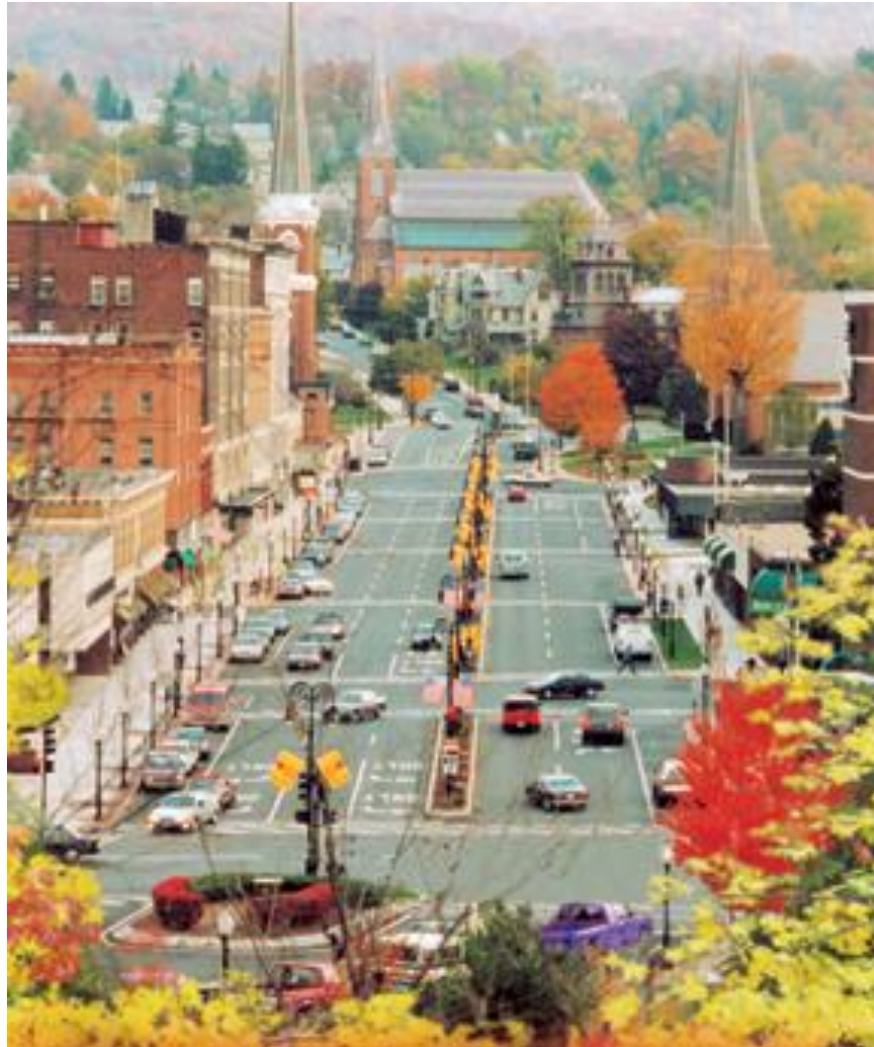


A Walkability Study of North Adams, Massachusetts



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Introduction

The following report is a walkability audit of North Adams Massachusetts done on behalf of the Berkshire Regional Planning Commission by Williams College students Clara Noomah, Johanna Eidmann, Emily, Ury, and Alex Long for their Environmental Studies 302: Environmental Planning Workshop class. The study takes an in-depth look at downtown North Adams as well as four proximate residential neighborhoods: Church Street neighborhood, UNO (United Neighborhood Organization), Ashland Street/MCLA (Massachusetts College of Liberal Arts) neighborhood, and State Street neighborhood.

Each street in these five neighborhoods was ranked using a quantitative rubric (a different rubric was used for commercial and residential streets). Additional detailed observations and data were gathered through field notes, interviews with key community stakeholders, and surveys completed by pedestrians that we encountered (North Adams residents), and were combined with the quantitative data to assess each street as well as every neighborhood and the city as a whole. The report further builds off background research concerning the history of environmental planning and public health, the benefits of walking, the definition of walkability, the history of North Adams, current North Adams demographics, and neighborhood overviews. We overall research and results obtained for this project were used together to provide recommendations for how North Adams can be transformed into a more walkable city in the future.

History of Public Health and Environmental Planning

Environmental planners have a long history of planning with the public's health in mind. For example, in order to combat diseases like cholera and tuberculosis, the biggest health epidemics in New York City in the late 19th-century, city planners built aqueducts and a sewer

system which effectively dealt with the urban pollution and contaminated water supply. Furthermore, planners and government agencies established successful public health construction and zoning laws that required buildings to be placed farther from streets and banned the construction of dark, airless buildings (City of New York). Fortunately, communicable, infectious diseases, such as cholera, are no longer the major health concerns. Instead, today's epidemics are largely chronic diseases including cancer, cardiovascular disease, diabetes, and obesity.

Currently, “the biggest killers of our time are chronic diseases such as heart disease and strokes, cancers and diabetes, for which the leading risk factors are obesity, physical inactivity, poor diets, and smoking” (City of New York, 13). Obesity can have a severe consequences both economically, socially, and can also negatively impact quality of life; it “exacts a toll not only on our health but also on our economy, in the form of rising health care and disability costs and declining productivity and workforce availability” (Active Design Guidelines 14). Obesity has become an epidemic; the Centers for Disease Control and Prevention (CDC) considers over one-third of U.S. adults (33.8%) as well as 12.5 million children ages 2-19 (or 17% nationally) obese (CDC, *Overweight and Obesity*).

In 2008, the Massachusetts adult obesity rate was 23% and the Berkshire County obesity rate was 22.9% (CDC, *National Diabetes Surveillance System*). While the Massachusetts statistics are better than the national average, they are not cause for celebration. Considering that more than one in five members of the population suffer from a largely preventable disease and the growth of the national childhood obesity rate, obesity should be of major concern. Local obesity rates are rising as well—Berkshire County, for example, recorded an obesity rate of 17.2% in 2004 (CDC, *National Diabetes Surveillance System*). Furthermore, the 2008 Berkshire

County obesity percentage (22.9%) correlated closely with the county's adult physical inactivity rate of 22.5%, suggesting a correlation between the epidemic and physical fitness (CDC, *National Diabetes Surveillance System*).¹

Unlike cholera, Obesity is a largely preventable disease. As mentioned previously, physical inactivity, poor diets, and smoking are the three largest risk factors to a chronic disease, all of which can be changed through personal choice (for example to partake in more physical activity and eating healthier). Physical activity is largely beneficial to both physical and mental health; it improves quality of life, reduces the risk of various diseases, and has been associated with better sleep quality and reduced risks of “osteoporosis, depression, and falling” (Sallis, 34). Physical activity can also have a utilitarian role as well. For example, active forms of transportation (such as walking or biking to and from work) combine both exercise and transit.

A large portion of Americans and Berkshire County residents, however, do not get enough physical activity. This problem exists partly because physical activity, which was “once part of our normal lives, has been designated out of our daily routines. Sedentary jobs have taken the place of manual labor, cars have replaced walking or biking, elevators and escalators have supplanted stair climbing, and televisions, computers, and video games have displaced active leisure pursuits, especially among children” (Active Design Guidelines, 16). Americans, in general, are not moving enough. In 2007, “only 42 percent of adults [in New York City] reported meeting the recommendations for physical activity in 2007” (Active Design Guidelines, 16). Furthermore, physical activity for many people is often something done in isolation and is not

¹ “Respondents were considered to be physically inactive if they answered “no” to the question, “During the past month, other than your regular job, did you participate in any physical activities or exercises such as running, calisthenics, golf, gardening, or walking for exercise?”” (CDC, *National Diabetes Surveillance System*)

incorporated into their daily lives—It requires people to set aside large blocks of time at designated places like gyms. Such a separation between daily activities and exercise creates serious problems, for it turns physical activity, something that should be an integrated component of daily life, like sleeping, into a distinct activity. Furthermore, due to high membership fees and set hours, gyms can often be exclusionary, leaving out the poor and working professionals with families and limiting patronage to those who can afford membership and have spare time.

Unfortunately, in many places in America, the built environment discourages physical activity and encourages inactive modes of transport such as driving. Streets and neighborhoods are often built with the automobile, not the pedestrian, in mind. Increasingly America's towns are becoming places where walking or biking is becoming unsafe, impractical or simply impossible. Urban sprawl, for example, has contributed to reducing the viability of active transport in many urban communities and has made driving the only transit option.

Increased walkability is important because it allows for physical activity to easily be incorporated into one's daily life. It was telling to compare the 2008 percentages between adult obesity and adult physical inactivity were in Berkshire County, keeping in mind that the two biggest risk factors for obesity besides genetics are an overconsumption of calories and a lack of physical activity. The study on health outcomes in Massachusetts by The Population Health Institute from the University of Wisconsin further highlight this association. Important factors identified in this study were health behaviors (which include physical activity) and the physical environment (which includes the built environment). The study further ranked the fourteen counties in Massachusetts based on both health behaviors and the physical environment. Berkshire County ranked 11th of 14 in health behaviors and 13th of 14 for the physical

environment. Considering the natural beauty and low pollution levels found throughout the county, it is surprising that Berkshire County should rank so low. These results, however, suggest that the built environment hinders Berkshire County's performance in this category. With this in mind, efforts to make North Adams more walkable through improving the built environment can dramatically impact the physical activity of residents in a positive manner and can be a step towards addressing the United States obesity epidemic.

Environmental Planning and Walkability

Like urban planners in the past, today's planners address major health epidemics of our time by improving the built environment, public spaces, and urban centers. Today, "environmental design remains key to building and maintaining a healthy society" (Active Design Guidelines 13). Planners can combat obesity and other current health problems by creating a built environment that encourages and incorporates physical activity back into daily routines by combining it with recreation or transport. Design strategies that create more compact, walkable, and mixed-use communities effectively integrate physical activity into everyday lives. Walking is also more popular where residential density and local retail support a social model for this type of transportation by fostering an increased sense of safety. Sallis et al. also mentions that when walking is a recreational activity separate from active transport, "neighborhood aesthetics" in addition to "the quality of pedestrian infrastructure" can influence an area's walkability (Sallis 42).

Combating pre-established urban sprawl can be difficult and may include "major redevelopments and costly changes to roads, water systems, and other infrastructure" (Sallis 45). However, smaller changes like improving sidewalk quality, crosswalks, and signage, connecting different parts of the city, and adding curb cuts can make a pre-existing downtown significantly

more pedestrian friendly. In this case local, state and federal programs can implement changes to “improve sidewalks, bicycle lanes, crosswalks, and sidewalk curb ramps and reduce traffic speed” to positively influence and increase the use of walking as a mode of transportation (Sallis 39). Fortunately, North Adams was built before the automobile took off and was initially built to a more pedestrian friendly scale. This means that efforts to improve walkability in North Adams can focus on smaller changes and will not likely involve major infrastructural changes like reducing suburban sprawl or redesigning subdivisions.

Defining Walkability and Its Benefits

In assessing the walkability of North Adams and suggesting future improvements to make the city more walkable, it is important to keep certain questions in mind. What makes a city walkable? What are some the key features that walkable cities have? Environmental planners such as Dan Burden, the Executive Director of Walkable Communities Inc., and the planners behind the *Active Design* manual outline certain criteria that make a city walkable (City of New York). Burden points out that, “walkable communities can range in size from small towns to big cities. In big cities, there are usually many small and compact neighborhoods, each with a village center and a character and personality of its own” (Burden 3). Burden believes that many good, walkable, places are often threatened by scale issues. He writes, “It is all too easy for decision makers to close down good, well located and sized schools, healthy and vital local parks, and well located small churches, grocery stores, or other retail in order to build big. It always appears cheaper to provide the same function on the bigger and cheaper parcel farther out. These farther out places are locations where cars appear to be happy” (Burden 4).

A walkable city is appropriately scaled, making it possible and convenient to walk to a wide variety of locations from one’s home, including recreational and commercial spaces, open

public spaces, place of employment, public transit stops, and important locations for daily operations such as the post office, pharmacy, hospital, city hall, and schools. Walkable communities have intact town centers with a “quiet, pleasant Main Street with a hearty, healthy set of stores... open for business a minimum of 8 hours a day” (Burden 5). Residential densities should be mixed-income and use, with higher densities at the town center and lower densities further out. The ideal community has a universal design that respects people of all ages and abilities, and incorporates ample public space for people to socialize. The overall town layout should be built with people, instead of cars, in mind. Because of this, key streets should be speed-controlled to ensure pedestrian safety. In addition, sidewalks should be ubiquitous and in good condition while crosswalks should also be well-marked and easily accessible. Streets, trails, and paths should be well-linked and interconnected. Streets should be designed to make them aesthetically pleasing, useful, and enjoyable. A walkable city is a place that feels safe to the whole community, regardless of age, gender, or the time of day. Additionally, walkable communities have a vision and plan that the community is eager to participate in. By working together on planning and implementation, a city can be transformed into a more walkable place. Furthermore, it is important to have town leaders and “decision makers [who] are visionary, communicative, and forward thinking,” and are connected with their community (Burden 6)... They are invested in positive change and emphasize the importance of schools, the community, and creating a walkable downtown for the greater public. A walkable community is one with many pedestrians, including children, the elderly, and people with disabilities.

There are numerous other benefits to walking that extend far beyond health considerations. Walking instead of driving has both economic and environmental benefits. It reduces the amount of money citizens spend on gas, car insurance, maintenance, and other

expenses, as well as reduces the amount of carbon dioxide released into the atmosphere from the burning of fossil fuels. A walkable city has other additional economic benefits as well. Because many places in America are not walkable, walkable cities appeal to tourists. Due to the city's desire to attract tourists through cultural institutions like MassMOCA and natural attractions that Berkshire County has to offer, this is an important consideration to make. A walkable city furthermore adds vibrancy to the downtown and commercial districts, benefiting both local and small-owned businesses that profit from increased patronage and traffic. Lastly, a walkable city builds social capital and trust, for pedestrians are much more likely to socialize and engage in conversation than drivers, building strong social ties throughout the community and the city.

History of North Adams

Founding and Early Industry

North Adams was first settled in 1745 and was separately incorporated from Adams in 1878; during this time period North Adams was mainly a mill town as well as a manufacturing site for other small industries. Power was derived from the Hoosic River at the convergence of the north and south branches, a site that remained prominent for manufacturing for several years. From 1860 to 1942 the largest manufacturer in the area was Arnolds Print Works on Marshall St, which got its start making printed textiles for the Union Army (*Mass MoCA*, "History of the Site").

Sprague Electric Company

In 1942, Sprague Electric bought the former print works site and converted it into an electronics plant. Sprague engineers and employees manufactured high-tech weapons for the United States government during World War II. After the war, Sprague became a major producer of electronic components and semiconductors. During the manufacturing process various hazardous chemicals were used and the wastes were dumped into unlined landfills which leached

these toxins into the Hoosic River. Health hazards from the presence of PCBs, a chemical compound and known carcinogen, still effect river wildlife and recreational use of the Hoosic River downstream of the former Sprague Electric Company site. Eventually competition from manufacturers abroad forced Sprague to close its doors in 1985, leaving North Adams's economy in a depressed state (*Mass MoCA*, "History of the Site").

Urban Renewal

Beginning in 1968, an urban renewal program was implemented to help the town accommodate for the growing industry of the electric company. Commercial and residential buildings in the downtown were torn down—many of them historic landmarks—to make room for new parking lots and big box stores (see Figure 1).



Figure 1: An aerial photo of North Adams before urban renewal. The highlighted sections are the parts of downtown North Adams that were removed during urban renewal.

Figure 2 below shows a side-by-side comparison of Bank Street before and after urban renewal. Despite these efforts, the closing of the electric company and the promise of new retail development was never delivered upon and the results of the urban renewal program were devastating (Manning). This new downtown development, with its drab stores and empty parking

lot expands, combined with a depressed economic state from the closing of the town's biggest industry, was a low point for the city.



Figure 2: Bank Street, North Adams. circa 1968 (left), courtesy of North Adams Transcript. Parking lot--formerly Bank Street--in 2002 (right).

Massachusetts Museum of Contemporary Art

By 1986 proposals for the country's largest center for contemporary art were being discussed. Business and political leaders of North Adams worked with Thomas Krens, the director of the Williams College Museum of Art, and his colleague Joseph C. Thompson to bring this idea to fruition. "They proposed exploiting the unparalleled scale and versatility of the complex's industrial spaces, while establishing a dialogue between the facility's past and the new life it would have as the country's largest center for contemporary visual and performing arts" (Mass MoCA). The museum finally opened its doors in 1999, promising new hope to a city that was in decline.

The Hoosic River

Throughout North Adams history, the Hoosic River has played an integral role in the town's character and culture. Originally a source of power for the mills and a symbol of vitality for the town, the river has a different presence in the town today. After severe flooding in North Adams during the first half of the 20th century, the U.S. Army Corps of Engineers constructed flood control chutes that contain the river as it flows through the downtown. While the cement

chutes prevent damage from future floods, they detract from the overall aesthetics of the downtown. They also restrict access to the river for recreation and are problematic for fish and wildlife. The Hoosic River Revitalization Coalition is currently working to replace these concrete chutes with a flood control design that would bring back the beauty and vitality a river should bring to the downtown.

The Massachusetts Museum of Contemporary Art has filled an important role in helping to revitalize the city, bringing in new jobs and improving the local economy through tourism. Current community initiatives, like plans for more community gardens and the Hoosic River Revitalization, are underway to improve the overall quality of life in North Adams. The demographics discussed in the next section demonstrate the need for these types of community projects which will be beneficial to the city of North Adams.

Current Demographics

History shows that the economic state of North Adams has been closely tied to the Hoosic River and the industry the town was built on. Since the closing of Sprague Electric Co., North Adams has struggled to maintain a good economy. According to the current North Adams Mayor, Richard Alcombright, 60% of the population is classified as middle-income and 20% fall below the poverty line. The per capita income of families in the city falls well below state and national levels.

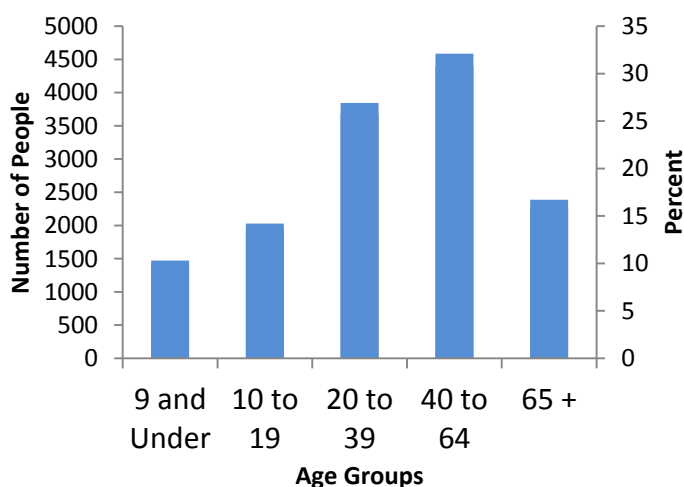


Figure 3: North Adams Population Age Distribution (U.S. Census Bureau, 2009)

The total North Adams population, according to the 2010 census, was 13,708. Figure 3 further shows the age distribution of North Adams residents. Notably, 25.6% of households in North Adams are home to individuals under the age of 18, and over 29.2% of residencies include individuals over the age of 65. With this in mind, it is crucial to take the different age demographics, including children and the elderly, into account when conducting walkability audits, assessing streets, and proposing future changes to walkability and accessibility. Another relevant statistic is the North Adams car ownership data (Figure 4). Of the 5,700 households in North Adams, 16% do not have access to a vehicle on a regular basis and 43% only have access to one vehicle (U.S. Census Bureau, *Population and Housing Narrative Profile*). Through considering the city’s demographics and the substantial portion of the population that does not have access to a car, the walkability of North Adams increasingly becomes an important component of the city.

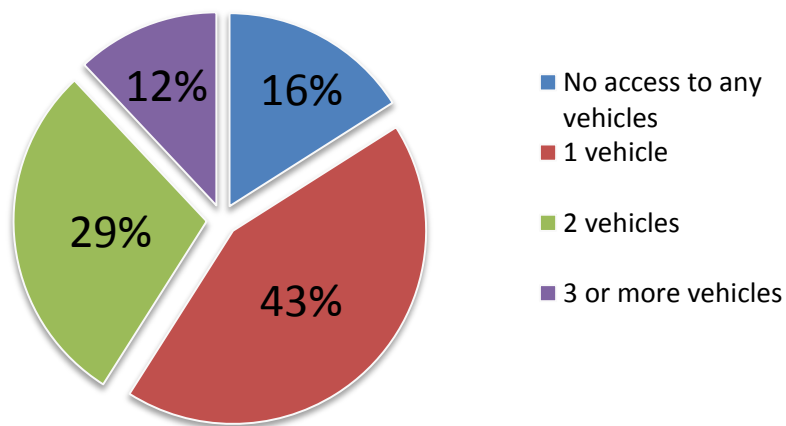


Figure 4: Percent Car Ownership by Household in North Adams (U.S. Census Bureau, 2009).

Vision

“The City of North Adams is currently engaged in a comprehensive planning process for the first time in many decades” said project client Mackenzie Greer. This past summer the City held a visioning forum, where residents expressed their future hopes for North Adams, looking

long-term towards what North Adams can be like 20 years from now. Common themes generated from this forum and North Adams residents inform the ongoing planning process *North Adams Vision: 2030*. “Elements of the plan which relate to walkability include housing, transportation and circulation, and services and facilities” (Greer). During the visioning process participants noted a desire to achieve a walkable city where both residents and visitors of all ages can enjoy the surrounding natural scenery, such as the Hoosic River and Mount Greylock, through connected parks and recreation systems that have strong connections to the downtown area. Through our walkability study, we hope to contribute to the overall Master Planning effort, especially emphasizing characteristics of the relationship between the downtown area of North Adams and its surrounding neighborhoods (refer to Figure 5 for a map of the areas studied).

Profile of Study Site

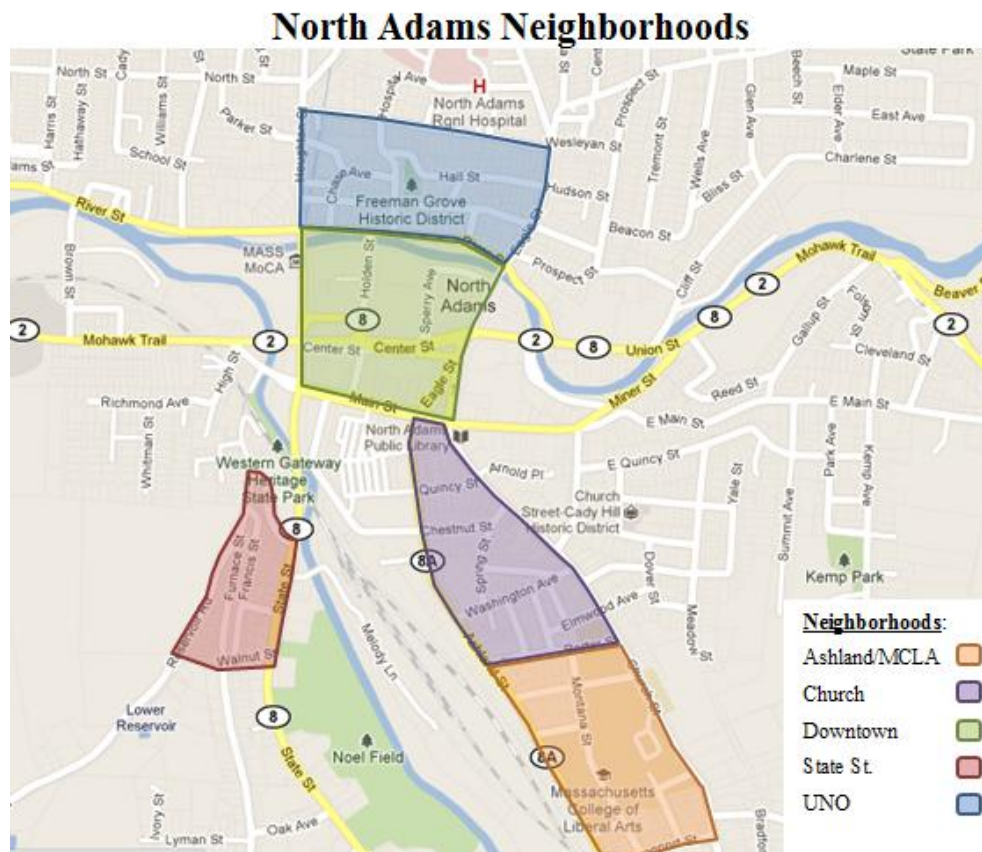


Figure 5: A map highlighting the extent of the downtown and the four outlying neighborhoods we evaluated.

Downtown North Adams

A look down the Main Street of the downtown area gives a glimpse of historic buildings that line the street, depicting the past grandeur of North Adams. During urban renewal, however, many of these buildings were torn down and replaced. During our assessment of the downtown area, we evaluated mostly busy commercial streets that had a high volume of vehicle traffic. Despite having streets filled with cars, the downtown has wide sidewalks that are evidence of the old city that was originally built for the pedestrian.

Ashland Street/ Massachusetts College of Liberal Arts (MCLA) Neighborhood

The Ashland/MCLA neighborhood surrounds the MCLA campus. Many of the dwellings in the neighborhood are multi-unit student homes or lower-income housing. The neighborhood is

bound by Porter Street to the north, Davenport Street to the south, Church Street to the east, and Ashland Street to the west. In the past, this neighborhood was home to many middle-class families (Merrigan). Today, the neighborhood is home to the majority of MCLA students as well as families and has a large elderly population. It contains MCLA dormitories (including the large Berkshire Towers complex), single and multi-residence housing, the Mary Spitzer Senior Center and Council on Aging, the Ashland Park high-rise apartment building (nearby), as well as numerous businesses along Ashland Street, its western border. These multi-occupancy buildings create relatively high pedestrian densities. Since many of the residents in this neighborhood are students (freshman at MCLA are not allowed to have cars on campus), elderly, or live in lower-income housing, car access is limited and pedestrian traffic is high. With this in mind, it is imperative for this neighborhood to be safe and welcoming to pedestrians.

Church Street Neighborhood

Church Street, once known as one of the wealthiest and most famous streets of the city, is lined with a number of North Adam's oldest and most grand historic houses (Oehler et al. 14-15). During urban renewal, however, many of the downtown buildings were removed, losing much of its cohesiveness (Oehler et al. 15). Today, this neighborhood is populated by many middle-class residents, interspersed with pockets of wealth (Merrigan). However, the houses are increasingly being subdivided, bringing in lower-income families into the community (Merrigan). In her interview, Merrigan noted that, "many of the residents have lived in the same house for forty years or more" (Merrigan). Despite its past, the Church Street neighborhood is still a diverse community that is beginning to develop into a close-knit community (Oehler et al. 14-15).

State Street Neighborhood

Located on a steep hill, State Street is a neighborhood characterized by its Italian identity (Merrigan). State Street, located at the bottom of the gradient, passes by Noel Field and contains a high volume of fast-moving traffic. It is dotted by businesses and pubs, making it not only the busiest area of the neighborhood but also a popular hangout spot for residents (Merrigan). Above State Street, the neighborhood's quiet streets are filled with apartments and multi-family houses that are home to many young families and children.

United Neighborhood Organization (UNO)

The UNO neighborhood was once the home of the mill workers and the business class of the Freeman Manufacturing Company (Oehler et al. 9). Filled with many old Victorian-style homes, the UNO neighborhood used to be considered one of the finest places to live in North Adams (Oehler et al. 9). Throughout the past 25 years, however, the neighborhood has experienced a drastic change of character, as houses were made into apartments. Such a change brought new, lower-income families into a neighborhood that previously had been filled with old, middle-class families (Merrigan). This change of character brought anxiety to this area, both perceived and real, of increasing problems including vandalism, drug and alcohol abuse (Oehler et al. 9). In the last few decades, however, North Adams residents have worked hard to bring back a sense of community and safety into this neighborhood. In 1994 a community police program worked to address the safety concerns of residents while in 1998 the mayor implemented a new playground which is used extensively by the residents of the community (Oehler et al. 10). Today, the UNO neighborhood is characterized by an economic gradient along the hill, with the settled middle class located further up the hill and the families in rental apartments living downhill (Merrigan). Although it is still a neighborhood that often does not

feel safe to walk in, many residents are now optimistic about the future of the UNO neighborhood (Merrigan; Oehler et al. 11).

