenfield, with the focal point of GMS.

Data Collected from Surveys

All the information we collected from the CHII can be found on the [\[WEBSITE IT'S](#)

POSTED ON, TBD]. We used a shortened version of the CHII that was specialized for our survey sites. Using questions that asked about cross slopes, width of sidewalks, obstacles or hazards, and other general safety concerns, we assessed which of the sidewalks needed the most improvement and which were the best examples of the Department of Public Works' hard work.

Pictured below are the online data entry system and two portions of the CHII.

Type: I=intersection, S=street, Site=Site																			
	A	B	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	
1	Type: I=intersection, S=street, Site=Site	Name of intersection, street, or site	15a--Buffer between sidewalk and street, such as landscaping or parking lane	15b--benches or other seating	15c--Trees or other shade	15d--Green space	15e--Clean and well maintained sidewalk s/trails/paths	15f--Free of noise pollution	16a--People loitering	16b--Graffiti	16c--Litter	16d--Vacant Buildings	16e--Street Harassment	17a-- At least 5 feet wide	17b--Free of obstacles or hazards that are difficult to traverse	17c--Cross slope no more than 2% (1.1 degrees)	17d--Surface smooth, firm (eg NOT gravel or dirt)	18-- Note any obstacles/hazards to walking/rolling	
88	I	Federal/Garfield																	
89	S	Federal (between Church and Pleasant)	All	None	Some	None	All	None	Some	None	Some	None	None	All	All	Many	All		
90	S	Federal (between Pleasant and Leonard)	All	None	Some	None	Many	None	None	None	Some	None	None	All	Many	Some	All	large sidewalk crack near elementary school, small hole in sidewalk by Providence Baptist Church	
91	S	Federal (between Leonard and Garfield)	All	None	Many	None	All	None	None	None	Some	None	None	All	All	All	All	uneven sidewalk near Wendy's exit	

Curb Cuts

20. For the curb cuts on the ^{intersection} ~~path~~, indicate whether the following characteristics are observed.

Instructions: Measure the slope of the curb cut using a smart level. It should be placed parallel to the path of travel. If no curb cuts choose N/A for all.

Mark only one circle per row.

	None	Some	Many	All
Slope less than 8.3% (4.7")	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Free of barriers or hazards that obstruct it	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Free of breaks in the surface	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A detectable warning in good working condition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No curb cuts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Walking/Rolling Around the Site 2

Instructions: Carefully observe the area around the site and note which features below are present.

15. Indicate if the following characteristics that make walking/rolling more appealing are present on none, some, many or all of the streets ^{closest to the building entrance} ~~closest to the site~~ (check all that apply)

(as you're walking around the ^{street} ~~site~~ it may be easier to 'pencil-in' your response and then change it as you encounter additional features)

Mark only one circle per row.

	None	Some	Many	All
Buffer between sidewalk and street, such as landscaping or parking lane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Benches or other seating	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trees or other shade	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Green space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Clean and well maintained sidewalks/trails/paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Free of noise pollution	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>


Listed on the next pages are the top five of both those categories.

Good Examples of Sidewalks and Intersections

Federal Street

Federal Street is a great example of an accessible sidewalk. Not only is it relatively free of breakage and potholes, but also features detectable warnings in some areas to alert people about upcoming driveways and intersections. Although it could be wider and more level in places, it was determined safe to walk/roll on through the CHII. #

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16. Indicate if the following characteristics that could deter people from walking/rolling/biking around the ~~site~~ ^{Street} are present in none, some, many or all of the blocks around the ~~site~~ ^{Street} (check all that apply)

Mark only one circle per row.

	None	Some	Many	All
People loitering	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Graffiti	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Litter	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vacant buildings	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Street harassment	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

17. Indicate whether the following characteristics are observed on none, some, many or all of the ~~to the destination?~~ ^{on the street}

Instructions: Examine the sidewalk ~~from the transit stop or parking area~~ ^{on the street} (see manual for additional instructions). ~~Examine the sidewalk from the transit stop or parking area~~

Mark only one circle per row.

	None	Some	Many	All
At least 5 feet wide	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Free of obstacles or hazards that are difficult to traverse	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Cross slope no more than 2% (1.1 degrees)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Surface smooth, firm (e.g., NOT gravel or dirt)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

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Holly Street

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Holly Street was determined to be safe to walk/roll on because it is a newer street that is clean and well maintained. Holly street is also free of obstacles and noise pollution. #

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Sidewalks on Holly Street all have smooth, firm surfaces and are free of hazards or obstacles. However, some parts of the sidewalk have a cross slope greater than the 2% (1.1 degree) maximum recommended by the CHII and none of them met the required width of five feet across.

Franklin and Maple Intersection

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The intersection of Franklin and Maple is perfect according to the CHII survey. The slope of the intersection is less than 4.7 degrees, there are no hazards or breaks, and there are good detectable warnings. The intersection is also well marked by the crosswalk and has curb cuts. It was deemed safe and easy to use. #

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Franklin Street is also determined safe to walk/roll on by the standards of the CHII, although Maple Street is not (more information found on page 13). #

Union and Maple Intersection

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Much like the Franklin and Maple intersection, the Union and Maple intersection received flawless marks on the CHII. There are curb cuts, good detectable warnings, a clearly marked crosswalk, and a slope less than 4.7 degrees.

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It was uncommon to find a street or intersection that was perfect by the CHII standards. This is a great example of what accessibility looks like. #

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Quincy Street (between Holly and Pierce)

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This stretch of Quincy Street is a good example of a well-kept sidewalk because it is smooth, free of cracks and drop-offs, and did not have any obstacles or hazards to walking and rolling. Although not all of Quincy was determined safe to walk or roll on due to heaves from tree roots, this stretch is very well-maintained.



