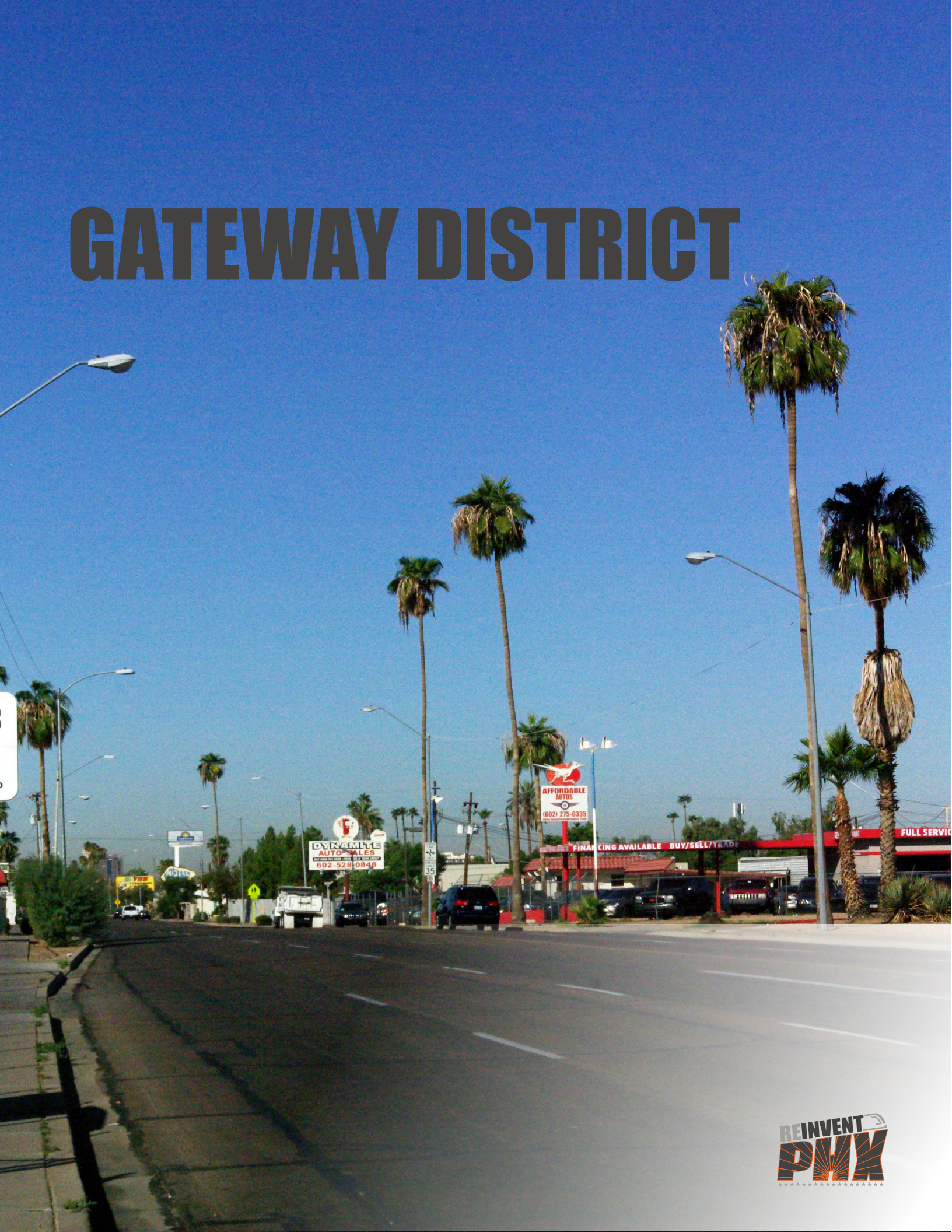




# GATEWAY DISTRICT



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# Acknowledgements

The Gateway Health Assessment and Strategy Report is submitted by a multidisciplinary health team, convened by St. Luke's Health Initiatives (SLHI), as part of Reinvent PHX. Funded by the U.S. Department of Housing and Urban Development, Reinvent PHX is a partnership between the city of Phoenix, Arizona State University, and SLHI to develop a holistic, long-range sustainability plan for the neighborhoods along the light rail.

The scope of SLHI and the health team's work is to focus on gathering information from "underserved, particularly non-English speaking, residents in each district." From information gathered from residents, along with other primary and secondary data, the health team will produce a "health impact assessment of each district's existing built-environment conditions" with a focus on "healthy food and recreation access, walking and bicycling safety, and exposure to excessive heat." After assessing the current conditions, the health team will recommend "intervention strategies focused on improving public health."

The Reinvent PHX health team includes the following members: Dean Brennan, FAICP; Mariana del Hierro, SLHI; Dr. Ernesto Fonseca, The Elemental Group, LLC; Dr. Pam Goslar, Dignity Health; C.J. Eisenbarth Hager, SLHI; Dr. Debarati "Mimi" Majumdar Narayan, Catalyze Research and Consulting, LLC; and Stephen Reichardt, Arizona State University.

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SLHI's mission is to inform, connect and support efforts to improve the health of individuals and communities in Arizona. In all that we do, SLHI seeks to be a catalyst for community health.



**St. Luke's Health Initiatives**

*A Catalyst for Community Health*

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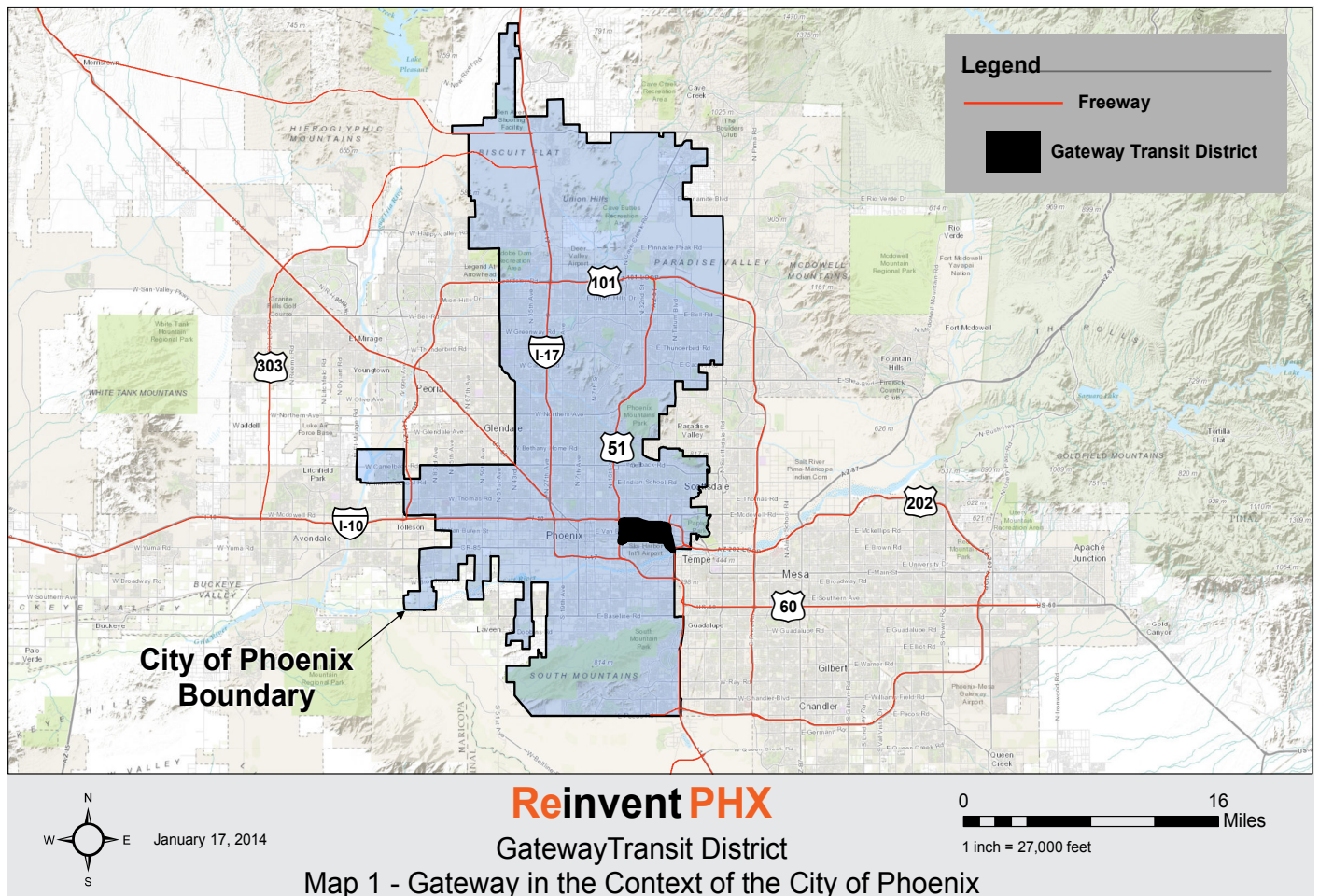
# Health Assessment Report

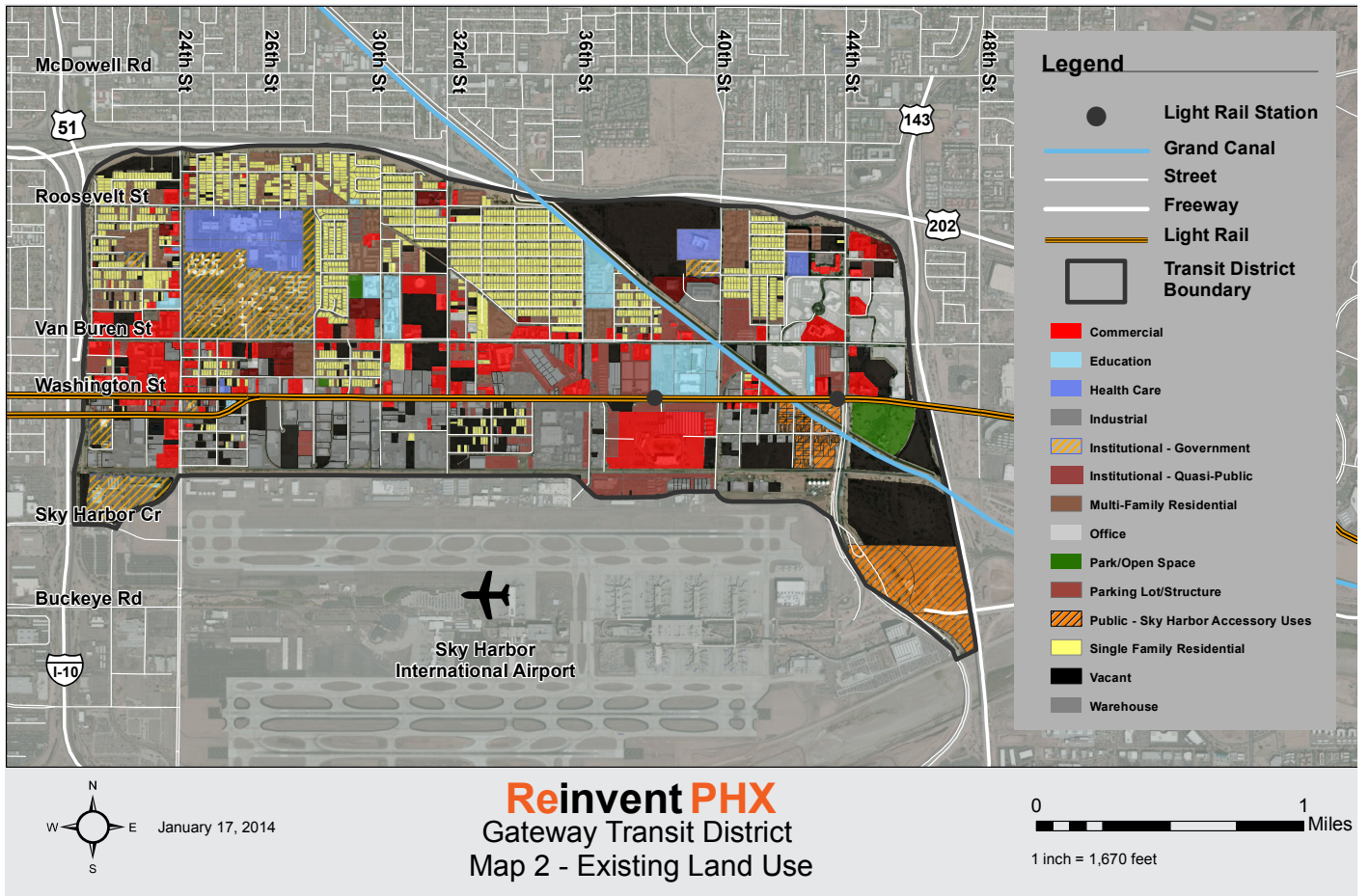
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# Gateway District and Its Residents

The Gateway district is delineated by Red Mountain Freeway (Loop 202) to the north, Air Lane to the south, Papago Freeway (I-10) to the west, and Hohokam Expressway (State Route 143) to the east. Adjacent to Sky Harbor Airport, it includes Phoenix's three easternmost light rail stops: 44<sup>th</sup> and Washington Streets, 38<sup>th</sup> and Washington Streets, and 24<sup>th</sup> and Washington/ Jefferson Streets. Map 1 (Gateway in the Context of the City of Phoenix) shows the Gateway district in relation to the entire city of Phoenix.





### Land Use and Zoning

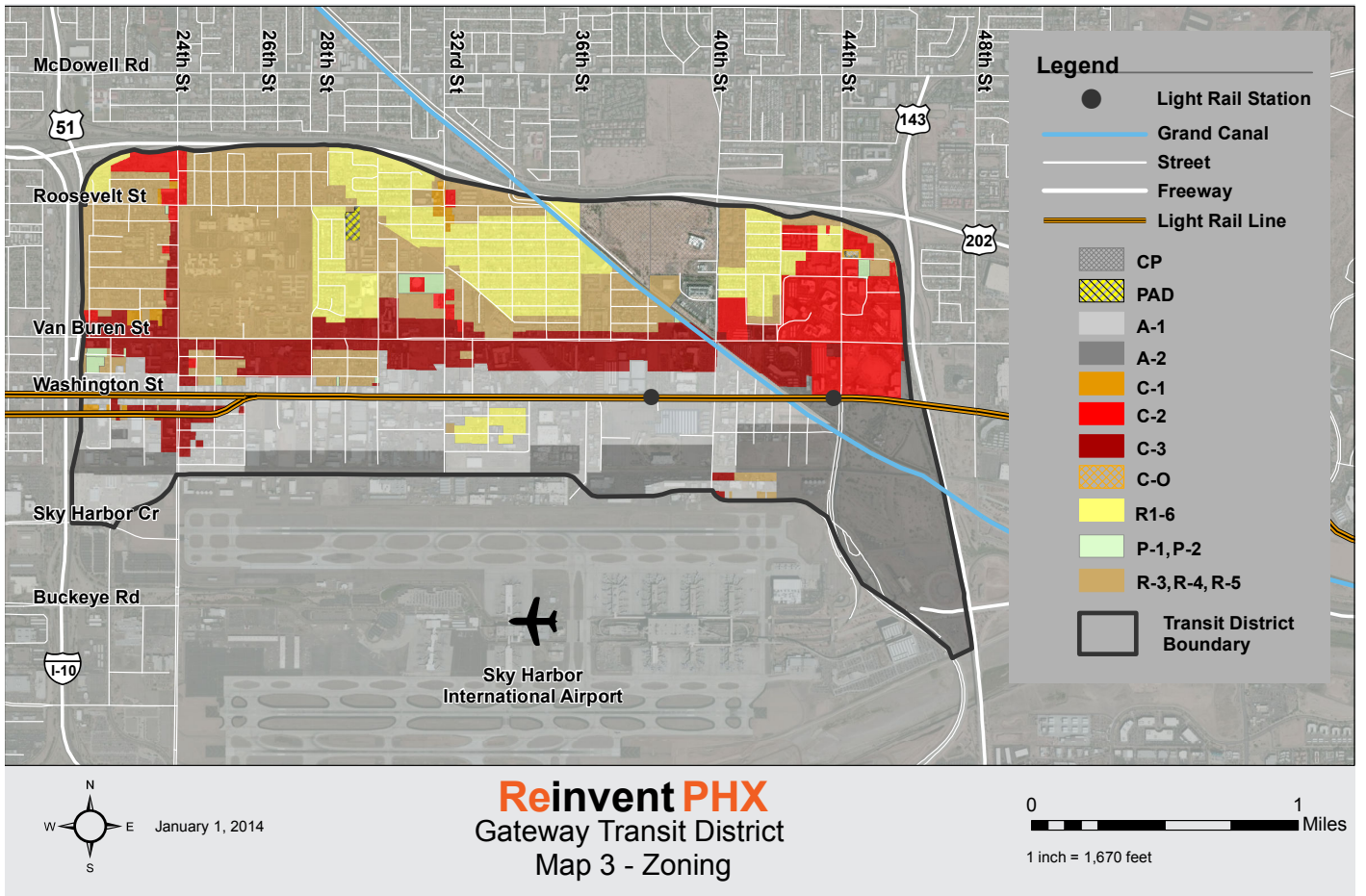
Gateway land use is typical of older urban neighborhoods that are in transition. Land uses are often in conflict, such as industrial next to residential. These conflicts are exacerbated by the lack of land use controls and the lack of public investment to help preserve and enhance a safe and enjoyable residential neighborhood. Map 2 (Existing Land Use) depicts the current land uses in Gateway.

The district can be divided into two regions: the one north of Van Buren Street and the one south of Van Buren.

The area north of Van Buren Street is predominantly residential with some small-scale neighborhood support services, such as small neighborhood businesses, modest-sized convenience stores and fast food restaurants. There are also more intensive uses on the north-side including several schools, Maricopa Medical Center, the Arizona State Hospital and the mental health unit of the Arizona Department of Corrections, the last of which is seen by residents as a barrier to redevelopment and attracting new residents to the area.



Assessment of Current Conditions in Gateway District



The area south of Van Buren Street is a mix of industrial uses, warehouses, retail and long-term parking for Sky Harbor Airport. It also features small pockets of residential housing. Phoenix Sky Harbor International Airport occupies most of the southern side of the district. Gateway Community College is an anchor on the eastern edge of the district along with Pueblo Grande Museum and Cultural Park. While the community college is an asset to the greater Phoenix community, Gateway residents are not connected to it or the services it

provides. Although Gateway Community College may offer some services for the surrounding community, residents viewed these services as strictly for students and not for surrounding residents.

Map 3 (Zoning) depicts the current zoning classifications for the Gateway district. Zoning is a key tool for implementing the long-term vision identified in the Phoenix General Plan. Zoning identifies the land uses that are permitted on a parcel. Although zoning





classifications can differ from actual land use, Gateway zoning is mostly consistent with current land uses. Residential zoning dominates the area north of Van Buren and industrial and commercial zoning dominate south of Van Buren Street. There is a small pocket of residences that are zoned for industrial uses south of Van Buren Street.

### **Van Buren Street**

Van Buren Street is significant for a number of reasons. It not only splits the community in terms of land use, but it also limits interaction between residents and potential community assets. Originally a major U.S. highway, Van Buren was home to numerous motels and motor courts. Some of that lodging still exists today. Some are vacant, while others have been redeveloped for uses such as the Salvation Army Center Herberger Campus. Residents report that many of the remaining motels are now home to registered sex offenders and prostitution and other criminal activities. Furthermore, a number of adult entertainment businesses dot Van Buren Street.

Residents have strong feelings about Van Buren Street, which are echoed throughout this report. Residents avoid it when walking or biking, because they view it as unsafe. Residents worry about their children being exposed to the adult entertainment businesses and the prostitutes along Van Buren street. The current uses along this street are not consistent with the type of neighborhood residents want to cultivate. Residents feel personally unsafe and socially uncomfortable on Van Buren Street.

### **Gateway Public Schools**

The Gateway district is served by three school districts. The Creighton School District extends south into the northern part of the district, but does not have a school that is located within Gateway.

The Balsz School District has one school in Gateway, Crockett Elementary School, which is located in the eastern side of the district. Almost 91% of Crockett



students come from families with incomes low enough to qualify for a program that provides free or reduced-price meals at school (Arizona Department of Education, 2012).

Lastly, Wilson School District is wholly located within the Gateway district. Wilson facilities are located in the area of 30<sup>th</sup> Street and Fillmore Street. Nearly 96% of Wilson students qualify for free or reduced-price meals at school. This level is indicative of the economic state of the district; at the state level, 59% of all school-age children qualify for this program.

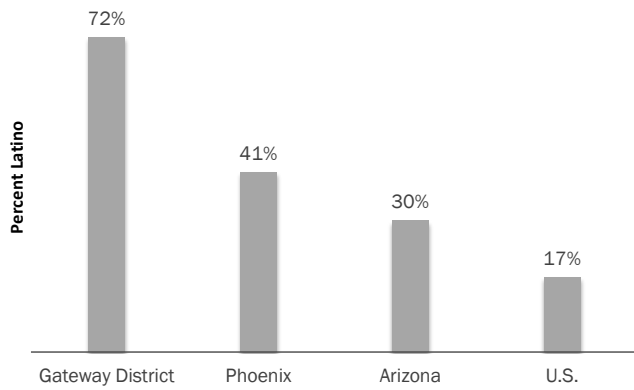
## **Gateway Residents**

According to data from the U.S. Census, Gateway residents stand out from the general Phoenix, Arizona and U.S. populations in several ways: 1) they are majority Latino; 2) they are younger; 3) they have lower incomes; 4) they are more likely to speak Spanish at home; and 5) they are less likely to own a car. The combination of these demographic and social factors creates a unique set of challenges and opportunities for residents when it comes to developing and maintaining a healthy lifestyle.

Of the 13,928 people who live in the Gateway district, 72% identify themselves as Latino (U.S. Census Bureau, 2010). By comparison, nearly 30% of Arizona residents and 41% of Phoenicians are Latino.

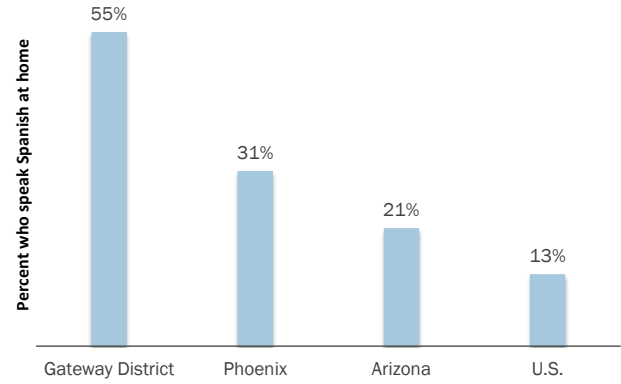
As we have seen, Latinos are at a disproportionate risk of being obese or being affected by heart disease, diabetes or stroke (Centers for Disease Control and Prevention, 2009; Arizona Department of Health Services, n.d.).

Over half of area residents speak Spanish at home, which is far greater than is typical in the rest of Phoenix, the state and the U.S. Speaking a language other than English at home—even if the person is comfortable in speaking English—increases the risk of not receiving needed healthcare services and dissatisfaction with the services received (Cheng, Chen, & Cunningham, 2007).



**Figure 1. Percentage of Gateway residents that are Latino compared to city, state and country**

Gateway residents overwhelmingly identify themselves as Latino. Source: U.S. Census 2010.



**Figure 2. Percentage of Gateway residents that speak Spanish compared to city, state and country**

Over half of Gateway residents speak Spanish at home. Source: U.S. Census 2010.

## Gateway Community Workshop

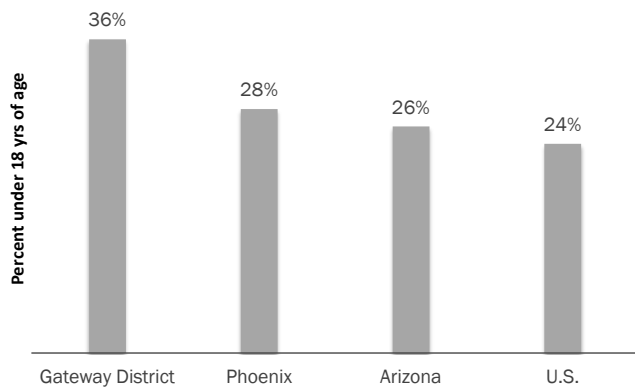
To better understand issues related to healthy foods, active living, public transportation and neighborhood safety, St. Luke's Health Initiatives hosted a community workshop on July 14, 2012. Held at Wilson Primary School, 48 residents took part in the workshop. Because all attendees were Spanish-speaking, the workshop was conducted entirely in Spanish.

Residents were placed into small groups and provided with a large aerial map of the district and surrounding areas. Residents used icons to identify healthy eating, active living and transportation assets and liabilities. Residents also developed recommendations. These ideas represent their needs and visions for the future within the framework of a realistic assessment of their community.

Information gathered from this workshop is referenced throughout this report. A full workshop report, including a description of methodology, is located in the appendix.







**Figure 3. Percent of Gateway residents under the age of 18 compared to city, state and country**

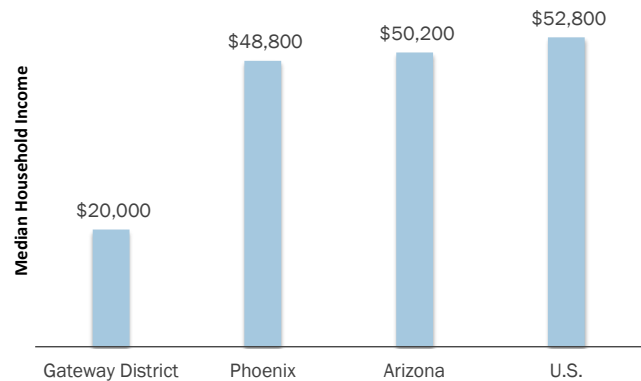
Over one-third of Gateway residents are under 18 years old, when lifelong habits—like healthy eating and active living—are developed. Source: U.S. Census 2010.

Gateway is also a young district with 36% of its residents under 18 years of age, which is higher than that of Arizona (26%) and Phoenix (28%). With over a third of its population being youth, there is an opportunity to form and develop healthy routines and practices, such as no or low consumption of sugar-sweetened beverages and getting at least 30 minutes of physical exercise daily.

The typical district resident has a very modest income. The median household income is \$21,466 as compared to \$48,800 for the city of Phoenix and \$50,200 for the state. Not surprisingly, 76% of area families earn less than \$46,100, which is 200% of the federal poverty level for a family of four. A family's socioeconomic status is one of the greatest influences in determining access to health care, and, therefore, plays a significant role in overall health and well-being.

More than one in five of district households (21%) do not own a car. Households without a vehicle among residents of Phoenix, Arizona and the U.S. hover between seven and nine percent.

Data collected from the community workshop and health survey, as well as individual conversations indicate that many residents walk, use public transportation or depend on friends or relatives for a ride for such routine activities as going to work, the grocery store and medical appointments. Taking into account the very low incomes of residents, even the relatively affordable cost of public transportation can be a substantial financial burden.



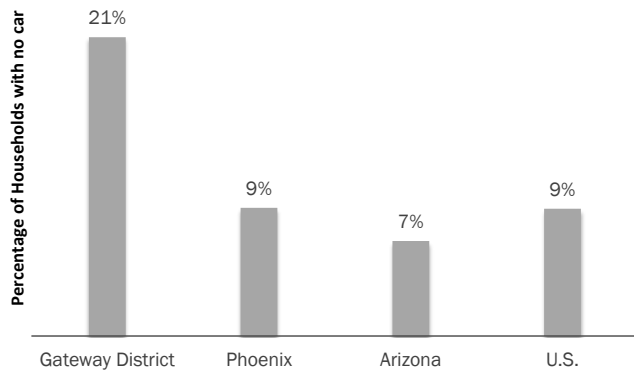
**Figure 4. Gateway residents' median household income compared to city, state and country**

Gateway households earn substantially less when compared to the rest of the region and country. Limited income affects a family's ability to afford healthy food. Source: U.S. Census 2010.

For most households, housing and transportation are the two largest budget items. From a public policy perspective, housing costs should consume no more than 30% of a household's income (U.S. Department of Housing and Urban Development, n.d.). In the past decade, there is growing acknowledgement that because housing and transportation costs are closely linked, these costs should be examined as a whole, rather than separately. The Center for Neighborhood Technology developed the H+T Affordability Index, which considers these costs together.

On average, Gateway residents spend 41% of their income on housing and transportation costs combined (Center for Neighborhood Technology). Phoenix households spent 51% and Maricopa County residents spent 53% of their income on housing and transportation costs.

Looking at the housing and transportation costs separately reveals an interesting finding—on average, Gateway households spend more on transportation than housing. An average resident spends 24% of their income on transportation and 18% on housing. This imbalance in costs is concerning, especially in light of this neighborhood's proximity to the light rail system. It also echoes the concerns residents voiced during workshops that transportation costs—including the bus and light rail system—are high.



**Figure 5. Percent of Gateway households with no car compared to city, state and country**

More than one out of every five Gateway households does not own a vehicle, making many residents dependent on public transportation. *Source: U.S. Census 2010.*

When coupling the district low median family income with information gathered at the community workshop, residents have chosen to live in Gateway because of its affordable housing stock. However, while affordable, this district is not near employment centers, which thereby increases transportation costs.

A more complete analysis of housing and transportation costs can be found in ASU’s Housing Strategy report.

**Healthy Eating Habits**

According to the Arizona Health Survey (2011), Gateway residents’ eating habits are fairly similar to national and Arizona eating patterns (Table 1). Residents tend to eat more fruits and slightly fewer vegetables.

Gateway residents’ diets differ in several important ways from the typical Arizona resident. The percent of district residents that drink at least one sugar-sweetened beverage each day is nearly twice that found in Arizona’s general population. Soda consumption is much higher. An alarming 82% of district residents reported eating some type of fast food weekly as compared to 64% of Arizona Health Survey respondents. Consumption of both sugary beverages and fast food has clear links to obesity.

**Hospitalizations**

A number of issues make identification of the impact of chronic disease difficult, particularly at the local level.

	Gateway	Arizona	U.S.
Eats two or more servings of fruit per day	62%	50%	33%
Eats three or more servings of vegetables per day	19%	22%	26%
Drinks one or more sodas per day	64%	28%	--
Drinks one or more sugar-sweetened beverages per day	38%	19%	--
Eats fast food at least once per week	82%	64%	--

**Table 1. Eating habits of Gateway residents compared to state and country**

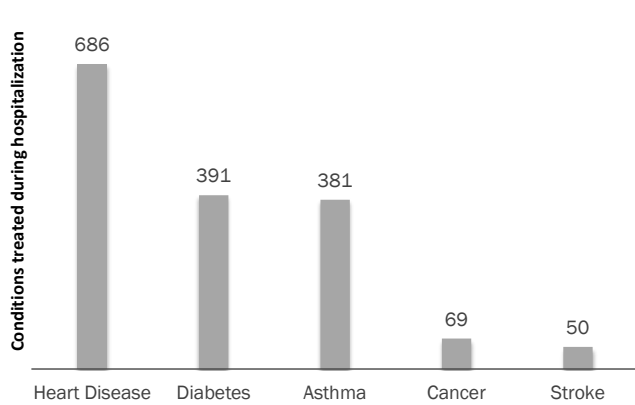
Gateway residents eat comparable amounts of fruit & vegetables compared to Arizona and U.S. averages. However, sugar-sweetened beverages, sodas & fast food are consumed at a much higher rate. *Source: Gateway Community Health Survey; Arizona Health Survey.*

The majority of information about chronic disease is reported only at the national, state or county level.

In Arizona, however, a robust reporting system, that captures hospital and emergency department admissions, allows data to be narrowed down to a smaller geographic area. This information reports conditions that may have led to hospitalization, such as heart disease or cancer. Often a person is hospitalized with multiple conditions, such as heart disease and cancer. This hospitalization data gives us one view of the health of a community.

Hospitalization data has limitations. This data only reports those who have been admitted to a hospital within Arizona and does not include psychiatric facilities, federal hospitals (such as military and Department of Veteran Affairs’ hospitals) or hospitals located on tribal land. It does not account for those who have received care in a physician’s or any other care provider’s office, an emergency room (without being admitted to a hospital), or in a hospital outside of Arizona. Some data, such as race and ethnicity, is not consistently reported.

Additionally, the data are based on discharges, so a patient may be counted more than once if hospitalized more than once in the same year. Lastly, because health statistics vary considerably from year-to-year in a small geographic area, it is not advisable to compare to larger areas, such as at the state or federal level, when looking at only one year of data.



**Figure 6. Gateway residents’ conditions treated during hospitalizations in 2010**

Over 68% of hospitalizations reported patients with either heart disease or diabetes. A healthy diet and regular exercise can help manage these conditions, both of which are directly affected by the built environment. *Source: Arizona Department of Health Services. (2009-2011). Hospital Discharge Data.*

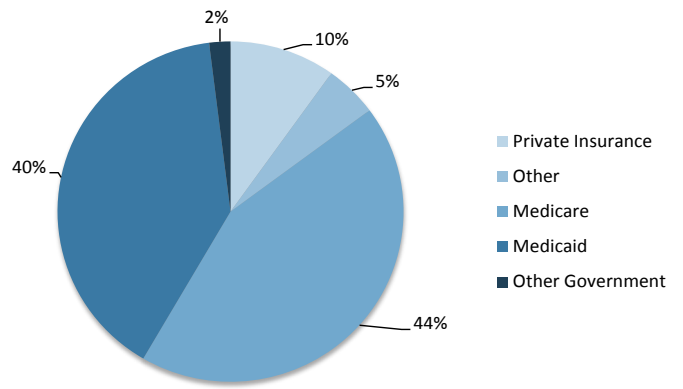
In 2010, 928 Gateway residents were hospitalized for cancer, diabetes, heart disease, stroke, asthma or some combination of these chronic diseases. Often, these conditions can be prevented and managed with a healthy diet and regular physical activity, as well as convenient access to medical services, all of which are directly affected by the built environment.

During these hospitalizations, 1,577 conditions were identified and coded as heart disease, stroke (cerebrovascular disease), cancer, diabetes or asthma. Heart disease was the most frequently cited, with 74% of Gateway patients being hospitalized for this condition. Diabetes and asthma followed with 42% and 41% respectively.

Hospital charges associated with district residents totaled nearly \$51 million in 2010. While what hospitals charge and the reimbursement received are very different, hospital charges can be used as a proxy for the economic impact of hospitalizations.

Typically hospital charges represent the amount necessary to recoup operating, capital and other costs, as well as projected losses from uncompensated care. Hospital charges are adjusted to account for allowable amounts by government programs such as Medicare, discounts for insurers, and the amounts discounted for low-income patients typically known as “charity care.”

The vast majority of Gateway hospitalization costs were



**Figure 7. Payee information for Gateway residents’ hospitalizations in 2010**

Over 85% of Gateway residents’ hospitalization charges were paid for by government programs. *Source: Arizona Department of Health Services. (2009-2011). Hospital Discharge Data.*

paid by taxpayers through federally- and state-funded Medicare, Medicaid and other smaller programs. In just one year, taxpayers were charged nearly \$43 million for hospitalizations for district residents alone. These charges were for only five conditions and only the most serious cases that required hospitalization. These charges do not include any follow-up or treatment that often accompanies a hospitalization. They also do not include physician fees (including radiologists, anesthesiologists and other specialists), diagnostic fees that may have occurred outside of the hospital stay, home health care, medical equipment or medications pre- and post-discharge.

While hospitalizations can be costly to taxpayers, they can be devastating to individual families. Twenty hospitalizations were self-paid with a collective price tag of over \$770,000. Considering the very low incomes of Gateway families, these costs could pose a financial hardship from which it could take years to recover.

Some families may experience a drop in income because of hospitalizations. Nearly 68% of the hospitalizations were among working-age adults—aged 20 to 64. The average hospitalization length of stay for these adults was nearly seven days. Hospitalizations often require time taken away from work, which for many means lost wages. Assuming an eight-hour workday, this could mean at least \$270,000 in combined lost wages for area residents.

## Community Need Index

Dignity Health (2012) developed the Community Need Index, which rates healthcare access for every zip code in the U.S. Looking at the underlying economic and structural barriers that affect overall health, Dignity Health gives a grade to each zip code on a five-point scale, with a score of “1” indicating very few barriers to accessing health care and “5” representing the most barriers to accessing health care, including preventive care.

Gateway is classified as a “5,” one with the most barriers. The city of Phoenix has a rating of “4” and Maricopa County is rated “3.2.”

Dignity Health has identified a high correlation between hospitalization rates and Community Need Index scores. Admission rates for those communities with the highest Index scores, like Gateway, are over 60% higher than communities with a low Index score. Because residents in these communities face many barriers to preventative care, they do not receive this type of care. The result is more hospitalizations for conditions—like asthma and diabetes—that easily could be managed in a less costly and less invasive manner.

## Gateway Health Assets

St. Luke’s Health Initiatives hosted a community workshop for residents of Gateway to identify health assets and challenges. (See appendix for more information.) Residents identified community health

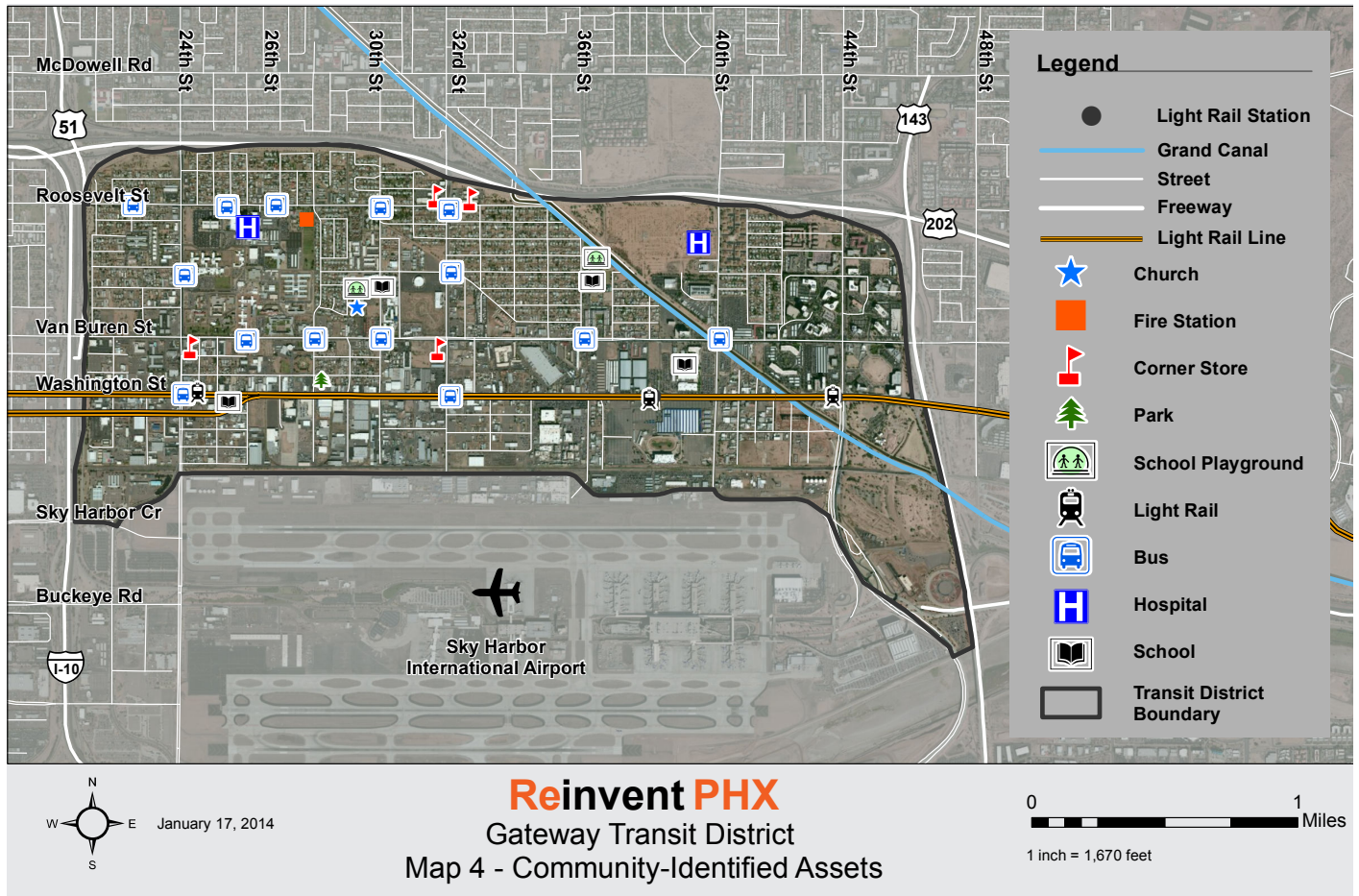


assets using a broad definition of a community asset as “anything that can be used to improve the quality of community life” (Work Group for Community Health and Development at the University of Kansas, 2012). Assets were classified into two groups: 1) positive resources for the community, and 2) positive resources that do not always support the unique needs of the community.

Map 4 (Community-Identified Assets) shows the community-identified Gateway district assets.

## Community-Identified Assets

Workshop participants identified the following as community assets that contribute to and support the community.



**Wilson School District**

Identified as the heart of the community, the school district facilities are centrally located in the district. In addition to being the primary educational institution for Gateway, a \$9,800 grant through the Phoenix Neighborhood Block Watch Grant Program allows the Wilson Elementary School playground, gym and library to remain open from 5 p.m. to 7 p.m. Monday through Thursday during the school year. This has allowed the school to become a natural gathering space for all age groups, through access to computers and the internet at

the school district library and recreational facilities for the entire community (Cone Sexton, 2012). While the school district is comprised of just two schools and a Head Start program, the superintendent is passionately involved with the community and hosts events and programs that support district residents such as adult education classes at their Community Center.

**St. Mark's Catholic Church**

Located next to the Wilson School District, this community asset serves as both a religious center and



a convener of community events such as community fairs and community fundraising activities. Additionally, St. Mark's has been home to a food pantry for district residents and parish members.

### **Maricopa Medical Center**

This hospital facility is the district's primary healthcare provider. Moreover, because of regular security and police presence, residents consider it a "safe" place.

### **Phoenix Fire Station #11**

Similar to the hospital facilities, this is a location where residents feel safe.

### **Hilaria Rodriguez Park**

Some residents identified Hilaria Rodriguez Park as a community asset, although most do not use the park. Some were unable to locate it on a map. Recently completed, this park is located within the small residential neighborhood south of Van Buren Street. However, most residences are located north of Van Buren with the areas south of Van Buren being more industrial than residential. Residents who live north of Van Buren Street voiced concern over safety issues involved in crossing that street because of perceived crime, presence of adult entertainment businesses and high traffic volume.

Residents also noted that the Hilaria Rodriguez Park equipment is primarily for young children and does not provide recreation for older children and adults. Between the barrier created by Van Buren Street and the newness of the park, residents are understandably unaware of Hilaria Rodriguez Park or rarely use it.

### **Potential Health Assets**

Residents also identified community assets that do not always support the unique needs of the Gateway district. While these features have potential, their current form

and location do not meet resident needs or expectations (as will be explained).

### **Light Rail Stations**

The Gateway district has three light rail stations: one at 44<sup>th</sup> Street and Washington, another at 38<sup>th</sup> Street and Washington, and one at 24<sup>th</sup> Street. Although heavily dependent on public transportation, most residents reported using the bus system rather than the light rail.

One reason was the misperception of higher ticket prices; a light rail ticket is the same as a bus ticket. The cost of a single ride ticket for the light rail and bus was recently increased to \$2.00.

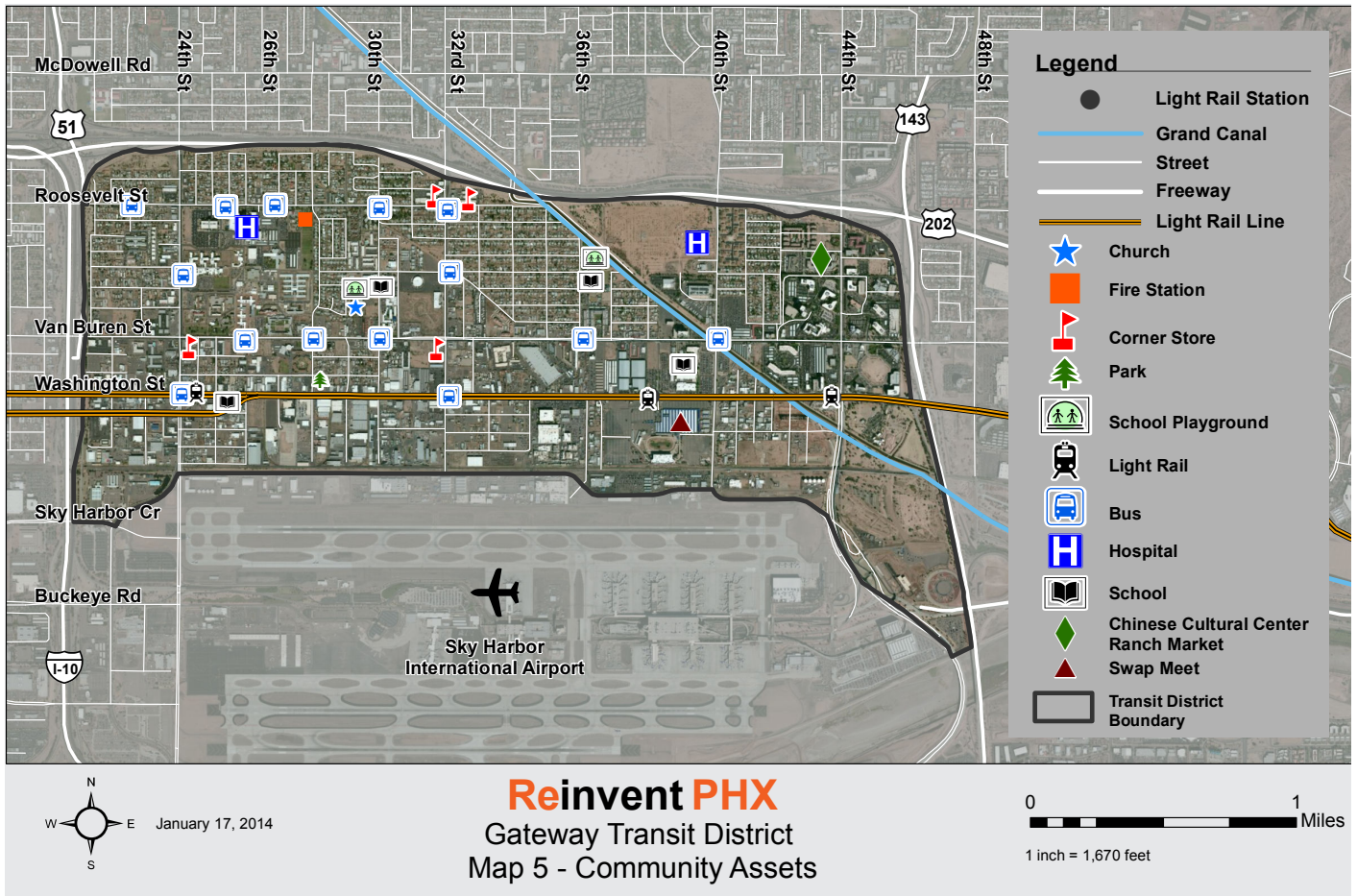
Another reason is the inconvenient light rail station locations. Located over a mile to either side of the "heart" of Gateway, the Wilson School District, where most residents live and carry out their day to day activities, the stations are not convenient for walking, especially for those with young children or during hot summer months in Phoenix.

A final reason is the inconvenient route of the light rail for district residents. Cutting directly through downtown and then north along Central Avenue, the light rail does not meet their destination needs. Residents work, shop and go to school outside of the reaches of the light rail. As a result, residents depend more on buses for public transportation.

### **Bus Stops**

Gateway is a community that heavily depends on public transportation to get to everyday activities. Workshop participants unanimously agreed that bus service is critically important. However, the limited bus routes and bus stops themselves do not best support their community. Bus stop benches are often occupied by those who are homeless, intoxicated or otherwise intimidating. Prostitutes and drug dealers use some bus stops as points of solicitation.





Many district adolescents depend on the public bus to get to school, since the district does not have a high school. Teenagers mentioned waiting for the bus in a well-lit area a block away from the bus stop in the early morning in order to avoid a dark bus stop. Others mentioned riding the bus an extra stop to avoid confronting socially uncomfortable or intimidating activity that occurs around bus stops.

Bus stops are not well designed for the heat and near-constant sunshine of Phoenix’s summer months. Residents asked for additional shading structures that would take into account the sun’s angles throughout the year.

Some residents cited the high cost of public transportation as a barrier to riding the bus, while others wanted bus routes reinstated or new bus routes added. Residents voiced their displeasure that Valley Metro bus route 3 was eliminated due to budget constraints. This route ran along Van Buren from the Phoenix Zoo to 67<sup>th</sup> Avenue and provided a major transportation artery for residents who work further west of the city. Residents

now report that they have to walk further and make multiple bus connections to reach their destination.

**Convenience Stores**

The Gateway district has few healthy food outlet options. In their absence, residents see corner stores and convenience stores as a potential asset that could fill part of the void traditionally filled by grocery stores. However, the current state of these stores does not serve the community in a positive way. Most stores do not carry healthy foods, particularly fresh produce. Residents are also discouraged from visiting corner and convenience stores because of the focus on alcohol, including single serving sizes. Intoxicated and other unsavory individuals often loiter outside these stores.

**Other Community Assets**

The Grand Canal trail was mentioned by a few workshop participants. Those that used it found it to be useful for recreational purposes and wanted to improve the existing facilities.

Likewise, the swapmeet at the Greyhound Park was mentioned by a few residents as an asset to the community, especially as a source of fresh food. However, others considered it too far removed from the heart of the Gateway district.

Several other potential health-related community assets were not identified by residents during the workshop. These potential assets are identified on Map 5 (Community Assets).

Although not identified, the following could be cultivated as health assets after exploring barriers to their use.

- Crockett School
- Gateway Community College
- Mountain Park Health Center (the new location is being developed along Van Buren Street)
- Salvation Army Center Herberger Center on Van Buren Street

## Key Issues about Gateway and Its Residents

- Van Buren Street is considered unsafe and dangerous. Van Buren is home to prostitution, crime, drug and gang activities and adult entertainment businesses, all of which run counter to the kind of environment residents want in their community.
- Van Buren Street is a dividing street in many ways. The northern half of the community is primarily residential while the south is more industrial. Two key would-be assets—Hilaria Rodriguez Park and light rail stops—are south of Van Buren Street.
- Gateway residents differ from their Phoenix and Arizonan counterparts in several ways. Area residents are predominantly Latino, are younger, speak Spanish at home, have a lower average income and are less likely to own a car. All of these characteristics are important factors that influence the community's health.





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# Access to Healthy Food

A nutritious diet is a building block of overall health and well-being. Good nutrition and regular exercise can reduce the prevalence of obesity, heart disease, stroke, cancer and diabetes, which together comprise the leading causes of death and disability in the U.S. (Centers for Disease Control and Prevention, 2012).

The topic of nutrition becomes complicated when we look at obesity data. According to the CDC, one out of every four Arizonans is obese (2012). Further, obesity impacts certain populations more than others. Latino families and those with lower incomes have higher rates of obesity than the general public. While nutrition is about what we eat, what we eat is influenced by our environment.

## Gateway Community Survey

In addition to the community workshop itself, St. Luke's Health Initiatives distributed surveys at that workshop as well as a Wilson School District parent meeting. The purpose of the community survey was to identify issues related to healthy eating, physical activity and access to public transportation. In all, 76 surveys were returned. Survey data is referenced throughout this report. A full report of survey results can be found in the appendix.



In many neighborhoods, retailers that carry healthy foods are scarce. The location of all food outlets, from supermarkets to convenience stores, farmers' markets to fast food restaurants, can profoundly affect a community's collective health. Families who live near a supermarket are more likely to eat the daily recommended amount of fruits and vegetables (Kettel Khan, et al., 2009). Further, children who live in poor or predominantly minority neighborhoods are more likely to have greater access to fast food restaurants and convenience stores (Lee, 2012). Minority or low-income families are more likely than Whites to live in communities that are "food deserts"—a term used to describe neighborhoods with limited or no access to healthy, affordable food (U.S. Department of Agriculture, Economic Research Service, 2009).

The convenience of retail food outlets, coupled with low family income and high transportation cost, can exert substantial influence over what a family eats. We can see how these issues impact the Gateway district, where fast food restaurants and convenience stores greatly outnumber grocery stores.

Similar to a food desert, a "limited supermarket access" area measures access to retail food outlets that carry healthy food, taking into account family income and car ownership. While the district does not meet the technical definition of a limited supermarket access area, the district nonetheless has few healthy food options within its boundaries. There are three in total, which are discussed below.

## Healthy Food Options

According to an analysis by The Reinvestment Fund (2011), the district has one full service supermarket. Map 6 (Healthy Food Accessibility) shows this food outlet and its walking radius, which estimates the time it would take to walk to those food outlets. Of the nearly 14,000 area residents, less than three percent of district residents live within a 5-minute walk and just 10% live within a 10-minute walk of the sole supermarket.

While the only supermarket provides a great variety of healthy food options, residents did not cite it as a health asset during the workshop. This supermarket carries food targeted to Asian cuisine. As nearly three-fourths of the district's residents are Latino, the supermarket does not carry many essential food items for Latino diets. The supermarket is located on 44<sup>th</sup> Street, far removed from regular pathways of residents. Moreover, it does not accept WIC.

According to The Reinvestment Fund (2012), there are three grocery stores immediately north of Gateway along McDowell Road. No residents can walk to these stores within five minutes. Just 456 residents—or barely three percent of the district population—can walk to these stores within ten minutes.

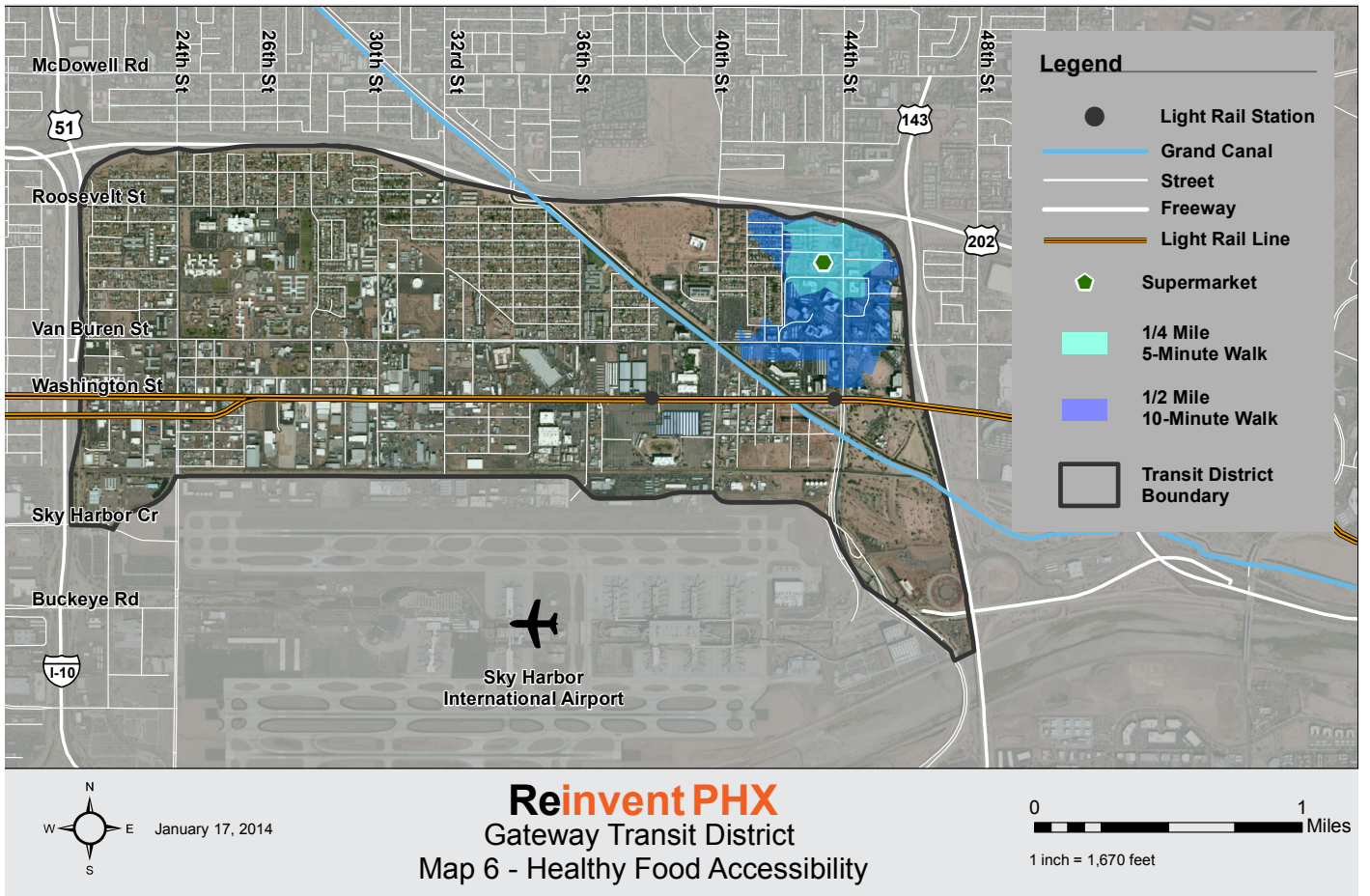
Additionally, there are two other food outlets that accept vouchers from the federal Women, Infants and Children (WIC) program (Arizona Department of Health Services, 2012). WIC provides food assistance to low-income pregnant or breastfeeding women or families with young children to purchase healthy food, such as milk and fresh fruits and vegetables. WIC has been shown to provide better health outcomes for infants, young children and their mothers (Devancey, 2007).

While the purpose of the WIC program is to provide no-cost healthy food options to vulnerable populations, the two Gateway WIC vendors are a far cry from healthy food retailers. While these vendors meet the minimum standards of the WIC program, the variety of healthy food options beyond those prescribed by WIC is limited and the cost of those items is high.

One WIC vendor is a gas station with an attached convenience store. There are few healthy food items and prices are expensive. One out of four residents can walk to a WIC vendor within five minutes and half of the residents have a 10-minute walk.

The other WIC vendor is located on 28<sup>th</sup> and Van Buren Streets. While some workshop participants reported



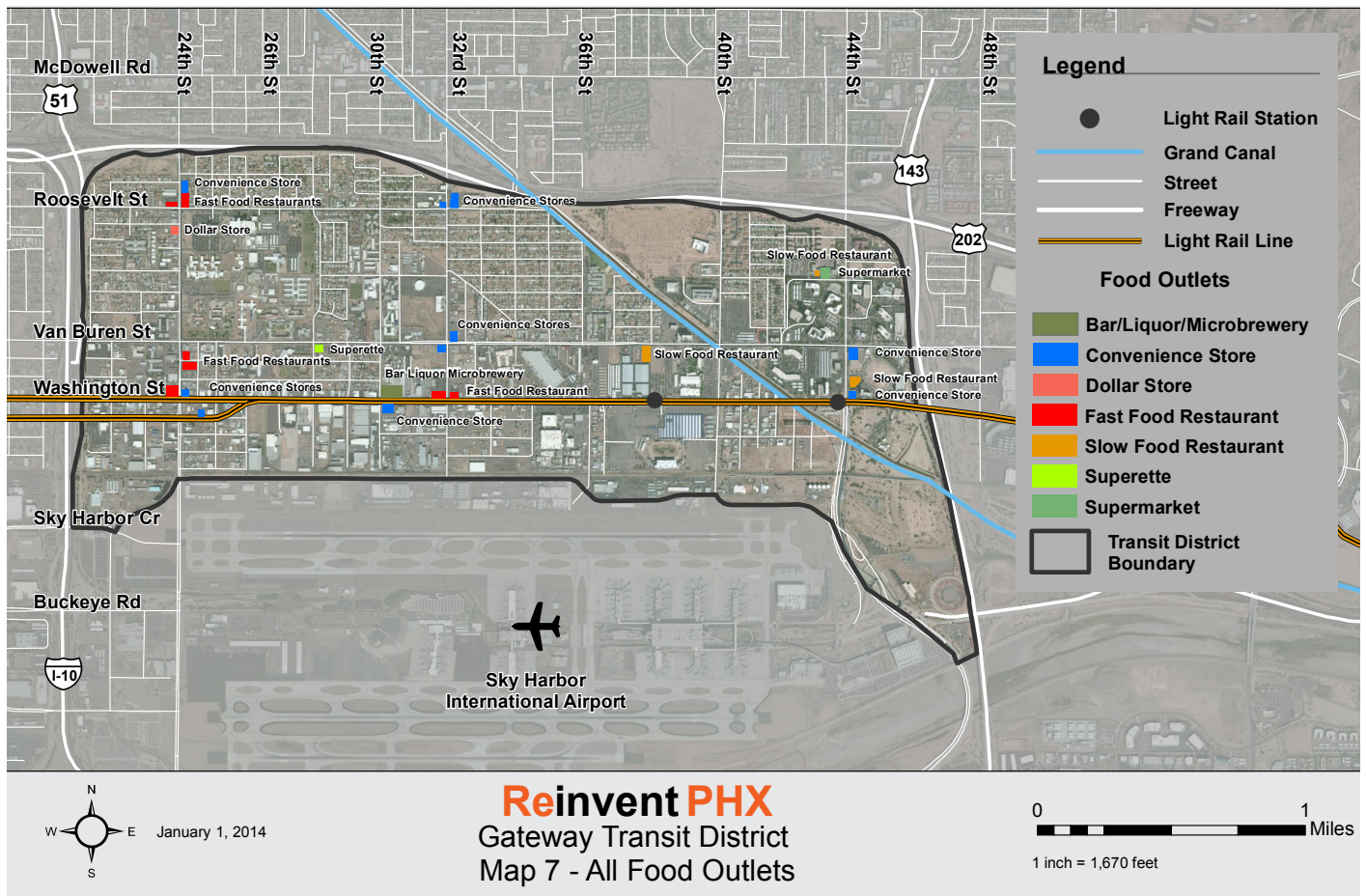


occasionally shopping at this store for meat and fresh vegetables, residents worry about their safety on this property.

Residents report people loitering in front of the store—prostitutes, drug dealers, gang members—some of whom appear to be intoxicated. Like the convenience store WIC vendor, this store does not carry a wide variety of healthy food items beyond those prescribed by WIC and the cost of healthy food is high. This store is primarily a liquor store.

No community-based food options, such as farmers’ markets, community gardens or community supported agriculture drop-off sites, were identified in the district (Valley Permaculture Alliance, personal email communication, 2012). Finding and documenting these types of resources is difficult, since there is no central data repository, the data system is self-reported and incomplete, and definitions of these food resources differ. Residents did not identify that any of these healthy food options were available in the district.





## Other Food Outlets

In addition to the one supermarket and two WIC vendors, Gateway has several other retail food outlets.

Map 7 (All Food Outlets) depicts all of the food related resources in Gateway. The district has ten convenience stores, seven fast food restaurants (such as Jack in the Box or McDonalds), and three “slow food” or sit-down restaurants. In addition, there is one Dollar Store and a weekly swap meet at the old Greyhound Park. Some fresh fruit and vegetables can be found at the swap meet.

## Community-Identified Barriers to Healthy Food

According to survey respondents, access to affordable, quality food was identified as the biggest challenge to improving family diets. Nearly 45% reported that healthy

food was expensive. Considering that 76% of Gateway families earn less than 200% of the federal poverty level, this is not surprising.

Perhaps the most significant barrier to a healthy diet for district residents is their low income. It is typical for low-income families to consume a less nutritious diet than an average income family (Bhattacharyaa, Currieb, & Haiderc, 2004). For adults, as income decreases, the rate of obesity increases.

Distance to an affordable supermarket is also a concern. Over one-third of the residents mentioned that the lack of grocery stores in their neighborhood dramatically limits their capacity to access quality fresh food. Research supports that distance to a grocery store does affect healthy food consumption.

Some 46% of survey respondents reported that their grocery destination was about ten minutes away. The three grocery stores on McDowell Road are perhaps the destination for these respondents.

It is not surprising that 91% of residents reported using a car to access a grocery store. Workshop residents mentioned depending on others with a car for rides to the supermarket. In addition to being relatively far from a supermarket, Gateway is a community of families, which requires higher volumes of food as compared to communities with fewer children. Walking or biking to the supermarket is not always possible when purchasing larger volumes of groceries.

Fifty-nine percent of survey respondents reported doing all or some of their grocery shopping at mainstream grocery stores, such as Fry's and Food City. Over 42% reported doing all or some of their grocery shopping at ethnic markets, especially Ranch Market at 16<sup>th</sup> and Roosevelt Streets, which is outside the district. Nearly 20% of respondents report doing some of their grocery shopping at small venues, such as street vendors or fruit and vegetable stores, or from less traditional outlets like swap meets.