Methods

What is a Walkability Audit?

A walkability audit is a method used to evaluate streets for their walkable character, taking into account various criteria such as aesthetics, functionality, and safety. The audit tool is a form of a survey designed to be administered while physically walking and evaluating the streets. Each street is divided into sections, roughly the length of a city block. After being evaluated, each segment receives a quantitative score as well as a qualitative assessment of the street. Both the quantitative and qualitative results are used to make recommendations about the streets and improve the feasibility and quality of walking.

Our audit tool was created after looking at models of other walkability audits, specifically the Downtown Lee Walkability Audit prepared by the Berkshire Regional Planning Commission in 2010. Although the North Adams downtown is similar to that of Lee, MA, we have amended and expanded our audit by creating a separate survey for residential streets that takes into account relevant differences in these two street types. The sections below represent ideas drawn from different walkability evaluations as well as observations from initial assessments of the specific North Adams downtown and neighborhoods.

Focus of the North Adams Walkability Audit

The quantitative section of our audit tool is broken down into several main sections and specific criteria within each are ranked on a scale from 1 (worst) to 5 (best). The score for each segment reflects not only the walkability, but also the accessibility for persons of all abilities (including children, senior citizens and persons with disabilities). A copy of our audit worksheet

is included in Appendix A. Below is a description of the audit for commercial streets. The adaptations for a residential street follow.

Quantitative Assessment

Sidewalks

The presence, condition, and width of sidewalks are evaluated for each segment. The sidewalk presents the most important component for making a street safe and comfortable to walk on. Although a sidewalk is not always required, depending on volume of traffic and vehicle speed, it is in most cases, especially in a downtown area, the best buffer from cars. Sidewalks are furthermore scored for obstructions and their overall connectivity.

Since discontinuous sidewalks or sidewalks with cracks and bumps, like the one seen in Figure 6, can make walking difficult for people with strollers or walking aids, such sidewalks received lower ratings. Furthermore, an extremely narrow sidewalk or one that has been blocked



Figure 6: Church Street Sidewalk

with obstructions, such as telephone poles, bushes, parked cars or fire hydrants, is difficult for many people to use and often forces pedestrians to walk in the road. A sidewalk that is consistently wide enough for at least two people to walk side-by-side is preferable for safety and social reasons and respectively receives a higher score.

Crosswalks



Figure 7: Intersection at Eagle Street and Mohawk Trail (Google Maps Streetview)

Because crosswalks are areas where pedestrians come into close proximity to vehicular traffic, they are some of the most hazardous locations for pedestrians (see Figure 7). Good crosswalks are visible to drivers and make pedestrians feel like they have the right of way. To ensure this, crosswalks should be placed in frequent and useful locations (efficacy) and have clear signage for cars, smooth curb cuts and visible on-road indication. A major portion of our evaluation of walkability is identifying places where crosswalks are needed but do not yet exist.

Crosswalks in commercial districts, especially ones crossing wide, high-traffic roads, often require pedestrian lights in conjunction with traffic lights. In North Adams, these crosswalks have buttons for pedestrians to push indicating that they would like to cross. At these intersections, we also evaluate the wait time and whether the time allowed for crossing is sufficient. Crossings that are not traffic-controlled are assessed based on whether they effectively inform drivers the need to stop for pedestrians.

Signage

Signage is helpful for visitors who need to find amenities and attractions, such as public restrooms and parking, information, historic sites, recreation sites, as well as retail shops and restaurants. Clear and attractive signage can give a commercial block a lively and inviting feel,

thereby increasing the feeling of safety of the street. Interesting and aesthetically pleasing signage is furthermore an economic benefit for businesses. Relevant road signs, including speed limit and street signs, are considered in our audits as well, for they can be helpful for visitors and residents navigating the streets. Additionally, we further considered the condition and efficacy of signs when evaluating the streets in North Adams.

Aesthetics and Amenities

The overall appearance of streets, store fronts, and houses has a big influence on how a pedestrian may feel when walking in a particular area. Additionally, the presence of trees and other greenery can give an area a pleasant feel and an aesthetic benefit. In our study we evaluate aesthetics based on its overall appeal as well as any damages in the area, such as building damage and other litter or debris. Points are also awarded for relevant amenities (including benches and trash cans) that make pedestrians more comfortable and more inclined to stay on a street. An example of an inviting street with nice aesthetics and ample amenities is North Adams' Main Street (Figure 8).



Figure 8: Main Street, North Adams

Safety

Safety is an important component of any pedestrian environment. There are various different factors that influence a person's safety while walking. Safety from vehicles is a main concern (addressed in the Crosswalk and Sidewalk section of our audit), but so is personal safety, achieved in areas of low crime and the presence of other pedestrians. This section of the evaluation looks specifically at nighttime lighting, appropriate traffic speed and an overall feeling of safety. A pedestrian on a safe street should not feel as though the cars are too close or moving too fast. They should furthermore neither feel harassed nor isolated as they walk down a street. Abandoned and dilapidated houses, empty lots, aggressive dogs, broken glass and litter detract from the feeling of safety score (Figure 9).



Figure 9: Abandoned house and empty lot on Spring Street

Qualitative Assessment

In addition to the quantitative assessment, each segment is evaluated on qualitative features. These include the presence of bicycle amenities, public transit stops and the type and number of people present in the segment. This section of the evaluation is used for describing the most dangerous and unpleasant parts of the assessed segment. There are also additional questions that inquire about the amount of parking available and a street's overall connectivity. The qualitative section is an important part of the evaluation, for it allows us to make note of influential aspects about a street that are not captured or considered in the quantitative data.

These comments are furthermore helpful when reflecting on the overall quality of a segment and making specific recommendations for improving its walkability.

Residential Streets

The qualities that make residential streets walkable can be different than those required of commercial streets. To take into account these differences, we created a separate audit for residential streets. In our assessment of the sidewalks of residential segments, we evaluated the presence of a grass buffer that separates the sidewalk from the street. We also removed the evaluation of signage from the residential audit, for this was not as relevant to the quality of the streets as it was in commercial segments. We furthermore removed benches and garbage cans from the scored amenities category, for these elements are not necessary features of residential streets. To compare the overall rankings of streets and neighborhoods, raw scores from residential streets were adjusted to reflect the same scale (80 points total) as the commercial streets.

Informal Pedestrian Interview

The informal pedestrian interview (the complete questionnaire can be found in Appendix B) is an important component of our data for this project. These interviews were designed to be short, friendly conversations with other pedestrians who we met encountered in the segments we evaluated. The questions are designed to gauge the frequency that people walk in the city, as well as the duration of the walks that are taken. These interviews provided a range of opinions about the quality of walking from different members of the community. They furthermore, gave us further insight about safety issues and concerns that we were not always aware of (due to the season or time of day we visited). The informal interviews were a good way of getting information from people with various perspectives and from individuals who experienced

difficulties pertaining to walkability because of disabilities. Finally, the informal interviews gave us insight into the more intangible aspects of walkability, such as perceptions of personal safety and cultural views on walking.

Stakeholder Interviews

We conducted formal interviews with community members and others who had a certain interest in the walkability of North Adams. The purpose of these interviews was to add context to our results and highlight walkability issues that were not immediately visible with our audit. Our goal was to represent a variety of interests and perspectives in the choice of our interviewees. They are as follows, in alphabetical order:

- **Richard Alcombright**, Mayor of North Adams
- **Al Bashevkin**, Executive Director of Northern Berkshire Community Coalition. NbCC is one of the most active community organizations in the North Adams area. As someone who has lived in both North Adams and Bennington, VT, Bashevkin was able to point out differences and similarities between the two cities in terms of walkability.
- **Liz Cunningham**, former long-time resident of North Adams. An avid walker and active community member interested in making the downtown greener and more accessible.
- **Anne French**, a member of the Hoosic River Revival Coalition steering committee and a member of the North Adams school district.
- **Kim McMann**, Director of Planning and Development at Berkshire Community Action Council. The BCAC is an anti-poverty human services organization serving the entire county and so McMann had important insight on the people in North Adams who have the greatest need for a walkable city. Previously, she worked for Target Hunger, which was a similar organization based in North Adams.

- **Kate Merrigan**, UNITY Program Coordinator at Northern Berkshire Community Coalition. Her work in NbCC focuses on youth development. She is a native of North Adams who has personal insight into the history and social conditions of each neighborhood we studied.

Geographic Information Systems (GIS)

After completing audits of the 75 segments we surveyed, we used Geographic Information Systems (GIS) to locate the street segments on an aerial map of North Adams and input our data from the audits into each of these segments (all GIS maps can be found in Appendix G). By physically connecting our results to its appropriate segment, we were able to compare and evaluate by their overall score. We also evaluated each component of our audit specifically and compared the conditions of sidewalks, crosswalks, safety and the aesthetics and amenities of the streets. Through these comparisons, GIS made it possible to not only effectively evaluate the overall walkability of North Adams as a whole, but also enabled us to pinpoint the strengths and weaknesses of individual streets and neighborhoods in clear, visual medium.

Results and Recommendations

Downtown North Adams



Figure 10: Main Street, North Adams

Downtown North Adams received high scores for overall walkability. In general the sidewalks are in good condition (Figure 10), benches, trees and other amenities are present, and store fronts are largely inviting. A map of our evaluation of the downtown (see Appendix G6) shows that almost every street received a green rating (total scores between 51 and 80 out of 80 that reflect an average of 4-5 out of 5 for individual criterion) for their overall score. The only street not to achieve such a high score was Summer Street, which is interrupted by a large parking lot that is largely unsafe for pedestrians. Although many segments had an overall score, we should also note the need for improvements on crosswalks in the area, especially at key intersections (Figure 11).



Figure 11: Downtown crosswalk score and key problematic intersections.

General Recommendations

Table 1: Downtown General Recommendations. Refer to Appendix 3 for the street names associated with each segment number.

General Recommendations	Segments
Add pedestrian signs/signals at crosswalks	1, 4, 9, 10, 14, 15, 16, 17, 18, 19, 20
Repaint the on-road crosswalk indication	1, 4, 17
Add amenities (benches)	2, 4, 6, 20
Fix the pedestrian crosswalk signal	9, 12, 13, 14, 18
Fix sidewalk to be continuous across driveways	1, 16
Repaint curb cuts	19
Repair sidewalk	19, 20

Table 1 shows the general recommendations for the downtown area. Improvements to crosswalks, such as installing signals or fixing existing ones so that they give the pedestrian priority over other traffic signals, can be done to improve the pedestrian safety in the downtown. While most intersections have effective crosswalks, some of the pavement paint has faded

significantly. Furthermore, though a significant portion of the crosswalks have pedestrian signals, we found that they were often slow to turn, requiring many traffic cycles, forcing pedestrians to frequently jaywalk instead. Additionally, the length of time allotted for crossing frequently was insufficient. With this in mind, we recommend that pedestrian lights (after the buttons have been pressed) always are prioritized during traffic cycles, and that more time is allotted for the pedestrian to cross the intersections.

Additionally, the Mass MoCA crosswalks (Figure 12) are examples of creative ways to add character to the downtown and emphasize friendliness toward pedestrians. We will address specific intersections where crosswalks could be improved in the “Specific Recommendations” portion of our report.



Figure 12: Mass MoCA Crosswalk, St. Anthony's Drive

Another general recommendation is to install more amenities in the downtown area. The benches on Main Street make the area more pedestrian-friendly and encourage people to sit and stay downtown. This same effect could be emulated on some of the other streets, especially near the river, to make the streets more inviting and enjoyable for pedestrians.

In general, we want to prioritize the pedestrian in the downtown area, not only to encourage walking as a more prominent form of transportation, but also to ensure pedestrian

safety. Driveways can often be dangerous places for pedestrians, and while most sidewalks tend to be continuous across driveways, there are several instances in the downtown where driveways are actually paved over crosswalks (Figure 13). This gives the priority to the driver and is one thing that could be addressed in the downtown to make it more pedestrian-friendly.



Figure 13: Examples of driveways (found on Center Street) that favor the car and the recommended driveways that have a continuous sidewalk and favor the pedestrian.

Specific Recommendations

Some specific areas of concern involve connectivity, both within the downtown and the surrounding neighborhoods (refer to Table 2 below). Connection to the State St. neighborhood is one particular area that could significantly be improved by forming a pedestrian path to American Legion Drive under the Rt. 8 overpass. This would provide a more direct route and safer alternative path for pedestrians. Another connectivity issue occurs where Rt. 2 crosses through the downtown, cutting off Main Street from the Big Y Plaza and the UNO neighborhood behind it. Although fencing and landscaping is pleasant to look at keeps pedestrians from crossing the street in an area of such fast traffic, it also creates a long stretch where there are no crosswalks at all. Furthermore, fast traffic is an issue not limited to Rt. 2. To address this

problem we would recommend enforcing slower traffic limits throughout the downtown area to increase safety for pedestrians.

There are many specific intersections that need to be addressed, where we observed people jaywalking due to absent or inadequate crosswalks (refer to Figure 11 for specific problematic intersection locations). One intersection that we believe should be a high priority for pedestrian safety is the intersection of Rt. 2 and Eagle St (identified as number 5 in Figure 11). This is a wide intersection and the streets do not cross perpendicularly, which makes it difficult for pedestrians to see incoming traffic. Crossing this intersection also physically takes much longer than the signal allows for, thereby increasing the amount of jaywalking that occurs at the intersection. We would therefore propose a diagonal crosswalk across the intersection that would require cars traveling in both directions to stop at the same time. This would allow pedestrians to cross towards any side of the street in one signal, thereby reducing the incidence of jaywalking.

Lastly, there are a few places in the downtown where disrepair and damage negatively affects the walkability of the street. Under the Rt. 2 overpass of Marshal Street near Mass MoCA, for example, dark parking lots and few crosswalks give this area a negative and unsafe atmosphere. Another location that could use improvements is behind the Big Y Supermarket on Sperry St. (Figure 14). The decrepit store back, rusty fence, vacant parking lot and crumbling



Figure 14: Sperry Avenue behind Big Y

sidewalk make this an unpleasant part of the downtown. Repaving the sidewalk and store walls as well as converting the parking lot into a green space, or other more useful area would bring energy to this part of the downtown.

Table 2: Downtown Specific Recommendations (Relative cost is out of 3, Relative Priority is out of 5)

Specific Recommendations	Relative Cost	Relative Priority
Implement a slower speed limit in the downtown area.	\$	✓✓✓
Install crosswalks (Segment 6, Main St. and Eagle St.)	\$\$	✓✓✓
Improve connectivity to State St. (Segment 7, American Legion Drive)	\$\$	✓✓✓
Implement a crosswalk across American Legion Dr. at the intersection with Summer St. (Segment 7)	\$	✓
Make the parking lot at Summer St. more navigable for pedestrians (Segment 8)	\$	✓✓
Create more pedestrian friendly linkage across Rt. 2 (Segments 12 & 14)	\$\$	✓✓✓
Implement a diagonal crosswalk across Rt. 2 at Eagle St. intersection (Segment 12)	\$\$	✓✓✓✓
Address pedestrian safety and connectivity under the Rt. 2 overpass (Segment 2, State St.)	\$\$	✓✓

Conclusion

The downtown has some of the most walkable streets in the entire city of North Adams, which is important because this area is truly the heart of the town. Our major recommendations in this area are concerned with the pedestrian crosswalks at key intersections. Furthermore, connectivity to the nearby residential neighborhoods is essential in order to encourage residents to walk from their homes. However, overall the downtown area is largely pedestrian-friendly.

Ashland Street/Massachusetts College of Liberal Arts (MCLA) Neighborhood

Overall, the streets in the Ashland/MCLA neighborhood ranked well, with the majority of the segments evaluated (8 out of 12 total) having a score within the 51-80 range. The remaining four segments scored in the 36-50 range (an average of 3 for each evaluated category, refer to Appendix G11). The lowest-scoring street was Church Street, which extended from the college parking lot by Highland Street to Davenport Street (Segment 40) and the highest-rated street was Ashland Street, which stretched from Porter Street to MCLA housing Block G (Segment 31). In general, the streets further north (closer to downtown) scored better than the streets farther away from the downtown, largely because the lack of sidewalks present in the southern streets

(Appendix G12). For example, Bond Street had no sidewalks, while Davenport Street had a discontinuous sidewalk on one side of the street, and parts of Church Street only had a sidewalk on one side of the street. The southern street additionally did not score as well as the streets closer to the downtown in their crosswalk rankings (Appendix G13).

General Recommendations

Table 3: A list of general recommendations applicable to numerous segments that would make the neighborhood more walkable

General Recommendations	Segments
Repaint (including zebra strips) or implement crosswalk	32, 34, 38, 38, 20
Increase pedestrian signage	31, 38, 40
Repair, repave, or add sidewalk	34, 36, 37
Repave/add curb cuts	31, 36, 37, 41, 42

Table 3 outlines a list of general recommendations that apply to multiple street segments audited including improving crosswalks, curb cuts, and overall sidewalk condition. As mentioned above, many of the streets farther from the downtown were the lowest-scoring segments of this neighborhood. Improving these streets and the overall neighborhood connectivity are additional general recommendations that could significantly increase the walkability of this neighborhood.

Specific Recommendations

Through evaluating the Ashland/MCLA neighborhood, we compiled a number of specific recommendations that could easily improve the walkability of the area (Table 4). One major problem of the walkability of this neighborhood was its connection to neighborhoods to the south that were not part of our study. Davenport Street is an important connecting street in the neighborhood; it not only serves as the southern edge for the neighborhood, but also connects the two major streets: Church Street and Ashland Street. However, the sidewalk on Davenport Street is discontinuous and is inconsistently present on the north side of the street, making it difficult for pedestrians to navigate. Furthermore, there is a missing section of pavement at the

intersection of Davenport and Ashland. Where the sidewalk should wrap around the northeast corner, it stops and turns into a patch of grass (Figure 15).



Figure 15: The photo below was taken standing at the corner of the above picture, looking south down Ashland street. The sidewalk abruptly ends and the road narrows and goes under an overpass, making almost impossible for pedestrians to continue walking safely.



Figure 16: End of sidewalk at Davenport Street and Ashland Street

Most notably, however, the sidewalk abruptly ends roughly ten yards before Ashland Street intersects with Davenport Street. At this intersection Ashland Street continues under a narrow railway bridge, leaving no shoulder on the side of the road for pedestrians or cyclists (Figure 16). This narrow underpass and lack of a shoulder or sidewalk makes it practically impossible for pedestrians to continue walking safely south down Ashland Street and disconnects the Ashland/MCLA neighborhood to focal points, such as Drury High School, located farther south.

The largest living space on MCLA's campus is the Berkshire Towers. This multi-story building is located on the east side of Church Street, south of Blackington Street and north of the parking lot at the end of Highland Street. Because of the large number of students who live in the building, and since the majority of the MCLA buildings are on the other side of Church Street,

the crosswalk across Church Street in front of Berkshire Towers is used frequently. Church Street is one of the busiest streets in North Adams and cars on the street tend to drive at higher speeds than they do in other parts of the Ashland/MCLA neighborhood. Along the side of the



Figure 17: A neon sign warning drivers of crosswalk near the Berkshire Towers.

road, there are multiple signs warning cars of the upcoming crosswalk and informing them to yield to pedestrians (Figure 17), including a neon sign with lights. Through our observations of this crosswalk, however, we noticed that not all the cars yielded for pedestrians, and students often were forced to wait until a car had driven through the crosswalk before they began crossing. The speed at which the cars were traveling makes the crosswalk potentially a dangerous one. To improve this crosswalk, we recommend painting zebra stripes inside of the existing two white, parallel lines to make the crosswalk more visible to drivers from a distance. Furthermore, we suggest planting neon ‘stop for pedestrians’ signs actually in the street, not only to prioritize the pedestrian but also to make it clear to fast-moving cars on Church Street that this is the crosswalk that the previous signs warned about. Improving this intersection would benefit many people who spend time at MCLA, especially those who live in the Berkshire Towers. We recommend that the same improvements be made to the other crosswalks on Church Street and Ashland Street as well.

Another problem area on Church Street, especially on the southern portion of the street (starting after the Berkshire towers and continuing past Davenport Street) was the discontinuous nature of the sidewalk on the east side of the street (see Figure 18 below). While the sidewalk on the west side of the street was in very good condition, the sidewalk disappeared on the east side. Because of this, pedestrians walking on the east side of the street would have to either cross the

street to the west side of the street or walk up a steep hill and walk through a parking lot. Even after passing the parking lot, there is no sidewalk on the east side of the street. Because Church Street is one of the busier streets in the city and cars tend to drive quickly, pedestrians would need to cross the street again to stay on a sidewalk. The inconsistency of sidewalk on Church Street isolates the streets and house that lie east of the Ashland neighborhood and reduces the connectivity between Ashland and eastern areas, including Windsor Lake.

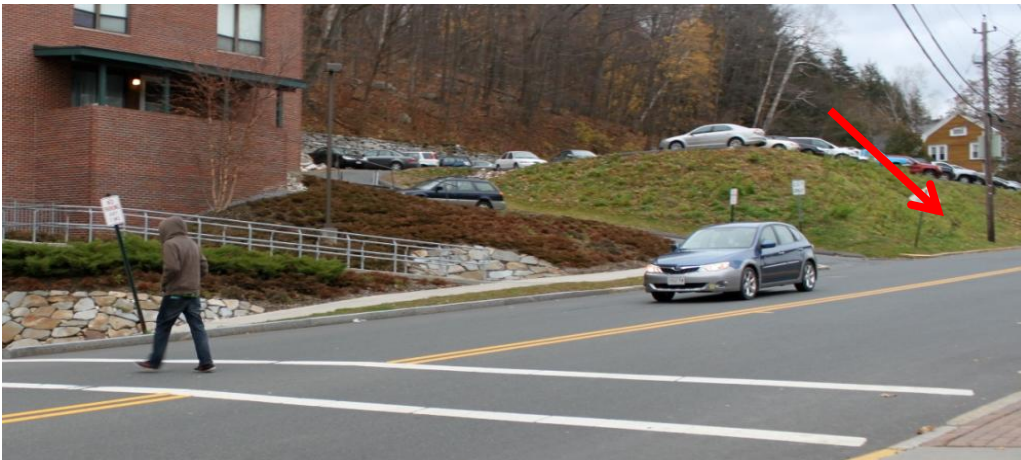


Figure 18: The red arrow points to where the sidewalk abruptly (Church St).

Table 4: The following table includes a list of specific improvements that would make the neighborhood more walkable

Specific Recommendations	Relative Cost	Relative Priority
Add a crosswalk at the intersection with Montana (Segment 32, Blackington Street)	\$	✓✓
Improve crosswalk visibility by painting zebra stripes in the crosswalk and placing a neon pedestrian sign <i>in the road</i> in the crosswalks along Church Street, especially the one in front of Berkshire Towers (Segment 35, Church Street)	\$	✓✓✓✓✓
Lower the speed limit on Church and Ashland Streets (Segments 31 and 35)	\$	✓✓✓
Add sidewalks (Segment 39, Bond Street)	\$\$\$	✓✓
Add a sidewalk on the south side of the street or make the sidewalk on the north side of the street continuous (Segment 42, Davenport Street)	\$\$	✓✓
Improve connectivity going south on Ashland Street (Segment 37, Ashland Street)	\$\$	✓✓✓✓
Add a sidewalk on the other side of the street (Segment 36, Hoosac Street)	\$\$\$	✓✓

Conclusion

Overall, the streets in the Ashland/MCLA neighborhood were generally walkable and rated well on the quantitative rubric. However, both general considerations, like poor connectivity to outlying neighborhoods and the lack of continuous sidewalks on multiple southern streets, and specific problems, like the cross-walks at Church Street near the Berkshire tower and the underpass on Ashland Street near Davenport, largely affect the overall walkable potential of this neighborhood. Because of the nature and make-up of this neighborhood and its relatively high pedestrian density (including a large student and elderly populations), addressing these barriers would greatly enhance the overall walkability of North Adams.

Church Street Neighborhood

The Church Street Neighborhood is bound by Church Street to the east, Ashland Street to the west, Chestnut and Spring Street to the north, and Porter Street to the south. The neighborhood is almost entirely residential, except for a strip along Ashland Street. Most of the streets in the neighborhood scored well on the quantitative assessment. Of the 14 segments that we scored, eight segments scored in the 51-80 range, four segments scored in the 36-50 range, and only two streets scored between 0-35 (Appendix G16). The highest-ranking streets were Quincy Street (Segment 55, between Ashland Street and Church Street) and Summer Street (Segment 56, stretching from Ashland Street to Church Street) with scores of 68. The street with the lowest assessment was Royal Street (Segment 48), which had a score of 29, largely because it did not have any sidewalks. The segments closer to downtown, as well as the busy, bordering streets of Church and Ashland, scored higher than the interior streets that were located farther from the downtown towards south. As seen in Appendix G17 and Appendix G18, the interior streets farther from the downtown area ranked poorly for both sidewalks and crosswalks—

factors largely responsible for these low overall scores. Because most of the streets were residential, there were very few crosswalks, and many of the streets in this section lost points for this. Although traffic volume in the neighborhood (not including the border streets of Church and Ashland, where traffic density is high and the cars move very fast) was low, it is still important for crosswalks to be present at street intersections, especially at the intersections without stop signs.

General Recommendations

Table 5: General Recommendations for Church St./MCLA Neighborhood.

General Recommendations	Segments
Repaint (including zebra strips) or implement crosswalk	44, 47, 48, 52, 57
Increase pedestrian signage	45
Repair, repave, or add sidewalk	44, 45, 46, 48, 49, 50, 53, 54, 55, 56
Repave/add curb cuts	44, 45, 55
Clear sidewalk of obstructions	44, 49, 51

Table 5 above compiles a list of general, neighborhood-wide recommendations applicable to numerous segments that would make the neighborhood more walkable. Poor sidewalk quality was a reoccurring theme in multiple segments. Like the Ashland/MCLA neighborhood, segments farther from the downtown tended to score lower than segments closer to downtown. Additionally, we find it important to address the walkability of the southern portion of the neighborhood.

Specific Recommendations



Figure 19: Images of deteriorating, overgrown, or nonexistent sidewalk on Elmwood, Willow, and Royal Streets

As shown by Table 6, we have a number of specific suggestions that could improve the walkability of the Church Street neighborhood. Segments 48, 49, and 50 (Royal, Willow, and Perry Streets, respectively) scored very low on the sidewalk portion of the quantitative audit (Figure 19). Royal Street does not have sidewalks and Willow Street only has sidewalks on the west side of the street. However, the sidewalk on Willow was largely obstructed, with cars parked on the sidewalk and leaves covering large portions of the pavement. Furthermore, the sidewalk was very narrow in certain areas (less than 2.5 feet in some places). On Perry Street, the sidewalk was only present on one side of the street, was in poor condition, and contained numerous obstructions. On Elmwood, part of the sidewalk was taken over by moss, making it slippery and unsafe for pedestrians.

A specific problem in this neighborhood was the triangular intersection near Perry Street, where South Street and Washington Avenue converge. Although the sidewalks are continuous throughout both South Street and Washington Avenue, the triangular intersection makes it

difficult for pedestrians to continue from Washington Avenue to South Street. Furthermore, since there is a building at the corner of the convergence, it is difficult for cars to see pedestrians crossing the street (Figure 20). Because of this, we propose adding a crosswalk across Washington Avenue and State Street at their convergence to increase pedestrian safety.



Figure 20: Awkward triangulation between South Street and Washington Avenue—the yellow building pictured limits the possibility for drivers to see pedestrians. There are also no crosswalks at this intersection.

Finally, there were some areas in Church Neighborhood that felt unsafe. For example, on Spring Street, between Chestnut and Church Street, there was an area that was characterized by abandoned, boarded up houses and abandoned lots (Figure 21). Broken glass littered the sidewalk and lighting was poor, making the segment feel unsafe.



Figure 21: An abandoned lot with dilapidated house and playground on Spring Street.

Table 6: A list of specific improvements that would make the Church St./MCLA neighborhood more walkable.