The tree root heaves only disrupted one section of the sidewalk (in front of house 18 on Linden), but are so pervasive that it would be unreasonable to roll over them.

Sidewalks and Intersections that Could Use Improvement

Church Street (between Federal and Franklin)

Although we came across many good examples of accessible streets and intersections, there are some areas that could use improvement. Most of the places that need improvement have large amounts of breakage and potholes, as demonstrated in this photo of Church Street. Even though the majority of Church Street was deemed acceptable by the survey, there were some areas of concern that we identified. This portion of Church Street had gaps, cracks, and dips alongside the Elks Lodge and the Verizon building.

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Union Street

Our survey results from Union Street demonstrate a common issue found in a number of our sidewalks, where tree roots grow and disrupt the pathway. Union also does not meet the CHII's minimum width requirement and has a section where hedges have

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grown into the path. This makes it nearly impossible for many to pass through, especially someone in a wheelchair or motorized scooter. #

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Riddell Street

Like many of the sidewalks that could use improvement, Riddell Street features a lot of breakage and cracks that make it difficult to roll over. There are also cut-outs which make the sidewalk 3 feet or less in width, and a few sections that have a cross

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slope higher than a safe measurement of 2.0% (1.1 degrees). Due to these features, we determined Riddell is not safe to walk or roll on. #

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More information from the CHII:

A curb cut is needed toward the end of Riddell, in front of houses 121 and 118 at the intersection of Parkway and Maple. As it is now, a person cannot cross safely whether they are walking, in a wheelchair, or using any other assistive device.

The street is generally free of graffiti and litter, and some stretches are free of noise pollution. There is a buffer between the street and the sidewalk for many of the portions we surveyed. #

Maple Street

Like Riddell, Maple is unsafe to walk or roll on because of its many potholes, unsmooth surfaces, root heaves, and uneven tilts/cross slopes. There was a buffer between the sidewalk and street all along the path, but the paths would be difficult to traverse on a wheelchair or other assistive device.

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Pond Street

This photo of Pond shows the common theme of tree root heaves. Along with bumps, dips, and uneven surfaces, the root heaves made the sidewalk too narrow to roll through; therefore making it inaccessible for walking and rolling.



More information from the CHII:

Only some of this street was free of noise pollution, however the whole street had a buffer between the sidewalk and the road. Some parts of the sidewalk met the minimum width requirement of five feet. Finally, some sections of the path had good cross slopes which were measured less than the maximum 2% (1.1 degrees). #

Input from Focus Groups:

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Organized by Alida Proctor and Kellan Kent of the FCTSP, focus groups took place at Greenfield High School and Community Action and were set up to gather input from students on the walkability of sidewalks to schools. A total of sixty students participated in these focus groups, where a majority of the students stated they felt the sidewalks and crosswalks they used were clearly marked and safe to use. However, there were some concerns about street lighting. Students expressed a concern walking at night due to dimly lit streets.

The following questions were asked of 60 students:

Transportation to school :

Car: 32

Bus or Car: 3

Bus: 12

Car or walk: 3

Walk: 11

If walking/biking, what route do you take to school?

Silver street, Davis street, and Federal street

Do you feel safe walking/biking to school?

Those who walked to school said they feel safe because they either walk with a friend or live nearby.

How would you improve transportation to school?

More stops in bus routes for better accessibility to them.

Here is a general overview of what the students said at the afterschool program: #

Shout Out Afterschool Program, Community Action

March 14th, 2018

Attendants: 7 high school youth

Commute by car: 3

Commute by bus: 2

Commute on foot: 2

Overall impression:

Although sidewalk condition and upkeep was a concern, the greatest emphasis seemed to be placed on the need for more streetlights. Students expressed concern for the dim conditions on the following roads and stated they often felt nervous or afraid to walk these routes alone.

Dimly lit roads:

Maple Street

Chapman St approaching Wilson's Dept Store

Portions of Cleveland

Hillside Park Rd

Greenfield High School campus paths

*students said that when the Shattuck Park path was too messy to traverse, the only comparable option, Cleveland St, is also dark and makes them feel uneasy.

Many of these routes are used by students to return home after clubs and after school programs as the late bus does not run late enough for many programs. These students must either walk home (often after sunset), find their own ride, or miss out on club/sport activities.

Damaged/Missing Crosswalks:

Garfield St sidewalks switch sides without any visible crosswalk.

Federal/Maple crosswalk is damaged

Crosswalks around Baystate Franklin Medical Center damaged

Crosswalks near the Federal St Cumberland Farms badly maintained

Thank You for All the Support

This concludes the information we discovered by using the CHII. To learn more, you can visit (website)

We would like to thank the Department of Public Works for all their hard work in making communities accessible; MAHB and Mass in Motion for awarding us the grant; Kimberley Warsett and Kim Etingoff from the Department of Public Health; Yochai Eisenberg from the Center on Health Promotion Research for Persons with Disabilities; Christy Moore for her guidance and leadership in this project; Rachel Stoler for her commitment to helping us all along the way; the Communities that Care Coalition for allowing us to present our work; Glen Franklin and Tyanna Daniel Lionheart from Community Action for helping and participating in focus groups; and Matt Ashby and DIAL/SELF for being a strong source of support and organization throughout the whole process.

We decided on this project because accessibility is vital to building a healthy community, from the elderly population to students getting to school. The more sidewalks we can improve to make it easier for pedestrians to get around, the more our community members will be able to fully participate in the community itself. We cannot ignore inaccessible areas just because they may not affect us personally; instead, improvements must continue to be made in order to strengthen our town's accessibility and inclusivity for everyone. We hope this information will benefit the Greenfield community as a whole!