## Key Issues about Healthy Food in Gateway

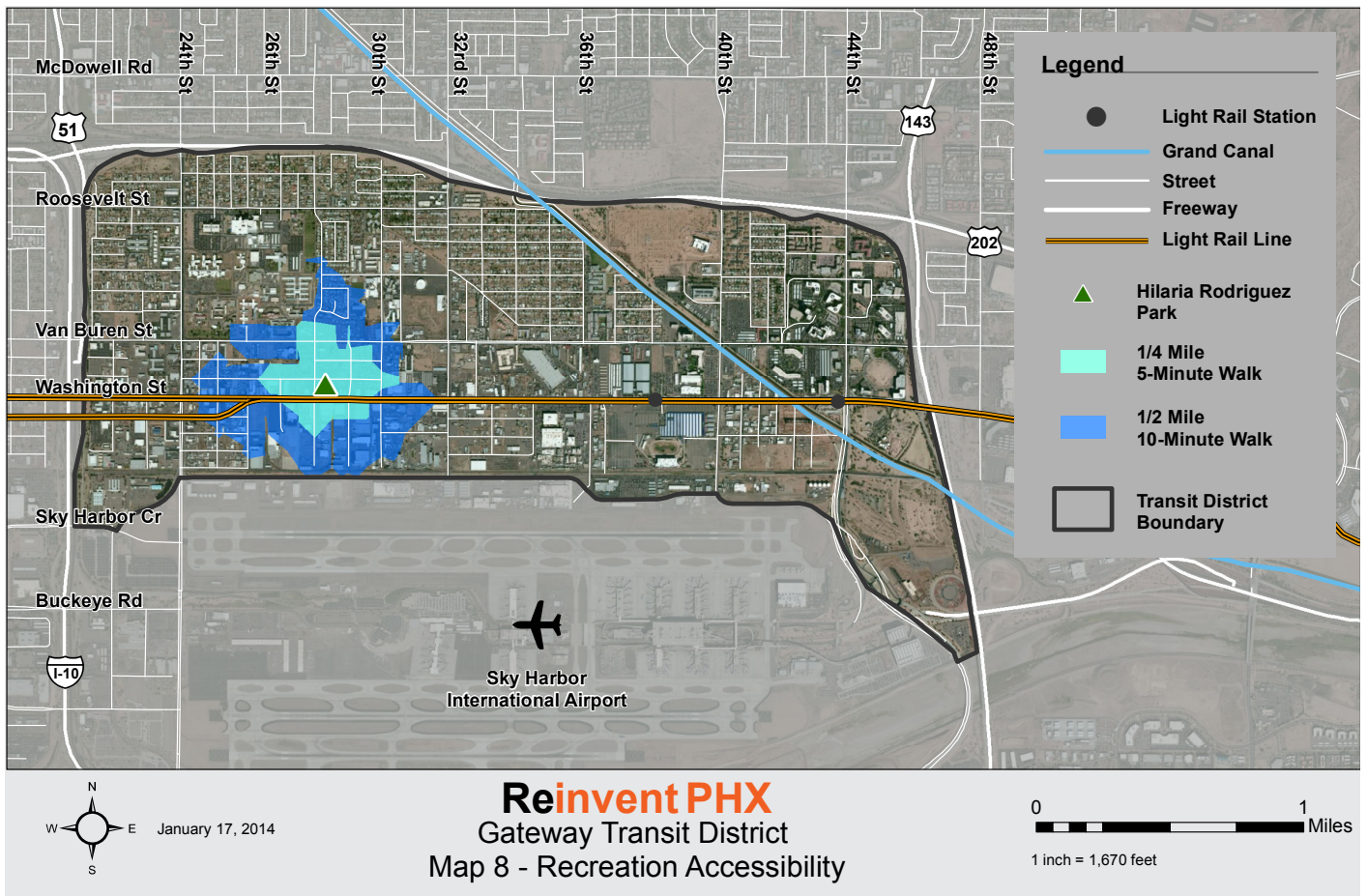
- There is only one retail outlet that carries a wide variety of affordably-priced healthy food. However, this store does not carry many items that are culturally appropriate for the mostly-Latino district. This store is not a WIC vendor. Less than three percent of district residents live within a 5-minute walk of this store.
- The two WIC vendors do not carry a wide variety of healthy and affordably-priced food. One sells primarily liquor. The other is a convenience store attached to a gas station.
- There are no community-based healthy food options, such as community gardens.
- Over one-third of the residents said that the lack of grocery stores in their neighborhood dramatically limits their access to quality fresh food.
- Most Gateway residents use a car to get to grocery stores.

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# Access to Recreation

Along with a healthy diet, physical activity is key to maintaining a healthy lifestyle and improving overall health. Public parks, recreation facilities and safe streets provide a place for us to play, exercise, walk and bike.





Parks play an important role in promoting health. People who live closer to a park exercise more (Babey, Brown, & Hastert, 2005; Cohen, McKenzie, & al, 2007). This is true in Gateway. According to the community survey, nearly 25% of respondents currently use a park to exercise; however, an equal percentage reported that the lack of parks in their community made it difficult to do so.

Parks provide a place to be physically active, which can help decrease obesity and related chronic conditions.

## Health Benefits of Regular Physical Activity

- Reduces the risk of dying prematurely from cardiovascular disease
- Reduces the risk of developing diabetes
- Reduces the risk of developing high blood pressure or hypertension
- Reduces blood pressure for those with hypertension
- Reduces the risk of developing colon cancer
- Reduces the risk of developing breast cancer
- Reduces the development of osteoarthritis and osteoporosis
- Reduces fall-related injuries among older adults
- Helps maintain a healthy weight and reduce overweight and obesity
- Helps build and maintain healthy bones, muscles and joints
- Reduces feelings of depression and anxiety and promotes physiological well-being

Source: Transportation Research Board, Institute of Medicine of the National Academies, 2005.

Residents who do not have access to parks often go without exercise, which is particularly true for low-income families who may be unable to afford other exercise options, such as a gym membership (The Trust for Public Lands, 2006).

Safety is a critical consideration in the usage of parks (Babey, Brown, & Hastert, 2005). Parents who believe their neighborhood is unsafe are less likely to encourage their children to walk to parks or play outdoors (Miles, 2008). This reserve extends to communities that display a high degree of “physical disorder”—such as litter, graffiti and lack of residential maintenance. Not surprisingly, parents will keep children indoors rather than risking their personal safety.

Moreover, adults will not go to a park or exercise outdoors when there is a high degree of physical disorder or a perceived safety threat. This lack of modeling healthy behavior further impacts the younger generations’ lifetime habits. Without a safe setting, going outside to bike or walk to the neighborhood park becomes culturally obsolete.

Similar to limited healthy food options, the Gateway district has limited recreation facilities: one private fitness center that was not identified by residents as a health asset; one city of Phoenix park that is rarely used by residents; and one open school playground that is heavily used but has limited hours. Map 8 (Recreation Accessibility) depicts these resources and their walking radius. Although not a city of Phoenix recreation facility, the Grand Canal trail is used by a few residents for recreation and fitness purposes.

## Hilaria Rodriguez Park

Hilaria Rodriguez Park is the only city of Phoenix recreation facility in Gateway. Opened in 2012, it is a ½ acre mini-park, tucked away within a residential area of the southern part in the district. During the community workshop, some residents reported not knowing about the park. Others said that the adult entertainment facilities and prostitution on Van Buren, in addition to the heavy traffic volume and limited pedestrian cross walks, deter residents from comfortably crossing Van Buren to access the park.

Only 0.02% of district land is consumed by its sole public park, as compared to Phoenix’s overall parkland usage at 1.35%. Gateway has an embarrassingly low ratio of park acres per person: 0.000036 acres per resident. The average Phoenix resident has nearly 100 times this available to them.



## Assessing the District: Street, Park and Canal Audits

To better understand and document the health assets and challenges of the Gateway district, residents were asked to conduct an assessment of selected streets, existing parks and the path along the canal.

Residents performed 19 audits encompassing one canal, two parks and six streets. Residents also performed an audit of a vacant property, since it is a frequent shortcut for those going to a bus stop on Roosevelt. Streets targeted for an audit were identified by residents as those frequented by or dangerous for walkers, or had a number of injuries or fatalities according to the Arizona Department of Health Services.

There are limitations to this type of data collection. The data is often based on personal perceptions, which differ from person-to-person. However, these audits are helpful in gaining insight into prospective users' viewpoints and an overall snapshot in time.

The audit instruments themselves were developed using a variety of sources (The WABSA Project, 2003; Health by Design, n.d.; Brownson, Brennan Ramirez, Hoehner, & Cook, 2003) and will be refined and used in the subsequent Reinvent PHX districts.

Full audit results are in the appendix.

**This is a quality park, but there is no sense of safety.**

*Gateway resident, in reference to Hilaria Rodriguez Park.*

The Phoenix Parks and Recreation Department estimates that a mini-park, like Hilaria Rodriguez Park, has a service radius of  $\frac{1}{4}$  mile, which is about a 5-minute walk (personal email communication, 2012). Using this parameter, just 10% of the Gateway population can walk to the area's sole park.

### Park Audit

Two separate park audits were performed for Hilaria Rodriguez Park. As a new park, it is not surprising that the residents reported the recreation equipment, such

as swings and slides, were in good condition. The other equipment, like benches and picnic tables, were likewise in good condition. However, residents reported there are no water fountains and little shade, estimating that less than 25% of the park is shaded. One resident noted, "The shade is not sufficient, the equipment is too hot, there aren't water fountains...."

Separated by a chain-linked fence giving clear view to a poorly-lit alley, the park is next to a commercial business that produces rocks and gravel for construction and residential use. Residents found rock debris on the

park grounds and found the loud noise produced by this business as disruptive. Residents also felt the chain-linked fence did not create enough sense of security from the perceived danger created by the adjacent alley nor did it keep out debris from the neighboring business.

Although located in a residential area, save for the industrial business, one resident noted that it feels isolated: “It’s very secluded. There are people passing on bikes, but no one exercising in the park, just passing on the street.” Another encountered a different problem: “During the short time I was at the park filling out these papers, two people arrived smoking drugs.” Neither of the residents felt safe in the park.

Both residents noted that the equipment at Hilaria Rodriguez Park was primarily for young children, leaving older children and adults with few recreation options, such as riding a bike or walking. One resident noted, “It’s small, it doesn’t have enough services nor areas for entertainment, it doesn’t have enough shade.”

In a district where residents do not feel safe to walk or allow their children to ride their bikes on the street, a park that allows for these activities while creating a sense of safety is crucial in encouraging an active lifestyle.

## Wilson Elementary School

The Wilson School District keeps the playground open at the Wilson Elementary School through a small annual

Block Watch Grant from the City. Nonetheless, the playground has limited hours and is only open during the school year. The Superintendent of Wilson said that he is willing and interested in having the playground open for longer hours and during the summer months, but the school district does not have the budget to meet this need.

Perhaps the most significant characteristic of the Wilson playground is the fondness residents feel toward the playground and school district itself. Located in the “heart” of the Gateway district, the park at Wilson Elementary School has become a natural meeting place for families in the district and is referred to as “the park” by residents. The playground and district facilities are clean and well-kept. Residents feel safe here.

With funding from a Block Watch Grant, the Wilson School District is able to provide security for community use and extended hours of the playground and open gym. In addition, the grant allows for the extended use of the library and computer lab. Because of the school district’s willingness to remain open extra hours to serve the needs of the community, it is viewed as a trusted entity that responds to the needs of the surrounding community.

The investment of the school district in the community, as well as the sense of ownership residents feel about the school playground, creates an environment where residents feel safe and at ease to enjoy the facilities and are encouraged to carry out an active lifestyle.



“My comment is the park should be open during vacations ... because it’s safe, clean and in very good condition. Gateway resident, in reference to the Wilson Elementary School playground.”

The population that lives within walking distance of the Wilson School District facilities is slightly better than the public park. Over 12% of the area residents live within a 5-minute walk of the playground. Considering the range of activities that would appeal to different age groups, we can expect residents to walk farther for these facilities. Over 28% of Gateway residents live within a 10-minute walk and 48% live within a 15-minute walk of the Wilson playground.

### Park Audit

Residents performed two separate park audits of the Wilson Elementary School playground. Residents reported that the recreation equipment was in good condition as were the surroundings.

Unlike Hilaria Rodriguez Park, the equipment at Wilson is viewed as appropriate for many age groups. The playground has equipment that is suitable for young children, as well as a field for football and soccer, basketball court and track that is used for walking or running.

Similar to Hilaria Rodriguez Park, residents noted a lack of shading, estimating that less than one-fourth of the park would be shaded when the sun is directly overhead.

Interestingly, one resident made this note: “Even though it’s a school park, the school makes it accessible to the public in the community since we don’t have a public

park. Very satisfied!” Echoing some remarks from the community workshop, this resident was unaware of Hilaria Rodriguez Park, less than one mile south of the Wilson Elementary School park.

### Grand Canal Trail

The Grand Canal trail cuts through the district on the eastern side. Some 16% of workshop residents indicated using the canal trail for recreational walking or biking.

Because it cuts across the district, the Grand Canal is a recreation feature that is available to many residents. Seventeen percent of district residents live within a 5-minute walk of an entrance to the canal, and over one in three residents live within a 10-minute walk.

### Canal Audit

Residents performed an audit of the canal between Roosevelt and Van Buren. Residents reported that the canal trail was in good condition. The path is wide enough for four adults to walk side-by-side. There was little, if any, vandalism, broken glass or animal waste. However, there were intermittent areas with litter.

While residents were mostly positive about the trail and its condition, they gave suggestions to make this a true health asset of the community, one that would encourage residents to use it more frequently. These suggestions

**“I was surprised how many people were out using the trail. I felt safe.”** *Gateway resident, in reference to the Grand Canal trail.*



include: 1) installing trash cans along the trail to reduce litter; 2) providing shade to make walking and biking more comfortable during the hotter months; 3) installing lighting to increase personal safety at night.

While taking the audit, residents counted upward of 30 other walkers and 10 cyclists using the trail. The resident wrote, “The neighborhood has some houses that look in need of repair, but I was very surprised how clean the trail was.”

## Key Issues about Recreation in Gateway

- For every Gateway resident, there are only 0.000036 acres of City parkland in their district.
- Gateway contains only one public park, Hilaria Rodriguez Park. This park is separated from most residents by Van Buren Street, which the residents see as an unsafe area. Residents see this park as a facility just for young children.
- While the equipment was in good repair, residents conducting a park audit saw few people using Hilaria Rodriguez Park. The park felt isolated, had little shade and no water fountains.
- The Wilson School District opens one of its playgrounds to the general public for limited hours and days. Funded by a city of Phoenix grant, this playground is frequented by residents.





# Safe Streets and Public Spaces

Development patterns of Phoenix are typical of many newer American cities: low-density and car-dependent. Urban design and transportation systems have focused on accommodating the automobile, not pedestrians or cyclists. Through strategic infrastructure investments, urban design and planning can encourage walking, biking and use of public transportation.

While there are many ways to be physically active, few are as inexpensive and easy to do as walking. For most, the most significant barrier to biking is the initial cost of the bike. The most obvious health outcome of increased walking and biking is weight control. The Surgeon General recommends at least 30 minutes of walking five times a week as a means of reducing obesity and other chronic health conditions (2012).

In addition to walking or biking for health-related reasons, these activities can be used for transportation often called active transportation. One study found that children who walked to and from school daily got on average 24 minutes more exercise per day than those who walked occasionally or rode in a car (Active Living Research, 2009).

Those who use public transportation tend to walk to and from the stop, which, in turn, increases the likelihood of meeting the minimum daily recommendation of physical

exercise (PolicyLink and Prevention Institute, n.d.). Those who live in more compact neighborhoods walk, bike and use public transportation more frequently than those in more spread-out neighborhoods. Those who live in compact neighborhoods also have lower rates of obesity (Ewing, Schmid, Killingsworth, A., & Raudenbush, 2003).

Public transportation reduces traffic collisions and the injuries, disabilities and deaths that accompany more serious crashes. It also reduces air, water and noise pollution, and reduces the emotional and financial stress often associated with car ownership (Victoria Transport Policy Institute, 2010).

To better understand the walking and biking environment and use of public transportation in Gateway, we will look at the street infrastructure through four lenses.

- The first lens includes issues raised during the community workshop. Some of these issues are tied to particular locations within the district, while others are more general in nature.
- The second is a street audit tool used to analyze the walking and biking environment. Using streets identified as frequently walked by residents, volunteers were given a tool to record walking, biking and traffic conditions.

- The third lens is an epidemiological analysis of pedestrian and cyclist injuries, and field observations of frequently-traveled streets.
- The last is examining the temperature at the street level in various locations in the area. During the excessively hot summer months, thermal comfort directly impacts the daily decisions regarding transportation modes.

## Community-Identified Street Concerns

Gateway residents walk as a means of transportation within the district to access bus routes along the outer edges and for basic errands. While walking is a routine activity for residents, there are aspects of the current built and social environment that limit walking, altogether prevent walking, or make walking highly uncomfortable and dangerous.

Residents identified a number of issues that affect feeling safe and comfortable walking, biking or taking public transportation in their neighborhood. Map 9 (Community-Identified Liabilities) and Map 10 (Community-Identified Street Hazards) show these areas. These concerns are, at times, so significant as to limit walking, biking or taking public transportation altogether.

## Land Use

Workshop residents expressed concern about the presence of certain land uses and commercial activities in their community, specifically adult entertainment businesses, abandoned motels, vacant lots and liquor stores. These particular land uses affect the way residents interact with the health assets in their district and how they go about their daily lives.

In particular, residents considered adult entertainment facilities along Van Buren Street to be disruptive to the social climate, which in turn affects if residents walk on that street. (See red areas of Map 9.) Residents

felt these facilities made their community unsafe, as they believe drug deals, prostitution and other criminal activities occur at or near these locations. Workshop participants also identified the motels along Van Buren Street as places that were used for prostitution and drug use. These ill-maintained and often abandoned motels deter new development and are considered a liability by the community.

The social environment created by these facilities prevents children and even some adults from being able to freely use public transportation or walk in certain parts of the district. Most notably, the adult entertainment facilities affect access to the district’s only public park—Hilaria Rodriguez Park—since parents who live north of Van Buren Street are unwilling to let their children cross this street in order to go to the park. The presence of these adult-related businesses, along with the activities they attract, push residents to use their cars rather than walk during short trips that involve crossing Van Buren Street.

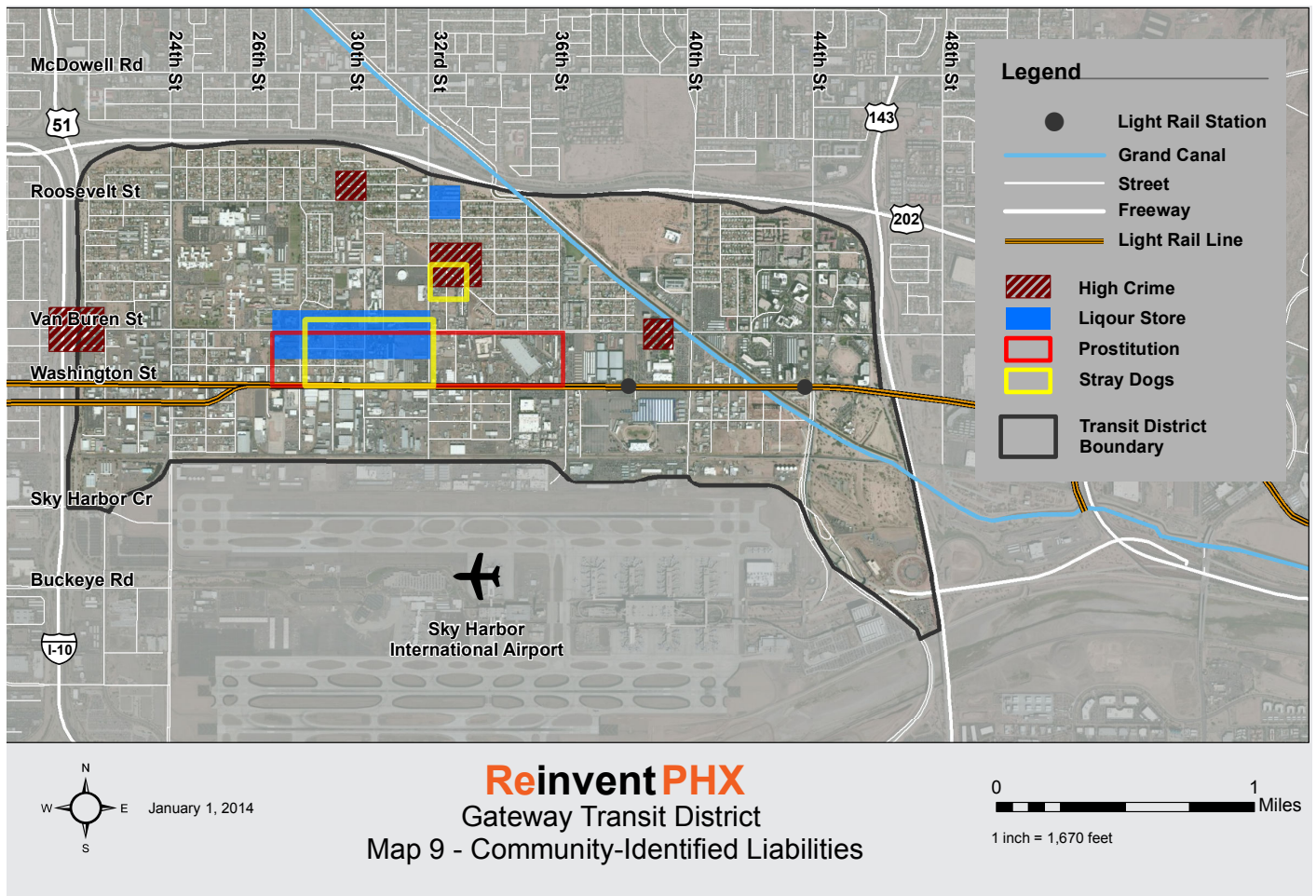
Residents emphasized that without the removal of these facilities or crime along Van Buren Street, community behavior would not change and major investments would not make a notable impact.

Workshop participants also voiced their displeasure at the proliferation of liquor stores in their community. (See blue areas of Map 9.) The areas around these stores were seen as additional zones of crime and prostitution. Residents stated that these unsavory pockets affect their daily decisions at every step, from decisions about whether to allow their children to play or walk outdoors, to which convenient store to shop at irrespective of whether it had fresh produce or not, to whether or not to walk or bicycle at night.

## Personal Safety

Workshop participants identified other areas in the district where crime affects the walkability of their streets. (See brown hash-marked areas on Map 9.) These





high-crime areas are primarily tied to gang activities, burglaries and vandalism, in addition to drug related criminal activities.

Official crime data supports residents' concerns for safety. The city of Phoenix Police Department violent crime map for 2012 (see Figure 8) shows a "hot spot" of violent crime emanating from 28<sup>th</sup> and Van Buren Streets, which reverberates through most of the district.

Workshop participants reported a number of sex offenders live in their neighborhood, which caused concern for their safety and that of their children. Data from the Arizona Department of Public Safety substantiates this concern. According to the Sex Offender InfoCenter (Arizona Department of Public Safety, 2013) 116 convicted Level 2 and Level 3 sex offenders live within a three-mile radius of the Wilson School District—a central point within Gateway and an important location for many of the workshop participants. In looking at communities with higher incomes, 31 convicted Level 2 and 3 sex offenders live within a three-mile radius of

Central Avenue and Camelback Road; only two offenders live within three miles of 48<sup>th</sup> Street and East Warner Road in Ahwatukee.

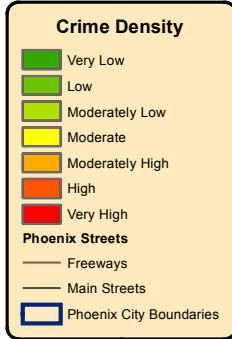
Finding safe and affordable housing for those who have been released from a correctional facility is a sensitive issue for all sides, including prisoner re-entry advocates. However, residents voiced their concerns about sex offenders repeatedly—during the workshop, park audits and walking audits. Given what appears to be a disproportionate distribution of registered offenders in their neighborhood, along with a general distrust of the police, their concerns correlate with existing data.

Feeling unsafe for residents accompanies an unease with the Police Department. Many of the families are of Latino heritage and worry about being asked for "their papers" because of SB 1070. This law has created an environment of distrust for residents, which results in crimes going unreported. According to residents, a call to report a crime will increase police presence—albeit temporarily—which will increase the likelihood of





## City of Phoenix Police Department Uniform Crime Reporting (UCR) Violent Crimes Calendar Year 2012



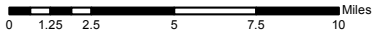
Data is based on Uniform Crime Reporting criteria and can not be compared with any other report. UCR violent crimes include homicide, rape, robbery, and aggravated assault. Data is based on the date recorded.

Under the hierarchy rule of UCR, only the most severe offense of an incident is counted. Therefore, for example, robbery offenses are only counted where the robbery is the most severe offense committed in the incident.

UCR data excludes unfounded cases if the incident and the unfound occurred in the same month. However, if the incident and the unfound occurred in different months, then the removal of the unfounded cases will not be reflected in the data.

Any incidents with addresses or intersections that could not be geocoded are not included. The density layer was created using a cell size of 100 and a search radius of .75 miles.

The Phoenix Police Department is not responsible for misinterpretation of this information and makes no inference or judgment as to the relative safety of any particular area or neighborhood.



Phoenix Police Department  
Crime Analysis and Research Unit (CARU)  
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Source: SQLDB03vw\_UCR\_data  
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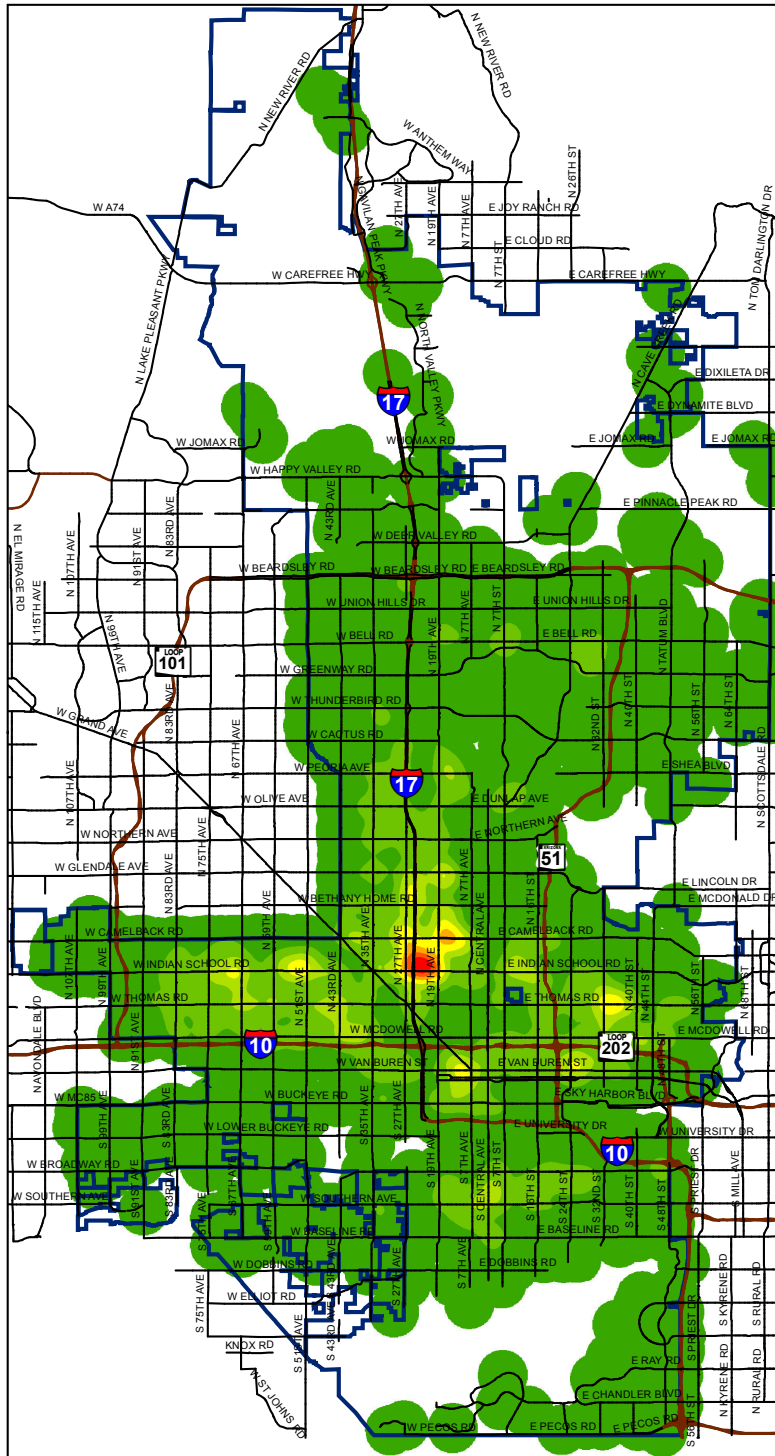
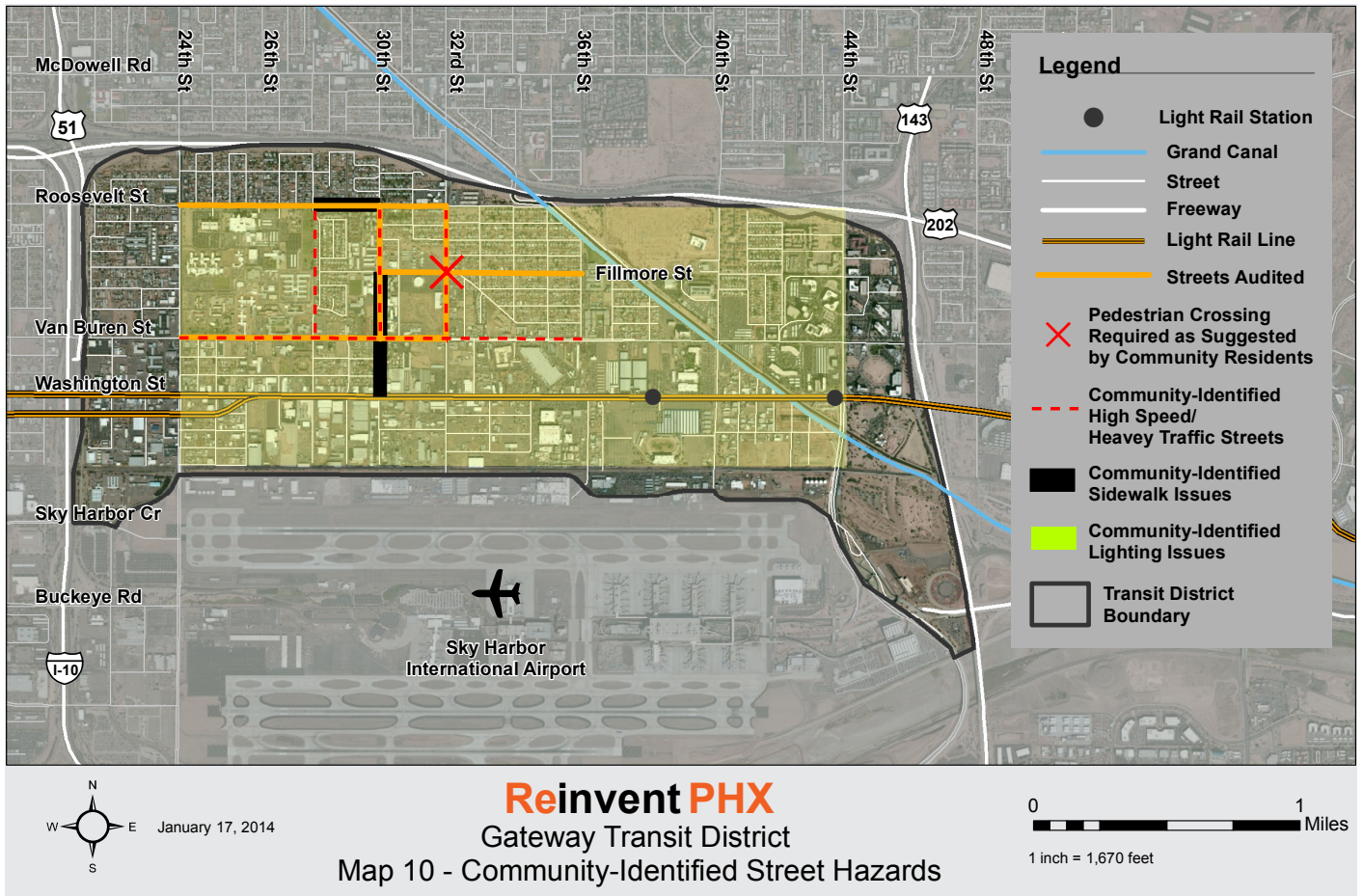


Figure 8. City of Phoenix violent crimes map for 2012



**Reinvent PHX**  
Gateway Transit District  
Map 10 - Community-Identified Street Hazards

harassment. In their estimation, the most simple solution is to not engage the police at all, which allows crime to go unreported and unchecked.

Nearly half of the workshop participants expressed concerns with stray dogs in their neighborhood. (See yellow areas on Map 9.) These dogs are not just dangerous to personal safety, but also considered a nuisance when biking and a traffic hazard on major streets. While it may be easy to dismiss concerns about stray and unleashed dogs, injuries from dog bites resulted in over 316,200 visits to the emergency room nationally, of which 2.5% were hospitalized (Agency for Healthcare Research and Quality, 2010). Residents report not letting children play outside or choosing not to walk for fear of being bitten by an unleashed or stray dog.

### Reckless Drivers

Residents identified four major streets in the district as potential danger spots in terms of traffic. (See dotted red line on Map 10 Community-Identified Street Hazards)

These streets were identified as having heavy traffic. Residents observed drivers regularly exceeding the speed limit. Workshop participants were particularly concerned about 30<sup>th</sup> Street, which is a school zone, and 32<sup>nd</sup> Street, a street lacking a crosswalk yet crossed by children daily on their route to school.

### Street Safety Hazards

Street lighting was an issue that was repeatedly mentioned by all residents during the community workshop. Workshop participants said their community did not have sufficient street lighting, either due to broken lights or the absence of any lighting. Dark streets and intersections make it dangerous to walk at night or take the bus in early morning. Many residents reported completing all outdoor activities before dark in order to avoid the dark streets. Dark intersections and streets also provide greater opportunities for suspect activities.

Some 40% of workshop participants were concerned about the intersection of Fillmore and 32<sup>nd</sup> Streets, where many children must cross when walking to and

from Wilson Elementary School and which does not have a school or pedestrian crosswalk. (See red “x” on Map 10.) In order to get to and from school, children jaywalk on a stretch of road where residents report frequent speeding in excess of 40 miles per hour.

Although there were many streets in this district that did not have sufficient or appropriate sidewalks, residents were especially concerned about two locations.

The first is on 30<sup>th</sup> Street extending from Washington to Fillmore Streets. (Depicted in black on Map 10.) This area does not currently have sidewalks. Children use this route to walk to and from school. Without a proper sidewalk, the school children resort to walking on the street where traffic volume can be high and drivers are viewed as reckless.

The city of Phoenix has allocated a Safe Routes to School grant to build sidewalks along the west side of 30<sup>th</sup> Street, between Washington and Fillmore Streets (city of Phoenix, personal email communication, October 15, 2012). Sidewalk construction should begin by April 2013.

The second section is Roosevelt Street between 28<sup>th</sup> and 30<sup>th</sup> Streets. While there is a sidewalk, residents report it is too narrow. This community has many families with young children. It is imperative that sidewalks be wide enough to accommodate strollers and other mobility devices, such as wheelchairs.

## Biking

Few residents mentioned biking in their community. Although this was not explored in-depth, cost of purchasing a bike and fear of the bike being stolen were two explanations given for lack of ridership among residents. A few residents mentioned that SB 1070 in particular was a barrier to biking. Residents are fearful of being asked for residency papers.

## Injury Analysis

Analyzing pedestrian and bicyclist injuries due to collisions provides another way to examine walking and biking conditions in the district. These collisions are between a pedestrian or a cyclist and a vehicle or other object, such as a utility pole. In cases where the Phoenix Police Department was called or collisions resulted in a significant injury, data appears in one of two sources—the Arizona Department of Transportation’s Safety Data Mart or the Arizona Department of Health Services’ State Trauma Registry. Incidents of interpersonal violence or an intentional self-inflicted injury are not included. A further explanation of these data sources and a more comprehensive discussion of findings can be found in the appendix.

From 2007-2011, there were 115 cases where a cyclist or pedestrian was injured while traveling in the district. These injuries were either caused by being hit by a car or by other means, such as a pedestrian tripping on the sidewalk or a bicyclist running into a parked car. Table 2 provides an overview of the injuries sustained.

Over half of the reported injuries were substantial enough to warrant treatment at a Level I Trauma Center, which would include those with potentially life threatening injuries based on vital signs, level of consciousness, type of injury, evidence of high-energy impact and other considerations. Interestingly, all of the pedestrian-other collisions resulted in Level I Trauma care.

Three pedestrians were fatally injured in Gateway over the five-year period. One man was crushed by an object set in motion by a train. Another man was hit while crossing Washington Street near the intersection with 32<sup>nd</sup> Street. The last fatality was a man hit while crossing 32<sup>nd</sup> Street near the intersection of Roosevelt Street. The latter two fatalities occurred between 3 p.m. and 6 p.m. and both pedestrians failed to use the crosswalk. Neither pedestrian had alcohol in their system.





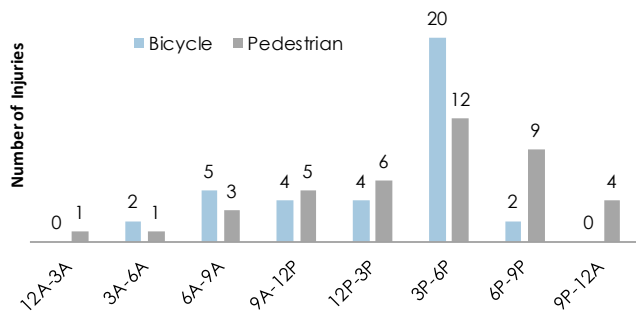
	Bicycle	Pedestrian	Total
No or Possible Injury	10	7	17
Minor Injury	11	7	18
Serious Injury	6	10	16
Fatal Injury	0	3	3
Trauma	18	43	61
<b>Total</b>	<b>45</b>	<b>70</b>	<b>115</b>

**Table 2. Total number of pedestrian and cyclist injuries**

Over half of the reported pedestrian and cyclist injuries in Gateway were significant enough to warrant Level I Trauma care. Source: Arizona Department of Transportation's Safety Data Mart; Arizona State Trauma Registry

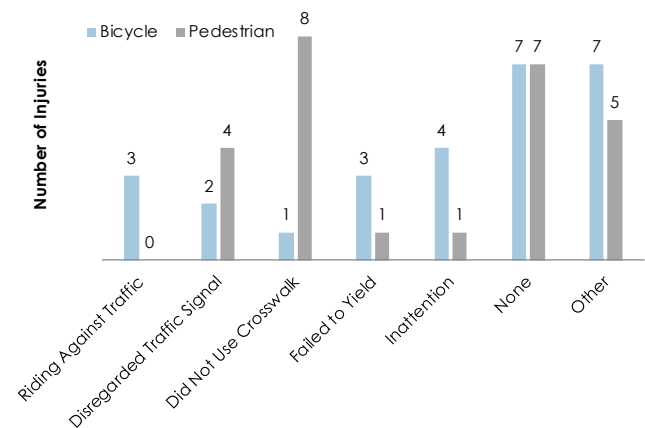
One of the discernible trends was time of day. Of the 115 injuries, 41% occurred between the hours of 3 p.m. and 6 p.m. (See Figure 8.) Over half of the bicyclists' collisions occurred during this time. This is also the timeframe in which two of the fatalities occurred.

In general, alcohol is a frequent contributor to injury events. Of those injured, 17 out of the 66 patients tested had blood alcohol levels above the legal limit. Among bicyclists, 19% had elevated blood alcohol levels; among pedestrians, the rate was 29%.



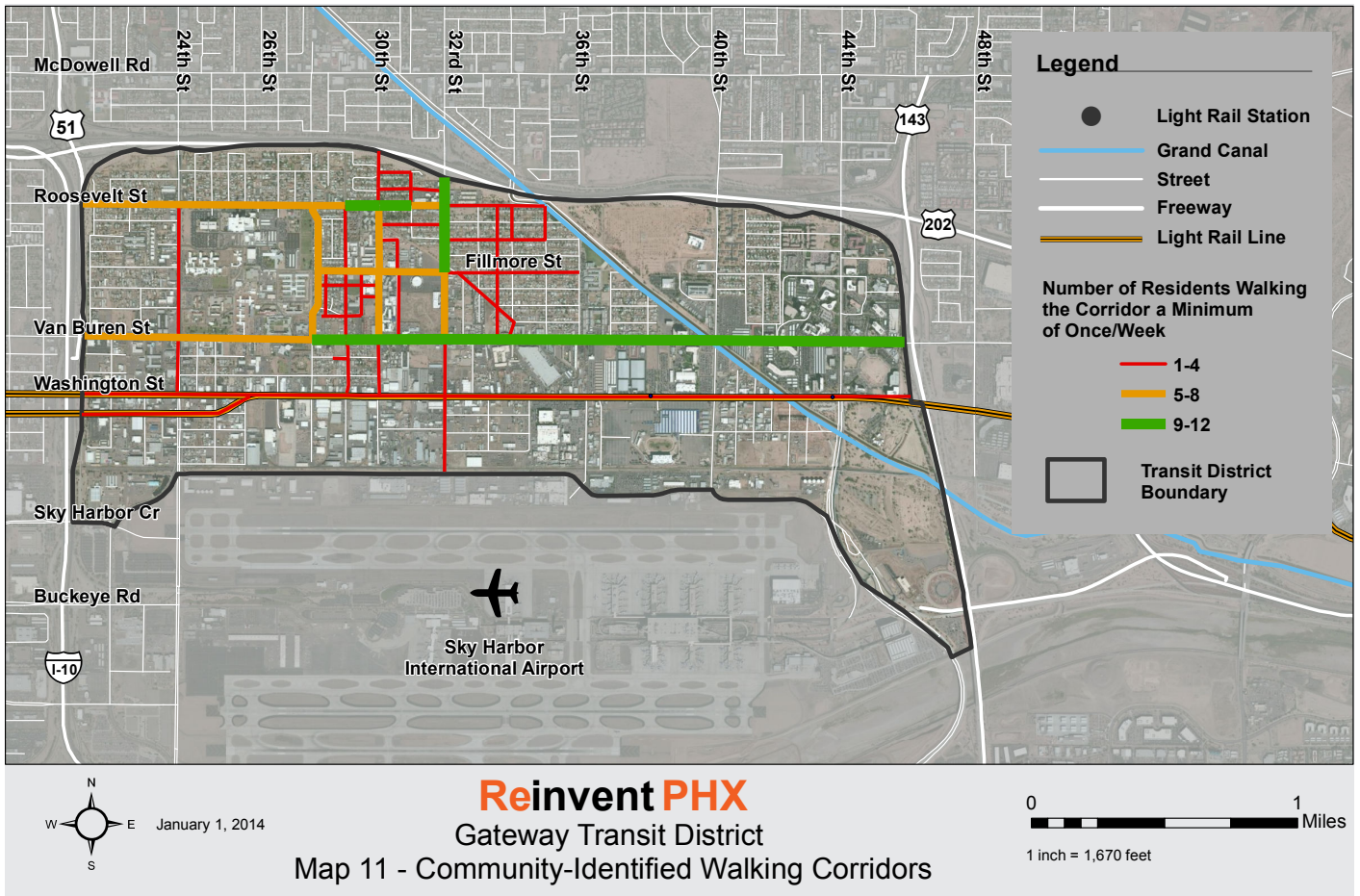
**Figure 9. Times of injuries for pedestrians and bicyclists in Gateway**

Over half of all collisions occurred during the afternoon rush hour. Source: Arizona Department of Transportation's Safety Data Mart; Arizona State Trauma Registry



**Figure 10. Causes of injuries for pedestrians and bicyclists in Gateway**

Of the violations issued in Gateway, most were to pedestrians who failed to use the crosswalk. Unfortunately, motorist violation data are not available. Source: Arizona Department of Transportation's Safety Data Mart; Arizona State Trauma Registry



The Arizona Department of Transportation data also includes violations issued to the pedestrian or cyclist as a result of the collision. Figure 9 details these violations. The most common violations were not using the crosswalk and disregarding traffic signals. Over one-fourth of the collisions did not result in violations issued to the bicyclist or pedestrian. Unfortunately, it is not possible to connect vehicular violations to these collisions.

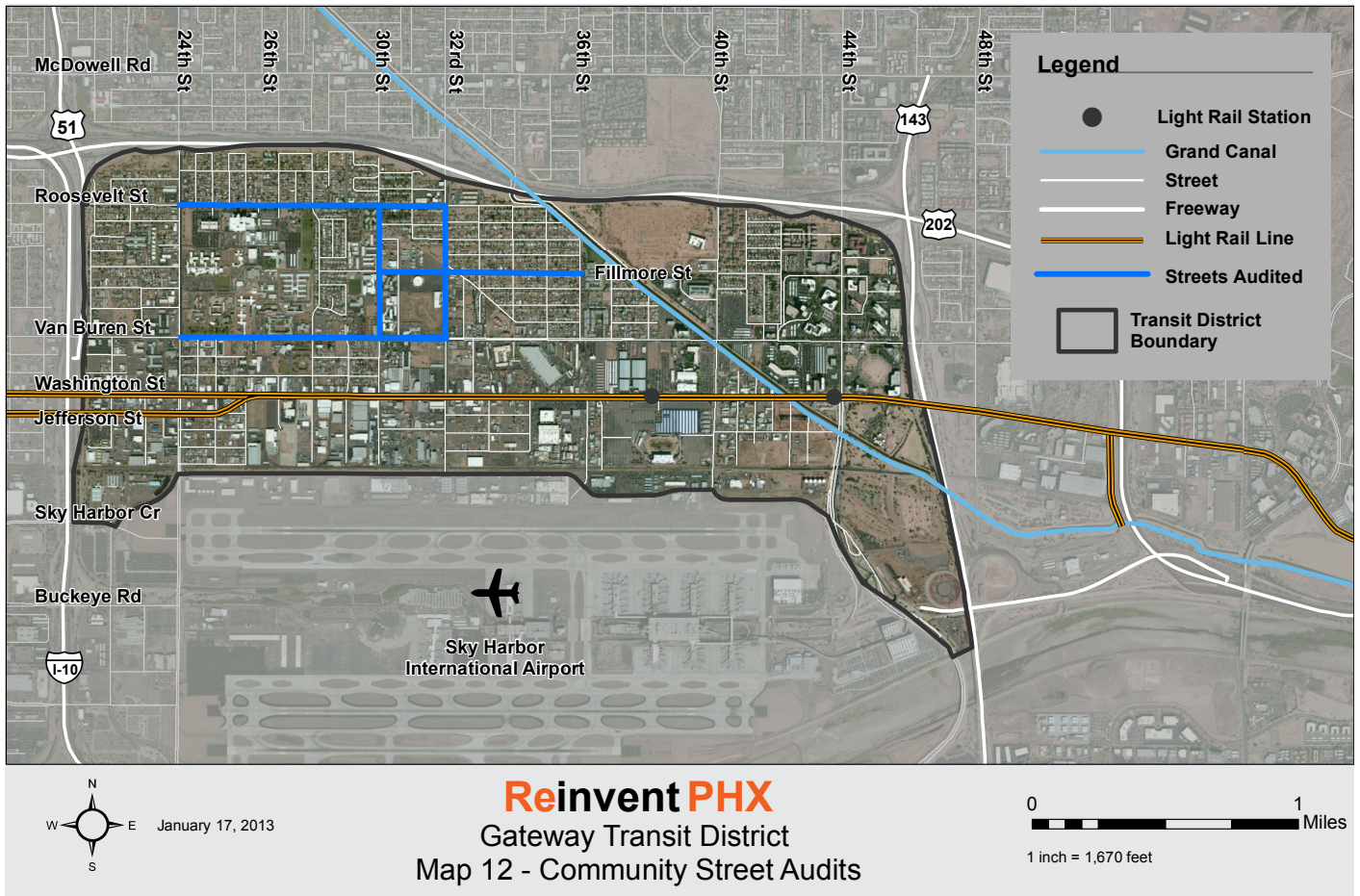
## Street Analysis

### Walking Analysis

During the community workshop, residents identified walking routes that are used during their regular daily routines. (See Map 11.) The green streets represent the most frequently traveled streets, with orange and red streets of lesser intensity.

The walking analysis indicates that residents walk frequently and sometimes fairly long distances to and from bus stops, work, and school and for daily errands.





One resident reported walking on Van Buren Street from 28<sup>th</sup> Street to the Hohokam Freeway (State Route 143) on a regular basis, a total distance of over two miles.

Specifically, the most frequently walked area is on Van Buren between 30<sup>th</sup> Place and 32<sup>nd</sup> Street. One-third of workshop participants reported walking this stretch as part of their daily routine.

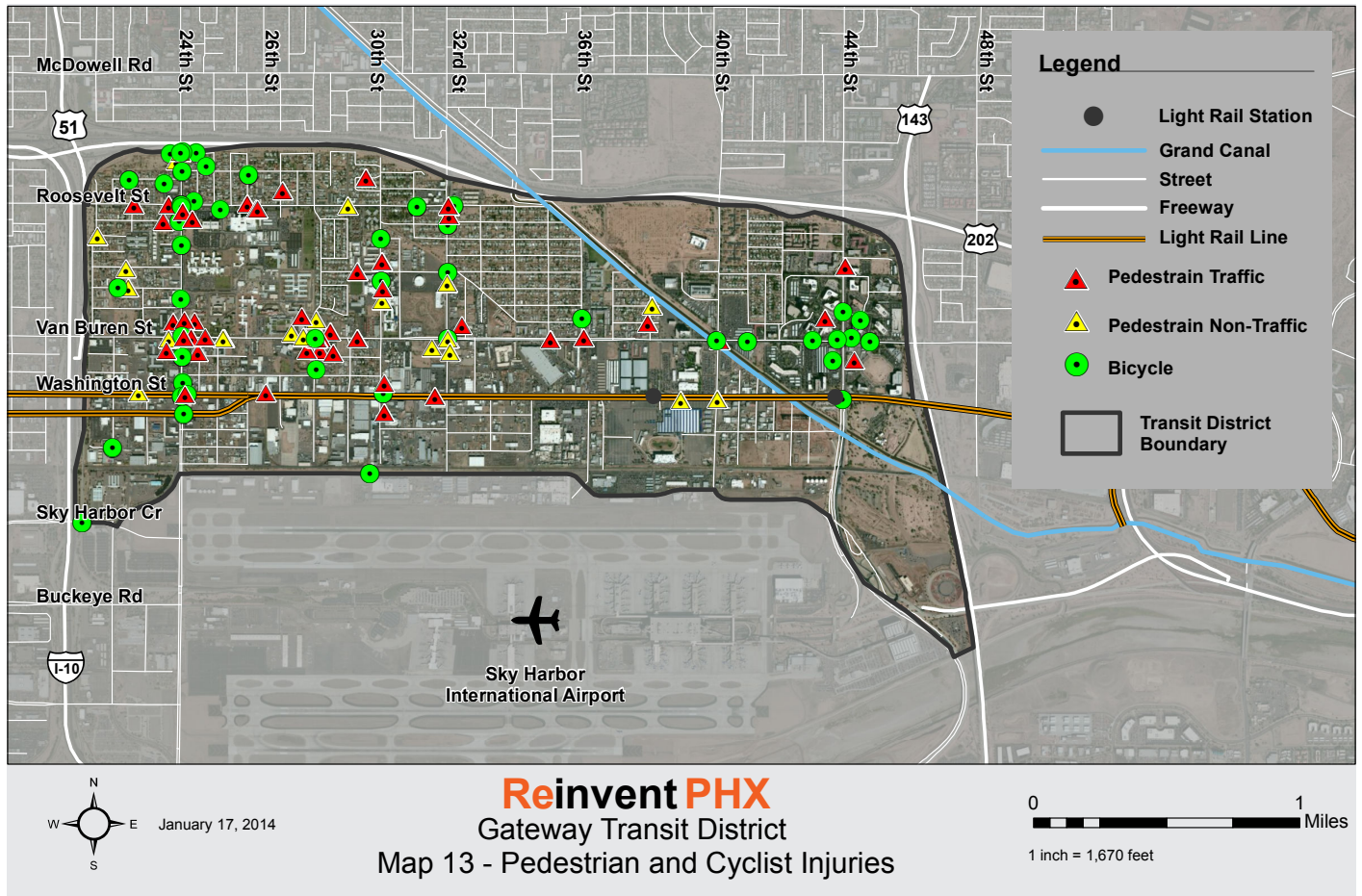
### Specific Streets

Based upon the walking analysis from the community workshop, six street segments were identified for residents to conduct street audits. (See Map 12. ) In addition, an epidemiological field observation visit was conducted for five streets.

### Street Audits

For each of the six identified street segment, two residents volunteered to conduct street audits. The following pages contain summary information gathered from these audits. For more information about the





results, see the appendix. Many of the issues identified by the workshop participants were on display during the street audits.

**Epidemiological Field Observations**

In addition to analyzing the injury and collision data, an epidemiologist and traffic engineer visited several of the sites. The purpose of these visits was to identify some of the infrastructure and environmental factors that could contribute to injuries and collisions.

Identifying the “hot spots” or locations with numerous incidents is an important part of developing specific interventions for reducing injuries. Map 13 (Injuries and Fatalities) visually portrays the locations of bicycle and pedestrian collisions and injuries. These hot spots identify two areas of high risk. For pedestrians, Van Buren was the highest risk location, specifically from 24<sup>th</sup> to 29<sup>th</sup> Streets. For bicyclists, 24<sup>th</sup> Street was high risk, with the specific area between Loop 202 and Roosevelt Street at highest risk. Field observations were completed in these areas and near two elementary schools in the Gateway area as well as segments identified by residents in the community workshops.



## Van Buren Street, from 24<sup>th</sup> to 32<sup>nd</sup> Streets

The significance of Van Buren Street cannot be over-emphasized by the Gateway residents. It is seen as both an unsafe barrier and a necessary artery. Adult entertainment, prostitution, intoxicated individuals and other potentially criminal activities make residents socially uncomfortable, if not scared for their safety. However, many residents must use Van Buren in order to access the bus system, go to work or get to school.

### Street Audit Findings

Although residents saw other pedestrians during the audit, they felt alone, exposed and unsafe. “Homeless people are walking around, and there’s the occasional suspicious woman,” noted one resident. Neither resident conducting the audit would feel safe waiting for a bus. Of the bus stops along Van Buren, one resident wrote, “At night and early in the morning, strange and suspicious people wait there either to sleep or to spend the day.”

Residents saw several bicyclists during the audit. These cyclists used the sidewalk instead of the street. Because the sidewalk is narrow—barely wide enough to accommodate two adults walking side-by-side—there is little room left for those walking.

Both residents saw a need for increased police presence or extra security measures along Van Buren Street. “The police should pay more attention,” wrote one resident. While another explained some complications: “Definitely [needs] more ‘eyes on the street.’ However, when people see the police in the area, they get scared so it almost never works out. People won’t say anything in order to improve our area and safety.”

**Cars never stop on 30th and Van Buren when people want to cross, so it takes a while and small children are vulnerable to accidents when the stopwalk lady isn’t present. Gateway resident.**

### Van Buren Street Audit Findings

Condition of bus and light rail stops?	All or most good condition
Would you feel safe waiting for a bus or train?	No
Types of reckless driving behaviors observed:	Not stopping for pedestrians Speeding Running through yellow lights
Sidewalks on both sides of street?	Most of segment has sidewalks
Condition of sidewalks:	Most in good condition Less than 25% of the sidewalk can be shaded Not very wide Some buffer between sidewalk and street Some litter
Observations about the neighborhood:	Poor lighting Some graffiti Some broken glass/litter Noisy Vacant/undesirable buildings and land uses Lack of eyes on the street Some threatening people Smelly Some unleashed or stray dogs
Number of people seen:	3 people riding bikes 7 people walking
Do you feel safe on this street?	No





### ***Injury Analysis***

This section of Van Buren Street accounts for 22% of the bicycle and 44% of the pedestrian injuries in the entire district. In particular, the intersection of 28<sup>th</sup> Street is dangerous for cyclists and pedestrians. The only corner store in the district that sells fresh food and vegetables is located at this corner. However, residents have expressed concern over illicit activity, such as prostitution and drug use, on this corner. Because of these activities, residents do not feel comfortable waiting at the crosswalk and will cross against the signal or in mid-street. Considering residents' concerns, it comes as no surprise to find so many injuries at this intersection.

Nine out of the 31 injured pedestrians on Van Buren had blood alcohol content levels above the legal limit and in some cases more than twice the legal limit. This data confirms resident concerns about the presence and consumption of alcohol along Van Buren Street. Residents expressed concern that there were too many liquor stores in their community; they pointed to the area of Van Buren from 24<sup>th</sup> to 32<sup>nd</sup> Streets as the worst. They also expressed concern about the presence of intoxicated individuals on Van Buren, as well as loitering in front of convenience stores and bus stops. In addition to causing social discomfort among residents, these intoxicated pedestrians also pose a hazard to drivers.

Most of the injured bicyclists appear to live outside the district, since only two out of the ten had a residential zip code within Gateway, indicating the district as a pathway in their commute.

### ***Epidemiological Field Observation***

The intersection of 28<sup>th</sup> and Van Buren Streets is a busy area with high pedestrian and automobile traffic, contributing to the hazardous nature of this intersection.

It includes a substance abuse center, a liquor store, a convenience store, a check cashing facility and two bus stops. During the field observation, nine out of the ten pedestrians crossed without regard to either the traffic signal or the crosswalk. When asked about this intersection, residents mentioned they often crossed without waiting for the signal or outside of the crosswalk in an effort to avoid people who were loitering on the corner of this intersection or to avoid any other perceived danger. There are no pedestrian warning signs and the crosswalk light is slow, most likely contributing to the pedestrian decision to cross against the light.

There are also several sidewalk tripping hazards at this intersection, such as uneven sidewalk panels or crumbling sidewalk concrete. Some are in poor condition or do not have ramps to be accessible for people in wheelchairs, scooters or adults pushing a stroller.

Additionally during this observation, pedestrians and a bicyclist were observed crossing Van Buren Street at various places between 24<sup>th</sup> and 28<sup>th</sup> Streets, but none used the crosswalk.

There are bushes in the buffer area between the street and the sidewalk. However, in many places they are overgrown decreasing visibility for both pedestrians and motorists. In other places there are large gaps in the bushes that create opportunities for crossing the street rather than using the crosswalk.

At Van Buren and 30<sup>th</sup> Streets there is a marked school crossing, however the crossing is in poor condition. The street markers and painting are faded, which could lead to confusion for motorists who may question if this crossing continues to be used by children. There are no accessibility ramps on one side of this corner.



### 30<sup>th</sup> Street, from Van Buren to Roosevelt Streets

This street runs in front of the Wilson School District facilities, and is frequented by schoolchildren. Although a two-lane street, 30<sup>th</sup> Street is busy with cars and school buses before and after school. Currently, the sidewalk is in poor condition, narrow, unfinished or missing in various stretches of this street. These deficiencies result in schoolchildren walking in the street or along dirt paths on 30<sup>th</sup> Street to get to and from school.

A new multifamily development is being constructed at the intersection of 30<sup>th</sup> and Fillmore Streets with at least 100 units. As a result, traffic can only be expected to increase in this area.

#### Street Audit Findings

To improve the walkability, one resident suggests “Finish the sidewalks. Pick up trash along walkways and alleys. Clean up graffiti. West side of road needs some street lamps.”

Prior to Reinvent PHX, the City funded this area as a Safe Routes to School sidewalk infrastructure improvement for 2013.

#### Epidemiological Field Observation

At the intersection of 30<sup>th</sup> and Fillmore Streets, there is no 4-way stop, although this corner contains several Wilson School District facilities. It is an active intersection with many schoolchildren, cars and buses. A crossing guard helps direct traffic during morning drop-off and afternoon dismissal hours. The extended library and playground hours result in car and pedestrian traffic outside of school throughout the day.

The crossing guard observed that most motorists speed through this intersection since it is not in the reduced speed school zone. Some of the crosswalk markings at this intersection are not well marked.

#### 30<sup>th</sup> Street Audit Findings

Types of reckless driving behaviors observed:

Speeding

Sidewalks on both sides of street?

Most of the route has sidewalks

Condition of sidewalks:

Most of the route is in good condition  
 Less than 25% of the sidewalk can be shaded  
 Not very wide  
 No buffer between sidewalk and street  
 Large plants and other obstacles on sidewalk

Observations about the neighborhood:

Poor lighting  
 Some graffiti & litter  
 Vacant/undesirable buildings and land uses

Number of people seen:

15 people walking

Do you feel safe on this street?

Yes



## Roosevelt Street, from 24<sup>th</sup> to 32<sup>nd</sup> Streets

Roosevelt Street is the northern boundary of the Gateway district. It is in comparably good condition with newly painted bike lanes. Roosevelt Street is used as an access point where many residents drive or catch buses to work, school or supermarkets outside of the district boundaries.

### Street Audit Findings

To make the street more walkable, one resident suggested “More lighting, more shade at bus stops, build wider sidewalks.”

### Epidemiological Field Observation

The intersection of Roosevelt and 24<sup>th</sup> Streets is busy with a fast food restaurant, a parking lot with small businesses and several bus stops. Although there are bike lanes, bicyclists were observed riding on the sidewalk instead of in the designated lanes.

Drivers were observed looking left and turning right without also looking right before moving. This common behavior often results in collisions with bicyclists or pedestrians approaching on the right side of the vehicle.

The portion of Roosevelt Street in front of Maricopa Medical Center has two crosswalks with clear markings. However, there has been at least one pedestrian injury in this location. This amount of pedestrian traffic, combined with the prior pedestrian injury, suggest warning signs for motorists could prevent future injuries.

## Roosevelt Street Audit Findings

Condition of bus and light rail stops?

About half in good condition

Types of reckless driving behaviors observed:

Not stopping for pedestrians  
Speeding  
Running through yellow lights

Sidewalks on both sides of street?

No, only about a quarter of the route has sidewalks

Condition of sidewalks:

About half of the sidewalk in good condition  
Less than 25% of the sidewalk can be shaded  
Not very wide  
Some litter  
Large plants and other obstacles obstruct the sidewalk

Observations about the neighborhood:

Some litter

Number of people seen:

8-15 people waiting for a bus

Do you feel safe on this street?

Yes



## More lighting, more shade at bus stops, build wider sidewalks.

*Gateway resident, in reference to Roosevelt Street.*

### Fillmore Street, from 30<sup>th</sup> to 36<sup>th</sup> Streets

Fillmore is used by residents for access to Wilson School District facilities as well as a path to work and bus stops located on Van Buren or Roosevelt Streets. The Celebrity Theatre is located at 32<sup>nd</sup> and Fillmore Streets. As a performing arts venue, the Celebrity Theatre draws audiences from the entire Phoenix metropolitan region. Although it is an asset for the broader Phoenix community, in its current state, it is not an asset for the Gateway community. During events, cars crowd the streets around the theater and often use vacant lots as improvised parking lots. A venue that sells alcohol, residents fear some audience members leave intoxicated and either cause a public disturbance or drive under the influence within their community. Additionally, residents report trash in the streets after events, which often takes days to be cleaned.

#### **Epidemiological Field Observation**

Near the intersection of Fillmore and 30<sup>th</sup> Streets, there are few street lights, which appear to be too far apart to be beneficial to pedestrians using that route in the evenings.

### Fillmore Street Audit Findings

Types of reckless driving behaviors observed:

Speeding

Sidewalks on both sides of street?

More than half of the route has sidewalks

Condition of sidewalks:

Most of the route is in good condition  
 Less than 25% of the sidewalk can be shaded  
 Not very wide  
 No buffer between sidewalk and street  
 Utility poles and other obstacles obstruct the sidewalk

Observations about the neighborhood:

Poor lighting  
 Some vandalism  
 Some graffiti  
 Some litter  
 Smelly  
 Lack of eyes on the street

Number of people seen:

Some people walking



### 32<sup>nd</sup> Street, from Van Buren to Roosevelt Streets

32<sup>nd</sup> Street is a busy four-lane street with cars travelling above the speed limit, getting on and off of the Red Mountain Freeway (Loop 202) or simply travelling north and south along this major street. Some children who live east of 32<sup>nd</sup> Street must cross this street in order to get to the Wilson schools and back home again. However, this intersection does not have a stop light or pedestrian crosswalk. This street is also adjacent to the Celebrity Theatre and experiences additional traffic during events. For it to be a safe crossing for schoolchildren and other pedestrians a number of improvements should be made.

#### Street Audit Findings

One resident summed up the improvements needed by saying, “The sidewalks should be clean and bigger. There are cracks in sections of the street. More speed limit signs. Urgently need a pathway along Fillmore and Celebrity Theatre.”

### 32<sup>nd</sup> Street Audit Findings

Types of reckless driving behaviors observed:	Not stopping for pedestrians Speeding Running yellow lights
Sidewalks on both sides of street?	Most of the route has sidewalks
Condition of sidewalks:	About half of the route is in good condition Less than 25% of the sidewalk can be shaded Not very wide No buffer between sidewalk and street Large plants and other obstacles obstruct the sidewalk
Observations about the neighborhood:	Poor lighting Some graffiti & litter Noisy & bad odor Vacant/undesirable buildings and land uses No eyes on the street Stray/unleashed dogs
Number of people seen:	0
Do you feel safe on this street?	Yes



## 24<sup>th</sup> Street, Loop the 202 to Washington Street

Residents did not select 24<sup>th</sup> Street during the community workshop as a route that was of concern to the social fabric of the neighborhood or frequently walked by residents. However, there was some conversation around perceived danger, and one adolescent mentioned skipping the 24<sup>th</sup> Street stop on her bus route to avoid illicit activity. As a busy street on the edge of the neighborhood, it is a route taken to access areas outside the neighborhood rather than used by residents when traveling within the neighborhood. Because it was not mentioned as a frequently-walked route during the workshop, residents did not perform a street audit. Nonetheless, the injury data warranted a closer examination.

### ***Injury Analysis***

Second to Van Buren Street, one-third of all the bicycle injuries occurred on 24<sup>th</sup> Street. Of those bicyclist injuries on 24<sup>th</sup> Street, over half occurred at 24<sup>th</sup> and Roosevelt Streets.

Three bicyclists tested positive for blood alcohol, all of which were at least twice the legal limit. Most of the injuries occurred between 3 p.m. and 6 p.m.

Six pedestrian injuries also occurred on 24<sup>th</sup> Street. Half of these pedestrians had blood alcohol level three-times the legal limit. The pedestrians appeared to live outside of Gateway since their residential zip codes did not match those of the district.

### ***Epidemiological Field Observation***

There are no designated bike lanes along 24<sup>th</sup> Street and sidewalks are narrow without buffers between pedestrians and traffic. Bicyclists were observed riding

on the sidewalk because of the lack of bike lanes. The narrow sidewalks on this street allow enough space for one adult to walk comfortably, therefore a cyclist and a pedestrian could not share the sidewalk at the same time. In at least one location, a utility pole was located in the center of the sidewalk. Several intersections lacked accessibility ramps for the sidewalks.

There is no crosswalk on 24<sup>th</sup> from Roosevelt to Loop 202. During the observation, at least one pedestrian was seen crossing at this intersection.

At the intersection of Portland and 24<sup>th</sup> Streets (immediately north of Roosevelt) sidewalks were incomplete on Portland. Several small children were playing in the area and occasionally moved into the street. In addition at least three dogs were observed running loose in the area. One ran into the street and was almost hit by oncoming traffic.

## Public Transportation

All community survey respondents reported using a car during their weekly routine. Three-fourths identified a car as their only form of transportation, whether it is their own or depending on a neighbor or friend for a ride. Only one percent reported using bicycles as their main mode for transportation. One in four respondents said that walking was their primary form of transportation.

Nearly 20% reported using buses for some of their transportation needs, while 11% reported using the light rail system. Less than seven percent of Gateway residents live within a 5-minute walk of a light rail station, and less than 10% live within a 10-minute walk.

Among public transportation users, 13% use it to go to work, seven percent to go to school and shopping.



Survey respondents had complaints about how Valley Metro manages public transportation in their district. Expressed concerns include:

- Lack of extended hours of operation;
- High cost;
- Inconvenient location of transportation stops;
- Lack of service to certain destinations;
- Lack of security in and around stops;
- Lack of accessibility for those with disabilities or parents with strollers; and
- Lack of cleanliness.