Specific Recommendations	Relative Cost	Relative Priority
Widen sidewalks on the south side of the street (Segment 44, Porter Street)	\$\$	✓✓
Improve crosswalk visibility by placing a neon pedestrian sign <i>in the road</i> in	\$	✓✓✓✓

the crosswalk going across Church Street near Elmwood (Segment 46, Church Street)		
Add a stop sign at the intersection of Elmwood and Church that forces the cars on Elmwood turning onto Church come to a complete stop (Segment 45, Elmwood Street)	\$	✓✓
Pressure wash the sidewalk (Segment 45, Elmwood Street)	\$	✓✓✓✓
Add a crosswalk going across Church Street near Washington Street in from of the MCLA auditorium (Segments 46, Church Street)	\$	✓✓✓✓
Add a crosswalk at the triangle where Washington Avenue and South Street converge (Segments 47, 52 South Street and Washington Avenue)	\$	✓✓✓
Add sidewalks on both sides of the street (Segment 48, Royal Street)	\$\$\$	✓✓✓
Add crosswalks at the end of the street (Segment 28, Royal Street)	\$	✓✓
Add a sidewalk on the east side of the street (Segment 49, Willow Street)	\$\$	✓✓
Add sidewalks on both sides of the street (Segment 50, Perry Street)	\$\$\$	✓✓✓
Add a crosswalk at the east edge of the street at Church Street (Segment 53, Summer Street)	\$	✓✓
Add zebra stripes to the crosswalk in front of the Ashland Park Apartments high-rise building (Segment 57, Ashland Street)	\$	✓✓
Lower speed limit on Ashland and Church Streets (Segments 46 and 73)	\$	✓✓✓

Conclusion

The segments present in the Church Street neighborhood fell into two groups of scores. Most of the streets closer to downtown scored well across the board and were pleasurable to walk on, with complete and intact sidewalks, well-marked crosswalks, and grass-buffers separating the pedestrian from the street. However, the segments farther from downtown ranked poorly, largely due to sidewalks that were absent or in poor condition. These streets hinder the overall neighborhood connectivity and discourage their residents from walking. Even though traffic volume on some of the interior streets farther south were relatively low, it is still important for them to have sidewalks in good condition and well-marked crosswalks in order to make the neighborhood equitably walkable. Furthermore, the majority of the segments scored in the middle range (7-11 out of 15) for feeling of safety (Appendix G20). We believe that it is a priority in this neighborhood to increase the feeling of safety through improving lighting, cleaning segments with broken glass and litter, and repairing deteriorating houses or vacant lots. Church Street has many streets that need little to no improvements and are very walkable and inviting as is. Improving the streets in the neighborhood that scored lower, in the ways we have

recommended, would tie the neighborhood together and make it an even more walkable place for pedestrians.

State Street Neighborhood

Although the State Street neighborhood is located on the slopes of a steep hill, the streets were pleasant to walk through and relatively pedestrian-friendly (reflected by the overall high scores shown in Appendix G21). Located at the bottom of the hill, State Street is the busiest street of the neighborhood. It is a street with fast-moving traffic that passes through a number of points of interests, including numerous bars, Noel Field, and a child care center. Uphill of State Street are residential streets lined with subdivided houses, many filled with families with small children.

General Recommendations

Table 7: A list of our general recommendations for a number of evaluated segments

General Recommendations	Segments
Repaint (including zebra strips) or implement crosswalk	21, 22, 23, 24, 25, 26, 27, 28
Increase pedestrian signage	21, 22, 25
Fix or repave sidewalk	23, 24, 25, 28
Provide adequate street-side parking that does not interfere with the crosswalk	24, 27

One important aspect to keep in mind when evaluating the walkability in a neighborhood is the connection between the streets and other parts of town. As depicted in Appendix G23, one of the neighborhood's greatest flaws in walkability was the connectivity and safety achieved through crosswalks. Throughout the neighborhood, many crosswalks were not present, very faded, or not obvious enough. A specific example of this problem can be seen in Figure 22. Creating or repainting crosswalks would be a fast and inexpensive way to increase both the connection amongst streets and safety of the pedestrian (especially for children walking to school or to Noel Field).



Figure 22: Intersection of Hooker St. and State St., showing faded crosswalks and signs.

In conjunction with safety gained through creating crosswalks, we also recommend increasing signage to raise awareness of pedestrians to automobile drivers. Since many children live in this neighborhood, it would also be beneficial to install “Children at Play” signs, add stop signs at intersections to regulate and slow down car traffic on the side streets, add speed limit signs on State Street, and replace existing faded signs.

Many of the residential side streets of the State Street neighborhood were narrow and filled with cars. However, because there is not enough space to park on the streets, many cars parked on the sidewalk (Figure 23). Such behavior makes the sidewalk discontinuous and inaccessible to the pedestrian, forcing them to walk on the street. Parked cars also create blind spots and, when combined, these two effects can make walking unsafe. Furthermore, by habitually parking on the sidewalk, many cars have caused a rapid deterioration of the sidewalk conditions and the curbs. Although we acknowledge that many of the streets are narrow, we



Figure 23: A picture portraying cars parked on the sidewalk, impacting the condition of the sidewalk and making it discontinuous.

recommend that parking needs be addressed in order to reclaim the sidewalks of this neighborhood. Perhaps through creating additional parking on the side of the street or in open spaces, pedestrians will once again be able to use the sidewalks for their original purpose.

As mentioned above, many of the sidewalks through this neighborhood are made of asphalt and in poor condition (see Appendix G22). Since many young families live in this neighborhood, deteriorating sidewalks could extensively impact the walkability of a segment with a stroller. Because of this, we find it imperative to fix or repave many of the sidewalks (especially along the residential side streets) of the neighborhood.

Specific Recommendations

Our assessments of this neighborhood uncovered a number of specific areas that could be improved significantly increase the walkability of the neighborhood (Table 8). One of the basic components that has a tremendous impact on the quality and safety of a walk is the continuity of a sidewalk. Furnace Street, however, is one street that does not have such a continuous sidewalk. Instead, the sidewalk ends abruptly; leaving about 50 meters without a sidewalk, and begins again on the other side of the street. As evidenced by the toys in Figure 24, families with small children live in this section. Such a sudden ending of the sidewalk can therefore drastically increase the danger of this segment to pedestrians, especially small children.



Figure 24: A picture showing the segment on Furnace Street where the sidewalk abruptly ends.

As a result, although it might be a relatively costly project, implementing one continuous sidewalk on one side of the street would enhance the safety, connectivity, and overall experience of a walk for the pedestrian. As mentioned previously, in dangerous segments close to families with small children, such as the one on Furnace Street, it might also be beneficial to add ‘Children at Play’ signs to increase safety.

The fast speed of traffic along State Street (or Route 8) significantly reduces the feeling of safety when walking along and across the street. The road is the barrier between the neighborhood (which is filled with families and children) and places of interest (including Noel Field for recreation and the child daycare center). To make crossing the street safer and the overall quality of the walk more pleasant, it is necessary to reduce traffic speeds. Although we

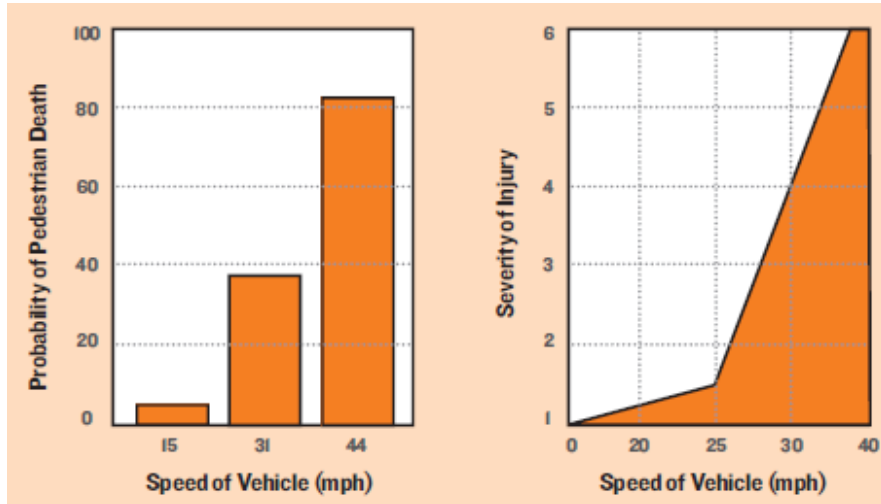


Figure 25: Reducing vehicle speed can significantly reduce the danger of vehicles to pedestrians and increase the feeling of safety. These charts show that reducing vehicle speed decreases the probability of pedestrian death the severity of pedestrian injuries when conflicts do occur (Streets for People).

did not see any speed limit signs along this segment, we estimated the speed of cars to be at least 25 to 30 miles per hour. Despite the presence of a clearly-marked crosswalk painted across the street (marked as Intersection 9 in Appendix G21), such fast vehicle speeds often leave drivers unable to react quickly enough to stop for crossing pedestrians. Figure 25 further emphasizes this point, highlighting that a higher vehicle speed creates a higher probability of pedestrian death and severity of injury when a conflict does occur. Through decreasing the speed limit of State Street in this area (and highlighting this point by additional speed limit signs), the crosswalk would become significantly safer. Many towns, such as Burlington, Vermont, are local examples of places that are taking a proactive step to increase the safety of the pedestrian by reducing the speed limits of vehicles on streets near the downtown (Baird). With the goal of ensuring slower vehicle speeds, additional traffic calming methods, such as curb extensions and speed tables (a

speed bump, about 16-50 feet long, with a flat top), could be installed along this segment (*Streets for People*).

The intersection between State Street and Furnace Bypass (marked as Intersection 10 in Appendix G21) is the key connecting segment between the State Street Neighborhood and the downtown North Adams through the overpass. The crosswalk at this intersection, however, is barely visible. In addition, the turn from the overpass onto Furnace Bypass is a relatively blind turn for drivers that can be taken at moderately fast speeds. Without adequate pedestrian signage and clearly-marked crosswalks, this important connecting intersection is one of the most dangerous locations of the neighborhood. To further ensure that drivers are slowing down to safe speeds on the turn, it would be a good idea to either raise the crosswalk across the intersection or implement a speed table.

Table 8: A table of the specific recommendations made using our evaluations in the audits.

Specific Recommendations	Relative Cost	Relative Priority
Repave Curb Cuts (Segment 22, State Street)	\$\$	✓
Widen Sidewalk (Segment 24, Furnace Street)	\$	✓✓✓
Create one, continuous sidewalk (ideally on the same side of the street) (Segment 25, Furnace Street)	\$\$	✓✓✓✓✓
Fix the fence (Segment 28, Hooker Street)	\$	✓✓✓✓
Replace faded stop sign (Segment 28, Hooker Street)	\$	✓✓✓
Implement Sidewalk (Segment 29, Reservoir Road)	\$\$\$	✓
Repaint crosswalk at State Street/Furnace Bypass intersection	\$	✓✓✓✓✓
Lower speed limit and speed limit signs on State Street	\$	✓✓✓✓✓

Conclusion

Overall, State Street neighborhood proved to be a walkable area. However, since many of its residents are families with children, it is important to consider accessibility and safety from the perspective of a child. Although many of the streets have sidewalks, they were often discontinuous or unable to be used because of cars were parked on them. Furthermore, many of the sidewalks throughout the neighborhood were not connected by crosswalks at intersections,

limiting driver awareness and pedestrian safety. Lastly, the fast speeds of the vehicles driving on State Street make it impossible for cars to quickly stop at marked crosswalks. This limits the accessibility of pedestrians (including children) to areas of interest including the childcare center and Noel Field.

United Neighborhoods Organization (UNO)



Figure 26: Chase Hill Road, no sidewalk on either side.

Walking through UNO neighborhood is pleasant because the historic, closely spaced houses give the neighborhood a lived-in feel. Additionally, the narrow roads keep vehicle traffic slow, which gives children the opportunity to play in the yards and streets without fear of cars. Most streets have sidewalks on both sides, although there are instances where narrow roads lose the sidewalks entirely. There are a few narrow, steep and curvy streets, like Chase Hill shown in Figure 26, which lack sidewalks and can be particularly hazardous for pedestrians.

General Recommendations

Table 9 (below) shows the general recommendations for UNO neighborhood to make it more walkable, accessible and safe, especially for children and elderly people living in this neighborhood.

Table 9: A list of our general recommendations for a number of evaluated segments.

General Recommendations	Segments
Repave or repair curb cuts	58, 70, 73, 74
Add pedestrian signs/signals at crosswalks	61, 71, 72, 75
Paint/repaint the on road crosswalk indication	58, 59, 65, 66, 71, 71, 73, 74
Add stop signs at intersections	59, 60
Address the problem of cars, garbage cans, and debris obstructing sidewalks	60, 62, 63, 70 , 73, 74
Fix cracked or broken sidewalks	68, 69
Install a dangerous curve sign	62, 69

As shown in Table 9, one of the most frequent general recommendations for this neighborhood is the addition of crosswalks. Figure 27 below, which compares the scores of crosswalks in this neighborhood, shows just how poorly this neighborhood ranked in this category:

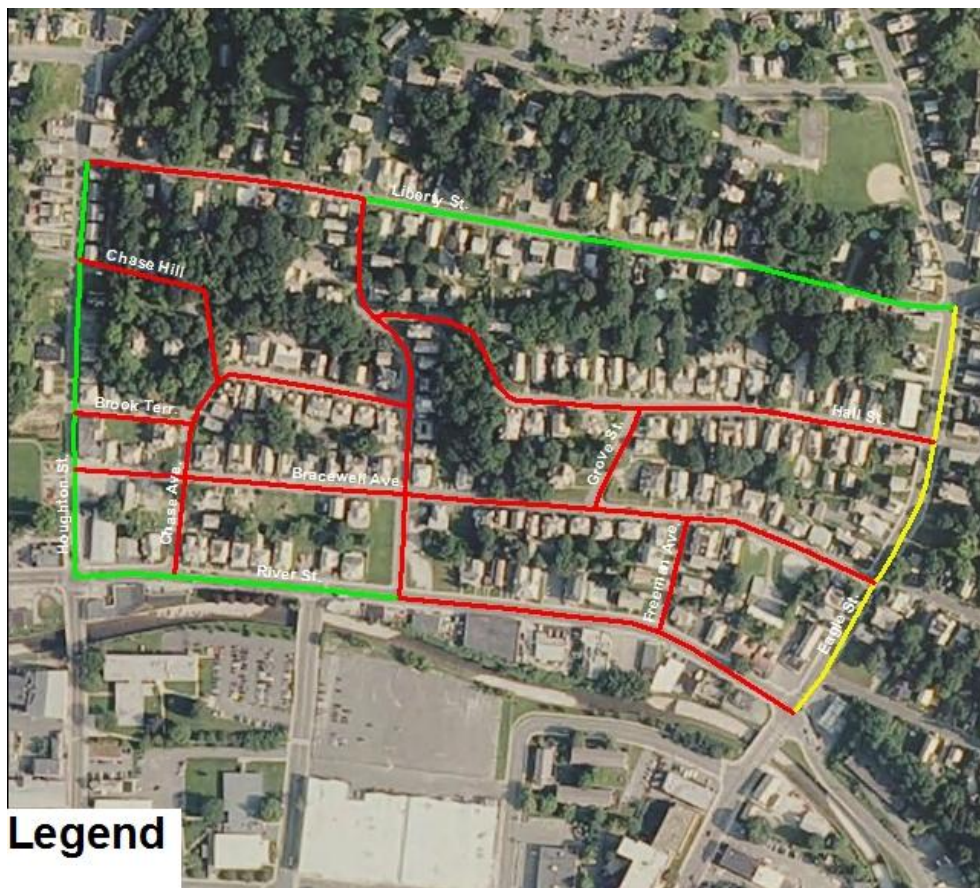


Figure 27: UNO Neighborhood Crosswalk Scores

Simple on-road indications could be added at almost every intersection in the UNO neighborhood. There are also many intersections with faded or missing stop signs. Special attention should be given to the crosswalks near the park on Houghton St., (Figure 28) where children frequently cross. Additional signage would be effective for increasing safety.



Figure 28: Crosswalk to Neighborhood Park on Houghton St.

Another common issue is the obstruction of the sidewalks by cars, garbage cans, and other debris, an example of which can be seen in Figure 29. Because of the narrow streets, cars frequently park on the sidewalk, which can be unsafe for pedestrians. Effort could be made to ensure adequate parking in driveways for residents. Additionally, more attention to the general upkeep and maintenance of the streets and sidewalks in this neighborhood would make this neighborhood a more pleasant place to walk.



Figure 29: Leaf Litter and Dumpster Obstructing the Sidewalk in UNO Neighborhood

The sidewalks on River St. are concrete and in good condition. However, the sidewalks further up the hill of the neighborhood transition into asphalt sidewalks that are cracked, uneven, and contain obstructions (such as hydrants and poles). The curb cuts on these asphalt sidewalks also tend to be places that wear down faster and could be repaired.

Specific Recommendations

River Street is the most commercial street in the neighborhood and serves as a link to the downtown; it has good quality sidewalks, but frequent driveways can be hazardous for pedestrians. There are also a number of damaged or vacant-looking buildings on both River St. and Houghton Street that detract from the pleasant atmosphere of this neighborhood.

Another problematic area in the UNO neighborhood was the intersection between River Street and Eagle Street (marked as Intersection 11 in Appendix G26, River Street changes names to Canal Street east of this intersection). This intersection has high pedestrian and vehicular traffic and multiple commercial enterprises including Domino's Pizza, Lopardo's Package Store, Pooches, and the Elks Lodge. Crossing this street was difficult, especially because there are only three crosswalks at this intersection (instead of crosswalks on all four sides). There is no crosswalk connecting Domino's to the Elks Lodge, though pedestrians still try to cross here because of the locations of these commercial buildings on the two corners. Furthermore, there are no zebra stripes in the crosswalks and the intersection does not have a pedestrian light, reducing the intersection's overall safety. With this in mind, we recommend that pedestrian lights should be added, since, even when the traffic light is red, it will not interfere with the right turn that many cars make at this intersection. Overall, the pedestrian never has the right of way at this intersection and either has to wait until there are no cars or weaving across while vehicles pass through.

A table of our other specific recommendations, along with our assessment of the relative cost and priority can be found in Table 10 below.

Table 10: Specific Recommendations for UNO Neighborhood (Relative cost ranked out of 3, relative priority ranked out of 5).

Specific Recommendations	Relative Cost	Relative Priority
Implement a crosswalk and a pedestrian crossing signal (Segment 61, Intersection of Eagle and River St.)	\$\$	✓✓✓✓✓
Reduce speed limit near the park (Houghton St. – Segment 61)	\$	✓✓✓
Install a sidewalk (Chase Hill)	\$\$\$	✓✓
Address pedestrian safety on the dangerous curve on North Holden St. between Chase Ave and Liberty St.	\$	✓✓
Make the sidewalks on Hall St. completely continuous.	\$\$	✓
Implement crosswalk and signal at the intersection of Eagle and Liberty St.	\$\$	✓✓✓✓
Repave the sidewalk on the south side of River St.	\$\$	✓✓✓
Fix up the abandoned and damaged building fronts.	\$	✓✓

Conclusion

Overall, the UNO neighborhood proved to be very walkable. Because of the relatively low volume of traffic, problematic places with obstructions or broken sidewalks are not major issues. Nevertheless, to improve walkability and increase the safety in the area we recommend changes, such as creating crosswalks at larger intersections and fixing broken or obstructed sidewalks. Even small changes, like adding “Dangerous Curve” signs, could make a huge difference for the safety of pedestrians walking in this neighborhood.

Overall North Adams

The results from this section of the report indicate two things. First, that the overall infrastructure for pedestrians in North Adams is present and there is already a good framework for a highly walkable city. Secondly, there are a number of small changes that could significantly improve walkability from a technical standpoint. The major overall changes we recommend would be to reduce vehicular priority on the streets by lowering speed limits and enforcing that vehicles stop at crosswalks for pedestrians. Improving on-road indication and signage at

crosswalks could also help make drivers more aware of pedestrians. Additionally, some larger changes could be made to improve the overall connectivity from the downtown to the other neighborhoods, especially to State St. Neighborhood and between Ashland/MCLA neighborhood farther south on Rt. 8A. Lastly, an ongoing effort to beautify the streets through adding greenery and other amenities would improve the overall feel of the city and hopefully would contribute to making North Adams more walkable.

Limitations

While our research does a good job describing the walkability of North Adams, there are some drawbacks in our methods that should be addressed. The first bias inherent in our research is derived from the weather. We were only able to collect street data during October and November, both of which were unseasonably warm and dry months this year. As a result, we did not experience any difficulties with snow, ice, or puddles during our audit process. In addition, the pedestrians that we spoke to informally did not always mention this as a problem because it was not relevant to our conversation. The effects of winter weather on walkability did come up frequently during the formal interviews, but is noticeably missing from our technical assessment of the streets.

Another limitation of our project is a survey bias that is inherent in both our street questionnaires and formal interviews. This bias derives from the fact that the people who spoke to us tended to be of the population of people who walk in North Adams, and typically enjoy it, as well as the people already invested in seeing walking take on a more prominent role in the culture of North Adams. The pedestrians we approached on the street were primarily people walking and therefore we did not get as much feedback on what improvements could be made from other points of views. Seeking out interview candidates from the part of the population that

does not walk on a daily basis would yield a more even and thorough distribution of survey results. Additionally, the distribution of our interviews did not fall evenly between all of the neighborhoods, as there are a lot more people to talk to in the downtown. A more even distribution of interviews from other neighborhoods would therefore help to provide a more complete picture of the walkability in North Adams.

Another limitation of our project is the bias that we as the researchers bring to the evaluation. As always with a subjective evaluation, personal opinions and experiences influence how the audits were conducted and how the results were interpreted. Furthermore, as researchers we were seeking out problems to fix while presumable missing or misinterpreting certain aspects of the streets we were auditing and the people we were surveying. In regard to the street audits especially, we tried our best to look critically at the streets and to perfectly capture the perspective of those for whom walking is more difficult: children, senior citizens, persons with handicaps, etc.

One last limitation of our project is the scope. Due to time and resource restrictions, we were not able to study North Adams in its entirety. Although we looked at four prominent neighborhoods, each with key linkages to the downtown, they do not represent all of North Adams. There are areas beyond our project, especially the link to Drury High School, which would be important aspects to consider in completely addressing the issue of walkability in North Adams.

Results and Recommendations from Interviews

We completed a total of seventeen questionnaire forms, but many of them aggregated the opinions of two or more people we interviewed as they were walking together. In this section, we

will discuss the cumulative results of our informal street questionnaires and our six formal interviews and how these interviews influence our recommendations. The recommendations we have made from our technical survey of the North Adams streets can go a long way towards increasing pedestrian safety and accessibility. Going forward though, it is important to bear in mind that walkability does not just reflect the conditions of sidewalks and crosswalks. The majority of the residents we spoke with generally enjoyed walking in North Adams. Those who had spent considerable time in cities with urban sprawl appreciated the compactness of North Adams and its walkable design. However, we did notice that walking was rarely described as being “fantastic” or “great”, but was mostly labeled as being “fine,” “generally good,” “normal,” or in the words of one elderly lady on the street, “Pretty good - at least there are sidewalks.” When asked further, people on the street usually had at least one issue or comment about walkability. The stakeholder interviews went into greater depths concerning problems with walkability, but despite their detailed critiques, interviewees generally had a positive attitude about North Adams.

The conclusion we draw from this is that North Adams is, for the most part, a walkable city. Its strength lies in the fact that most of the pre-automobile design still remains and that sidewalks and crosswalks are generally present and maintained. However, since there were many suggestions for improvements, we note that much beyond the technical aspects of walkability still needs to be improved. As one resident stated, our goal of a walkable city is to transform it into a place that “feels like it should be walked in”. Through most of our conversations with North Adams residents and the stakeholder interviews, we realized that walkability is a much more complex issue than first anticipated. This section will draw out four central themes for

improvement in walkability that were mentioned in our interviews.

Traffic Safety

The most recent pedestrian-vehicle traffic fatality occurred in 2001 and killed an eleven-year-old girl on Route 2 near Price Chopper. Since then, there have been no more pedestrian-vehicle fatalities, but pedestrian safety is obviously still an issue. As we have mentioned before, the placement of a major interstate artery through the middle of the city and the complicated high-volume intersections are a major sources of trouble. In his interview, Mayor Alcombright mentioned that North Adams is a “small town with big city intersections” and that crossing the street in New York or Boston is often a less-stressful experience. The Mayor also sees the presence of the wide traffic lanes on Main Street to be linked to the intersection problem. These intersections have put a strain on the relationship between drivers and pedestrians in the downtown.

Our observation that pedestrian buttons at intersections have unsatisfactorily long wait times was supported by many residents. Liz Cunningham suggested that this is one of the reasons why jaywalking has become the norm. Jaywalking is dangerous and creates tension between drivers and pedestrians. However, even when pedestrians abide by the law safety is still not assured (Massachusetts state law gives pedestrians the right of way at crosswalks that do not have a light or other traffic-control device). Four people we talked with mentioned at least one of the following major intersections as places that were particularly dangerous because drivers failed to obey pedestrian right of way: Main St. and Church St. near the library, Mohawk Trail and Eagle St. by McDonalds and State St. and Main St. by City Hall. As Kate Merrigan put it, at these intersections “pedestrians have the lowest priority” and it often takes “three to four traffic cycles before you can cross.” Merrigan attributes this partly to the fact that drivers are

“angry” and “anxious” at these intersections. This interpretation is supported by another woman we talked to during our informal interviews, who mentioned being yelled and gestured at obscenely from the driver of a waiting vehicle while she was crossing the street at a crosswalk. Another person simply described these intersections as “deadly.”

Our recommendations to improve the problems of the intersections would be to increase driver awareness of the laws protecting pedestrians through improving signage and a period of increased police enforcement at particularly dangerous intersections. Simplifying traffic patterns to reduce the stress on drivers is a long-term goal that is currently being evaluated in a traffic study by the BRPC. Mayor Alcombright additionally expressed an interest to see Main Street narrowed and diagonal parking added, both of which would serve to slow traffic. Ideally, he “would love to lose the behemoth artery” and have Route 2 run through Main Street like it did in the past, but at a much slower speed. Of course, changes of this magnitude are a “huge engineering task and a political struggle”, and funding for large-scale traffic redesigns come from the federal government fairly arbitrarily - “every ten years or so” at best.

Personal Safety

Two North Adams residents interviewed in the seventeen informal interviews \ mentioned that they had a friend who had been mugged recently, as did one person in our stakeholder interviews. Other people we talked to on the street said things such as: “I think there’s a big crime rate. I’d be a bit scared if I were elderly” and “I don’t let my twelve year-old daughter go certain places in the evenings because of weirdoes.”

Women, in particular often noted as feeling threatened by a certain type of harassment on the street. Five women in informal interviews, but no men, mentioned that they sometimes felt unsafe walking. One woman said that, “you have to keep your guard up at night.” Another has

been yelled at and cat-called as she walks by people in passing vehicles and on porches. Places where women feel like they must be constantly on guard should not be considered completely walkable for everyone.

Both mugging and sexual harassment are complicated issues with multiple causes that are not easily solvable. Police presence, good lighting and formal or informal neighborhood watch systems all can reduce incidences of mugging, but do not address the underlying social and economic issues. Obscene gestures and cat-calls need to be identified as harassment and portrayed clearly by the government and social organizations as something that is not acceptable.

Culture

A common thread in our interviews with Kate Merrigan and Al Bashevkin of NbCC, Anne French of the Hoosic River Revival Coalition and Kim McMann from BCAC was the perception that North Adams has a cultural stigma against walking and public transportation. In North Adams, walking carries the stigma of poverty, particularly along streets that do not have the glamour of Main Street. Walking is not seen as something someone would choose to do if they have a car; French said that “people with cars are more likely to drive, even if they’re only going a quarter of a mile.” Bashevkin attributed this partly to the fact that streets are “too big”, “too easy to drive” and parking “is never a problem.” This contributes to another problem: the lack of pedestrians makes the people who do need to walk feel isolated. When streets are mostly empty, walkers can be singled out for harassment. Even well-meaning drivers can enforce the feeling that streets should not be walked on; one person we interviewed told us that an acquaintance had pulled up next to her as she was walking down Route 8 and offered her a ride because he thought she was only walking because her car had broken down. This would not happen if there were simply more pedestrians walking in North Adams.

