Sidewalk Inventory and Analysis for the Village of Potsdam’s Complete Streets Policy

Clarkson University Construction Engineering Management Consultating Group

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Funding was received from the Health Initiative’s Creating Healthy Schools and Communities Project, which is funded by the New York State Department of Health.
Complete Streets – What is It?

Complete Streets are streets that can accommodate ALL users:
- Cars, Trucks, Motorized Vehicles
- Bikes, Scooters, Skate Boards, Non-Motorized Vehicles
- Pedestrians, Disabled Persons, Children
- Public Transportation, Transit, and More
What is GIS?

A geographic information system (GIS) is a system designed to capture, store, manipulate, analyze, manage, and present all types of geographical data.

GIS makes complex information more accessible and easier to understand.

Information is stored in Layers
Purpose

To inventory the existing pedestrian structures within the Village limits including:

- Sidewalks
- Crosswalks
- Curb Ramps
- Signal lights and buttons
- Benches
- Street Lights
Methodology

- Create a database with layers for each pedestrian feature
- Upload to field collection software (Ipads and GPS)
- 4 students collected data by walking all the village streets during the summer of 2019
- Map production and analysis during the late summer/early fall of 2019
- Final presentation October 2019
Excellent Condition Sidewalk

Needs Replacement Condition Sidewalk
Excellent Condition
Crosswalk

Needs Replacement
Condition Crosswalk
Excellent Condition Curb Ramp

Fair Condition Curb Ramp

Needs Replacement Condition Curb Ramp
Pedestrian Signal Button

Pedestrian Signal Light
AARP of SLC

“As our population ages and people stay healthy and active longer, communities need to adapt.” 16 May 2019 Planning Board Meeting handout

Sally and James Lynch

67 ½ Pierrepont Ave; Ages 66 and 72

“The snow gets very compacted by the plows and can be very difficult to shovel. Sometimes the village sidewalks are so slippery that I have to walk in the roadway of Pierrepont to get to Barrington Drive, from which I can get to SUNY’s well maintained sidewalks. This is dangerous, also vehicles turning from Barrington Drive can’t see me because of the snow ‘mountains.’” Email of 1 August 2019
### Feature Count and Live Demo

<table>
<thead>
<tr>
<th>Feature</th>
<th>Count/Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks</td>
<td>~ 30 miles</td>
</tr>
<tr>
<td>Crosswalks</td>
<td>196</td>
</tr>
<tr>
<td>Curb Ramps</td>
<td>441</td>
</tr>
<tr>
<td>Signal Buttons</td>
<td>63</td>
</tr>
<tr>
<td>Signal Lights</td>
<td>52</td>
</tr>
</tbody>
</table>
What’s Next

- DANC upload
- Development of a sidewalk improvement plan
  - Clarkson to help
- Presentation on 19 Nov as a part of the North Country Active & Healthy Transportation Network Workshop
Thank You!

Any Questions?