## Temperature Analysis

Every year the urban areas in Phoenix experience extreme heat conditions. Ambient temperature can be as high as 120 °F with a relative humidity of less than 20%. The excess of hardscape exacerbates the urban heat island effect, where the nighttime temperature can stay above 90 °F (Balling & Brazel, 1987; Klinenberg, 2002). High ambient temperatures are not conducive to overall health, particularly for vulnerable populations such as children and the elderly. The CDC (2005) categorizes the effects of extreme heat as a public health issue.

Extreme heat decreases the quality of life and reduces productivity and efficiency (Fanger, 1970). Over 72% of Gateway residents reported summer heat as a limiting factor in walking or exercising outdoors. Unfortunately, heat-related reduction in quality of life plagues low-income families in particular, since they are unable to afford to live in neighborhoods with more trees and less pavement.

As a result of a particularly deadly heat wave in 2004, the city of Phoenix, the Maricopa Association of Governments and the faith-based and nonprofit communities developed the Heat Relief Network to reduce heat-related deaths (Successful Communities Online Toolkit, n.d.). This effort educates the public regarding the dangers of heat-related illnesses and provides hydration, refuge and wellness checks for susceptible populations—homeless, elderly and people with disabilities.

There is no doubt that tree canopies, even in neighborhoods with high hardscape density, can make a difference and create a more livable outdoor environment. Lowering temperatures by just a few degrees could encourage residents to walk more or use their streets more. Neighborhoods with greater shade can experience lower outdoor ambient temperatures by more than 10 degrees due to the higher levels of evapotranspiration that will result from the high concentration of vegetation.

To better understand thermal comfort in the district, a temperature analysis was performed on September 20, 2012, in two locations within Gateway that have little or no shade: one on 32<sup>nd</sup> Street and the other on Van Buren Street. Temperature was also recorded at another location, one that has greater tree canopy, on Fillmore Street. Figure 10 displays locations of temperature analysis stations. The appendix contains details of the temperature analysis methodology, considerations and findings.

## Findings

The lightly shaded location on Fillmore Street provided up to a 10 °F cooler environment for pedestrians and cyclists. Figure 11 details the temperature at the three locations over the course of one day.

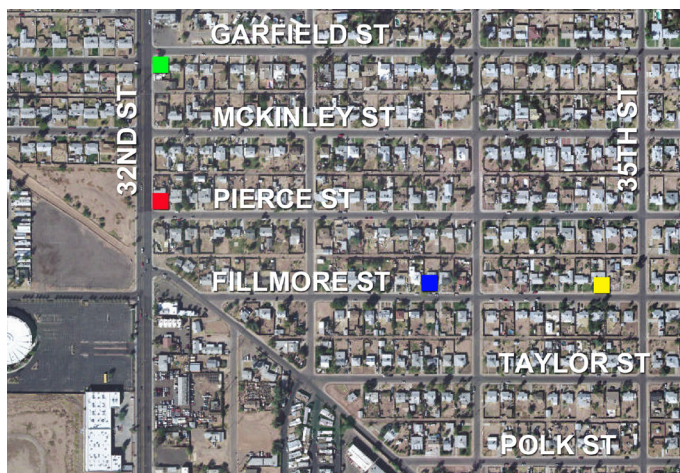
At the 32<sup>nd</sup> Street location, the lowest temperature was recorded at 84 °F at 8 a.m., while the temperature at 7:30 a.m. at Sky Harbor Airport was recorded at 75 °F. The highest temperature recorded at the 32<sup>nd</sup> Street location was nearly 106 °F.

Van Buren’s lowest temperature was recorded at 86 °F at 8 a.m. By 10 a.m. temperatures rose to 95 °F, which remained relatively stable until 3 p.m. when temperatures steadily rose. Temperatures remained high throughout the rest of the afternoon with the highest temperature recording of the day being 109 °F.

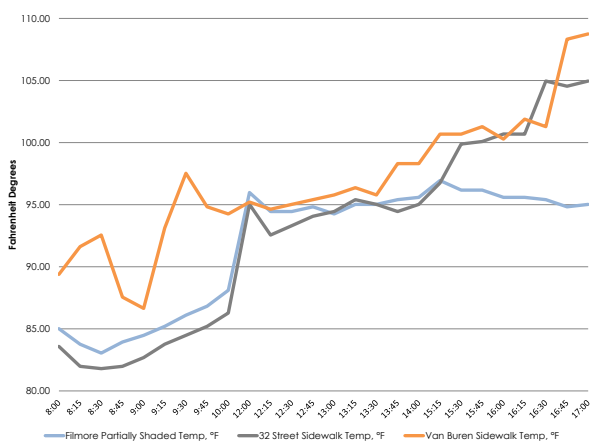
The Fillmore Street location, with only slightly more shade from several trees, began the morning at 82 °F.

Temperatures in this location were relatively stable, but by noon temperatures rose to 96 °F and then lowered slightly later in the afternoon.

Temperatures in the district were relatively predictable. The lack of vegetation and tree canopy, along with high asphalt and concrete density, contribute to high temperatures. Despite the little shade that the trees provided on Fillmore, this shade created enough of a micro-climate to reduce air temperature by 10 °F in relation to the highest temperature recorded on Van Buren Street. The difference between Fillmore and 32<sup>nd</sup> Street was smaller at only 6 °F; nonetheless, this difference remains significant in terms of thermal comfort.



**Figure 11. Temperature Analysis Locations**



**Figure 12. Temperatures variations over a day on several streets in the Gateway district**

Even a small amount of shade provides noticeable relief from hot temperatures on Fillmore Street.

## Key Issues about Streets and Public Transportation

- Land use and personal safety are closely linked issues for residents. Feeling unsafe is exacerbated by a lack of trust of police.
- Van Buren Street is a heavily traveled street for pedestrians, but adult entertainment businesses, crime and lack of pedestrian safety and comfort features make it a dangerous and disquieting place to walk. For these reasons, Van Buren Street poses a barrier to using the light rail stations, located to the south.
- Pedestrian and cyclist collisions reveal that Van Buren Street was the highest risk area for pedestrians and 24<sup>th</sup> Street was high risk for cyclists.
- In general, residents found frequently-used streets to have no or inadequate sidewalks that are not wide enough and lack shade for the summer months and light for nighttime. Other issues make the simple act of walking in the neighborhood an uncomfortable experience, such as foul odors, stray dogs, litter, graffiti and vandalism.
- Temperature differences between an area lightly shaded by trees and areas with no shade are notable—upwards of a 10 °F difference.



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# Health Strategy Report

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# Healthy Food Strategies

**Goal: All Gateway residents have access to healthy food.**

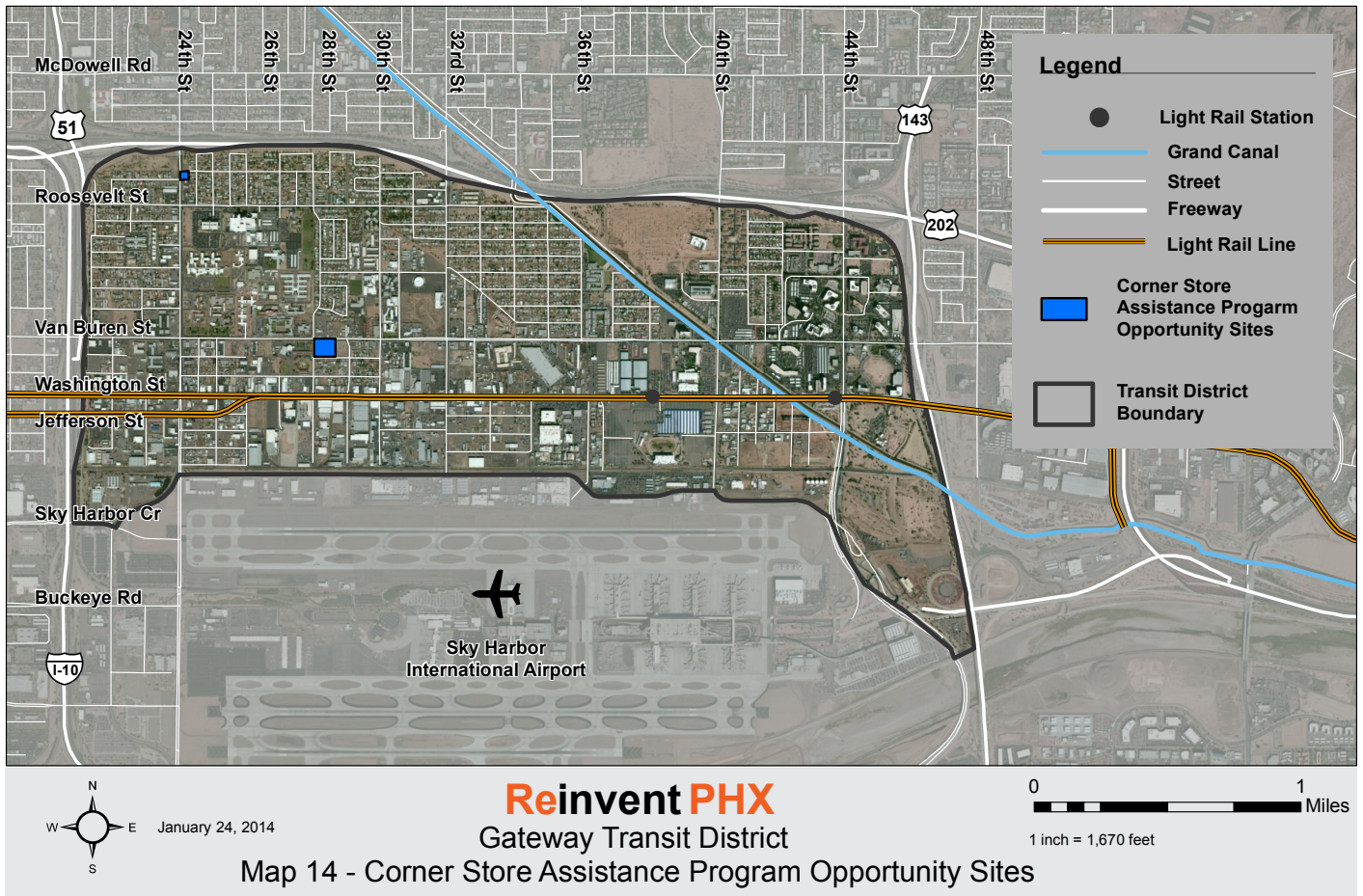
Measure/Target Indicator	Baseline	Target
Percent of residents who live within a 5-minute walk of a healthy food outlet	3%	90%
Percent of residents within a 15-minute transit ride of a full-service supermarket	TBD	TBD

Gateway has few healthy food assets. Although it does not meet The Reinvestment Fund’s definition of a food desert, the district largely functions as one. Gateway has but one supermarket, which specializes in Asian cuisine in a neighborhood that is overwhelmingly Latino. Less than three percent of district residents live within a 5-minute walk of the supermarket. Considering the low average income of this district, this supermarket is further isolated from the community since it does not accept vouchers from the federal Special Supplemental Nutrition Program for Women, Infants and Children (WIC).

While two small stores do accept WIC vouchers, they are not reliable sources of an array of healthy food staples. One WIC vendor is predominantly a liquor store. Located at the corner of Van Buren and 28<sup>th</sup> Streets, residents report that people loiter in front of the store, which in turn makes residents socially uncomfortable and concerned for their personal safety. The other WIC vendor is a convenience store attached to a gas station. Neither store carries the variety of food items that would constitute a healthy diet and the items they do carry are expensive.

No other community-based healthy food resources, such as community or school-based gardens, are located in the district.

Three supermarkets are located to the north, but outside the Gateway district, along McDowell Road. While not within a 5-minute walk for any Gateway residents, these supermarkets do provide an array of affordably-priced healthy foods. However, distance and a freeway corridor create abysmal pedestrian and cycling conditions, which make walking to these locations problematic.



## Strategy One: Convert existing convenience stores into corner grocery stores

The existing food network fails to serve the health needs of area residents. Convenience stores outnumber healthy food retailers. Existing WIC vendors do not carry an adequate array of healthy food options, nor are the prices affordable. However, existing convenience stores provide a platform upon which a healthier food environment can be built.

With 10 convenience stores, Gateway has several potential healthy and affordable food retailers. Some of these retailers may be unaware of the value of stocking healthy food options. Others may need to purchase additional equipment or expand their store footprint. Other retailers—in particular R&D Market on 28th and Van Buren Streets—have a very limited selection of healthy food, but cannot satisfy the entire healthy food needs of a family. Additionally, residents cannot safely walk to these stores because of poor pedestrian

infrastructure. Some reported fear of those who loiter in front of the stores. (For more on personal safety see *Safe Streets and Public Spaces* section.)

## Tools to Implement Strategy One

A brief description of each tool appears at the end of the *Healthy Food Strategies* section.

- Community Reinvestment Act
- Healthy Food Financing Initiative
- New Markets Tax Credit Program
- Special Supplemental Nutrition Program for Women, Infants, and Children (WIC)

While the two retailers that accept WIC vouchers—R&D Market on 28<sup>th</sup> and Van Buren Streets, and the Sinclair Gas Station near 24<sup>th</sup> and Roosevelt Streets—may meet the minimum requirements of the program, the array and prices of healthy food are not at the level necessary to sustain a healthy diet. Great improvements need to be made to how the WIC program functions in Gateway.

Other communities have launched financing and marketing programs to promote the conversion of convenience and liquor stores into corner stores that provide a wider array of healthy offerings. Low interest loans, technical assistance on handling produce, community organizing to identify preferred produce offerings, and additional signage are examples of incentives. Baldwin Park, CA, Louisville, and Seattle are among the cities that have launched successful programs to increase healthy offerings at corner stores.<sup>i</sup> The CDC supports this strategy in reducing obesity (Kettel Khan, et al., 2009). Map 14 depicts the current Gateway stores that should be targeted for this type of program; these stores currently are WIC vendors.

### **Recommended Policies**

1. Develop a Corner Store Assistance Program to encourage existing convenience stores to seek funding for offering healthier options. As a condition of this program, require participating corner stores to accept WIC and other food assistance programs like the federal Supplemental Nutrition Assistance Program (SNAP).
2. Partner with entities that receive New Markets Tax Credits to fund equipment upgrades for existing food retailers. Encourage these entities to target Gateway retailers. Require participating corner stores to accept WIC and other food assistance programs like SNAP.
3. Partner with the Arizona Department of Health Services to improve on existing and expand WIC coverage in Gateway. In partnership with residents, target specific stores.

## **Strategy Two: Create new healthy food outlets in the Gateway district**

New healthy food options can assume different forms, from community-based gardening initiatives to the development of a supermarket. However this is accomplished, the goal is the same: to increase the quantity of affordable healthy food available within the district. As part of the community's long-term vision,

residents want a new, centrally-located full-service supermarket. However, this may be difficult and take years to accomplish. Other options can serve as interim solutions and improve access to healthy food in a shorter timeframe.

### **Community Gardens**

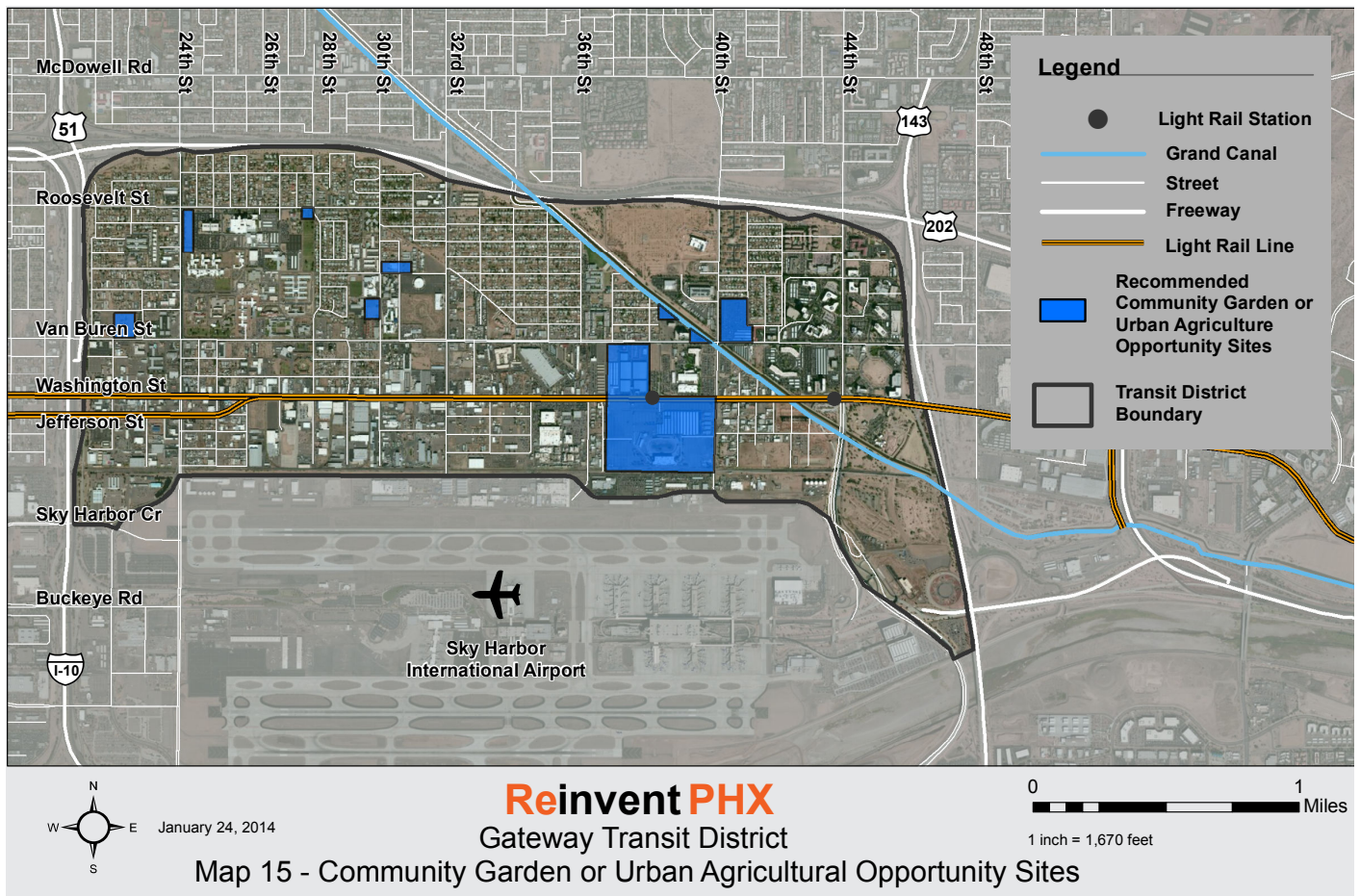
Through community or school-based gardens and personal backyard gardens, residents can grow their own food. Gardening in a community setting can increase community cohesiveness and lead to further community building activities. However, some residents stressed the need for safety while gardening, while others live in rental properties with little personal outdoor space. When coupled with other policy solutions, gardening can supplement other healthy food strategies.

In recent years, Phoenix has made some successful steps in supporting community gardens. In 2012, the City adopted a community garden policy that has specific requirements for property maintenance.<sup>ii</sup> Phoenix also has some excellent examples of community gardens in low-income neighborhoods that face many of the same issues as Gateway. Maryvale on the Move, a multi-year project funded by the Robert Wood Johnson Foundation, has been successful in establishing gardens in Maryvale. Tigermountain Foundation in South Phoenix has helped start community gardens along with job training for landscapers. Produce from Tigermountain's gardens

## **Tools to Implement Strategy Two**

A brief description of each tool appears at the end of the *Healthy Food Strategies* section.

- Community Development Block Grant
- Community Food Projects Competitive Grants Program
- Community Reinvestment Act
- Farmers Market Promotion Program
- Healthy Food Financing Initiative
- New Markets Tax Credit Program



is distributed among residents and food banks. Along with residents of the Grant Park neighborhood, Phoenix Revitalization Corporation developed a community garden that has been successful in providing culturally-appropriate produce for low-income residents.

These local examples have three commonalities that should be taken into account in Gateway. First, there is a strong lead organization that is trusted by area residents. This organization typically has a strong focus on overall health and wellness. Second, community gardens are in areas where residents feel safe. And lastly, while a backbone organization manages the garden, residents provide the vision. Successful community gardens are resident-driven.

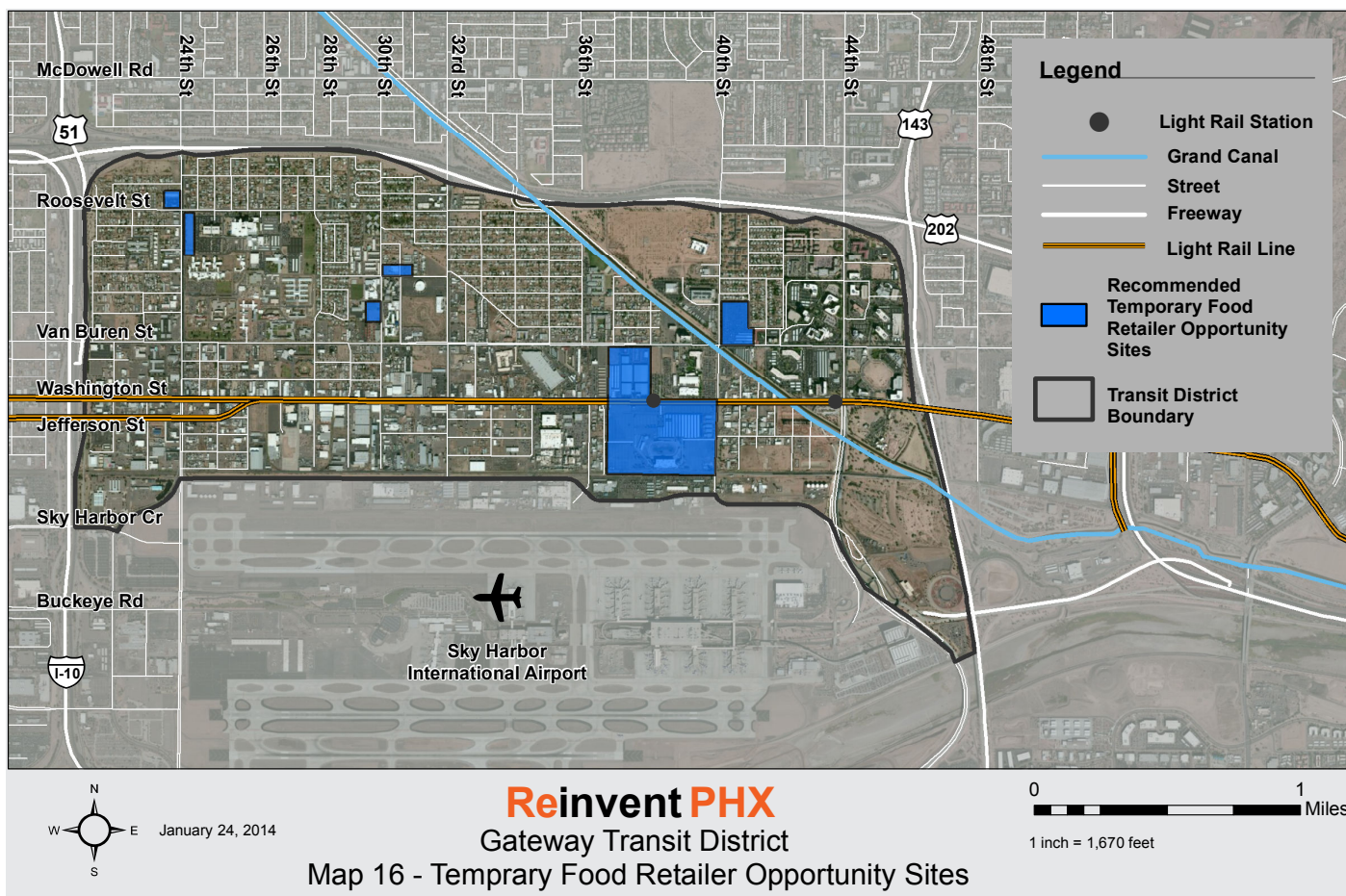
Several Gateway organizations are trusted resources and may be able to fulfill the role of backbone organization. These organizations may also have land that can be used for a garden. Residents cited many of these organizations as a trusted organization or a safe place for residents. These groups include Phoenix Fire Station #11, Maricopa Medical Center, St. Mark's Catholic Church, Crockett Elementary School and Mountain Park Health Center.

Map 15 shows the recommended sites for community gardens and urban agriculture.

### Urban Farms

Urban agriculture is becoming increasingly common in communities like Detroit, Milwaukee and San Diego. Cleveland has been forward-thinking in urban farming with the passage of an urban garden district zoning designation, the development of an inventory of vacant land suitable for urban farming and an establishment of an urban agriculture overlay district (Taggart, Chaney, & Meaney, n.d.). In these communities, city policies have been purposely tailored to encourage urban farms, especially on vacant land. In addition to producing local fresh food, urban farms can be an engine for economic development and provide a healthy food retail outlet in communities with few options.

Gateway residents identified vacant land as a challenge. The PHX Renews initiative has been successful in turning vacant property into community gardens and small farms. As this initiative expands, Gateway should be targeted for this program. (See Map 15 for recommended



sites.) While on-site sale of produce is an allowable activity with a use permit, on-site sale of produce should be encouraged in Gateway in order to expand access to healthy food.

Water rates drive up the cost for urban agriculture and pose a barrier to adoption by lower income residents. In addition to a water hookup fee, which can cost thousands of dollars depending on the size of the meter, water rates automatically include a charge for sanitary sewer service. Urban agriculture does not use sanitary sewer service, so at a minimum, the City should reduce water rates to eliminate the sanitary sewer charge. San Francisco has a grant program to defray the cost of water meters.<sup>iii</sup> The Cleveland Division of Water has a reduced water fee for urban agriculture, including community gardens.<sup>iv</sup>

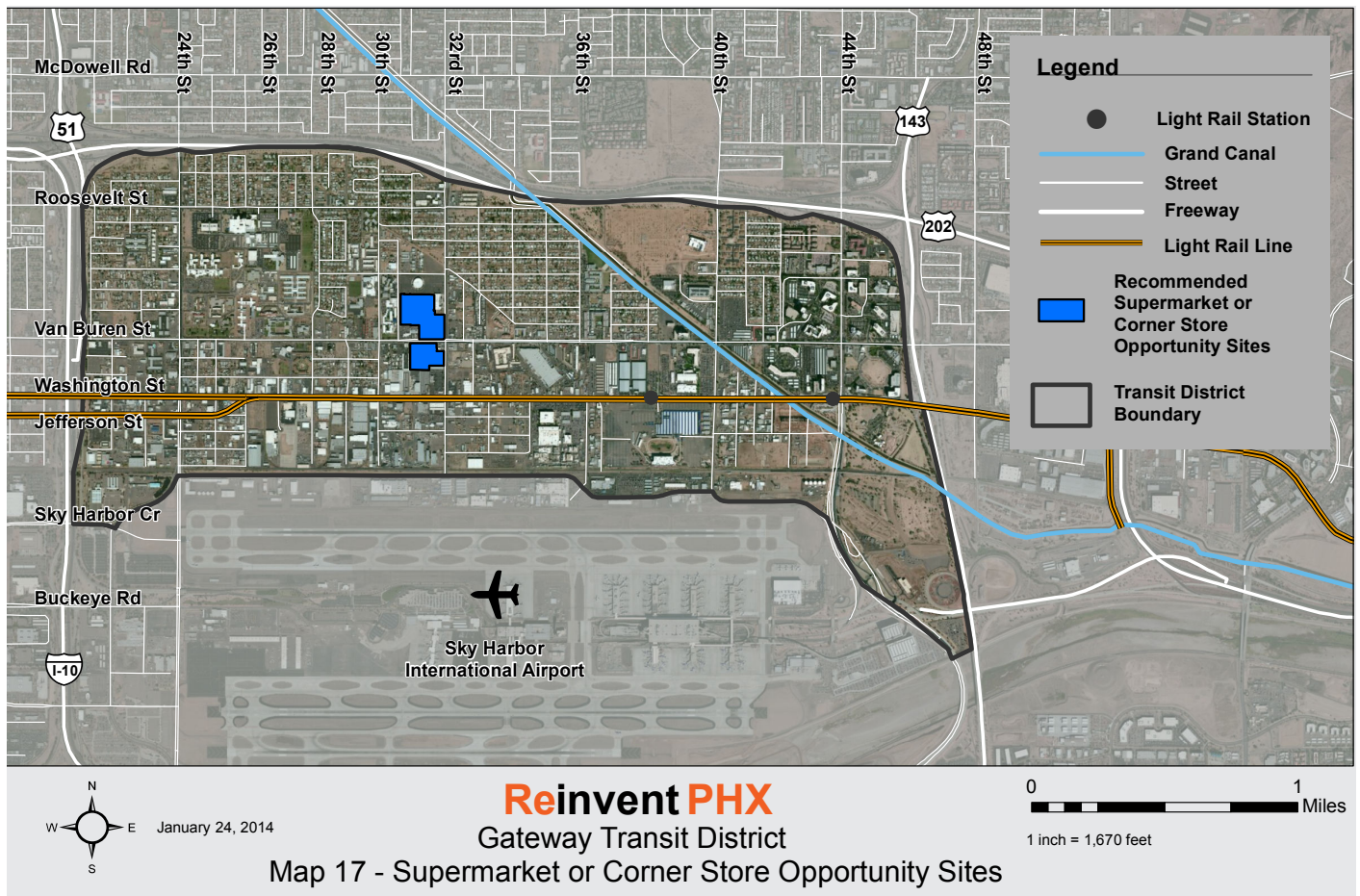
### Temporary Food Retailers

Temporary food retailers can take a number of different forms, such as mobile grocery stores, fresh produce stands, community supported agriculture drop-off sites and farmers' markets. By providing a space for healthy

food retailers to sell within the community on a regular basis, residents could reduce or completely replace trips by car to the supermarket and decrease dependency on unhealthy food sold at convenience stores or the fast food restaurants that are common in their community. Map 16 depicts recommended sites for temporary food retailers.

Chicago, Chattanooga, TN, and Madison, WI have successfully supported mobile grocery stores—renovated school or city buses with shelves and display cases instead of seats.<sup>v</sup> In Washington, DC, Arcadia's Mobile Market sells locally-grown produce in a converted school bus.<sup>vi</sup> Seattle's Stockbox is a temporary grocery store located in a shipping container.<sup>vii</sup> These efforts have a goal of improving access to healthy food in communities with few options. They are often spearheaded by nonprofit or community-based organizations and rely on philanthropic funding for ongoing financial support. In keeping with the goal of increasing access to healthy food, many of these ventures accept federal food assistance programs, like WIC, and price their food at levels comparable to—or sometimes lower than—conventional supermarkets.





Discussions with mobile retailers suggest that current zoning and permitting requirements do not pose barriers to their business. However, proactive city policies could encourage mobile healthy food retailers in communities with few healthy food opportunities or in areas around light rail stations. New York City's Green Carts Initiative has a goal of issuing 1,000 additional mobile vending permits for vendors that only sell fresh uncut produce and operate in a lower-income area.<sup>viii</sup> These Green Carts have priority on the vendor permit waiting list. The Kansas City Department of Parks and Recreation provides a 50% discount on permits if half of the food meets nutritional standards.<sup>ix</sup>

### Supermarkets

Limited access to healthy food outlets, coupled with easy access to convenience stores and fast food restaurants, is associated with high rates of obesity and other diet-related chronic diseases. With nearly 14,000 residents, Gateway has just one supermarket within its boundaries. The Reinvestment Fund, a national leader in community development finance and understanding issues around access to healthy food retailers, estimates that Gateway

residents collectively spent about \$14 million at supermarkets in 2011 (The Reinvestment Fund, 2011). Because of the limited options in Gateway, the vast majority was spent outside the district.

Ultimately, residents would like a supermarket with reasonable prices that carry an array of items that can meet nearly all of their food needs, located within a 5- or 10-minute walk of their home. (See Map 17 for recommended sites for future supermarkets or corner stores.) Residents realize this is a long-term vision that may take years to accomplish.

Bringing healthy retail food options to communities like Gateway can be seen as a means for economic and community development. For example, organizations like UpLift Solutions view supermarkets as a community asset and hub. Through workforce training programs located on-site, supermarkets can provide needed jobs for residents within their community, up to 200 full- and part-time positions (PolicyLink, n.d.). Supermarkets can have in-store amenities that can support residents, like free community meeting rooms, health clinics, affordable financial services (such as checking accounts), and



healthy eating and financial literacy classes. All of these services and amenities would be welcome in Gateway.

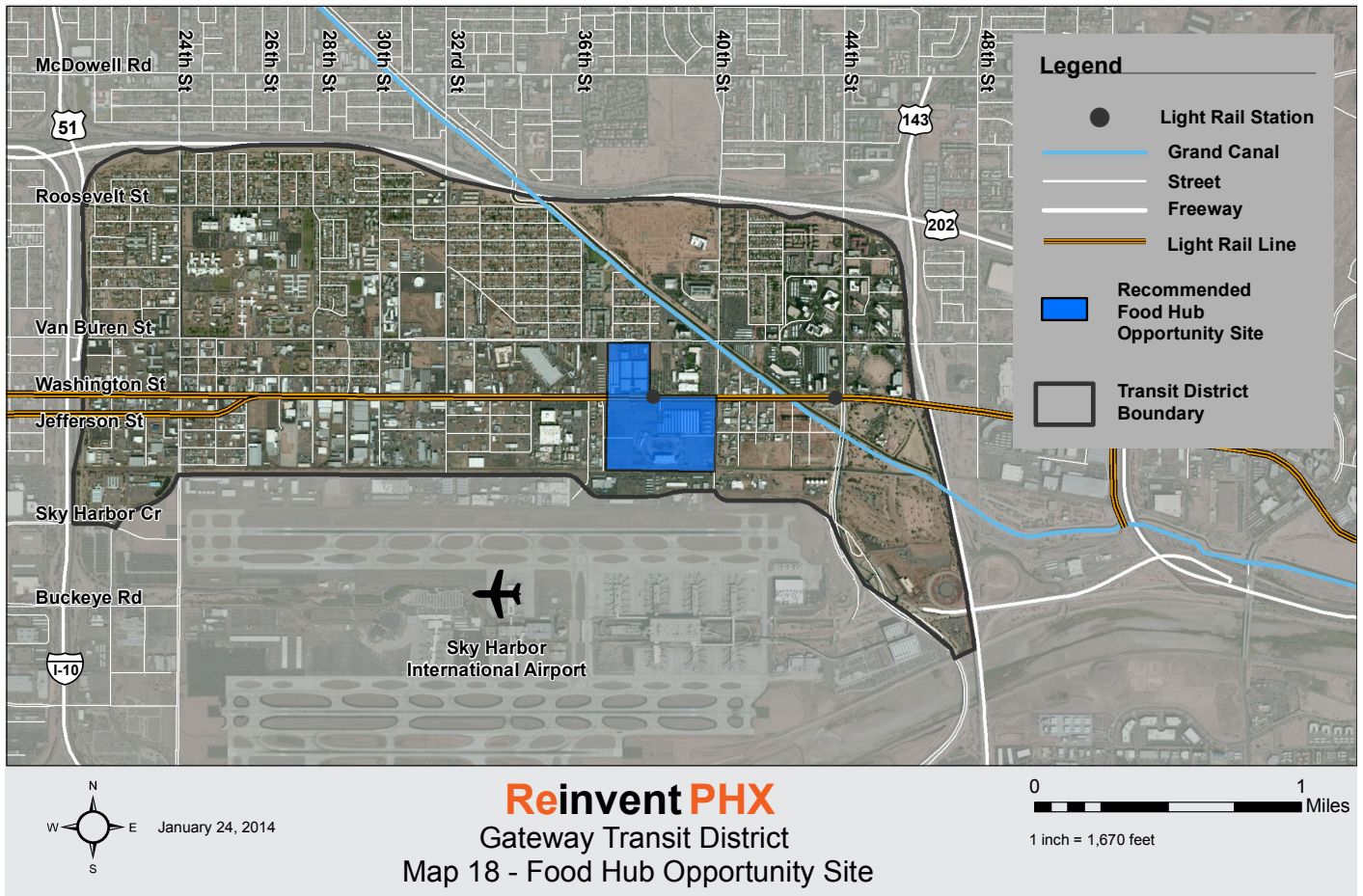
However, the development process in urbanized and underserved areas can be complicated, especially financing. Developers often cite lower incomes of area residents and higher development and operating costs as factors that make these projects complex. Several states have special programs to attract and launch supermarkets in communities like Gateway. These programs are often funded through state or philanthropic funding or a mix of sources. For in-fill development, many communities rely on tax incentives to attract a supermarket, most notably tax increment financing, a tool that is not available in Arizona. Any supermarket attracted to communities like Gateway will be a unique blend of private and public funds from a variety of sources and incentives provided by the state or community.

Pennsylvania's Fresh Food Financing Initiative has helped develop supermarkets and other fresh food outlets in 78 underserved urban and rural areas, creating or



retaining 4,860 jobs while increasing access to healthy food for nearly 500,000 residents (PolicyLink & The Food Trust, 2010). This Initiative was initially funded with \$30 million of state funding, but was able to attract an additional \$120 million in low-interest financing from private sources. The California FreshWorks fund is a public-private partnership loan fund that has raised \$264 million to invest in bringing supermarkets and other forms of healthy food retailers to underserved communities, of which approximately \$45 million is from private investors including Dignity Health.<sup>x</sup> The CDC (n.d.) highlights various financing policies that have been passed to strengthen financing options for healthy food retailers.

Communities can also provide incentives to attract supermarkets to a particular area. These incentives can take many forms, including flexibility with zoning and development regulations; waiving fees, such as permit and impact; discounted city-owned land; site preparation assistance; property tax abatement; and investment in transportation infrastructure, such as street or sidewalk improvements.<sup>xi</sup>



**Food Hub**

Food hubs are an emerging practice and business model that aggregates and distributes locally-produced agriculture products. Food hubs are typically a centrally-located facility that manages storage, processing, distribution and marketing for local farmers. Food hubs amass food from numerous farmers, market it to local residents or businesses, and distribute it through a store-front business, delivery option or both. This model allows farmers to focus on farming rather than coordinating the supply chain or finding a buyer for their products; it also allows local institutions, such as schools and restaurants, to purchase locally-grown food in bulk.

The abundance of vacant land that could be used for urban agriculture combined with few healthy retail options and access to several highways make Gateway a good location for a food hub, in particular, the Phoenix Greyhound Park. (See Map 18 for location.) Other communities, including Durham, NC, Pawtucket, RI and Louisville, KY have food hubs that encompass different approaches, including non-profit and for-profit, delivery and store-front models.<sup>xi</sup> The Local Food Hub in

Charlottesville, VA, has partnered with the local office of the International Rescue Committee (IRC), a refugee resettlement organization, to include products grown by its residents.<sup>xiii</sup> In Phoenix, the IRC has an extensive network of refugee farmers who could provide products for a food hub.

**Recommended Policies**

1. Partner with existing technical assistance providers to increase the capacity of residents to grow food through backyard gardening, community gardens on vacant lots and school gardens.
2. Develop incentives to encourage mobile healthy food retailers in communities like Gateway that have few healthy options. Prioritize the use of vacant lots. Reduce fees and application waiting time to target in these priority areas. Partner with the existing PHX Renews initiative.
3. Develop public-private partnerships using the tools listed for this strategy to attract a new supermarket in the Gateway district. As a condition of the

partnership, require participating stores to accept WIC and other food assistance programs including SNAP.

4. In collaboration with partners and PHX Renews, develop a streamlined process to use city-owned land for urban agriculture. Identify all vacant city-owned parcels that could be used for this purpose and organize an on-line land registry.
5. Encourage urban agriculture by considering incentives such as a special water rate category for urban agriculture water users.

### Strategy Three: Provide safe and inexpensive public transit options to existing healthy food retailers outside of the Gateway district

Gateway is functionally a food desert. To meet their daily needs in a healthy way, residents must shop at supermarkets outside their neighborhood. Several supermarkets are within a mile of the northern boundary of Gateway, but access to those markets is impeded by the Loop 202 and I-10 freeways. With low car ownership rates, residents confirm that many rely on family, friends or the bus system to get to a supermarket.

Some cities, including Austin, TX and Knoxville, TN, have a dedicated bus route that connects communities with limited access to healthy food to supermarkets (Broad Leib, 2013). These “grocery lines” have regular routes to several supermarkets at low- or no-cost. Knoxville’s grocery line buses include racks for passengers commuting with their groceries. Valley Metro offers free neighborhood circulators in Maryvale, Ahwatukee, and Sunnyslope (Phoenix Public Transit Department, n.d.). A similar service should be provided in Gateway.

#### Recommended Policies

1. Introduce a community circulator that would include stops at healthy food retailers, other health assets, and light rail stops.
2. Develop partnerships with existing supermarkets to facilitate the stores providing transportation service for their customers.

## Tools to Implement Strategy Three

A brief description of each tool appears at the end of the *Healthy Food Strategies* section.

- Congestion Mitigation and Air Quality Improvement Program

### Strategy Four: Improve the pedestrian environment to encourage residents to walk or bike to healthy food outlets

The existing street infrastructure does not encourage residents to walk or bike to the few existing healthy food options in their community. Sidewalks are nonexistent or in poor repair. Serious personal safety concerns preclude walking to existing assets. Ideally, residents would have both a variety of healthy food options within walking distance *and a safe route to access these assets. Currently, residents have neither.*

Many of the strategies and policies discussed in the *Safe Streets and Public Spaces* section have the additional benefit of promoting a safe route to healthy food options. When considering the policies in the *Safe Streets and Public Spaces* section, priority should be given to routes that connect residential neighborhoods to healthy food outlets, including WIC vendors.

Port Townsend, WA implemented a Safe Routes to the Hospital in order to improve safe pedestrian and cyclist access to a hospital.<sup>xiv</sup> Along with the successful practices documented by the federal Safe Routes to School program, these practices can be transferred to increased access to supermarkets and corner grocery stores, particularly those that accept WIC.

#### Recommended Policy

1. Implement Safe Routes to Healthy Food design elements within a 5-minute walk of supermarkets and corner grocery stores in the Gateway district.

## Tools for Implementation of Healthy Food Strategies

### **Community Food Projects Competitive Grants Program**

Community Food Projects are designed to increase food security by bringing the whole food system together to assess strengths, establish linkages, and create systems that improve the self-reliance of community members over their food needs. Projects funded by this grant include expanding access to healthy and local foods in a low-income, high-unemployment area by employing teens to develop community gardens and market their produce; establishing a county-wide operation of community kitchens for micro-enterprise development with low-income participation and leadership; and improving access to healthy foods through a variety of methods, including supermarket development, promoting local produce, a community kitchen and educational programs.

### **Community Reinvestment Act**

The federal Community Reinvestment Act (CRA) encourages banks to invest in lower income communities. The Act requires financial institutions, like banks and credit unions, to provide loans in communities where they have branches. Before CRA, many banks would provide checking and saving services, but not loans, in lower income communities or communities of color. CRA requires financial institutions to proactively assess community needs and develop financial products for communities where it has branches. Partly due to CRA requirements, banks are active in providing financing for the development or expansion of businesses in low-income communities, often with favorable rates.

### **Farmers Market Promotion Program**

The Farmers Market Promotions Program offers grants to help improve and expand domestic farmers' markets, roadside stands, community-supported agriculture programs, agritourism activities, and other direct producer-to-consumer market opportunities. Agricultural cooperatives, producer networks, producer associations, local governments, nonprofit organizations, public benefit corporations, economic development corporations, regional farmers' market authorities, and tribal governments are among those eligible to apply.

### **Healthy Food Financing Initiative**

The Healthy Food Financing Initiative can help finance new or improve existing stores that sell healthy food. The Initiative is a set of federal programs that support projects to increase access to healthy, affordable food in communities that currently lack these options. Federal grants, loans and tax credits provide incentives to expand the availability of nutritious food, including developing and equipping small retailers and corner stores.

### **New Markets Tax Credit**

The New Markets Tax Credit program can assist certain community development organizations in developing community assets like healthy food retailers in lower income communities. It is a federal program that focuses on attracting business and real estate investment into lower income neighborhoods and communities. In exchange for a federal tax credit, individuals or corporations make an investment in a community-based organization that has a primary mission of serving the community and has accountability to area residents. As of 2012, Phoenix has six community development entities including the city of Phoenix, Arizona MultiBank, Prestamos Community Development Financial Institution and Raza Development Fund.

### **WIC Program**

The Special Supplemental Nutrition Program for Women, Infants and Children (WIC) is a program administered by the Arizona Department of Health Services that provides vouchers to purchase certain healthy foods, such as milk, whole wheat bread, eggs, fresh fruits and vegetables. WIC assistance targets low-income pregnant, postpartum and breastfeeding women, infants and children up to age five. Not all food retailers accept WIC vouchers. Retailers that accept WIC must agree to carry a certain variety of healthy food.



# Recreation Strategies

**Goal: All Gateway residents will have access to recreation spaces.**

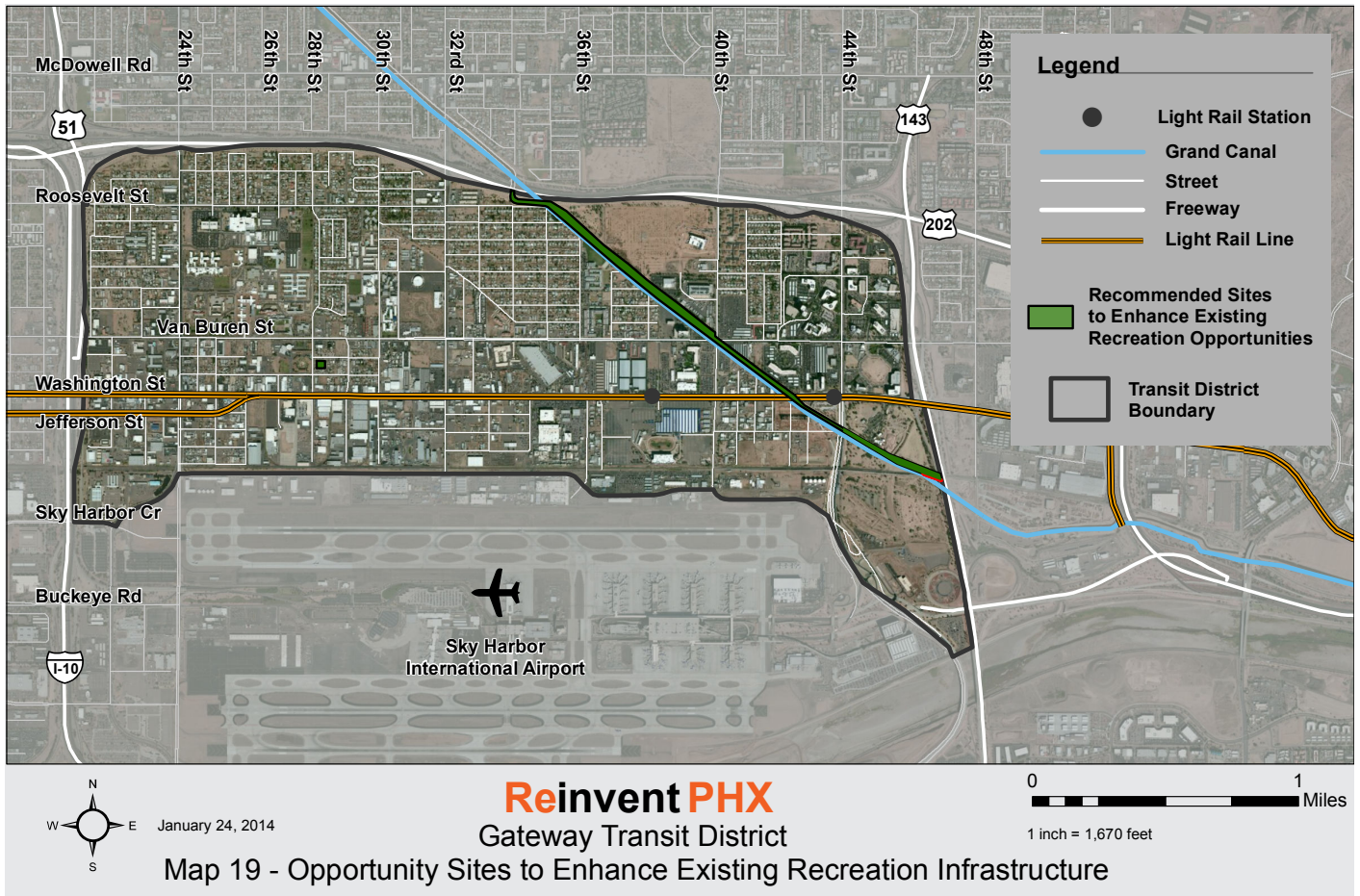
Measure/Target Indicator	Baseline	Target
Percent of residents who live within a 5-minute walk of a park and/or free recreation facility	10%	70%
Percent of residents who report using the local park regularly	TBD	TBD

The Gateway district has only one public park, which constitutes just 0.000036 acres of park per resident, as compared to 0.0326 acres per resident for the entire city, a staggering 1,000 times greater. Given the geographic size and the abundance of children, this is woefully inadequate.

The sole public park itself—Hilaria Rodriguez Park—is in excellent condition. It is just one-half acre in size, which greatly limits the variety of recreation space and equipment available. The equipment is targeted to young children, leaving older children and adults with nothing to do. The park is not centrally located; only 10% of district residents can walk to the park in 5 minutes or less. Once at Hilaria Rodriguez Park, residents feel isolated. With few other pedestrians, there are no “eyes on the street” to provide a sense of community or security. The park has little shade and no drinking fountains.

Through a small annual grant from the City, the Wilson School District keeps a playground, gymnasium and library open for community use. The spaces are popular, but the hours are limited. The school district would like to keep the facilities open during the summer and weekends, but does not have the budget to do so. Although only 12% of residents live within a 5-minute walk, families have a reason to go to the Wilson facilities. The equipment is varied enough so that all ages have options for recreation. Moreover, residents feel safe at this location.

Some 16% of residents report using the Canal to walk or bike. However, the amenities to make the walk or bike experience more enjoyable, healthy and safe are lacking. With 17% of residents living within a 5-minute walk of an entrance, the Canal is a viable active living option.



## Strategy One: Enhance existing public recreation amenities within the Gateway district

### Hilaria Rodriguez Park

While Hilaria Rodriguez Park is new and in good condition, few residents report using the park or even knowing of its existence. (See Map 19.) By addressing some of these barriers, the City can capitalize on its existing recreation investments.

To encourage usage and knowledge of the park, the city of Phoenix should increase programming opportunities at the park. The goal would be to increase awareness and use of the park—host ongoing programming or work with local schools and childcare centers to identify ways in which the Park may be integrated into their activities. A recent study of 50 Los Angeles parks found that a small increase in a park’s marketing budget, combined with input of a local park advisory board, resulted in a slight increase (12%) in park usage (Cohen, et al., 2013). More

signs and reminders in areas outside the Park could help attract new visitors.

Activating the Park with regular events, like food trucks or mobile healthy food vending, could increase awareness and usage. William Whyte documented a strong correlation between the presence of food and social interaction in public spaces (1980). Communities including Evanston, IL have successfully used food to activate seldom-used parks.<sup>xv</sup>

## Tools to Implement Strategy One

A brief description of each tool appears at the end of the *Recreation Strategies* section.

- Community Development Block Grant



The park has no drinking fountains and little shade where residents are active in the park or where there are sitting areas. Researchers have found that the presence of amenities like drinking fountains, benches and shade are associated with higher park usage (Rung, Mowen, Broyles, & Gustat, 2011). Drinking fountains and additional shade should be added to Hilaria Rodriguez Park.

This strategy should be implemented in concert with increasing safe pathways for pedestrians and bicyclists to the Park, which will be discussed in Strategy Three.

### **Grand Canal Trail**

The Grand Canal trail is another area recreation amenity that is underutilized by Gateway residents. (See Map 19.) Few residents report using the trail. However, those who reported it as a valuable recreational asset also suggested some alterations. Foremost is increasing the sense of personal safety getting to, while on and returning home from the Grand Canal. On the trail, improvements should be made to make the trail more comfortable and accessible for residents. These

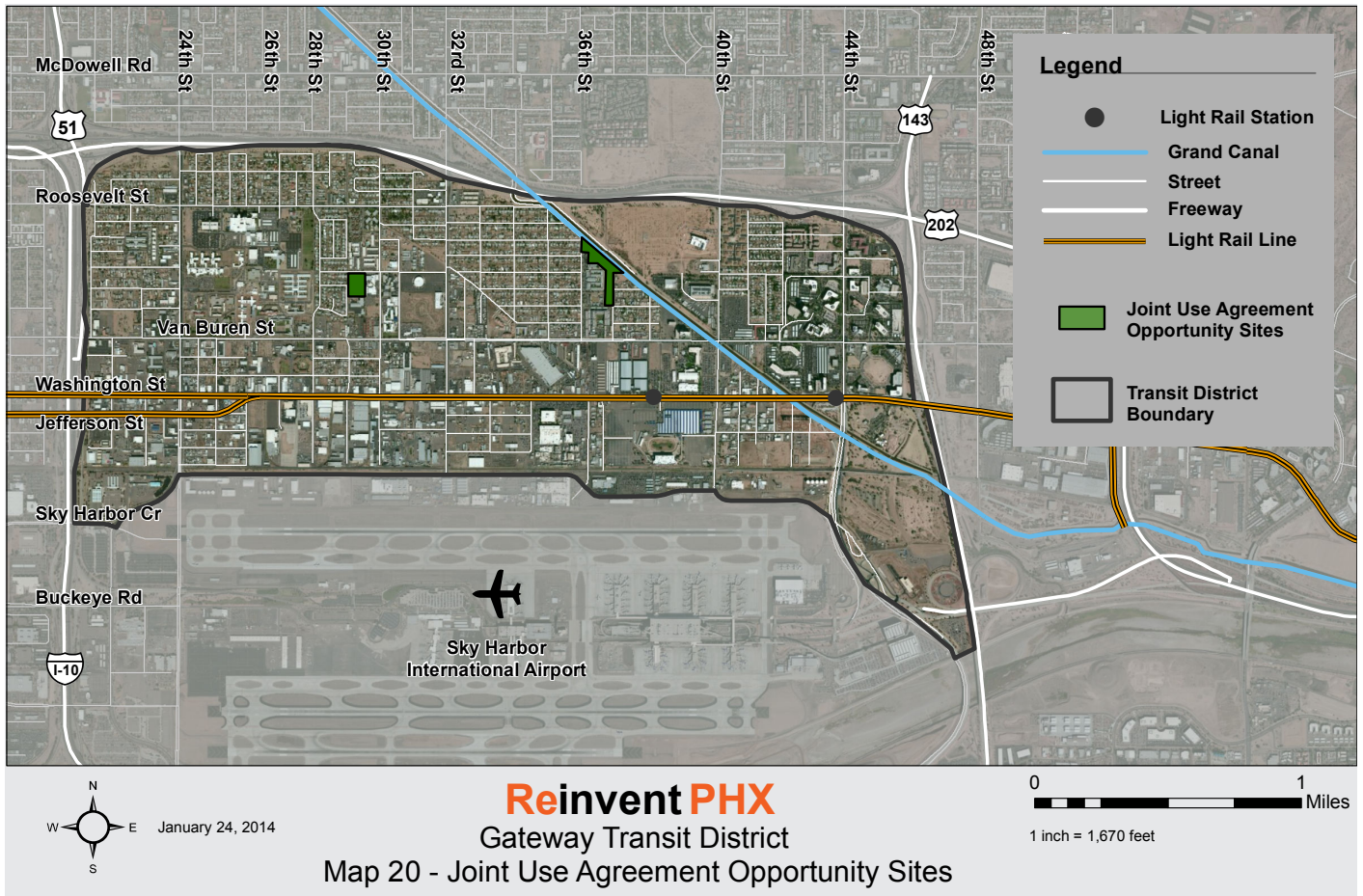


improvements should include lighting, drinking fountains, shade and seating.

### **Recommended Policies**

1. Activate Hilaria Rodriguez Park through programming and marketing targeted to families with young children or using food as the activator. Use the Gateway Reinvent PHX Steering Committee to identify effective means of marketing.
2. Install drinking fountains and increase shade in Hilaria Rodriguez Park.
3. Install pedestrian and bicycle amenities along the Grand Canal trail, including drinking fountains and shade.
4. Provide new and enhance existing access points from Gateway neighborhoods to the Grand Canal trail.





**Strategy Two: Create free and low-cost recreation facilities and opportunities for physical activity within the Gateway district**

Only 10% of the Gateway population lives within a 5-minute walk of a park. When coupled with low incomes and unsafe streets, residents have very limited public recreation options within their community.

**Convert Existing School Playgrounds into Public Parks**

The playgrounds at neighborhood schools are a valuable recreation asset that are under-utilized outside of school hours. A funding strategy, such as a joint use agreement, would provide consistent and replicable funding to keep these recreation options open after school, weekends and during the summer. Map 20 indicates potential joint use agreement sites—Wilson Elementary School and Crockett Elementary School.

For example, the joint use agreement between the Tucson Unified School District and the Tucson Parks and Recreation Department allows 12 school playgrounds and recreation facilities to remain open after school and during the summers. During the school year, the school district is responsible for maintenance costs, while the City assumes these responsibilities during the summer months. The average cost to the City is \$4,000 per school.

**Tools to Implement Strategy Two**

A brief description of each tool appears at the end of the *Recreation Strategies* section.

- Joint Use Agreement
- KaBOOM!



**Reinvent PHX**  
Gateway Transit District  
Map 21 - New and Temporary Park Opportunity Sites

### Construct New Parks

In addition to school parks, other recreation options should be added to Gateway. Gateway needs additional free and safe recreation facilities that would accommodate various age groups. A long term goal should be to increase the park acreage per person in Gateway to that of the average for the city of Phoenix (The Trust for Public Land, 2012). Part of the expansion plan should include increased programming for residents, including exercise, and healthy living and nutrition classes. (See Map 20 for potential park sites.)

### Temporary Parks

Activating some of the many vacant parcels is a less costly alternative to developing a new park. Vacant parcels scattered throughout the district can be transformed into temporary or “pop-up” parks, adding much needed recreation options. Groundwork USA, a national nonprofit that works in underserved communities, has developed a toolbox for municipalities interested in creating temporary park space on vacant

land.<sup>xvii</sup> Arizona Forward has highlighted some innovative recreation uses from across the country that might be replicable in Phoenix.<sup>xviii</sup>

### Permanent Parks

Clearly the residents of the Gateway district are underserved. The lack of parks not only impacts current residents, but will impact opportunities for new residential development within the light rail corridor. Temporary recreation opportunities, such as pop-up parks, provide a valuable community benefit as immediate responses to addressing the lack of park options as well as improving a vacant parcel that otherwise functions as a neighborhood nuisance. But these interim solutions do not address the basic issue of the lack of access to active lifestyle opportunities that are critical for both physical and mental health. The best solution for both existing residents as well as for future residents will be permanent parks and recreational facilities.

Efforts should be made to acquire sites for future parks. The first priority for acquisition should be publicly owned parcels. The city of Phoenix, through the Aviation Department owns a number of parcels adjacent to Sky Harbor Airport. The parcels near the airport are generally not suitable for neighborhood parks because of distance from Gateway neighborhoods, but the parcels could potentially be used for community or regional recreation facilities.

In addition, there are numerous parcels in Gateway—vacant and/or underutilized— owned by private partners that could be acquired for future park facilities. A parcel can be acquired specifically for development of a park and/or a park could be developed as a component of a new or as part of a revitalization development.

Regardless of the approach to expanding parks in Gateway, residents should play an active role in designing them so that they can create a space that fits their needs. The Gateway Steering Committee could make initial recommendations about the equipment and amenities appropriate for their community, although a longer public participation process should be adopted to include the school districts and neighborhood associations.

### **Recommended Policies**

1. Execute and fund a multiyear joint use agreement with the Wilson Elementary School District and the Balsz Elementary School District (Crockett Elementary).
2. Partner with schools in the Gateway district to sponsor health, wellness and fitness classes for residents.
3. Expand the PHX Renews initiative to activate vacant parcels within Gateway for recreation purposes.
4. Identify potential sites for construction of permanent parks and recreation facilities.

## **Strategy Three: Improve and enhance the street environment to encourage residents to walk or bicycle in the Gateway district**

Recreation and street infrastructure are closely linked on several fronts. With well-designed streets, residents will be more likely to walk or bike to recreation facilities or

a neighborhood park, like Hilaria Rodriguez Park (Kettel Khan, et al., 2009). The street itself can be a platform for recreation or active transportation by foot or bike. Moreover, walking and biking on neighborhood streets are simple and inexpensive ways to stay physically active.

Because of this relationship between the condition of the streets and recreation, many of the strategies and policies discussed in the *Safe Streets and Public Spaces* section have the additional benefit of promoting a physically active lifestyle.

Much like the successful Safe Routes to School concept, Safe Routes to Recreation would increase safety infrastructure along key pedestrian and cyclist routes to recreation facilities. Infrastructure along these key routes should be strengthened to encourage walking and biking to these destinations. Improvements should include the addition or maintenance of sidewalks, bike lanes, crosswalks, drinking fountains, shade and lighting.

As promoted by The California Endowment, pedestrian and bicycle routes to community assets, like parks, should be prioritized.<sup>xix</sup> In particular, walking and biking corridors to the Grand Canal trail should be improved, including Van Buren and Roosevelt Streets. Currently, many residential streets dead-end at the Canal. These connections to the Canal should be opened and improved. Salt River Project has been helped in other areas along the canals.

### **Recommended Policies**

1. Develop and introduce a Safe Routes to Recreation Program, prioritizing the biking and walking corridors around Hilaria Rodriguez Park and to the entrances of the Grand Canal trail, Wilson Elementary School Park and Crockett Elementary School Park.

## **Tools to Implement Strategy Three**

A brief description of each tool appears at the end of the *Recreation Strategies* section.

- Community Development Block Grant
- Surface Transportation Program

2. As temporary and permanent parks and recreation facilities are developed, the Safe Routes to Recreation Program should be expanded to incorporate those improvements.

## Tools for Implementation of Recreation Strategies

### **Community Development Block Grant**

This program can be used to fund park amenities, playgrounds, neighborhood streetscapes, landscaping, and other physical improvements in a neighborhood. Eligible applicants include neighborhood associations or other nonprofit organizations in partnership with a city of Phoenix department. The Sky Harbor Neighborhood Association is eligible to apply for grants to fund amenities such as increased shade, drinking fountains, benches and new playground equipment in Hilaria Rodriguez Park and the Grand Canal trail.

### **Joint Use Agreement**

A joint use agreement is a formal agreement between a school and a city or county that outlines the terms and conditions for the public use of the school's facilities, such as playgrounds, gymnasiums and libraries during after-school hours, weekends and breaks. Joint use agreements address school district concerns regarding cost and liability while simultaneously addressing the need for increased access to safe recreation for community residents.

### **KaBOOM!**

This organization is a national nonprofit that offers a limited amount of funding toward playground equipment and uses the construction of playgrounds as a community building exercise. KaBOOM! also matches nonprofits and municipal organizations with funding partners. With the number of vacant lots in Gateway, neighborhood residents or local nonprofits can receive permission from vacant lot owners to activate the lots by creating a pop-up park funded by KaBOOM!.

### **Surface Transportation Program—Transportation Alternatives**

This program is a street funding opportunity that helps expand transportation choices and enhance transportation through transportation enhancement activities, including pedestrian and bicycle infrastructure and safety programs, landscaping beautification, historic preservation and environmental mitigation.

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# Safe Streets and Public Spaces Strategies

**Goal: All residents will have a sense of personal security and feel safe walking or biking in their neighborhood.**

Measure/Target Indicator	Baseline	Target
Five percent annual reduction in the rate of injuries and fatalities among bicyclists <sup>xx</sup>	9.05	5.14
Ten percent annual reduction in the rate of injuries and fatalities among pedestrians <sup>xxi</sup>	12.64	7.17
Percent of residents who report walking or biking as a means of transportation or recreation	TBD	TBD
Percent of residents who report feeling safe while walking or biking in their neighborhood	TBD	TBD

Even if additional healthy resources are added to their community—such as an additional park, safer pedestrian crosswalks or transforming existing convenience stores into healthy food retailers—without an increase in actual and perceived safety among residents, these new assets will be ineffective.

Residents identified two sources of threats to safety. The first is small pockets of crime throughout their neighborhood. Gang activity, drug sales and use, prostitution and other criminal or suspicious activity dot their community, often near bus stops and along routes children use to get to and from school.

The second threat to personal safety is Van Buren Street. Lined with adult entertainment venues, abandoned buildings and low-cost motels, many of which rent rooms by the hour, residents regularly witness prostitution solicitation along Van Buren Street. Parents also worry about the significant number of registered sex offenders who live in the area. Van Buren Street also has several half-way homes, a state hospital, a state prison and an addiction recovery facility. While these facilities are necessary and vital resources for the entire city of Phoenix, the Gateway residents have concerns—and often fear—about those who use the facilities. Residents are concerned about the concentration of these facilities in their community.

In addition to the personal safety concerns, the physical infrastructure does not support an active lifestyle. Pedestrians and cyclists experience speeding traffic along a number of corridors—including Van Buren, 30<sup>th</sup> and 32<sup>nd</sup> Streets. Sidewalks along major pedestrian routes are in poor condition, if they exist at all. Without shade, a buffer from traffic, ramps for those with strollers or wheelchairs, residents are put in danger when

walking. Residents and analysis of the injury data point to several intersections that require further attention and investment in order to increase the safety of cyclists and pedestrians, including school children.

## Strategy One: Make personal safety a top priority in the Gateway district

Personal safety is a major concern of Gateway residents. Until crime along Van Buren Street and throughout their neighborhood is dramatically reduced, the health of the community will not improve.

### Community Organizing and Engagement

One step in creating a safer community—and implementing many of the strategies in this document—is providing an organized outlet for residents to identify community concerns and advocate for change at the neighborhood level. While residents trust several area anchor organizations, including the school districts, St. Mark’s Catholic Church and Maricopa Medical Center, the deep-seated concerns about safety and lack of equitable access to community resources, including healthy food and recreation resources, require an approach that is responsive to residents.

Residents in other Phoenix neighborhoods rely on neighborhood associations as a means for policy change and advocacy. The city of Phoenix has an existing infrastructure through which to engage neighborhood groups—the Neighborhood Services Department (NSD). NSD has staff that act as a liaison between neighborhood groups and the city government. NSD also has education programs, like Neighborhood College and the Good Neighbor Program, that can increase the ability of residents to identify and carry through with solutions to community-identified challenges.

While the Gateway district has several neighborhood associations, some residents are not affiliated or engaged with them. NSD should assist with creating a new neighborhood association in the area of the Wilson School District and near Crockett School or assist existing neighborhood associations to better engage these residents. Residents in these areas have strong ties to area schools, but through developing or being part of a neighborhood association, they can better tie into city resources and communicate with city departments about their priorities and challenges.