In addition to making streets physically more pleasant to walk down, programs can be implemented to encourage walking as a form of exercise and as a positive alternative to car transportation. NbCC recently received a grant from Mass in Motion to address this type of programming and our interviewees that are part of community organizations had many ideas for promoting walking. Kim McMann from BCAC emphasized that people in North Adams need to be encouraged to walk. Programs and events should be designed to show people that walking can be possible, healthful and enjoyable. Both Kim McMann and Anne French mentioned programs that could be implemented through the school district, such as school walks or a walking school bus. McMann suggested a walking club and Merrigan fondly remembered a walking and healthfulness contest that once took place through the hospital. Bashevkin additionally encouraged the promotion of historic walking tours of North Adams, while Sarah Gardner brought up events and street art done by MassMoCA to draw museum visitors into the downtown as a way of boosting pedestrian traffic. The City of North Adams already holds annual pedestrian-only events in the downtown including the Northern Berkshires Food Festival, The Mayor's Downtown Celebration and the Eagle Street Beach and Community Party, during which all of Eagle Street is covered with sand.

Destinations

One aspect of North Adams that adversely affects walkability is the perception that there are not enough destinations to walk to in the central North Adams area. This idea is also a source of great excitement and an opportunity for creativity for interested residents and our stakeholders brought up many specific proposals for destinations that are at various stages of realization. Individuals we met on the street were also eager to tell us what new places they would like to see in North Adams.

The most common wish was for more green space in the downtown. Ideas we heard included playgrounds, parks, dog parks, skate parks and community gardens. Anne French, in particular, spoke of the importance of renovating sections of the Hoosic River that pass through the downtown to make it an attraction and place for outdoor activities, not a “barrier that gets in the way.”

Indoor gathering spaces were another element that people would like to see within walking distance. The Mayor described that federal Community Development Block Grants that have recently helped fund the renovation of a skating rink on Church Street that now regularly draws about 320 kids on a Friday evening. He additionally mentioned that the next three years of grant money is going to go towards renovating the Armory building on Ashland Street into a community center. Other ideas we heard, specifically from Merrigan, were for a youth center, an arcade or a roller rink. Two survey participants, both parents, also echoed the sentiment that more spaces and activities for youth were needed.

Three of the stakeholders we interviewed expressed a desire to draw MCLA students to the downtown. Some proposals (at various stages of development) are the bike path from campus to the downtown, the renovation of the Mohawk Theatre as a student performance space, and a student bookstore and coffee shop on Main Street. Bringing primary school students and their families to the downtown is also on the minds of several of the people we interviewed. The North Adams School District is in need of a new middle school building, and one of the options is renovating and re-opening the Silvio O. Conte School, which is located just above the library on East Main Street.

One last desire that we heard frequently was for better connection throughout North Adams and from the downtown to nearby areas of interest. Several people saw limitations with the local public transportation options. Al Bashevkin noted that the bus system not only has inadequate hours and stops for people who live further away from the downtown, but that it is also saddled with a stigma of poverty. Mayor Alcombright said that connectivity to recreational walking opportunities was lacking. North Adams does not have enough designated walking loops within the city. Additionally, awareness of and access to hiking and beautiful natural landmarks is extremely limited. The Mayor is hoping to extend the bike path in Adams to North Adams and through this, in combination with better signage and advertising, boost the number of people who take advantage of the natural beauty and recreation the Berkshires have to offer.

Conclusion

North Adams has the great historic boon of being a city that was designed to be walkable. For the most part, it has kept its compact layout and boasts the rare distinction of being a small American city in which it is possible to live, work, shop and access many recreational activities without the need for a car. Despite many recommendations for improvements presented here, it is important to realize that North Adams already has the potential to be an amazingly walkable city without the need for major expensive reconstruction. We have presented a number of technical recommendations that are minor to modest in cost and scale, that could still make a noticeable impact on walkability. Larger recommendations, particularly the redesign of several major intersections in the downtown, would be more difficult to implement but would have a larger effect on pedestrian connectivity.

Our surveys and stakeholder interviews, though they have offered many critiques, are ultimately heartening because they demonstrate that walkability is something that citizens,

community organizers and elected officials all see as an important component of making North Adams a better place. The interest, creativity and motivation we witnessed are inspiring. Though there are technical and social impediments to walkability, there are also ample grounds for hope that North Adams is moving in a positive direction.

Acknowledgements

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Appendices

A. Audit Samples

Commercial Audit

Walkability Audit -Commercial						Segment #
North Adams, MA		Date:	Time:			
<div style="border: 1px dashed black; padding: 5px; min-height: 40px;"> Location: </div>						
SIDEWALKS						COMMENTS
Presence	1 none	2	3	4	5 entirely	
Condition	1 very poor	2 poor	3 fair	4 good	5 excellent	
Width	1 none	2 unofficial	3 3 feet	4 4 feet	5 > 4 feet	bumpouts? Yes/No
Obstructions	1 many	2	3	4	5 none	
Connectivity	1	2	3	4	5	
CROSSWALKS						
Location(s):						COMMENTS
Efficacy	1	2	3	4	5	
Signage	1 none	2	3	4 clear	5 signal	
Curb cuts	1	2	3	4	5	
On-road indication	1 none	2	3 fading	4	5 clear	
SIGNAGE						
Description:						COMMENTS
Condition and efficacy	1 all poor	2	3	4	5 all good	note poor signs and illegibility:
AESTHETICS & AMENITIES						COMMENTS
Overall Aesthetics	1	2	3	4	5	
Amenities (benches, garbage cans, etc.)	1	2	3	4	5	specify:
Damage	1	2	3	4	5	
SAFETY						COMMENTS
Feeling of safety	1	2	3	4	5	
Lighting	1	2	3	4	5	
Appropriate traffic speed	1	2	3	4	5	

Walkability Audit -Commercial

Qualitative Assessment

Other Amenities Present

Bicycle Amenities	Bike Racks	Bike Lanes	None
Public Transit Stop	Present	Near	None

General questions

Did you observe people walking in this segment?

Are there any changes you would make to this segment that would help it to be better connected?

Describe the most dangerous location in this segment?

What improvements would make this segment more appropriate for pedestrian use?

What is the marked speed limit for this section? Does it appear adhered to?

Parking

Is there parking available? What are the restrictions?

Is parking being used? Estimate % filled

Does this segment connect to a larger municipal parking area? Yes No

Design Orientation

How do the building-backs and massing affect the pedestrian environment?

Other Comments

Residential Audit

Walkability Audit -Residential						Segment #
North Adams, MA		Date:		Time:		
<div style="border: 1px dashed black; padding: 5px; min-height: 40px;"> Location: </div>						
SIDEWALKS						COMMENTS
<i>Presence</i>	1 none	2	3	4	5 entirely	
<i>Condition</i>	1 very poor	2 poor	3 fair	4 good	5 excellent	
<i>Width</i>	1 none	2 unofficial	3 feet	4 4 feet	5 > 4 feet	bumpouts? Yes/No
<i>Obstructions</i>	1 many	2	3	4	5 none	
<i>Connectivity</i>	1	2	3	4	5	
<i>Grass Road Buffer</i>	1 None	2	3 Narrow	4	5 Present	
CROSSWALKS						COMMENTS
Location(s):						
<i>Efficacy</i>	1	2	3	4	5	
<i>Signage</i>	1 none	2	3	4 clear	5 sign	
<i>Curb cuts</i>	1	2	3	4	5	ADA?
<i>On-road indication</i>	1 none	2	3 fading	4	5 clear	
AESTHETICS & AMENITIES						COMMENTS
<i>Overall</i>	1	2	3	4	5	
<i>Damage</i>	1	2	3	4	5	
SAFETY						COMMENTS
<i>Feeling of safety</i>	1	2	3	4	5	
<i>Lighting</i>	1	2	3	4	5	
<i>Appra-priate traffic speed</i>	1	2	3	4	5	

Walkability Audit -Residential**Qualitative Assessment****Other Amenities Present**

Bicycle safety	Marked Shoulder	None	
Public Transit Stop	Present	Near	None

General questions

Did you observe people walking in this segment?
Describe them (i.e., Age, strollers, people exercising, apparent disabilities, etc.)

Describe the most dangerous location in this segment?

What improvements would make this segment more appropriate for pedestrian use?

Are there any changes you would make to this segment that would help it connect to better to key locations?

What is the marked speed limit for this section? Does it appear adhered to?

Parking

Is there streetside parking and does it feel safe?

Do private parking space in driveways seem sufficient?

OTHER COMMENTS

B. Questionnaire Sample

EU/JE/CN/AL F/M DATE:_____ LOCATION:_____ DARK/LIGHT
12 -U 13-17 18-30 30-60 61+ TIME:_____ WEATHER:_____

Hello, we are students working with the Regional Planning Commission to assess how walkable and pedestrian friendly downtown North Adams is; we are looking for areas that work well and areas that need improvement.

1. Do you ever walk or bike from home/work/school to get places (circle one)? If so, how often?
Never rarely 1 time/ week multiple times/week more than once/day
2. How many minutes is your walk to downtown (circle one)?
0-5 5-10 10-20 20 and over
3. Are you a North Adams resident? If not, what brings you to North Adams?
4. Where are you coming from? Where are you going? (Currently)
5. Where are the places you walk to most frequently?
6. Do ever walk just to take a walk (for exercise/pleasure) YES NO
7. How do you feel about the general quality and safety of the walks you take in North Adams?
8. Are there any specific areas where walking/biking is particularly difficult? How would you fix them to making walking/biking easier?
9. If you were in charge of making North Adams a more walkable city, what would you improve?
10. Are there any special considerations that impact how often you walk (ex.: stroller, kids, grocery cart)?

C. Segment Key

Segment #	Neighborhood	Street Name	From (Street)	To (Street)
1	Downtown	Center St.	Marshall St.	Holden St.
2	Downtown	Marshall St.	Center St.	Main St.
3	Downtown	Main St.	Marshall St.	Holden St.
4	Downtown	Holden St.	Main St.	Center St.
5	Downtown	Main St.	Holden St.	Ashland St.
6	Downtown	Main St.	Ashland St.	Church St.
7	Downtown	American Leg. Dr.	Main St.	Summer St.
8	Downtown	Summer St.	American Leg. Dr.	Ashland St.
9	Downtown	Eagle St.	Main St.	Center St.
10	Downtown	Church St.	Main St.	Rt. 2
11	Downtown	Center St.	Sperry Ave.	Eagle St.
12	Downtown	Mohawk Trail	Sperry Ave.	Eagle St.
13	Downtown	Center St.	Holden St.	Sperry Ave.
14	Downtown	Mohawk Trail	Marshall St.	Holden St.
15	Downtown	Marshall St.	Center St.	River St.
16	Downtown	St. Anthony Dr.	Marshall St.	Holden St.
17	Downtown	Holden St.	Rt. 2	River St.
18	Downtown	Eagle St.	Rt. 2	River St.
19	Downtown	Lincoln St.	Sperry Ave.	Mohawk Trail
20	Downtown	Sperry Ave.	Lincoln St.	Eagle St.
21	State St.	State St.	Furnace Bypass	Hooker St.
22	State St.	State St.	Hooker St.	Walnut St.
23	State St.	Walnut St.	State St.	Furnace St.
24	State St.	Furnace St.	Walnut St.	Reservoir Rd.
25	State St.	Furnace St.	Reservoir Rd.	Furnace Bypass
26	State St.	Furnace Bypass	Furnace St.	State St.
27	State St.	Francis St.	Walnut St.	Furnace St.
28	State St.	Hooker St.	Francis St.	State St.
29	State St.	Reservoir Rd.	(first 200m)	Furnace St.
30	Does Not Exist	N/A	N/A	N/A
31	Ashland St.	Ashland St.	Porter St.	MCLA Housing block G
32	Ashland St.	Blackington St.	Ashland St.	Montana St.
33	Ashland St.	Church St.	Porter St.	Highland Ave.
34	Ashland St.	Blackington St.	Montana St.	Church St.
35	Ashland St.	Church St.	Porter St.	Parking lot off Highland Ave.
36	Ashland St.	Hoosac St.	Ashland St.	Montana St.
37	Ashland St.	Ashland St.	Housing G	Davenport St.

38	Ashland St.	Highland Ave.	Davenport St.	Church St.
39	Ashland St.	Bond St.	Ashland St.	Corinth St.
40	Ashland St.	Church St.	Parking lot off Highland	Davenport St.
41	Ashland St.	Davenport St.	Ashland St.	Church St.
42	Ashland St.	Corinth St.	Hoosac St.	Davenport St.
43	Church St.	Ashland St.	Summer St.	Chestnut St.
44	Church St.	Porter St.	Church St.	Ashland St.
45	Church St.	Elmwood Ave.	Church St.	Willow St.
46	Church St.	Church St.	Pleasant St.	Porter St.
47	Church St.	Washington Ave.	Ashland St.	Church St.
48	Church St.	Royal Ave.	Washington Ave.	Porter St.
49	Church St.	Willow St.	Washington Ave.	Porter St.
50	Church St.	Perry St.	Elmwood Ave.	Washington Ave.
51	Church St.	Spring St	Church St.	Washington Ave.
52	Church St.	South St.	Spring St.	Washington Ave.
53	Church St.	Church St.	Summer St.	Porter St.
54	Church St.	Chestnut St.	Spring St.	Ashland St.
55	Church St.	Quincy St.	Ashland St.	Church St.
56	Church St.	Summer St.	Ashland St.	Church St.
57	Church St.	Ashland St.	Chestnut St.	Porter St.
58	UNO	River St.	N. Holden St.	Eagle St.
59	UNO	Liberty St.	Houghton St.	N. Holden St.
60	UNO	Liberty St.	N. Holden St.	Eagle St.
61	UNO	Houghton St.	River St.	Liberty St.
62	UNO	Chase Hill Rd.	Houghton St.	Chase Ave.
63	UNO	N. Holden St.	Liberty St.	Chase Ave.
64	UNO	Hall St.	N. Holden St.	Grove St.
65	UNO	Hall St.	Grove St.	Eagle St.
66	UNO	Eagle St.	River St.	Liberty St.
67	UNO	Brook Terrace	Houghton St.	Chase Ave.
68	UNO	Chase Ave.	River St.	Chase Hill Rd.
69	UNO	Chase Ave.	Chase Hill Rd.	Holden St.
70	UNO	Grove St.	Bracewell Ave.	Hall St.
71	UNO	Bracewell Ave	Houghton St.	Holden St.
72	UNO	N. Holden St.	River St.	Chase Ave.
73	UNO	Bracewell Ave.	Eagle St.	N. Holden St.
74	UNO	Freeman Ave.	River St.	Bracewell Ave.
75	UNO	River St.	Houghton St.	N. Holden St.

D. Sample Costs

Category	Item	Unit	Cost (\$)	Notes
General	Striping-4" wide	Linear Foot	1.80	\$9,500 per mile
General	Signs	Each	200	Varies with size
Road Shoulder	Construction-Rural	Mile	102,000	5' per side
Road Shoulder	Resurfacing	Mile	25,000	
Safety	Walk/Don't Walk Signal System	4 Corners	3,700-250,000	
Safety	Speed Tables	Unit plus signage	1,500-2,000	These are a safer version of speed bumps, roughly 4-6 feet in travel distance
Safety	Crosswalk Pavement Treatments	Crosswalk	5,000-20,000	Different paving texture and color to permanently demarcate crosswalks
Sidewalk	Construction-Asphalt	Square Foot	1.50	4 feet wide, no curb
Trail	Construction-Asphalt paving	Mile	200-300,000	Maintenance is an important additional cost with off-road paths

INSERT CITATION

E. Qualitative Results Table

Downtown

Segment #	Location Description	Score	Type of Segment	Segment Comments	Recommendations for Improvements
1	Center Street (Holden/State)	60	Commercial	-Lacking connection to underpass -West side crosswalk is close to dangerous curb -Fading crosswalk -Sidewalk is discontinuous	-West side cross walk needs signs -Widen curb at the west side crosswalk -Repaint the west side crosswalk -Convert one parking lot entrance to a continuous crosswalk
2	State Street (Center/ Main)	74	Commercial	-Fading crosswalk -Present and comfortable sidewalks with many amenities -High traffic at intersection -Parallel parking at the side of the street	-Crosswalk needed at Center St. -Add more benches near the sidewalk -Add speed limit signs
3	Main Street (State/Holden)	78	Commercial	-Present and comfortable sidewalks with many amenities -Traffic seems to be a little too fast -Bicycle racks are present -Lots of people walking on the sidewalk	-Add speed limit signs
4	Holden Street (Center/Main)	71	Commercial	-Signage for crosswalks is only on one side -Crosswalks are fading -No crosswalk sign on Main St. -A number of empty stores, but pleasant with lots of stores and restaurants -Close to public transit stop	-Repaint crosswalks and add zebra stripes -Add signage for crosswalks at Main St. (currently a dangerous location) -Add amenities such as benches and garbage cans
5	Main Street (Holden/Ashland)	80	Commercial	-Good sidewalks, many amenities, clear crosswalks and safe feeling -Parallel parking on the side of the street	
6	Main Street (Ashland/Church)	66	Commercial	-No benches or garbage cans close by -General feeling of safety -Close to a public transit stop -Parallel parking on the side of the street	-Need at least one crosswalk (especially near the traffic light at the Eagle St./Main St. intersection or at Church St. near monument) -Add seating, especially near monument
7	American Legion Drive (Main/Summer)	57	Commercial	-Little connectivity on the west side behind the holiday in or under the	-Improve connectivity on the west side of the street

				overpass -Building facades are urban renewal- esque	-Add a crosswalk near the Summer St. intersection -Improve the look of the building backs -Lower speed limit
8	Summer Street (Am. Leg./Ashland)	40	Commercial	-Segment bisects a large parking lot -There are no crosswalks in the parking lot	-Continuous sidewalks, crosswalks and pedestrian signs to better navigate the parking lot
9	Eagle Street (Main/Center)	70	Commercial	-some empty, run down storefronts -crosswalk by Main St. doesn't give the walking signal even when all traffic is stopped -many nice store fronts -one way traffic	-Add crosswalk signs -Fix the crosswalk light at the end of Main St
10	Church Street (Main/Rt. 2)	64	Commercial	-Present sidewalks in good condition (sidewalk on one side is very skinny) -Good crosswalks, but inadequate pedestrian signage present (especially near memorial park) -Traffic feels too fast -Side-street metered parking	-Marked speed limit needs to be reduced -Pedestrian signage needs to be implemented at crosswalks (especially at the fork of Church St and Ashland) -Add pedestrian lights or signage at the crosswalk near the memorial park
11	Center Street (Eagle/Sperry)	67	Commercial	-Poor connectivity to the Rite Aid plaza across Rt. 2	-Add a pedestrian friendly way to get across Rt. 2
12	Mohawk Trail (Eagle and Church intersection/Sperry)	72	Commercial	-Present sidewalks and crosswalks are in good condition -No amenities (benches, garbage cans, etc.) -Litter on the sidewalk -Wide grass buffer (about 20' wide) makes the pedestrian feel safe -Numerous people observed walking along the segment	-Quicken light change for pedestrians at the intersection (many currently cross the street on a red light because of this time lag)
13	Center Street (Holden/Sperry)	63	Commercial	-Crosswalk sign needed on Center St crosswalk	-Have pedestrian crosswalk light change when the traffic signal has turned red.

				<ul style="list-style-type: none"> -Rt 2. is too fast on the north side of the street -Center St./Holden St. intersection is dangerous -Fast traffic 	
14	Mohawk Trail (State/West Main)	61	Commercial	<ul style="list-style-type: none"> -Overall good light signal for pedestrian, except for one crosswalk at the intersection that does not have a light or sign -Some buttons at the pedestrian crossing do not work -Waiting time after pushing the signal button to the change of the signal is too long -No benches or amenities -Present sidewalks in good condition -A number of pedestrians (incl. children, teens, and elderly) cross the intersection and use sidewalk -Pedestrians crossing the intersection ignore the pedestrian light 	<ul style="list-style-type: none"> -Add some type of signage at one small crosswalk at the intersection -Double-check that all of the pedestrian light buttons are in working condition -Decrease the waiting time between pressing the pedestrian light button and the pedestrian light changing
15	Marshall Street (Rt. 2/River)	67	Commercial	<ul style="list-style-type: none"> -Good crosswalk condition, location and signage near MMoCa, but not near St. Anthony's Drive intersection 	<ul style="list-style-type: none"> -Add signage or pedestrian lights at the Marshall St./St. Anthony's Drive intersection
16	St. Anthony's Drive	60	Commercial	<ul style="list-style-type: none"> -Good conditions of sidewalks and crosswalks -Some driveways intersect sidewalks -Few amenities (benches, garbage cans, etc.) -Lacking signage 	<ul style="list-style-type: none"> -Add signage -Many driveways present that could be given pedestrian priority
17	Holden Street (Rt. 2/River)	55	Commercial	<ul style="list-style-type: none"> -Light posts obstruct the sidewalk -Crosswalks need more signage and are very faded -No amenities (benches, garbage cans, etc.) 	<ul style="list-style-type: none"> -Repaint the crosswalks -Add clear signage indicating crosswalk's presence

				-Nearby parking hardly used	
18	Eagle Street (Canal./Mohawk Trail)	65	Commercial	-Present sidewalk in good condition -Fading crosswalk at Sperry Ave. -No crosswalk across Eagle St. at Canal St/Eagle St. intersection -Feels safe -No amenities (benches, garbage cans, etc.)	-Add a crosswalk and pedestrian lights at the traffic lights at the Canal St/Eagle St. intersection -Speed up interval at pedestrian light change (see Segment 12) -Create a crosswalk that goes diagonally across the Eagle St/Mohawk Trail intersection and lengthen the time given for the pedestrian to cross the intersection
19	Lincoln Street (Sperry/Eagle)	54	Commercial	-Connected and present sidewalk that needs repair on one side and minor patching on the other -Does not have many amenities or high aesthetic qualities (behind 'Big Y', bordered by an unsightly fence) -Partially residential street	-Repaint curb cuts -Add pedestrian signage at crosswalks -Repair sidewalks on both sides of the street (currently would not be a segment accessible by a wheel chair)
20	Sperry Avenue (Lincoln/Mohawk Trail)	65	Residential	-Sidewalks in fair condition -Crosswalks are present but need signage -Grass buffer present on one side of the street -Street and sidewalk are close to the Hoosac River -Pedestrians observed using sidewalk	-Repair sidewalk -Add more benches and other amenities next to the Hoosac River -Add pedestrian signage at the crosswalk located at the Sperry Ave/Eagle St. intersection

State Street Neighborhood

Segment #	Location Description	Score	Type of Segment	Segment Comments	Recommendations for Improvements
21	State Street (Francis Bypass/Hooker.)	54	Commercial (partially residential)	-Sidewalks wide, in good condition, and unobstructed -Crosswalk at the State St/Furnace Bypass intersection is faded	-Repaint markings for crosswalks at the intersections of State St/Furnace Bypass and State St/Hooker St. -More signage and clearer marking

				<ul style="list-style-type: none"> -No pedestrian signs at cross walks (especially those crossing State St.) -Crosswalks going across State St. are plain and relatively unnoticeable -Many vacant-looking houses -Speed of car traffic is fast 	(including zebra stripes) for the crosswalks crossing State St.
22	State Street (Hooker/Walnut)	65	Commercial	<ul style="list-style-type: none"> -Some bumps in the sidewalk where driveways cross. -Pedestrian crossing sign, no physical crosswalk -Crosswalk at Walnut St. is marked with a yield sign. -Traffic is fast -Good connection to the ball field/park except crossing Rt. 8 is rather unsafe for children 	<ul style="list-style-type: none"> -Crosswalk signage and consider safer access to the park crossing Rt. 8. -Repave curb cuts
23	Walnut Street (State/Dean)	57	Residential	<ul style="list-style-type: none"> -Very steep -Crosswalk needed at the top of the hill and sign -Curb cuts are in bad condition at the top of the hill 	-Fix sidewalk and add a crosswalk or sign at the top of the hill
24	Furnace Street (Walnut/Reservoir)	48	Residential	<ul style="list-style-type: none"> -Sidewalk on one side of the street only -Sidewalk in poor condition, skinny, and uneven, often covered by excessive leaf litter -no connection of sidewalk to Reservoir Rd (Segment 29) at the fork between Reservoir Rd. and Furnace St. -Cars parked on the sidewalk, forcing the pedestrian to walk on the street -Curb cuts in bad condition -A 'children at play' sign posted 	<ul style="list-style-type: none"> -Provide adequate street-side parking that does not interfere with sidewalk -Repave and widen sidewalk -Create crosswalk connecting Furnace St. to Reservoir Rd (if necessary)
25	Furnace Street (Reservoir/Furnace Bypass)	38	Residential	<ul style="list-style-type: none"> -Occasional strips of sidewalk are in poor condition and are not connected -No crosswalks to connect sidewalks (especially need crosswalks at Francis St./Furnace Bypass intersection) 	<ul style="list-style-type: none"> -Create one, continuous sidewalk (ideally on the same side of the street) -Increase pedestrian signage or implement stop signs at the Reservoir Rd/Furnace Bypass intersection to

				<ul style="list-style-type: none"> -Curb cuts in poor condition -Aesthetically pleasing (houses in good condition, pleasant area) -Lack of sidewalk makes this segment unsafe for pedestrians -Occasional pedestrians in the mid 20-30s observed -Side-street parking/driveways do not seem sufficient for parking private cars 	<ul style="list-style-type: none"> increase pedestrian safety -Create a cross walk at the Reservoir Rd/Francis St. intersection -Patch up or repave the current small segments of sidewalk
26	Furnace Bypass (Walnut/Reservoir)	51	Residential	<ul style="list-style-type: none"> -Sidewalk (and houses) only on one side -Some litter and broken glass present -Could be better connected to the downtown under the overpass once the construction is finished 	<ul style="list-style-type: none"> -Put cross walk across Furnace Bypass at the intersection with Rt. 8 and signage -Pedestrian connectivity to the downtown under the overpass
27	Francis Street (Furnace/Walnut)	58	Residential	<ul style="list-style-type: none"> -Good condition and presence of sidewalk -Curb cuts occasionally present and in good condition -A 'children at play' sign -No crosswalks at the Francis St/Walnut St. intersection -Pleasant street that feels safe -Occasional pedestrians observed -Side-street parking that covers parts of the sidewalk 	<ul style="list-style-type: none"> -Implement crosswalk at Francis St/Walnut St. intersection -Increase room/accessibility of side-street parking to keep cars from blocking the sidewalk
28	Hooker Street (Francis/State)	46	Residential	<ul style="list-style-type: none"> -Sidewalk has whole patches missing -Sidewalk is only on the north side of the street and is too narrow -Obstructed by posts and broken fence pieces -Grade too steep for easy walking 	<ul style="list-style-type: none"> -Repair sidewalk damage -Fix fence -Replace faded stop sign -Add crosswalk at the top of the hill (Francis St.)
29	Reservoir Road (First 200m)	36	Residential	<ul style="list-style-type: none"> -Very rural, first house is 200m up the road -No sidewalk -Dangerous curve 	<ul style="list-style-type: none"> -Probably not necessary to put a sidewalk in because the density is so low although this would be a very dangerous street to walk on

				<ul style="list-style-type: none"> -Shoulder on the north side of the street wide enough to walk -Very steep 	
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Ashland St. Neighborhood