Many of these challenges directly impact health. Distrust of the Phoenix Police Department is one such challenge. A complex set of circumstances has led many residents to not trust the police. An intermediary, like a neighborhood association or NSD staff, can negotiate and propose effective and culturally competent strategies that could impact many of the safety concerns. This is an opportunity for NSD to help build trust and credibility between residents and the formal city structure and processes. Launching a neighborhood block watch or establishing a beat police officer within the district could have the effect of increasing safety, in addition to increasing the residents’ trust in city services and staff.

The Robert Wood Johnson Foundation’s Healthy Kids, Healthy Communities initiative focuses on changing public policy to reduce childhood obesity through local advocacy efforts. The Foundation’s grantees have documented many of their strategies to advocacy for change in the built environment, including access to healthy food and parks.<sup>xvii</sup> These strategies can be helpful to area residents.

### Activate Public Spaces and Vacant Properties

Residents report not feeling safe in their neighborhood in part because they do not see others walking or biking in certain areas. Organized community-focused events, like a cyclovia on Van Buren Street or organized walking groups, could serve several purposes—an opportunity to be active, increasing safety by providing more “eyes on the street” and creating a more cohesive community. Perhaps as important as the events themselves, these events should be ongoing and focused on area residents.

## Tools to Implement Strategy One

A brief description of each tool is at the end of the *Safe Streets and Public Spaces* section.

- Community Development Block Grant
- Partnership for a Healthier America
- Neighborhood Associations

The abundance of vacant buildings and land contributes to criminal activities and detracts from the appearance of the neighborhoods. Vacant buildings are not maintained and vacant parcels are frequently covered with weeds and garbage. Vacant buildings, if not secure, can become sites for illegal activities, exacerbating safety problems and perceptions. In 2012, the city of Phoenix initiated PHX Renews, which brings temporary public uses to vacant land. When coupled with the lack of healthy food and recreation space, PHX Renews could address several of the community's most pressing problems by using these sites for the purposes of increasing access to healthy food and recreation. Strategies for pop-up parks and agriculture or gardening are discussed in the previous sections.

Ciclovías, also called active streets, Sunday streets, play streets or open streets, are an emerging practice that encourages biking, walking and being physically active on city streets, which are temporarily closed to automobile traffic. These events provide free and safe physical activity space, but have been found to have additional health and social benefits. Street vendors are encouraged; in Bogota, Columbia, 96% of these vendors were low-income (Sarmiento, et al., 2010). In New York boroughs, 84% of participants reported that they felt their neighborhood is safer with a Play Street (Transportation Alternatives, 2011). Ciclovía routes often include parks and other recreation areas, increasing knowledge and use of these facilities. While still in early implementation stages in U.S. communities, St. Louis, Los Angeles and San Francisco have implemented a ciclovía-type program where streets are regularly closed to automobile traffic and regularly draw over 1,000 participants for each event.<sup>xxiii</sup>

### **Stray and Loose Dogs**

Residents report a number of unleashed and unsupervised dogs. Some of these dogs are strays and some are pets that are allowed to wander freely. Parents will not allow children to play outdoors because of them, and residents are reluctant to walk or bike along streets where they fear hostile dogs. In partnership with residents, there is a need to: 1) educate dog owners about leash laws; 2) encourage residents to report stray animals; and 3) increase the frequency of patrols.

### **Public Intoxication**

Residents report intoxicated individuals walking and loitering in their community. These individuals create an

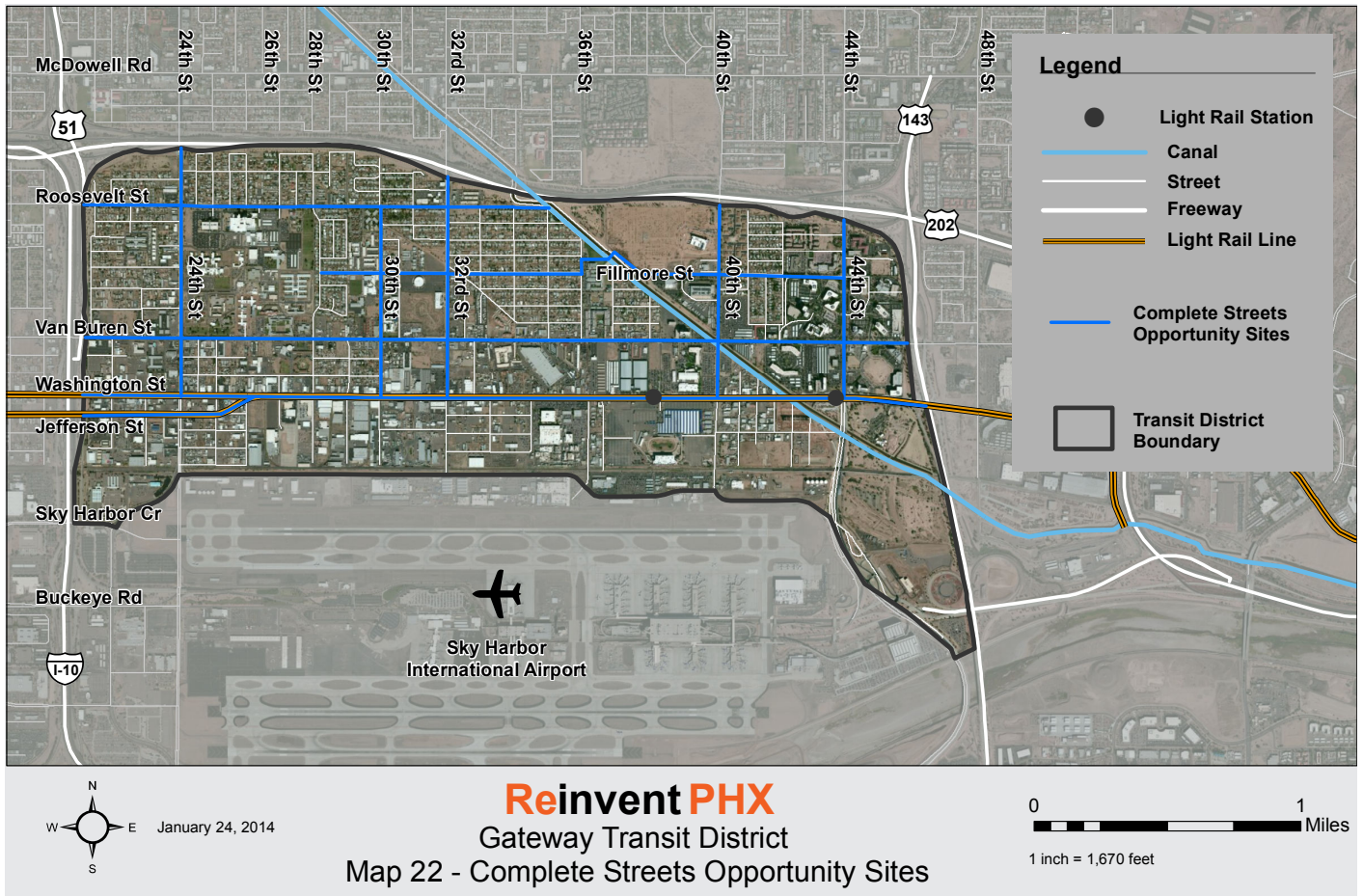
uncomfortable and unsafe environment for residents. Residents report not using bus stops or jaywalking in order to avoid intoxicated individuals. A number of intoxicated individuals loiter outside R&D Market, the WIC vendor at 28<sup>th</sup> and Van Buren Streets, which creates a barrier to accessing the store. While some existing liquor stores could be encouraged to carry a selection of healthy food, many sell only alcohol and offer little additional benefit to the community. Residents say there are too many liquor stores in their community. NSD can take a lead role in helping to inform residents when liquor license renewals or applications for new licenses are pending.

Other communities, including Omaha, NE have begun to limit the density of alcohol outlets.<sup>xxiv</sup> The CDC is supportive of the use of zoning and licensing in limiting alcohol outlet density, and have found this strategy to be effective in reducing alcohol-related injuries (Jernigan, Sparks, Yang, & Schwartz, 2013). They caution, however, that efforts to reduce density should be undertaken only in cooperation with residents and community groups.<sup>xxv</sup>

### **Recommended Policies**

1. Provide programming support to increase public activation of streets, such as walking clubs and cyclovias. Use FitPHX to organize these activities and seek funding.
2. Develop and execute a multi-pronged plan to improve the relationship between Gateway residents and the Police Department.
3. Use the PHX Renews Initiative to activate vacant lots within the Gateway district.
4. Create a Stray Dog Education Program that will encourage residents to document and report stray animals as well as provide funding to residents to adapt their fences to prevent pets from leaving their yards. Increase efforts to manage stray dogs.
5. Use zoning codes and the city council process for reviewing renewals and requests to limit liquor licenses in Gateway. Encourage residents to be more active in the liquor licensing approval process.
6. Work with residents near the Wilson School District and the Crockett School to form a neighborhood association or integrate residents into an existing neighborhood association.





## Strategy Two: Implement infrastructure improvements to create safe streets and public spaces in the Gateway district

Residents, street audits, field observations, and injury data reveal specific street segments and intersections that are unsafe or poorly maintained. This poor overall infrastructure negatively impacts the health of residents by discouraging physical activity compromising their safety, and inhibiting the use of community assets that can support healthy lifestyle, such as Hilaria Rodriguez Park and the Grand Canal trail. Van Buren Street is of particular importance.

### Transform High Priority Streets into Complete Streets

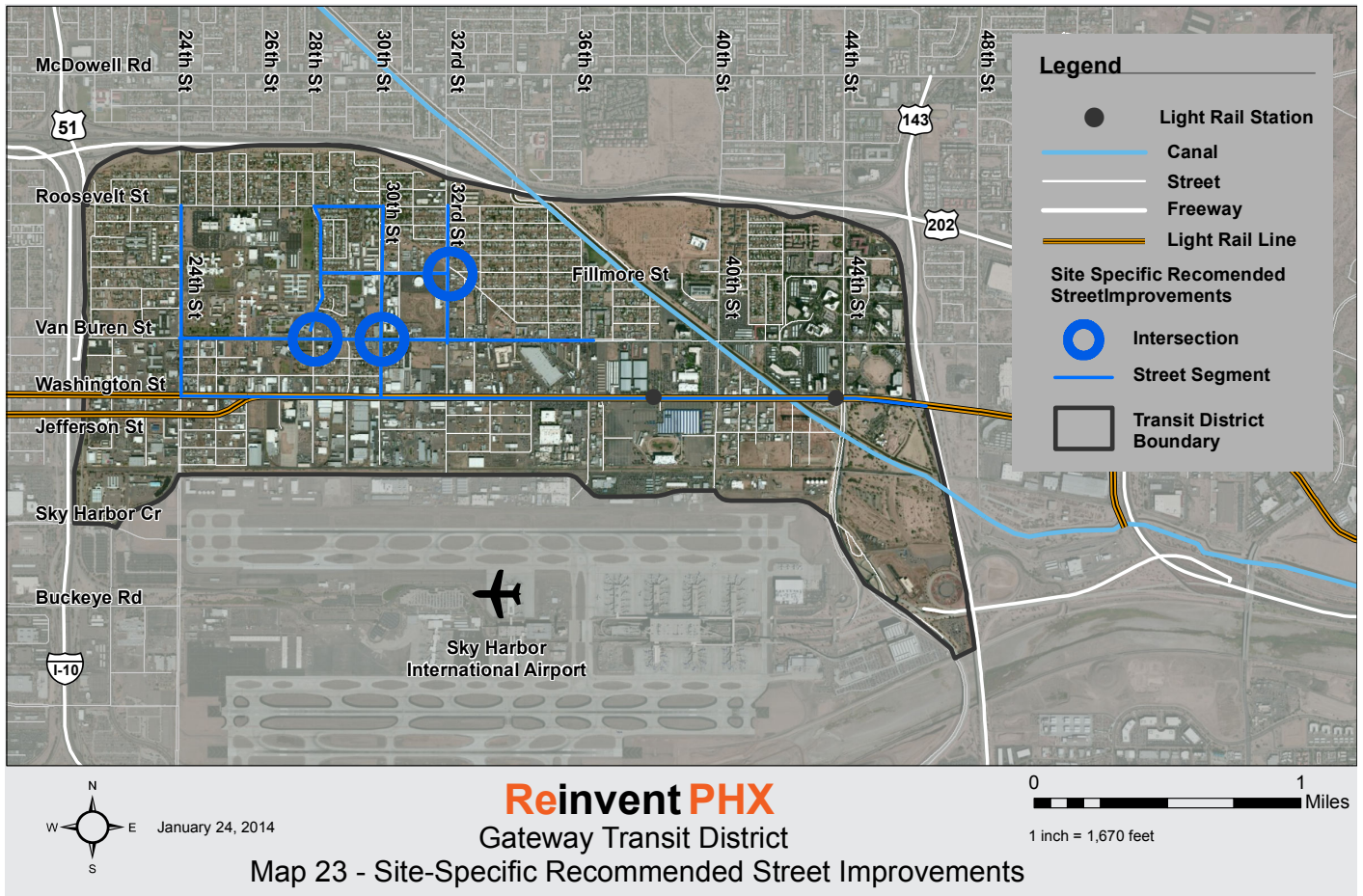
Van Buren Street bifurcates the district, separating residents from health assets. Investments along this

crucial street should be targeted to creating a safe, convenient, accessible and comfortable corridor for all users. With modifications, it can be transformed into a multimodal corridor that is safe for pedestrians, cyclists and transit users.

## Tools to Implement Strategy Two

A brief description of each tool is at the end of the *Safe Streets and Public Spaces* section.

- Community Development Block Grant
- Partnership for a Healthier America



Other streets that should be modified to better accommodate pedestrians, bicyclists and transit-riders include: Roosevelt, Fillmore, Washington, 24<sup>th</sup>, 32<sup>nd</sup>, 40<sup>th</sup> and 44<sup>th</sup> Streets. Map 22 depicts those corridors that should be prioritized for a complete streets upgrade.

**Invest in Street Safety Retrofits throughout the District**

In addition to Van Buren Street, several key streets lack safe sidewalks, safe bike lanes, safe intersections and protective shading, these streets are key routes

to schools, transit, and recreation. To ensure safe accessibility and support walking and biking, and use of public transit, specific improvements listed in the Street Investment section should be implemented to encourage walking and bicycling by creating safer streets.

**Recommended Policies**

1. Invest in safety retrofits on the areas listed below. (See Map 23)

<b>Intersection or Street Segment</b>	<b>Safety Concern</b>	<b>Recommended Investment</b>
<b>Fillmore &amp; 32<sup>nd</sup> Streets</b>	Busy intersection; no crosswalk but is used as a route to school	Crosswalk or High-Intensity Activated crossWalk (HAWK) signal
<b>Roosevelt between 28<sup>th</sup> and 30<sup>th</sup> Streets</b>	Narrow sidewalk on a frequently used route	Expand sidewalk to a minimum of 6' in width
<b>Van Buren between 24<sup>th</sup> and 36<sup>th</sup> Streets</b>	High speed corridor	Traffic calming measures Implement complete streets design
<b>Van Buren between 24<sup>th</sup> and 29<sup>th</sup> Streets</b>	High injury area among pedestrians	Traffic calming measures Pedestrian safety improvements, including sidewalk and ADA improvements Trim overgrown vegetation to increase visibility
<b>Van Buren &amp; 28<sup>th</sup> Streets</b>	Very busy intersection with many injuries; identified as problematic by both injury data and residents	Traffic calming measures Pedestrian safety improvements, including sidewalk and ADA improvements Trim overgrown vegetation to increase visibility
<b>Van Buren &amp; 30<sup>th</sup> Streets</b>	Busy intersection that is used as a route to school; poorly marked crosswalk	Repaint crosswalk, pedestrian safety island, or HAWK signal Traffic calming measures Pedestrian safety improvements, including sidewalk and ADA improvements Trim overgrown vegetation to increase visibility
<b>24<sup>th</sup> Street between Hwy 202 and Roosevelt Street</b>	High injury area among bicyclists; poor pedestrian infrastructure	Improve pedestrian and bicyclist environment—widen sidewalks, add shade, remove utility poles from the middle of sidewalks, make ADA improvements
<b>28<sup>th</sup> between Van Buren and Roosevelt Streets</b>	High speed corridor	Traffic calming measures
<b>30<sup>th</sup> between Washington and Fillmore Streets</b>	No or poorly maintained sidewalks; fast or reckless drivers on a route taken by schoolchildren*	Safe Routes to School investments* Install a four-way stop at the intersection of 30 <sup>th</sup> and Fillmore Streets
<b>30<sup>th</sup> between Van Buren and Roosevelt Streets</b>	High speed corridor	Traffic calming measures
<b>32<sup>nd</sup> between Van Buren and Roosevelt Streets</b>	High speed corridor	Traffic calming measures

\* This segment is scheduled to be upgraded with funding from the Safe Routes to School program.



## Strategy Three: Increase the quality and safety for pedestrians, cyclists and transit users in Gateway

### **Transit-Rider Comfort**

Many Gateway residents rely on the bus system as a means of transportation. Rider infrastructure should be improved throughout the district. Intoxicated individuals

## Tools to Implement Strategy Three

A brief description of each tool is at the end of the *Safe Streets and Public Spaces* section.

- Hospital Community Benefit Requirement

and drug dealers loiter at bus stops. When sheltered, the shade is inadequate during hot months. The infrastructure itself is often poorly maintained. Some stops have nothing more than a Valley Metro sign. Shade, seating, lighting and better maintenance are needed at all Gateway bus stops.

### **Implement ADA improvements**

Many major pedestrian corridors are not compliant with the Americans with Disabilities Act (ADA) requirements. Routes lack sidewalks and corner ramps, or these pathways are in poor condition. The lack of these accommodations affects both the pedestrian environment but also affects those who take transit. ADA upgrades should be made throughout the district.

### **Improve Shade and Lighting**

Like much of Phoenix, Gateway lacks sufficient shade, particularly in areas where residents walk, bike, wait for transit, or exercise. Gateway residents agree that their community needs more shade. As a community of frequent walkers, residents do not have structures or

trees that shade frequently-traveled routes. A number of existing resources promote planting and caring for trees, but residents are unaware of them. When maintaining or upgrading the City infrastructure, the addition of shade elements should be considered.

When asked about street lighting, residents regularly identified the lack of lighting as a major issue. In fact, some residents indicated additional lighting as a priority over installing sidewalks. Adding more lighting, in addition to ensuring that existing lighting is well-maintained, should be considered throughout the district.

### **Gateway Injury Reduction Coalition**

Maricopa Medical Center is a Level I trauma center that serves the Gateway community. In order to maintain this status, trauma centers must respond to and develop interventions around injuries that are treated on a regular basis. Through street audits, field observations and injury analysis completed for the Existing Conditions Report, we have a better understanding of the types of traffic-related injuries that occur in Gateway.

Developing a district-level coalition—built around responding to place-based injury data—can lead to appropriate and preventative responses to ongoing injury problems. Activities that could be supported include distribution of bicycle safety equipment, pedestrian safety education and organizing walking clubs. When paired with environmental changes to the streets, this coalition could be a powerful mechanism for targeted public education efforts.

### **Recommended Policies**

1. Ensure that the Safe Routes to School design elements are applied to a 10-minute walking radius around Wilson School District and Crockett School.
2. Develop and execute a Safe Routes to Transit program.
3. Increase the comfort and safety of all bus stops.
4. Create a coalition of residents, law enforcement, fire department, the Street Transportation Department, and the Maricopa Medical Center to develop strategies to reduce traffic-related injuries.
5. Match Gateway residents with existing no- and low-cost tree resources, including those sponsored by the City, Arizona Public Service Company and Salt River Project.

## **Tools to Implement Safe Streets and Public Spaces**

### **Community Development Block Grant**

This block grant can be used to fund park amenities, playgrounds, neighborhood streetscaping, landscaping, and other physical improvements in a neighborhood. Eligible applicants include neighborhood associations or other nonprofit organizations in partnership with a city of Phoenix department. The Sky Harbor Neighborhood Association is eligible to apply for a grant to fund amenities that will increase safety amenities, like street lighting.

### **Partnership for a Healthier America**

This project is a partnership with the Blue Cross Blue Shield Association and provides funding to get kids and communities out and active by creating Play Streets—roads closed to traffic and open to the community to encourage physical activity.

### **Neighborhood Association**

The City of Providence, RI (n.d.) describes a neighborhood association as the following: A neighborhood association is a group of residents who meet regularly to accomplish specific goals in their neighborhood. The association may include homeowners, renters, business owners, school faculty or staff, church officials and members of non-profit organizations. Depending on the goals of the group, meetings may be held twice a year, once a quarter or every month. Neighborhood associations help identify challenges and concerns, support change and improvement efforts, help resolve conflicts, provide volunteers for community initiatives, represent the neighborhood as a whole to elected officials and find resources to make the neighborhood a better place to live. Before forming a neighborhood association, it is important to define or understand the goals of the proposed neighborhood association (p. 2). In other Phoenix neighborhoods, NSD has been instrumental in starting or strengthening neighborhood associations, especially when a proactive staff person is assigned.

### **Hospital Community Benefit Requirement**

Certain hospitals must dedicate funding to addressing the health needs of the communities they serve. In order to retain a nonprofit status, these hospitals must understand the health needs of area residents and develop a plan for meeting these needs. Depending upon the needs of the community it serves, a nonprofit

hospital can fund prevention or education programs, like nutrition and exercise classes or a farmers' market. Some hospitals have chosen to make investments in community development and broad programs, like affordable housing and job training.

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## Endnotes

- i. For more information about these programs, go to <http://www.healthykidshealthycommunities.org/node/675>.
- ii. The city of Phoenix's Community Garden Policy Guidelines can be found at: [http://phoenix.gov/webcms/groups/internet/@inter/@dept/@dspd/documents/web\\_content/pdd\\_pz\\_pdf\\_00348.pdf](http://phoenix.gov/webcms/groups/internet/@inter/@dept/@dspd/documents/web_content/pdd_pz_pdf_00348.pdf).
- iii. Information on the San Francisco Public Utility Commission's reduced water meter program can be found at <http://sfwater.org/index.aspx?page=469>.
- iv. More on Cleveland's program can be found at: [http://cccfoodpolicy.org/sites/default/files/resources/water\\_access\\_policy\\_summary.pdf](http://cccfoodpolicy.org/sites/default/files/resources/water_access_policy_summary.pdf).
- v. More information about programs in these communities, go to <http://www.freshmoves.org/>, <http://chattanoogaobilemarket.org/>, and <http://www.marketonwheels.com/index.html> respectively.
- vi. Information can be found at <http://arcadiafood.org/programs/mobile-market>.

- vii. Information can be found at <http://stockboxgrocers.com/about/>.
- viii. More information on the Green Cart Initiative can be found at: <http://www.nyc.gov/html/doh/html/diseases/green-carts.shtml>.
- ix. The policy can be found at <http://www.kcmo.org/idc/groups/parksandrec/documents/parksrecreation/012710.pdf>.
- x. For more information go to <http://www.cafreshworks.com/Index.html>.
- xi. A brief description of development incentives can be found at: <http://www.policylink.org/site/c.lkIXLbMNJrE/b.7677419/k.C869/Policy.htm>.
- xii. The National Good Food Network serves as a repository for research, toolkits and best practices on food hubs; more information can be found at <http://ngfn.org/resources/food-hubs>.
- xiii. More information about the Local Food Hub's partnership with IRC can be found at: [http://localfoodhub.org/wp-content/uploads/2012/11/2012\\_3yrReport.pdf](http://localfoodhub.org/wp-content/uploads/2012/11/2012_3yrReport.pdf).
- xiv. AARP documents Port Townsend's practices in <http://www.aarp.org/content/dam/aarp/livable-communities/act/transportation/inspiration-to-action-implementing-projects-to-support-active-living-2011-aarp.pdf>.
- xv. Lessons learned from Evanston's use of food as an activation strategy can be found at: <http://www.pps.org/blog/the-power-of-food-trucks-to-calm-a-turf-war/>
- xvi. Information can be found at [http://kaboom.org/docs/documents/pdf/playmatters/Play\\_Matters\\_Tucson.pdf](http://kaboom.org/docs/documents/pdf/playmatters/Play_Matters_Tucson.pdf).
- xvii. Groundwork's toolbox can be found at <http://research.ncl.ac.uk/engscc/assets/pdf/toolkit.pdf>.
- xviii. For more information go to [http://www.arizonaforward.org/pdf/ASU\\_SGSUP\\_Placemaking\\_and\\_Community\\_Building\\_Project.pdf](http://www.arizonaforward.org/pdf/ASU_SGSUP_Placemaking_and_Community_Building_Project.pdf).
- xix. This resource can be found at [http://www.lchc.org/research/documents/Outcome\\_Four\\_FINAL.pdf](http://www.lchc.org/research/documents/Outcome_Four_FINAL.pdf).
- xx. Injury and fatality rates were calculated by computing an average annual number of injuries and fatalities based on the available years of data from the sources—three years for City Collision data and five years for the Arizona State Trauma Registry data. The rate was calculated as follows: (Average number of injuries and fatalities)/(Total population for district) x 10,000
- xxi. Injury and fatality rates were calculated by computing an average annual number of injuries and fatalities based on the available years of data from the sources—three years for City Collision data and five years for the Arizona State Trauma Registry data. The rate was calculated as follows: (Average number of injuries and fatalities)/(Total population for district) x 10,000
- xxii. An advocacy resource guide for grantees can be found at: [http://www.healthykidshealthycommunities.org/sites/default/files/ALBD%20Advocacy%20Resource%20Guide%20May%202010-updated%20Aug%202010\\_0.pdf](http://www.healthykidshealthycommunities.org/sites/default/files/ALBD%20Advocacy%20Resource%20Guide%20May%202010-updated%20Aug%202010_0.pdf).
- xxiii. More information about open streets can be found at The Open Streets Project <http://openstreetsproject.org/>.
- xxiv. More information regarding Omaha's efforts to limit alcohol outlet density can be found at <http://www.thelocalcampaign.com/>.
- xxv. An evidence-based report that outlines strategies to reduce alcohol outlets can be found at <http://www.cadca.org/resources/detail/strategizer-55%E2%80%94regulating-alcohol-outlet-density-action-guide>.

# **Appendix 1: Issue Brief on Built Environment and Health**





# ISSUE BRIEF

**The Built Environment and Health in Phoenix:  
Understanding the Connections to Healthy Eating and Active Living**



# Acknowledgements

This issue brief is submitted by a multidisciplinary health team, convened by St. Luke's Health Initiatives (SLHI), as part of Reinvent PHX. Funded by the U.S. Department of Housing and Urban Development, Reinvent PHX is a partnership between the city of Phoenix, Arizona State University, and SLHI to develop a holistic, long-range sustainability plan for the neighborhoods along the light rail.

The scope of SLHI and the health team's work is to gather information from "underserved, particularly non-English speaking, residents in each district." From information gathered from residents, along with other primary and secondary data, the health team will produce a "health impact assessment of each district's existing built-environment conditions" with a focus on "healthy food and recreation access, walking and bicycling safety, and exposure to excessive heat." After assessing the current conditions, the health team will recommend "intervention strategies focused on improving public health."

The Reinvent PHX health team includes the following members: Dean Brennan, FAICP; Mariana del Hierro, SLHI; Dr. Ernesto Fonseca, The Elemental Group, LLC; Dr. Pam Goslar, Dignity Health; C.J. Eisenbarth Hager, SLHI; Dr. Debarati "Mimi" Majumdar Narayan, Catalyze Research and Consulting, LLC; Stephen Reichardt, Arizona State University; and Kim Steele, The Elemental Group, LLC.

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SLHI's mission is to inform, connect and support efforts to improve the health of individuals and communities in Arizona. In all that we do, St. Luke's Health Initiatives seeks to be a catalyst for community health.



**St. Luke's Health Initiatives**

*A Catalyst for Community Health*

Where we live affects our health.

The classic real estate broker's mantra "location, location, location" should be every civic leader's clarion call, because where we live has a substantial effect on how healthy we can be. And intuitively, we know this.

The influence of the built environment on health is abundantly clear when looking at achievements in sanitation and infectious disease control, or more recently in eradication of lead-based paint. Policy-making and attendant innovation dramatically improved health and increased longevity.

The lens on the built environment has changed since then, but the same common sense applies: our surroundings impact how we live, and therefore influence our health. In just the last 25 years, we have learned a lot about how key elements of the places where we live, work and play—such as available recreation space, structures that promote community, streets that encourage walking and biking, and access to healthy foods—measurably and dramatically impact behavior and quality of life. For too many, the built environment discourages physical activity and healthy food consumption, resulting in a variety of unintended negative physical and mental consequences.

Distance matters. Accessibility matters. Safety—actual and perceived—matters.

## Built Environment and Health

General planning, zoning decisions, and transportation patterns need to be seen as health assets, because they are. Their impact on health is well documented, most specifically on obesity and chronic diseases (Surgeon General of the United States, 2012; Kettel Khan, et al., 2009; Leadership for Healthy Communities, 2011; Arizona Department of Health Services, 2011; Cohen, McKenzie, et al., 2007). Thoughtful and purposeful urban planning can help address some of these health issues.

Public health experts see neighborhoods where we spend our time, schools our children attend, and homes in which we live as so influential on our overall health that these environments are considered a determinant of health (U.S. Department of Health and Human Services, n.d.). Some estimate that only 20 percent of our health is influenced by access to and the quality of health care services we receive (County Health Rankings, n.d.). Upwards of 50 percent of our health can be traced back to how our communities are designed, as well as other social and economic factors, such as income and education.

What we know intuitively has been studied and proven to be true. People do not often (if at all) travel "out of their way" to obtain healthy foods. Parents will not let children use a park if it is isolated or on the other side of a busy street. We will not ride a bike or walk if we worry about neighborhood gangs.

## **The built environment is a powerful tool that can reinforce and encourage healthy habits for Phoenix residents.**

Intuitively, it also makes sense that changing our built environment will not magically result in a healthy lifestyle. Modification of the built environment is not a panacea. Yet, eating and physical activity habits are influenced by a complex web of factors. And the built environment is a powerful tool that can reinforce and encourage healthy habits for Phoenix residents.

### **Walkable and Bikable Streets**

Travel choices are simply not a matter of personal preference. Whether the mode is walking, biking, taking public transit or driving alone in a car, these choices are driven by economics and the built environment. Communities that are more walkable tend to have more people who walk (Saelens, Salis, Black, & Chen, 2003). One study found a nearly five percent reduction in the likelihood of obesity for every mile walked each day (Frank, Andresen, & Schmid, 2004). Conversely, every hour spent in a car is associated with a six percent increase in the likelihood of obesity.

What makes a community walkable? For some, it is being surrounded by enjoyable scenery during the walk (Brownson, Brennan Ramirez, Hoehner, & Cook, 2003). For others, personal safety or “eyes on the street” is the most important (Leadership for Healthy Communities, 2011). A nearby destination, such as a school, place of worship, or public transportation hub, encourages walking or biking during daily activities (Shay, Spoon, & Khattak, 2003). The right walking infrastructure is key: wide, well-maintained sidewalks with clearly-marked crosswalks across busy streets. A small median or other barrier between sidewalks and the street provides a safer walking environment for pedestrians. In a hot desert climate like Phoenix, where temperatures are consistently over 100° F for five months of the year, we should never forget shade as an indispensable ingredient of a walkable community.

One measure of walkability and bikability is pedestrian and bicyclist injuries. Injuries and death due to collisions with a vehicle are higher in lower income neighborhoods (Morency, Gauvin, Plante, Fournier, & Morency, 2012). Moreover, environmental factors—such as more streets and more vehicular traffic—are more frequently found in poorer neighborhoods.

### **Parks and Recreation Spaces**

Opportunity is the first ingredient of success, and yet today’s built environment often limits the opportunity for active recreation, particularly in denser urban settings. Over one-third of adults who exercise use a park to do so (Brownson, Brennan Ramirez, Hoehner, & Cook, 2003). The mere presence of a park within walking distance of home is positively associated with physical activity.

Parks play an important role in creating social capital and increasing the cohesion of neighborhoods (The Trust for Public Lands, 2006). Parks provide an opportunity for neighbors to get to know one another, increase social ties and create a shared, community space. While social connectedness may be difficult to measure, it is an essential ingredient in sustainable, stable neighborhoods.

For low-income communities, parks are even more important. Considering residents in low income communities may not have the resources for access to some forms of recreation and exercise, public parks fill this gap. Residents of predominantly minority or low-income communities who live within one mile of a park exercise 38 percent more than those who lived farther away, and were four times more likely to visit a park at least once a week (Leadership for Healthy Communities, 2011). Moreover barriers, such as busy streets or unsafe areas, are associated with lower usage of recreation amenities like bike paths (Kettel Khan, et al., 2009).

## **Obesity occurs more often in those whose stress hormones are elevated or who walk or play outdoors less frequently—all of which is true for residents who live in unsafe neighborhoods.**

As with streets, personal safety plays an important role in park usage. While availability of nearby parks is crucial, park and neighborhood surroundings affect usage. Neighborhood environmental factors, such as the extent of neighborhood crime—perceived or actual—and dangerous traffic patterns can negate the positive effects of having a public park nearby (Weiss, et al., 2011). Those who perceive the park and its surroundings as unsafe are less likely to use a park.

The perception of neighborhood safety, in fact, is related to obesity in several ways (Fish, Ettner, Ang, & Brown, 2010). Obesity occurs more often in those whose stress hormones are elevated or who walk or play outdoors less frequently—all of which is true for residents who live in unsafe neighborhoods. The body mass index—a tool used to measure if a person is overweight—is over 10 percent higher for those who live in unsafe neighborhoods.

### Healthy Food Retailers

We are what we eat, and we are conditioned to eat what is convenient. Access to healthy food retailers, such as supermarkets or corner stores that sell fresh fruit and vegetables, is correlated with better eating behaviors among nearby residents (Kettel Khan, et al., 2009). For every additional 3.3 feet of shelf space dedicated to fresh vegetables, residents consumed an additional 0.35 servings of vegetables daily (Leadership for Healthy Communities, 2012).

Minority or low-income families are more likely than Whites to live in communities that are “food deserts,” which are characterized by limited or no access to healthy, affordable food (U.S. Department of Agriculture, Economic Research Service, 2009). However, access to unhealthy fast foods is higher in these same communities (Lee, 2012). Not surprisingly, residents who live in food deserts, where access to healthy food is low and access to fast food is often high, are more likely to be obese or overweight and have other serious health conditions (Leadership for Healthy Communities, 2012).

### Health Status

Nothing is inherently simple about health improvement. The complex set of influences that play into good health require a comprehensive response, and changes to the

built environment must play their part, most notably in terms of obesity. Obesity is a gateway to a host of other high-cost chronic health diseases.

### Obesity

Childhood obesity’s connection to a lifetime of chronic and costly health conditions is unquestionable, although the extent of that impact is only just becoming understood. The Arizona Department of Health Services (ADHS) (2011) provides a sobering summary about obesity in our state: approximately 40 percent of Arizona adults are overweight and one-fourth are obese. Those of Hispanic heritage and those with lower incomes and less education are more likely to be obese. For Arizonans with incomes below 130 percent of the federal poverty level (which for a family of four is \$29,965) 70 percent are overweight or obese.



**The complex set of influences that play into good health require a comprehensive response, and changes to the built environment must play their part, most notably in terms of obesity.**

According to the Centers for Disease Control and Prevention (2009), adult obesity rates are 51 percent higher for African Americans than Whites and 21 percent higher for Latinos. African American and Latino children are more likely to be obese than White children, as are low-income children. Twenty percent of low income children are obese, compared with about 12 percent of children from more affluent families.

Obesity is associated with diabetes, high blood pressure, high cholesterol, stroke, heart disease, asthma, arthritis, some types of cancer, and overall poor health (Frank, Andresen, & Schmid, 2004). In 2010, 1,828 Arizonans were hospitalized because of morbid obesity (Arizona Department of Health Services, 2011). Another 31,228 hospitalizations listed morbid obesity as a complication, and 6,188 emergency room visits were for morbid obesity-related problems. In Arizona alone, hospital-related costs associated with morbid obesity totaled approximately \$2 billion in 2010.

## In Arizona alone, hospital-related costs associated with morbid obesity totaled approximately \$2 billion in 2010.

We are only beginning to understand that the consequences of childhood obesity extend beyond an increase in the number of obese adults. Overweight children are associated with poorer health, such as allergies and asthma; lower emotional functioning, such as depression; and school-related problems, such as absenteeism or disruptive classroom behavior (Halfon, Larson, & Slusser, 2012).

### Diabetes

Obesity substantially increases the incidence of diabetes. Over just a six-year timeframe, diabetes among adults went up 44 percent in Arizona (Arizona Diabetes Coalition, 2008). In 2006, 8.5 percent of adult Arizonans had diabetes. Some populations are affected more than others. Over nine percent of Latinos have diabetes in comparison to 7.8 percent of Whites. Over 11 percent of adults without a high school diploma have diabetes in comparison to the 6.2 percent who have a college degree.

Diabetes can cause a range of critical health conditions such as heart disease and stroke, high blood pressure, kidney disease, amputations, and depression. Diabetes also puts a substantial strain on Arizona's economy. According to the Arizona Diabetes Coalition, in 2005 alone, state residents spent \$3 billion for inpatient hospital stays for cases related to diabetes.

### Cardiovascular Disease

As the leading cause of death and a leading driver of health care cost in the U.S. and Arizona, heart disease demands our attention, as should the built environment's role in creating the conditions that encouraged it. Cardiovascular disease, which includes coronary heart disease, congestive heart failure, and stroke, is the leading cause of death in the U.S. and in Arizona (Arizona Department of Health Services, n.d.). Minorities have higher rates of premature death due to cardiovascular

disease, with 68 percent of American Indians, 64 percent of African Americans and 56 percent of Latinos dying prematurely, in comparison to 37 percent of Whites.

The difference of prevalence in populations is associated with socioeconomic status, with individuals reporting incomes less than \$15,000 being four times more likely to suffer from cardiovascular disease than those reporting incomes more than \$75,000. Moreover, Arizonans who did not complete high school experience higher levels of cardiovascular disease than those with a college level education.

In 2005, hospital charges totaled nearly \$3.8 billion for cardiovascular disease in Arizona. This figure does not include outpatient treatment costs or any indirect costs associated with missed work.

### Heat-Related Illness and Death

Heat-related deaths are on the rise in Arizona and Maricopa County, and the built environment can have a say in helping to prevent those deaths. According to the ADHS (2010), over a 17 year period, 444 deaths in Maricopa County were attributed to weather-related heat exposure. While the number of deaths due to heat exposure varies from year-to-year, the trend is increasing, from three deaths in 1992 to 31 in 2009.

Each year nearly 1,400 Arizonans experience a heat-related illness so serious that they visit the emergency room or are hospitalized. In 2008, the average treatment cost for heat-related illnesses was about \$7,500 per person, totaling \$11 million for the entire state.

Low income, elderly, and minority residents have been shown to be particularly susceptible to heat-related illnesses (Hamilton & Erickson, 2012). Several analyses have demonstrated this link in Phoenix (Harlan, Brazel, Prashad, Stefanov, & Larsen, 2006; Jenerette, Harlan, & Stefanov, 2011). Those living in the hottest area of cities are more likely to be low-income or persons of color. Those with higher incomes are able to afford strategies that mitigate the effects of extreme heat—such as continuous air conditioning, lush landscapes, and cooling technologies.

Intuitively, we know that where we live affects our health. Where we live affects how much physical activity we get on a regular basis, how frequently we visit a park, and the types of food we eat. Poor eating habits and lack of physical activity can lead to obesity. Obesity opens the door to a host of deadly—and preventable—chronic diseases. As cookbook and food author Mark Bittman succinctly puts it, “Chronic disease kills, wrecks lives and wrecks havoc on our health care system and our economy. We have the power, collectively, to further reduce disease and improve longevity” (2012).

**“Where we live affects how much physical activity we get on a regular basis, how frequently we visit a park, and the types of food we eat.”**

Reinvent Phoenix is our opportunity to examine how our built environment affects our health and develop strategies to create a healthier and safer future.

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# **Appendix 2: Community Workshop Report**



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# Gateway Participatory Planning Workshop Report | Reinvent Phoenix

Prepared for SLHI by the elemental group  
ernesto fonseca + mimi majumdar narayan



The elemental Group

Health + Urban Development | Participatory Planning | Design | Research

1 W. Rice Drive | Tempe, AZ 85283

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## OVERVIEW

Community residents, planning professionals and city officials gathered on Saturday July 14<sup>th</sup> at the Wilson Primary School to assess the existing conditions of this community, identify concern and strategize planning ideas to increase their quality of life through greater access to healthy foods, active living and public transportation. Wilson Primary School is located at the heart of the Phoenix Gateway District, which is one of the lowest income communities in the Phoenix Metro area. Despite income limitations residents' participation was strong and very specific regarding issues, concerns, challenges and desires for their community. The residents' task was to identify the different strategies that could help achieve the goals mentioned above while recognizing and building upon the assets the community currently has. These ideas represent their needs and visions for the future within the framework of a realistic assessment of their community.

Three major concerns impeding access to healthy foods, active living and effective public transportation were identified: street configuration and attributes including traffic and pedestrian safety, neighborhood amenities and liabilities, and inefficient, poorly maintained public transportation facilities. Many residents proposed the reinstatement of former bus routes, the planting of more street trees to reduce summer heat, better parks or indoor facilities that promoted physical activities during the summer season and grocery stores with affordable healthy fresh food. Public safety and social comfort around this issue were prominent among all participants. Especially female participants brought up this issue in multiple occasions.

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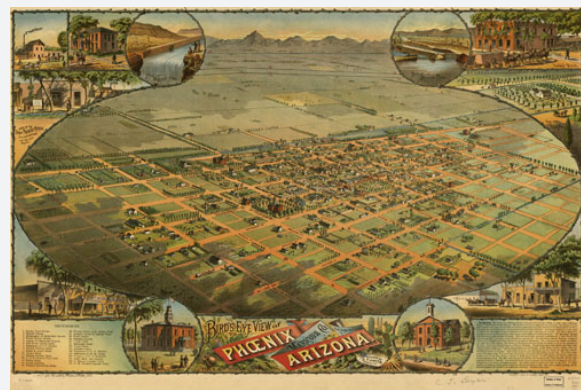
## GATEWAY DISTRICT

### Neighborhood History and Description

The Gateway/Balsz history starts as early as 200-300BC with the establishment of the Hohokam people who settled along the Salt River and developed a thriving community in those days. The Hohokam people were named by the Pima Indians that saw the abandoned ruins when they were passing by. Ho Ho Kam means *the people who have gone*. This area remained untouched until 1865 when Lieutenant John Y.T. Smith established a hay camp by 40<sup>th</sup> and McDowell streets. (Russ, J., 2000). The neighborhood little by little grew into a greater community, Mrs. Balsz a German immigrant took residence in the community and later opened a little elementary school for her kids and other kid residents. By 1888 the first school was established around 44<sup>th</sup> street and Van Buren. Soon the Gateway/Balsz community was developing at a rapid pace and by 1920 organizations such as the Trovea Packing company also found a place at Gateway to run their operations, by 1928 this company was the biggest in the US. By the 1950s other even greater companies acquired property in this area, Motorola being one of the first ones and opening an electronic facility.



The Hohokam Civilization in the Phoenix Basin



Historic map of Phoenix, AZ 1885

Today the Gateway district and its community has been greatly developed, although in counts with numerous infilled undeveloped lots with a lot vacancy of about 30 percent. The boundaries of the Gateway district are limited by Red Mountain Freeway (Loop 202) to the north, Air Lane to the south, Papago Freeway (I10) the west and Hohokam Expressway (State Route 143) to the East. The neighborhood population is 13,928 and housing density is about average at 3 DUA (Dwelling Units per Acre) (U.S. Bureau of the Census 2010). Current neighborhood economic conditions are extremely low with a high concentration of latino residents, mostly mexican immigrants. The neighborhoods is partitioned almost right down the middle by East Van Buren Street, which at the beginning of the 20<sup>th</sup> Century was a inner-town transportation corridor with motels for travelers and visitors. One of the Arizona State Prisons is also located in this area, right on Van Buren between 24<sup>th</sup> and 28<sup>th</sup> streets. The presence of this facility has kept many developers and residents from seeking to establish their homes or businesses in that area. Van Buren's old motel infrastructure has enable illegal prostitution activities which in turn keeps pushing any residents away that can afford to move to other neighborhoods that do not have these social miscreants.

In the late 1960's the community gained one of its greatest assets: the GateWay Community College (GCC) opened its doors to the public in 1968. GCC was the first technical college in Arizona and focused its curricula to develop professionals to serve the business and industrial sectors. Today GCC is a great economic driver and a place of excellence for students to prepare at the technical level.



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## Community Outreach

St. Luke's Health Initiatives (SLHI) community organizing activities were led by Mariana del Hierro utilizing strong community anchors and community partners to reach out to residents within any of the communities SLHI is trying to serve. A snowball method was used to identify and build new relationships with community members, community leaders and already embedded organizations in the community in question. In order to identify community actors, SLHI representatives drove around the Gateway community to learn the layout of the community and identify schools and churches in the area. Acknowledging that schools and churches are natural places where communities convene, outreach began with Wilson Elementary, Crockett Elementary and St. Mark's Catholic Church. However, with schools on summer break, it was not possible to engage Crockett Elementary School. Wilson Elementary Community Liaison, Luz Muñoz, suggested contacting St. Mark Catholic Church, where the majority of the residents attend service, as a good point for outreach.

Ray Buchanan of the City of Phoenix Neighborhood Services Department assisted SLHI to meet with both Father Fausto Peñafiel of St. Mark Catholic Church and Superintendent Antonio Sánchez of Wilson Elementary School District. Father Fausto agreed to host SLHI during his Spanish language services to recruit residents for the neighborhood workshop. Superintendent Sánchez offered the multipurpose room in his Primary School to host the workshop considering most residents could walk to this location. Aaron Golub of the School of Sustainability at ASU introduced SLHI to Hilaria Rodriguez, president of the Sky Harbor Neighborhood Association, who provided valuable insight into the obstacles facing the district and offered to inform her members about the workshop.

Approximately 600 residents were informed about the Reinvent Phoenix project and the neighborhood workshop through presentations at the St. Mark Catholic Church, Wilson Elementary School, and the Sky Harbor Neighborhood Association. In total, there were 48 resident participants during the community workshop.

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## GATEWAY PARTICIPATORY PLANNING WORKSHOP

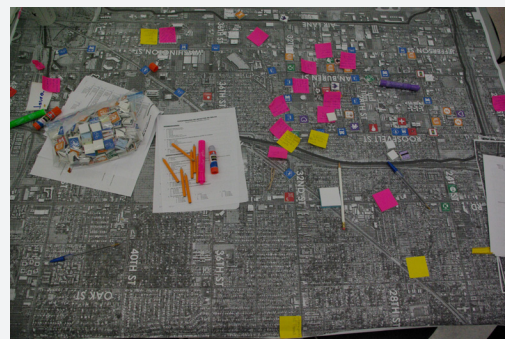
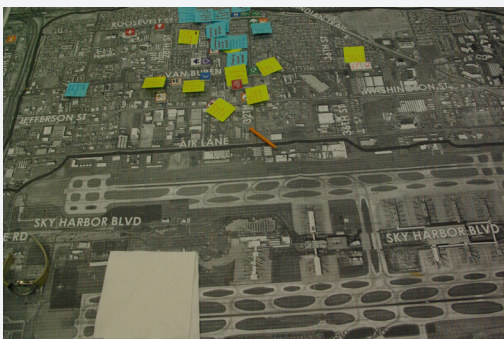
Participatory Planning Workshops are inclusive community events designed to seek advice and direct input from the community on complex social and urban issues. These events are structured based on goals for future planning, programming, policy development and/or design changes that the community may need. In most occasions, these events include community leaders, residents, city officials and design/ planning professionals. As part of the larger Reinvent Phoenix Project, information collected during the Participatory Planning Workshop in the Gateway District will be used to conceptualize long range neighborhood planning and policy recommendations around issues related to access to healthy foods, access to active living opportunities, public transportation and neighborhood safety. The immediate objective of the Reinvent Phoenix project is not to directly implement design, planning and policy recommendations for the district, but rather to use the recommendations to seek funding for future planning and implementation. At the Gateway Participatory Planning Workshop residents were able to assess their neighborhood's physical needs on aerial maps and assess their individual nutrition/ physical activity/transportation needs and behaviors through a qualitative/ quantitative self-report survey. This document provides descriptive information about the neighborhood and residents' assessment, needs and possible solutions by residents as part of the data required towards completing the Health Impact Assessment by SLHI; it does not provide specific recommendations at this stage of the process.



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## Workshop Description

On July 14th, 2012, 48 Gateway community residents gathered at the Wilson Primary School. The workshop took place at the school's gymnasium and was scheduled to begin at 10:00am to greet residents and allow time for socialization and meeting organizers and city officials. The planning event started at 10:30 am with a small group of residents and by 10:45 am this group had grown to almost 50 residents. All participants were distributed into six teams and situated at a table covered with a large 8'x8' aerial map of the entire Gateway District and surrounding areas. Representation of the district map with surrounding areas is important in providing contextual information that supports easy legibility of the map. A planning and design kit of parts was also located on each table. Each one of these kits was equipped with a set (approx. 10) of smaller (11'x17") aerial maps and icons labeled with amenities, services and other related and common neighborhood attributes. These icons are an important tool to visually locate those assets in their community. In addition each kit also had post-it labels, markers and pens to create customized notes to identify further issues or suggest specific recommendations to increase the quality of life in their neighborhood. Since all attending residents were Spanish speaking with the majority being of Mexican origin, bilingual, professional workshop facilitators were present at each table. The workshop extended for four hours and ended at 2:00pm with the presentation of a City of Phoenix police officer who addressed the issue of neighborhood safety and other legal questions of particular interest to Hispanic residents in this district.



## Results

During the participatory workshop residents identified four primary concerns:

a) Limited access to healthy food due to lack of neighborhood healthy food facilities, i.e. restaurants, affordable grocery stores, community gardens or food cooperatives

b) Limited access to recreational facilities due to the lack of recreational/community facilities, parks or even large social gathering spaces in the district.

c) Unsafe neighborhoods due to two primary reasons. The first related to a socially uncomfortable and dangerous environment, i.e. the high density of adult entertainment facilities and prostitution houses/motels, large presence of drunk and homeless individuals on major streets, and constant drug trafficking and criminal activity in the district. The second related to street safety and configuration, i.e. lack of tree shades on sidewalks, sidewalks too close to high speed traffic or too narrow sidewalks, street night lighting and the lack of defensible space.

d) Poor and limited public transportation access, including specific routes, running schedules and most importantly high transportation cost.









These comments along with other information related to access to healthy food, physical activity and public transportation were further supported by the self-report on the health impact survey.

## Mapping Analysis

### **Evaluation of Assets**

A broad definition of a community asset is “anything that can be used to improve the quality of community life” (Work Group for Community Health and Development at the University of Kansas <http://ctb.ku.edu/>). The following map represents the assets within the community as identified by residents during a participatory planning workshop with the Gateway District. There are two sets of assets: 1) assets that were identified as positive resources for the community and 2) assets that were identified as ones that do not best support the needs of the community.



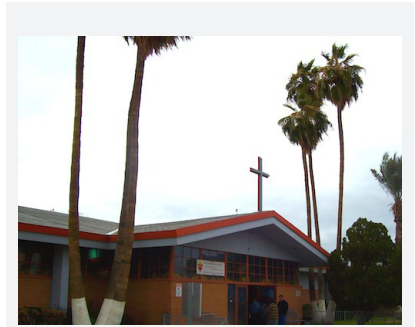
- |  |  |   |  |  |
|--|--|---|--|--|
|  Church   |  School     |  Hospital          |  Fire Station |  Park |
|  Bus stop |  Light Rail |  Convenient Stores |  |  |

*Assets identified as positive resources*

**Church:** The St. Mark's Catholic Church was unanimously identified as a community asset by residents (100% identification) and proclaimed as the heart of the community by many. Residents typically gather here for Sunday prayers and other community events that bring them together.

**School:** The school is central to the community for various reasons (100% identification). Being the primary educational institution in the district, it brings most of the community's youth together. The school playground and library remain open after hours providing a gathering space/recreational facility for the whole community. The superintendent of the school, who is passionately involved with the community, tries to initiate events and programs at the school that support residents of this district.

**Hospital:** The Maricopa Medical Center, though not centrally located in the district, was identified (100%) by residents as a key asset. It is the primary health care facility here and it is a location that was often identified by residents as a "safe" place. Residents stated that the hospital is one of the only locations that have police surveillance. Though there is a mental hospital located in the district boundaries, that facility was identified by many residents as an unsafe and volatile location.



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**Fire station:** The Phoenix Fire Station 11 was another asset identified by 100% of residents at the workshop as valuable to this community. Again, this is a location where residents feel safe.

**Park:** The **Hilaria Rodriguez Park** is relatively new to this community. Though some residents made a mention of this park during the workshop, about 50% were either uncertain of the location or existence of this park.



*Assets identified as ones that do not best support the needs of the community*

**Light rail stations:** Residents were able to identify the light rail stations on Washington, but were candid about not being able to use them due to high transportation cost and the inconvenient location of light rail stations. The light rail stations are each positioned 1.2 miles to the east and 1 mile to the west of the heart of the community, located at 30<sup>th</sup> and East Van Buren street. These distances are not convenient for walking, especially for young children or even adults during the excruciatingly hot summer months in Arizona.



**Bus stops:** Though numerous bus routes and stops were located along the major thoroughfares in this district, this map only locates the bus stops that were identified by residents as most frequently used. Residents unanimously agreed that bus service was of critical importance to this community and that bus stops were an asset. However they cited numerous reasons why bus stops in their current state did not best support their community. Residents (100%) identified bus stops as an unsafe place stating that the benches there were often occupied by homeless or drunken individuals, solicitation of prostitutes and drug dealings occurred there and bus stops were in general not well maintained. In addition, 85% of residents were concerned about the high cost of public transportation, 40% wanted some bus routes reinstated or new bus routes added, while 22.5% felt that bus stops needed more shading, specifically trees.

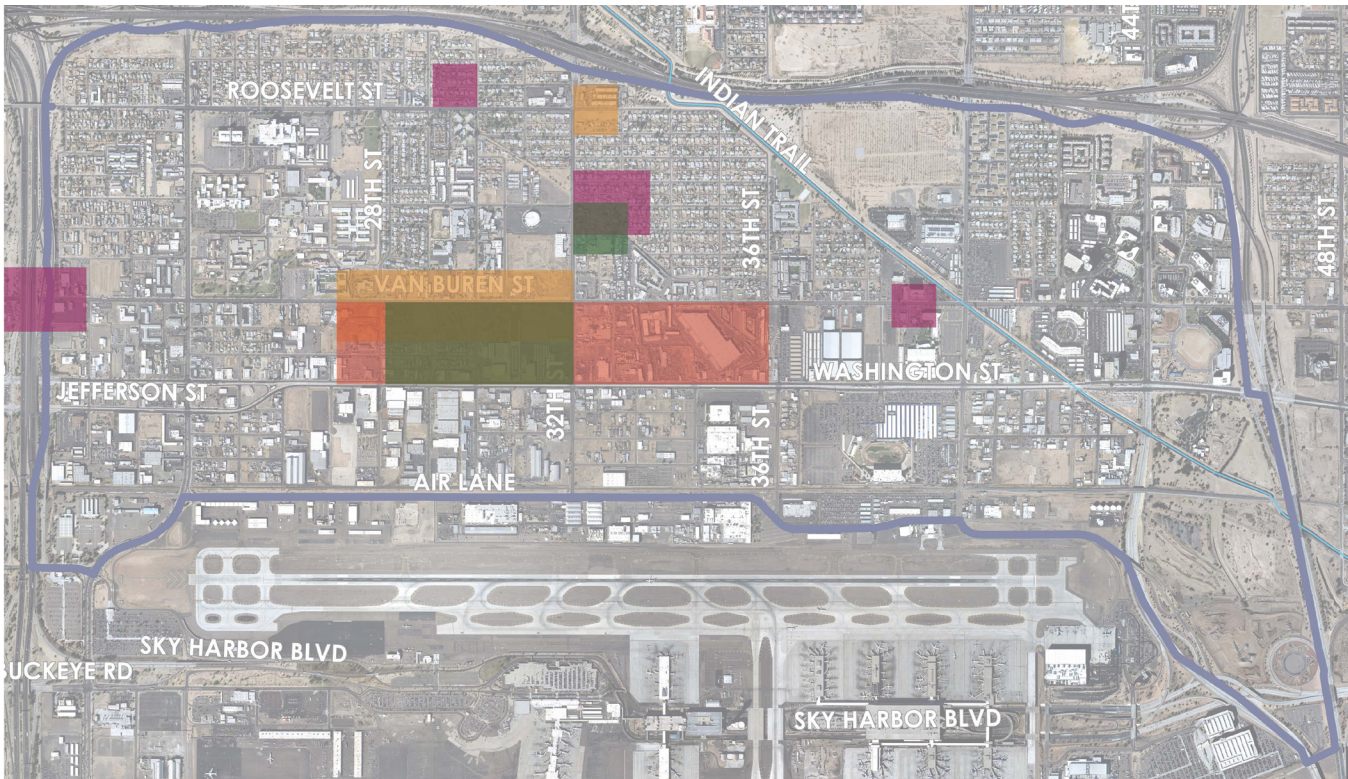
**Convenient Stores:** 100% of residents were able to locate the convenient stores in the Gateway district. Though in the absence of regular grocery stores, residents saw the potential of these stores becoming great assets to the community, in their current state these store do not serve the community in a positive way. Most stores either do not carry any fresh produce and healthy foods, or the presence of intoxicated individuals and criminal activities deter residents from frequenting these stores even if they do carry fresh produce.





## Identification of Liabilities

The following map represents areas in which neighborhood attributes were identified by the residents that they considered to be liabilities for their community.



High prostitution and adult entertainment facilities (residents identified this area as having the highest concentration of adult entertainment facilities, prostitution houses and motels for prostitution)



High crime areas (residents identified these areas as places where violent crimes have occurred and they are afraid of gang related activities that occur here.)



High concentration of liquor stores (as identified by residents, these areas have the most liquor stores, bars and intoxicated people on the streets)



Stray dogs (residents identified these areas as the highest concentrations of stray dogs)

**Adult entertainment facilities and Prostitution houses/motels:** During the workshop, one of the most predominant issues (100% of residents pointed to this issue) that came to the forefront as a major liability for this community was the existence of numerous adult entertainment facilities along East Van Buren St. Both male and female residents considered these facilities to be disruptive to the social climate of the community for various reasons. First, they felt these facilities made their community unsafe, as drug deals, criminal activities and prostitution often occurred at these locations; the mere existence of these facilities deterred developers and better businesses from taking residence in their community; and the social environment created by these facilities prevented children and even some adults in the community from being able to freely use public transportation or walk in certain parts of the district. The motels along East Van Buren St. were also identified by residents (100%) as places that were used to solicit prostitution. These ill maintained and often condemned motels, deterred new development and better businesses and served as nothing more than a liability for the community. Residents (100%) felt that one of the major ways to improve their community would be to completely remove these facilities from their community. In fact, many emphasized that without the removal of these facilities, not much else would change.



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**High Crime areas:** Other than the locations mentioned above, residents (85%) identified numerous other locations across the district where violent crimes occurred. These crimes were primarily tied to gang activities, burglaries and vandalism in addition to drug related criminal activities.

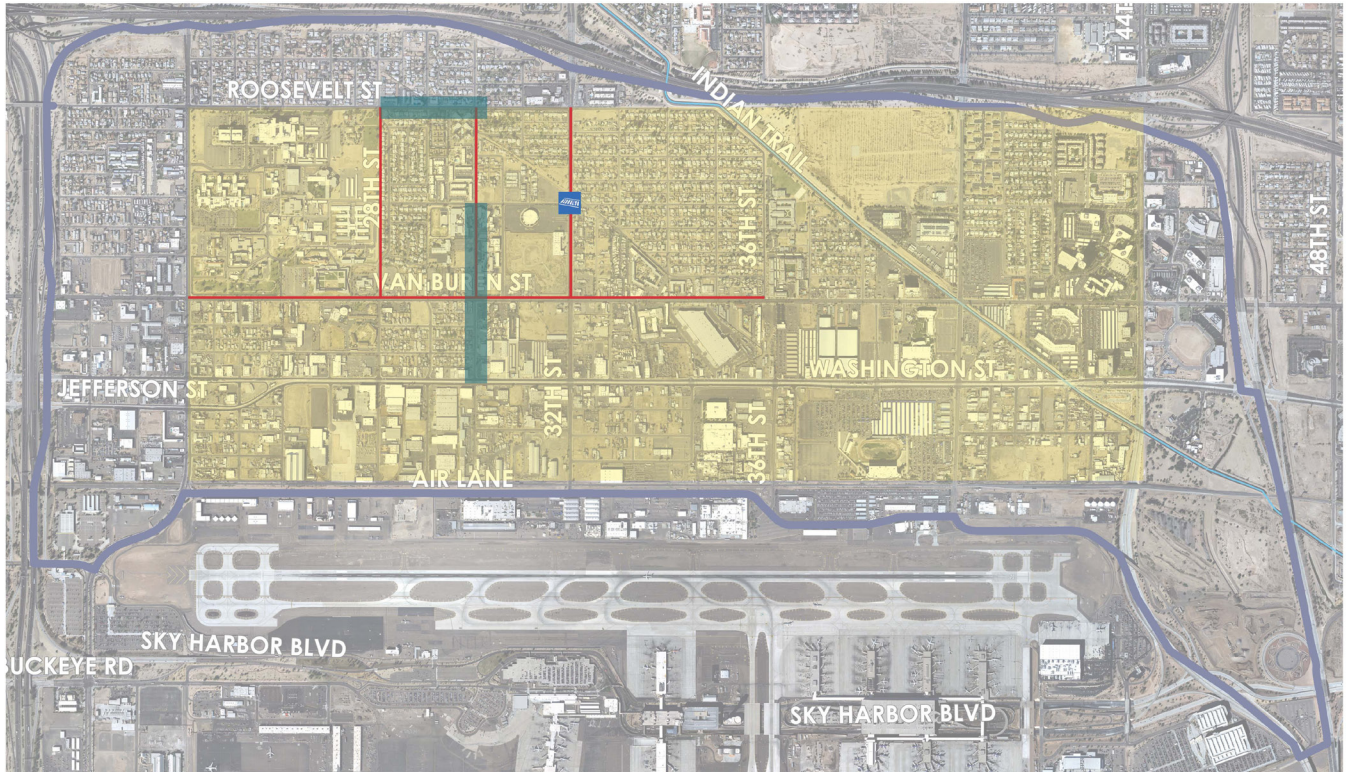
**Liquor stores:** Residents were passionately vocal in voicing their concern and displeasure at the location and existence of the numerous liquor stores within the Gateway district. The areas around these stores were described by residents as further zones of crime and prostitution. Residents stated that these pockets of unsafe environments within their community affected their daily decisions at every step; from decisions about whether to allow their children to play or walk outdoors, to which convenient store to shop at irrespective of whether it had fresh produce or not, to whether or not to walk or bicycle at night.





**Stray Dogs:** Almost 50% of residents expressed major concerns with stray dogs in their neighborhood. These dogs were not just deemed dangerous to their personal safety, but also considered a nuisance when biking, considered a traffic hindrance even on major streets and considered a health hazard as many of them were diseased and disease carriers or lying dead and decaying on the streets.



### Street Issues

The following map represents specific issues that were identified by residents in this community, during the participatory planning workshop, relating to streets and traffic.



-  High traffic and speedy traffic (residents identified these stretches of streets to have the highest vehicular traffic with the highest speeds)
-  Street Lighting (residents identified this area as deficient in adequate street lighting at night)
-  Pedestrian crossing (residents identified this location as having a critical need for a pedestrian crossing)
-  Sidewalks (residents identified this area as having no sidewalks or narrow sidewalks)

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**High traffic and speedy traffic:** Residents identified four major streets in the district as potential danger spots in terms of traffic. These stretches were East Van Buren street from 24th street to 36th street, 28th street between East Van Buren and East Roosevelt street, 30th street between East Van Buren and East Roosevelt street, and 32nd street between East Van Buren and East Roosevelt street. These streets were identified as having heavy traffic and high speed traffic. This was of particular concern on 30th street where even within the school zone speed limits were often not heeded by drivers.

**Street lighting:** During the community workshop, street lighting was an issue that was repeatedly mentioned by all residents especially when discussing overall safety of the neighborhoods. Residents (100%) described that throughout the district there were either streets that did not have sufficient lighting due to broken lights or that there were streets that did not have any lighting at all. Dark streets and intersections made it incredibly dangerous for them to walk at night. Many residents reported completing all outdoor activities before dark including shopping and recreation. Dark intersections also provided greater opportunities for nefarious activities to occur without being detected, which only increased crime and violence in the district.



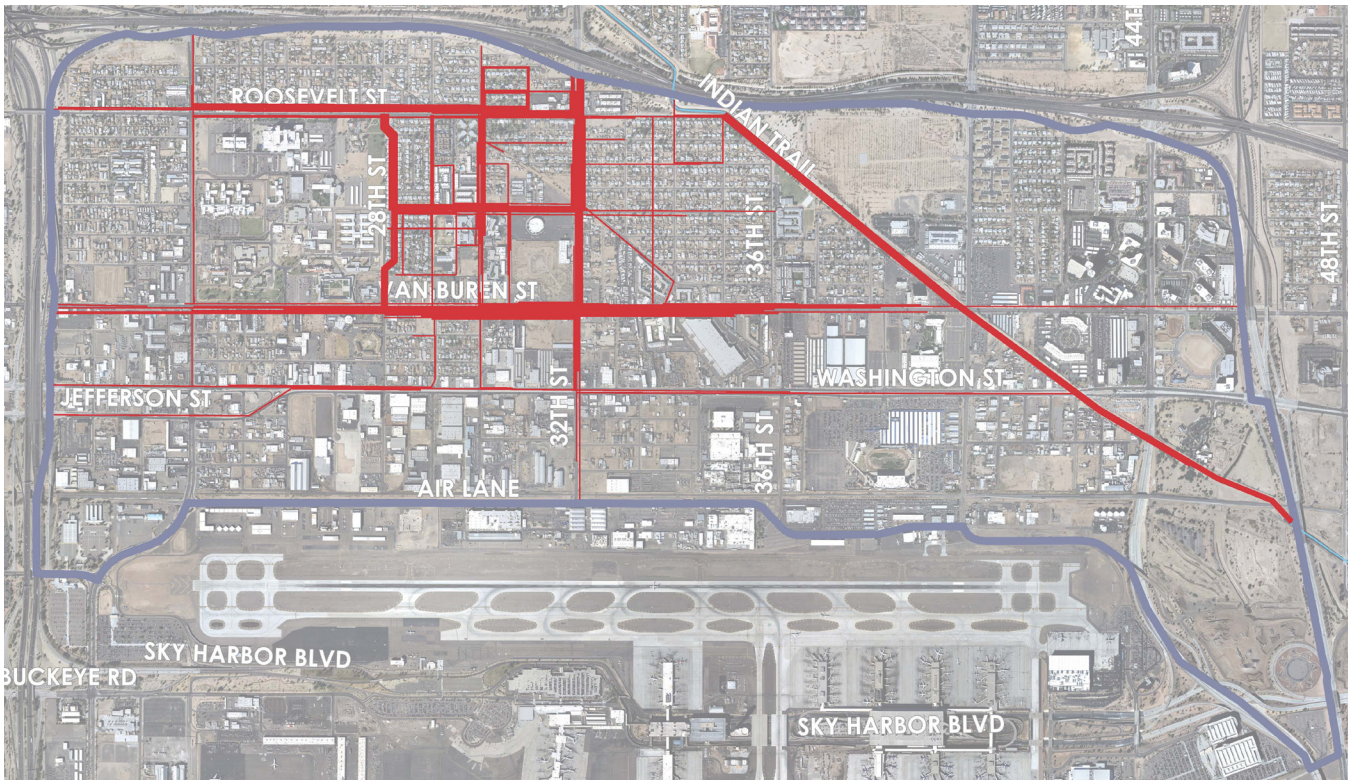
**Pedestrian crossing:** Many residents (40%) were very concerned about one specific location where a pedestrian crossing was essential; the intersection of Fillmore and 32nd street. Residents reported that children who go to school at Wilson Elementary, but live in the neighborhood east of 32nd street, walk to and from school by crossing 32nd street at Fillmore. Without a pedestrian crossing at that intersection, children often have to jaywalk across this high traffic street. Residents stated that this had been the cause of many accidents in this neighborhood.

**Sidewalk:** Though there were many streets in this district that did not have sufficient or appropriate sidewalks, residents were primarily concerned about two particular locations. The first was the location right around the school on 30th street extending from East Washington street to the south and East Fillmore street to the north. This stretch was of major concern as children frequently walk here and without a proper sidewalk, they resort to walking on the street which puts them in danger of personal injury and becoming victims of traffic accidents. The second section is a stretch on East Roosevelt between 28th street and 30th street, which is reported by residents as a narrow sidewalk. This community is very family oriented and engages in many activities with young children. It is imperative that sidewalks be wide enough to accommodate strollers and other devices.



## Walking Analysis

The following map represents the walking patterns of residents in this community as indicated during the participatory planning workshop. Each red line represents one person's walking path and repetition of lines represents the frequency with which the street or a segment of that street is walked on a regular basis.



— Walking path of each resident

It was obvious from the walking analysis that residents in this community walk frequently and sometimes fairly long distances. One resident reported walking on East Van Buren street from the intersection of 28<sup>th</sup> street and East Van Buren street to the east end of the district boundary located at the Hohokam Freeway on a regular basis. This is a total distance of 2.2 miles. Overall, East Van Buren street between 24<sup>th</sup> street and 36<sup>th</sup> street, East Roosevelt street between 24<sup>th</sup> street and 32<sup>nd</sup> street, 32<sup>nd</sup> street from East Van Buren street to the northern boundary of the district (just short of the Red Mountain Freeway), and 28<sup>th</sup> street from East Van Buren street to East Roosevelt street were the most walked streets for functional purposes. The trail along the Grand Canal, which crosses the Gateway district on the eastern side, was also reported by 16% of residents as a walking trail, but used primarily for recreational purposes.

Specifically, the most frequently walked stretch within this district was reported to be between 30<sup>th</sup> place and 32<sup>nd</sup> street on East Van Buren street. 34% of residents reported walking this stretch on a regular basis. The second most frequently walked stretch was between 30<sup>th</sup> street and 30<sup>th</sup> place (32%) also on East Van Buren street. The stretches between 30<sup>th</sup> street and 29<sup>th</sup> street on Van Buren street, East Fillmore Street and East McKinley street on 32<sup>nd</sup> street, and East Roosevelt Street to the northern boundary of the district on 32<sup>nd</sup> street were also frequently walked by residents in this community on a regular basis (29%).



## Key Issues and Solutions

At the end of the mapping exercise residents were asked to identify 3 key issues relating to each of the major topics addressed by this participatory planning workshop; access to healthy food, access to active living, and access to transportation. They were then asked to propose potential solutions to each of the issues that they identified. A content analysis of the key issues yielded the following major themes in order of importance.

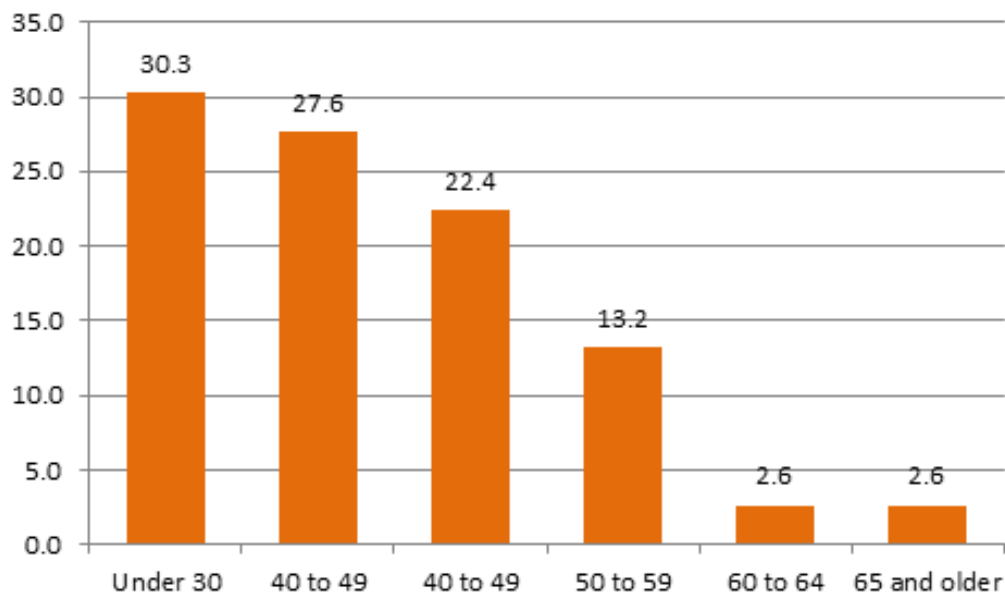
Issue	Solution
<b>Access to Active Living</b>  <b>100%</b>	Family recreation Center Community Center for adult education/continuing education/nutrition classes
<b>Access to Healthy Foods</b>  <b>82.5%</b>	Remove liquor store & replace with healthy food stores Swap market Community Garden and Backyard Gardens
<b>Safety</b>  <b>67.5%</b>	Removal of Adult Entertainment Centers/Motels Phoenix Police Department Satellite Center in District Phoenix PD neighborhood surveillance
<b>Costs</b>  <b>Food – 48%</b> <b>Transport – 45%</b>	Affordable prices for food Lowering bus fares

## **Surveys**

### **General information**

Forty Gateway community members attended the July 14, 2012 Participatory Planning Workshop, of which 28 participants completed the self-reporting questionnaire addressing neighborhood issues and concerns related to access to healthy eating, physical activity and access to public transportation. A second set of self-reporting questionnaires were completed by residents of the same neighborhood during one of the Wilson Elementary School PTO Meetings on September 20th, 2012. A total of 48 residents completed the survey during that event bringing the total number of respondents to 76 residents. Historically Hispanic women have been greatly involved in their communities and this trend continues in the Gateway District with 77.6 percent of all participants being woman. 30.3 percent reported being less than 30 years of age, and 27.6 percent being between 40 and 50, an small 2.6 percent reported being older than 60 and 2.6 percent older than 65.

**Chart 1: Age group ranges for men and women**



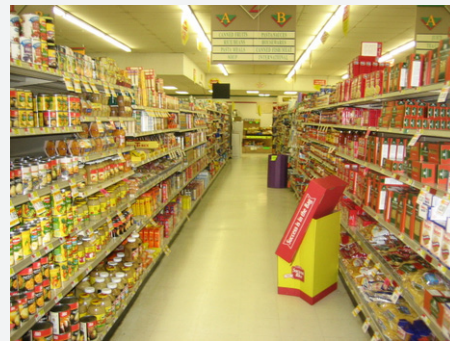
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Ninety three percent of all respondents were of Hispanic origin, with most of them being Spanish speakers during our community participatory planning meeting. A few younger participants reported being second generation Hispanics who were bilingual.

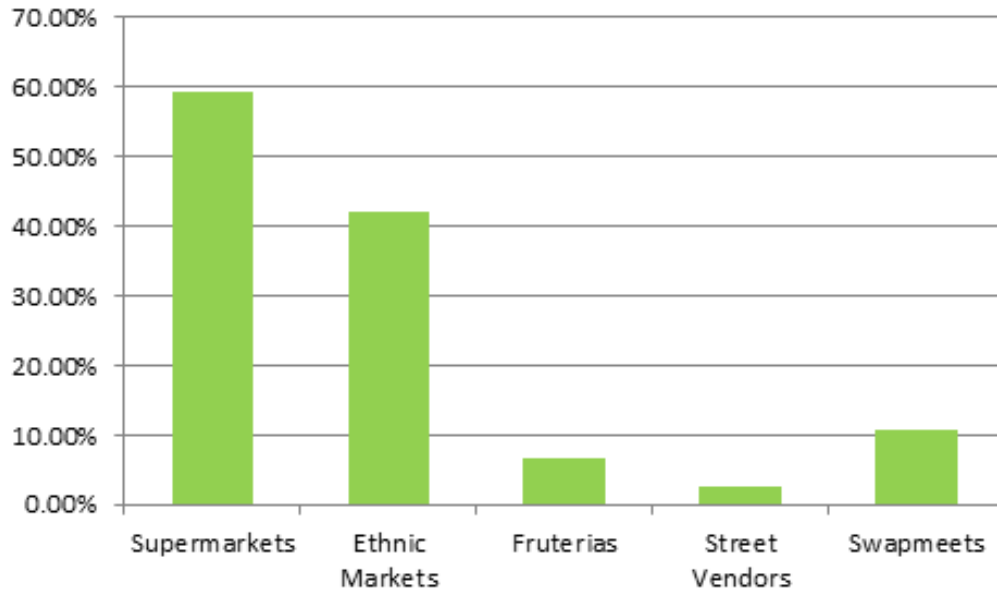
### ***Access to healthy food***

All participants reported using their car for most activities, with 90.7 percent of all participants reporting using their car to do grocery shopping. Another 5.3 and 4 percent reported using public transport or walk to go grocery shopping respectively. At the same time, all responses concerning neighborhood safety consistently reported that walking in the neighborhood is not safe or comfortable, especially at night.

Fifty nine percent of all residents reported doing all or some of their grocery shopping at main-stream stores such as Fry's food and Food City, and one of them mentioned Sprouts and other specialty stores. 42.10 percent reported doing all or some of their grocery shopping at ethnic markets, especially Ranch Market, 6.6 percent mentioned doing some shopping at Fruterias (fruit and vegetable stores), while only 10.5 percent did some shopping at swap meets. Almost 20 percent reported doing some grocery shopping in places other than main-stream stores and ethnic markets. See chart 2.



**Chart 2: Percentages of places where residents do their grocery shopping**



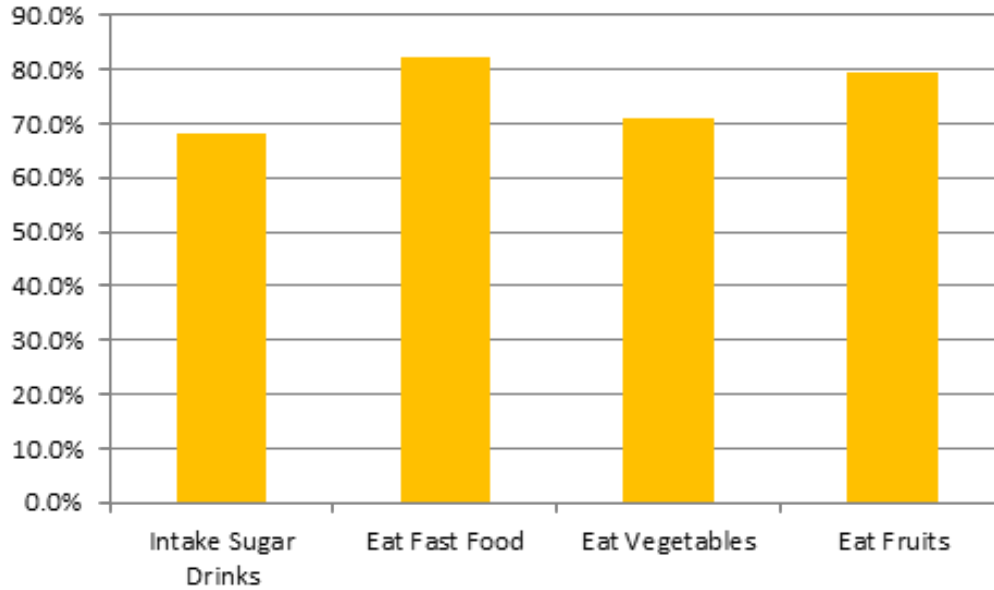
45.8 percent of all residents reported that their grocery destination was about 10 minutes away or less, while 31.9 percent said it was at least 20 minutes away, 9.7 percent stated that their grocery center was 30 minutes away and 12.5 percent reported their destination was 60 minutes away or farther. Most residents took care of their breakfast at home with 76.7 reported eating at home, 2.7 in the car, 16.4 at their workplace and 4.1 at school. Smaller groups eat their lunch at home with only 60.6 percent of participants reporting doing this, 32.4 percent had their lunch at work and a small 5.6 percent at school. A great majority of participants had their dinner at home, 94.4 percent, with a much smaller 1.4 percent who had dinner in their cars and only 4.2 percent at work.

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Grocery stores with fresh food are scarce across the neighborhood, with only 23.1 percent of all respondents reporting having access to one within one half mile from home. Most residents reported having some fruits and vegetables during a typical day. However, an alarming 82.1 percent reported eating some type of fast food weekly and 66 percent reported drinking some soda or sugar drinks on a regular basis. 27.5 percent of residents reported having three servings of fruits per day, 24.6 percent 2 servings and 17.4 percent at least one serving per day. Vegetable intake was a little higher with 26.1 percent reporting 2 servings per day and the same percent also having only one portion a day. 36.2 percent of all resident reported having at least one soda daily and 21.7 percent two sodas, while 37.9 percent consumed at least one serving of some other sugared drink a day.

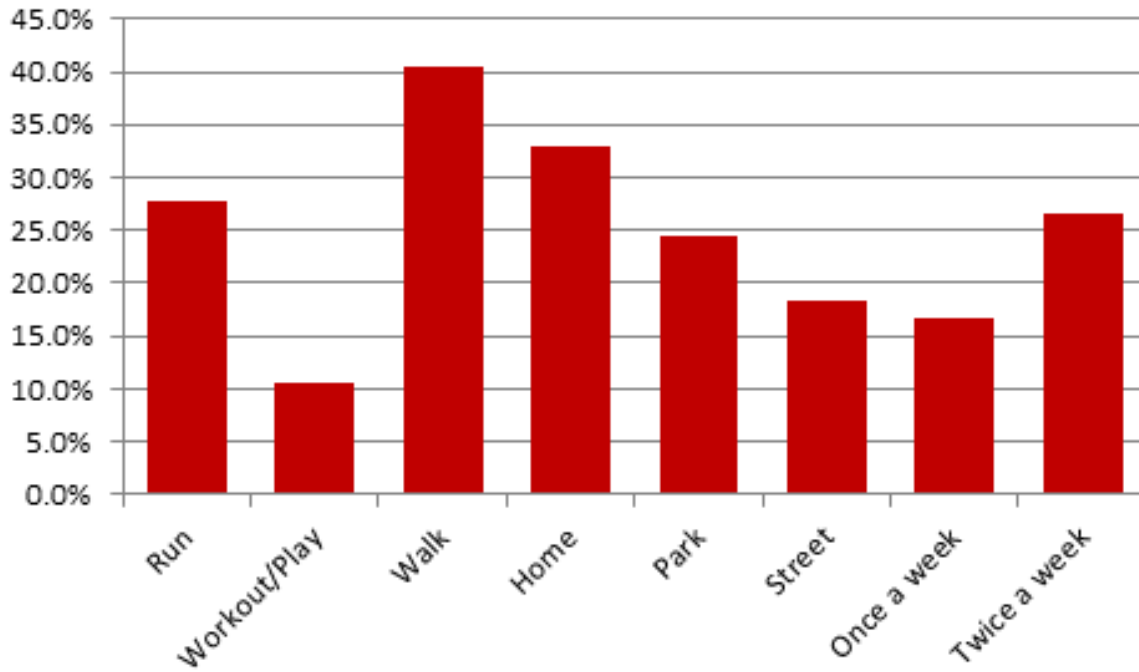
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**Chart 3: Percent of residents' food or drink intakes****Physical Activity**

A great majority of all participants reported exercising (61.4%). Their preferred activity 40.4 percent was walking with most of them reporting exercising at home (51%) with some homemakers defining cleaning as a form of exercise. 45.8 percent reported doing exercise for 30 minute, 20.8 percent for 20 minutes, only 4.2 percent for 10 minutes and 27.1 for an hour or more. 14.5 percent mentioned that time was a great constraint to doing exercise, while 26.3 reported that the lack of parks made it difficult to do exercise. 72.7 percent mentioned heat as a definite limiting factor to walk or do exercise during the summer months in Arizona. Chart 4 details places and activities for exercise.

**Chart 4: Percentages of what, where and when do people exercise**



**Transportation**

All residents reported using their car in one capacity or another for all activities with 75 percent using their car as a primary form of transportation. 19.7 percent reported using public buses for some of their transportation needs, while only 10.5 percent reported using the light rail system. A very small 1.3 percent reported using bicycles as a mode for transportation and 25 percent of all participants reported walking as one of their other preferred form of mobility. Among the small percentage of individuals that use public transportation, 35.7 percent use it to go to work, 17.9 percent to go to school and go shopping. Only 16.7 percent use public buses once a week while 13.3 percent use them only during the working week.

Public transportation did not have a good reputation in this community due lack of extended hours of operation, high cost, location of transportation stops, and service to needed destinations. Other factors included the lack of security or perception of safety in and around bus stops, and the lack of cleanliness. 30.3 percent of residents reported not using public transportation because it takes too long, while 15.2 percent mentioned that the service was too expensive and 6.1 percent reported that it did not reach their desired destination. 12.1 percent stated that bus or light rail stops were too far and it took them too long to get to them. 18.8 percent mentioned that it takes them 20 minutes to get to the stops when and if they use public transportation, 21.9 reported taking them an hour to reach their stop. Overall public transportation was not greatly used and it did not represent a functional asset to their community. Residents mentioned the need to reinstate some former bus routes, have extended schedules, increase surveillance, provide security personnel around bus stops and reduce prices.



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## TEMPERATURE MAPPING ANALYSIS

Every year the urban areas in the Phoenix valley experience extreme heat conditions. Ambient temperature can be as high as 120 degrees with a relative humidity of less than 20 percent. The excess of hardscape areas has exacerbated the urban heat island effect which has created high temperature mornings in the Phoenix metropolitan area (Balling & Brazel, 1987; Klinenberg, 2002). High ambient temperatures are not conducive to healthy conditions, particularly for vulnerable populations such as children and the elderly. "Older people are more prone to thermal-related comfort and health issues, including hypo- and hyperthermia. Thermal comfort, or the lack of it, is well understood to be one of the most significant restrictors to the health and general wellbeing of older people" (Novieto & Zhang, 2010; McGeehin & Mirabelli, 2001)

Novieto's and Zhang's arguments are further supported by the Center for Disease Control and Prevention categorizing it as a public health issue.

"Hyperthermia is the elevation of body temperature resulting from the body's inability to dissipate heat (1). Continued exposure to ambient heat close to body temperature (98.6°F [37.0°C]) contributes to a substantial number of deaths from hyperthermia, especially among elderly persons (2). To assess the health risk from hyperthermia, Arizona health practitioners and CDC researched cases of heat-related death and illness in Arizona, used U.S. death certificate data to summarize trends in heat-related deaths, and compared age-specific, heat-related death rates in Arizona with those in the United States overall. Findings indicated that, during 1979--2002, a total of 4,780 heat-related deaths in the United States were attributable to weather conditions and that, during 1993--2002, the incidence of such deaths was three to seven times greater in Arizona than in the United States overall. Public health agencies in communities affected by periods of extreme heat should educate populations at risk (e.g., persons aged >65 years) and consider designing and implementing location-specific heat response plans (HRPs)" (CDC, 2005)

Overall heat and heat related illnesses will have a low incidence of deaths. However, they will decrease quality of life and reduce productivity and efficiency among those affected by temperature extremes (Fanger, 1970). Heat related reduction in quality of life unfortunately continues to plague particularly low-income families due to their inability to afford to live in neighborhoods where thermal comfort is afforded with higher tree density and low hardscape density.

### **Gateway Street Temperatures**

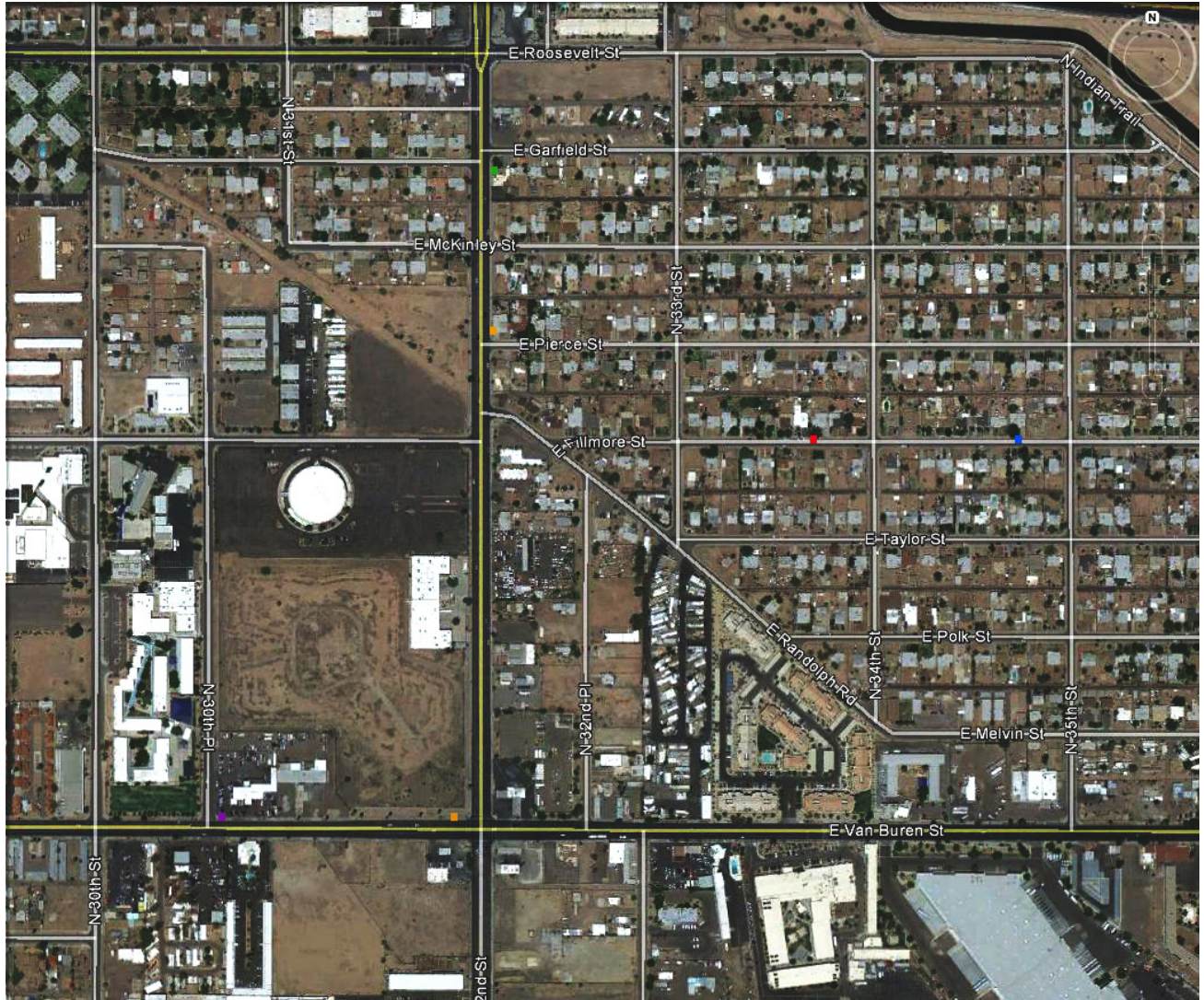
Absolute outdoor ambient air-sun temperatures were monitored and recorded every 15 minutes in three different locations using 18 mobile ONSET-HOBO U-10-00. These HOBOS are capable of measuring absolute air and sun temperatures at any intervals up to 1 millisecond. Each HOBO was installed at approximately 4 feet height on a standalone 2"x2" wooden post. Each post was equipped with two data loggers for quality control and to prevent the failure of data corruption in one of them. Data was collected in three time blocks; from 7:30am to 10 am, from 12:00 to 2:00pm and from 3:00 to 5:00 pm. HOBO standalone poles were installed on Van Buren on the NW corner of Van Buren street and 32nd street and Ne corner of Van Buren street and 30th place; a second set was installed on 32nd street between Pierce and Garfield on the east side of the road; and a third and final set was installed on Fillmore between 33rd street and 35th street on the north side of the street. The third street segment was shaded and used for a comparative analysis of temperature variance between shaded and un-shaded streets within the same neighborhood.

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## Considerations

It is imperative to note that outdoor temperature environmental conditions are affected by a wide range of mediating factors. For example, the amount of asphalt around a particular location, clouds passing by and projecting shade on a structure, or cars driving close-by emitting high temperature gases can all impact outdoor temperature at a specific location at any given time. Other factors include air movement and the temperature of that air, tree shade and evapo-transpiration in a micro-climate as well as people and their activities. All of these factors will influence absolute air-sun temperature and therefore thermal comfort and health. As you will see below, even though the Van Buren street temperature data loggers were relatively close to each other, they recorded in some cases, significantly different temperatures. This is perhaps the result of site conditions. The 30th street corner has higher traffic coming in and out, greater asphalt density and perhaps more people walking by. The corner further east at 32nd street is more isolated, has less radiant heat from asphalt and perhaps thus cooler.

Despite site conditions, temperature trends are clear and the benefits of shade or low asphalt density are noticeable. Temperature in exposed areas, high traffic areas and un-shaded areas were for the most part higher than those where trees were present or concrete and asphalt were less prevalent.



Location of Data Loggers

### 32nd Street Temperatures

Two data loggers were mounted on poles and installed on the sidewalk on 32nd street at an approximate interval of a quarter mile. The instruments were removed during break times and reinstalled in the same locations. The lowest temperature was recorded at 83.58 degrees Fahrenheit at 8am, while the temperature at 7:30am at Sky Harbor Airport was recorded at 75 degrees Fahrenheit. Temperatures soon rose to 89 degrees at 10am and almost 97 degrees by 2pm. The highest temperature recorded on 32th Second Street was 105.99 degrees Fahrenheit. It is important to mention that ASHRARE 55-2010 recommends a maximum summer temperature of 81.3 for health and productivity with a 2 degree variation depending on air movement.

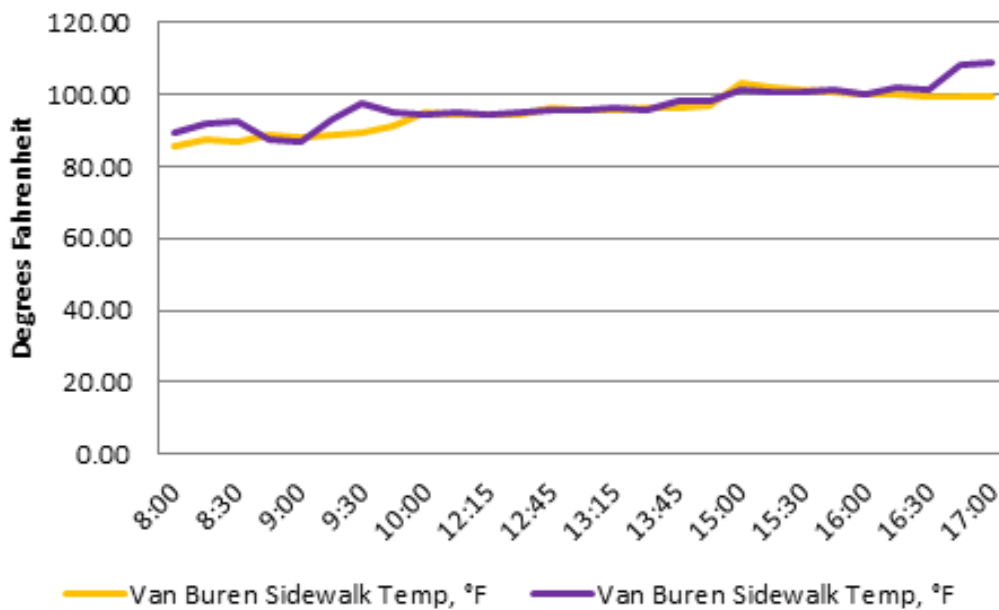
**Chart 1: Street at sidewalk level ambient air-sun temperatures on 32nd street**



## Van Buren Street Temperatures

The same methodology and approach was implemented for temperature data collection on Van Buren Street. This street was by far the one that exhibited most temperature variation and high temperatures throughout the day, perhaps due to high speed traffic and excess exposure to impermeable hardscape surfaces. Van Buren street's lowest temperature was recorded at 8am with one location reporting 86 degrees while the other one almost 90 degrees. By 10 am temperatures rose to 95 degrees, which remained relatively stable until 3pm when temperatures steadily rose to 101.28 and 103.51 degrees Fahrenheit. Temperatures remained high throughout the rest of the afternoon with the highest temperature recording of the day being 108.75 degrees Fahrenheit.

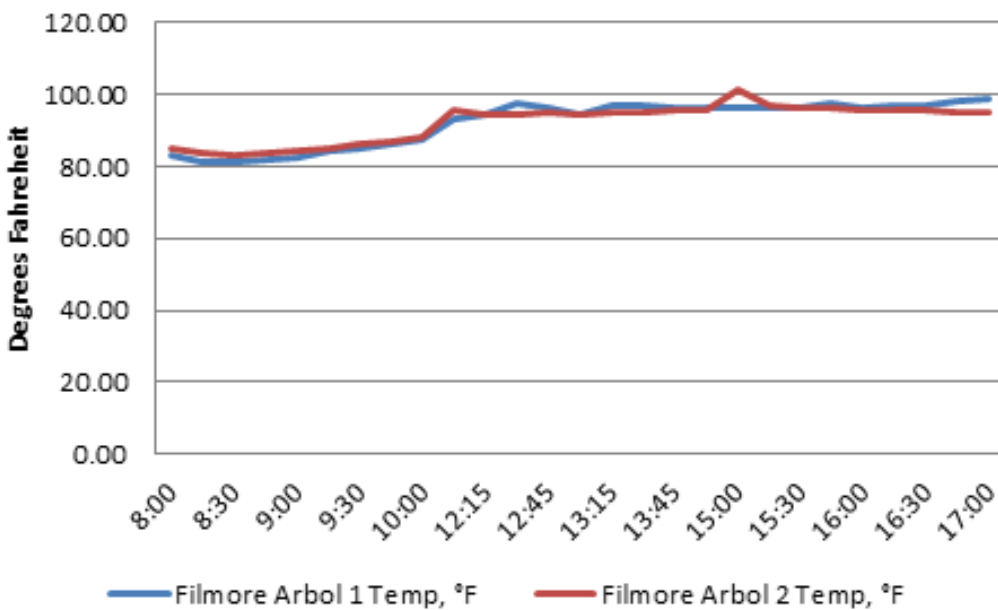
**Chart 2: Street at sidewalk level ambient air-sun temperatures on Van Buren Street**



## Fillmore Street Temperatures

Two data loggers were mounted on poles and installed on the sidewalk with about a quarter mile distance between. However, in this occasion data loggers were sitting under the shade of medium density trees. Other street attributes were similar to those of 32nd street. Overall, the street shade canopy area is extremely low on most streets in this neighborhood. The lowest temperature recorded in one of the two locations on Fillmore was 82 degrees Fahrenheit at 8am. Temperatures in this location were relatively stable, but by noon temperatures in both locations on Fillmore rose to 92.93 degrees and 95.98 degrees Fahrenheit. However, temperatures only surpassed 100 degrees on one of the readings at 3pm and then quickly went down to the mid-90s. The nature of that spike points to some non-standard environmental factor and is thus considered an outlier. The highest temperature recorded at this location was 98.69 at 5pm, which was considerably lower than that recorded on 32nd street and Van Buren street, which were both above 105 degrees Fahrenheit.

**Chart 3: Street at sidewalk level ambient air-sun temperatures on Fillmore Street**



## Conclusion

Temperatures in this neighborhood were relatively predictable. The lack of vegetation, high asphalt and concrete density in relation to street and brown-fields, lack of tree canopy density and water bodies contribute to relatively high outdoor air-sun temperatures. Despite the poor shade that the trees provided on the data loggers on Fillmore, this shade was able to create enough of a micro-climate to reduce air temperature by 10 degrees in relation to highest temperature recorded on Van Buren Street at 5 pm. The difference between Fillmore and 32nd street was smaller with only 6 and 7 degrees; nonetheless this difference remains significant in terms of thermal comfort.

There is no doubt that tree canopies, even in neighborhoods with high hardscape density can make a big difference and create a more livable outdoor environment. Lowering temperatures even by as little as 6 degrees could stimulate residents to walk more or use their streets more instead of relying in mechanical transportation for all of their mobility. It is expected that neighborhoods with greater canopy density, even those with high hardscape density, can anticipate outdoor ambient temperatures to decrease by more than 10 degrees due to the higher levels of evapo-transpiration that will result from the high concentration of vegetation.



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# Appendix 3: Streets Report



SAFE STREETS REPORT  
GATEWAY TRANSIT DISTRICT  
FEBRUARY 2013

Active living requires friendly environments for bicycling and walking. Each of these activities may be done for purposes of transportation or recreation for pleasure or exercise. The community workshop and surveys examined the role of walking or bicycling among community members and the perception of safety on the roads and Canal trail in the Gateway community. This report encompasses an analysis of data related to collisions and injuries to pedestrians and bicyclists occurring within the boundaries of the Gateway Transit District in recent years.

**METHODS:** Two sources of data were included: Phoenix traffic collision data and the Arizona Department of Health Services State Trauma Registry data. The Phoenix traffic collision data is obtained from the Arizona Department of Transportation's Safety Data Mart (SDM). SDM includes all collisions investigated under Arizona Revised Statutes 28-667 involving motor vehicles on city streets that involve injuries, fatalities, damage to private property in excess of \$1,000 or issuance of a citation.<sup>1</sup> The data cover the years 2008-2010 for all bicycle and pedestrian collision events occurring within the boundaries of the Gateway Transit District. Each record provides factors related to the bicyclist or pedestrian including age, gender, physical condition (drinking), violation and action; factors related to the collision event include location, light conditions, date, and time. The severity of event was coded as no injury, possible injury, minor injury, serious injury, or fatal injury as determined by the traffic investigator on scene. Collision data was received from the City of Phoenix, Street Transportation Department, Safety and Neighborhood Traffic Section.

The second source of data included in the report is the Arizona State Trauma Registry (ASTR) maintained by the Data and Quality Assurance section of the Arizona Department of Health Services (ADHS), Bureau of Emergency Medical Services and Trauma. All Level I Trauma Centers are required to submit injury data to the ASTR for patients who meet the Trauma Patient Inclusion Definition.<sup>2</sup> These patients represent those individuals with life threatening or potentially life threatening injuries based on specific criteria relative to vital signs and level of consciousness, anatomy of injury, mechanism of injury and evidence of high-energy impact, and special patient or system considerations. The final decision for transporting a patient to a Level I Trauma Center rests with the Emergency Medical Services responding team. Data elements reported in the ASTR include factors related to (1) demographics including gender, age, patient zip code; (2) pre-hospital and transport data elements; (3) injury related elements, including diagnostic codes, blood alcohol levels, toxicology reports; and (4) discharge data elements reporting outcomes of injury including hospital length of stay, final outcome (lived/died) and discharge disposition for surviving patients (i.e., home, rehabilitation, skilled nursing facility). ASTR de-identified data for injuries that occurred outside of the home in Maricopa County for the years 2007-2011 were provided by the ADHS following the requirements of the Data and Quality Assurance section. Following review of injury locations and external cause of injury codes, records were selected representing injuries occurring as a result of bicycling or walking within the boundaries of the Gateway Transit District. Those injuries related to walking included pedestrian injuries involving a motor vehicle (traffic), as well as pedestrian (non-traffic) injuries that occurred from falls or striking an object (i.e., walking into a pole).

City collision data were geo-coded and provided in shape files for mapping purposes. ASTR injury data were geo-coded by project staff using ARC GIS software.

Collision records were matched with ASTR injury data by date of event, age and gender of individual and description of event. The matched cases represented individuals involved in reportable collisions who were then transported to Trauma Centers. The remaining cases in the City collision data represented cases of collisions between motor vehicles and bicycles or pedestrians that were primarily reported as property damage only, possible injury or minor injury. All fatal injuries were matched with Trauma injury data. Some unmatched “serious” injury cases were most likely transported to non-trauma facilities. Unmatched trauma injury data records were reviewed and were primarily fall-related or bicycle-related injuries that did not involve a collision with a motor vehicle in traffic. These type of injuries could have occurred if a bicyclist was run off the road, but not hit by a motor vehicle; a person tripping on the sidewalk; a bicyclist running into a parked car; or in other ways besides collision. Incidents of interpersonal violence or intentionally self-inflicted injury were not included.

Data analysis was completed using Excel and IBM SPSS Statistics.

**RESULTS:** A total of 115 cases were analyzed for this report. Twenty were matched in both data sets. Thirty-three were included in collision data only and 62 in trauma injury data only. Of the 115 cases, 45 were bicycle related, 46 represented pedestrian-vehicle interactions, and 24 were injuries to pedestrians by falling or striking an object. (See Table 1) Classified by severity, 3 cases reported property damage only (bicycle collisions); 14 were possible injuries from collisions; 18 were reported as minor injuries from collisions; 16 were reported as serious injuries from collisions, but not treated in a Trauma Center; 61 cases were treated in a trauma center; and there were three fatal pedestrian injuries.

	<b>BICYCLE</b>	<b>PEDESTRIAN - TRAFFIC</b>	<b>PEDESTRIAN - OTHER</b>	<b>TOTAL</b>
<b>NO INJURY</b>	3 (6.7%)	0 (0%)	0 (0%)	3 (2.6%)
<b>POSSIBLE INJURY</b>	7 (15.6%)	7 (15.2%)	0 (0%)	14 (12.2%)
<b>MINOR INJURY</b>	11 (24.4%)	7 (15.2%)	0 (0%)	18 (15.7%)
<b>SERIOUS INJURY</b>	6 (13.3%)	10 (21.7%)	0 (0%)	16 (13.9%)
<b>FATAL INJURY</b>	0 (0%)	3 (6.5%)	0 (0%)	3 (2.6%)
<b>TRAUMA</b>	18 (40%)	19 (41.3%)	24 (100%)	61 (53%)
<b>TOTAL</b>	45 (39.1%)	46 (40%)	24 (20.9%)	115

The three fatal injuries were all pedestrian related; however, one involved a 40 year old male who suffered a crush injury from an object set in motion by a train and occurred at 40<sup>th</sup> Street and the Airway train tracks rather than in traffic. The injury was not considered work related. Two traffic related pedestrian fatalities were reported. In March of 2008 on a Thursday a 52 year old male was hit while heading southwest across Washington Street approximately 300 feet from the intersection with 32<sup>nd</sup> Street. In July of 2009 an 84 year old male was hit by a vehicle estimated to be going 40 miles per hour while crossing 32<sup>nd</sup> Street approximately 200 feet from the intersection of Roosevelt and 32<sup>nd</sup> Street. Both fatalities occurred between 3 and 6 p.m. and both pedestrians were noted to have failed to use the crosswalk. Neither pedestrian had alcohol in their system. No fatal injuries in the Gateway area were reported in 2010 or for 2011 in the available ASTR data.

Consistent with national injury data 75% of all incidents involved males, although this varied by type of incident with two-thirds of the pedestrian traffic injuries involving males. Ages ranged from an infant who was riding in a stroller to the 84 year fatal pedestrian injury. Only 15% were children under 18, with the average age of all pedestrians and bicyclists at 37.6 years and the median age of 39. Bicyclists had the youngest average age of 35.4 years. Only the trauma data include race and ethnicity. Options for race include American Indian/Alaskan Native; Black; Other, or White, while ethnicity asks Hispanic versus Non-Hispanic. Among Gateway injuries 72% reported race as white and 36.6% reported ethnicity as Hispanic.

The zip code of where the injury occurred was compared to the zip code of the residence of the person injured as an estimate of how many lived within the area. Almost half of those injured had residence zip codes that were the same as the zip code of where the injury occurred; slightly fewer for bicyclists and more for pedestrians injured in traffic collisions. Figures 1 - 3 display demographic characteristics of this population.

Figure 1: Gender

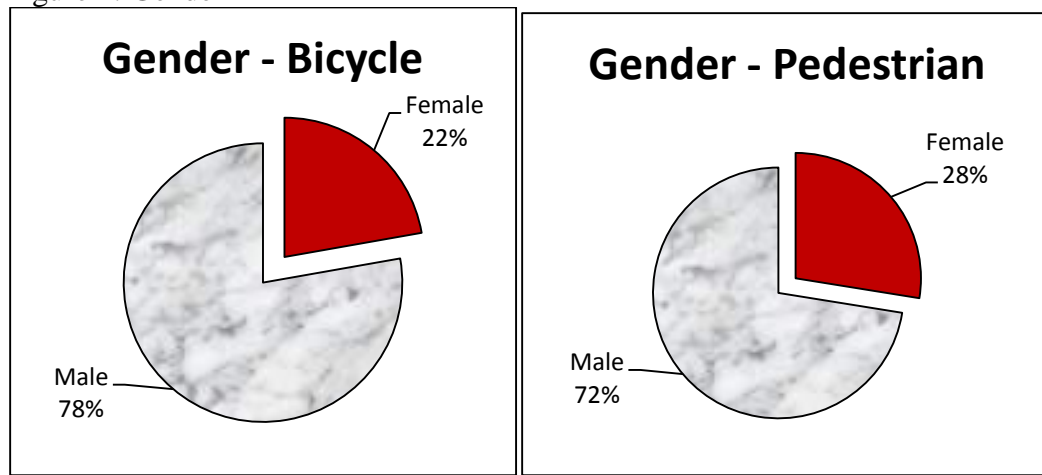


Figure 2: Ages by type of injury.

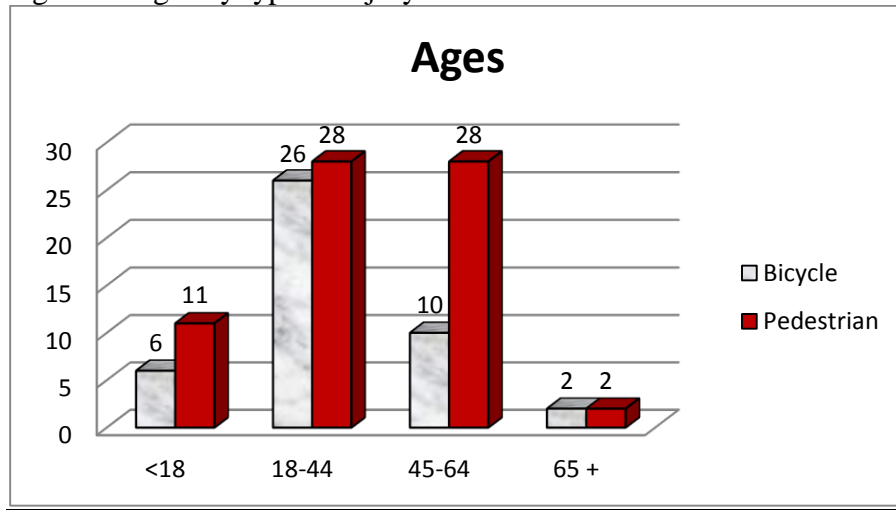
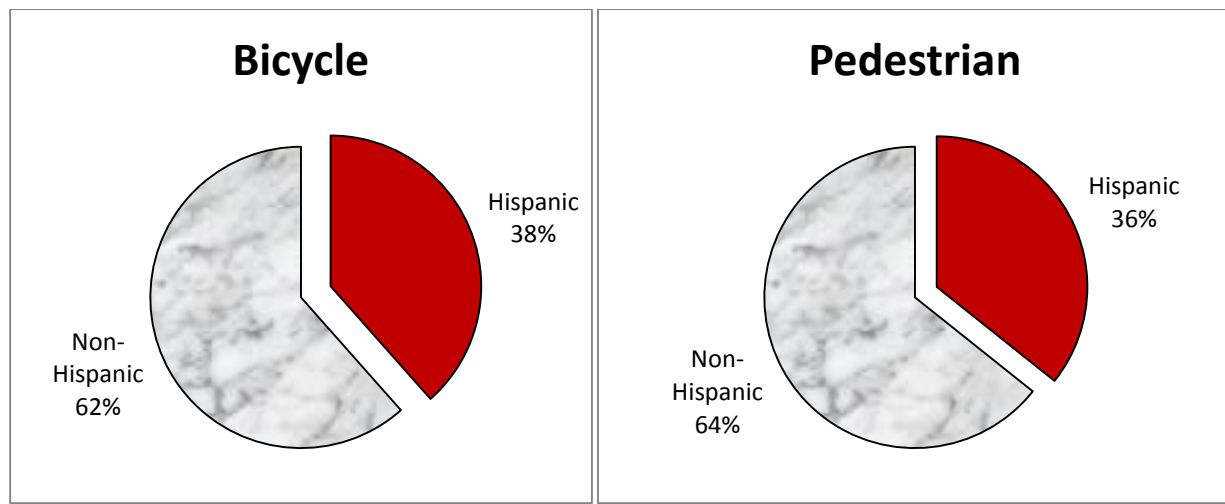
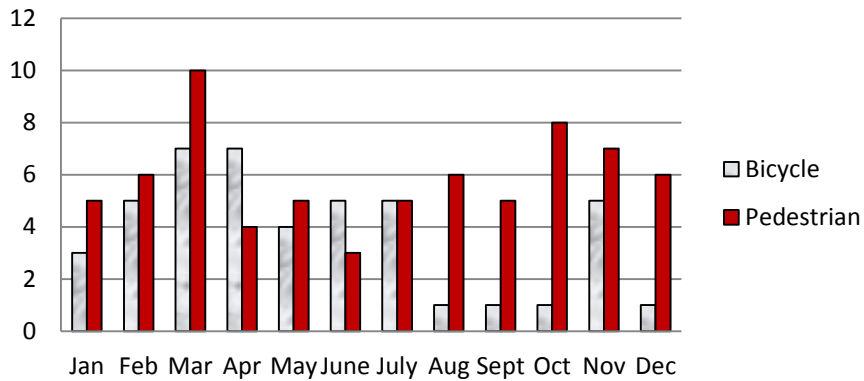


Figure 3: Ethnicity by type of injury.

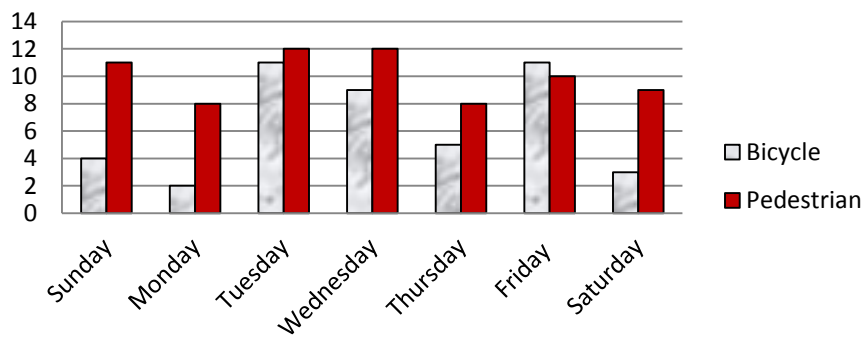


Examining date and time factors associated with collisions and injuries from biking and walking in the Gateway transit district indicate that while spread fairly evenly across the months, March accounts for almost 15% of the incidents. Among bicyclists the pattern is slightly different with both March and April high incident months at just over 15% of incidents occurring in each of those months, while August, September, October, and December have only one incident reported each of those months. (See Figure 4) Pedestrian traffic incidents reveal no specific pattern by day of the week, although Tuesdays and Fridays account for a total of almost half of the bicycle incidents, while Sunday and Wednesday account for half of the pedestrian falls. (See Figure 5) Seventy-eight of the 115 incidents included a time of day with 41% of all incidents occurring between the hours of 3-6 p.m. These three hours are definitely the most risky for bicyclists with over half of the injuries occurring during this time. Tuesday late afternoon (3-6 p.m.) accounts for slightly over 10% of all incidents. (See Figure 6)

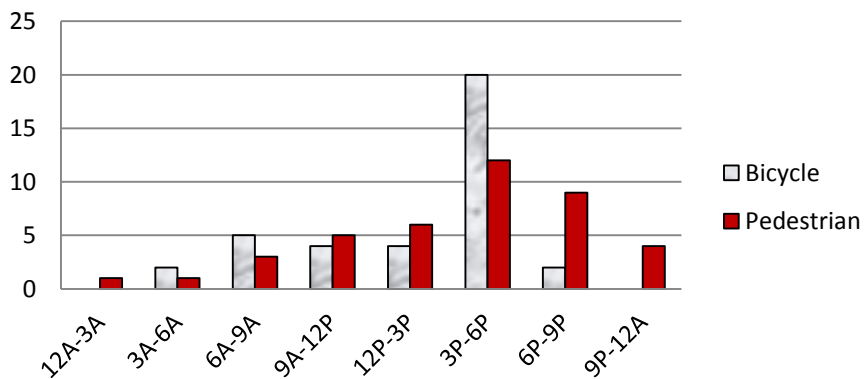
**Figure 4: Month of Incident Event**



**Figure 5: Day of Week Incident Occurred**



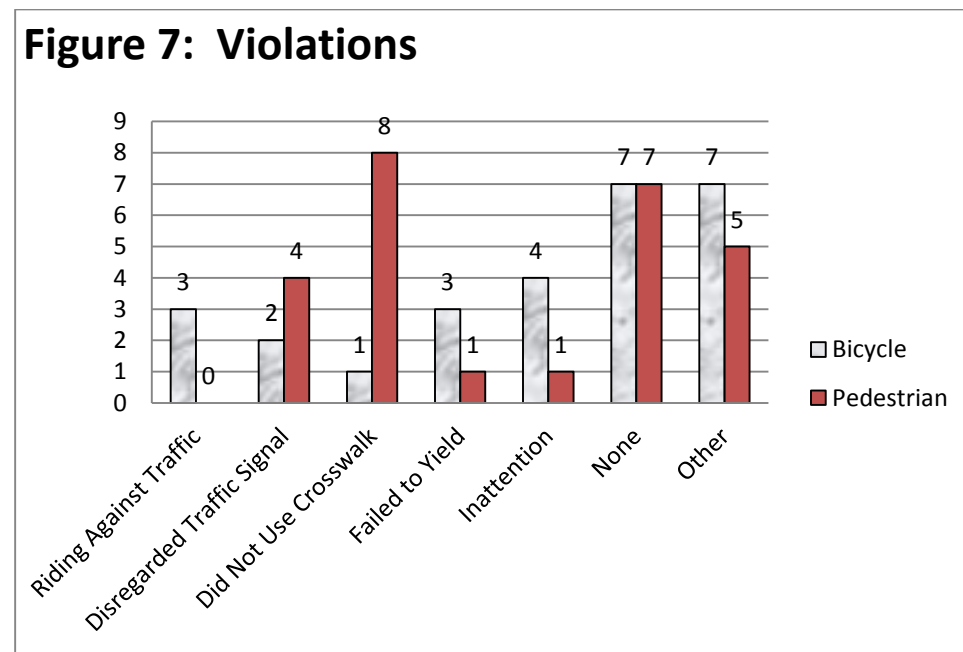
**Figure 6: Time of Day Incident Occurred**





A number of risk factors relative to behavior of pedestrians and/or bicyclists have been identified including alcohol use, illegal drug use, use of protective devices, and behavior that violates ordinances. Although these are usually addressed by educational interventions, there are significant impacts that may be seen by policy and/or enforcement interventions and even environmental interventions. Alcohol is a frequent contributor to injury events. In the injury data 17 out of the 66 patients tested for blood alcohol levels had results about the legal limit of .08. Bicyclists were less likely to be drinking or have blood alcohol levels above the legal limit (4 out of 21, overall average BAC .067) with pedestrians with traffic related injuries at 7 out of 25 (overall average BAC .098), and pedestrians with non-traffic injuries at 6 out of 20 (overall average BAC .122). The issue of drug use is more complicated in that injured individuals are often administered drugs at the scene of the injury by emergency medical personnel. Those drugs will show up on a toxicology screen. In the trauma data only a small number of patients had toxicology screening completed (n=13). Six of the thirteen tests were positive for multiple illegal drugs, 2 for amphetamine only, 3 for cocaine only, 1 for an unnamed illegal drug, and one for marijuana only. Four were bicyclist, 6 had pedestrian traffic injuries, and three had pedestrian non-traffic injuries.

Information on violations was only available for those included in the City collision data. Figure 7 provides details on the violations by cyclists and pedestrians, but the most common violations were “not using the crosswalk” and “disregarding traffic signals”. Slightly over one-fourth of the collisions did not involve violations by the bicyclist or pedestrian. No information was available regarding possible violations by motorists involved in the collisions.



Identifying the “hot spots” or high impact locations for collisions and injuries is an important part of developing specific interventions for reducing injuries. Maps 1 & 2 visually portray the locations of bicycle and pedestrian collisions and injuries. A review of the data identified two areas of high risk – for pedestrians Van Buren was the highest risk location specifically the segment from 24<sup>th</sup> to 29<sup>th</sup> Streets; for bicyclists 24<sup>th</sup> Street from the 202 south to Washington was

high risk with the specific area between the 202 and Roosevelt at highest risk. Field observations were completed in these areas and near two elementary schools in the Gateway area as well as segments identified by residents in the community workshops. See Table 2 for a summary of resident identified and audited streets and corresponding collisions/injuries.

Table 2: ROAD SEGMENTS IDENTIFIED BY WORKSHOP PARTICIPANTS AS CONCERNS WITH CORRESPONDING COLLISION/INJURY DATA\*\*

SEGMENT/LOCATION (SITE OF RESIDENT AUDIT)	BICYCLE	PEDESTRIAN - TRAFFIC	PEDESTRIAN - NONTRAFFIC	TOTAL	NOTES
30 <sup>TH</sup> STREET FROM WASHINGTON TO FILLMORE (30 <sup>TH</sup> ST. – VAN BUREN TO ROOSEVELT)	3	5	1	9	FIELD OBSERVATION - 30 <sup>TH</sup> ST FROM VAN BUREN TO FILLMORE
INTERSECTION FILLMORE & 32 <sup>ND</sup> ST. (32 <sup>ND</sup> ST. – VAN BUREN TO ROOSEVELT) (FILLMORE – 30 <sup>TH</sup> -36 <sup>TH</sup> ST.)	1	--	1	2	INTERSECTION WAS OBSERVED BY INJURY EPIDEMIOLOGIST
ROOSEVELT STREET FROM 28 <sup>TH</sup> TO 30 <sup>TH</sup> STREET (ROOSEVELT – 24 <sup>TH</sup> TO 32 <sup>ND</sup> STREET)	--	--	1	1	FIELD OBSERVATION – 24 <sup>TH</sup> ST. FROM 202 TO VAN BUREN (INCLUDED ROOSEVELT AND 24 <sup>TH</sup> ST)
VAN BUREN FROM 28 <sup>TH</sup> STREET TO THE HOHOKAM FREEWAY (VAN BUREN – 34 <sup>TH</sup> TO 32 <sup>ND</sup> STREET)	7	15	5	27*	FIELD OBSERVATION – VAN BUREN FROM 27 <sup>TH</sup> TO 30 <sup>TH</sup> ST

\*Thirteen of these incidents occurred at 28<sup>th</sup> St. & Van Buren; five at 32<sup>nd</sup> St. & Van Buren; four at 44<sup>th</sup> & Van Buren. \*\*See Attachment A for Gateway Transit District Mapping of bicycle and pedestrian injury incidents and Attachment B for pictures illustrating hazardous conditions associated with high risk areas.

*Field Observations – High Risk Site #1: Van Buren between 24<sup>th</sup> Street and 30<sup>th</sup> Street.*  
The segment of Van Buren between 24<sup>th</sup> St. and Hohokam Freeway was mentioned as a walking route with a variety of issues around safety and aesthetics during the community workshop. A review of the collision and injury data showed that this area accounted for 22.2% of the bicycle related incidents (n=10) and 44.3% of the pedestrian injuries (n=31) with one-third of those being pedestrian non-traffic injuries related to falls. The area around the intersection of 28<sup>th</sup> Street and Van Buren accounted for 12 pedestrian injuries and 1 bicycle related injury.

The pedestrians injured on this segment of roadway were primarily males (81%) between the ages of 17-65 with a median age of 47. Nine out of the 31 injured pedestrians were reported to

have blood alcohol content above the legal limit and in those cases the BAC ranged from .210-.428, more than twice the legal limit. These injuries occurred at varying times of the day; however 6-9 pm was the most common time period.

Bicycle related collisions and injuries were almost all males (90%) between the ages of 23-43 with a median age of 39. Only one bicyclist was reported with a positive blood alcohol level and that was below the legal limit. All of the bicycling injuries along this segment involved collisions with motor vehicles and the most common time period was 3-6 pm. The bicyclists appeared to be primarily non-residents of the immediate neighborhood since only two out of the ten had a zip code of residence that match the zip code of injury.

On Wednesday, October 24, 2012, field observations were made by representatives from St. Joseph's Hospital & Medical Center Trauma Administration, St. Luke's Health Initiative Re-invent Phoenix Project, and the City of Phoenix Street Transportation Safety Section. The segment of 24<sup>th</sup> St. to 30<sup>th</sup> Street was the primary focus since 14 of the injuries occurred in that specific area. Observations revealed issues around cross walks, lighting and visibility. In addition several tripping/fall hazards were observed potentially accounting for the number of non-traffic pedestrian injuries. (See pictures attached in Appendix A.)

The area is primarily commercial in nature, with several older motels, a tire repair yard, check cashing businesses, and at least one liquor store. The south boundary of the state hospital fronts Van Buren from 25<sup>th</sup> Street to about 27<sup>th</sup> Street and is enclosed by a high vertical bar fence. At the intersection of 28<sup>th</sup> Street and Van Buren, the Community Bridges facility is on the northwest corner, vacant property on the southwest corner, a check cashing facility on the northeast corner, and on the southeast corner there are some small businesses including another check cashing office, and a liquor store. There are two bus stops, one southeast of the intersection with the other on the northwest side of the intersection. During the observation period 9 out of ten pedestrians were crossing without regards to either the traffic signal or the crosswalk, which probably explains the injury description "patient exited bus and was hit by a van." There are no pedestrian warning signs and the signal to cross safely seems to take an extremely long period of time, most likely leading to the pedestrian decision to cross anyway. The northwest sidewalk has a drop off of several inches into what appears to be a drainage area lined with rocks. Just before the light the sidewalk drops off on both sides creating a fall hazard.

The sidewalks on the south side of Van Buren going east leading up to 28<sup>th</sup> Street are in poor condition and there do not appear to be ADA accessible ramps. The north side of the street has several tripping hazards either as the result of crumbled sidewalk or sidewalk panels that are uneven with a one or more inch difference. There is a marked mid-block crosswalk between 24<sup>th</sup> and 28<sup>th</sup> Streets. However, it is like the "bridge to nowhere" since on the north side there is a fence without any entrance until 25<sup>th</sup> Street and on the north side the crosswalk leads directly to a tire repair yard and no ramp was available on that side (see pictures). Pedestrians and a bicyclist were observed crossing Van Buren at various places in that block, but none used the crosswalk. It was difficult to see and could have been in a better position.

There were bushes in the barrier between the street and the sidewalk on the north side of the street. However, in many places they were overgrown making visibility hazardous for both

pedestrians and motorists. In other places there were large gaps in the bushes that created opportunities for crossing the street rather than going to the crosswalk.

At Van Buren and 30<sup>th</sup> Street there was a school crossing. It appeared to have been obliterated as some point in time, but the “newer” striping was difficult to see and the results were confusing to motorists. No ADA ramps were available on the southwest sidewalk.

*Area of 30<sup>th</sup> St. from Van Buren to Fillmore and Fillmore to 28<sup>th</sup> St. – Near Wilson School:* Going north on 30<sup>th</sup> Street there is no sidewalk on approximately one-half of the west side of the street. Although there are no parking signs for during school hours the observation was made just prior to school getting out and cars were lined up all along the street and waiting to turn into the school driveway to pick up children.

On 30<sup>th</sup> Street & Fillmore at the intersection, there is no 4-way Stop available. This is directly in front of the library, which is sometimes open extended hours and not just when school is in session. In addition, there is a 15 mph school zone less than 100 feet south of the intersection. According to the school crossing guard, it appears that most motorists go through the school zone observing the speed limit, but as soon as they clear the signs, they speed up across the intersection. Also at that intersection, there are two sets of crosswalks on 30<sup>th</sup> Street, which are offset from each other by about two feet. One of them appears to have been obliterated with dark gray paint, but still causes confusion.

On Fillmore Street between 30<sup>th</sup> and 28<sup>th</sup> Streets, there are only two street lights, which appear to be too far apart to be beneficial to pedestrians using that route in the evenings. There are no sidewalks on Fillmore, between 28 Street and the beginning of the 2900 East block.

On 28<sup>th</sup> Street, from Fillmore to Van Buren, only the west side of the street has a sidewalk covering the full length of that portion of the street. The east side only has a short section at Van Buren, which appears to be an extension of the Van Buren portion, which was needed to construct an ADA ramp at the intersection.

There was not a lot of shade along any of the roads included in this observation, and where there were trees the majority of them were hanging over the sidewalk making it difficult to maneuver and stay on the sidewalk.

It should be noted that the City of Phoenix Street Transportation Safety Section representatives who participated in this observation have indicated that they will begin to address those issues that could be addressed relatively quickly.

*Field Observations – High Risk Site #2: 24<sup>th</sup> Street from the 202 South to Washington.* The segment of 24<sup>th</sup> St. from the 202 Freeway to Washington was not mentioned as an area of concern for residents at the community workshop, although Roosevelt and 24<sup>th</sup> Street was mentioned. One reason may be that few residents reported bicycling and this particular stretch is primarily high risk for cyclists. A review of the collision and injury data showed that this area, less those already counted on Van Buren, accounted for one-third of the bicycle related incidents (n=15) with just five pedestrian traffic injuries and one pedestrian non-traffic injuries related to

falls. The area around the intersection of 24<sup>th</sup> Street and Roosevelt accounted for eight of these incidents.

The bicyclists injured on this segment of roadway were primarily males (60%) between the ages of 19-77 with a median age of 42. Three of the bicyclists tested positive for blood alcohol and once again the levels were twice the legal limit ranging from .157 to .243. Unlike other locations and the overall data, these injuries occurred at throughout the week, but ten of the 15 occurred during the 3-6 pm time period with the remainder in the morning hours.

Three of the five pedestrian traffic injuries were males between the ages of 15-56 with two teenagers, and the rest over 34. The pedestrian non-traffic injury was to a gentleman in his 60's. Three of the five pedestrians had positive BAC levels at more than three times the legal limit (.270-.287). All pedestrians were injured in the late afternoon and evening (between 3 p.m. and midnight). The pedestrians appeared to be primarily non-residents of the immediate neighborhood since none of them had a zip code of residence that matched the zip code of injury.

On the morning of Thursday, October 25, 2012 representatives of St. Joseph's Hospital & Medical Center, St. Luke's Health Initiative Reinvent Phoenix team, and Arizona Safe Routes to school completed field observations in the area of 24<sup>th</sup> Street between Roosevelt and 202 and along Roosevelt to 36<sup>th</sup> Street near Crockett Elementary School.

*Area of 24<sup>th</sup> St. from Roosevelt to 202 - Field Observation:* The intersection of 24<sup>th</sup> and Roosevelt has a Jack-In-the-Box fast food restaurant on the northeast corner, a vacant area surrounding a parking area on the southeast corner and small businesses on the southwest and northwest corners. There is a cut out bus stop on the east side of 24<sup>th</sup> just north of Roosevelt, a bus shelter on the south side of Roosevelt just east of 24<sup>th</sup> and the north side just west of 24<sup>th</sup>, and the west side south of Roosevelt. There are marked bike lanes on Roosevelt and on 24<sup>th</sup>; however, bicyclists were observed riding on sidewalks and in the opposite bike lane (against traffic). Going north on 24<sup>th</sup> from Roosevelt, not only does the bike lane end at Portland, but it ends at the same point that the sidewalk curves and extends into the right traffic lane exactly at the same point the on ramp to the 202 begins. (See picture) In addition the bike lanes are relatively narrow and in at least one area, there is a grate that represents a safety hazard. Bicyclists were observed waiting at the bus stop on Roosevelt. It should be noted that during an earlier observation on 24<sup>th</sup> St. between Washington and Van Buren, bicyclists were observed riding on the sidewalk and at one point on the east side of the road, the sidewalk narrowed so that the bicycle and mobility cart could not be on the sidewalk at the same time, but the traffic was so heavy and so close that it was more dangerous to ride in the street.

Pedestrians were observed walking normally, however the sidewalk has no buffer between heavy traffic and the sidewalk which is five foot wide near the intersection, but narrows to four feet within a short distance. There is also a large pole near the cut out bus stop blocking part of the sidewalk making it difficult for a wheelchair, mobility cart or stroller to maneuver. In the area just north of Roosevelt there are three wide traffic lanes going north, a center turn lane, and three lanes going south. However, there is no crosswalk from Roosevelt to the 202 and during the observation at least one pedestrian was seen crossing the road near Portland.

Drivers were observed at the intersection and driveways looking left and turning right. This is common behavior that often results in collisions with bicyclists or pedestrians approaching on the right side of the vehicle.