Segment #	Location Description	Score	Type of Segment	Segment Comments	Recommendations for Improvements
31	Ashland Street (Porter/MCLA Housing Block G)	70	Commercial (mixed with some residential)	<ul style="list-style-type: none"> -Curb cuts are not in good shape and curbs are need repainting -Really nice flashing cross walk sign but only on one side of the street and set too far back from crosswalk -Lots of student crossing and student parking 	<ul style="list-style-type: none"> -Repaint curbs -Fix curb cuts -More efficacious crosswalk signs
32	Blackington Street (Montana/Ashland)	67	Residential	<ul style="list-style-type: none"> -No cross walk at the intersection with Montana -Missing a curb cut 	<ul style="list-style-type: none"> -Add a cross walk at the intersection with Montana
33	Montana Street (Porter/ Hoosic)	63	Residential	<ul style="list-style-type: none"> -Side walk on one side only, very narrow. -Hedges crowd the sidewalk in places. -Fading cross-walk indication on road. 	<ul style="list-style-type: none"> -Repaint crosswalk -Trim hedges
34	Blackington Street (Montana / Church)	66	Residential	<ul style="list-style-type: none"> -Side walk on one side only, good condition near Church St. -Cross walk needed at intersection with Montana (near parking lot) 	<ul style="list-style-type: none"> -Consider putting a sidewalk on the other side of the street as well -Add a new cross walk
35	Church Street (Porter/Highland)	61	Residential	<ul style="list-style-type: none"> -Side walk really only on one side (just fades out on the east side near intersection with Blackington) -Good flashing signs at crosswalks, could add neon road markers -Some fading zebra stripes -Fast traffic 	<ul style="list-style-type: none"> -Install a neon crosswalk sign <i>in the road</i> in front of Berkshire Towers -Add zebra stripes to crosswalk -Put a sidewalk on the east side of the street

36	Hoosac Street	54	Residential	<ul style="list-style-type: none"> -Side walk on one side of the street only. -Some plants obstructing the sidewalk -Crosswalk and curb cuts needed on the MCLA side 	<ul style="list-style-type: none"> -Repaint curb, fix curb cuts, and add a crosswalk -Add sidewalk to the other side of the street
37	Ashland (MCLA housing G Block/ Davenport)	49	Commercial (some student housing)	<ul style="list-style-type: none"> -Sloped driveway makes sidewalk very uneven -No pedestrian access through tunnel under train tracks at the south end of Rt. 8A towards Adams, stunting connectivity -Dangerous for walkers and bikers where the road curves through the tunnel 	<ul style="list-style-type: none"> -Create pedestrian access to the other side of the train tracks going south -Fix sidewalk cracks and disconnect at driveway crossings -Add curb cuts at Davenport
38	Highland Avenue (Davenport/Church)	57	Residential	<ul style="list-style-type: none"> -Missing sidewalk on side by Davenport -Width varies -Needs a crosswalk between parking lot and Hoosac Hall -Gets busier (cars and people) on south side near center of campus; need better crosswalk signage and more commercial amenities since there are still a lot of cars 	<ul style="list-style-type: none"> -Add amenities like benches and garbage cans -Add cross walk connecting the parking lot to Hoosac Hall -Better crosswalk signage
39	Bond Street (Ashland/Corinth)	42	Residential	<ul style="list-style-type: none"> -No sidewalks present -Fading crosswalk without adequate signage -Low traffic area 	<ul style="list-style-type: none"> -Implement sidewalks on at least one side of the street -Add crosswalk Bend St/Corinth St intersection
40	Church Street (Highland/Davenport)	42	Residential	<ul style="list-style-type: none"> -No sidewalk on the east side of the street -Sidewalk has no grass road buffer and little connectivity to other streets -No crosswalks present when needed 	<ul style="list-style-type: none"> -Create crosswalks (and stop signs) at intersections with Bradley St. and Davenport St. -Add sidewalk on the east side of the street

				<ul style="list-style-type: none"> -Traffic seems fast -Adequate feeling of safety -Pedestrians observed walking along segment 	-Lower the traffic speed
41	Davenport Street (Ashland/Church)	44	Residential	<ul style="list-style-type: none"> -Sidewalk only present on a small part of one side of the street -‘Children at play’ and ‘blind child’ signs -No crosswalks or curb cuts present -Good aesthetics and mountain views -Neighborhood seems safe, but not so much for the pedestrian (no sidewalks) -No sidewalk and high curb at the Ashland St/ Davenport St intersection -Street is located on a steep hill 	<ul style="list-style-type: none"> -Create one continuous sidewalk, at a minimum of one side of the street -Add crosswalks, especially at the Ashland St/Davenport St intersection -Redo the curb cut at the Ashland St/Davenport St intersection
42	Corinth Street (Davenport/Hoosac)	57	Residential	<ul style="list-style-type: none"> -Sidewalk present on one side of the street -No crosswalks present -Adequate feeling of safety -Bordered by college student housing 	<ul style="list-style-type: none"> -Replace and repaint curb -Add crosswalks at the campus center, where the sidewalk stops on one side of the street and continues on the other

Church Street

Segment #	Location Description	Score	Type of Roadway	Segment Comments	Recommendations for Improvements
44	Porter Street (Church/Ashland)	56	Residential	<ul style="list-style-type: none"> -Segment is connected with MCLA’s campus -Curbside parking acts as a good buffer between pedestrians and traffic -Crosswalk at Montana Street has faded significantly -Sidewalk disappears (i.e., no pavement) briefly on one side of the street for about ten feet close to Royal Street -Sidewalk is narrower in places on the south side of the street 	<ul style="list-style-type: none"> -Repaint Crosswalk at Montana Street -Pave unpaved areas to make sidewalk continuous -Sweep the sidewalks (lots of leaves) -Repave curb cuts -Widen parts of the sidewalk on one side (the south side)

45	Elmwood (Church/Willow)	62	Residential	<ul style="list-style-type: none"> -There are lots of places on the sidewalk where grass or moss has taken over the sidewalk and completely covered the pavement, especially Willow Street -Curb cuts are deteriorating -No stop sign at the intersection of Elmwood and Church, although the cars on Elmwood stop on their own accord before turning -There is an area of sidewalk that is unpaved near the intersection of Perry and Elmwood -Only one crosswalk (located at Church Street) 	<ul style="list-style-type: none"> -Add a stop sign at the intersection of Elmwood and Church (making cars at Elmwood stop, which they already have to do before they turn) to improve pedestrians' safety -Pressure-wash sidewalk where it is overgrown with moss -Repave curb cuts -Add pavement in the sections where it is not present to complete sidewalk
46	Church Street (Pleasant/Porter)	58	Residential	<ul style="list-style-type: none"> -A square of cement is missing at Church and Washington (between house numbers 206 and 212) -Grass-road buffer is only present on one side (east side) of the street -Cars driving along the street move quickly 	<ul style="list-style-type: none"> -Repave sidewalk to improve overall condition -Add pavement to the section where it is missing -Add a crosswalk across Church Street at the intersection with Washington; this is where the MCLA Auditorium is and there is significant pedestrian traffic -Put a neon "yield to/stop for pedestrians" sign in the street at the intersection between Elmwood and Church because the cars driving on the street are moving very quickly
47	Washington Avenue (Ashland/Church)	53	Residential	<ul style="list-style-type: none"> -Connectivity at triangle between Washington and South is poor -Only a small strip of sidewalk has a grass-road buffer -Light poles create obstructions throughout the sidewalk 	<ul style="list-style-type: none"> -Add a crosswalk at the triangle between Washington and South
48	Royal (Porter/Washington)	28	Residential	<ul style="list-style-type: none"> -No sidewalks 	<ul style="list-style-type: none"> -Add sidewalks on both sides of the street -Add crosswalks at the end of the street
49	Willow Street (Washington/Porter)	35	Residential	<ul style="list-style-type: none"> -Sidewalk is only present on one side of the street (west side) 	<ul style="list-style-type: none"> -Repave sidewalk, increasing its width in some places

				<ul style="list-style-type: none"> -Sidewalk condition is very poor and very narrow (approximately 2.5 feet in its narrowest places) -Leaves covering portions of the sidewalk -Numerous other obstructions (overgrown shrubs protruding onto the sidewalk, cars parked on the sidewalk) -No crosswalks 	<ul style="list-style-type: none"> -Sweep/Rake Sidewalk - Add a sidewalk on the east side of the street
50	Perry Street (Elmwood/Washington)	42	Residential	<ul style="list-style-type: none"> -No sidewalks -No crosswalks, but not necessary -People walking in street, lots of street-side parking 	-Build sidewalk
51	Spring Street (Church/Washington)	46	Residential	<ul style="list-style-type: none"> -Damaged curb cuts -Sidewalk only partially present, damaged -Many obstructions -Lots of dilapidated houses and lots, feels unsafe 	-Repair sidewalk and make continuous, remove obstructions.
52	South Street (Washington/Spring)	42	Residential	<ul style="list-style-type: none"> -No crosswalks -Signs are fading majorly -Connectivity is poor at the triangle with Washington Avenue 	-Add a crosswalk at the triangle where Spring and Washington diverge
53	Summer Street (Church/Quincy)	62	Residential	<ul style="list-style-type: none"> -good width, good buffer, but bumpy -Needs a crosswalk at Church -Fast traffic 	<ul style="list-style-type: none"> -Slow traffic speed -smooth sidewalk -Add crosswalk at church
54	Chestnut Street (Ashland/Spring)	63	Residential	<ul style="list-style-type: none"> -Sidewalk good except for some small bumps -Some dilapidated houses 	-Smooth sidewalk
55	Quincy Street (Church/Ashland)	68	Residential	<ul style="list-style-type: none"> -Sidewalk good except for some small bumps -Nice grass buffer -Curb cut damaged at Church intersection 	-Repair curb cuts at intersection with Church

56	Summer Street (Ashland/Church)	68	Residential	-some bumps and cracks in the sidewalk (not major) -curb cuts have damage at Quincy St. and Church St. corner -nice grass buffer between sidewalk and road	-cover cracks and make sidewalks more even
57	Ashland Street (Chestnut/Porter)	73	Commercial	-No grass buffer on the sidewalk south of Washington Avenue -Terrific curb cuts	-Add zebra stripes to the crosswalk in front of the Ashland Park Apartments high-rise building

UNO Neighborhood

Segment #	Location Description	Score	Type of Segment	Segment Comments	Recommendations for Improvements
58	River Street (N. Holden/Eagle)	49	Commercial	-Intersection at Eagle and River could be considered dangerous -Crosswalks at Eagle and River lack zebra stripes, making it harder to recognize as a crosswalk from a distance -No curb (giant curb cut) in front of the old electrical supply center -Only crosswalks on three of four sides at Eagle and River -There is a deteriorating building with multiple abandon cars in one section, making the area seem less safe	-Repave curb cuts -Improve the intersection at Eagle and River by adding a fourth crosswalk at the intersection and adding zebra stripes to the already existing crosswalk -Consider adding a pedestrian push signal at River and Eagle
59	Liberty Street (Houghton./N. Holden)	46	Residential	-Sidewalk on one side of the street in good condition -some leaf litter on the sidewalk -Blind drive sign, but no indication of crosswalks (especially one needed at the Liberty St./Houghton	-Paint crosswalks at street intersections (especially between Liberty St. and Houghton St.) -Add stop signs to ensure safe speed of the cars at the intersections

				St. intersection) -Children and young adults observed using sidewalk	
60	Liberty Street (N. Holden/Eagle)	58	Residential	-Sidewalk on one side of the street -Cars, trash bins blocking sidewalk -Several people walking, in yards -Well-marked crosswalk on Eagle, but nothing on N. Holden	-Street name sign needed on N. Holden. -Stop sign needed at the intersection with N. Holden -Cars and large trash bins should be removed from sidewalk
61	Houghton Street (River./Liberty)	63	Residential	-Present sidewalks in good condition -Has clear sidewalks linking the well-used playground to other streets and sidewalks -Many vacant houses near the Houghton St./Liberty St. intersection -car traffic seems a little too fast -many pedestrians observed using sidewalk throughout segment (mostly families with small children)	-Create more signage near the crosswalk connecting the playground -Slow down car traffic
62	Chase Hill (Houghton/Chase)	34	Residential	-No sidewalks present (but enough space to add sidewalks on one side) -Partial on a steep hill (towards houses that include elderly residents-- see interviews) -Pavement covered with leaves -Street not used very often -No street name sign -A few people observed using street (adults and an elderly woman)	-Clean street of leaf litter -Add a sidewalk on one side of the street
63	North Holden (Liberty/Chase)	43	Residential	-On a very steep, windy road -Sidewalk on one side of street, many cars, light poles, leaf litter, very narrow.	-Widen sidewalk and add grass buffer. -Remove obstructions for pedestrian movement, better visibility for cars.

				<ul style="list-style-type: none"> -No crosswalks on either side -Car speed is slow going uphill, can be very fast coming downhill 	
64	Hall Street (N. Holden/Grove)	42	Residential	<ul style="list-style-type: none"> -Sidewalk is present on both sides for most of it, but not present at all on curved, steep section on N.Holden side -Many obstructions -No crosswalks on either side, though not necessary -Kids playing in the street, appropriate traffic speed. 	-Needs sidewalk on dangerous, steep N.Holden side
65	Hall Street (Grove/Eagle)	50	Residential	<ul style="list-style-type: none"> -Good presence, condition and width -Minor obstruction -No grass road buffer -No crosswalks on either side, one necessary on Eagle -Kids playing, people socializing in the street 	<ul style="list-style-type: none"> -Crosswalk needed on Eagle St. -Add grass road buffer
66	Eagle Street (River/Liberty)	54	Half Residential, Half Commercial (scored as commercial)	<ul style="list-style-type: none"> -Intersection between Eagle and River is unsafe -Needs more crosswalks across Eagle -Commercial at the base/south of the street, residential at the top/north part of the street 	<ul style="list-style-type: none"> -Add zebra stripes to the crosswalks, especially at the intersection between Eagle and River -Could add crossing light at Eagle and River to facilitate pedestrian movement -Only three of the four sides of the intersection between Eagle and River have crosswalks; need to add a fourth crosswalk here -Crosswalks should be added at Liberty/Wesleyan across Eagle
67	Brook Terrace (Houghton/Chase)	29	Residential	<ul style="list-style-type: none"> -No sidewalk present -No crosswalks present -Curb cuts crumbling at the corner of Chase Ave. 	-Add a sidewalk on one side of the street (if too narrow at least add pedestrian signage and slow car speed limit)

				-Some fast cars coming through street	
68	Chase Avenue (River St/Chase Hill)	49	Residential	-Bumpy sidewalk with some major cracks -Vines on fence obstruct the narrow sidewalk -Stop signs faded -Curb cuts are oddly placed	-Repave the sidewalks, especially near the corner of Chase Hill where a tree root has totally damaged the sidewalk
69	Chase Avenue (Chase Hill/N Holden)	43	Residential	-Sidewalk drops out around the bend -Some cars parked on the sidewalk	-Install a dangerous curve sign -Repave sidewalk
70	Grove (Hall/Bracewell)	43	Residential	-Cars parked on sidewalk -Gravel covering parts of sidewalk next to a driveway -Leaves covering parts of the sidewalk -Curb cuts are present, but in poor condition -Nice mountain vistas	-Needs to be raked/swept more regularly -Not enough parking on the street, ideally somehow more could be provided -Repave curb cuts
71	Bracewell Avenue (Houghton/N. Holden)	52	Residential	-Cars in driveways block sidewalks, also some cars parked directly on the sidewalk. -Cross walk at Houghton St. is VERY IMPORTANT as it leads directly to the park -Crosswalks at Chase Ave and Holden St. have no markings	-Add good signage to the Houghton St. crosswalk, maybe "Slow Children" sign -Add on road indication/signage to other crosswalks
72	N Holden Street (River/Chase Ave)	48	Residential	-No crosswalks -Stop signs are good	-Could add and on road indication or a watch for pedestrian sign.
73	Bracewell (Eagle/N. Holden)	42	Residential	-Cars are parked on the sidewalk -Broken glass and beer cans litter the sidewalk	-Repave curb cuts -Prevent cars from parking on the sidewalk (either issuing tickets or

				<ul style="list-style-type: none"> -Curb cuts are in very poor condition -No crosswalk at Eagle 	<ul style="list-style-type: none"> providing more parking in driveways or on the street) -Add a crosswalk across the street on Eagle
74	Freeman (River/Bracewell)	47	Residential	<ul style="list-style-type: none"> -There is a major obstruction at the base of the street near River and Freeman (fire hydrant plus an overgrown shrub) -The crosswalk at River and Freeman is completely faded -Curb cuts are present but in poor condition 	<ul style="list-style-type: none"> -Repaint the crosswalk at Freeman and River -Trim back shrubs where branches cover the street -Repave curb cuts
75	River Street (Houghton/ N Holden)	60	Commercial (Mixed use)	<ul style="list-style-type: none"> -North side of street is very good, the south side is narrow and uneven -Some cars in driveways are obstructing the sidewalk -Driveways in this segment are dangerous to pedestrians -Fading zebra stripes, no signage -Some damage, unpleasant building fronts 	<ul style="list-style-type: none"> -Redo the sidewalk on the south side of the street -Address the issue of pedestrians in the crosswalks -Fix up building fronts

F. Quantitative Results Table

Commercial Segments

Commercial Streets		Downtown																		State St		Ashland St.		Church St.		UNO			
	Segment	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	21	22	31	37	43	57	58	66	75
SIDEWALKS	Score (1-5)																												
	Presence	4	5	5	5	5	5	5	2	5	5	5	5	4	5	5	5	5	5	5	5	5	5	4	5	5	5	5	5
	Condition	4	5	5	5	5	5	4	4	4	4	5	5	4	4	4	4	3	4	2	4	4	4	3	4	4	4	4	3
	Width	5	5	5	5	5	5	5	4	5	4	5	4	4	4	5	4	4	4	5	3	5	5	4	3	4	4	4	3
	Obstructions	5	5	5	5	5	5	5	1	4	5	5	5	4	4	5	5	4	4	4	3	5	4	5	5	3	5	4	4
	Connectivity	4	5	5	5	5	3	2	1	5	5	5	5	4	5	4	5	4	5	5	5	2	5	5	1	5	5	5	5
Subtotal		22	25	25	25	25	23	21	12	23	23	25	24	20	23	23	22	20	23	18	21	23	23	16	21	24	22	22	20
CROSSWALKS																													
	Efficacy	3	4	5	5	5	2	3	1	5	5	5	5	5	5	5	5	5	5	5	3	3	5	3	4	5	2	3	5
	Signage	3	4	5	3	5	2	4	1	1	1	1	5	4	3	4	1	2	3	1	2	4	4	1	3	4	2	3	5
	Curb cuts	4	5	5	5	5	5	4	2	5	5	5	5	5	4	5	4	3	3	3	5	4	3	3	5	3	4	5	
	On-road indication	3	3	5	3	5	5	5	3	4	4	4	4	4	4	4	4	4	3	3	5	3	5	4	3	4	5	3	3
Subtotal		13	16	20	16	20	14	16	7	15	15	15	19	18	16	18	14	13	14	14	13	16	16	10	14	19	10	13	18
SIGNAGE	Condition & Efficacy	5	5	4	4	5	4	3	3	5	4	3	5	4	3	4	2	3	5	4	2	3	4	2	3	5	4	3	2
AESTHETICS & AMENITIES	Overall	3	5	5	5	5	5	2	3	5	3	4	4	3	2	4	4	2	3	2	3	4	4	3	2	4	3	4	3
	Amenities...	1	3	5	1	5	1	1	1	5	4	3	1	2	1	2	2	1	1	1	2	1	3	1	3	1	2	1	1
	Damage	5	5	5	5	5	5	5	4	4	4	4	5	4	5	4	5	4	5	3	3	5	5	5	4	4	3	3	4
	Subtotal	9	13	15	11	15	11	8	8	14	11	11	10	9	8	10	11	7	9	6	8	10	12	9	7	11	7	9	8
SAFETY																													
	Feeling of safety	3	5	5	5	5	5	2	1	4	4	4	5	3	3	3	4	3	4	3	3	5	5	4	4	5	3	4	3
	Lighting	3	5	5	5	5	4	5	4	5	4	5	4	5	4	5	3	5	5	4	4	4	5	4	5	5	5	4	5
	Appropriate traffic speed	5	5	4	5	5	5	2	5	4	3	4	5	4	4	4	4	4	5	5	3	4	5	4	4	4	3	3	4
Subtotal		11	15	14	15	15	14	9	10	13	11	13	14	12	11	12	11	12	14	12	10	13	15	12	13	14	11	11	12
Total		60	74	78	71	80	66	57	40	70	64	67	72	63	61	67	60	55	65	54	54	65	70	49	58	73	54	58	60

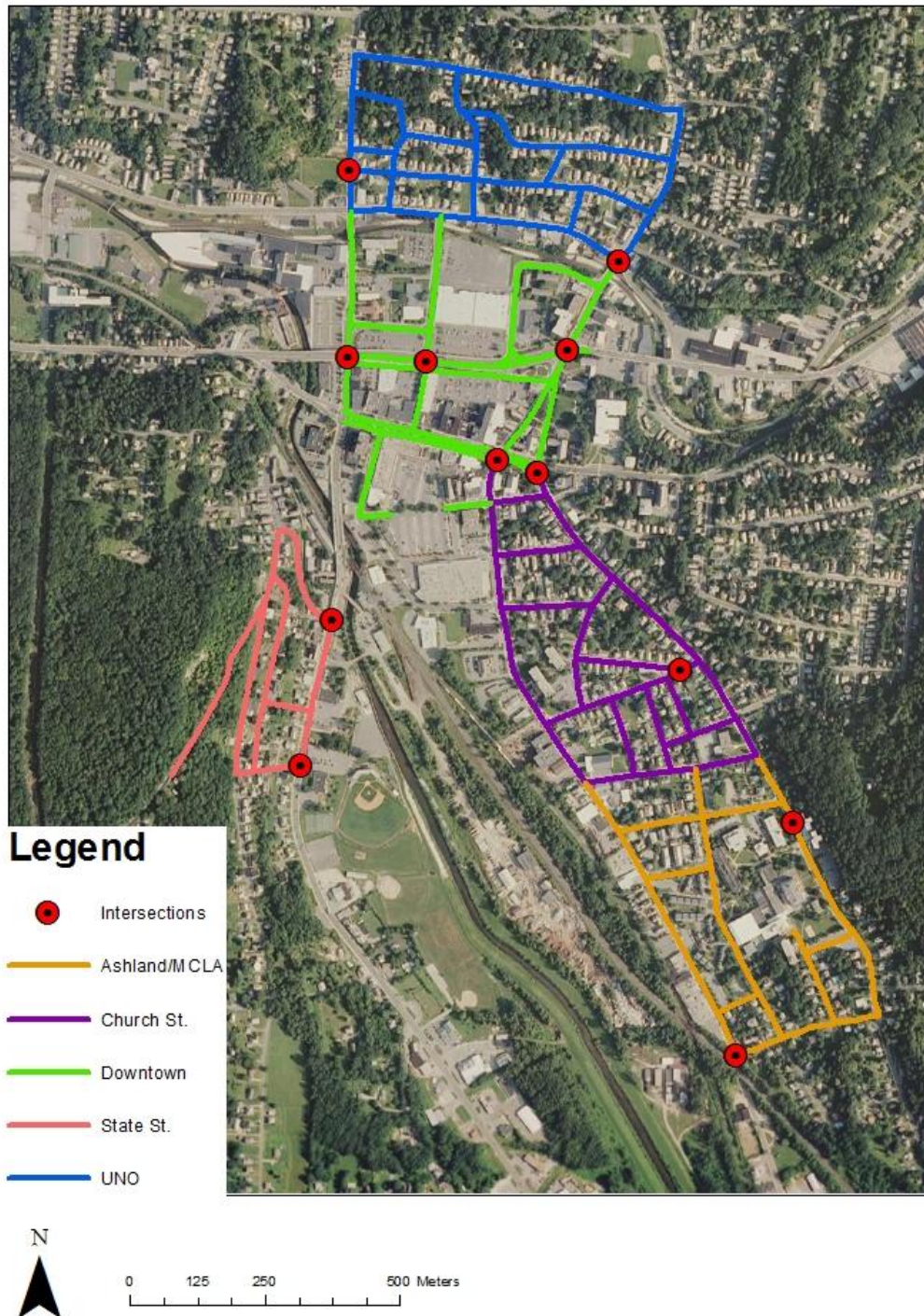
Residential Segments

	Downtown	State St. Neighborhood							Ashland St. Neighborhood												Church St.											
Segment	20	23	24	25	26	27	28	29	32	33	34	35	36	38	39	40	41	42	44	45	46	47	48	49	50	51	52	53	54	55	56	
Score (1-5)																																
SIDEWALKS																																
Presence	5	3	3	2	3	5	3	1	5	3	3	3	3	3	1	3	2	4	4	5	5	4	1	2	2	3	5	5	5	5	5	
Condition	3	4	2	1	4	5	3	1	4	4	3	5	3	4	1	4	4	4	2	2	3	4	1	1	1	3	3	3	3	3	4	
Width	3	4	3	2	3	4	3	1	5	3	5	5	3	3	1	4	4	4	2	5	4	3	1	2	2	3	5	4	3	4	5	
Obstructions	5	3	5	2	5	5	3	5	5	4	5	5	2	4	1	3	4	5	2	3	4	2	1	2	2	2	3	5	5	5	5	
Connectivity	5	5	5	1	5	5	5	3	4	5	4	2	5	3	1	2	1	4	4	5	5	4	1	2	5	4	3	5	5	5	5	
Grass road buffer	3	1	1	1	1	1	1	1	5	4	4	3	5	3	1	1	1	2	1	5	2	2	1	1	1	5	1	3	4	5	3	
Subtotal	24	20	19	9	21	25	18	12	28	23	24	23	21	20	6	17	16	23	15	25	23	19	6	10	13	20	20	25	25	27	27	
CROSSWALKS																																
Efficacy	4	4	3	2	1	3	3	1	3	5	3	3	3	3	5	1	1	2	3	4	2	4	1	1	1	4	1	4	5	5	5	
Signage	1	1	4	2	1	3	1	1	2	1	4	3	1	2	1	1	3	1	3	2	2	4	1	1	1	1	1	3	4	4	3	
Curb cuts	4	4	2	2	3	3	3	1	4	5	4	4	3	5	3	1	1	3	3	3	4	4	4	4	5	3	1	4	4	3	5	
On-road indication	5	5	1	5	1	1	3	1	5	2	5	3	2	2	3	1	1	1	2	4	4	4	1	1	1	3	1	4	4	5	5	
Subtotal	14	14	10	11	6	10	10	4	14	13	16	13	9	12	12	4	6	7	11	13	12	16	7	7	8	11	4	15	17	17	18	
AESTHETICS & AMENITIES																																
Overall	3.5	3	2	2	4	4	3	5	5	4	5	4	4	5	4	4	5	4	2	4	4	3	3	3	4	2	3	4	4	5	4	
Damage	5	2	4	4	5	4	2	5	4	5	5	4	4	5	5	5	4	5	3	4	4	3	3	3	3	1	3	4	3	5	4	
Subtotal	8.5	5	6	6	9	8	5	10	9	9	10	8	8	10	9	9	9	9	5	8	8	6	6	6	7	3	6	8	7	10	8	
SAFETY																																
Feeling of safety	5	4	3	2	4	4	3	3	5	5	5	4	5	4	3	4	3	5	4	4	4	3	2	2	3	2	2	4	4	4	4	
Lighting	5	5	2	3	3	3	3	1	3	4	3	4	3	3	4	3	3	4	3	4	4	2	2	4	3	3	3	3	2	2	2	
Appropriate traffic speed	4	5	5	5	5	4	4	4	4	5	4	5	5	4	5	2	4	5	5	4	3	4	4	4	5	4	4	3	4	4	5	
Subtotal	14	14	10	10	12	11	10	8	12	14	12	13	13	11	12	9	10	14	12	12	11	9	8	10	11	9	9	10	10	10	11	
Total	60.5	53	45	36	48	54	43	34	63	59	62	57	51	53	39	39	41	53	43	58	54	50	27	33	39	43	39	58	59	64	64	
Adjusted Total	65	57	48	38	51	58	46	36	67	63	66	61	54	57	42	42	44	57	45.9	62	58	53	29	35	42	46	42	62	63	68	68	
(multiplied by 1.0667 and rounded)																																