Portland is the only street intersecting 24<sup>th</sup> Street north of Roosevelt. The street has no sidewalks at all on the south side and no contiguous sidewalk on the north side where there is an abandoned/closed child care center. On the south side there are a few multi-housing units with a gravel parking lot. Several small children were observed playing in the area and occasionally moving into the street. In addition at least three dogs were observed running loose in the area. At one point they ran along 24<sup>th</sup> Street. One ran into the road trying to cross, was almost hit by a pickup truck that swerved into the on-coming traffic lane.

*Area of Roosevelt east of 24<sup>th</sup> Street to 36<sup>th</sup> Street South to Van Buren – near Crockett School.* Observations were made while driving on Roosevelt. The portion of the road in front of Maricopa Medical Center has two crosswalks with clear markings on the road, but warning signs were not observed. The segment seems to be used by pedestrians moving from the residential area on the north side of the road to the medical center on the south. There was at least one pedestrian injury in that location.

At Indian Trail the road narrows and turns southeast to 36<sup>th</sup> Street where the Crockett School is located. There were four injuries along 36<sup>th</sup> Street - three pedestrians and one bicyclist. No violations on the part of the rider or walkers were noted. One pedestrian was 17 years of age, two were in their 60's and the bicyclist was in his 50's. One pedestrian was female, the rest were male.

Although none of the injuries were to children, there is a school crossing on Van Buren at 36<sup>th</sup> St. The crosswalk markings were faded and difficult to see. There was an advanced stop line, but also faded. The official school crossing was on the west side of 36<sup>th</sup> St. at Van Buren with a standard cross walk across 36<sup>th</sup> Street. No children were seen walking because the observation took place during school hours. There is poor lighting along the entire segment. Mountable curbs lined both sides of the street. On the west side the sidewalks were narrow, with a lot of graffiti. The east side of the street had a wide sidewalk with nice landscaping in front of an apartment complex. The only issue was a couple of spots where overhanging tree branches were over the sidewalk.

*Intersection of 32<sup>nd</sup> Street and Fillmore* – This particular intersection was mentioned by community residents as an area of concern for children crossing 32<sup>nd</sup> Street especially going to and from the Wilson Schools. Fillmore runs east and west, but the eastern side ends a several yards north of the segment to the west of 32<sup>nd</sup> Street. No crossing or crossing guard is available as students living on the eastern side of 32<sup>nd</sup> Street are bussed to school. However, discussions with residents and school personnel indicated that many children will walk rather than catching the bus because they can get up later. In addition, the school, community center, and park are open during non-school hours so that many residents walk to the sites anyway. Discussions with the city of Phoenix streets department indicated that that intersection is currently being considered for special crosswalk implementation.

**PLANNED AFFORDABLE HOUSING:** Currently there is an area of planned affordable housing at 22<sup>nd</sup> Street and Van Buren. An old hotel is potentially scheduled to be renovated into 100 affordable housing units. With this in mind, staff from St. Joseph's Hospital & Medical Center completed a field observation of the area and potential routes to bus and light rail stops in the area. The observation included 22<sup>nd</sup> Street between Van Buren and Washington, Washington from 22<sup>nd</sup> to 24<sup>th</sup> Streets, 24<sup>th</sup> Street from Washington to Van Buren, and Van Buren from 24<sup>th</sup> to 22<sup>nd</sup> Street. The location is within the Wilson School District boundaries and includes the light rail stop at 24<sup>th</sup> & Washington, as well as several bus stops.

The entire area appears run down, and the segments on Van Buren and 22<sup>nd</sup> Street were particularly problematic. The most likely route to downtown and west Phoenix would involve catching a westbound bus at 22<sup>nd</sup> Street and transferring in the Central area to other buses or the downtown light rail stop. The bus stop was in poor condition without any amenities or shade. Alternatively the light rail stop at 24<sup>th</sup> Street would provide the next closest and most flexible route to work, school, shopping or medical care for residents in the area.

Sidewalks along the east side of 22<sup>nd</sup> Street were not navigable by a mobility cart, wheelchair, or stroller. Sidewalks were narrow, overgrown with grass and weeds, and at several crossings did not have any curb cutouts requiring the mobility cart to back up to a driveway and then use the street. The segment along Washington was much more conducive to walking with wider sidewalks, plenty of shade, and a nice bus shelter with amenities. Interestingly, no pedestrians or bicyclists were observed along this segment, while pedestrians and at least two disabled individuals using assistive devices were observed along Van Buren.

Two safety issues requiring immediate attention were identified along Van Buren – a cut off pipe sticking up about 8 inches off the ground with extremely sharp edges and a bent bolt where a trash can had been removed near a bus stop. Both were definitely fall hazards, especially since the area did not appear to be well-lit at night. These hazards were reported to city streets personnel and were to be addressed.

There are no healthy food outlets or parks in the immediate area. The Re-invent Phoenix Project offers a true opportunity to create a health “oasis” in this area by upgrading the immediate area, potentially adding a mini-park on or adjacent to the property, locating some type of healthy food outlet or community garden nearby, creating an inviting route to the Canal Trail and Wilson School complex for recreation, and developing the less used route away from heavy traffic to the light rail stops along Washington.

#### **DISCUSSION AND SUMMARY:**

*Limitations:* This report is limited in that only a convenience sample of roadways were observed. However, the selected segments were based on what appear to be high risk locations for bicycle or pedestrian injuries based on numbers of injuries, resident input, and the potential for increased foot traffic as the result of the potential affordable housing units.

Collision data included a few cases of property damage only as well as some with possible injury, after a discussion with the health assessment team it was decided to include these cases because we are interested in primary prevention – preventing the event from occurring – and these collisions may have resulted in a more severe injury had the circumstances been slightly different.

Another limitation is that the data is retrospective in nature; so many explanatory variables are not as available as they would be if collected in a real time basis. Further information may be found through a review of law enforcement traffic investigation data. However, the available information along with observations provides a fairly thorough review of safety issues for walkers and bicyclists in the Gateway Transit District.

In determining levels of risk, it is useful to have information on exposure – the number of individuals bicycling or walking in the area. No assessments through survey or observation were completed to establish an estimate of bicyclists or walkers. Participants in the community workshop did provide information on typical routes used by residents.

Last, but not least, personal safety as related to crime and violence has not been addressed, but is an important component to active living through walking and bicycling. At all phases the residents have indicated barriers to walking or riding such as criminal activity on or near the streets they would be using; what are described as “unsavory” persons “hanging out” near corners, bus stops, and shopping areas; and the presence of stray dogs who not only foul the sidewalks, but create the possibility of injury to children or adults. Criminal activity reported includes drug sales and use in plain view, open solicitation by prostitutes along Van Buren, and in one instance the assault and theft of a bicycle. Coupled with these activities is an expressed fear of reporting to law enforcement due to the potential for reprisal by the criminal element and/or possibility of detainment as a result of immigration issues.

#### *Summary of Conditions, Recommendations, and Considerations*

- **Bicyclists are at risk based on current conditions in every segment of the roadways** observed in Gateway. Major North-South roads in the district (24<sup>th</sup> and 44<sup>th</sup> Streets) are particularly problematic. Informal discussions with bicyclists living outside of Gateway indicate that they often use “back or less traveled roads to avoid heavy traffic and more dangerous situations. Unfortunately the northern boundary of the Gateway Transit District is the 202 freeway with limited access under the freeway for those en route to the light rail stops on the two North-South streets (24<sup>th</sup> and 44<sup>th</sup> Streets) thus forcing bicycle traffic to use the heavily trafficked roads.
  - While there is at least one **bicycle boulevard** in the Gateway area, there seems to be a lack of awareness of that route. That boulevard or an alternative should be improved and upgraded to make it more usable and safer for bicyclists.
- **Pedestrian related issues** were identified including:
  - Unmarked or poorly marked **crosswalks**.
  - Incomplete **sidewalks** along paths going to and from schools, churches or other destinations used by residents.
  - **Tripping and fall hazards** were found along well used routes.



- **Loose dogs** create safety hazards.
- A number of **problems relative to accessibility** by disabled individuals were identified. These problems negatively impact strollers and bicycles as well as mobility assistive devices.
- Overall, poor **lighting** either from broken, burned out, or nonexistent streetlights are hazards for pedestrians and bicyclists and impact the visibility of drivers.
- **Heavy traffic** including trucks and buses are safety hazards along routes commonly used by both pedestrians and bicyclists. This is reflected in the number of injuries occurring in **the high risk time period of 3-6 p.m.** corresponding with “rush hour.”
- **Pedestrian and bicyclist behavior** contributes to the incidence of injury through failure to follow basic safety steps (i.e., disregarding crosswalks and traffic signals), but environmental and/or enforcement interventions may modify the behavior.
  - For example, stricter enforcement of “jaywalking” or creating landscape barriers to crossing the street outside of a crosswalk.
  - Bicyclists are not following safety rules, at least in part because of the inability to ride safely on the roadways.
- **Alcohol** played a significant role in the injuries occurring in high risk areas. Land use and zoning interventions may make a significant difference. Given that high blood alcohol levels, or even physical and vision changes for older adults impact appropriate reactions in hazardous situation, it is important to ensure that environmental safety measures are clear and easily understood.
- **The Canal Trail** is an important opportunity for residents to improve their level of active living, but access is limited along the trail.
- **Personal safety** continues to be introduced as a major factor in issues around improved active living. Perceived personal safety must be addressed with attention to issues impacting walkability and/or bikeability ranging from criminal activity to stray dogs. Violence related injury data as well as police crime report data should be factored into recommendations and may be used to address issues of perception or reality of concerns regarding personal safety. A brief review of limited violence-related injury data from the state trauma registry reported few injuries, but those that were reported occurred in the same areas identified as “high-risk” for bicycling and walking injuries – Van Buren and Roosevelt. Research has shown that many of the potential physical/environmental changes that would make the streets more walkable and bikeable have also resulted in increased personal safety.

ATTACHMENT A

MAPS



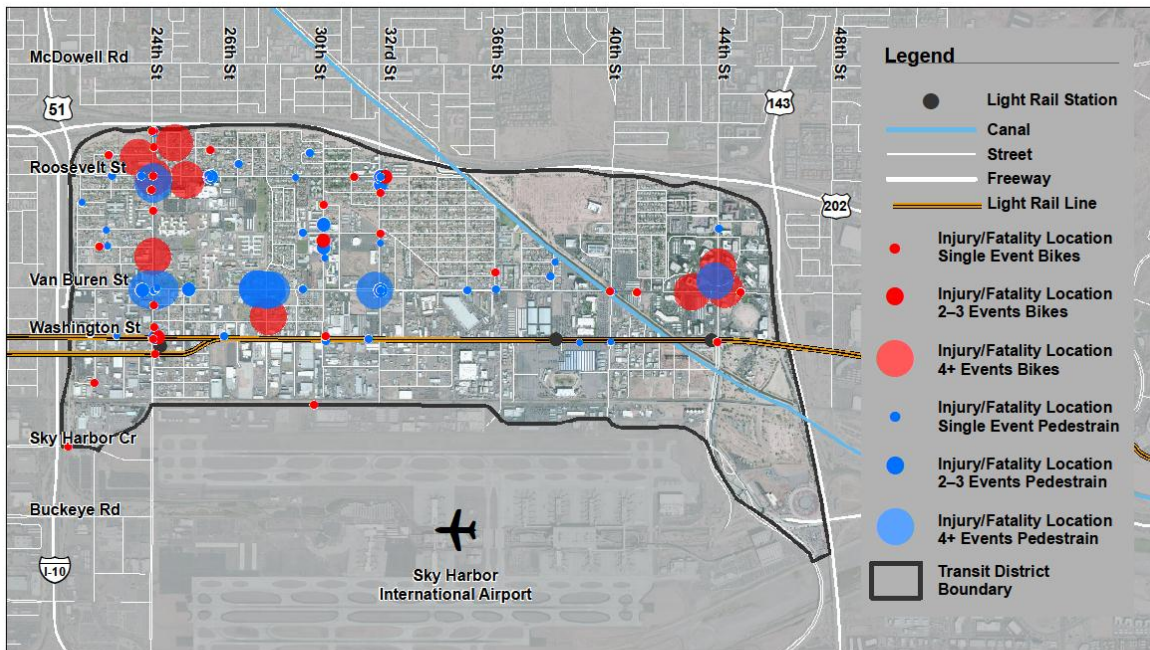
Gateway Transit District Injury and Fa



Gateway Transit District Injury Type M



Gateway Transit District Injury and Fa



December 15, 2012

**ReinventPHX**  
Gateway Transit District  
Injury and Fatality Map

0 1 Miles  
1 inch = 1,667 feet

**DRAFT**

ATTACHMENT B

SELECTED PICTURES

FIELD OBSERVATIONS

AT HIGH RISK LOCATIONS

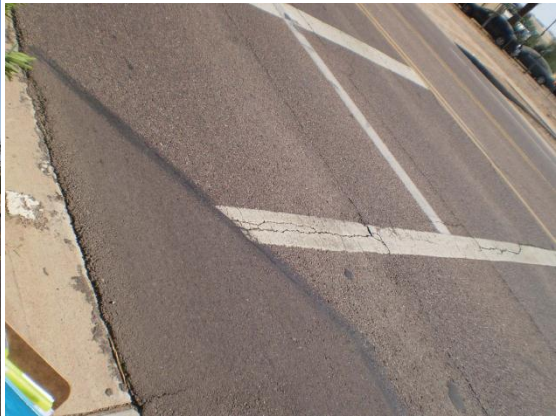


LOOKING EAST ON VAN BUREN AT THE INTERSECTION OF 28<sup>TH</sup> ST.



FALL HAZARD IDENTIFIED ON NORTHEAST CORNER OF INTERSECTION.

PICTURES OF NARROW SIDEWALK, SIDEWALK HAZARDS AND MID-BLOCK CROSSWALK (VAN BUREN BETWEEN 26<sup>TH</sup> AND 28<sup>TH</sup> STREETS).





FILLMORE AND 30<sup>TH</sup> STREET NEAR WILSON SCHOOL: SCHOOL CROSSING ON VAN BUREN & 30<sup>TH</sup>



PARENTS PARKING ALONG 30<sup>TH</sup> ST TO PICK UP CHILDREN AT WILSON SCHOOL AND LOOSE DOGS IN THE SAME AREA (ON FILLMORE).



CROSSING FILLMORE AT 30TH





SECOND HIGH RISK SITE ALONG 24<sup>TH</sup> STREET. WOMAN JAYWALKING – NO CROSSWALK BETWEEN ROOSEVELT AND THE 202.



LOOKING NORTH ON 24<sup>TH</sup> AT PORTLAND. BIKE LANE ENDS ABRUPTLY AND SIDEWALK JUTS INTO WHAT WAS THE BIKE PATH AT THE POINT WHERE CARS ARE MOVING TO THE ON RAMP.

LOOKING NORTH ON 36<sup>TH</sup> STREET NEAR CROCKETT SCHOOL. MORE ROOM ON SIDEWALK ON THE EAST SIDE OF THE ROAD. STRIPING HAS FADED AND IS EVEN

MORE FADED AT THE CROSS WALK ON VAN BUREN.



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<sup>1</sup> 2010 Phoenix Traffic Collision Summary, City of Phoenix, Street Transportation Department, Traffic Services Division, Traffic Safety Section.

<sup>2</sup> <http://www.azdhs.gov/bems/documents/data/ASTR/astr-trauma-patient-inclusion2012.pdf>. Last accessed 10/22/12.



# **Appendix 4: Community Outreach Report**



# Community Outreach Report - Gateway District

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*Mariana del Hierro,  
SLHI Outreach Coordinator*

The purpose of this report is to document the strategy St. Luke's Health Initiatives' (SLHI) Outreach Coordinator implemented while conducting outreach to underserved populations for Reinvent Phoenix. According to the scope of work, SLHI's enhanced research is defined as identification and outreach to underserved, particularly non-English speaking, residents in each district. This report will share how the Outreach Coordinator created initial contacts with community members and organizations that later helped establish key relationships, which ultimately facilitated resident participation in SLHI-sponsored community events. The intention of this report is to serve as a tool to help inform the city of Phoenix on how to effectively involve residents in the planning processes beyond Reinvent Phoenix.

## **Outreach in Preparation for the Community Workshop**

SLHI did not have community partners in the Gateway district or knowledge of the community that made up the district. To gain a better knowledge of the district and begin identifying community partners, it was necessary to drive around the Gateway district and take note of schools and churches in the area, food outlets, businesses, and any other community-based organizations. Acknowledging that schools and churches are natural places where communities convene, outreach began with Fillmore Gardens Senior Housing, Wilson Elementary School District, Crockett Elementary and St. Mark Catholic Church. A snowball method of sampling was identified to be the best strategy for outreach in this and future districts. The snowball method is used in qualitative research to make contact with members of a population that may be difficult to locate and relies on identifying an initial contact who provides the names of other contacts (Atkinson & Flint, 2005). Because SLHI did not have community partners in the Gateway district, initial contact was made with various potential partners. Since various individuals were contacted on varying dates, the following outreach described is grouped by institutions and not in a linear timeline.

### **Public Schools**

The Gateway district has three schools within its boundaries, Crockett Elementary (of the Balsz School District) as well as Wilson Elementary and Wilson Primary, which make up the Wilson Elementary School District. The decision to first contact schools rather than other institutions was based on the assumption that schools generally provide services to both children and adults beyond daily education and are familiar with community needs and community resources. In an attempt to identify an initial contact that would initiate a snowball method in the Gateway district, contact was made with Wilson Elementary School District's Community Center community liaison, Luz Muñoz, on June 29, 2012. Being a community center, the facility was open but did not provide programming during school summer break. Ms. Muñoz was happy to help with the project; but noted that with the school and community center activities closed for summer break, it would be hard for her to help with outreach and contact parents until the school year started in August. Crockett Elementary was unfortunately closed for the



summer break as well, and contact with the school was not possible until the beginning of the school year in August. Crockett Elementary does not have a community center. Ms. Muñoz suggested contacting St. Mark Catholic Church located next to Wilson Elementary. Ms. Muñoz mentioned that most of the parents at Wilson Elementary and the surrounding community attend service at St. Mark Catholic Church and, therefore, be a good option to meet residents of the area.

## **Churches**

A second attempt at identifying an initial contact that would initiate a snowball method for outreach in the Gateway district was made with St. Mark Catholic Church's office manager, Rosemary Toscano, on June 29, 2012. Directly visiting Ms. Toscano at St. Mark Catholic Church's office allowed for a brief explanation of the Reinvent Phoenix project before scheduling a one-on-one meeting. Speaking to potential partners in-person about the project has proven to increase the chances of securing a future meeting than standard emails or cold calls. SLHI's scope of work within the project was explained to Ms. Toscano as community outreach to assess the existing health resources and health needs of the Gateway district, and defined our focus around access to healthy food, healthy recreation, and safe streets. Additionally, Ms. Toscano was informed that SLHI was tasked to ensure that individuals who do not typically participate in these processes have a strong voice in the assessment process such as workshops, meetings, and audits, as well as within the reports created and submitted to the city of Phoenix. Hoping to reach a large group of people to invite to our upcoming community workshop, the option of presenting during a mass or community meeting was presented to Ms. Toscano. Ms. Toscano mentioned that diocese approval was needed to make a presentation during a mass and said she would inform Father Fausto Peñafiel who would request this approval. Ms. Toscano said she would call once approval was given by the diocese. After two weeks without a response, it was evident that the search for a forum to speak with community members about the project would continue.

## **Neighborhood Associations**

On June 30, 2012, a meeting was arranged by Dr. Aaron Golub of Arizona State University with the Sky Harbor Neighborhood Association and its president, Hilaria Rodriguez. Dr. Golub and his students had been working with residents of this neighborhood association. This initial meeting was brief since it was before the neighborhood association's regularly-scheduled meeting. Ms. Rodriguez offered to help with outreach and ask members of the neighborhood association to attend the community workshop. A second meeting was to be scheduled to give her and her group additional information. Unfortunately, Ms. Rodriguez became busy and scheduling became difficult. Flyers for the workshop were delivered to her home a week before the workshop. This brief meeting provided the opportunity to share more of the project details with Ms. Rodriguez, specifically the importance of involving residents and placing their voices in the forefront. She kindly offered to distribute community workshop flyers to her members.

## **Public Housing**

In an effort to ensure that our community workshop captured a diverse sample of Gateway residents, a visit was made to the Fillmore Gardens Public Housing, a senior housing property, on June 26, 2012. The community liaison was not in the office. A visit on a later date was required. This second visit was done in the beginning of July, but their community liaison was on vacation and would not return before the workshop. The front desk receptionist did offer to post community workshop flyers and notify residents that our workshop was occurring. When asked if a meeting with residents of Fillmore Gardens could be arranged to inform residents of the project and invite them to our community workshop, the response was that this would not be possible while the community liaison was on vacation.

## Neighborhood Services Department

During the Reinvent Phoenix Public Involvement Team meeting on June 13, 2012, members of the city of Phoenix Neighborhood Services Department met with SLHI and Curt Upton, city of Phoenix Planner and Reinvent Phoenix Project Manager, to discuss how best to work together on this project. Since the Neighborhood Services Department works within the communities SLHI was tasked to conduct outreach, this introduction was the connection needed to truly begin implementing a snowball method of resident recruitment. Neighborhood Specialist Roberto Fritz extended an invitation to a Garfield community event at the Alwun House on June 14, 2012. At the event, the connection was made with Neighborhood Specialist Ray Buchanan who worked within the Gateway district and knew both the Superintendent of Wilson Elementary School District, Antonio Sanchez, and Father Fausto Peñafiel of St. Mark Catholic Church. Ray Buchanan was informed of the initial obstacles SLHI faced with outreach in the Gateway district that included schools on summer break, the community liaison of Fillmore Gardens on summer vacation, and the Reinvent Phoenix presentation at St. Mark Catholic Church pending diocese approval. Ray Buchanan offered to schedule a meeting with both Superintendent Sánchez and Father Fausto.

Ray Buchanan scheduled this meeting on June 27, 2012 at the Wilson Elementary School District Office. At this meeting, Ray Buchanan formally introduced SLHI to both Superintendent Sánchez and Father Fausto. During this meeting, the Reinvent Phoenix project along with SLHI's role in the project were presented, and the importance of having the residents they serve participate in the project was stressed. This meeting with Superintendent Sánchez and Father Fausto created the necessary initial contacts in the Gateway district that later created a strong snowball method sampling that allowed SLHI to contact residents who would otherwise be difficult to reach within this district.

Superintendent Sánchez agreed to have his school district formally support and participate in the project and offered to inform residents in spite of the summer break through the district's automatic phone call system. Superintendent Sánchez also offered Wilson Elementary School District's gym, tables, chairs and presentation equipment for the workshop at no cost.

Father Fausto agreed for a presentation of the project to be done at his church during his Spanish-language services the weekend before the workshop to talk about Reinvent Phoenix. Father Fausto not only invited residents to participate but also adapted his sermon to SLHI's scope within the project, focusing on healthy community and the importance of civic engagement.

Speaking with both Superintendent Sánchez and Father Fausto, the impression was that both the Wilson Elementary School District and St. Mark Catholic Church were strong community institutions in the Gateway district. Superintendent Sánchez shared his school's efforts to keep the community involved in the school by keeping the playground, library and gym open after hours for residents, as well as a community center with adult vocational classes. Father Fausto also shared how his church hosted community fundraising events at St. Mark Catholic Church to install an air conditioner, maintain their food pantry for Gateway district residents, and open their volleyball courts for residents. This information provided SLHI with a strong base of information on existing community assets that could be developed and built upon during the community workshop.

On Sunday, July 8, 2012, a presentation on the Reinvent Phoenix project was given in Spanish during two Spanish-language masses at St. Mark Catholic Church. Each mass included 300 participants, making it a total of 600 who were present during the presentations. Father Fausto mentioned the Reinvent Phoenix workshop during his English-language masses on Saturday, but only 20 were in attendance. Of the 600

who were present during the Spanish language presentations, 40 registered for the workshop. That same week, Superintendent Sánchez had a meeting with parents and gave them flyers for the workshop.

## **Community Workshop Summary**

Of the over 600 residents reached through SLHI's presentations, and many more who were given flyers and received a robo-call through Superintendent Sánchez's efforts, 50 attended the Gateway district workshop held July 14, 2012, at the Wilson Primary Cafeteria from 10 a.m. to 2 p.m. At the workshop, SLHI provided a light breakfast and lunch along with free childcare and raffled \$50 gift cards throughout the event. These incentives were mentioned on the event flyer to attract participants. Wilson Primary School was chosen as the location for the community workshop based on its central location within the district. The idea was that a central location would make the workshop accessible to the majority of the district and not just one corner. Being it was summer, it was hoped that a central location would make it easier for participants walking to the workshop. Wilson Elementary School district offered their facility free of charge.

While conducting outreach throughout the Gateway district, each community stakeholder was asked what the predominant language of the community was. The majority of the stakeholders responded that Spanish was the predominant language of Gateway residents; and plans were made to have the Gateway Community workshop in both English and Spanish along with surveys and handouts in both languages. Once at the workshop, participants were asked by a show of hands who spoke English or Spanish. All participants responded that they spoke Spanish or were English-Spanish bilingual. The decision was made to hold the workshop in Spanish.

SLHI's approach to community outreach is one that goes beyond distributing flyers and does not end once the event is held. SLHI approaches community outreach as creating strong community relationships and partnerships and maintaining these in order to closely work alongside community members towards building healthy communities. With that in mind, individuals were greeted as they arrived at the community workshop and engagement beyond a standard 'hello' was carried out throughout the workshop to gain a better knowledge of the community and the individuals that make it up. These initial exchanges not only helped the SLHI team learn about resident concerns or what they regarded as strengths within their community, but it also helped potential community volunteers put a face to a name when SLHI began outreach for resident-lead audits of parks and streets in the Gateway district.

## **Outreach Following the Community Workshop**

### **Park, Street and Canal Audits**

For the resident-lead audits of parks, Grand Canal and streets within the Gateway district, individuals who expressed strong opinions of the areas being audited during the community workshop were contacted. This interest was recorded during the community workshop when participants were asked if they were interested in participating in additional Reinvent Phoenix activities within a survey. A month after the community workshop, participants who expressed interest in conducting audits were called.

Two parks, the Grand Canal trail and 10 streets were audited by 12 volunteers in the Gateway district. A meeting was scheduled with volunteers on September 25, 2012 at the Wilson Elementary School park where audit instructions were reviewed, including what to look for and where in the audit SLHI would

like pictures to be documented. During this meeting, volunteer questions were answered and they were informed when we would meet again as a group to collect completed audits. The day before the audit pick-up date, volunteers were called to remind them of the deadline.

On September 27, 2012, residents met with SLHI at the Wilson Elementary School Park to submit completed audits in exchange for \$50 gift cards as a stipend for conducting the audits. It was no surprise that after having conducted the audits, volunteers had plenty to discuss about the issues they documented, and were curious and excited to learn what the next steps were and how their audits would be used within the Reinvent Phoenix project. Volunteers were told that the information they provided in the audits would be used toward the creation of SLHI's health assessment and health strategy reports and how these reports inform the overall direction of the project. Residents were also informed that they would have access to these reports and/or be provided a copy of these reports once completed and approved by the city of Phoenix.

While gathering the audits, emphasis was placed on the importance of their participation. They were invited to participate in future recommendations meetings where, along with SLHI, resident volunteers could help create the health strategies that will be included in the health strategy report submitted to the city of Phoenix. All volunteers who conducted the park and street audits expressed interest in attending the recommendations meetings and understood that their participation was completely voluntary and no stipend would be available for their participation in these meetings.

### **Recommendation Meetings**

A total of three recommendations meetings were scheduled at Wilson Elementary School District's Community Center on November 2, 16, and 30. Once again, Wilson Elementary School District proved to be an excellent partner for this effort because of their location, their connection to their community, and the availability of their facilities for community use. Superintendent Sánchez kindly offered use of their board room free of charge for the meetings. For these meetings, residents were contacted two weeks before the first scheduled meeting to ensure their availability and interest. If residents were still interested in participating during this initial phone call, they were informed that they would be called one week before the meeting as well as one day before the meeting to remind them to attend. Of those who were contacted, seven residents participated in the first meeting, three residents participated in the second meeting, and five residents participated in the final meeting.

During the recommendations meetings, close attention was paid to those who displayed a strong interest in the topics discussed, attendance levels, and community leadership to begin identifying volunteers who could serve as members of the Reinvent Phoenix Gateway Steering Committee. Community leadership in this case being defined as any combination of the following: a heightened desire to work towards change in their community, a strong knowledge of the Gateway district, and a strong commitment towards advocacy for others in their community. Based on these observations along with knowledge that most of the individuals who participated in the recommendations meetings were also active volunteers at Wilson Elementary School District, SLHI was confident in providing three names who were sure to represent their communities during the Steering Committees led by the city of Phoenix. Laly Amparano, Nadia Ramirez, and Teresa Verdugo are currently serving on the Gateway Steering Committee, ensuring that the voices of the Gateway district residents are constantly referenced and incorporated within the Reinvent Phoenix strategies for their district.

## Key Partnerships

SLHI's community outreach efforts within the Reinvent Phoenix project is rooted in asset-based community development methodology. This methodology considers local assets and strengths as the primary building blocks for community development (The Asset-Based Community Development Institute, 2009). Rather than entering communities and attempting to bring together community members on our own, SLHI searched for places where residents were already congregating and working together to continue improving their communities. During outreach efforts in the Gateway district, SLHI learned of the existing community assets and strengths found in the Gateway district such as key community stakeholders, Wilson Elementary School District and St. Mark Catholic Church. Identifying and partnering with existing assets and strengths within the Gateway district helped the Reinvent Phoenix project by facilitating outreach and strength-based information gathering.

SLHI's outreach was facilitated by partnering with key stakeholders who were already bringing residents together around key issues such as community improvement. Wilson Elementary School District and St. Mark Catholic Church are two key partners in the Gateway district that are doing just that. Because of their efforts within the Gateway district, it was easy for them to understand the importance of civic engagement and working together to create a healthy community. For this reason, both partners quickly agreed to support the Reinvent Phoenix project, connected SLHI with community residents, and encouraged residents to participate in events.

Creating and maintaining partnerships with key stakeholders in the Gateway district also allowed SLHI and the city of Phoenix to gain strong knowledge of existing assets within the district from a resident perspective. Rather than beginning outreach and data collection from an outsider's perspective, SLHI's key partnerships provided an insider's perspective of their communities from a point of pride and achievement. Although residents did touch on issues they would like to see improved in their community, such as Van Buren Street, because they were engaged through organizations that are working to improve the community, the conversations were focused on existing strengths and proactive efforts and not on community deficiencies and reluctance to help make change. Approaching residents through partners who are embedded in community improvement efforts provided SLHI and the city of Phoenix with the knowledge of existing strengths that the Reinvent Phoenix project could build upon and use as catalysts for additional improvements.

## Resident Capacity Building

Resident capacity building is a key effort that was not included in SLHI's scope of work within the Reinvent Phoenix project but was identified as a necessary effort to ensure that underserved residents are engaged throughout the length of the project and allow their expertise as residents inform steering committee decisions. Working within the asset-based community development methodology for community engagement, SLHI identified residents and their knowledge of the district as the local assets and strengths within the Gateway district upon which SLHI would build its assessment and strategy reporting. Because SLHI was tasked to engage underserved residents who typically do not participate in city of Phoenix processes such as Village Planning Committees, many of the residents engaged in SLHI events are not familiar with planning and zoning policies, city codes, or presenting plans to city of Phoenix City Council. In order to ensure that resident participation and knowledge was taken advantage of in SLHI events and later in Reinvent Phoenix project Steering Committees, extra information about

the project needed to be prepared and shared with residents. SLHI's Outreach Coordinator set aside extra meeting times with residents before and after SLHI engagement meetings and Steering Committee meetings to review information to be discussed in a meeting or to check in with residents after meetings to solicit questions or offer clarification. Additional information that was prepared ranged from a glossary of terms used during meetings to providing information in the resident's native language, explaining standard meeting rules and processes to simply sitting with a resident to explain where a specific Steering Committee meeting fell within the greater picture of the project and their community. These additional interactions which ranged from 30 minutes to an hour before or after a meeting provided resident volunteers participating in the Reinvent Phoenix project with the added knowledge to confidently represent their community and take part in the decision-making processes that would continue building on the Gateway district's existing strengths.

## Work Cited

The Asset-Based Community Development Institute (2009). Welcome to ABCD. *The Asset-Based Community Development Institute: School of Education and Social Policy, Northwestern University*. Retrieved November 26, 2013, from <http://www.abcdinstitute.org/>.

Atkinson, R. & Flint, J. (2005). Snowball Sampling. In M. S. Lewis-Beck, A. Bryman, & T. F. Liao (Eds.), *The Sage Encyclopedia of Social Science Research Methods* (3<sup>rd</sup> ed., pp. 1043-1044). Thousand Oaks: SAGE Publications, Inc.

# **Appendix 5: Street and Park Audits**





30th St.  
Van Buren to Roosevelt  
Roosevelt to Van Buren

## Street Audit Report

### Tips for Using the Street Audit Report

- Please think about your personal safety when conducting this audit, such as: don't go alone; be alert to potential danger; and don't go at night.
- Depending upon the weather, you may want to take some water and a hat, or use sunscreen. You may be outside for over an hour, so please take measures to keep yourself healthy.
- Pay attention to the street and your walk. You may have been on this street many times before, but look at your street again with extra attention to details.
- You may need to switch between sections or pages as you complete your street audit. Please review and be familiar with all of the sections and questions before you begin.
- We encourage you to take pictures of the street and to help us understand the condition of the street. Throughout the audit, we have included a camera icon as a reminder. Please make notes on this audit about the photos you have taken.



### Section A: Street Information

My Name: Virginia Martinez

Date (m/d/yr): 9 / 24 / 2012 Day of the Week: Wednesday

Street Name (example: Oak Street): Van Buren — Roosevelt

Cross Streets (example: 3<sup>rd</sup> Avenue and 12<sup>th</sup> Avenue): 30<sup>th</sup> St

Approximate Temperature: 96 °F Weather:  Clear  Partly Cloudy  Rainy

Start Time: 5:15  AM  PM End Time: 5:45  AM  PM

## Section B: Street, Cars and Drivers

This section asks for general information about the street, its surroundings and its drivers.

As you answer questions, please keep the following definitions in mind:

**Good condition:** looks clean and maintained; for example, minimal rust or graffiti

For most of your walk, how many lanes are available for traffic? *Do not count the turning lane.*

2

Do you see a posted **speed limit sign**?  No  Yes

*If yes ... What is the posted speed limit? If there are different speeds along your walk, please list all.* 25 mph

What kind of **neighborhood** do you see on either side of this street? *Check all that apply.*

- Houses or apartments  Businesses  Institutions, like a school or hospital  
 Industrial, for example a warehouse  Vacant land  Parks  Abandoned buildings  
 Highway or Interstate road, such as I-10

Do you see any **bus or light rail stops** along your walk?  No  Yes

*If yes ... How many?* \_\_\_\_\_ bus stops \_\_\_\_\_ light rail stops

What kind of **amenities** do you see at the stops? *Check all that apply.*

- Bench or other seating  Covered shelter  Trash can  Public art

Were the amenities at the bus or light rail stop in **good condition**?

- All or most in good condition  About half  None or few in good condition

Did you see anyone **waiting** for a bus or light rail train?  No  Yes

*If yes ... About how many people?* \_\_\_\_\_

Would you **feel safe** waiting for a bus or light rail train right now?

- No  Yes  I don't know

*If no ... why?* \_\_\_\_\_

Do you see any **bike routes or lanes**? *Check all that you see.*

- None  Marked lane  Designated route sign  Share the road signs

What kind of **traffic signals or signs** do you see along your walk? *Check all that you see.*

- Stop sign    Traffic light    Speed bump    Painted or marked cross walk    Yield sign  
 Other: \_\_\_\_\_    Other: \_\_\_\_\_

During your walk, do you see any **drivers** doing the following:

- Not stopping for people crossing the street?  Yes, a lot    Yes, a little    None at all  
Driving faster than the speed limit?  Yes, a lot    Yes, a little    None at all  
Speeding up to make it through a yellow light?  Yes, a lot    Yes, a little    None at all  
Other dangerous driving habits?  Yes, a lot    Yes, a little    None at all

*If yes ... please describe:* \_\_\_\_\_  
\_\_\_\_\_

Does the street have **street lights or lamps**?  No    Yes

*If yes ... How much of the street could be lit?*    less than 25%    25% to 75%  
 more than 75%



## Section C: Sidewalks

This section asks detailed questions about sidewalks along this street. You will need to walk the entire route on both sides of the street. For example, if you are reporting on Oak Street, you will need to walk the entire route from 3<sup>rd</sup> Avenue to 12<sup>th</sup> Avenue on the north side (*Side 1*) of the street, and then 12<sup>th</sup> Avenue to 3<sup>rd</sup> Avenue on the south side (*Side 2*) of the street. *It is important to gather information about both sides of the street.*

As you answer questions, please keep the following definitions in mind:

**Good condition:** looks clean and maintained; for example, not much litter and no cracks in the sidewalk surface

**Side One**

Which side of the street are you walking on?  North  South  East  West  I don't know

Does this side of the street have a sidewalk?  Yes, all or most of this side has a sidewalk

About half  None of this side has a sidewalk

If no ... Where do people walk?  In the grass or dirt along the street  On the street

Other: \_\_\_\_\_ If there is no sidewalk, please skip the following questions and go to **Side Two**.

What is the sidewalk made of? Check all that you see.  Concrete  Asphalt  Gravel  Dirt

Other: \_\_\_\_\_

Is the sidewalk in **good condition**?  Yes, all or most of this side in good condition  About half  None of this side is in good condition

Is there a "**buffer**" between the sidewalk and the street, such as a grassy or dirt patch, trees or bushes?  Yes, all or most of this side has a buffer  About half  None of this side has a buffer

Are there **major obstacles blocking** the sidewalk making it difficult to use? Check all that you see.  Trees  Large plants, weeds or bushes  Utility or telephone poles  Large cracks, bumps or holes  Other: N/A

About **how wide** is the sidewalk for most of your walk?

Only one adult can walk on the sidewalk  Two adults can walk side-by-side on the sidewalk  Three adults can walk side-by-side on the sidewalk  Four or more adults can walk side-by-side on the sidewalk

If the sun was directly overhead, how much of this sidewalk would be shaded?  Less than 25%  25 to 75%  more than 75%

**Side Two**

Which side of the street are you walking on?  North  South  East  West  I don't know

Does this side of the street have a sidewalk?  Yes, all or most of this side has a sidewalk  
 About half  None of this side has a sidewalk

If no ... Where do people walk?  In the grass or dirt along the street  On the street  
 Other: \_\_\_\_\_ If there is no sidewalk, please skip the following questions and go to **Section D**.

What is the sidewalk made of? Check all that you see.  Concrete or asphalt  Gravel  Dirt  
 Other: \_\_\_\_\_

Is the sidewalk in good condition?  Yes, all or most of this side in good condition  About half  None of this side is in good condition

Is there a "buffer" between the sidewalk and the street, such as a grassy or dirt patch, trees or bushes?  Yes, all or most of this side has a buffer  About half  None of this side has a buffer

Are there major obstacles blocking the sidewalk making it difficult to use? Check all that you see.  Trees  Large plants, weeds or bushes  Utility or telephone poles  Large cracks, bumps or holes  Other: \_\_\_\_\_

About how wide is the sidewalk for most of your walk?

Only one adult can walk on the sidewalk  Two adults can walk side-by-side on the sidewalk  
 Three adults can walk side-by-side on the sidewalk  Four or more adults can walk side-by-side on the sidewalk

If the sun was directly overhead, how much of this sidewalk would be shaded?  Less than 25%  25 to 75%  more than 75%

## Section D: Appearance and Safety



This section will ask about the safety and appearance of the street. As you answer questions, please keep the following definitions in mind:

**Good condition:** looks clean and maintained; for example, minimal rust or graffiti

Do you see any of the following **safety or appearance concerns** along your walk? *Check all that you see.*



	I don't see any of this.	I see a little of this.	I see a moderate amount of this.	I see a lot of this.
<b>Poor lighting</b> , for example, absent or limited lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Graffiti</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Vandalism</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Broken glass</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Excessive litter</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Heavy traffic</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Excessive noise</b> , for example, noticeable sounds that are unpleasant or annoying	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Vacant buildings or lots, or undesirable uses</b> , for example, abandoned houses or a liquor store	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Poorly maintained properties</b> , for example, tall weeds in yard or broken windows	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Lack of eyes on the street</b> , such as absence of people, no houses or store fronts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	I don't see any of this.	I see a little of this.	I see a moderate amount of this.	I see a lot of this.
Evidence of threatening persons or behaviors, such as gangs, or alcohol or drug use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Animal waste	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Undesirable odors, such as garbage or sewer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stray or unleashed dogs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

About how many of the following things did you see during your walk:

Other people walking 15

People biking on the sidewalk 0

People biking on the street 0

People biking in a bike lane 0

Benches (don't count the ones at light rail or bus stops) 0

If there were benches, were they in **good condition**?  All or most in good condition  About half  None or few in good condition

Trash cans (don't count the ones at light rail or bus stops) 0

If there were trash cans, were they **overflowing** with trash?  All or most overflowing  About half  None or few overflowing

Shade structures, like awnings or pergolas 0

If there were shade structures, were they in **good condition**?  All or most in good condition  About half  None or few in good condition





Did you feel safe during your walk?  No  Yes

If no ... Describe why you feel unsafe.

What can be done to make this street safer for people who walk?

Finish the Sidewalks  
Pick-up trash along walkways + alleys  
Clean-up graffiti  
West side of road needs some street lamps

If you have other observations or comments about this street, please describe them.


**Thank you for your help!** Please check that you have filled out the entire report.

30<sup>th</sup> St.

Van Buren to Roosevelt  
Roosevelt to Van Buren

## Street Audit Report

### Tips for Using the Street Audit Report

- Please think about your personal safety when conducting this audit, such as: don't go alone; be alert to potential danger; and don't go at night.
- Depending upon the weather, you may want to take some water and a hat, or use sunscreen. You may be outside for over an hour, so please take measures to keep yourself healthy.
- Pay attention to the street and your walk. You may have been on this street many times before, but look at your street again with extra attention to details.
- You may need to switch between sections or pages as you complete your street audit. Please review and be familiar with all of the sections and questions before you begin.
- We encourage you to take pictures of the street and to help us understand the condition of the street. Throughout the audit, we have included a camera icon as a reminder. Please make notes on this audit about the photos you have taken. 

### Section A: Street Information

My Name: Virginia Mendoza

Date (m/d/yr): 9/26/12 Day of the Week: Thursday ~~Wednesday~~

Street Name (example: Oak Street): ~~30<sup>th</sup> St~~ Van Buren to Roosevelt

Cross Streets (example: 3<sup>rd</sup> Avenue and 12<sup>th</sup> Avenue): 30<sup>th</sup> St.

Approximate Temperature: 96 °F Weather:  Clear  Partly Cloudy  Rainy

Start Time: 5:15  AM  PM End Time: 5:45  AM  PM

## Section B: Street, Cars and Drivers

This section asks for general information about the street, its surroundings and its drivers.

As you answer questions, please keep the following definitions in mind:

**Good condition:** looks clean and maintained; for example, minimal rust or graffiti

For most of your walk, how many **lanes** are available for traffic? *Do not count the turning lane.*

2

Do you see a posted **speed limit sign**?  No  Yes

*If yes ... What is the posted speed limit? If there are different speeds along your walk, please list all.* 25

What kind of **neighborhood** do you see on either side of this street? *Check all that apply.*

- Houses or apartments  Businesses  Institutions, like a school or hospital  
 Industrial, for example a warehouse  Vacant land  Parks  Abandoned buildings  
 Highway or Interstate road, such as I-10

Do you see any **bus or light rail stops** along your walk?  No  Yes

*If yes ... How many?* \_\_\_\_\_ bus stops \_\_\_\_\_ light rail stops

What kind of **amenities** do you see at the stops? *Check all that apply.*

- Bench or other seating  Covered shelter  Trash can  Public art

Were the amenities at the bus or light rail stop in **good condition**?

- All or most in good condition  About half  None or few in good condition

Did you see anyone **waiting** for a bus or light rail train?  No  Yes

*If yes ... About how many people?* \_\_\_\_\_

Would you **feel safe** waiting for a bus or light rail train right now?

- No  Yes  I don't know

*If no ... why?* \_\_\_\_\_

Do you see any **bike routes or lanes**? *Check all that you see.*

- None  Marked lane  Designated route sign  Share the road signs

What kind of **traffic signals or signs** do you see along your walk? *Check all that you see.*

- Stop sign    Traffic light    Speed bump    Painted or marked cross walk    Yield sign  
 Other: \_\_\_\_\_    Other: \_\_\_\_\_

During your walk, do you see any **drivers** doing the following:

- Not stopping for people crossing the street?  Yes, a lot    Yes, a little    None at all  
Driving faster than the speed limit?  Yes, a lot    Yes, a little    None at all  
Speeding up to make it through a yellow light?  Yes, a lot    Yes, a little    None at all  
Other dangerous driving habits?  Yes, a lot    Yes, a little    None at all

*If yes ... please describe:* \_\_\_\_\_  
\_\_\_\_\_

Does the street have **street lights or lamps**?  No    Yes

*If yes ... How much of the street could be lit?*    less than 25%    25% to 75%  
 more than 75%



## Section C: Sidewalks

This section asks detailed questions about sidewalks along this street. You will need to walk the entire route on both sides of the street. For example, if you are reporting on Oak Street, you will need to walk the entire route from 3<sup>rd</sup> Avenue to 12<sup>th</sup> Avenue on the north side (*Side 1*) of the street, and then 12<sup>th</sup> Avenue to 3<sup>rd</sup> Avenue on the south side (*Side 2*) of the street. *It is important to gather information about both sides of the street.*

As you answer questions, please keep the following definitions in mind:

**Good condition:** looks clean and maintained; for example, not much litter and no cracks in the sidewalk surface

**Side One**

Which side of the street are you walking on?  North  South  East  West  I don't know

Does this side of the street have a sidewalk?  Yes, all or most of this side has a sidewalk

About half  None of this side has a sidewalk

If no ... Where do people walk?  In the grass or dirt along the street  On the street

Other: \_\_\_\_\_ If there is no sidewalk, please skip the following questions and go to **Side Two**.

What is the sidewalk made of? Check all that you see.  Concrete  Asphalt  Gravel  Dirt

Other: \_\_\_\_\_

Is the sidewalk in **good condition**?  Yes, all or most of this side in good condition  About half  None of this side is in good condition

Is there a "**buffer**" between the sidewalk and the street, such as a grassy or dirt patch, trees or bushes?  Yes, all or most of this side has a buffer  About half  None of this side has a buffer

Are there **major obstacles blocking** the sidewalk making it difficult to use? Check all that you see.  Trees  Large plants, weeds or bushes  Utility or telephone poles  Large cracks, bumps or holes  Other: NA

About **how wide** is the sidewalk for most of your walk?

Only one adult can walk on the sidewalk  Two adults can walk side-by-side on the sidewalk  Three adults can walk side-by-side on the sidewalk  Four or more adults can walk side-by-side on the sidewalk

If the sun was directly overhead, how much of this sidewalk would be shaded?  Less than 25%  25 to 75%  more than 75%

**Side Two**

Which side of the street are you walking on? North South East West I don't know

Does this side of the street have a sidewalk? Yes, all or most of this side has a sidewalk

About half None of this side has a sidewalk

If no ... Where do people walk? In the grass or dirt along the street On the street

Other: \_\_\_\_\_ If there is no sidewalk, please skip the following questions and go to **Section D**.

What is the sidewalk made of? Check all that you see. Concrete or asphalt Gravel Dirt

Other: \_\_\_\_\_

Is the sidewalk in **good condition**? Yes, all or most of this side in good condition About half None of this side is in good condition

Is there a "**buffer**" between the sidewalk and the street, such as a grassy or dirt patch, trees or bushes? Yes, all or most of this side has a buffer About half None of this side has a buffer

Are there **major obstacles blocking** the sidewalk making it difficult to use? Check all that you see. Trees Large plants, weeds or bushes Utility or telephone poles Large cracks, bumps or holes Other: \_\_\_\_\_

About **how wide** is the sidewalk for most of your walk?

Only one adult can walk on the sidewalk Two adults can walk side-by-side on the sidewalk Three adults can walk side-by-side on the sidewalk Four or more adults can walk side-by-side on the sidewalk

If the sun was directly overhead, how much of this sidewalk would be shaded? less than 25% 25 to 75% more than 75%

## Section D: Appearance and Safety



This section will ask about the safety and appearance of the street. As you answer questions, please keep the following definitions in mind:

**Good condition:** looks clean and maintained; for example, minimal rust or graffiti

Do you see any of the following **safety or appearance concerns** along your walk? *Check all that you see.*



	I don't see any of this.	I see a little of this.	I see a moderate amount of this.	I see a lot of this.
<b>Poor lighting</b> , for example, absent or limited lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Graffiti</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Vandalism</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Broken glass</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Excessive litter</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Heavy traffic</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Excessive noise</b> , for example, noticeable sounds that are unpleasant or annoying	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Vacant buildings or lots, or undesirable uses</b> , for example, abandoned houses or a liquor store	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Poorly maintained properties</b> , for example, tall weeds in yard or broken windows	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Lack of eyes on the street</b> , such as absence of people, no houses or store fronts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	I don't see any of this.	I see a little of this.	I see a moderate amount of this.	I see a lot of this.
Evidence of threatening persons or behaviors, such as gangs, or alcohol or drug use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Animal waste	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Undesirable odors, such as garbage or sewer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stray or unleashed dogs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

About how many of the following things did you see during your walk:

Other people walking 15

People biking on the sidewalk 0

People biking on the street 0

People biking in a bike lane 0

Benches (don't count the ones at light rail or bus stops) 0

If there were benches, were they in **good condition**?  All or most in good condition  About half  None or few in good condition

Trash cans (don't count the ones at light rail or bus stops) 0

If there were trash cans, were they **overflowing** with trash?  All or most overflowing  About half  None or few overflowing

Shade structures, like awnings or pergolas 0

If there were shade structures, were they in **good condition**?  All or most in good condition  About half  None or few in good condition





Did you feel safe during your walk?  No  Yes

If no ... Describe why you feel unsafe.

What can be done to make this street safer for people who walk?

Pick up trash in Alleys. Sidewalks all the way down streets. Clean up Graffiti

If you have other observations or comments about this street, please describe them.

The only ~~grate~~ area on the west side without ~~church~~ sidewalk was church property. East side closer to ~~Washington~~ Roosevelt <sup>small</sup> area with no sidewalks

**Thank you for your help!** Please check that you have filled out the entire report.

Van Buren Audit → Black Ink

32<sup>nd</sup> St. Audit → Blue Ink

32<sup>nd</sup> St

Van Buren → Roosevelt

Roosevelt → Van Buren

### Informe de Auditoría de Calle

#### Consejos Para el Uso de Esta Auditoría

- Cuando esté conduciendo esta auditoría, siempre tenga en mente su seguridad personal, como lo siguiente: no salir asolas; estar alerta de peligros potenciales; no salir de noche.
- Según el clima, quizás necesitará de llevar con usted un poco de agua para beber y un sombrero, o usar bloqueador para protegerse de quemaduras solares. Posiblemente usted estará afuera por más de una hora. Por eso le suplicamos que tome medidas para mantenerse saludable.
- Ponga atención a la calle y a su caminata. Usted quizás había caminado por esta calle varias veces anteriormente, pero esta vez, vea la calle con más atención a los detalles de esta auditoría.
- Cuando esté completando la auditoría, a veces será necesario cambiar de una sección a otra, o de una pagina a otra. Favor de revisar, para conocer bien, todas las secciones y preguntas antes de empezar la auditoría.
- Les animamos que tomen fotos de la calle para poder observar y entender mejor la condición de la calle. En varias partes de este documento, hemos incluido como recordatorio, un símbolo de una cámara. Favor de notar en la auditoría un descripción sobre las fotos que halla tomado.



#### Sección A: Información de la Calle

Mi nombre: Brenda Ramirez

Fecha: 09/26/12 / 09/28/12 Día de la semana: Viernes

Nombre de la Calle (ejemplo: Oak Street): Van Buren - 32<sup>nd</sup> & 24<sup>th</sup>

Calles Cruzeras: (ejemplo: 3 Avenue y 12 Avenue): 32<sup>nd</sup> St - ~~12<sup>th</sup>~~

Van Buren - Roosevelt y Roosevelt - Van Buren

Temperatura Aproximada: 85 °F

Clima:  Despejado  Nublado  Lluvias

Hora de empezar 6:30  AM  PM  
6:00 ✓

Hora de terminar: 7:20  AM  PM  
6:40 X

## Sección B: Calle, Autos y Conductores

Esta sección pide informe general de la calle, sus alrededores, autos y sus conductores.

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, poca oxidación o de pinturas de grafiti

¿En la mayoría de su caminata, cuantos **carriles** de tráfico están disponibles? *No contar los que se usan para dar vuelta a la derecha o a la izquierda.* 2 2

¿Puede ver un **letrero con velocidad maxima marcada**?  No  Sí ✓

*Si hay... ¿Cual es la **velocidad maxima marcada**? Si hay diferentes velocidades marcadas en su caminata, favor de notarlas aquí.* 35 lim. 40 lim.

¿Qué tipo de vecindario hay en cada lado de la calle? *Marque todo lo que aplique.*


- Casas o apartamentos  Negocios  Instituciones, como una escuela o hospital  
 Industrial, por ejemplo, una bodega  Terreno vacío  Parques  Edificios abandonados  
 Carretera o autopista Interestatal, como I-10

¿Se ven **paradas de autobus o de tranvía (light rail)** en su caminata?  No  Sí

*Si hay ... ¿Cuantas?* 5 de autobus 1 de tranvías ninguna por esta calle.

¿Que tipo de **comodidades** se ven en las paradas? *Marque todo lo que aplique.*

- Banca o lugar para sentarse  Refugio con sombra  Bote de basura  Arte publica No hay

¿Estaban las comodidades en las paradas de autobus o de tranvía en **buenas condiciones**? No hay 

- Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición

¿Había alguien **esperando** por un autobus o tranvía (light rail)?  No  Sí no hay

*¿Si había ... Como cuantas personas?* 8 y 10. - Persona caminando.

¿En este momento, usted se **sintiera sin peligro** estar esperando por un autobus o tranvía?

- No  Sí  No sé ✓

*Si no .... ¿Porque?* \_\_\_\_\_

¿Se ven rutas o carriles para bicicletas? Marque todo lo que usted puede observar.

Nada  Carril marcado  Ruta designada con letrero  Letreros sugiriendo que autos y bicicletas compartan con el uso de la calle o camino.

No hay carril de bicicletas.  
Van buen, Roosevelt.

¿Que tipo de \_\_\_\_\_ puede observar en su caminata? Marque todo que usted ve.

Letrero de ALTO  Semáforo  Banda de frenado  Cruce de peatones designado o marcado  Letrero de CEDER EL PASO  Otro: NO hay  Otra: \_\_\_\_\_

Durante su caminata usted observó **conductores de auto** haciendo lo siguiente:

¿No ceder el paso a peatones cruzando la calle?  Sí, muchos  Sí, pocos  Ninguno

¿Sobrepasar la velocidad máxima?  Sí, muchos  Sí, pocos  Ninguno

¿Acelerarse para cruzar con la luz amarilla?  Sí, muchos  Sí, pocos  Ninguno

¿Otros hábitos de conducir peligrosos?  Sí, muchos  Sí, pocos  Ninguno

Si hay ... Favor de describirlos: Es porque las personas.

¿Tiene la calle **luces o lamparas**?  No  Sí

Si hay ... ¿Que porción de la calle se puede iluminar?  Menos de 25%  De 25% a 75%  Más de 75%



### Sección C: Banquetas

Esta sección pide información detallada sobre las banquetas de esta calle. Por ejemplo, si usted está hablando sobre la Calle Oak, necesita caminar la ruta entera desde la 3 Avenida hasta la 12 Avenida en el lado norte (Lado #1) de la calle y luego, desde la 12 Avenida hasta la 3 Avenida en el lado sur (Lado #2) de la calle. *Es importante recoger información sobre los dos lados de la calle.*

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, no hay mucha basura ni rajadas en la superficie de la banqueta.

**Lado Uno**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo, o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no...* ¿Por donde camina la gente?  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase al **Lado Dos** en la siguiente pagina.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta en **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, todo o la mayoría de este lado tiene una barrera protectora  Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

**Lado Dos**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no...* ¿Por donde camina la gente?  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase a la **Sección D**.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta in **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, toda o la mayoría de este lado tiene una barrera protectora

Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono

Rajas grandes, baches, o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado

Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

## Sección D: Apariencia y Seguridad

Esta sección le pregunta sobre la seguridad y apariencia de la calle. Como vaya contestando las preguntas, favor de tener en mente las siguientes definiciones:

**Buena Condición:** se ve limpia y bien mantenida; por ejemplo, mínimo de mojado o pinturas de grafiti

¿En su caminata, usted puede ver algo de lo siguiente que pueda causar preocupación sobre la seguridad o apariencia de la calle? *Marque todo lo que puede ver.*

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
<b>Alumbramiento limitado</b> o falta de alumbramiento	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Grafiti</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Vandalismo</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Vidrio quebrado</b>				
<b>Basura excesiva</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Mucho tráfico</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Ruido excesivo</b> , por ejemplo, sonidos notables que son desagradables y fastidiosos	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Edificios o lotes vacíos o de usos indeseables</b> , como casas abandonadas o licorería	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Propiedades mal mantenidas</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Falta de ojos en la calle</b> , por ejemplo, ausencia de personas; no hay casas o fachadas de tiendas dando a la calle	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Evidencia de personas o comportamientos amezantantes, así como pandillas y uso de alcohol o drogas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Desecho de animales	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Olores desagradables,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Perros vagos o a rienda suelta	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Otro:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otra:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Aproximadamente **cuantos** de los siguientes observó usted durante su caminata?

Otras personas caminando SI NO  
 Personas en bicicleta en la banqueta SI - SI  
 Personas en bicicleta en la calle NO - SI  
 Personas en bicicleta en un carril de bicicleta SI no hay carril. una parte.  
 Bancas (no cuente las que están en las paradas de tranvía o autobus) SI NO.

¿Si había bancas, estaban en Buena condición?  Todas o la mayoría en Buena condición  Como la mitad  Ninguna o muy pocas en Buena condición

Botes de basura (no cuente los que están en las paradas de tranvía o autobus) \_\_\_\_\_

¿Si había botes de basura, estaban rebosantes con basura?

Todos o la mayoría estaban rebosantes  Como la mitad  Ninguno o muy pocos estaban rebosantes

Estructuras de sombra, como toldos o pérgolas NO hay

¿Si había estructuras de sombra, estaban en buena condición?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición



¿Usted se sentía **con seguridad** durante su caminata?  No  Sí

Si no ... Describa por qué no se sentía con seguridad.

¿Qué se podrá hacer con esta calle para que las personas que caminan se sientan con más seguridad?

- \* Pues los carriles de bicicletas estarían perfecto por la razón que tienen que pasar por su lugar.
- \* Mas sombras para poder caminar.
- \* Pasada para la gente en la mitad de la calle por los estudiantes de la escuela Wilson.

Si usted tiene otras observaciones o comentarios sobre esta calle, favor de describirlos aquí.

- \* Si que están las banquetas. estén libres, y con mas espacio.
- \* Baches en parte de la calle.
- \* Mas señalamientos de velocidad.
- \* Urgente una pasada intermedia para la gente entre Filmore y Celebriti.

x


**Gracias por su asistencia!** Favor de asegurar que usted halla completado el reporte entero.

Van Buren Audit → Black Ink  
32<sup>nd</sup> St. Audit → Blue Ink

32<sup>nd</sup> St.  
Van Buren → Roosevelt  
Roosevelt → Van Buren

## Informe de Auditoría de Calle

### Consejos Para el Uso de Esta Auditoría

- Cuando esté conduciendo esta auditoría, siempre tenga en mente su seguridad personal, como lo siguiente: no salir asolas; estar alerta de peligros potenciales; no salir de noche.
- Según el clima, quizás necesitará de llevar con usted un poco de agua para beber y un sombrero, o usar bloqueador para protegerse de quemaduras solares. Posiblemente usted estará afuera por más de una hora. Por eso le suplicamos que tome medidas para mantenerse saludable.
- Ponga atención a la calle y a su caminata. Usted quizás había caminado por esta calle varias veces anteriormente, pero esta vez, vea la calle con más atención a los detalles de esta auditoría.
- Cuando esté completando la auditoría, a veces será necesario cambiar de una sección a otra, o de una pagina a otra. Favor de revisar, para conocer bien, todas las secciones y preguntas antes de empezar la auditoría.
- Les animamos que tomen fotos de la calle para poder observar y entender mejor la condición de la calle. En varias partes de este documento, hemos incluido como recordatorio, un símbolo de una cámara. Favor de notar en la auditoría un descripción sobre las fotos que halla tomado. 

### Sección A: Información de la Calle

Mi nombre: Sandra Moreno.

): 9 / 12 / 12. Día de la semana: Miercoles

Nombre de la Calle (ejemplo: Oak Street): Van Buren.

Calles Cruzeras: (ejemplo: 3 Avenue y 12 Avenue): 32<sup>nd</sup> st

Van Buren - Roosevelt - y Roosevelt - ven Buren

Temperatura Aproximada: 85°F

Clima:  Despejado  Nublado  Lluvias

Hora de empezar: 6:30  AM  PM  
6:00

Hora de terminar: 7:20  AM  PM  
6:40

## Sección B: Calle, Autos y Conductores

Esta sección pide informe general de la calle, sus alrededores, autos y sus conductores.

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, poca oxidación o de pinturas de grafiti

¿En la mayoría de su caminata, cuantos **carriles** de tráfico están disponibles? *No contar los que se usan para dar vuelta a la derecha o a la izquierda.* 2 2

¿Puede ver un **letrero con velocidad maxima marcada**?  No  Sí ✓  
*Si hay... ¿Cual es la velocidad maxima marcada? Si hay diferentes velocidades marcadas en su caminata, favor de notarlas aquí.* 35 Lim. 40 lim.


¿Qué tipo de vecindario hay en cada lado de la calle? *Marque todo lo que aplique.*

- Casas o apartamentos ✓  Negocios ✓  Instituciones, como una escuela o hospital ✓  
 Industrial, por ejemplo, una bodega  Terreno vacío ✓  Parques  Edificios abandonados  
 Carretera o autopista Interestatal, como I-10

¿Se ven **paradas de autobus o de tranvía (light rail)** en su caminata?  No  Sí ✓  
*Si hay ... ¿Cuantas? 4 de autobus no ay de tranvías no ay Paradas de bus*

¿Que tipo de **comodidades** se ven en las paradas? *Marque todo lo que aplique.*

- Banca o lugar para sentarse ✓  Refugio con sombra ✓  Bote de basura  Arte publica no ay

¿Estaban las comodidades en las paradas de autobus o de tranvía en **buenas condiciones**? no hay 

Todas o la mayoría en buena condición  Como la mitad ✓  Ninguna o muy pocas en buena condición

¿Había alguien **esperando** por un autobus o tranvía (light rail)?  No  Sí no hay

¿Si había ... Como cuantas personas? 10 ✓

¿En este momento, usted se **sintiera sin peligro** estar esperando por un autobus o tranvía?

No  Sí  No sé ✓

*Si no .... ¿Porque?* \_\_\_\_\_

¿Se ven rutas o carriles para bicicletas? Marque todo lo que usted puede observar.

Nada  Carril marcado  Ruta designada con letrero  Letreros sugiriendo que autos y bicicletas compartan con el uso de la calle o camino.

*No hay carril de bicicletas en la vereda Roosevelt*

¿Que tipo de \_\_\_\_\_ puede observar en su caminata? Marque todo que usted ve.

Letrero de ALTO  Semáforo  Banda de frenado  Crucero de peatones designado o marcado  Letrero de CEDER EL PASO  Otro: NO hay  Otra: \_\_\_\_\_

Durante su caminata usted observó **conductores de auto** haciendo lo siguiente:

¿No ceder el paso a peatones cruzando la calle?  Sí, muchos  Sí, pocos  Ninguno

¿Sobrepasar la velocidad maxima?  Sí, muchos  Sí, pocos  Ninguno

¿Acelerarse para cruzar con la luz amarilla?  Sí, muchos  Sí, pocos  Ninguno

¿Otros hábitos de conducir peligrosos?  Sí, muchos  Sí, pocos  Ninguno

Si hay ... Favor de describirlos: Es por que las personas

¿Tiene la calle **luces o lamparas**?  No  Sí

Si hay ... ¿Que porción de la calle se puede iluminar?  Menos de 25%  De 25% a 75%  Más de 75%



### Sección C: Banquetas

Esta sección pide informacion detallado sobre las banquetas de esta calle. Por ejemplo, si usted está hablando sobre la Calle Oak, necesita caminar la ruta entera desde la 3 Avenida hasta la 12 Avenida en el lado norte (Lado #1) de la calle y luego, desde la 12 Avenida hasta la 3 Avenida en el lado sur (Lado #2) de la calle. *Es importante recoger informacion sobre los dos lados de la calle.*

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, no hay mucha basura ni rajadas en el superficie de la banqueta.

**Lado Uno**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo, o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no...* ¿Por donde camina la gente?  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase al **Lado Dos** en la siguiente pagina.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta en **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, todo o la mayoría de este lado tiene una barrera protectora

Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches o agujeros  Otro: SUCIAS

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

**Lado Dos**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no... ¿Por donde camina la gente?*  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase a la **Sección D**.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta in **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectiva** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, toda o la mayoría de este lado tiene una barrera protectiva  Como la mitad  No hay barrera protectiva en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches, o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

## Sección D: Apariencia y Seguridad



Esta sección le pregunta sobre la seguridad y apariencia de la calle. Como vaya contestando las preguntas, favor de tener en mente las siguientes definiciones:

**Buena Condición:** se ve limpia y bien mantenida; por ejemplo, mínimo de mojo o pinturas de grafiti

¿En su caminata, usted puede ver algo de lo siguiente que pueda causar preocupación sobre la seguridad o apariencia de la calle? *Marque todo lo que puede ver.*



	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Alumbramiento limitado o falta de alumbramiento	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Grafiti	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vandalismo	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vidrio quebrado				
Basura excesiva	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Mucho tráfico	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ruido excesivo, por ejemplo, sonidos notables que son desagradables y fastidiosos	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Edificios o lotes vacíos o de usos indeseables, como casas abandonadas o licorería	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Propiedades mal mantenidas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Falta de ojos en la calle, por ejemplo, ausencia de personas; no hay casas o fachadas de tiendas dando a la calle	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Evidencia de personas o comportamientos amezantes, así como pandillas y uso de alcohol o drogas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Desecho de animales	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Olores desagradables,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Perros vagos o a rienda suelta	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Otro:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otra:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Aproximadamente **cuantos** de los siguientes observó usted durante su caminata?