G. GIS Maps of Quantitative Results

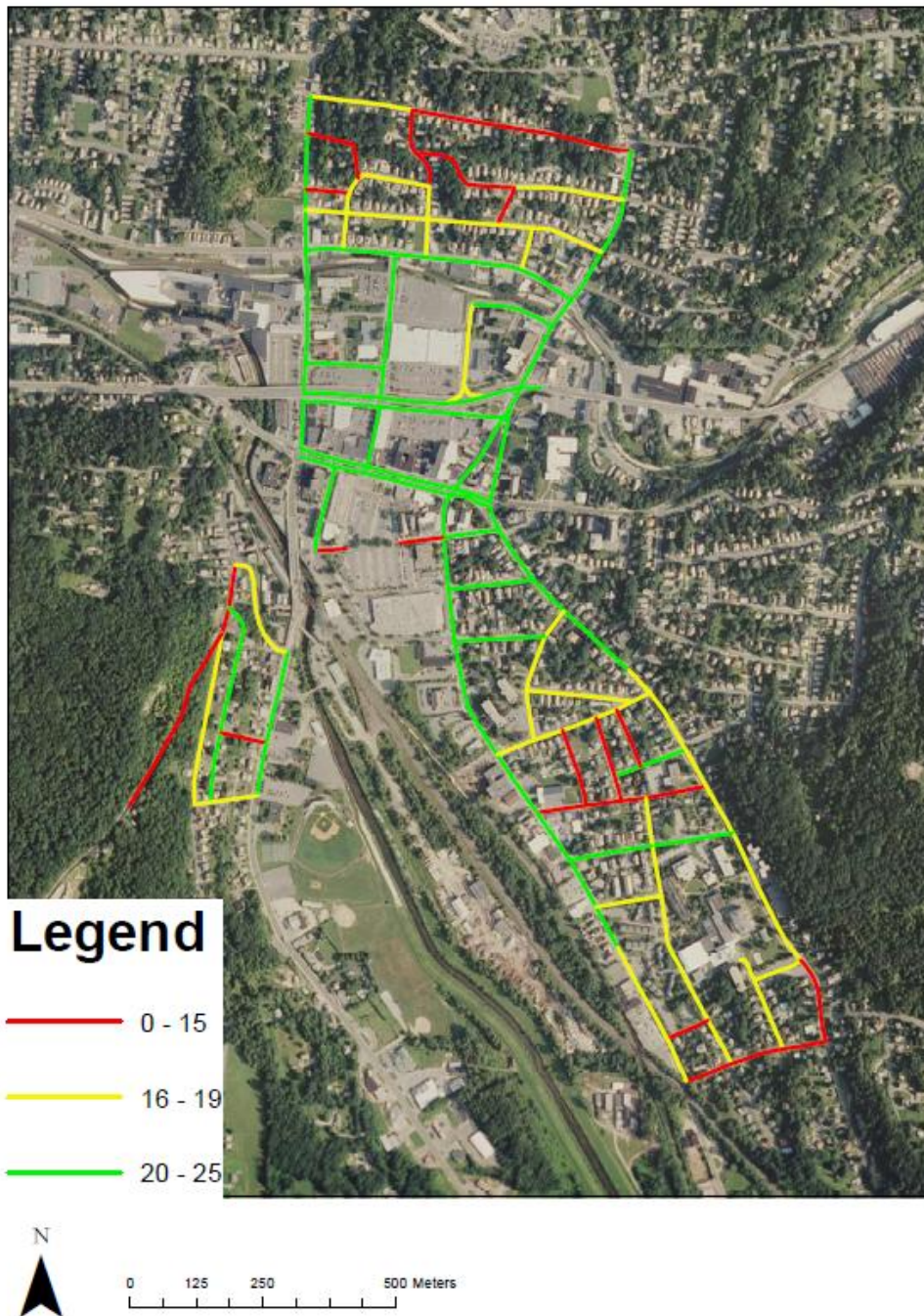
1. North Adams Overall Score

North Adams: Neighborhood and Problematic Intersections Overview



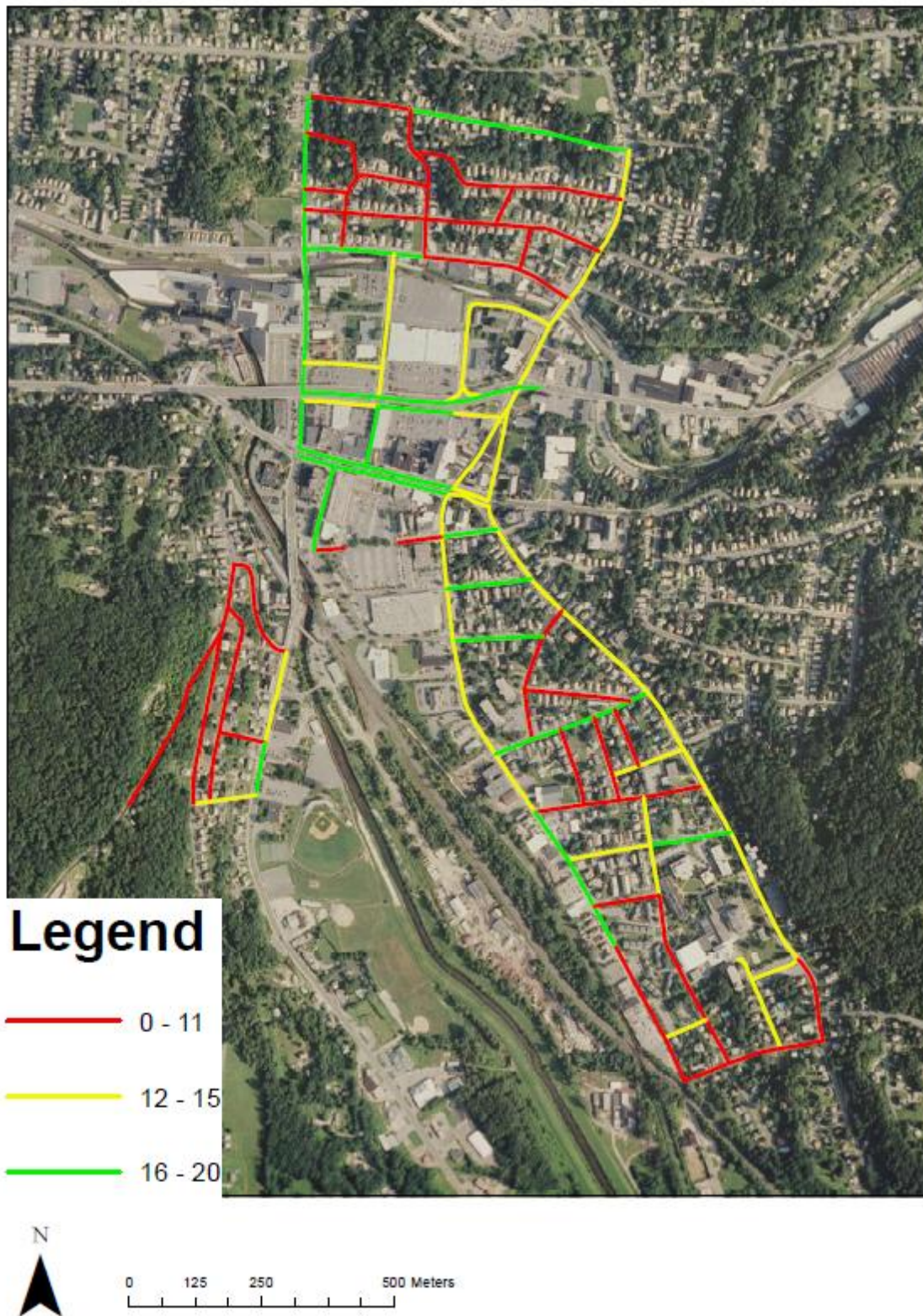
2. North Adams Sidewalk Score

North Adams: Sidewalk Score



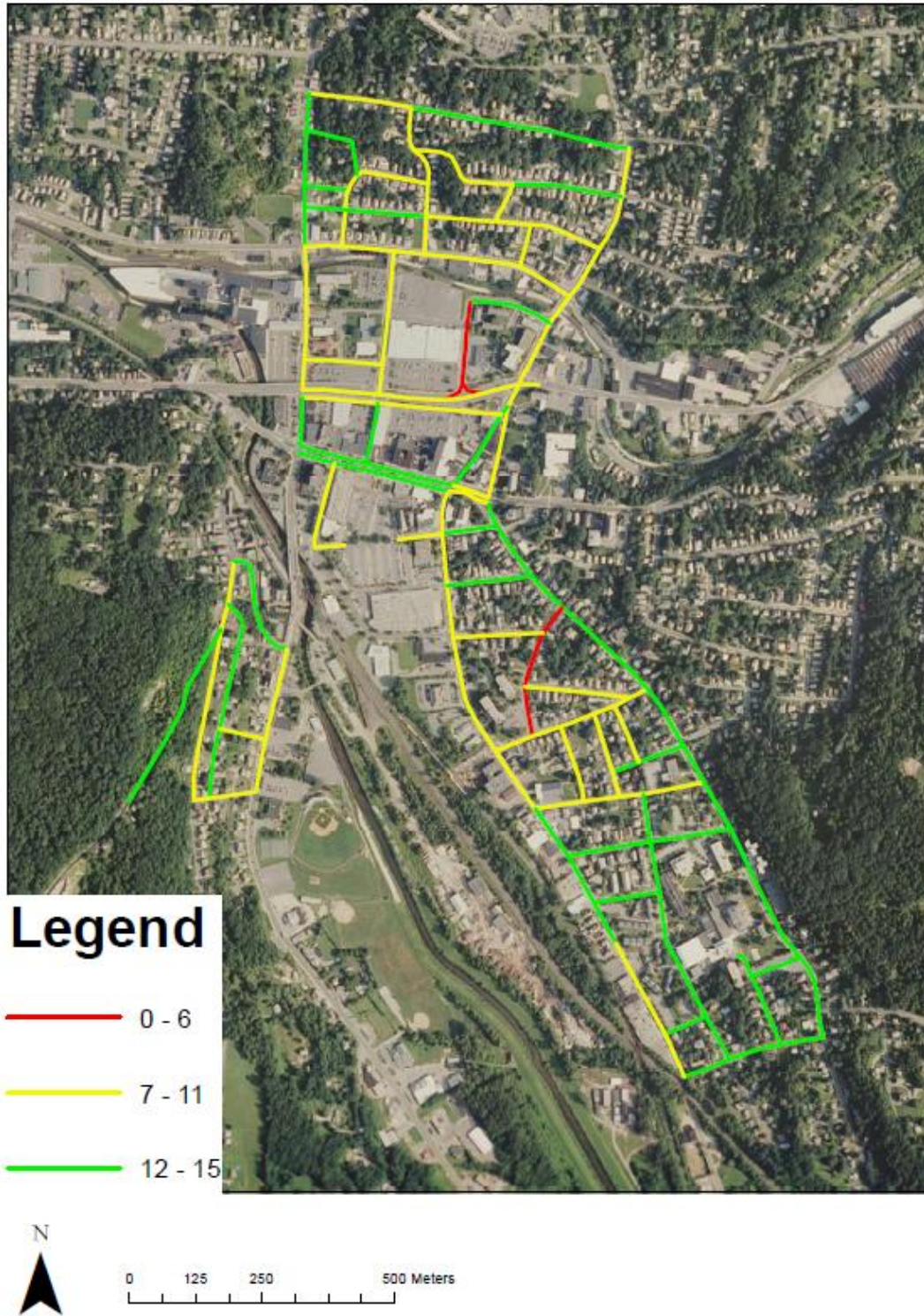
3. North Adams Crosswalk Score

North Adams: Crosswalk Score



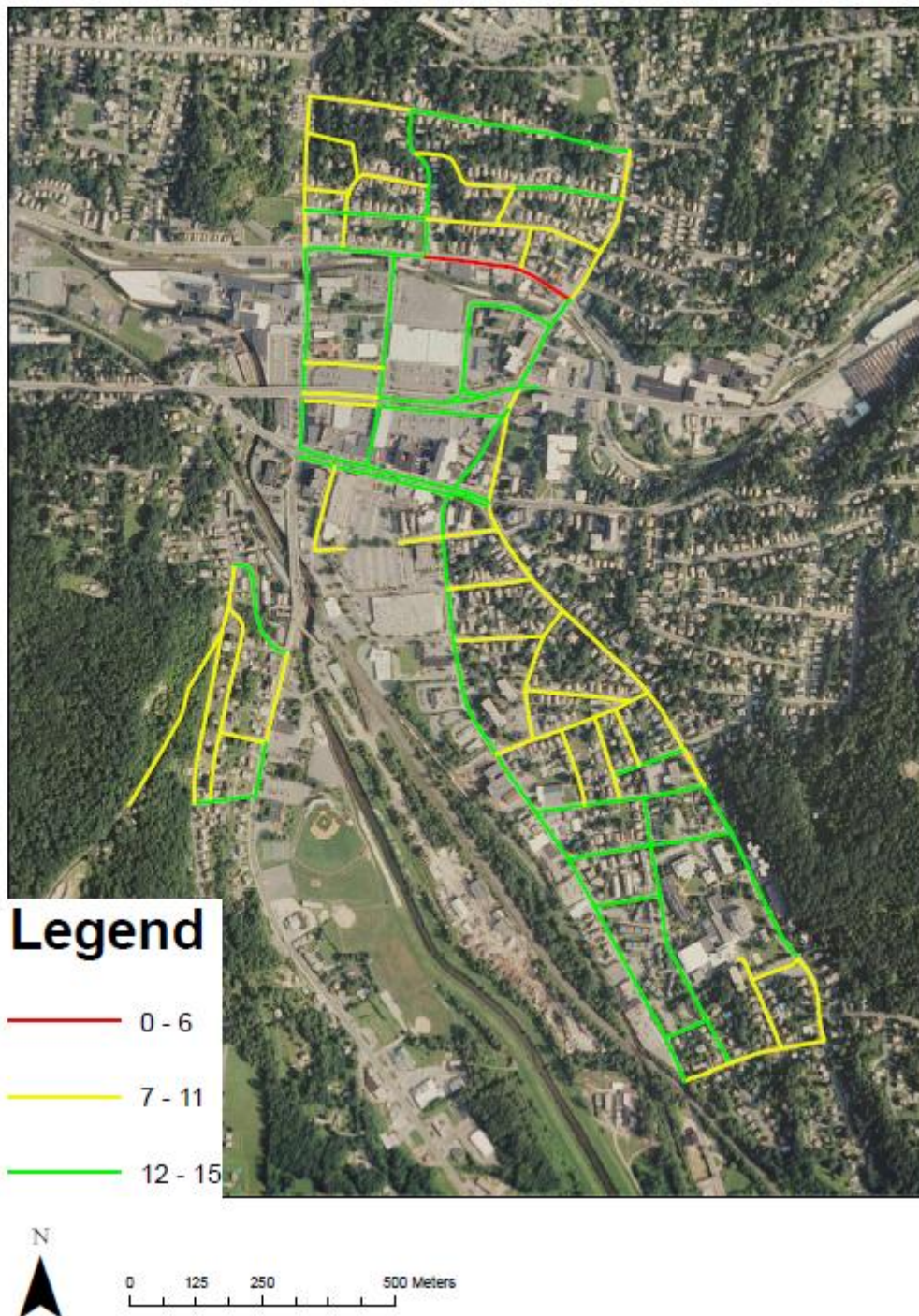
4. North Adams Aesthetics & Amenities Score

North Adams: Aesthetics & Amenities Score



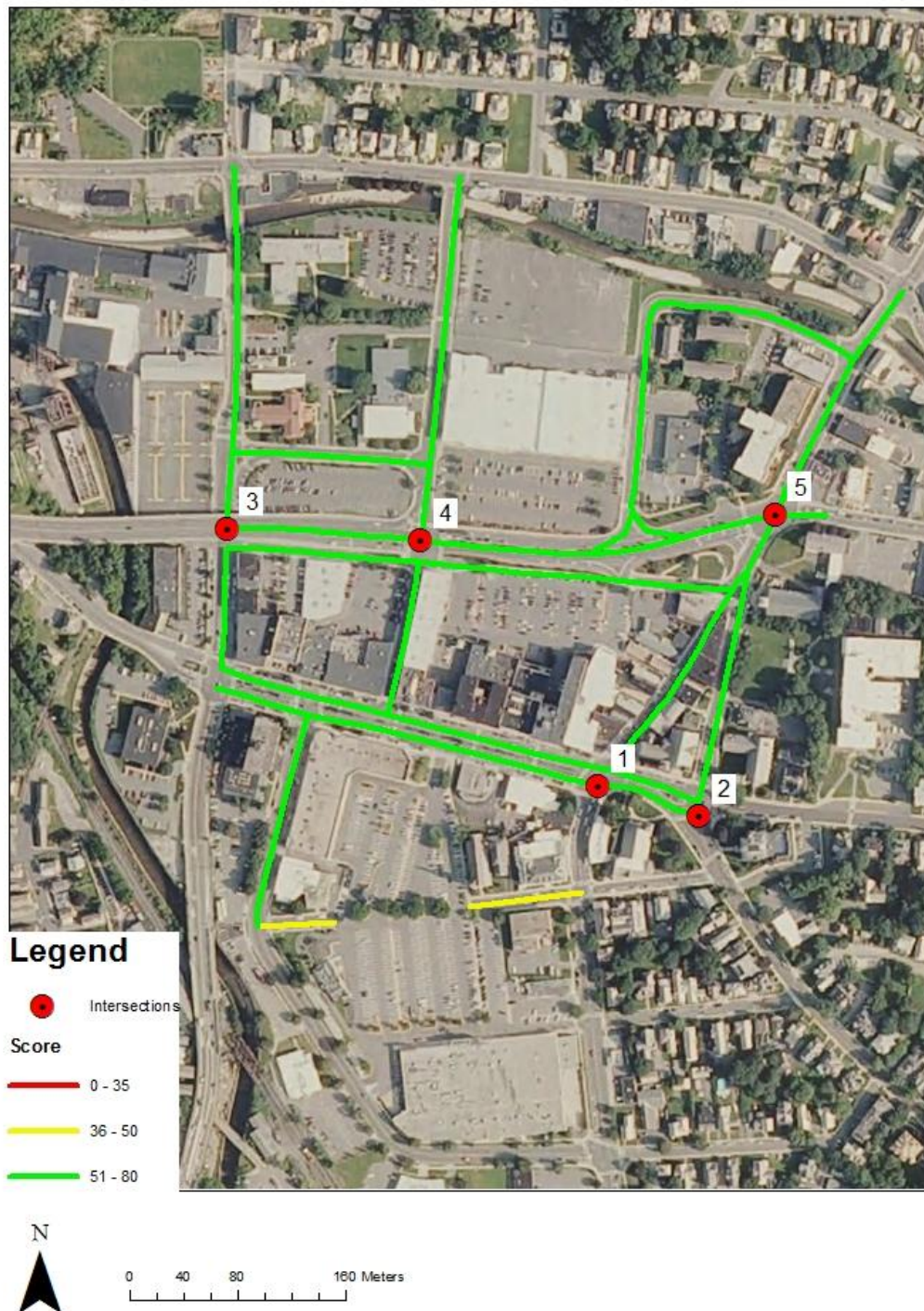
5. North Adams Safety Score

North Adams: Safety Score



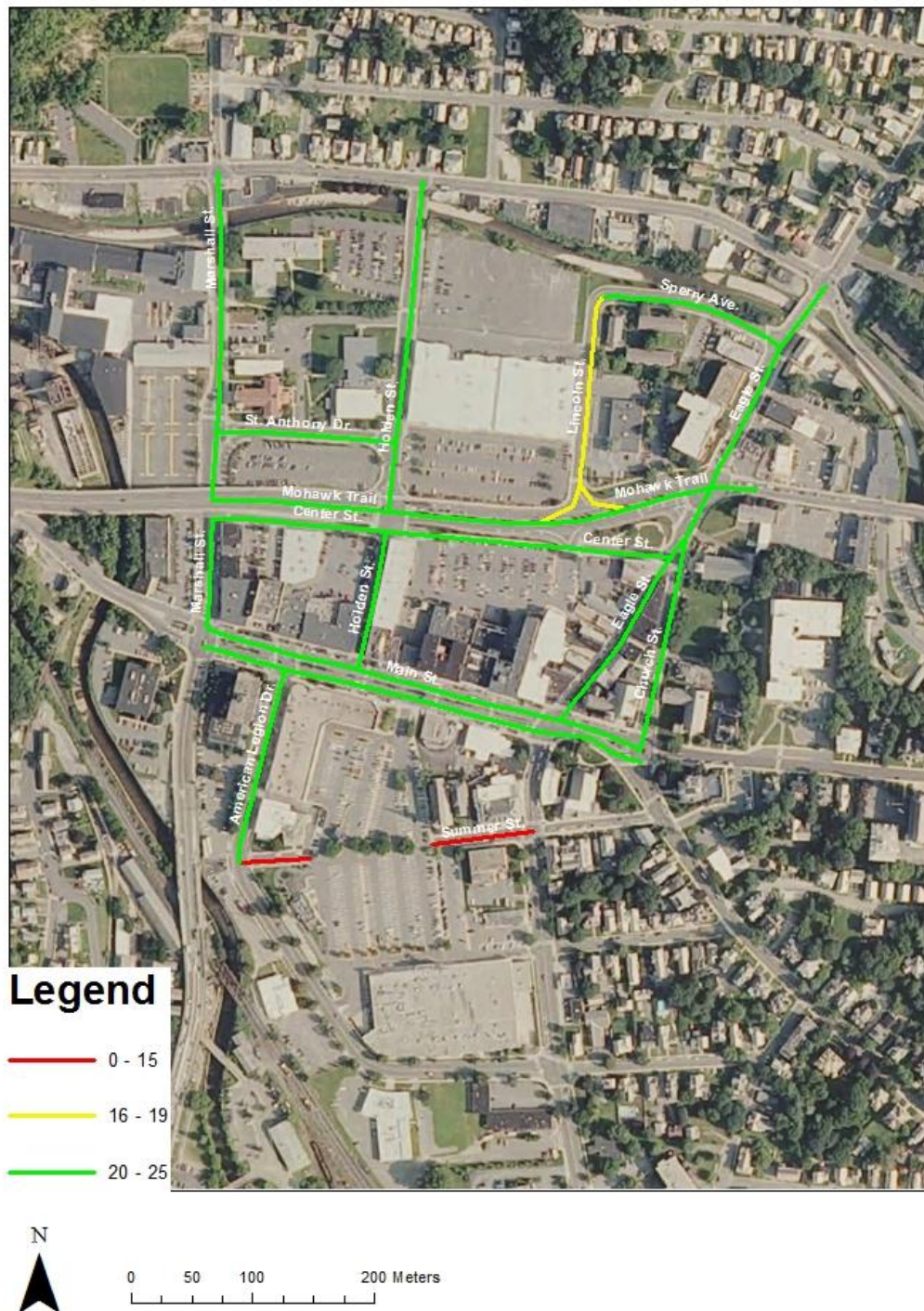
6. Downtown Overall Score

Downtown: Overall Score and Problematic Intersections



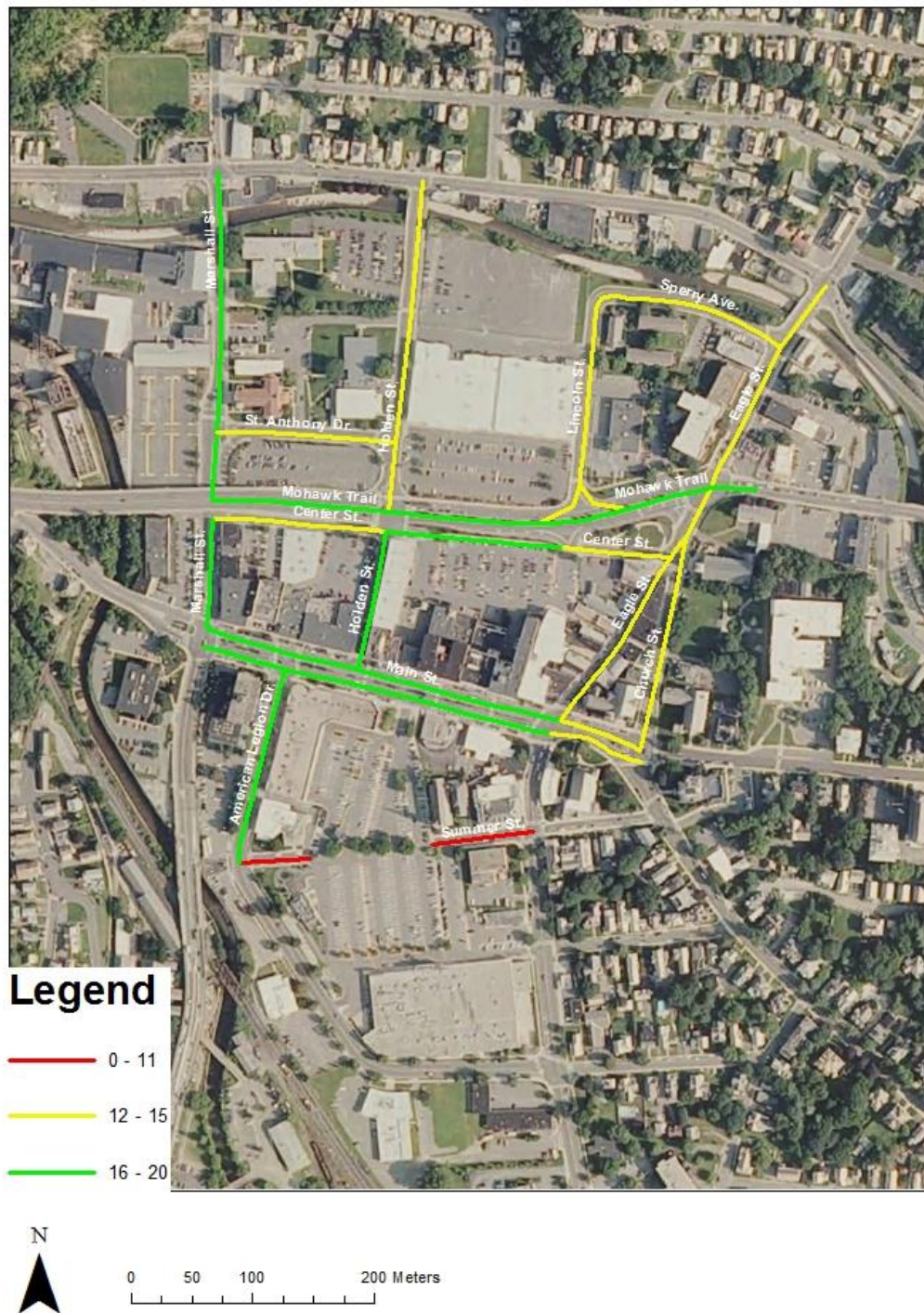
7. Downtown Sidewalk Score

Downtown: Sidewalk Score



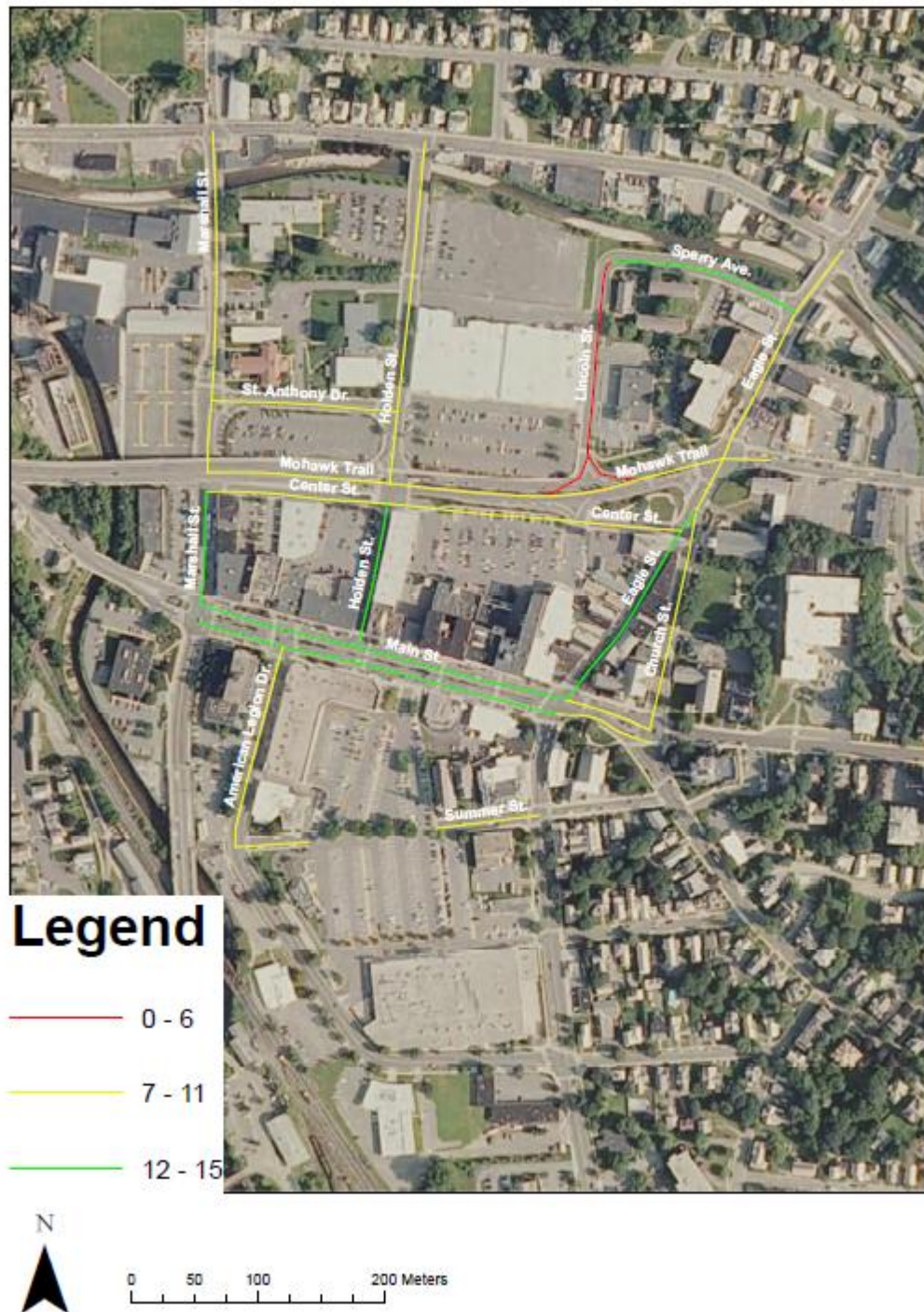
8. Downtown Crosswalk Score

Downtown: Crosswalk Score



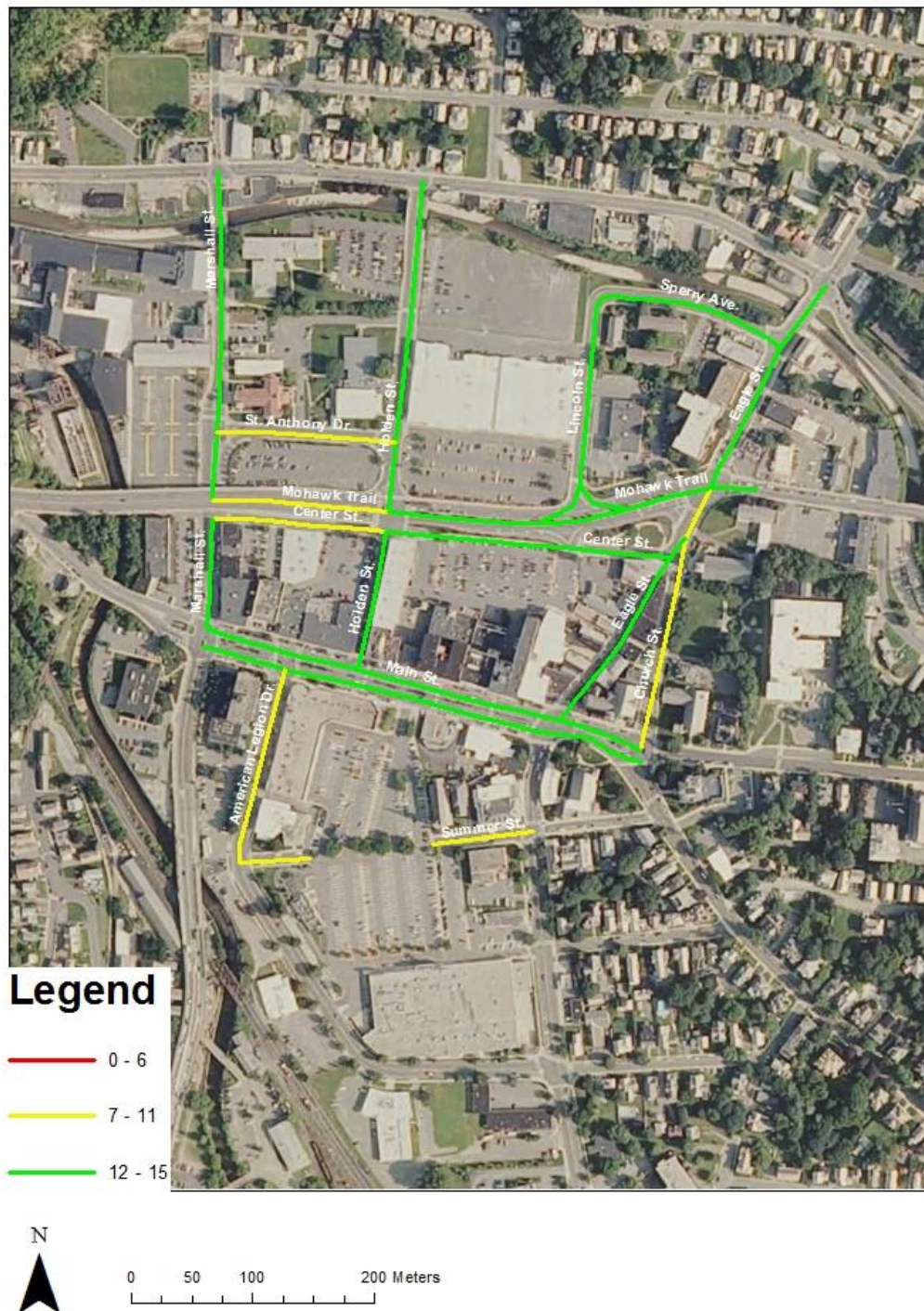
9. Downtown Aesthetics & Amenities Score

Downtown Neighborhood: Aesthetics & Amenities Score



10. Downtown Safety Score

Downtown: Safety Score



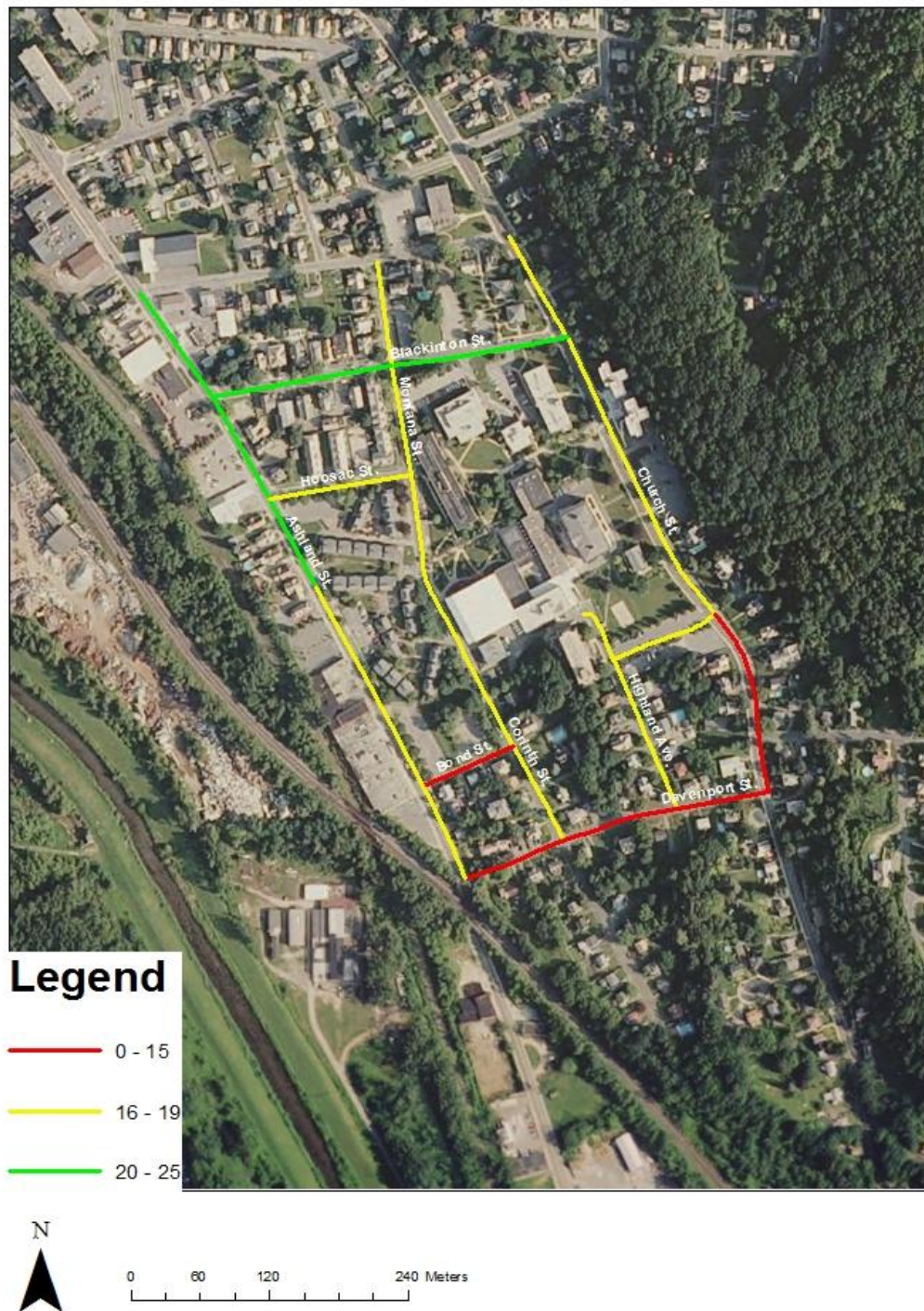
11. Ashland/MCLA Neighborhood Overall Score

Ashland/MCLA Neighborhood: Overall Score and Problematic Intersections



12. Ashland/MCLA Neighborhood Sidewalk Score

Ashland/MCLA Neighborhood: Sidewalk Score



13. Ashland/MCLA Neighborhood Crosswalk Score

Ashland/MCLA Neighborhood: Crosswalk Score



14. Ashland/MCLA Neighborhood Aesthetics & Amenities Score

Ashland/MCLA Neighborhood: Aesthetics & Amenities Score



15. Ashland/MCLA Neighborhood Safety Score

Ashland/MCLA Neighborhood: Safety Score



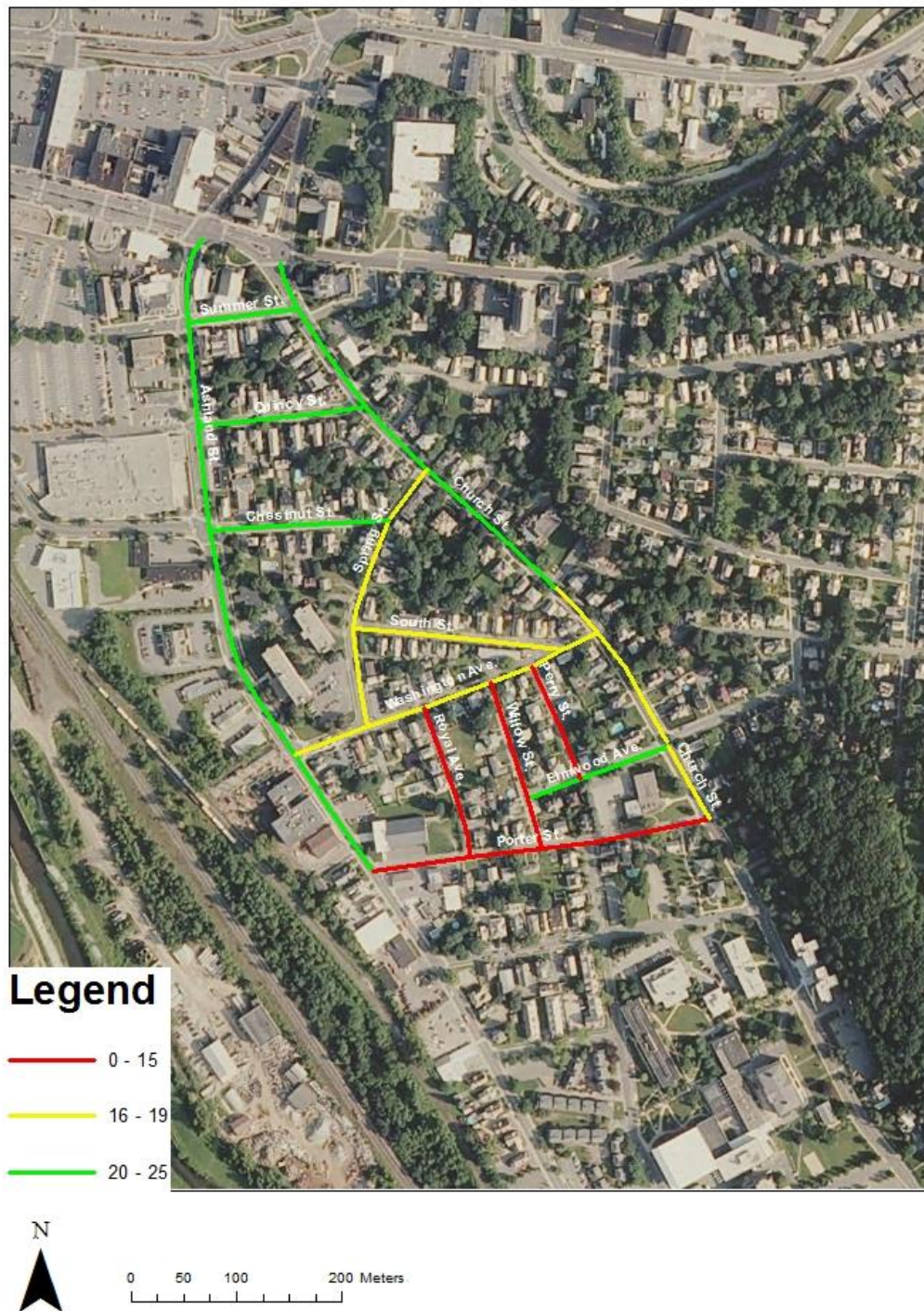
16. Church Street Neighborhood Overall Score

Church Street Neighborhood: Overall Score and Problematic Intersections



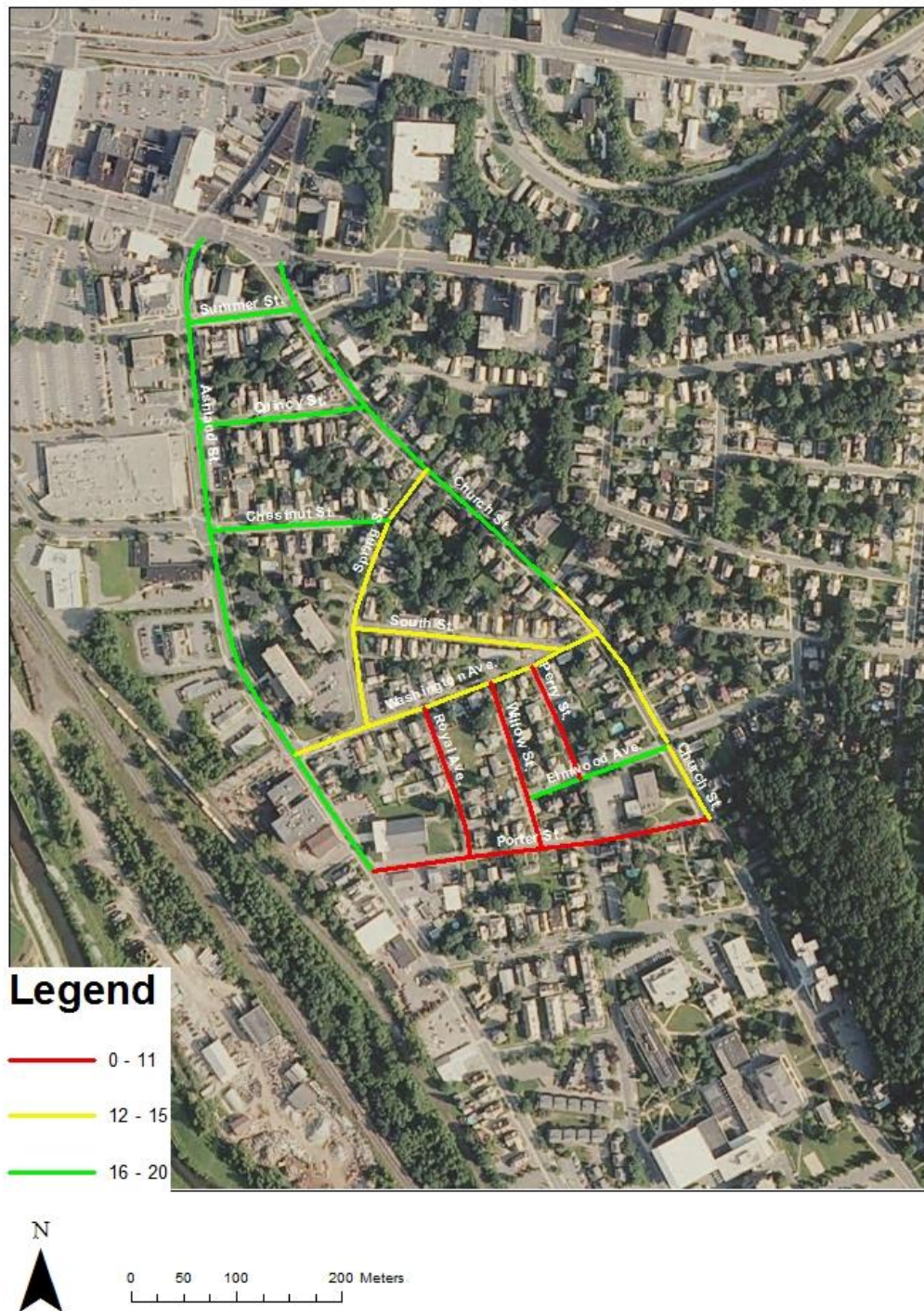
17. Church Street Neighborhood Sidewalk Score

Church Street Neighborhood: Sidewalk Score



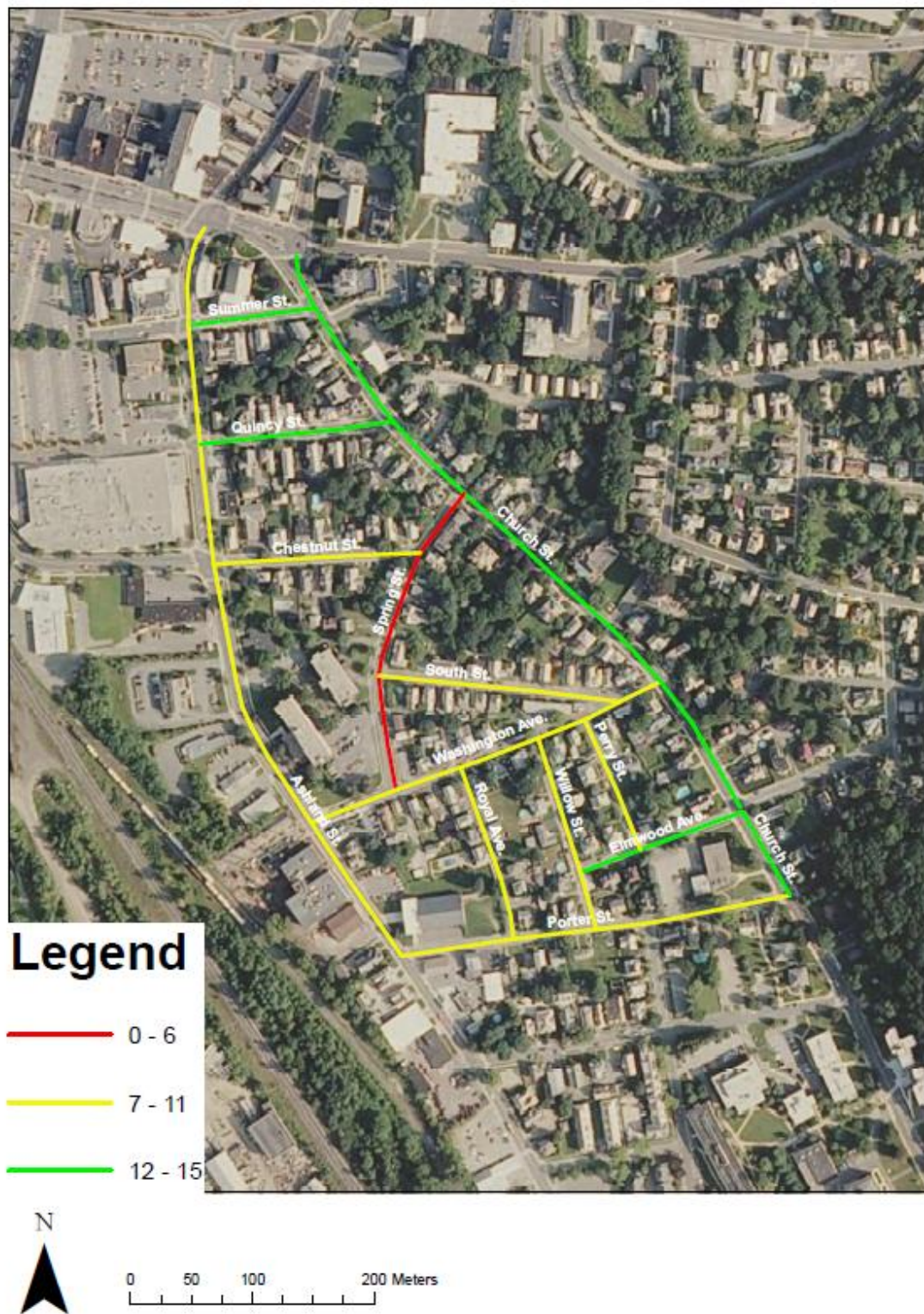
18. Church Street Neighborhood Crosswalk Score

Church Street Neighborhood: Crosswalk Score



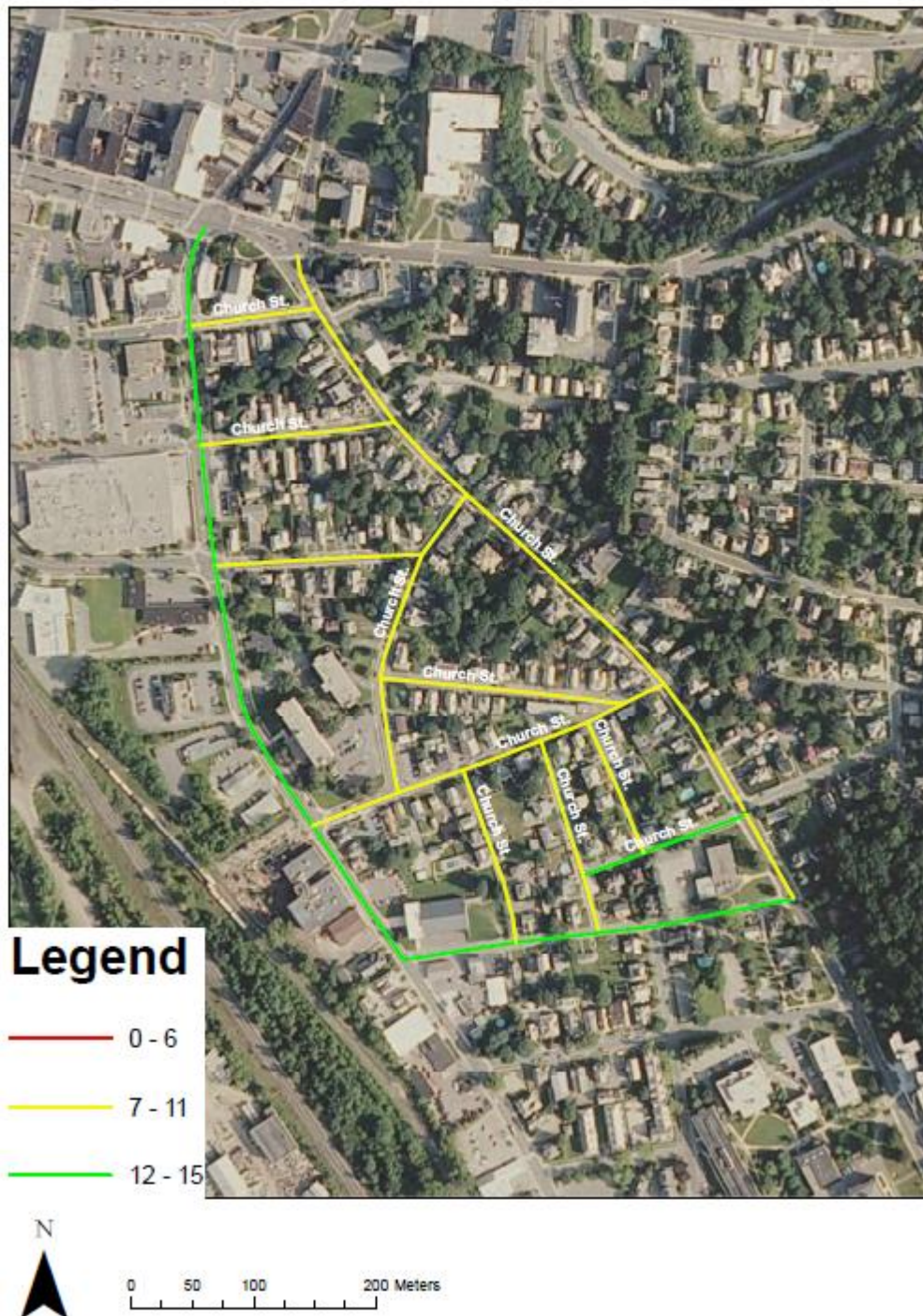
19. Church Street Neighborhood Aesthetics & Amenities Score

Church Street Neighborhood: Aesthetics & Amenities Score



20. Church Street Neighborhood Safety Score

Church Street Neighborhood: Safety Score



21. State Street Neighborhood Overall Score

State Street Neighborhood: Overall Score and Problematic Intersections



22. State Street Neighborhood Sidewalk Score

State Street Neighborhood: Sidewalk Score



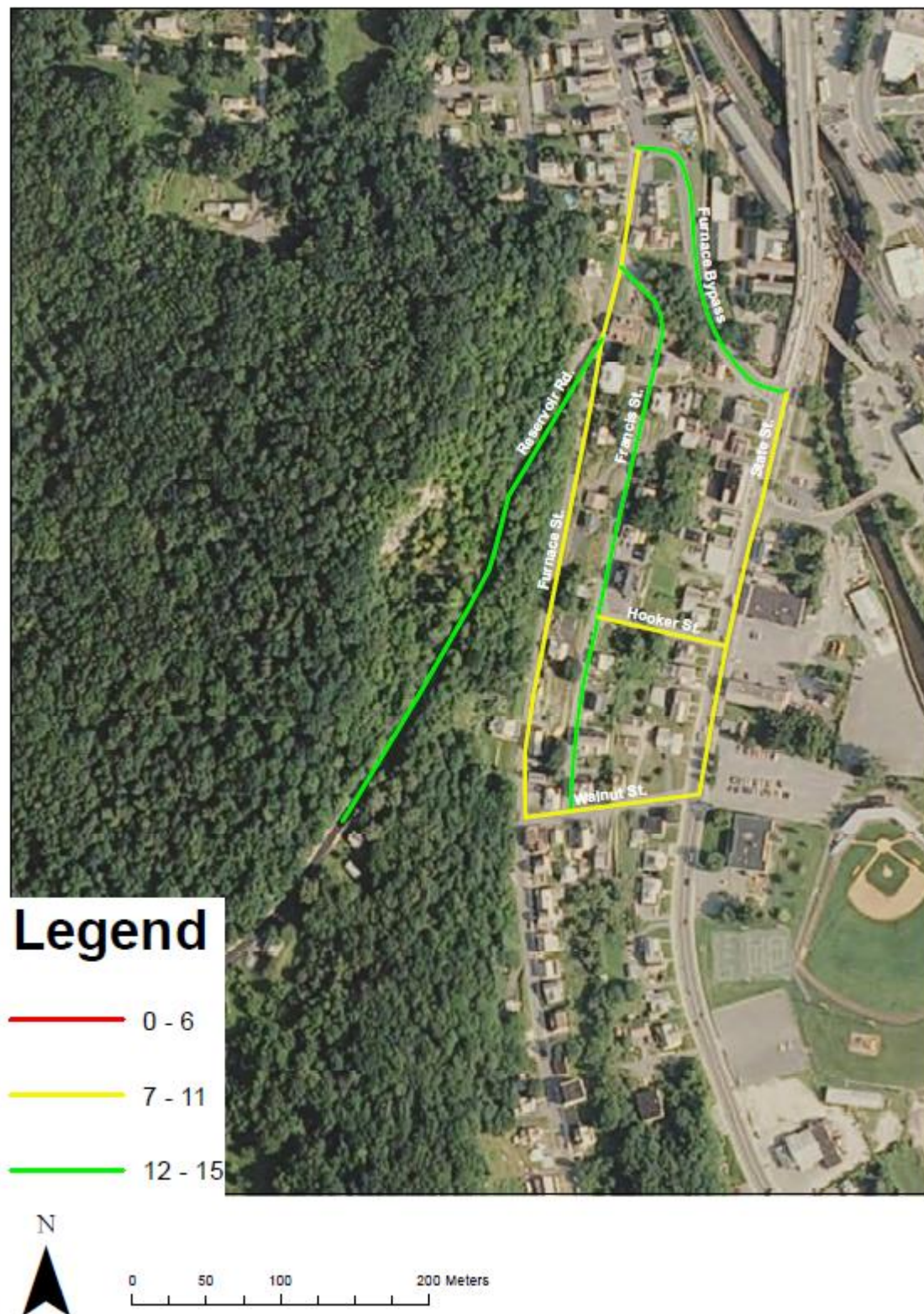
23. State Street Neighborhood Crosswalk Score