- Otras personas caminando Si NO
- Personas en bicicleta en la banqueta Si Si
- Personas en bicicleta en la calle No NO hay carril
- Personas en bicicleta en un carril de bicicleta Si una por te.
- Bancas (no cuente las que están en las paradas de tranvía o autobus) Si NO
- ¿Si había bancas, estaban en Buena condición?  Todas o la mayoría en Buena condición  Como la mitad  Ninguna o muy pocas en Buena condición
- Botes de basura (no cuente los que están en las paradas de tranvía o autobus) \_\_\_\_\_
- ¿Si había botes de basura, estaban rebosantes con basura?  Todos o la mayoría estaban rebosantes  Como la mitad  Ninguno o muy pocos estaban rebosantes X
- Estructuras de sombra, como toldos o pérgolas NO hay
- ¿Si había estructuras de sombra, estaban en buena condición?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición X



¿Usted se sentía **con seguridad** durante su caminata?  No  Sí

*Si no ...* Describa porqué no se sentía con seguridad.

¿Qué se podrá hacer con esta calle para que las personas que caminan se sientan con más seguridad?

\* No ay para los peatones  
/ No ay alumbramiento.

Si usted tiene otras observaciones o comentarios sobre esta calle, favor de describirlos aquí.

**Gracias por su asistencia!** Favor de asegurar que usted halla completado el reporte entero.


Fillmore

30<sup>th</sup> St. → 36<sup>th</sup> St.

36<sup>th</sup> St. → 30<sup>th</sup> St

## Informe de Auditoría de Calle

### Consejos Para el Uso de Esta Auditoría

- Cuando esté conduciendo esta auditoría, siempre tenga en mente su seguridad personal, como lo siguiente: no salir asolas; estar alerta de peligros potenciales; no salir de noche.
- Según el clima, quizás necesitará de llevar con usted un poco de agua para beber y un sombrero, o usar bloqueador para protegerse de quemaduras solares. Posiblemente usted estará afuera por más de una hora. Por eso le suplicamos que tome medidas para mantenerse saludable.
- Ponga atención a la calle y a su caminata. Usted quizás había caminado por esta calle varias veces anteriormente, pero esta vez, vea la calle con más atención a los detalles de esta auditoría.
- Cuando esté completando la auditoría, a veces será necesario cambiar de una sección a otra, o de una pagina a otra. Favor de revisar, para conocer bien, todas las secciones y preguntas antes de empezar la auditoría.
- Les animamos que tomen fotos de la calle para poder observar y entender mejor la condición de la calle. En varias partes de este documento, hemos incluido como recordatorio, un símbolo de una cámara. Favor de notar en la auditoría un descripción sobre las fotos que halla tomado. 

### Sección A: Información de la Calle

MI nombre: Rubi Zarate

l: 9 / 26 / 12 Día de la semana: Miercoles

Nombre de la Calle (ejemplo: Oak Street): 30<sup>th</sup> St Fillmore

Calles Cruzeras: (ejemplo: 3 Avenue y 12 Avenue): 30<sup>th</sup> St y 36<sup>th</sup> St

Temperatura Aproximada: 96 °F

Clima:  Despejado  Nublado  Lluvias

Hora de empezar: 4:15  AM  PM

Hora de terminar: 5:20  AM  PM

## Sección B: Calle, Autos y Conductores

Esta sección pide informe general de la calle, sus alrededores, autos y sus conductores.

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, poca oxidación o de pinturas de grafiti

¿En la mayoría de su caminata, cuantos **carriles** de tráfico estan disponibles? *No contar los que se usan para dar vuelta a la derecha o a la izquierda.* Ninguno

¿Puede ver un **letrero con velocidad maxima** marcada?  No  Sí

*Si hay... ¿Cual es la **velocidad maxima** marcada? Si hay diferentes velocidades marcadas en su caminata, favor de notarlas aquí.* 20

¿Qué tipo de vecindario hay en cada lado de la calle? *Marque todo lo que aplique.*


- Casas o apartamentos  Negocios  Instituciones, como una escuela o hospital  
 Industrial, por ejemplo, una bodega  Terreno vacío  Parques  Edificios abandonados  
 Carretera o autopista Interestatal, como I-10

¿Se ven **paradas de autobus o de tranvía (light rail)** en su caminata?  No  Sí

*Si hay ... ¿Cuantas? \_\_\_\_\_ de autobus \_\_\_\_\_ de tranvías*

¿Que tipo de **comodidades** se ven en las paradas? *Marque todo lo que aplique.*

- Banca o lugar para sentarse  Refugio con sombra  Bote de basura  Arte publica

¿Estaban las comodidades en las paradas de autobus o de tranvía en **buenas condiciones**? 

- Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición

¿Había alguien **esperando** por un autobus o tranvía (light rail)?  No  Sí

*¿Si había ... Como cuantas personas? \_\_\_\_\_*

¿En este momento, usted se **sintiera sin peligro** estar esperando por un autobus o tranvía?

- No  Sí  No sé

*Si no .... ¿Porque? Porque no hay parada de buss*

¿Se ven rutas o carriles para bicicletas? Marque todo lo que usted puede observar.

Nada  Carril marcado  Ruta designada con letrero  Letreros sugiriendo que autos y bicicletas compartan con el uso de la calle o camino.

¿Que tipo de \_\_\_\_\_ puede observar en su caminata? Marque todo que usted ve.

Letrero de ALTO  Semáforo  Banda de frenado  Crucero de peatones designado o marcado  Letrero de CEDER EL PASO  Otro: \_\_\_\_\_  Otra: \_\_\_\_\_

Durante su caminata usted observó conductores de auto haciendo lo siguiente:

¿No ceder el paso a peatones cruzando la calle?  Sí, muchos  Sí, pocos  Ninguno

¿Sobrepasar la velocidad maxima?  Sí, muchos  Sí, pocos  Ninguno

¿Acelerarse para cruzar con la luz amarilla?  Sí, muchos  Sí, pocos  Ninguno

¿Otros hábitos de conducir peligrosos?  Sí, muchos  Sí, pocos  Ninguno

Si hay ... Favor de describirlos: \_\_\_\_\_

¿Tiene la calle luces o lamparas?  No  Sí

Si hay ... ¿Que porción de la calle se puede iluminar?  Menos de 25%  De 25% a 75%  Más de 75%



### Sección C: Banquetas

Esta sección pide informacion detallado sobre las banquetas de esta calle. Por ejemplo, si usted está hablando sobre la Calle Oak, necesita caminar la ruta entera desde la 3 Avenida hasta la 12 Avenida en el lado norte (Lado #1) de la calle y luego, desde la 12 Avenida hasta la 3 Avenida en el lado sur (Lado #2) de la calle. *Es importante recoger informacion sobre los dos lados de la calle.*

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, no hay mucha basura ni rajadas en el superficie de la banqueta.

**Lado Uno**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo, o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no... ¿Por donde camina la gente?*  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase al **Lado Dos** en la siguiente pagina.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta en **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, todo o la mayoría de este lado tiene una barrera protectora

Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono

Rajas grandes, baches o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado

pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado

Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera **directamente** sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

**Lado Dos**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no... ¿Por donde camina la gente?*  En el pasto o la tierra al lado de la calle  En la calle  Otro: en piedras *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase a la **Sección D**.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta en **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, toda o la mayoría de este lado tiene una barrera protectora  Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches, o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera **directamente** sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

## Sección D: Apariencia y Seguridad

Esta sección le pregunta sobre la seguridad y apariencia de la calle. Como vaya contestando las preguntas, favor de tener en mente las siguientes definiciones:

**Buena Condición:** se ve limpia y bien mantenida; por ejemplo, mínimo de mojo o pinturas de grafiti

¿En su caminata, usted puede ver algo de lo siguiente que pueda causar preocupación sobre la seguridad o apariencia de la calle? *Marque todo lo que puede ver.*

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Alumbramiento limitado o falta de alumbramiento	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Grafiti	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vandalismo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vidrio quebrado	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Basura excesiva	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mucho tráfico	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ruido excesivo, por ejemplo, sonidos notables que son desagradables y fastidiosos	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Edificios o lotes vacíos o de usos indeseables, como casas abandonadas o licorería	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Propiedades mal mantenidas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Falta de ojos en la calle, por ejemplo, ausencia de personas; no hay casas o fachadas de tiendas dando a la calle	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Evidencia de personas o comportamientos amezantes, así como pandillas y uso de alcohol o drogas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Desecho de animales	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Olores desagradables,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Perros vagos o a rienda suelta	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Otra:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¿Aproximadamente **cuantos** de los siguientes observó usted durante su caminata?

Otras personas caminando SI

Personas en bicicleta en la banqueta NO

Personas en bicicleta en la calle NO

Personas en bicicleta en un carril de bicicleta NO

Bancas (no cuente las que están en las paradas de tranvía o autobus) \_\_\_\_\_

¿Si había bancas, estaban en Buena condición?  Todas o la mayoría en Buena condición  Como la mitad  Ninguna o muy pocas en Buena condición

Botes de basura (no cuente los que están en las paradas de tranvía o autobus) \_\_\_\_\_

¿Si había botes de basura, estaban rebosantes con basura?

Todos o la mayoría estaban rebosantes  Como la mitad  Ninguno o muy pocos estaban rebosantes NO había botes de basura

Estructuras de sombra, como toldos o pérgolas \_\_\_\_\_

¿Si había estructuras de sombra, estaban en buena condición?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición



¿Usted se sentía con seguridad durante su caminata?  No  Sí

*Si no ...* Describa porqué no se sentía con seguridad.

Porque no hay banquetas y las calles están sucias

¿Qué se podrá hacer con esta calle para que las personas que caminan se sientan con más seguridad? Ponerle banquetas y mas abisos de stop, lamparas que en la noche ~~esta~~ ~~seguro~~

Si usted tiene otras observaciones o comentarios sobre esta calle, favor de describirlos aquí.

en la carretera no hay division para los carros, y esta muy sucia

**Gracias por su asistencia!** Favor de asegurar que usted halla completado el reporte entero.


Fillmore

30<sup>th</sup> St → 36<sup>th</sup> St.

36<sup>th</sup> St → 30<sup>th</sup> St.

## Informe de Auditoría de Calle

### Consejos Para el Uso de Esta Auditoría

- Cuando esté conduciendo esta auditoría, siempre tenga en mente su seguridad personal, como lo siguiente: no salir asolas; estar alerta de peligros potenciales; no salir de noche.
- Según el clima, quizás necesitará de llevar con usted un poco de agua para beber y un sombrero, o usar bloqueador para protegerse de quemaduras solares. Posiblemente usted estará afuera por más de una hora. Por eso le suplicamos que tome medidas para mantenerse saludable.
- Ponga atención a la calle y a su caminata. Usted quizás había caminado por esta calle varias veces anteriormente, pero esta vez, vea la calle con más atención a los detalles de esta auditoría.
- Cuando esté completando la auditoría, a veces será necesario cambiar de una sección a otra, o de una pagina a otra. Favor de revisar, para conocer bien, todas las secciones y preguntas antes de empezar la auditoría.
- Les animamos que tomen fotos de la calle para poder observar y entender mejor la condición de la calle. En varias partes de este documento, hemos incluido como recordatorio, un símbolo de una cámara. Favor de notar en la auditoría un descripción sobre las fotos que halla tomado. 

### Sección A: Información de la Calle

Mi nombre: Claudia Novoa

#: 9 126112 Día de la semana: Miércoles

Nombre de la Calle (ejemplo: Oak Street): 32<sup>nd</sup> St Fillmore

Calles Cruzeras: (ejemplo: 3 Avenue y 12 Avenue): 32<sup>nd</sup> St y 36<sup>th</sup> St

Temperatura Aproximada: 96 °F

Clima:  Despejado  Nublado  Lluvias

Hora de empezar: 4:15  AM  PM

Hora de terminar: 5:20  AM  PM

## Sección B: Calle, Autos y Conductores

Esta sección pide informe general de la calle, sus alrededores, autos y sus conductores.

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, poca oxidación o de pinturas de grafiti

¿En la mayoría de su caminata, cuantos **carriles** de tráfico están disponibles? *No contar los que se usan para dar vuelta a la derecha o a la izquierda.* POCO

¿Puede ver un **letrero con velocidad maxima** marcada?  No  Sí

*Si hay... ¿Cual es la **velocidad maxima** marcada? Si hay diferentes velocidades marcadas en su caminata, favor de notarlas aquí.* \_\_\_\_\_

¿Qué tipo de vecindario hay en cada lado de la calle? *Marque todo lo que aplique.*


- Casas o apartamentos  Negocios  Instituciones, como una escuela o hospital  
 Industrial, por ejemplo, una bodega  Terreno vacío  Parques  Edificios abandonados  
 Carretera o autopista Interestatal, como I-10

¿Se ven **paradas de autobus o de tranvía (light rail)** en su caminata?  No  Sí

*Si hay ... ¿Cuantas? \_\_\_\_\_ de autobus \_\_\_\_\_ de tranvías*

¿Que tipo de **comodidades** se ven en las paradas? *Marque todo lo que aplique.*

- Banca o lugar para sentarse  Refugio con sombra  Bote de basura  Arte publica

¿Estaban las comodidades en las paradas de autobus o de tranvía en **buenas condiciones**? 

- Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición

¿Había alguien **esperando** por un autobus o tranvía (light rail)?  No  Sí

*¿Si había ... Como cuantas personas? \_\_\_\_\_*

¿En este momento, usted se **sintiera sin peligro** estar esperando por un autobus o tranvía?

- No  Sí  No sé

*Si no .... ¿Porque? \_\_\_\_\_*

¿Se ven rutas o carriles para bicicletas? Marque todo lo que usted puede observar.

Nada  Carril marcado  Ruta designada con letrero  Letreros sugiriendo que autos y bicicletas compartan con el uso de la calle o camino.

¿Que tipo de \_\_\_\_\_ puede observar en su caminata? Marque todo que usted ve.

Letrero de ALTO  Semáforo  Banda de frenado  Cruce de peatones designado o marcado  Letrero de CEDER EL PASO  Otro: \_\_\_\_\_  Otra: \_\_\_\_\_

Durante su caminata usted observó **conductores de auto** haciendo lo siguiente:

¿No ceder el paso a peatones cruzando la calle?  Sí, muchos  Sí, pocos  Ninguno

¿Sobrepasar la velocidad máxima?  Sí, muchos  Sí, pocos  Ninguno

¿Acelerarse para cruzar con la luz amarilla?  Sí, muchos  Sí, pocos  Ninguno

¿Otros hábitos de conducir peligrosos?  Sí, muchos  Sí, pocos  Ninguno

Si hay ... Favor de describirlos: la calle esta limpia

¿Tiene la calle **luces o lamparas**?  No  Sí

Si hay ... ¿Que porción de la calle se puede iluminar?  Menos de 25%  De 25% a 75%  Más de 75%



### Sección C: Banquetas

Esta sección pide información detallada sobre las banquetas de esta calle. Por ejemplo, si usted está hablando sobre la Calle Oak, necesita caminar la ruta entera desde la 3 Avenida hasta la 12 Avenida en el lado norte (Lado #1) de la calle y luego, desde la 12 Avenida hasta la 3 Avenida en el lado sur (Lado #2) de la calle. *Es importante recoger información sobre los dos lados de la calle.*

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, no hay mucha basura ni rajitas en la superficie de la banqueta.

**Lado Uno**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo, o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no...* ¿Por donde camina la gente?  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase al **Lado Dos** en la siguiente pagina.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la **banqueta** en **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, todo o la mayoría de este lado tiene una barrera protectora  Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

**Lado Dos**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no... ¿Por donde camina la gente?*  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase a la **Sección D**.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta in **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, toda o la mayoría de este lado tiene una barrera protectora  Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches, o agujeros  Otro: rajadas chicas

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

## Sección D: Apariencia y Seguridad



Esta sección le pregunta sobre la seguridad y apariencia de la calle. Como vaya contestando las preguntas, favor de tener en mente las siguientes definiciones:

**Buena Condición:** se ve limpia y bien mantenida; por ejemplo, mínimo de mojo o pinturas de grafiti

¿En su caminata, usted puede ver algo de lo siguiente que pueda causar preocupación sobre la seguridad o apariencia de la calle? *Marque todo lo que puede ver.*



	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Alumbramiento limitado o falta de alumbramiento	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Grafiti	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vandalismo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vidrio quebrado	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Basura excesiva	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mucho tráfico	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ruido excesivo, por ejemplo, sonidos notables que son desagradables y fastidiosos	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Edificios o lotes vacíos o de usos indeseables, como casas abandonadas o licorería	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Propiedades mal mantenidas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Falta de ojos en la calle, por ejemplo, ausencia de personas; no hay casas o fachadas de tiendas dando a la calle	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Evidencia de personas o comportamientos amezantes, así como pandillas y uso de alcohol o drogas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Desecho de animales	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Olores desagradables,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Perros vagos o a rienda suelta	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Otra:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¿Aproximadamente **cuantos** de los siguientes observó usted durante su caminata?



Otras personas caminando no

Personas en bicicleta en la banqueta no

Personas en bicicleta en la calle no

Personas en bicicleta en un carril de bicicleta no

Bancas (no cuente las que están en las paradas de tranvía o autobus) \_\_\_\_\_

¿Si había bancas, estaban en Buena condición?  Todas o la mayoría en Buena condición  Como la mitad  Ninguna o muy pocas en Buena condición

Botes de basura (no cuente los que están en las paradas de tranvía o autobus) \_\_\_\_\_

¿Si había botes de basura, estaban rebosantes con basura?

Todos o la mayoría estaban rebosantes  Como la mitad  Ninguno o muy pocos estaban rebosantes

Estructuras de sombra, como toldos o pérgolas \_\_\_\_\_

¿Si había estructuras de sombra, estaban en buena condición?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición



¿Usted se sentía con seguridad durante su caminata?  No  Sí

Si no ... Describa porqué no se sentía con seguridad. Si está seguro pero las banquetas están seguras pero no hay mucho espacio para caminar

¿Qué se podrá hacer con esta calle para que las personas que caminan se sientan con más seguridad? Mas espacio a las banquetas.


Si usted tiene otras observaciones o comentarios sobre esta calle, favor de describirlos aquí.  
Y poner mas banketa.

**Gracias por su asistencia!** Favor de asegurar que usted halla completado el reporte entero.

Roosevelt  
27th - 32nd

# Informe de Auditoría de Calle

## Consejos Para el Uso de Esta Auditoría

- Cuando esté conduciendo esta auditoría, siempre tenga en mente su seguridad personal, como lo siguiente: no salir solas; estar alerta de peligros potenciales; no salir de noche.
- Según el clima, quizás necesitará de llevar con usted un poco de agua para beber y un sombrero, o usar bloqueador para protegerse de quemaduras solares. Posiblemente usted estará afuera por más de una hora. Por eso le suplicamos que tome medidas para mantenerse saludable.
- Ponga atención a la calle y a su caminata. Usted quizás había caminado por esta calle varias veces anteriormente, pero esta vez, vea la calle con más atención a los detalles de esta auditoría.
- Cuando esté completando la auditoría, a veces será necesario cambiar de una sección a otra, o de una pagina a otra. Favor de revisar, para conocer bien, todas las secciones y preguntas antes de empezar la auditoría.
- Les animamos que tomen fotos de la calle para poder observar y entender mejor la condición de la calle. En varias partes de este documento, hemos incluido como recordatorio, un símbolo de una cámara. Favor de notar en la auditoría un descripción sobre las fotos que halla tomado. 

### Sección A: Información de la Calle

Mi nombre: Brenda Ramirez

Fecha: 09/26/12 Día de la semana: Miércoles

Nombre de la Calle (ejemplo: Oak Street): Roosevelt

Calles Cruzeras: (ejemplo: 3 Avenue y 12 Avenue): 24th - 32nd St

Temperatura Aproximada: 85 °F

Clima:  Despejado  Nublado  Lluvias

Hora de empezar: 5:30  AM  PM

Hora de terminar: 6:30  AM  PM

## Sección B: Calle, Autos y Conductores

Esta sección pide informe general de la calle, sus alrededores, autos y sus conductores.

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, poca oxidación o de pinturas de grafiti

¿En la mayoría de su caminata, cuantos **carriles** de tráfico están disponibles? *No contar los que se usan para dar vuelta a la derecha o a la izquierda.* 2

¿Puede ver un **letrero con velocidad máxima** marcada?  No  Sí

*Si hay... ¿Cual es la **velocidad máxima** marcada? Si hay diferentes velocidades marcadas en su caminata, favor de notarlas aquí.* 35 km

¿Qué tipo de vecindario hay en cada lado de la calle? *Marque todo lo que aplique.*


- Casas o apartamentos  Negocios  Instituciones, como una escuela o hospital  
 Industrial, por ejemplo, una bodega  Terreno vacío  Parques  Edificios abandonados  
 Carretera o autopista Interestatal, como I-10

¿Se ven **paradas de autobus o de tranvía (light rail)** en su caminata?  No  Sí

*Si hay ... ¿Cuantas? 5 de autobus \_\_\_\_\_ de tranvías*

¿Que tipo de **comodidades** se ven en las paradas? *Marque todo lo que aplique.*

- Banca o lugar para sentarse  Refugio con sombra  Bote de basura  Arte publica

¿Estaban las comodidades en las paradas de autobus o de tranvía en **buenas condiciones**? 

- Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición

¿Había alguien **esperando** por un autobus o tranvía (light rail)?  No  Sí

*¿Si había ... Como cuantas personas? 8*

¿En este momento, usted se **sintiera sin peligro** estar esperando por un autobus o tranvía?

- No  Sí  No sé

*Si no .... ¿Porque? \_\_\_\_\_*

¿Se ven rutas o carriles para bicicletas? Marque todo lo que usted puede observar.

Nada  Carril marcado  Ruta designada con letrero  Letreros sugiriendo que autos y bicicletas compartan con el uso de la calle o camino.

¿Que tipo de \_\_\_\_\_ puede observar en su caminata? Marque todo que usted ve.

Letrero de ALTO  Semáforo  Banda de frenado  Crucero de peatones designado o marcado  Letrero de CEDER EL PASO  Otro: \_\_\_\_\_  Otra: \_\_\_\_\_

Durante su caminata usted observó conductores de auto haciendo lo siguiente:

¿No ceder el paso a peatones cruzando la calle?  Sí, muchos  Sí, pocos  Ninguno

¿Sobrepasar la velocidad maxima?  Sí, muchos  Sí, pocos  Ninguno

¿Acelerarse para cruzar con la luz amarilla?  Sí, muchos  Sí, pocos  Ninguno

¿Otros hábitos de conducir peligrosos?  Sí, muchos  Sí, pocos  Ninguno

Si hay ... Favor de describirlos: \_\_\_\_\_

¿Tiene la calle luces o lamparas?  No  Sí

Si hay ... ¿Que porción de la calle se puede iluminar?  Menos de 25%  De 25% a 75%  Más de 75%



### Sección C: Banquetas

Esta sección pide informacion detallado sobre las banquetas de esta calle. Por ejemplo, si usted está hablando sobre la Calle Oak, necesita caminar la ruta entera desde la 3 Avenida hasta la 12 Avenida en el lado norte (Lado #1) de la calle y luego, desde la 12 Avenida hasta la 3 Avenida en el lado sur (Lado #2) de la calle. *Es importante recoger informacion sobre los dos lados de la calle.*

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, no hay mucha basura ni rajan en el superficie de la banqueta.

**Lado Uno**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo, o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no... ¿Por donde camina la gente?*  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase al **Lado Dos** en la siguiente pagina.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta en **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, todo o la mayoría de este lado tiene una barrera protectora  Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches o agujeros  Otro: SUCIAS BASURA

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

**Lado Dos**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no...* ¿Por donde camina la gente?  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase a la **Sección D**.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta in **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, toda o la mayoría de este lado tiene una barrera protectora  Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches, o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

## Sección D: Apariencia y Seguridad



Esta sección le pregunta sobre la seguridad y apariencia de la calle. Como vaya contestando las preguntas, favor de tener en mente las siguientes definiciones:

**Buena Condición:** se ve limpia y bien mantenida; por ejemplo, mínimo de mojo o pinturas de grafiti

¿En su caminata, usted puede ver algo de lo siguiente que pueda causar preocupación sobre la seguridad o apariencia de la calle? *Marque todo lo que puede ver.*



	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
<b>Alumbramiento limitado</b> o falta de alumbramiento	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Grafiti</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Vandalismo</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Vidrio quebrado</b>				
<b>Basura excesiva</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Mucho tráfico</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Ruido excesivo</b> , por ejemplo, sonidos notables que son desagradables y fastidiosos	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Edificios o lotes vacíos</b> o de usos indeseables, como casas abandonadas o licorería	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Propiedades mal mantenidas</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Falta de ojos en la calle</b> , por ejemplo, ausencia de personas; no hay casas o fachadas de tiendas dando a la calle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Evidencia de personas o comportamientos amanezantes, así como pandillas y uso de alcohol o drogas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Desecho de animales	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Olores desagradables,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Perros vagos o a rienda suelta	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otra:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Aproximadamente cuantos de los siguientes observó usted durante su caminata?

Otras personas caminando Si

Personas en bicicleta en la banqueta No

Personas en bicicleta en la calle Si

Personas en bicicleta en un carril de bicicleta Si

Bancas (no cuente las que están en las paradas de tranvía o autobus) 2

¿Si había bancas, estaban en Buena condición?  Todas o la mayoría en Buena condición  Como la mitad  Ninguna o muy pocas en Buena condición

Botes de basura (no cuente los que están en las paradas de tranvía o autobus) 1

¿Si había botes de basura, estaban rebosantes con basura?

Todos o la mayoría estaban rebosantes  Como la mitad  Ninguno o muy pocos estaban rebosantes

Estructuras de sombra, como toldos o pérgolas \_\_\_\_\_

¿Si había estructuras de sombra, estaban en buena condición?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición



¿Usted se sentía **con seguridad** durante su caminata?  No  Sí

Si no ... Describa porqué no se sentía con seguridad.

¿Qué se podrá hacer con esta calle para que las personas que caminan se sientan con más seguridad?

- Hacer mas hanchas las banquetas.
- Poner arboles para tener mas sombra en las paradas de autobuses.
- Alumbramiento.
- 

Si usted tiene otras observaciones o comentarios sobre esta calle, favor de describirlos aquí.

- En las pasadela que no hay semaforo poner mas señal para que los carros respeten el paso a la gente, y mas porq<sup>a</sup> esta frente al hospital.
- En el lado Nort. no hay sombra en las parada de el bus ni banca.

**Gracias por su asistencia!** Favor de asegurar que usted halla completado el reporte entero.


Roosevelt

24<sup>th</sup> → 32<sup>nd</sup> St.

32<sup>nd</sup> → 24<sup>th</sup> St.

## Informe de Auditoría de Calle

### Consejos Para el Uso de Esta Auditoría

- Cuando esté conduciendo esta auditoría, siempre tenga en mente su seguridad personal, como lo siguiente: no salir asolas; estar alerta de peligros potenciales; no salir de noche.
- Según el clima, quizás necesitará de llevar con usted un poco de agua para beber y un sombrero, o usar bloqueador para protegerse de quemaduras solares. Posiblemente usted estará afuera por más de una hora. Por eso le suplicamos que tome medidas para mantenerse saludable.
- Ponga atención a la calle y a su caminata. Usted quizás había caminado por esta calle varias veces anteriormente, pero esta vez, vea la calle con más atención a los detalles de esta auditoría.
- Cuando esté completando la auditoría, a veces será necesario cambiar de una sección a otra, o de una pagina a otra. Favor de revisar, para conocer bien, todas las secciones y preguntas antes de empezar la auditoría.
- Les animamos que tomen fotos de la calle para poder observar y entender mejor la condición de la calle. En varias partes de este documento, hemos incluido como recordatorio, un símbolo de una cámara. Favor de notar en la auditoría un descripción sobre las fotos que halla tomado. 

### Sección A: Información de la Calle

Mi nombre: Sandra Moreno

): 9 / 26 / 12 Día de la semana: Miércoles

Nombre de la Calle (ejemplo: Oak Street): Roosevelt

Calles Cruzeras: (ejemplo: 3 Avenue y 12 Avenue): 24<sup>th</sup> - 32

Temperatura Aproximada: 85 °F

Clima:  Despejado  Nublado  Lluvias

Hora de empezar: 5:30  AM  PM

Hora de terminar: 6:30  AM  PM

## Sección B: Calle, Autos y Conductores

Esta sección pide informe general de la calle, sus alrededores, autos y sus conductores.

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, poca oxidación o de pinturas de grafiti

¿En la mayoría de su caminata, cuantos carriles de tráfico están disponibles? *No contar los que se usan para dar vuelta a la derecha o a la izquierda.* 2

¿Puede ver un letrero con velocidad máxima marcada?  No  Sí

*Si hay... ¿Cual es la velocidad máxima marcada? Si hay diferentes velocidades marcadas en su caminata, favor de notarlas aquí.* 35 limite

¿Qué tipo de vecindario hay en cada lado de la calle? *Marque todo lo que aplique.*


- Casas o apartamentos  Negocios  Instituciones, como una escuela o hospital  
 Industrial, por ejemplo, una bodega  Terreno vacío  Parques  Edificios abandonados  
 Carretera o autopista Interestatal, como I-10

¿Se ven paradas de autobus o de tranvía (light rail) en su caminata?  No  Sí

*Si hay ... ¿Cuántas?* 4 de autobus 3 de tranvías

¿Que tipo de comodidades se ven en las paradas? *Marque todo lo que aplique.*

- Banca o lugar para sentarse  Refugio con sombra  Bote de basura  Arte publica

¿Estaban las comodidades en las paradas de autobus o de tranvía en **buenas condiciones?** 

- Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición

¿Había alguien **esperando** por un autobus o tranvía (light rail)?  No  Sí

*¿Si había ... Como cuantas personas?* 10 a 15

¿En este momento, usted se sintiera sin peligro estar esperando por un autobus o tranvía?

- No  Sí  No sé

*Si no .... ¿Porque?* \_\_\_\_\_

¿Se ven rutas o carriles para bicicletas? Marque todo lo que usted puede observar.

Nada  Carril marcado  Ruta designada con letrero  Letreros sugiriendo que autos y bicicletas compartan con el uso de la calle o camino.

¿Que tipo de \_\_\_\_\_ puede observar en su caminata? Marque todo que usted ve.

Letrero de ALTO  Semáforo  Banda de frenado  Crucero de peatones designado o marcado  Letrero de CEDER EL PASO  Otro: \_\_\_\_\_  Otra: \_\_\_\_\_

Durante su caminata usted observó conductores de auto haciendo lo siguiente:

¿No ceder el paso a peatones cruzando la calle?  Sí, muchos  Sí, pocos  Ninguno

¿Sobrepasar la velocidad maxima?  Sí, muchos  Sí, pocos  Ninguno

¿Acelerarse para cruzar con la luz amarilla?  Sí, muchos  Sí, pocos  Ninguno

¿Otros hábitos de conducir peligrosos?  Sí, muchos  Sí, pocos  Ninguno

Si hay ... Favor de describirlos: \_\_\_\_\_

¿Tiene la calle luces o lamparas?  No  Sí

Si hay ... ¿Que porción de la calle se puede iluminar?  Menos de 25%  De 25% a 75%  Más de 75%



## Sección C: Banquetas

Esta sección pide informacion detallado sobre las banquetas de esta calle. Por ejemplo, si usted está hablando sobre la Calle Oak, necesita caminar la ruta entera desde la 3 Avenida hasta la 12 Avenida en el lado norte (Lado #1) de la calle y luego, desde la 12 Avenida hasta la 3 Avenida en el lado sur (Lado #2) de la calle. *Es importante recoger informacion sobre los dos lados de la calle.*

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, no hay mucha basura ni rajan en el superficie de la banqueta.

**Lado Uno**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo, o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no... ¿Por donde camina la gente?*  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase al **Lado Dos** en la siguiente pagina.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta en **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, todo o la mayoría de este lado tiene una barrera protectora  Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches o agujeros  Otro: Socias basora

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

**Lado Dos**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no... ¿Por donde camina la gente?*  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase a la **Sección D**.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta in **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, toda o la mayoría de este lado tiene una barrera protectora  Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches, o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

## Sección D: Apariencia y Seguridad

Esta sección le pregunta sobre la seguridad y apariencia de la calle. Como vaya contestando las preguntas, favor de tener en mente las siguientes definiciones:

**Buena Condición:** se ve limpia y bien mantenida; por ejemplo, mínimo de mojo o pinturas de grafiti

¿En su caminata, usted puede ver algo de lo siguiente que pueda causar preocupación sobre la seguridad o apariencia de la calle? *Marque todo lo que puede ver.*

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Alumbramiento limitado o falta de alumbramiento	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Grafiti	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vandalismo	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vidrio quebrado	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Basura excesiva	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mucho tráfico	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ruido excesivo, por ejemplo, sonidos notables que son desagradables y fastidiosos	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Edificios o lotes vacíos o de usos indeseables, como casas abandonadas o licorería	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Propiedades mal mantenidas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Falta de ojos en la calle, por ejemplo, ausencia de personas; no hay casas o fachadas de tiendas dando a la calle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Evidencia de personas o comportamientos amanezantes, así como pandillas y uso de alcohol o drogas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Desecho de animales	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Olores desagradables,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Perros vagos o a rienda suelta	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otra:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Aproximadamente **cuantos** de los siguientes observó usted durante su caminata?



Otras personas caminando Si

Personas en bicicleta en la banqueta \_\_\_\_\_

Personas en bicicleta en la calle \_\_\_\_\_

Personas en bicicleta en un carril de bicicleta Si

Bancas (no cuente las que están en las paradas de tranvía o autobus) \_\_\_\_\_

¿Si había bancas, estaban en Buena condición?  Todas o la mayoría en Buena condición  Como la mitad  Ninguna o muy pocas en Buena condición

Botes de basura (no cuente los que están en las paradas de tranvía o autobus) \_\_\_\_\_

¿Si había botes de basura, estaban rebosantes con basura?

Todos o la mayoría estaban rebosantes  Como la mitad  Ninguno o muy pocos estaban rebosantes

Estructuras de sombra, como toldos o pérgolas \_\_\_\_\_

¿Si había estructuras de sombra, estaban en buena condición?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición



¿Usted se sentía con seguridad durante su caminata?  No  Sí

Si no ... Describa por qué no se sentía con seguridad.

¿Qué se podrá hacer con esta calle para que las personas que caminan se sientan con más seguridad?

- más alumbramiento
- más sombra en paradas de autobuses
- construir banquetas más anchas

Si usted tiene otras observaciones o comentarios sobre esta calle, favor de describirlos aquí.

que la gente mantenga más  
línea la calle las mismas personas  
de las casas.

**Gracias por su asistencia!** Favor de asegurar que usted halla completado el reporte entero.

Van Buren Audit → Black Ink

32<sup>nd</sup> St. Audit → Blue Ink

32<sup>nd</sup> St

Van Buren → Roosevelt

Roosevelt → Van Buren

### Informe de Auditoría de Calle

#### Consejos Para el Uso de Esta Auditoría

- Cuando esté conduciendo esta auditoría, siempre tenga en mente su seguridad personal, como lo siguiente: no salir asolas; estar alerta de peligros potenciales; no salir de noche.
- Según el clima, quizás necesitará de llevar con usted un poco de agua para beber y un sombrero, o usar bloqueador para protegerse de quemaduras solares. Posiblemente usted estará afuera por más de una hora. Por eso le suplicamos que tome medidas para mantenerse saludable.
- Ponga atención a la calle y a su caminata. Usted quizás había caminado por esta calle varias veces anteriormente, pero esta vez, vea la calle con más atención a los detalles de esta auditoría.
- Cuando esté completando la auditoría, a veces será necesario cambiar de una sección a otra, o de una pagina a otra. Favor de revisar, para conocer bien, todas las secciones y preguntas antes de empezar la auditoría.
- Les animamos que tomen fotos de la calle para poder observar y entender mejor la condición de la calle. En varias partes de este documento, hemos incluido como recordatorio, un símbolo de una cámara. Favor de notar en la auditoría un descripción sobre las fotos que halla tomado.



#### Sección A: Información de la Calle

Mi nombre: Brenda Ramirez

Fecha: 09/26/12 / 09/28/12 Día de la semana: Viernes

Nombre de la Calle (ejemplo: Oak Street): Van Buren - 32<sup>nd</sup> & 24<sup>th</sup>

Calles Cruzeras: (ejemplo: 3 Avenue y 12 Avenue): 32<sup>nd</sup> St - ~~12<sup>th</sup>~~

Van Buren - Roosevelt y Roosevelt - Van Buren

Temperatura Aproximada: 85 °F

Clima:  Despejado  Nublado  Lluvias

Hora de empezar 6:30  AM  PM  
6:00 ✓

Hora de terminar: 7:20  AM  PM  
6:40 X

## Sección B: Calle, Autos y Conductores

Esta sección pide informe general de la calle, sus alrededores, autos y sus conductores.

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, poca oxidación o de pinturas de grafiti

¿En la mayoría de su caminata, cuantos carriles de tráfico están disponibles? *No contar los que se usan para dar vuelta a la derecha o a la izquierda.* 2 2

¿Puede ver un letrero con velocidad máxima marcada?  No  Sí ✓

*Si hay... ¿Cual es la velocidad máxima marcada? Si hay diferentes velocidades marcadas en su caminata, favor de notarlas aquí.* 35 lim. 40 lim.

¿Qué tipo de vecindario hay en cada lado de la calle? *Marque todo lo que aplique.*

- Casas o apartamentos  Negocios  Instituciones, como una escuela o hospital  
 Industrial, por ejemplo, una bodega  Terreno vacío  Parques  Edificios abandonados  
 Carretera o autopista Interestatal, como I-10


¿Se ven paradas de autobus o de tranvía (light rail) en su caminata?  No  Sí

*Si hay ... ¿Cuantas?* 5 de autobus 1 de tranvías ninguna por esta calle.

¿Que tipo de comodidades se ven en las paradas? *Marque todo lo que aplique.*

- Banca o lugar para sentarse  Refugio con sombra  Bote de basura  Arte publica No hay

¿Estaban las comodidades en las paradas de autobus o de tranvía en buenas

condiciones? No hay 

- Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición

¿Había alguien esperando por un autobus o tranvía (light rail)?  No  Sí no hay

*¿Si había ... Como cuantas personas?* 8 y 10. - Persona caminando.

¿En este momento, usted se sintiera sin peligro estar esperando por un autobus o tranvía?

- No  Sí  No sé ✓

*Si no .... ¿Porque?* \_\_\_\_\_

¿Se ven rutas o carriles para bicicletas? Marque todo lo que usted puede observar.

Nada  Carril marcado  Ruta designada con letrero  Letreros sugiriendo que autos y bicicletas compartan con el uso de la calle o camino.

No hay carril de bicicletas.  
Van buen, Roosevelt.

¿Que tipo de \_\_\_\_\_ puede observar en su caminata? Marque todo que usted ve.

Letrero de ALTO  Semáforo  Banda de frenado  Cruce de peatones designado o marcado  Letrero de CEDER EL PASO  Otro: \_\_\_\_\_  Otra: \_\_\_\_\_

NO hay

Durante su caminata usted observó conductores de auto haciendo lo siguiente:

¿No ceder el paso a peatones cruzando la calle?  Sí, muchos  Sí, pocos  Ninguno

¿Sobrepasar la velocidad máxima?  Sí, muchos  Sí, pocos  Ninguno

¿Acelerarse para cruzar con la luz amarilla?  Sí, muchos  Sí, pocos  Ninguno

¿Otros hábitos de conducir peligrosos?  Sí, muchos  Sí, pocos  Ninguno

Si hay ... Favor de describirlos: Es porque las personas.

¿Tiene la calle luces o lamparas?  No  Sí

Si hay ... ¿Que porción de la calle se puede iluminar?  Menos de 25%  De 25% a 75%  Más de 75%



### Sección C: Banquetas

Esta sección pide información detallada sobre las banquetas de esta calle. Por ejemplo, si usted está hablando sobre la Calle Oak, necesita caminar la ruta entera desde la 3 Avenida hasta la 12 Avenida en el lado norte (Lado #1) de la calle y luego, desde la 12 Avenida hasta la 3 Avenida en el lado sur (Lado #2) de la calle. *Es importante recoger información sobre los dos lados de la calle.*

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, no hay mucha basura ni rajadas en la superficie de la banqueta.

**Lado Uno**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo, o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no...* ¿Por donde camina la gente?  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase al **Lado Dos** en la siguiente pagina.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta en **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, todo o la mayoría de este lado tiene una barrera protectora  Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

**Lado Dos**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no...* ¿Por donde camina la gente?  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase a la **Sección D**.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta in **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, toda o la mayoría de este lado tiene una barrera protectora

Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono

Rajas grandes, baches, o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado

Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

## Sección D: Apariencia y Seguridad

Esta sección le pregunta sobre la seguridad y apariencia de la calle. Como vaya contestando las preguntas, favor de tener en mente las siguientes definiciones:

**Buena Condición:** se ve limpia y bien mantenida; por ejemplo, mínimo de mojado o pinturas de grafiti

¿En su caminata, usted puede ver algo de lo siguiente que pueda causar preocupación sobre la seguridad o apariencia de la calle? *Marque todo lo que puede ver.*

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
<b>Alumbramiento limitado</b> o falta de alumbramiento	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Grafiti</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Vandalismo</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Vidrio quebrado</b>				
<b>Basura excesiva</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Mucho tráfico</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Ruido excesivo</b> , por ejemplo, sonidos notables que son desagradables y fastidiosos	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Edificios o lotes vacíos o de usos indeseables</b> , como casas abandonadas o licorería	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Propiedades mal mantenidas</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Falta de ojos en la calle</b> , por ejemplo, ausencia de personas; no hay casas o fachadas de tiendas dando a la calle	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Evidencia de personas o comportamientos amezantantes, así como pandillas y uso de alcohol o drogas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Desecho de animales	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Olores desagradables,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Perros vagos o a rienda suelta	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Otro:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otra:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Aproximadamente **cuantos** de los siguientes observó usted durante su caminata?

Otras personas caminando Si NO  
 Personas en bicicleta en la banqueta Si - Si  
 Personas en bicicleta en la calle No - Si  
 Personas en bicicleta en un carril de bicicleta Si no hay carril. una parte.  
 Bancas (no cuente las que están en las paradas de tranvía o autobus) Si No.

¿Si había bancas, estaban en Buena condición?  Todas o la mayoría en Buena condición  Como la mitad  Ninguna o muy pocas en Buena condición

Botes de basura (no cuente los que están en las paradas de tranvía o autobus) \_\_\_\_\_

¿Si había botes de basura, estaban rebosantes con basura?

Todos o la mayoría estaban rebosantes  Como la mitad  Ninguno o muy pocos estaban rebosantes

Estructuras de sombra, como toldos o pérgolas No hay

¿Si había estructuras de sombra, estaban en buena condición?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición



¿Usted se sentía **con seguridad** durante su caminata?  No  Sí

Si no ... Describa por qué no se sentía con seguridad.

¿Qué se podrá hacer con esta calle para que las personas que caminan se sientan con más seguridad?

- \* Pues los carriles de bicicletas estarían perfecto por la razón que tienen que pasar por su lugar.
- \* Mas sombras para poder caminar.
- \* Pasada para la gente en la mitad de la calle por los estudiantes de la escuela Wilson.

Si usted tiene otras observaciones o comentarios sobre esta calle, favor de describirlos aquí.

- \* Si que estan las banquetas. estan libres, y con mas espacio.
- \* Baches en parte de la calle.
- \* Mas señalamientos de velocidad.
- \* Urgente una pasada intermedia para la gente entre filmore y celebriti.


**Gracias por su asistencia!** Favor de asegurar que usted halla completado el reporte entero.

Van Buren Audit → Black Ink  
32<sup>nd</sup> St. Audit → Blue Ink

32<sup>nd</sup> St.  
Van Buren → Roosevelt  
Roosevelt → Van Buren

## Informe de Auditoría de Calle

### Consejos Para el Uso de Esta Auditoría

- Cuando esté conduciendo esta auditoría, siempre tenga en mente su seguridad personal, como lo siguiente: no salir asolas; estar alerta de peligros potenciales; no salir de noche.
- Según el clima, quizás necesitará de llevar con usted un poco de agua para beber y un sombrero, o usar bloqueador para protegerse de quemaduras solares. Posiblemente usted estará afuera por más de una hora. Por eso le suplicamos que tome medidas para mantenerse saludable.
- Ponga atención a la calle y a su caminata. Usted quizás había caminado por esta calle varias veces anteriormente, pero esta vez, vea la calle con más atención a los detalles de esta auditoría.
- Cuando esté completando la auditoría, a veces será necesario cambiar de una sección a otra, o de una pagina a otra. Favor de revisar, para conocer bien, todas las secciones y preguntas antes de empezar la auditoría.
- Les animamos que tomen fotos de la calle para poder observar y entender mejor la condición de la calle. En varias partes de este documento, hemos incluido como recordatorio, un símbolo de una cámara. Favor de notar en la auditoría un descripción sobre las fotos que halla tomado. 

### Sección A: Información de la Calle

Mi nombre: Sandra Moreno.

): 9 / 12 / 12. Día de la semana: Miercoles

Nombre de la Calle (ejemplo: Oak Street): Van Buren.

Calles Cruzeras: (ejemplo: 3 Avenue y 12 Avenue): 32<sup>nd</sup> st

Van Buren - Roosevelt - y Roosevelt - ven Buren

Temperatura Aproximada: 85°F

Clima: Despejado Nublado Lluvias

Hora de empezar: 6:30  AM  PM  
6:00

Hora de terminar: 7:20  AM  PM  
6:40

## Sección B: Calle, Autos y Conductores

Esta sección pide informe general de la calle, sus alrededores, autos y sus conductores.

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, poca oxidación o de pinturas de grafiti

¿En la mayoría de su caminata, cuantos **carriles** de tráfico están disponibles? *No contar los que se usan para dar vuelta a la derecha o a la izquierda.* 2 2

¿Puede ver un **letrero con velocidad maxima marcada**?  No  Sí ✓  
*Si hay... ¿Cual es la velocidad maxima marcada? Si hay diferentes velocidades marcadas en su caminata, favor de notarlas aquí.* 35 Lim. 40 lim.


¿Qué tipo de vecindario hay en cada lado de la calle? *Marque todo lo que aplique.*

- Casas o apartamentos ✓
- Negocios ✓
- Instituciones, como una escuela o hospital ✓
- Industrial, por ejemplo, una bodega
- Terreno vacío
- Parques
- Edificios abandonados
- Carretera o autopista Interestatal, como I-10

¿Se ven **paradas de autobus o de tranvía (light rail)** en su caminata?  No  Sí  
*Si hay ... ¿Cuantas? 4 de autobus no ay de tranvías no ay Paradas de bus*

¿Que tipo de **comodidades** se ven en las paradas? *Marque todo lo que aplique.*

- Banca o lugar para sentarse
- Refugio con sombra
- Bote de basura
- Arte publica no ay

¿Estaban las comodidades en las paradas de autobus o de tranvía en **buenas condiciones**? no hay 

Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición

¿Había alguien **esperando** por un autobus o tranvía (light rail)?  No  Sí no hay

¿Si había ... Como cuantas personas? 10

¿En este momento, usted se **sintiera sin peligro** estar esperando por un autobus o tranvía?

No  Sí  No sé ✓

Si no .... ¿Porque? \_\_\_\_\_

¿Se ven rutas o carriles para bicicletas? Marque todo lo que usted puede observar.

Nada  Carril marcado  Ruta designada con letrero  Letreros sugiriendo que autos y bicicletas compartan con el uso de la calle o camino.

*No hay carril de bicicletas en la vereda Roosevelt*

¿Que tipo de \_\_\_\_\_ puede observar en su caminata? Marque todo que usted ve.

Letrero de ALTO  Semáforo  Banda de frenado  Crucero de peatones designado o marcado  Letrero de CEDER EL PASO  Otro:                       Otra:                     

*No hay*

Durante su caminata usted observó **conductores de auto** haciendo lo siguiente:

¿No ceder el paso a peatones cruzando la calle?  Sí, muchos  Sí, pocos  Ninguno

¿Sobrepasar la velocidad maxima?  Sí, muchos  Sí, pocos  Ninguno

¿Acelerarse para cruzar con la luz amarilla?  Sí, muchos  Sí, pocos  Ninguno

¿Otros hábitos de conducir peligrosos?  Sí, muchos  Sí, pocos  Ninguno

Si hay ... Favor de describirlos: Es por que las personas

¿Tiene la calle **luces o lamparas**?  No  Sí

Si hay ... ¿Que porción de la calle se puede iluminar?  Menos de 25%  De 25% a 75%  Más de 75%



### Sección C: Banquetas

Esta sección pide informacion detallado sobre las banquetas de esta calle. Por ejemplo, si usted está hablando sobre la Calle Oak, necesita caminar la ruta entera desde la 3 Avenida hasta la 12 Avenida en el lado norte (Lado #1) de la calle y luego, desde la 12 Avenida hasta la 3 Avenida en el lado sur (Lado #2) de la calle. *Es importante recoger informacion sobre los dos lados de la calle.*

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, no hay mucha basura ni rajadas en el superficie de la banqueta.

**Lado Uno**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo, o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no...* ¿Por donde camina la gente?  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase al **Lado Dos** en la siguiente pagina.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta en **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, todo o la mayoría de este lado tiene una barrera protectora

Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches o agujeros  Otro: SUCIAS

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

**Lado Dos**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no...* ¿Por donde camina la gente?  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase a la **Sección D**.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta in **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectiva** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, toda o la mayoría de este lado tiene una barrera protectiva  Como la mitad  No hay barrera protectiva en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches, o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

## Sección D: Apariencia y Seguridad



Esta sección le pregunta sobre la seguridad y apariencia de la calle. Como vaya contestando las preguntas, favor de tener en mente las siguientes definiciones:

**Buena Condición:** se ve limpia y bien mantenida; por ejemplo, mínimo de mojo o pinturas de grafiti

¿En su caminata, usted puede ver algo de lo siguiente que pueda causar preocupación sobre la seguridad o apariencia de la calle? *Marque todo lo que puede ver.*



	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Alumbramiento limitado o falta de alumbramiento	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Grafiti	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vandalismo	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vidrio quebrado				
Basura excesiva	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Mucho tráfico	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ruido excesivo, por ejemplo, sonidos notables que son desagradables y fastidiosos	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Edificios o lotes vacíos o de usos indeseables, como casas abandonadas o licorería	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Propiedades mal mantenidas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Falta de ojos en la calle, por ejemplo, ausencia de personas; no hay casas o fachadas de tiendas dando a la calle	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Evidencia de personas o comportamientos amezantes, así como pandillas y uso de alcohol o drogas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Desecho de animales	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Olores desagradables,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Perros vagos o a rienda suelta	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Otro:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otra:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Aproximadamente **cuantos** de los siguientes observó usted durante su caminata?

- Otras personas caminando Si NO
- Personas en bicicleta en la banqueta Si Si
- Personas en bicicleta en la calle No NO hay carril
- Personas en bicicleta en un carril de bicicleta Si una por te.
- Bancas (no cuente las que están en las paradas de tranvía o autobus) Si NO
- ¿Si había bancas, estaban en Buena condición?  Todas o la mayoría en Buena condición  Como la mitad  Ninguna o muy pocas en Buena condición
- Botes de basura (no cuente los que están en las paradas de tranvía o autobus) \_\_\_\_\_
- ¿Si había botes de basura, estaban rebosantes con basura?  Todos o la mayoría estaban rebosantes  Como la mitad  Ninguno o muy pocos estaban rebosantes X
- Estructuras de sombra, como toldos o pérgolas NO hay
- ¿Si había estructuras de sombra, estaban en buena condición?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición X



¿Usted se sentía **con seguridad** durante su caminata?  No  Sí

*Si no ...* Describa porqué no se sentía con seguridad.

¿Qué se podrá hacer con esta calle para que las personas que caminan se sientan con más seguridad?

\* No ay para los peatones  
/ No ay alumbramiento.

Si usted tiene otras observaciones o comentarios sobre esta calle, favor de describirlos aquí.

**Gracias por su asistencia!** Favor de asegurar que usted halla completado el reporte entero.

# Street Audit Report

## Tips for Using the Street Audit Report

- Please think about your personal safety when conducting this audit, such as: don't go alone; be alert to potential danger; and don't go at night.
- Depending upon the weather, you may want to take some water and a hat, or use sunscreen. You may be outside for over an hour, so please take measures to keep yourself healthy.
- Pay attention to the street and your walk. You may have been on this street many times before, but look at your street again with extra attention to details.
- You may need to switch between sections or pages as you complete your street audit. Please review and be familiar with all of the sections and questions before you begin.
- We encourage you to take pictures of the street and to help us understand the condition of the street. Throughout the audit, we have included a camera icon as a reminder. Please make notes on this audit about the photos you have taken.



## Section A: Street Information

My Name: Roberto Gonzalez

Date (m/d/yr): 09 / 26 / 2012 Day of the Week: Wednesday

Street Name (example: Oak Street): Van Buren

Cross Streets (example: 3<sup>rd</sup> Avenue and 12<sup>th</sup> Avenue): 28<sup>th</sup> St. & 32<sup>nd</sup> St.

Approximate Temperature: 95 °F Weather:  Clear  Partly Cloudy  Rainy

Start Time: 11:45  AM  PM End Time: 6:30  AM  PM

## Section B: Street, Cars and Drivers

This section asks for general information about the street, its surroundings and its drivers.

As you answer questions, please keep the following definitions in mind:

**Good condition:** looks clean and maintained; for example, minimal rust or graffiti

For most of your walk, how many lanes are available for traffic? *Do not count the turning lane.*

4

Do you see a posted speed limit sign?  No  Yes

If yes ... What is the posted speed limit? If there are different speeds along your walk, please list all. 35 mph

What kind of neighborhood do you see on either side of this street? *Check all that apply.*

- Houses or apartments  Businesses  Institutions, like a school or hospital  
 Industrial, for example a warehouse  Vacant land  Parks  Abandoned buildings  
 Highway or Interstate road, such as I-10 car dealers, small markets (circle K & R & D hotels, motels, Century link, market),

Do you see any bus or light rail stops along your walk?  No  Yes

If yes ... How many? 4 bus stops \_\_\_\_\_ light rail stops

What kind of amenities do you see at the stops? *Check all that apply.*

- Bench or other seating  Covered shelter  Trash can  Public art

Were the amenities at the bus or light rail stop in good condition?

- All or most in good condition  About half  None or few in good condition

Did you see anyone waiting for a bus or light rail train?  No  Yes

If yes ... About how many people? \_\_\_\_\_

Would you feel safe waiting for a bus or light rail train right now?

- No  Yes  I don't know

If no ... why? At night & early in the morning, strange & suspicious people wait there either to sleep or to spend the day. There's a high amount of child abusers that are near the area as well, & particularly this area has many children.

Do you see any bike routes or lanes? *Check all that you see.*

- None  Marked lane  Designated route sign  Share the road signs

absolutely zero. Bicycles use the sidewalk, leaving no extra space.

What kind of traffic signals or signs do you see along your walk? Check all that you see.

- Stop sign
  - Traffic light
  - Speed bump
  - Painted or marked cross walk
  - Yield sign
  - Other: school
  - Other: \_\_\_\_\_
- sign next to the blue moon.*
- light on 28th St & VB, and one on 32nd St and VB.*

During your walk, do you see any drivers doing the following: *Particularly on 30th & Van Buren. cars usually never stop and it is very dangerous.*

- Not stopping for people crossing the street?  Yes, a lot  Yes, a little  None at all
- Driving faster than the speed limit?  Yes, a lot  Yes, a little  None at all
- Speeding up to make it through a yellow light?  Yes, a lot  Yes, a little  None at all
- Other dangerous driving habits?  Yes, a lot  Yes, a little  None at all

*Approximately at 45 mph.*

*If yes ... please describe: Cars never stop on 30th and VB when people want to cross, so it takes a while and small children are vulnerable to accidents when stop walk lady isn't present.*

Does the street have street lights or lamps?  No  Yes *11 per side, so 22 approximately.*

- If yes ... How much of the street could be lit?*  less than 25%  25% to 75%  more than 75%
- Somewhat lit at night. still a bit dark.*

### Section C: Sidewalks

This section asks detailed questions about sidewalks along this street. You will need to walk the entire route on both sides of the street. For example, if you are reporting on Oak Street, you will need to walk the entire route from 3<sup>rd</sup> Avenue to 12<sup>th</sup> Avenue on the north side (Side 1) of the street, and then 12<sup>th</sup> Avenue to 3<sup>rd</sup> Avenue on the south side (Side 2) of the street. It is important to gather information about both sides of the street.

As you answer questions, please keep the following definitions in mind:

**Good condition:** looks clean and maintained; for example, not much litter and no cracks in the sidewalk surface

**Side One** 28<sup>m</sup>-32<sup>m</sup> (circle  $\leftarrow$  side)

Which side of the street are you walking on?  North  South  East  West  I don't know

Does this side of the street have a sidewalk?  Yes, all or most of this side has a sidewalk

About half  None of this side has a sidewalk

If no ... Where do people walk?  In the grass or dirt along the street  On the street

Other: \_\_\_\_\_ If there is no sidewalk, please skip the following questions and go to **Side Two**.

What is the sidewalk made of? Check all that you see.  Concrete  Asphalt  Gravel  Dirt

Other: \_\_\_\_\_ Minimal cracks.

Is the sidewalk in **good condition**?  Yes, all or most of this side in good condition  About half  None of this side is in good condition

Not much going on, but approximately from 28<sup>m</sup> to 29<sup>m</sup> it seems a bit neglected.

Is there a "buffer" between the sidewalk and the street, such as a grassy or dirt patch, trees or bushes?  Yes, all or most of this side has a buffer  About half  None of this side has a buffer

Dirt, bushes,  $\frac{1}{2}$  tree from ~~28<sup>m</sup>~~ 30<sup>th</sup> - 32<sup>nd</sup> st  $\frac{1}{2}$  VB.

Are there **major obstacles** blocking the sidewalk making it difficult to use? Check all that you see.  Trees  Large plants, weeds or bushes  Utility or telephone poles  Large cracks, bumps or holes

Other: Not many obstacles really, the sidewalk is just a bit small.

About **how wide** is the sidewalk for most of your walk?

Only one adult can walk on the sidewalk  Two adults can walk side-by-side on the sidewalk

Three adults can walk side-by-side on the sidewalk  Four or more adults can walk side-by-side on the sidewalk

If the sun was directly overhead, how much of this sidewalk would be shaded?  less than 25%

25 to 75%  more than 75% Very little shade given.

Side Two 32<sup>nd</sup> - 28<sup>th</sup> & V.B. (Wilson side)

Which side of the street are you walking on?  North  South  East  West  I don't know

Does this side of the street have a sidewalk?  Yes, all or most of this side has a sidewalk

About half  None of this side has a sidewalk

If no ... Where do people walk?  In the grass or dirt along the street  On the street

Other: \_\_\_\_\_ If there is no sidewalk, please skip the following questions

and go to **Section D**. There are 2 spaces where there is a large amount of space made up of dirt. 1 is on the side of the bus stop on 32<sup>nd</sup> & V.B. The other is

What is the sidewalk made of? Check all that you see.  Concrete or asphalt  Gravel  Dirt

Other: \_\_\_\_\_

Is the sidewalk in **good condition**?  Yes, all or most of this side in good condition  About half  None of this side is in good condition

some cracks, but at least there's a sidewalk.

Is there a "buffer" between the sidewalk and the street, such as a grassy or dirt patch, trees or bushes?  Yes, all or most of this side has a buffer  About half  None of this side has a buffer

The sidewalk is fairly large.

Are there **major obstacles blocking** the sidewalk making it difficult to use? Check all that you see.  Trees  Large plants, weeds or bushes  Utility or telephone poles  Large cracks, bumps or holes

Other: minimal amount of trees/bushes that take some space.

About **how wide** is the sidewalk for most of your walk?

Only one adult can walk on the sidewalk  Two adults can walk side-by-side on the sidewalk  Three adults can walk side-by-side on the sidewalk  Four or more adults can walk side-by-side on the sidewalk

If the sun was directly overhead, how much of this sidewalk would be shaded?  Absolutely nothing.  less than 25%  25 to 75%  more than 75%

in front of the R & D market.



## Section D: Appearance and Safety

This section will ask about the safety and appearance of the street. As you answer questions, please keep the following definitions in mind:

**Good condition:** looks clean and maintained; for example, minimal rust or graffiti

Do you see any of the following **safety or appearance concerns** along your walk? Check all that you see.

	I don't see any of this.	I see a little of this.	I see a moderate amount of this.	I see a lot of this.
<b>Poor lighting</b> , for example, absent or limited lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Graffiti</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Vandalism</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Broken glass</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Excessive litter</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Heavy traffic</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Excessive noise</b> , for example, noticeable sounds that are unpleasant or annoying	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Vacant buildings or lots, or undesirable uses</b> , for example, abandoned houses or a liquor store	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>one next to circle k, one next to the trailer park</i>	<input type="checkbox"/>
<b>Poorly maintained properties</b> , for example, tall weeds in yard or broken windows	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>Not many houses, mostly apartments, hotels &amp; motels</i>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Lack of eyes on the street</b> , such as absence of people, no houses or store fronts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*There is always graffiti.  
I see some trash on the side going from 28th to 32nd (with in side)  
heavy traffic noise in afternoon  
approximately 2.*

*Cars never stop on 30th & VB want to cross the street*

*Not on these streets, but the streets next to them.*

*Mostly apartments, businesses, and car dealers, so nobody is really watching the streets to see what's going on.*

*again on Monroe Adams behavior park on 30th St. Van Buren has many suspicious people usually.*

*Rarely there are loose dogs in this street. It is the streets Monroe & Adams where there are dogs.*

*\*A person asked why we were writing down things she was interested in what we were doing.*

	I don't see any of this.	I see a little of this.	I see a moderate amount of this.	I see a lot of this.
Evidence of threatening persons or behaviors, such as gangs, or alcohol or drug use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Animal waste	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Undesirable odors, such as garbage or sewer	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stray or unleashed dogs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

About how many of the following things did you see during your walk:



Other people walking 7  
 People biking on the sidewalk 3 (when there are bicycles on the sidewalk, there is no extra space)  
 People biking on the street 0 (on the sidewalk)  
 People biking in a bike lane 0 (no bike lane)

Benches (don't count the ones at light rail or bus stops) 0  
 If there were benches, were they in good condition?  All or most in good condition  About half  None or few in good condition

Trash cans (don't count the ones at light rail or bus stops) 0  
 If there were trash cans, were they overflowing with trash?  All or most overflowing  About half  None or few overflowing

Shade structures, like awnings or pergolas 0 (Trees are next to the sidewalk, but there's a minimal amount. However there isn't any shade given.)  
 If there were shade structures, were they in good condition?  All or most in good condition  About half  None or few in good condition



Did you feel safe during your walk?  No  Yes

If no ... Describe why you feel unsafe. There's a good amount of child abusers that live around the area, homeless people are walking around, & there's the occasional suspicious women.

What can be done to make this street safer for people who walk?

Definitely more "eyes on the street." However, when people see the police in the area, they get scared. So it almost never works out. People won't say anything in order to improve our area & safety.

If you have other observations or comments about this street, please describe them.

I think everyone who lives around this area wants some sort of crosswalk w/ a light on 30<sup>th</sup> St. & VB, or ~~or~~ a lot of police watch. We need to feel safe especially in that spot.

**Thank you for your help!** Please check that you have filled out the entire report.


Van Buren

28<sup>th</sup> St → 32<sup>nd</sup> St.

32<sup>nd</sup> St. → 28<sup>th</sup> St.

## Informe de Auditoría de Calle

### Consejos Para el Uso de Esta Auditoría

- Cuando esté conduciendo esta auditoría, siempre tenga en mente su seguridad personal, como lo siguiente: no salir asolas; estar alerta de peligros potenciales; no salir de noche.
- Según el clima, quizás necesitará de llevar con usted un poco de agua para beber y un sombrero, o usar bloqueador para protegerse de quemaduras solares. Posiblemente usted estará afuera por más de una hora. Por eso le suplicamos que tome medidas para mantenerse saludable.
- Ponga atención a la calle y a su caminata. Usted quizás había caminado por esta calle varias veces anteriormente, pero esta vez, vea la calle con más atención a los detalles de esta auditoría.
- Cuando esté completando la auditoría, a veces será necesario cambiar de una sección a otra, o de una pagina a otra. Favor de revisar, para conocer bien, todas las secciones y preguntas antes de empezar la auditoría.
- Les animamos que tomen fotos de la calle para poder observar y entender mejor la condición de la calle. En varias partes de este documento, hemos incluido como recordatorio, un símbolo de una cámara. Favor de notar en la auditoría un descripción sobre las fotos que halla tomado. 

### Sección A: Información de la Calle

Mi nombre: Ernestina Sánchez

1: 9 / 26 / 2012 Día de la semana: miercoles

Nombre de la Calle (ejemplo: Oak Street): Van Buren

Calles Cruzeras: (ejemplo: 3 Avenue y 12 Avenue): 29<sup>th</sup> St y Van Buren

30<sup>th</sup> St y Van Buren

Temperatura Aproximada: 90 °F

Clima:  Despejado  Nublado  Lluvias

Hora de empezar: 4:45  AM  PM

Hora de terminar: 6:30  AM  PM

## Sección B: Calle, Autos y Conductores

Esta sección pide informe general de la calle, sus alrededores, autos y sus conductores.

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, poca oxidación o de pinturas de grafiti

¿En la mayoría de su caminata, cuantos carriles de tráfico están disponibles? *No contar los que se usan para dar vuelta a la derecha o a la izquierda.* 4

¿Puede ver un letrero con velocidad máxima marcada?  No  Sí

*Si hay... ¿Cual es la velocidad máxima marcada? Si hay diferentes velocidades marcadas en su caminata, favor de notarlas aquí.* 35 mph

¿Qué tipo de vecindario hay en cada lado de la calle? *Marque todo lo que aplique.*


- Casas o apartamentos  Negocios  Instituciones, como una escuela o hospital  
 Industrial, por ejemplo, una bodega  Terreno vacío  Parques  Edificios abandonados  
 Carretera o autopista Interestatal, como I-10 *trailas Moteles*

¿Se ven paradas de autobus o de tranvía (light rail) en su caminata?  No  Sí

*Si hay ... ¿Cuántas?* 4 de autobus      de tranvías

¿Que tipo de comodidades se ven en las paradas? *Marque todo lo que aplique.*

- Banca o lugar para sentarse  Refugio con sombra  Bote de basura  Arte publica

¿Estaban las comodidades en las paradas de autobus o de tranvía en buenas condiciones? *eston sucios* 

- Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición

¿Había alguien esperando por un autobus o tranvía (light rail)?  No  Sí

*¿Si había ... Como cuantas personas?*     

¿En este momento, usted se sintiera sin peligro estar esperando por un autobus o tranvía?