State Street Neighborhood: Crosswalk Score



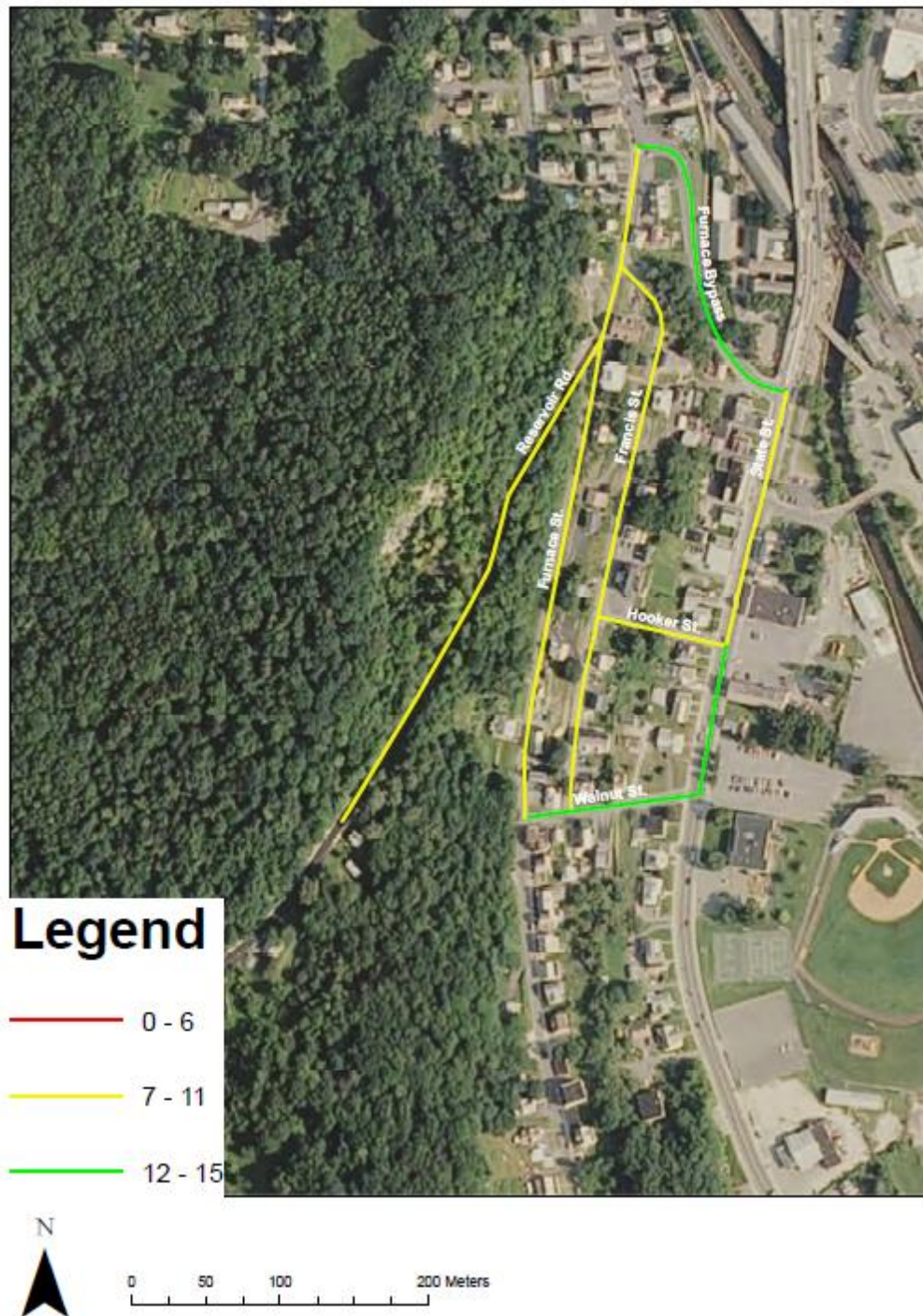
24. State Street Neighborhood Aesthetics & Amenities Score

State Street: Aesthetics & Amenities Score



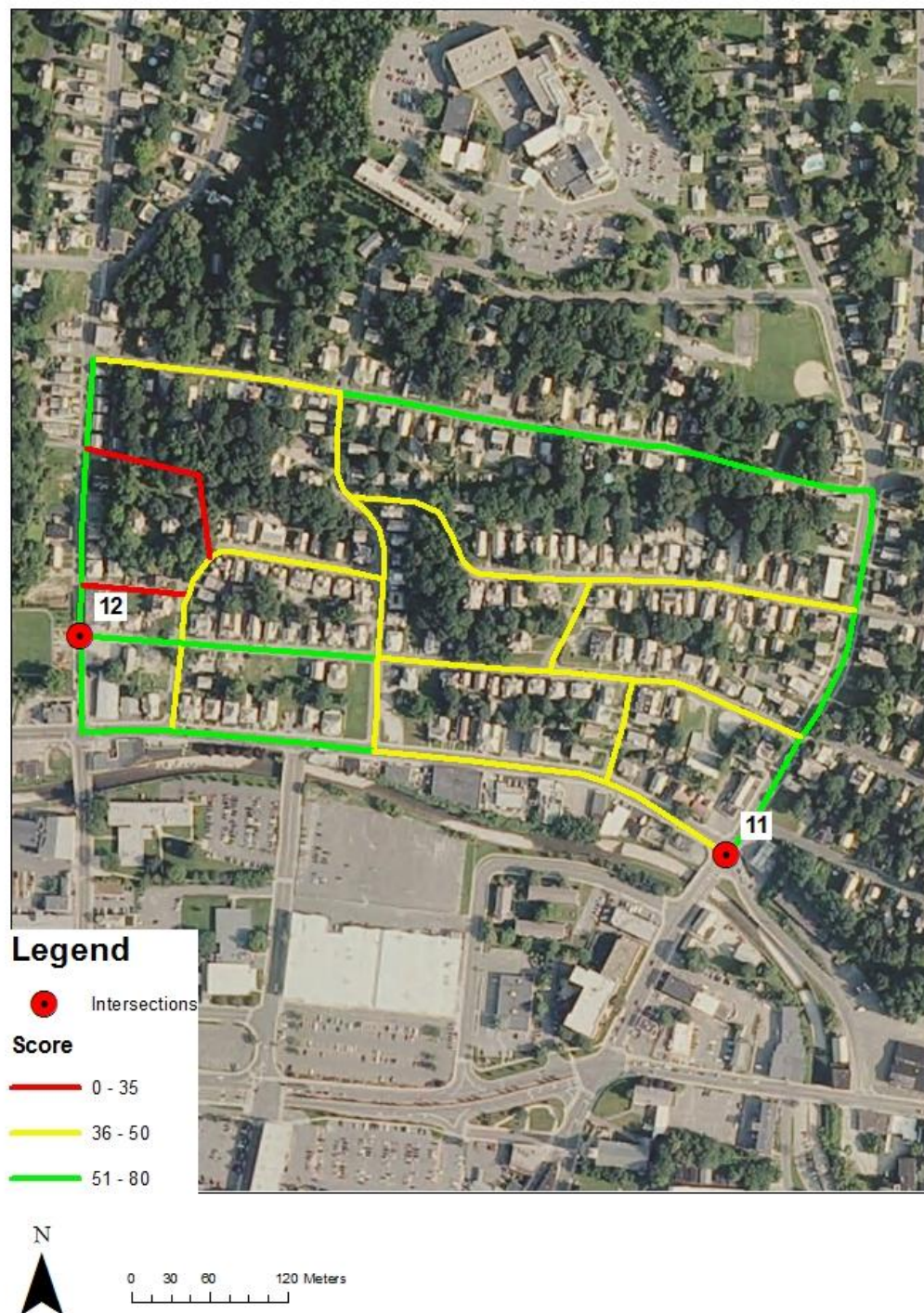
25. State Street Neighborhood Safety Score

State Street: Safety Score



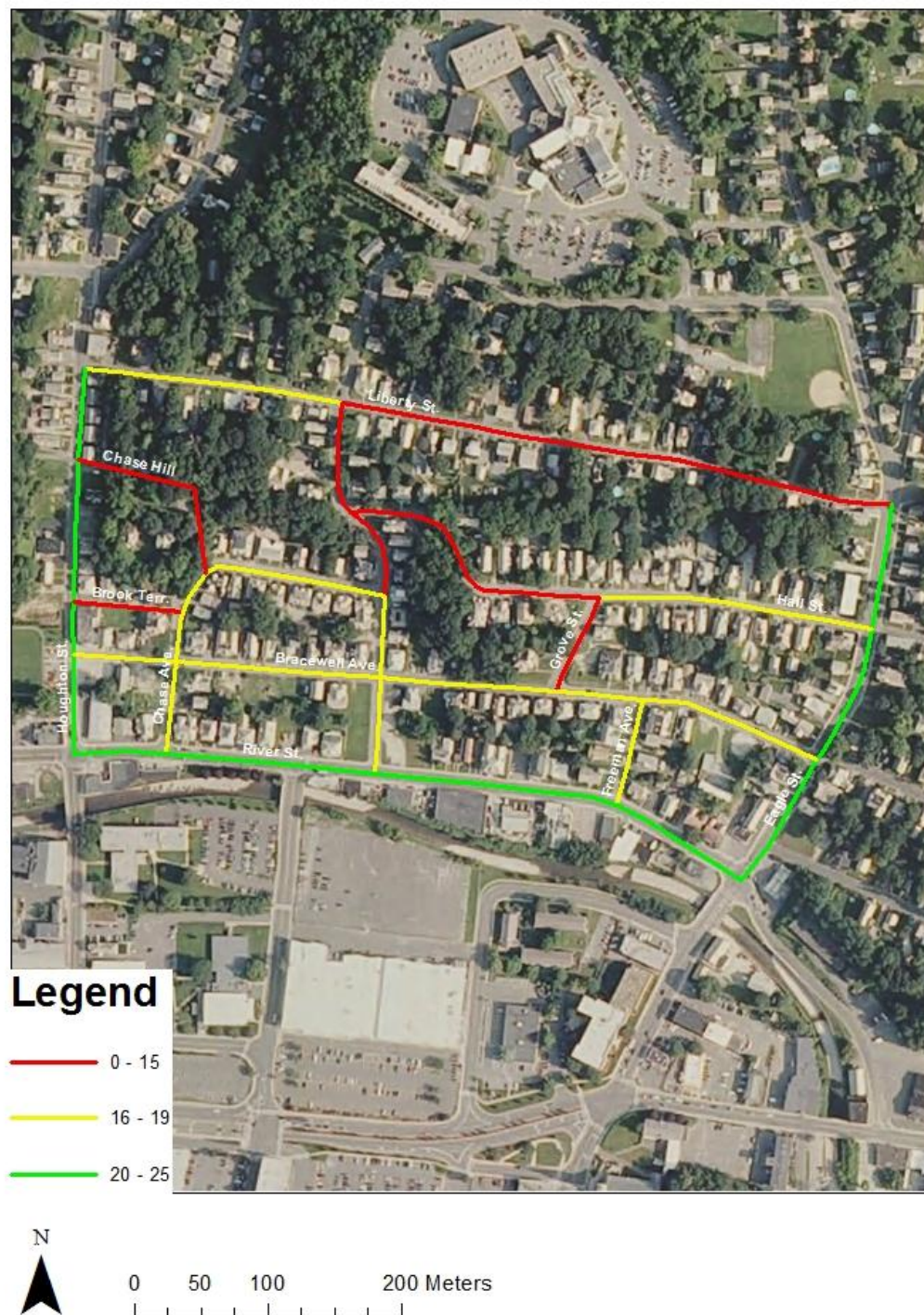
26. UNO Neighborhood Overall Score

UNO Neighborhood: Overall Score and Problematic Intersections



27. UNO Neighborhood Sidewalk Score

UNO Neighborhood: Sidewalk Score



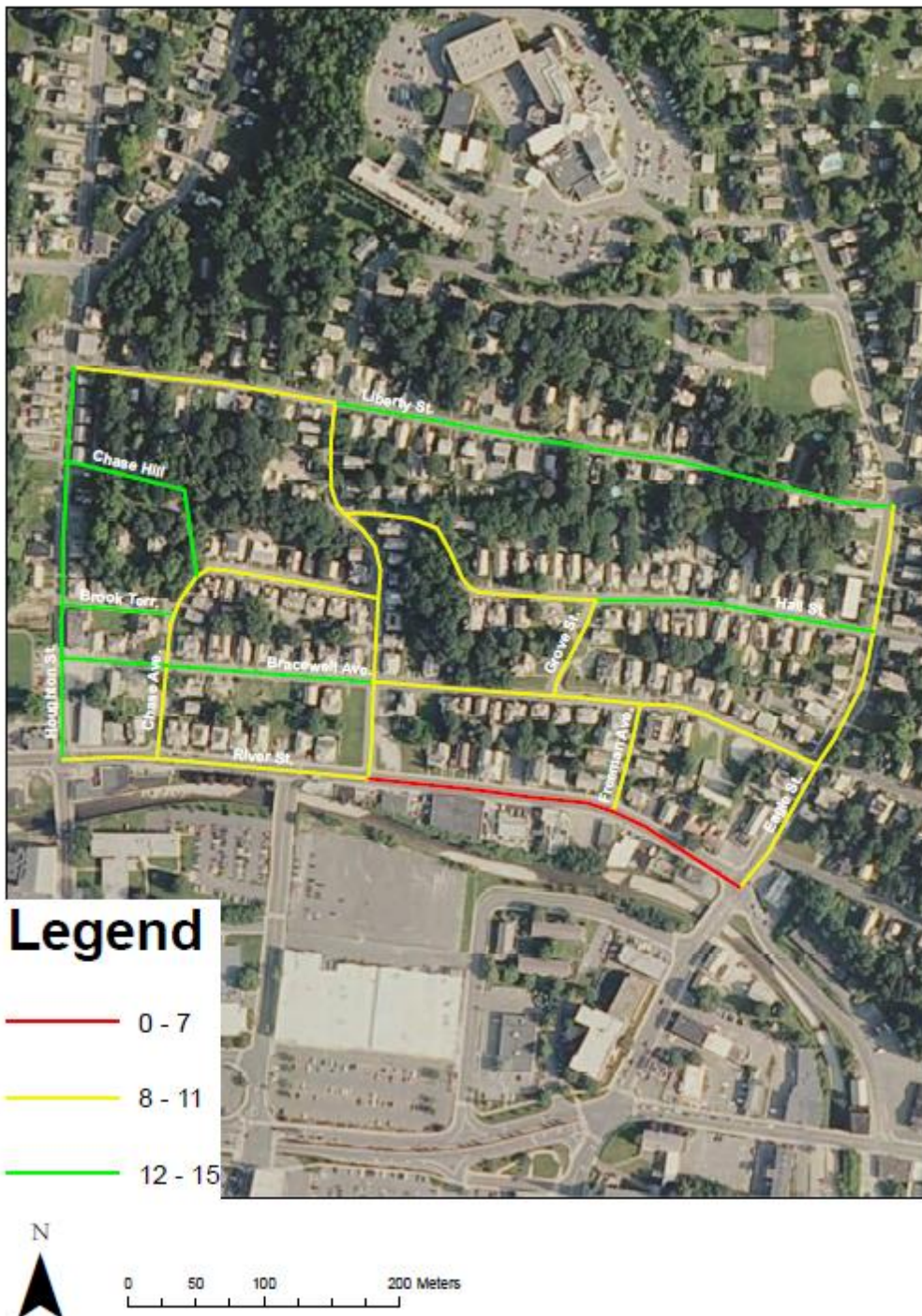
28. UNO Neighborhood Crosswalk Score

UNO Neighborhood: Crosswalk Score



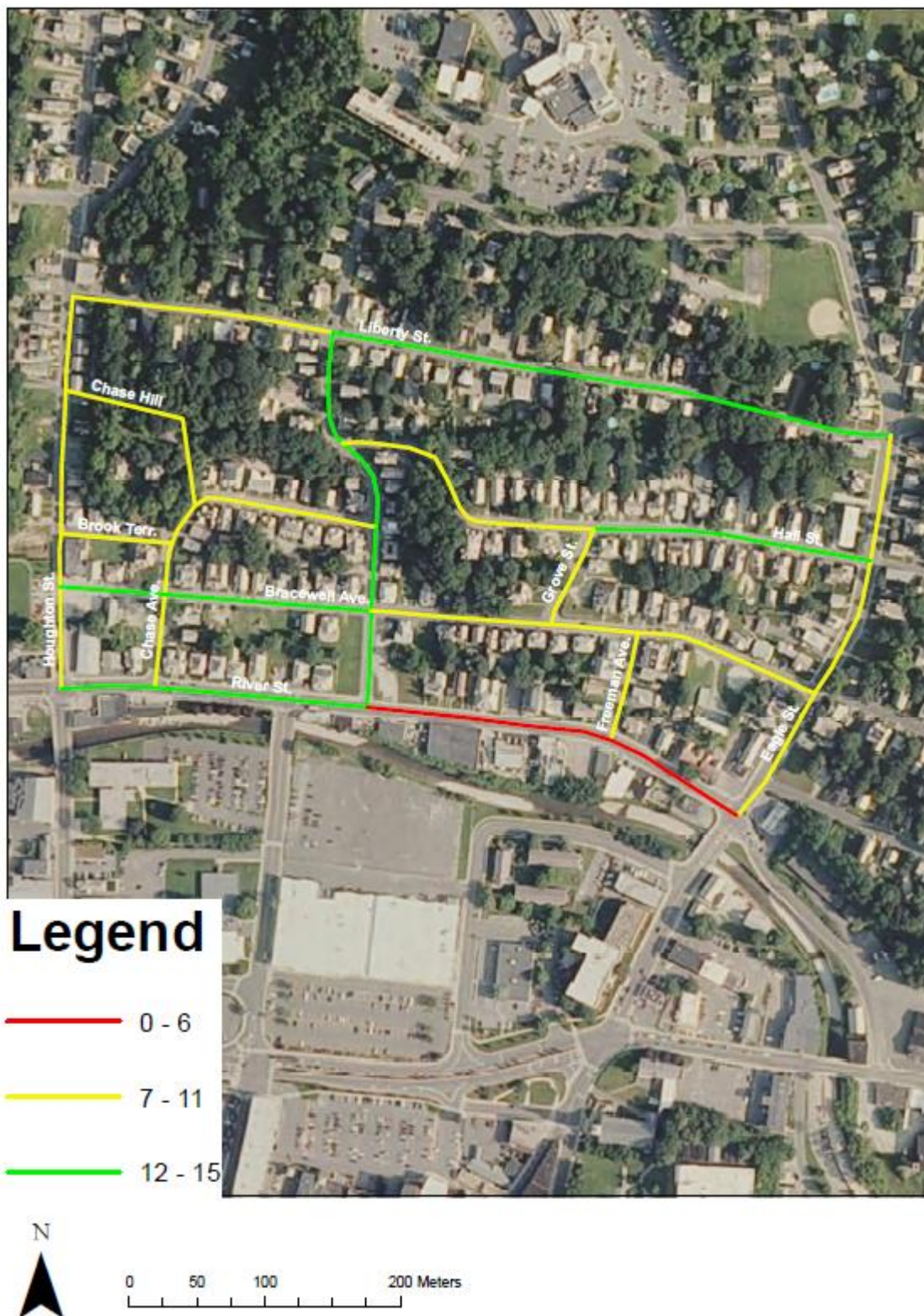
29. UNO Neighborhood Aesthetics & Amenities Score

UNO Neighborhood: Aesthetics & Amenities Score



30. UNO Neighborhood Safety Score

UNO Neighborhood: Safety Score



H. Compiled Recommendation Table

Downtown North Adams

General Recommendations	Segments
Add pedestrian signs/signals at crosswalks	1, 4, 9, 10, 14, 15, 16, 17, 18, 19, 20
Repaint the on road crosswalk indication	1, 4, 17
Add amenities (benches)	2, 4, 6, 20
Fix the pedestrian crosswalk signal	9, 12, 13, 14, 18
Fix sidewalk to be continuous across driveways	1, 16
Repaint curb cuts	19
Repair sidewalk	19, 20

Specific Recommendations	Relative Cost	Relative Priority
Implement a slower speed limit in the downtown area.	\$	✓✓✓
Implement crosswalks (Segment 6, Main St. and Eagle St.)	\$\$	✓✓✓
Improve connectivity to State St. (Segment 7, American Legion Drive)	\$\$	✓✓✓
Implement a crosswalk across American Legion Dr. at the intersection with Summer St. (Segment 7)	\$	✓
Make the parking lot at Summer St. more navigable for pedestrians (Segment 8)	\$	✓✓
Create more pedestrian friendly linkage across Rt. 2 (Segments 12 & 14)	\$\$	✓✓✓
Implement a diagonal crosswalk across Rt. 2 at Eagle St. intersection (Segment 12)	\$\$	✓✓✓✓
Address pedestrian safety and connectivity under the Rt. 2 overpass (Segment 2, State St.)	\$\$	✓✓

Ashland/MCLA Neighborhood

General Recommendations	Segments
Repaint (including zebra strips) or implement crosswalk	32, 34, 38, 38, 20
Increase pedestrian signage	31, 38, 40
Repair, repave, or add sidewalk	34, 36, 37
Repave/add curb cuts	31, 36, 37, 41, 42

Specific Recommendations	Relative Cost	Relative Priority
Add a crosswalk at the intersection with Montana (Segment 32, Blackington Street)	\$	✓✓
Improve crosswalk visibility by painting zebra stripes in the crosswalk and placing a neon pedestrian sign <i>in the road</i> in the crosswalks along Church Street, especially the one in front of Berkshire Towers (Segment 35, Church Street)	\$	✓✓✓✓✓ ✓
Lower the speed limit on Church and Ashland Streets (Segments 31 and 35)	\$	✓✓✓
Add sidewalks (Segment 39, Bond Street)	\$\$\$	✓✓
Add a sidewalk on the south side of the street or make the sidewalk on the north side of the street continuous (Segment 42, Davenport Street)	\$\$	✓✓
Improve connectivity going south on Ashland Street (Segment 37, Ashland Street)	\$\$	✓✓✓✓
Add a sidewalk on the other side of the street (Segment 36, Hoosac Street)	\$\$\$	✓✓

Church Street Neighborhood

General Recommendations	Segments
Repaint (including zebra strips) or implement crosswalk	44, 47, 48, 52, 57
Increase pedestrian signage	45
Repair, repave, or add sidewalk	44, 45, 46, 48, 49, 50, 53, 54, 55, 56
Repave/add curb cuts	44, 45, 55
Clear sidewalk of obstructions	44, 49, 51

Specific Recommendations	Relative Cost	Relative Priority
Widen sidewalks on the south side of the street (Segment 44, Porter Street)	\$\$	✓✓
Improve crosswalk visibility by placing a neon pedestrian sign <i>in the road</i> in the crosswalk going across Church Street near Elmwood (Segment 46, Church Street)	\$	✓✓✓✓
Add a stop sign at the intersection of Elmwood and Church that forces the cars on Elmwood turning onto Church come to a complete stop (Segment 45, Elmwood Street)	\$	✓✓
Pressure wash the sidewalk (Segment 45, Elmwood Street)	\$	✓✓✓✓
Add a crosswalk going across Church Street near Washington Street in from of the MCLA auditorium (Segments 46, Church Street)	\$	✓✓✓✓
Add a crosswalk at the triangle where Washington Avenue and South Street converge (Segments 47, 52 South Street and Washington Avenue)	\$	✓✓✓
Add sidewalks on both sides of the street (Segment 48, Royal Street)	\$\$\$	✓✓✓
Add crosswalks at the end of the street (Segment 28, Royal Street)	\$	✓✓
Add a sidewalk on the east side of the street (Segment 49, Willow Street)	\$\$	✓✓
Add sidewalks on both sides of the street (Segment 50, Perry Street)	\$\$\$	✓✓✓
Add a crosswalk at the east edge of the street at Church Street (Segment 53, Summer Street)	\$	✓✓
Add zebra stripes to the crosswalk in front of the Ashland Park Apartments high-rise building (Segment 57, Ashland Street)	\$	✓✓
Lower speed limit on Ashland and Church Streets (Segments 46 and 73)	\$	✓✓✓

State Street Neighborhood

General Recommendations	Segments
Repaint (including zebra strips) or implement crosswalk	21, 22, 23, 24, 25, 26, 27, 28
Increase pedestrian signage	21, 22, 25
Fix or repave sidewalk	23, 24, 25, 28
Provide adequate street-side parking that does not interfere with the crosswalk	24, 27

Specific Recommendations	Relative Cost	Relative Priority
Repave Curb Cuts (Segment 22, State Street)	\$\$	✓
Widen Sidewalk (Segment 24, Furnace Street)	\$	✓✓✓
Create one, continuous sidewalk (ideally on the same side of the street) (Segment 25, Furnace Street)	\$\$	✓✓✓✓✓
Fix the fence (Segment 28, Hooker Street)	\$	✓✓✓✓
Replace faded 'Stop' sign (Segment 28, Hooker Street)	\$	✓✓✓
Implement Sidewalk (Segment 29, Reservoir Road)	\$\$\$	✓
Repaint crosswalk at Route 8/Furnace Bypass intersection	\$	✓✓✓✓✓
Lower speed limit and speed limit signs on Route 8	\$	✓✓✓✓✓

UNO Neighborhood

General Recommendations	Segments
Repave or repair curb cuts	58, 70, 73, 74
Add pedestrian signs/signals at crosswalks	61, 71, 72, 75
Paint/repaint the on road crosswalk indication	58, 59, 65, 66, 71, 71, 73, 74
Add stop signs at intersections	59, 60
Address the problem of cars, garbage cans, and debris obstructing sidewalks	60, 62, 63, 70, 73, 74
Fix cracked or broken sidewalks	68, 69
Install a dangerous curve sign	62, 69

Specific Recommendations	Relative Cost	Relative Priority
Implement a crosswalk and a pedestrian crossing signal (Segment 61, Intersection of Eagle and River St.)	\$\$	✓✓✓✓ ✓
Reduce speed limit near the park (Houghton St. – Segment 61)	\$	✓✓✓
Install a sidewalk (Chase Hill)	\$\$\$	✓✓
Address pedestrian safety on the dangerous curve on North Holden St. between Chase Ave and Liberty St.	\$	✓✓
Make the sidewalks on Hall St. completely continuous.	\$\$	✓
Implement crosswalk and signal at the intersection of Eagle and Liberty St.	\$\$	✓✓✓✓
Repave the sidewalk on the south side of River St.	\$\$	✓✓✓
Fix up the abandoned and damaged building fronts.	\$	✓✓