- No  Sí  No sé

*Si no .... ¿Porque? hay personas sin hogar caminando en esta calle. una mujer nos llamo para preguntar que andabamos haciendo.*

¿Se ven rutas o carriles para bicicletas? Marque todo lo que usted puede observar.

Nada  Carril marcado  Ruta designada con letrero  Letreros sugiriendo que autos y bicicletas compartan con el uso de la calle o camino.

¿Que tipo de \_\_\_\_\_ puede observar en su caminata? Marque todo que usted ve. basura tirada

Letrero de ALTO  Semáforo  Banda de frenado  Cruce de peatones designado o marcado  Letrero de CEDER EL PASO  Otro: zona escolar  Otra: \_\_\_\_\_

Durante su caminata usted observó **conductores de auto** haciendo lo siguiente:

¿No ceder el paso a peatones cruzando la calle?  Sí, muchos  Sí, pocos  Ninguno

¿Sobrepasar la velocidad máxima?  Sí, muchos  Sí, pocos  Ninguno

¿Acelerarse para cruzar con la luz amarilla?  Sí, muchos  Sí, pocos  Ninguno

¿Otros hábitos de conducir peligrosos?  Sí, muchos  Sí, pocos  Ninguno

Si hay ... Favor de describirlos: carrros que se meten sin esperar la distancia suficiente

¿Tiene la calle luces o lámparas?  No  Sí

Si hay ... ¿Que porción de la calle se puede iluminar?  Menos de 25%  De 25% a 75%  Más de 75%



### Sección C: Banquetas

Esta sección pide información detallada sobre las banquetas de esta calle. Por ejemplo, si usted está hablando sobre la Calle Oak, necesita caminar la ruta entera desde la 3 Avenida hasta la 12 Avenida en el lado norte (Lado #1) de la calle y luego, desde la 12 Avenida hasta la 3 Avenida en el lado sur (Lado #2) de la calle. *Es importante recoger información sobre los dos lados de la calle.*

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, no hay mucha basura ni rajaduras en la superficie de la banqueta.

**Lado Uno**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo, o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no...* ¿Por donde camina la gente?  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase al **Lado Dos** en la siguiente pagina.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta en **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

*hay partes unidas*

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, todo o la mayoría de este lado tiene una barrera protectora

Como la mitad  No hay barrera protectora en este lado

*estos espacios tienen mucha basura*

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono

Rajas grandes, baches o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado

pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado

Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera **directamente** sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

*ninguna*

**Lado Dos**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no...* ¿Por donde camina la gente?  En el pasto o la tierra al lado de la calle  En la calle  Otro: \_\_\_\_\_ *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase a la Sección D.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta en **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, toda o la mayoría de este lado tiene una barrera protectora  Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches, o agujeros  Otro: igual que el lado norte

hay basura cajas tiradas anunciando yard sale agujero en 30 + VE

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

no hay arboles

## Sección D: Apariencia y Seguridad



Esta sección le pregunta sobre la seguridad y apariencia de la calle. Como vaya contestando las preguntas, favor de tener en mente las siguientes definiciones:

**Buena Condición:** se ve limpia y bien mantenida; por ejemplo, mínimo de mojo o pinturas de grafiti

¿En su caminata, usted puede ver algo de lo siguiente que pueda causar preocupación sobre la seguridad o apariencia de la calle? *Marque todo lo que puede ver.*



	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Alumbramiento limitado o falta de alumbramiento	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Grafiti	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vandalismo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vidrio quebrado			<input checked="" type="checkbox"/>	
Basura excesiva	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mucho tráfico	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ruido excesivo, por ejemplo, sonidos notables que son desagradables y fastidiosos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Edificios o lotes vacíos o de usos indeseables, como casas abandonadas o licorería	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> aproximadamente 3 lotes vacíos ↓ cabaret
Propiedades mal mantenidas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Moteles apartamentos viejos
Falta de ojos en la calle, por ejemplo, ausencia de personas; no hay casas o fachadas de tiendas dando a la calle	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Evidencia de personas o comportamientos amezantes, así como pandillas y uso de alcohol o drogas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Desecho de animales	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Olores desagradables,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Perros vagos o a rienda suelta	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Otro:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otra:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Aproximadamente **cuantos** de los siguientes observó usted durante su caminata?

Otras personas caminando 7

Personas en bicicleta en la banqueta 3

Personas en bicicleta en la calle 0

Personas en bicicleta en un carril de bicicleta 0

Bancas (no cuente las que están en las paradas de tranvía o autobus) 0

¿Si había bancas, estaban en Buena condición?  Todas o la mayoría en Buena condición  Como la mitad  Ninguna o muy pocas en Buena condición

Botes de basura (no cuente los que están en las paradas de tranvía o autobus) 0

¿Si había botes de basura, estaban rebosantes con basura?

Todos o la mayoría estaban rebosantes  Como la mitad  Ninguno o muy pocos estaban rebosantes

Estructuras de sombra, como toldos o pérgolas 0

¿Si había estructuras de sombra, estaban en buena condición?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición

No hay ninguna sombra en esta calle



¿Usted se sentía con seguridad durante su caminata?  No  Sí

Si no ... Describa por qué no se sentía con seguridad.  
Personas caminan en espacios cortos, no pasan y se van después de un rato regresan a los mismos lugares.

¿Qué se podrá hacer con esta calle para que las personas que caminan se sientan con más seguridad?

Que la policía este más atenta, que se recorten muy bien los arbustos que no halla rincones oscuros ya sea de terrenos o apartamentos abandonados.

Que se recoja la basura, arreglen las banquetas para personas con silla de ruedas.

Si usted tiene otras observaciones o comentarios sobre esta calle, favor de describirlos aquí.

Que se exija a los dueños de cada negocio que arreglen sus fachadas.


que en vez de arbustos pequeños en los espacios de las banquetas se planten árboles que después nos den sombra

**Gracias por su asistencia!** Favor de asegurar que usted halla completado el reporte entero.

Valdío  
Vacant Lot

## Informe de Auditoría de Calle

### Consejos Para el Uso de Esta Auditoría

- Cuando esté conduciendo esta auditoría, siempre tenga en mente su seguridad personal, como lo siguiente: no salir asolas; estar alerta de peligros potenciales; no salir de noche.
- Según el clima, quizás necesitará de llevar con usted un poco de agua para beber y un sombrero, o usar bloqueador para protegerse de quemaduras solares. Posiblemente usted estará afuera por más de una hora. Por eso le suplicamos que tome medidas para mantenerse saludable.
- Ponga atención a la calle y a su caminata. Usted quizás había caminado por esta calle varias veces anteriormente, pero esta vez, vea la calle con más atención a los detalles de esta auditoría.
- Cuando esté completando la auditoría, a veces será necesario cambiar de una sección a otra, o de una página a otra. Favor de revisar, para conocer bien, todas las secciones y preguntas antes de empezar la auditoría.
- Les animamos que tomen fotos de la calle para poder observar y entender mejor la condición de la calle. En varias partes de este documento, hemos incluido como recordatorio, un símbolo de una cámara. Favor de notar en la auditoría un descripción sobre las fotos que halla tomado. 

### Sección A: Información de la Calle

Mi nombre: Nadia Ramirez

tel: 602/244/1128

Día de la semana:

Jueves <sup>09/</sup>27/2012

Nombre de la Calle (ejemplo: Oak Street):

Valdío que empieza desde 32st poco al sur de la Fillmore y llega hasta la 30st.

Calles Cruzadas: (ejemplo: 3 Avenue y 12 Avenue):

Fillmore y McKinley 32st / 30st

Temperatura Aproximada: 77 °F

Clima:  Despejado  Nublado  Lluvias

Hora de empezar: 12:00  AM  PM

Hora de terminar: 1:00  AM  PM

## Sección B: Calle, Autos y Conductores

Esta sección pide informe general de la calle, sus alrededores, autos y sus conductores.

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, poca oxidación o de pinturas de grafiti

¿En la mayoría de su caminata, cuantos **carriles** de tráfico están disponibles? *No contar los que se usan para dar vuelta a la derecha o a la izquierda.* 0

¿Puede ver un **letrero con velocidad maxima marcada**?  No  Sí

*Si hay... ¿Cual es la **velocidad maxima marcada**? Si hay diferentes velocidades marcadas en su caminata, favor de notarlas aquí.* \_\_\_\_\_

¿Qué tipo de vecindario hay en cada lado de la calle? *Marque todo lo que aplique.*


- Casas o apartamentos  Negocios  Instituciones, como una escuela o hospital  
 Industrial, por ejemplo, una bodega  Terreno vacío  Parques  Edificios abandonados  
 Carretera o autopista Interestatal, como I-10

¿Se ven **paradas de autobus o de tranvía (light rail)** en su caminata?  No  Sí

*Si hay ... ¿Cuantas? \_\_\_\_\_ de autobus \_\_\_\_\_ de tranvías*

¿Que tipo de **comodidades** se ven en las paradas? *Marque todo lo que aplique.*

- Banca o lugar para sentarse  Refugio con sombra  Bote de basura  Arte publica

¿Estaban las comodidades en las paradas de autobus o de tranvía en **buenas condiciones**? 

- Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición

¿Había alguien **esperando** por un autobus o tranvía (light rail)?  No  Sí

*¿Si había ... Como cuantas personas? \_\_\_\_\_*

¿En este momento, usted se **sintiera sin peligro** estar esperando por un autobus o tranvía?

- No  Sí  No sé

*Si no .... ¿Porque? \_\_\_\_\_*

¿Se ven rutas o carriles para bicicletas? Marque todo lo que usted puede observar.

- Nada  Carril marcado  Ruta designada con letrero  Letreros sugiriendo que autos y bicicletas compartan con el uso de la calle o camino.

¿Que tipo de \_\_\_\_\_ puede observar en su caminata? Marque todo que usted ve.

- Letrero de ALTO  Semáforo  Banda de frenado  Crucero de peatones designado o marcado  Letrero de CEDER EL PASO  Otro: \_\_\_\_\_  Otra: \_\_\_\_\_

Durante su caminata usted observó conductores de auto haciendo lo siguiente:

- ¿No ceder el paso a peatones cruzando la calle?  Sí, muchos  Sí, pocos  Ninguno  
¿Sobrepasar la velocidad máxima?  Sí, muchos  Sí, pocos  Ninguno  
¿Acelerarse para cruzar con la luz amarilla?  Sí, muchos  Sí, pocos  Ninguno  
¿Otros hábitos de conducir peligrosos?  Sí, muchos  Sí, pocos  Ninguno

Si hay ... Favor de describirlos: \_\_\_\_\_

¿Tiene la calle luces o lamparas?  No  Sí

Si hay ... ¿Que porción de la calle se puede iluminar?  Menos de 25%  De 25% a 75%  Más de 75%



### Sección C: Banquetas

Esta sección pide información detallada sobre las banquetas de esta calle. Por ejemplo, si usted está hablando sobre la Calle Oak, necesita caminar la ruta entera desde la 3 Avenida hasta la 12 Avenida en el lado norte (Lado #1) de la calle y luego, desde la 12 Avenida hasta la 3 Avenida en el lado sur (Lado #2) de la calle. *Es importante recoger información sobre los dos lados de la calle.*

Como vaya contestando las preguntas, tenga en mente las siguientes definiciones:

**Buenas condiciones:** se ve limpia y bien mantenida; por ejemplo, no hay mucha basura ni rajaduras en la superficie de la banqueta.

**Lado Uno**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo, o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no... ¿Por donde camina la gente?*  En el pasto o la tierra al lado de la calle  En la calle  Otro: Valdío *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase al **Lado Dos** en la siguiente pagina.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta en **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, todo o la mayoría de este lado tiene una barrera protectora

Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

**Lado Dos**

¿En qué lado de la calle está caminando?  Norte  Sur  Este  Oeste  No sé

¿La calle tiene **banqueta** en este lado?  Sí, hay banqueta en todo o en la mayoría de este lado de la calle  Como la mitad  No hay banqueta en este lado

*Si no... ¿Por donde camina la gente?*  En el pasto o la tierra al lado de la calle  En la calle  Otro: Waldio *Si no hay banqueta, favor de pasarse por encima de las siguientes preguntas sin contestarlas y váyase a la **Sección D**.*

¿De qué material está construida la banqueta? *Marque todo lo que usted puede ver.*

Concreto  Asfalto  Grava  Tierra  Otra: \_\_\_\_\_

¿Está la banqueta in **buena condición**?  Sí, toda o la mayoría de este lado esta en buena condición  Como la mitad  Ni una parte de este lado está en buena condición

¿Hay una **barrera protectora** separando la banqueta de la calle, como una area de pasto o de tierra, arboles o arbustos?  Sí, toda o la mayoría de este lado tiene una barrera protectora

Como la mitad  No hay barrera protectora en este lado

¿Hay **obstaculos mayores** causando impedimento al uso de la banqueta? *Marque todo lo que usted puede ver.*  Arboles  Plantas grandes, hierbas o arbustos  Poste de utilidades o de teléfono  Rajas grandes, baches, o agujeros  Otro: \_\_\_\_\_

¿Como **que tan ancha** está la banqueta en la mayoría de su caminata?

Solamente un adulto pueda utilizar la banqueta  Dos adultos caminando lado-a-lado pueden utilizar la banqueta  Tres adultos pueden utilizar la banqueta caminando lado-a-lado  Cuatro adultos pueden utilizar la banqueta caminando lado-a-lado

¿Si el sol estuviera directamente sobre su cabeza, cual porción de la banqueta estaría asombrada?  Menos de 25%  De 25 a 75%  Más de 75%

## Sección D: Apariencia y Seguridad



Esta sección le pregunta sobre la seguridad y apariencia de la calle. Como vaya contestando las preguntas, favor de tener en mente las siguientes definiciones:

**Buena Condición:** se ve limpia y bien mantenida; por ejemplo, mínimo de mojo o pinturas de grafiti

¿En su caminata, usted puede ver algo de lo siguiente que pueda causar preocupación sobre la seguridad o apariencia de la calle? *Marque todo lo que puede ver.*



	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
<b>Alumbramiento limitado</b> o falta de alumbramiento	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Grafiti</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Vandalismo</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Vidrio quebrado</b>				<input checked="" type="checkbox"/>
<b>Basura excesiva</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Mucho tráfico</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Ruido excesivo</b> , por ejemplo, sonidos notables que son desagradables y fastidiosos	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Edificios o lotes vacíos o de usos indeseables</b> , como casas abandonadas o licorería	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Propiedades mal mantenidas</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Falta de ojos en la calle</b> , por ejemplo, ausencia de personas; no hay casas o fachadas de tiendas dando a la calle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	No veo nada de esto.	Veo poquito de esto.	Veo una cantidad moderada de esto.	Veo mucho de esto.
Evidencia de personas o comportamientos amezantantes, así como pandillas y uso de alcohol o drogas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Desecho de animales	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Olores desagradables,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Perros vagos o a rienda suelta	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro: Nameless	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otra: Seguridad	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Aproximadamente **cuantos** de los siguientes observó usted durante su caminata?

Otras personas caminando 0  
 Personas en bicicleta en la banqueta 0  
 Personas en bicicleta en la calle 0  
 Personas en bicicleta en un carril de bicicleta 0  
 Bancas (no cuente las que están en las paradas de tranvía o autobus) 0

¿Si había bancas, estaban en Buena condición?  Todas o la mayoría en Buena condición  Como la mitad  Ninguna o muy pocas en Buena condición

Botes de basura (no cuente los que están en las paradas de tranvía o autobus) 0

¿Si había botes de basura, estaban rebosantes con basura?

Todos o la mayoría estaban rebosantes  Como la mitad  Ninguno o muy pocos estaban rebosantes

Estructuras de sombra, como toldos o pérgolas 0

¿Si había estructuras de sombra, estaban en buena condición?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o muy pocas en buena condición



¿Usted se sentía **con seguridad** durante su caminata?  No  Sí

Si no ... Describa porqué no se sentía con seguridad.

Como es un lote baldío pero con acceso a que personas caminen allí mi mayor preocupación es que no es un lugar seguro.

¿Qué se podrá hacer con esta calle para que las personas que caminan se sientan con más seguridad?

P

Si usted tiene otras observaciones o comentarios sobre esta calle, favor de describirlos aquí.

**Gracias por su asistencia!** Favor de asegurar que usted halla completado el reporte entero.

A quien corresponda:

Mi nombre es Nadia Ramirez he vivido en este vecindario aproximadamente 8 años durante todo este tiempo he conocido las necesidades de mi vecindario asi como su seguridad.

En este tiempo me he sentido en un nivel de riesgo de 1-9 en un #5 porque aqui en mi calle todos nos conocemos y nos cuidamos pero cerca de nosotros se encuentra un valdío en el cual es un arma muy importante para las personas para hacer vandalismo y graffiti, jóvenes que andan en pandillas lo utilizan como ruta para ir de una calle atra para cometer cosas malas porque esta solitario y oscuro y un ciudadano comun nunca pasaria de noche por alli. en ocasiones se escuchan balazos alrededor de estos valdíos.

Tambien creo que es importante mantener unaseguridad aqui porque hay personas que cruzan para poder dejar a sus hijos en la escuela y muchos jóvenes que van a la high school y necesitan tomar el autobus pasan por aqui y son varios jóvenes entre las 7-9 ocurre esto. personas de los apartamentos cruzan por alli para ir a realizar sus comprar y agarrar agua .cuando hay evento en el celebrity aunque hay seguridad en su lote de estacionamiento tambien genera mas basura al valdío porque algunas personas arrojan basura como botes de cerveza,soda ,etc y tambien hay personas que han llegado a tirar cosas como colchones desechos de construccion, etc. y pudiera explicar mil y una razones por la cual quiero poner en alerta esto porque me gustaria dar una mejor vista a mi vecindario y lograr una armonia y personas se sientan seguras de pasar caminando o en bicicleta sin temor a que les pase algo. Y nos hace falta un lugar recreativo para toda la familia para que no exista tanto niño en pandillas.

Gracias por hacer de Arizona un lugar agradable para vivir

Sinceramente: Nadia Ramirez

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is crucial for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent and reliable data collection processes to support effective decision-making.

3. The third part of the document focuses on the role of technology in modern data management. It discusses how advanced software solutions can streamline data collection, storage, and analysis, leading to more efficient and accurate results.

4. The fourth part of the document addresses the challenges associated with data security and privacy. It provides strategies for protecting sensitive information and ensuring compliance with relevant regulations and standards.

5. The fifth part of the document explores the importance of data quality and integrity. It discusses the factors that can affect data accuracy and provides guidelines for maintaining high standards of data quality throughout the entire process.

6. The sixth part of the document discusses the role of data in strategic planning and performance management. It explains how data-driven insights can help organizations identify trends, set goals, and measure progress effectively.

7. The seventh part of the document concludes by summarizing the key points discussed and emphasizing the overall importance of a robust data management strategy for long-term organizational success.

8. The eighth part of the document provides a brief overview of the future trends in data management, including the increasing use of artificial intelligence and cloud-based solutions.

9. The ninth part of the document offers some final thoughts and recommendations for organizations looking to optimize their data management practices.

10. The tenth part of the document provides a list of references and resources for further reading on the topics discussed.

My name is Nadia Ramirez vecidario've lived here about 8 years during this time I met my neighborhood needs and their safety.

At this time I have been in a risk level 1-9 in a # 5 because here on my street and we all know but we care about us stands a Valdio in which a weapon is very important for people to do vandalism and graffiti, young people who are in gangs use it as a route to go atra street to commit bad things because this dark and lonely and never an ordinary citizen would spend the night over there. sometimes heard gunshots around these valdios.

I think it's also important to keep unaseguridad here because there are people who cross to leave their children in school and many young people who go to high school and need to take the bus go by and there are several young between this occurs 7-9 . persons crossing the apartments around to go to do their shopping and get water. when the celebrity event although no security in their parking lot also generates more trash Valdio because some people throw trash like cans of beer, soda, tambien etc and there are people who have come to throw things like mattresses construction debris, etc.. and could explain a thousand and one reasons why I want to alert this because I would like to give a better view of my neighborhood and achieve harmony and people feel safe to go walking or cycling without fear that we will pass algo.Y need a recreational place for the whole family so that there is both child gangs.

Thanks for making Arizona a nice place to live

Sincerely Nadia Ramirez



## Informe de Mini-auditoría de Parque

### Como usar la Herramienta de Auditoría de Parque

- Por favor piense en su su seguridad personal al hacer esta auditoría, por ejemplo: no vaya solo; mantenguese alerta sobre peligro potencial; y no vaya de noche.
- Según el clima, lleve agua para beber, un sombrero, o use protector solar. Es posible que va estar afuera por más de una hora, así que tome las medidas apropiadas para mantenerse saludable.
- Maneje, vaya en bicicleta, o camine alrededor del parque para darse una idea de lo que hay en el parque y de las características del parque y del vecindario alrededor. Puede ser que usted ya ha visitado el parque antes, pero le pedimos que preste atención especial a los detalles para la auditoria.
- En esta auditoria, las preguntas están agrupadas por tema. Sin embargo, puede ser que usted necesite cambiar de una sección a otra o de páginas mientras completa la auditoría del parque. Por favor revise y familiarícese con todas las secciones y preguntas antes de empezar.
- Si es posible, le sugerimos tomar fotos del parque y usarlas para ayudarnos entender las condiciones y los modos de uso de su parque. En la auditoría, hemos incluido un ícono de una cámara para recordarle. Puede tomar notas en esta auditoría describiendo las fotos que ha tomado.



### Sección A: Información del Parque

Nombre: Ernestina Sánchez y Roberto Gonzalez

Fecha (m/d/año): 9 / 26 / 2012 Día de la Semana: Miercoles

Nombre del Parque: Hilaria Rodriguez

Dirección/Ubicación del Parque: 2819 E Adams St.

¿Fue fácil encontrar el parque?  No  Algo  Sí

Temperatura Aproximada: 90 °F

Clima:  Despejado  Parcialmente Nublado  Lluvioso

Hora de Inicio: 05:20  AM  PM

Hora de Finalización: 06:32  AM  PM

## Sección B: Vecindario, Accesibilidad y Letreros

Esta sección le preguntara sobre el acceso al parque y sobre el vecindario alrededor. Cuando se le pregunta sobre el **vecindario alrededor** del parque, solo observe a las áreas que se pueden ver desde el parque.

Cuando clasifique el acceso al parque y el vecindario alrededor del parque, por favor use la siguiente definición:

**Utilizable:** todo lo necesario para su uso está presente y nada impide el uso; por ejemplo, usted puede caminar en una acera.

¿Existe(n) **letrero(s)** con la siguiente información? *Marque todos que aplican.*

Nombre del parque  Horas del parque  Reglas del parque



¿Existe(n) letreros con **reglas sobre animales**, por ejemplo que los perros deben ir con correa?

No  Sí

¿Existen **portones, cercos o muros** que dificultan la entrada al parque?  No  Sí

¿Cuántas **entradas** tiene el parque?

Más de 5 o los alrededores del parque están abiertos  2 a 5  Sólo 1

¿Se puede ver una **parada de autobús o de tranvía (Light Rail)** desde el parque?  No  Sí

¿Qué tipo de **estacionamiento** hay en el parque? *Marque todos los que aplican.*

- Ninguno     Lote para estacionamiento     Estacionamiento en la calle  
 Barra(s) para bicicletas

¿Existen banquetas alrededor del parque?

- No     Sí

*Si sí ... ¿Son utilizables?*     Todas o casi todas son utilizables     Como la mitad

- Ninguna o pocas son utilizables

¿Existen rampas para acceso de silla de ruedas o carreolas en la banqueta alrededor del parque o en la entrada del parque?     No     Sí

¿Existen carriles para bicicletas en las calles alrededor del parque? *Marque todos los existen.*

- Ninguno     Carril marcado     Letrero de ruta designada  
 Letreros para compartir la calle

¿Existen señalizaciones de tráfico en las calles alrededor del parque? Por ejemplo, paso peatonal, semáforo o letrero de alto.     No     Sí

*2 de no estacionar*

¿Qué tipo de **vecindario** existe alrededor del parque? *Marque todos los que se aplican.*

- Casas o apartamentos     Negocios     Instituciones, como una escuela o un hospital  
 Industrial, por ejemplo un almacén de depósito     Terrenos baldíos  
 Carretera o autopista interestatal, como I-10

¿Ve usted algunas de las siguientes **preocupaciones de seguridad o estructural** en el área que rodea al parque? *Marque todo lo que se puede ver desde el parque.*

	No veo nada de esto.	Veo un poco de esto.	Veo cierta cantidad de esto.	Veo mucho de esto.
Poca iluminación, por ejemplo, carencia de iluminación o poca iluminación en las calles alrededor	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Graffiti	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vandalismo	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Basura excesiva	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mucho tráfico	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	No veo nada de esto.	Veo un poco de esto.	Veo cierta cantidad de esto.	Veo mucho de esto.
Exceso de ruido, por ejemplo, sonidos perceptibles que son desagradables o que molestan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Edificios vacíos o de usos indeseables, por ejemplo casas abandonadas o licorerías	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Propiedades en malas condiciones	<input type="checkbox"/>	<input checked="" type="checkbox"/> lado sur callejon	<input type="checkbox"/>	<input type="checkbox"/>
Falta de ojos en la calle, por ejemplo ausencia de personas, no hay casas o fachadas de tiendas viendo hacia la calle	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Evidencia de personas o comportamientos amenazantes, tales como pandillas, uso de alcohol o drogas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Comentarios u Observaciones Generales sobre la Ubicación y el Acceso al Parque:**

El parque es muy pequeño  
 la calle 28 al sur de Van Buren no tiene banqueta  
 para llegar al parque.

## Sección C: Servicios del Parque

Esta sección le pregunta sobre los servicios en su parque. Cuando clasifique los servicios, por favor use las siguientes definiciones:

**Utilizable:** todo lo necesario para su uso está presente y nada impide el uso; por ejemplo, los usuarios del parque pueden entrar a los servicios sanitarios, y las fuentes para tomar agua funcionan

**Buena condición:** se ve limpio y con buen mantenimiento; por ejemplo, un mínimo de oxidación, grafiti o partes dañadas

¿Tiene el parque **fuentes(s) para tomar agua**?  No  Sí

*Si sí ...* ¿Cuántas fuentes hay? (número de fuentes) \_\_\_\_\_

¿Las fuentes **funcionan**?  Todas o casi todas funcionan  Como la mitad

Ninguna o pocas funcionan

¿Están en **buena condición**?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o pocas en buena condición

¿Están **cerca de las áreas de actividad**?  Todas o la mayoría están cerca  Como la mitad  Ninguna o pocas están cerca

¿Tiene el parque **banca(s) para sentarse**?  No  Sí

*Si sí ...* ¿Las bancas son **utilizables**?  Todas o la mayoría son utilizables  Como la mitad  Ninguna o pocas son utilizables

¿Están en **buena condición**?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o pocas en buena condición

¿Ve a alguien **sentado** en las bancas?  No  Sí

*Si sí ...* ¿Como cuántas personas? 3

¿Tiene el parque **mesa(s) para picnic**?  No  Sí

*Si sí ...* ¿Las mesas son **utilizables**?  Todas o la mayoría son utilizables  Como la mitad  Ninguna o pocas son utilizables

¿Están en **buena condición**?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o pocas en buena condición

¿Ve a alguien **usando** las mesas para picnic?  No  Sí

*Si sí ...* ¿Como cuántas personas? 2

¿Tiene el parque una **área cubierta para picnic**?  No  Sí

*Si sí ...* ¿Las áreas cubiertas son **utilizables**?  Todos o la mayoría son utilizables

Como la mitad  Ninguno o pocos son utilizables

¿Están en **buena condicione**?  Todos o la mayoría en buena condicione  Como la mitad  Ninguno o pocos en buena condicione

¿Ve a alguien **usando** las áreas cubiertas para picnic?  No  Sí

*Si sí ...* ¿ Como cuántas personas? 2

¿Tiene el parque **botes de basura**?  No  Sí

*Si sí ...* ¿Están **llenos** de basura?  Todos o la mayoría están llenos  Como la mitad

Ninguno o pocos están llenos

¿Están en **buena condicione**?  Todos o la mayoría en buena condicione  Como la mitad  Ninguno o pocos en buena condicione

¿Están **cerca de las áreas de actividad**?  Todos o la mayoría están cerca  Como la mitad  Ninguno o pocos están cerca

¿Tiene el parque **recipientes para reciclaje**?  No  Sí

#### **Comentarios u Observaciones Generales sobre los Servicios del Parque:**

la mayoría esta en buenas condiciones

## **Sección D: Áreas de Recreo**

Esta sección le pregunta sobre las áreas de recreo en el parque. Para cada equipo de recreo, por favor indique el número, la condición, sombra, iluminación y el número aproximado de personas usando el área.

Para cada equipo de recreo:

Anote el número de equipo individual que hay en el parque (si ninguno, escriba "0").

*Por ejemplo: Usted contó un total de 8 columpios para niños en su parque.*

A continuación, clasifique la condición del equipo. Si el parque no tiene áreas de actividad de un tipo determinado, continúe con el siguiente tipo. Un equipo en buena condición se ve limpio, bien mantenido y se puede usar. Si el equipo está en uso, haga todo lo posible para poder clasificarlo. Si usted no puede clasificarlo, por favor márquelo como "no se pudo clasificar".

*Por ejemplo: De los 8 columpios para niños, 4 estaban en buenas condiciones, 3 en malas condiciones, y 1 columpio no se pudo clasificar porque estaba en uso.*

Cuente el número de este equipo que está sombreado, bajo una estructura de sombra o árboles, y si este equipo tiene iluminación cuando está oscuro.

*Por ejemplo: De los 8 columpios para niños, 6 estaban bajo árboles o una estructura de sombra, y 5 estaban en áreas iluminadas.*

Cuente el número de personas usando este equipo.

*Por ejemplo: De los 8 columpios para niños, 2 niños los estaban usando.*

Por último, cuente el número de personas observando o ayudando con este equipo.

*Por ejemplo: De los 8 columpios para niños, 2 adultos estaban ayudando a los niños y 1 adulto estaba observando.*



	¿Cuántos?	Condición del equipo – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos en áreas iluminadas?	Número de personas usando este equipo	Número de personas ayudando u observando en esta área.
		Buena	Mala	No se pudo clasificar				
<i>Ejemplo: Columpios, niños</i>	8	4	3	1	6	5	2	3
Columpios, niños	2	2			0	2	1	1
Columpios, jóvenes	4	4			0	4	0	0
Columpios, llanta	0							
Resbaladera	4	4			0	4	1	0
Pasamanos u otro tipo de equipo para escalar	8	8			0	8	1	
Pared para escalar en rocas	3	3			3	3	0	0

	¿Cuántos?	Condición del equipo – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos en áreas iluminadas?	Número de personas usando este equipo	Número de personas ayudando u observando en esta área.
		Buena	Mala	No se pudo clasificar				
Cuerdas, redes u otro tipo de equipo para escalar	0							
Arenero	0							
Barra de Equilibrio	1	1			0	1	0	0
Animales para Montar	1	1			0	1	0	0
Otras Áreas o Elementos de Juegos:	0							
Otras Áreas o Elementos de Juegos:	0							

	¿Cuántos?	Condición del equipo – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos en áreas iluminadas?	Número de personas usando este equipo	Número de personas ayudando u observando en esta área.
		Buena	Mala	No se pudo clasificar				
Otras Áreas o Elementos de Juegos:	2							

¿De qué está hecha la **superficie** en el área de juegos? (marque todos los que se aplican)

Caucho/espuma  Virutas de madera/pajote(mulch)  Arena  Otro: \_\_\_\_\_

**Comentarios u Observaciones Generales sobre las Áreas de Campos de Juegos en el Parque:**

la sombra no es suficiente el equipo está muy caliente  
no hay fuentes de agua, tampoco hay baños

## Sección E: Deportes y Equipo para Recreación

Para cada área:

Anote el número de áreas que hay en el parque (si ninguna, escriba "0").

*Por ejemplo: Usted contó 2 canchas de fútbol.*

Clasifique la condición de cada áreas. Si el parque no tiene áreas de actividad de un tipo determinado, continúe con el siguiente tipo. Un equipo de buena condicione se ve limpio, bien mantenido y se puede usar. Si el equipo está en uso, haga todo lo posible para poder clasificarlo. Si usted no puede clasificarlo, por favor márkuelo como "no se pudo clasificar".

*Por ejemplo: De las 2 canchas de fútbol, 1 estaba en buena condicione, y 1 estaba en mala condicione.*

Cuente el numero de áreas que estan sombrado, bajo una estructura de sombra o árboles, y si este equipo tiene iluminación cuando está oscuro.

*Por ejemplo: De las 2 canchas de fútbol, ninguno tenía sombra y 1 tenía luces para partidos en la noche.*

Cuente el número de personas usando el area.

*Por ejemplo: De las 2 canchas de fútbol, 12 personas las estaban usando.*

Por último, cuente el número de personas observando o ayudando en este area.

*Por ejemplo: De las 2 canchas de fútbol, 3 personas estaban observando.*



	¿Cuántos?	Condición del area – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos están iluminadas?	Número de personas usando esta area.	Número de personas ayudando u observando esta área.
		Bueno	Malo	No se pudo clasificar				
<i>Ejemplo: Cancha de fútbol</i>	2	1	1	0	0	1	12	3
Cancha, otro: _____	0							
Cancha de basquetbol	0							
Cancha, otro: _____	0							
Otro equipo:	0							
Otro equipo:	0							

Si el parque tiene caminos de recreacion, ¿de qué estan hechos? Marque todos los que aplican.  Espuma/caucho  Virutas de madera/pajote (mulch)  Asfalto, rocas o cubierta negra  Arena  Césped  Tierra  Otro: \_\_\_\_\_

**Comentarios u Observaciones Generales sobre las Áreas de Deportes y Recreación del Parque:**

El césped esta en buena condición pero, perros pequeños hacen sus necesidades en él.

## Sección F: Calidad y Seguridad del Parque

Esta sección le pregunta sobre los factores relacionados con la calidad y la seguridad del parque. Cuando clasifica las características de calidad y seguridad del parque, por favor use las siguientes definiciones:

**Utilizable:** todo lo necesario para el uso está presente y nada impide el uso, por ejemplo, los usuarios del parque pueden entrar a los servicios sanitarios, las fuentes para tomar agua funcionan

**Buenas condiciones:** se ve limpio y con buen mantenimiento, por ejemplo un mínimo de corrosión o grafiti

Si el sol estuviera arriba de mi cabeza, ¿Qué cantidad del parque estaría **bajo sombra**?

menos del 25%  25% al 75%  más del 75%

¿Hay algún lugar en el parque para obtener **bolsas para recoger los desechos de los perros**?

No  Sí

*Si sí ...* ¿Hay bolsas disponibles?  No  Sí

¿Tiene el parque **iluminación**? (no incluye a las luces de las calles del vecindario)  No  Sí

*Si sí ...* ¿Qué cantidad del parque podría estar iluminado?  menos del 25%  25% al 75%  más del 75%

¿Tiene el parque **supervisión**, por ejemplo con voluntarios, patrullado por la policía o guarda parques, o cámaras?

No sé  Sí

¿Vio evidencia de **comportamiento o personas amenazantes** en el parque, por ejemplo pandillas o uso de alcohol/drogas?  No  Sí

¿Cuál de las siguientes preocupaciones de la calidad del parque vio usted en el parque?

Marque todo lo que había.

- Grafiti, por ejemplo marcas o pinturas que disminuyen la calidad visual del área
- Vandalismo, por ejemplo letreros, edificios o equipo dañado
- Basura excesiva
- Desechos excesivos de animales
- Ruido excesivo
- Mantenimiento deficiente, por ejemplo césped/hierbas/arbustos muy crecidos
- Otro \_\_\_\_\_

¿Tiene el parque lugares peligrosos, por ejemplo un edificio abandonado o un hoyo/hueco?

- No  Sí

Si sí ... Describe el área peligrosa.

ami me parece peligroso el callejón al lado tiene hierba tiene mala vista y solo se divide del parque por una cerca de alambre

¿Se siente usted seguro en el parque?  No  Sí

Si no ... Describe por qué se siente inseguro.

porque esta muy solitario. hay personas paseando en bicicleta pero no haciendo ejercicio en el parque, sino pasando en la calle

**Comentarios u Observaciones Generales sobre la Calidad y Seguridad del Parque:**

hay ruido por el trafico de las calles grandes un negocio que trabaja cortando o rebajando piedra hace un ruido muy fuerte, la parte trasera da al parque incluso algunas piedras estaban dentro del parque

¿Usted recomendaría este parque a sus amigos o a su familia?  No  Sí  Depende

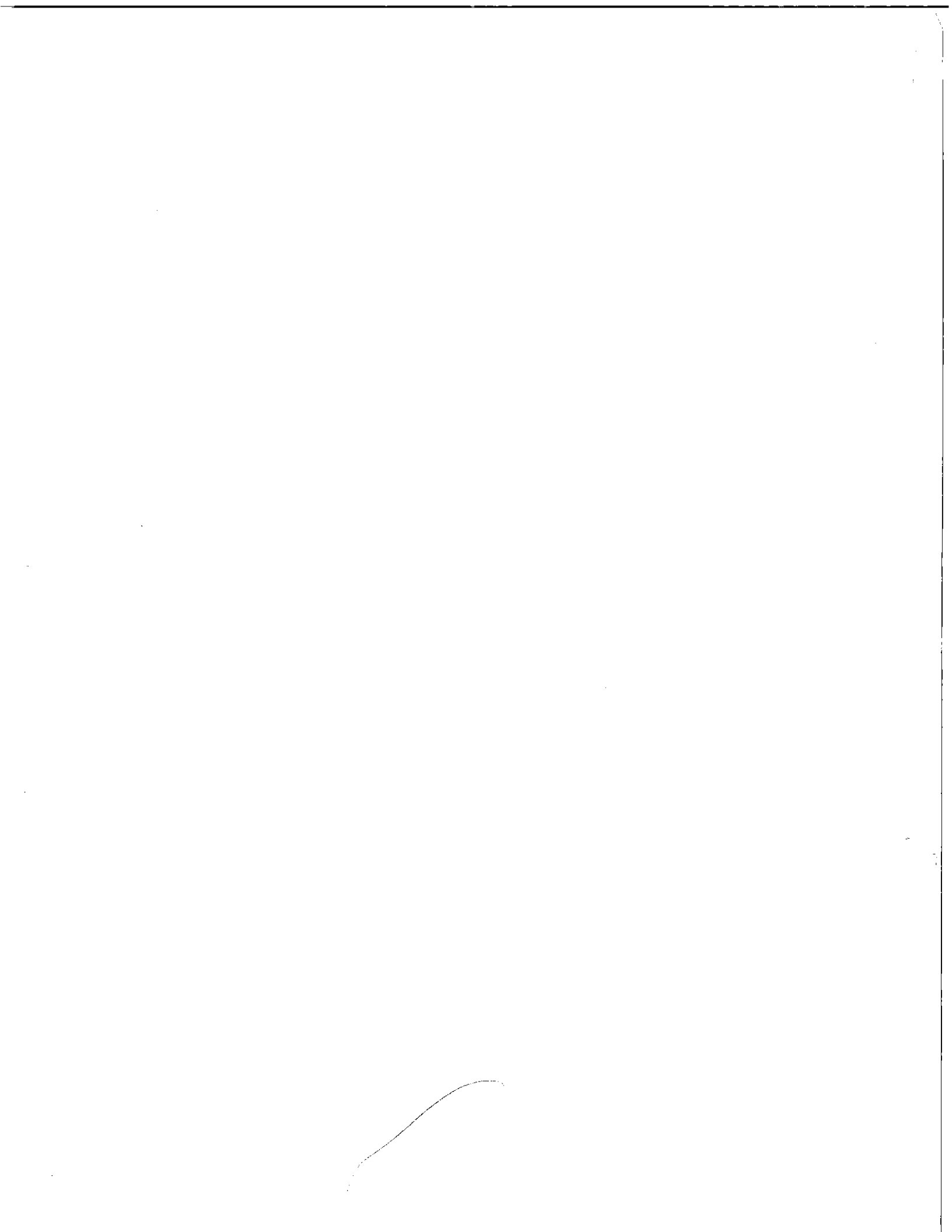
Explique por favor.

es pequeño no tiene suficientes servicios tampoco áreas de entretenimiento, no tiene sombra suficiente

**Si usted tiene otras observaciones o comentarios sobre este parque, por favor descríbalos.**

Yo creo que este parque está diseñado para niños pequeños, no hay ninguna área para adolescentes

***¡Gracias por su ayuda!*** Por favor revise para asegurarse que llenó todo el informe.



## Informe de Mini-auditoría de Parque

### Como usar la Herramienta de Auditoría de Parque

- Por favor piense en su su seguridad personal al hacer esta auditoría, por ejemplo: no vaya solo; mantenguese alerta sobre peligro potencial; y no vaya de noche.
- Según el clima, lleve agua para beber, un sombrero, o use protector solar. Es posible que va estar afuera por más de una hora, así que tome las medidas apropiadas para mantenerse saludable.
- Maneje, vaya en bicicleta, o camine alrededor del parque para darse una idea de lo que hay en el parque y de las características del parque y del vecindario alrededor. Puede ser que usted ya ha visitado el parque antes, pero le pedimos que preste atención especial a los detalles para la auditoria.
- En esta auditoria, las preguntas están agrupadas por tema. Sin embargo, puede ser que usted necesite cambiar de una sección a otra o de páginas mientras completa la auditoría del parque. Por favor revise y familiarícese con todas las secciones y preguntas antes de empezar.
- Si es posible, le sugerimos tomar fotos del parque y usarlas para ayudarnos entender las condiciones y los modos de uso de su parque. En la auditoría, hemos incluido un ícono de una cámara para recordarle. Puede tomar notas en esta auditoría describiendo las fotos que ha tomado.



### Sección A: Información del Parque

Nombre: Guadalupe Garcia

Fecha (m/d/año): 9/26/12 Día de la Semana: Miercoles

Nombre del Parque: HILARIA RODRIGUEZ

Dirección/Ubicación del Parque: 2819 East Adams Street

¿Fue fácil encontrar el parque?  No  Algo  Sí

Temperatura Aproximada: 99 °F

Clima:  Despejado  Parcialmente Nublado  Lluvioso

Hora de Inicio: 11 : 1  AM  PM

Hora de Finalización:    :     AM  PM

## Sección B: Vecindario, Accesibilidad y Letreros

Esta sección le preguntara sobre el acceso al parque y sobre el vecindario alrededor. Cuando se le pregunta sobre el **vecindario alrededor** del parque, solo observe a las áreas que se pueden ver desde el parque.

Cuando clasifique el acceso al parque y el vecindario alrededor del parque, por favor use la siguiente definición:

**Utilizable:** todo lo necesario para su uso está presente y nada impide el uso; por ejemplo, usted puede caminar en una acera.

¿Existe(n) **letrero(s)** con la siguiente información? *Marque todos que aplican.*

Nombre del parque  Horas del parque  Reglas del parque



¿Existe(n) letreros con **reglas sobre animales**, por ejemplo que los perros deben ir con correa?

No  Sí

¿Existen **portones, cercos o muros** que dificultan la entrada al parque?  No  Sí

¿Cuántas **entradas** tiene el parque?

Más de 5 o los alrededores del parque están abiertos  2 a 5  Sólo 1

¿Se puede ver una **parada de autobús o de tranvía (Light Rail)** desde el parque?  No  Sí

¿Qué tipo de **estacionamiento** hay en el parque? *Marque todos los que aplican.*

- Ninguno    Lote para estacionamiento    Estacionamiento en la calle  
 Barra(s) para bicicletas

¿Existen banquetas alrededor del parque?

- No    Sí

*Si sí ... ¿Son utilizables?*    Todas o casi todas son utilizables    Como la mitad

Ninguna o pocas son utilizables

¿Existen rampas para acceso de silla de ruedas o carreolas en la banqueta alrededor del parque o en la entrada del parque?    No    Sí

¿Existen carriles para bicicletas en las calles alrededor del parque? *Marque todos los existen.*

- Ninguno    Carril marcado    Letrero de ruta designada  
 Letreros para compartir la calle



¿Existen señalizaciones de tráfico en las calles alrededor del parque? Por ejemplo, paso peatonal, semáforo o letrero de alto.    No    Sí

¿Qué tipo de **vecindario** existe alrededor del parque? *Marque todos los que se aplican.*

- Casas o apartamentos    Negocios    Instituciones, como una escuela o un hospital  
 Industrial, por ejemplo un almacén de depósito    Terrenos baldíos  
 Carretera o autopista interestatal, como I-10



¿Ve usted algunas de las siguientes **preocupaciones de seguridad o estructural** en el área que rodea al parque? *Marque todo lo que se puede ver desde el parque.*



	No veo nada de esto.	Veo un poco de esto.	Veo cierta cantidad de esto.	Veo mucho de esto.
Poca iluminación, por ejemplo, carencia de iluminación o poca iluminación en las calles alrededor	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Graffiti	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vandalismo	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Basura excesiva	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mucho tráfico	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	No veo nada de esto.	Veo un poco de esto.	Veo cierta cantidad de esto.	Veo mucho de esto.
Exceso de ruido, por ejemplo, sonidos perceptibles que son desagradables o que molestan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Edificios vacíos o de usos indeseables, por ejemplo casas abandonadas o licorerías	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Propiedades en malas condiciones	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Falta de ojos en la calle, por ejemplo ausencia de personas, no hay casas o fachadas de tiendas viendo hacia la calle	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evidencia de personas o comportamientos amenazantes, tales como pandillas, uso de alcohol o drogas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Comentarios u Observaciones Generales sobre la Ubicación y el Acceso al Parque:**

*Se ve agradable*

## Sección C: Servicios del Parque

Esta sección le pregunta sobre los servicios en su parque. Cuando clasifique los servicios, por favor use las siguientes definiciones:

**Utilizable:** todo lo necesario para su uso está presente y nada impide el uso; por ejemplo, los usuarios del parque pueden entrar a los servicios sanitarios, y las fuentes para tomar agua funcionan

**Buena condición:** se ve limpio y con buen mantenimiento; por ejemplo, un mínimo de oxidación, grafiti o partes dañadas

¿Tiene el parque **fuentes(s)** para tomar agua?  No  Sí

Si sí ... ¿Cuántas fuentes hay? (número de fuentes) 0

¿Las fuentes **funcionan**?  Todas o casi todas funcionan  Como la mitad

Ninguna o pocas funcionan

¿Están en **buena condición**?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o pocas en buena condición

¿Están **cerca de las áreas de actividad**?  Todas o la mayoría están cerca  Como la mitad  Ninguna o pocas están cerca

¿Tiene el parque **banca(s)** para sentarse?  No  Sí

Si sí ... ¿Las bancas son **utilizables**?  Todas o la mayoría son utilizables  Como la mitad  Ninguna o pocas son utilizables

¿Están en **buena condición**?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o pocas en buena condición

¿Ve a alguien **sentado en las bancas**?  No  Sí

Si sí ... ¿Como cuántas personas? 0

¿Tiene el parque **mesa(s)** para picnic?  No  Sí

Si sí ... ¿Las mesas son **utilizables**?  Todas o la mayoría son utilizables  Como la mitad  Ninguna o pocas son utilizables

¿Están en **buena condición**?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o pocas en buena condición

¿Ve a alguien **usando las mesas para picnic**?  No  Sí

Si sí ... ¿Como cuántas personas? 0

¿Tiene el parque una **área cubierta para picnic**?  No  Sí

Si sí ... ¿Las áreas cubiertas son **utilizables**?  Todos o la mayoría son utilizables

Como la mitad  Ninguno o pocos son utilizables

¿Están en **buena condición**?  Todos o la mayoría en buena condición  Como la mitad  Ninguno o pocos en buena condición

¿Ve a alguien **usando** las áreas cubiertas para picnic?  No  Sí

Si sí ... ¿ Como cuántas personas? 0

¿Tiene el parque **botes de basura**?  No  Sí

Si sí ... ¿Están **llenos de basura**?  Todos o la mayoría están llenos  Como la mitad

Ninguno o pocos están llenos

¿Están en **buena condición**?  Todos o la mayoría en buena condición  Como la mitad  Ninguno o pocos en buena condición

¿Están **cerca de las áreas de actividad**?  Todos o la mayoría están cerca  Como la mitad  Ninguno o pocos están cerca

¿Tiene el parque **recipientes para reciclaje**?  No  Sí

**Comentarios u Observaciones Generales sobre los Servicios del Parque:**

lo unico que le falta es fuentes para beber agua

## Sección D: Áreas de Recreo

Esta sección le pregunta sobre las áreas de recreo en el parque. Para cada equipo de recreo, por favor indique el número, la condición, sombra, iluminación y el número aproximado de personas usando el área.

Para cada equipo de recreo:

Anote el número de equipo individual que hay en el parque (si ninguno, escriba "0").

*Por ejemplo: Usted contó un total de 8 columpios para niños en su parque.*

A continuación, clasifique la condición del equipo. Si el parque no tiene áreas de actividad de un tipo determinado, continúe con el siguiente tipo. Un equipo en buena condición se ve limpio, bien mantenido y se puede usar. Si el equipo está en uso, haga todo lo posible para poder clasificarlo. Si usted no puede clasificarlo, por favor márkelo como "no se pudo clasificar".

*Por ejemplo: De los 8 columpios para niños, 4 estaban en buenas condiciones, 3 en malas condiciones, y 1 columpio no se pudo clasificar porque estaba en uso.*

Cuente el número de este equipo que está sombreado, bajo una estructura de sombra o árboles, y si este equipo tiene iluminación cuando está oscuro.

*Por ejemplo: De los 8 columpios para niños, 6 estaban bajo árboles o una estructura de sombra, y 5 estaban en áreas iluminadas.*

Cuente el número de personas usando este equipo.

*Por ejemplo: De los 8 columpios para niños, 2 niños los estaban usando.*

Por último, cuente el número de personas observando o ayudando con este equipo.

*Por ejemplo: De los 8 columpios para niños, 2 adultos estaban ayudando a los niños y 1 adulto estaba observando.*



	¿Cuántos?	Condición del equipo – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos en áreas iluminadas?	Número de personas usando este equipo	Número de personas ayudando u observando en esta área.
		Buena	Mala	No se pudo clasificar				
<i>Ejemplo:</i> Columpios, niños	8	4	3	1	6	5	2	3
Columpios, niños	2	2	0		0	2	0	0
Columpios, jóvenes	4	4	0		0	4	0	0
Columpios, llanta	0	0	0	0	0	0	0	0
Resbaladera	3	3	0		3	3	0	0
Pasamanos u otro tipo de equipo para escalar	1	1	0		1	1	0	0
Pared para escalar en rocas	2	2	0		2	2	0	0

	¿Cuántos?	Condición del equipo – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos en áreas iluminadas?	Número de personas usando este equipo	Número de personas ayudando u observando en esta área.
		Buena	Mala	No se pudo clasificar				
Cuerdas, redes u otro tipo de equipo para escalar								
Arenero	0							
Barra de Equilibrio	1	1				1	0	0
Animales para Montar	1	1				1	0	0
Otras Áreas o Elementos de Juegos:	0							
Otras Áreas o Elementos de Juegos:	0							

	¿Cuántos?	Condición del equipo – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos en áreas iluminadas?	Número de personas usando este equipo	Número de personas ayudando u observando en esta área.
		Buena	Mala	No se pudo clasificar				
Otras Áreas o Elementos de Juegos:	0							

¿De qué está hecha la **superficie** en el área de juegos? (marque todos los que se aplican)

Caucho/espuma  Virutas de madera/pajote(mulch)  Arena  Otro: \_\_\_\_\_

**Comentarios u Observaciones Generales sobre las Áreas de Campos de Juegos en el Parque:**

tienen lo elemental para niños pequeños

## Sección E: Deportes y Equipo para Recreación

Para cada área:

Anote el número de áreas que hay en el parque (si ninguna, escriba "0").

*Por ejemplo: Usted contó 2 canchas de fútbol.*

Clasifique la condición de cada áreas. Si el parque no tiene áreas de actividad de un tipo determinado, continúe con el siguiente tipo. Un equipo de buena condicione se ve limpio, bien mantenido y se puede usar. Si el equipo está en uso, haga todo lo posible para poder clasificarlo. Si usted no puede clasificarlo, por favor márkuelo como "no se pudo clasificar".

*Por ejemplo: De las 2 canchas de fútbol, 1 estaba en buena condicione, y 1 estaba en mala condicione.*

Cuente el numero de áreas que estan sombrado, bajo una estructura de sombra o árboles, y si este equipo tiene iluminación cuando está oscuro.

*Por ejemplo: De las 2 canchas de fútbol, ninguno tenía sombra y 1 tenía luces para partidos en la noche.*

Cuente el número de personas usando el area.

*Por ejemplo: De las 2 canchas de fútbol, 12 personas las estaban usando.*

Por último, cuente el número de personas observando o ayudando en este area.

*Por ejemplo: De las 2 canchas de fútbol, 3 personas estaban observando.*



	¿Cuántos?	Condición del area – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos están iluminadas?	Número de personas usando esta area.	Número de personas ayudando u observando esta área.
		Bueno	Malo	No se pudo clasificar				
<i>Ejemplo:</i> Cancha de fútbol	2	1	1	0	0	1	12	3
Cancha, otro: _____	0							
Cancha de basquetbol	0							
Cancha, otro: _____	0							
Otro equipo:								
Otro equipo:								

Si el parque tiene caminos de recreacion, ¿de qué están hechos? Marque todos los que aplican.  Espuma/caucho  Virutas de madera/pajote (mulch)  Asfalto, rocas o cubierta negra  Arena  Césped  Tierra  Otro: \_\_\_\_\_

**Comentarios u Observaciones Generales sobre las Áreas de Deportes y Recreación del Parque:**

Todo esta bien la area de juegos. los juegos son para niños de 5 a 12 años (pero faltan vesederos y baños)

## Sección F: Calidad y Seguridad del Parque

Esta sección le pregunta sobre los factores relacionados con la calidad y la seguridad del parque. Cuando clasifica las características de calidad y seguridad del parque, por favor use las siguientes definiciones:

**Utilizable:** todo lo necesario para el uso está presente y nada impide el uso, por ejemplo, los usuarios del parque pueden entrar a los servicios sanitarios, las fuentes para tomar agua funcionan

**Buenas condiciones:** se ve limpio y con buen mantenimiento, por ejemplo un mínimo de corrosión o grafiti

Si el sol estuviera arriba de mi cabeza, ¿Qué cantidad del parque estaría **bajo sombra**?

menos del 25%  25% al 75%  más del 75%

¿Hay algún lugar en el parque para obtener **bolsas para recoger los desechos de los perros**?

No  Sí

*Si sí ...* ¿Hay bolsas disponibles?  No  Sí

¿Tiene el parque **iluminación**? (no incluye a las luces de las calles del vecindario)  No  Sí

*Si sí ...* ¿Qué cantidad del parque podría estar iluminado?  menos del 25%  25% al 75%  más del 75%

¿Tiene el parque **supervisión**, por ejemplo con voluntarios, patrullado por la policía o guarda parques, o cámaras?

No sé  Sí

¿Vio evidencia de **comportamiento o personas amenazantes** en el parque, por ejemplo pandillas o uso de alcohol/drogas?  No  Sí

¿Cuál de las siguientes preocupaciones de la calidad del parque vio usted en el parque?

Marque todo lo que había.

- Grafiti, por ejemplo marcas o pinturas que disminuyen la calidad visual del área
- Vandalismo, por ejemplo letreros, edificios o equipo dañado
- Basura excesiva
- Desechos excesivos de animales
- Ruido excesivo
- Mantenimiento deficiente, por ejemplo césped/hierbas/arbustos muy crecidos
- Otro \_\_\_\_\_

¿Tiene el parque lugares peligrosos, por ejemplo un edificio abandonado o un hoyo/hueco?

No  Sí

Si sí ... Describe el área peligrosa.

¿Se siente usted seguro en el parque?  No  Sí

Si no ... Describe por qué se siente inseguro.

Porque al poco tiempo de estar yo llenando los papales llegaron 2 personas fumando droga

Comentarios u Observaciones Generales sobre la Calidad y Seguridad del Parque:

ay calidad del parque pero nada de seguridad

¿Usted recomendaría este parque a sus amigos o a su familia?  No  Sí  Depende

Explique por favor.

pero que no dejen a los niños solos siempre que ballan acompañados de un adulto

**Si usted tiene otras observaciones o comentarios sobre este parque, por favor descríbalos.**

***¡Gracias por su ayuda!*** Por favor revise para asegurarse que llenó todo el informe.


602-385-6500

Mariana

Jueves alas 5

## Informe de Mini-auditoría de Parque

### Como usar la Herramienta de Auditoría de Parque

- Por favor piense en su su seguridad personal al hacer esta auditoría, por ejemplo: no vaya solo; mantenguese alerta sobre peligro potencial; y no vaya de noche.
- Según el clima, lleve agua para beber, un sombrero, o use protector solar. Es posible que va estar afuera por más de una hora, así que tome las medidas apropiadas para mantenerse saludable.
- Maneje, vaya en bicicleta, o camine alrededor del parque para darse una idea de lo que hay en el parque y de las características del parque y del vecindario alrededor. Puede ser que usted ya ha visitado el parque antes, pero le pedimos que preste atención especial a los detalles para la auditoría.
- En esta auditoría, las preguntas están agrupadas por tema. Sin embargo, puede ser que usted necesite cambiar de una sección a otra o de páginas mientras completa la auditoría del parque. Por favor revise y familiarícese con todas las secciones y preguntas antes de empezar.
- Si es posible, le sugerimos tomar fotos del parque y usarlas para ayudarnos entender las condiciones y los modos de uso de su parque. En la auditoría, hemos incluido un ícono de una cámara para recordarle. Puede tomar notas en esta auditoría describiendo las fotos que ha tomado. 

### Sección A: Información del Parque

Nombre: Eduarda Amparano Coronado.

Fecha (m/d/año): 09 / 25 / 12 Día de la Semana: Martes

Nombre del Parque: Wilson

Dirección/Ubicación del Parque: Fillmore / 29 st.

¿Fue fácil encontrar el parque?  No  Algo  Sí

Temperatura Aproximada: 90 °F

Clima:  Despejado  Parcialmente Nublado  Lluvioso

Hora de Inicio: 6 : 40  AM  PM

Hora de Finalización: 7 : 30  AM  PM

## Sección B: Vecindario, Accesibilidad y Letreros

Esta sección le preguntara sobre el acceso al parque y sobre el vecindario alrededor. Cuando se le pregunta sobre el **vecindario alrededor** del parque, solo observe a las áreas que se pueden ver desde el parque.

Cuando clasifique el acceso al parque y el vecindario alrededor del parque, por favor use la siguiente definición:

**Utilizable:** todo lo necesario para su uso está presente y nada impide el uso; por ejemplo, usted puede caminar en una acera.

¿Existe(n) **letrero(s)** con la siguiente información? *Marque todos que aplican.*

Nombre del parque  Horas del parque  Reglas del parque



¿Existe(n) letreros con **reglas sobre animales**, por ejemplo que los perros deben ir con correa?

No  Sí

¿Existen **portones, cercos o muros** que dificultan la entrada al parque?  No  Sí

¿Cuántas **entradas** tiene el parque?

Más de 5 o los alrededores del parque están abiertos  2 a 5  Sólo 1

¿Se puede ver una **parada de autobús o de tranvía (Light Rail)** desde el parque?  No  Sí

¿Qué tipo de **estacionamiento** hay en el parque? *Marque todos los que aplican.*

- Ninguno   
  Lote para estacionamiento   
  Estacionamiento en la calle  
 Barra(s) para bicicletas

¿Existen banquetas alrededor del parque?

- No     Sí

*Si sí ... ¿Son utilizables?*     Todas o casi todas son utilizables     Como la mitad

Ninguna o pocas son utilizables

¿Existen rampas para acceso de silla de ruedas o carreolas en la banqueta alrededor del parque o en la entrada del parque?     No     Sí

¿Existen carriles para bicicletas en las calles alrededor del parque? *Marque todos los existen.*

- Ninguno     Carril marcado     Letrero de ruta designada  
 Letreros para compartir la calle

¿Existen señalizaciones de tráfico en las calles alrededor del parque? Por ejemplo, paso peatonal, semáforo o letrero de alto.     No     Sí

¿Qué tipo de **vecindario** existe alrededor del parque? *Marque todos los que se aplican.*

- Casas o apartamentos     Negocios     Instituciones, como una escuela o un hospital  
 Industrial, por ejemplo un almacén de depósito     Terrenos baldíos  
 Carretera o autopista interestatal, como I-10

¿Ve usted algunas de las siguientes **preocupaciones de seguridad o estructural** en el área que rodea al parque? *Marque todo lo que se puede ver desde el parque.*



	No veo nada de esto.	Veo un poco de esto.	Veo cierta cantidad de esto.	Veo mucho de esto.
Poca iluminación, por ejemplo, carencia de iluminación o poca iluminación en las calles alrededor	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Graffiti	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vandalismo	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Basura excesiva	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mucho tráfico	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	No veo nada de esto.	Ve un poco de esto.	Ve cierta cantidad de esto.	Ve mucho de esto.
Exceso de ruido, por ejemplo, sonidos perceptibles que son desagradables o que molestan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Edificios vacíos o de usos indeseables, por ejemplo casas abandonadas o licorerías	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Propiedades en malas condiciones	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Falta de ojos en la calle, por ejemplo ausencia de personas, no hay casas o fachadas de tiendas viendo hacia la calle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evidencia de personas o comportamientos amenazantes, tales como pandillas, uso de alcohol o drogas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro: gradas para los suegos.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Comentarios u Observaciones Generales sobre la Ubicación y el Acceso al Parque:**

~~La ubicación~~ ~~del~~ ~~el~~ parque es visitado por mucha gente por su ubicación y aspecto.

## Sección C: Servicios del Parque

Esta sección le pregunta sobre los servicios en su parque. Cuando clasifique los servicios, por favor use las siguientes definiciones:

**Utilizable:** todo lo necesario para su uso está presente y nada impide el uso; por ejemplo, los usuarios del parque pueden entrar a los servicios sanitarios, y las fuentes para tomar agua funcionan

**Buena condición:** se ve limpio y con buen mantenimiento; por ejemplo, un mínimo de oxidación, grafiti o partes dañadas

¿Tiene el parque **fuentes(s) para tomar agua**?  No  Sí

Si sí ... ¿Cuántas fuentes hay? (número de fuentes) 4

¿Las fuentes **funcionan**?  Todas o casi todas funcionan  Como la mitad

Ninguna o pocas funcionan

¿Están en **buena condición**?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o pocas en buena condición

¿Están **cerca de las áreas de actividad**?  Todas o la mayoría están cerca  Como la mitad  Ninguna o pocas están cerca

¿Tiene el parque **banca(s) para sentarse**?  No  Sí

Si sí ... ¿Las bancas son **utilizables**?  Todas o la mayoría son utilizables  Como la mitad  Ninguna o pocas son utilizables

¿Están en **buena condición**?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o pocas en buena condición

¿Ve a alguien **sentado en las bancas**?  No  Sí

Si sí ... ¿Como cuántas personas? 15

¿Tiene el parque **mesa(s) para picnic**?  No  Sí

Si sí ... ¿Las mesas son **utilizables**?  Todas o la mayoría son utilizables  Como la mitad  Ninguna o pocas son utilizables

¿Están en **buena condición**?  Todas o la mayoría en buena condición  Como la mitad  Ninguna o pocas en buena condición

¿Ve a alguien **usando las mesas para picnic**?  No  Sí

Si sí ... ¿Como cuántas personas? 15

¿Tiene el parque una **área cubierta para picnic**?  No  Sí

*Si sí ...* ¿Las áreas cubiertas son **utilizables**?  Todos o la mayoría son utilizables

Como la mitad  Ninguno o pocos son utilizables

¿Están en **buena condicione**?  Todos o la mayoría en buena condicione  Como la mitad  Ninguno o pocos en buena condicione

¿Ve a alguien **usando** las áreas cubiertas para picnic?  No  Sí

*Si sí ...* ¿ Como cuántas personas? \_\_\_\_\_

¿Tiene el parque **botes de basura**?  No  Sí

*Si sí ...* ¿Están **llenos** de basura?  Todos o la mayoría están llenos  Como la mitad

Ninguno o pocos están llenos

¿Están en **buena condicione**?  Todos o la mayoría en buena condicione  Como la mitad  Ninguno o pocos en buena condicione

¿Están **cerca de las áreas de actividad**?  Todos o la mayoría están cerca  Como la mitad  Ninguno o pocos están cerca

¿Tiene el parque **recipientes para reciclaje**?  No  Sí

**Comentarios u Observaciones Generales sobre los Servicios del Parque:**

En general todo los servicios se encuentran aceptables. muy bien.

## Sección D: Áreas de Recreo

Esta sección le pregunta sobre las áreas de recreo en el parque. Para cada equipo de recreo, por favor indique el número, la condición, sombra, iluminación y el número aproximado de personas usando el área.

Para cada equipo de recreo:

Anote el número de equipo individual que hay en el parque (si ninguno, escriba "0").

*Por ejemplo: Usted contó un total de 8 columpios para niños en su parque.*

A continuación, clasifique la condición del equipo. Si el parque no tiene áreas de actividad de un tipo determinado, continúe con el siguiente tipo. Un equipo en buena condicione se ve limpio, bien mantenido y se puede usar. Si el equipo está en uso, haga todo lo posible para poder clasificarlo. Si usted no puede clasificarlo, por favor márkelo como "no se pudo clasificar".

*Por ejemplo: De los 8 columpios para niños, 4 estaban en buenas condiciones, 3 en malas condiciones, y 1 columpio no se pudo clasificar porque estaba en uso.*

Cuente el numero de este equipo que esta sombrado, bajo una estructura de sombra o árboles, y si este equipo tiene iluminación cuando está oscuro.

*Por ejemplo: De los 8 columpios para niños, 6 estaban bajo árboles o una estructura de sombra, y 5 estaban en áreas iluminadas.*

Cuente el número de personas usando este equipo.

*Por ejemplo: De los 8 columpios para niños, 2 niños los estaban usando.*

Por último, cuente el número de personas observando o ayudando con este equipo.

*Por ejemplo: De los 8 columpios para niños, 2 adultos estaban ayudando a los niños y 1 adulto estaba observando.*



	¿Cuántos?	Condición del equipo – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos en áreas iluminadas?	Número de personas usando este equipo	Número de personas ayudando u observando en esta área.
		Buena	Mala	No se pudo clasificar				
<i>Ejemplo: Columpios, niños</i>	8	4	3	1	6	5	2	3
Columpios, niños	6	6			0	6	5	3
Columpios, jóvenes	6	6			0	6	1	1
Columpios, llanta	0	0			0	0	0	0
Resbaladera	1	1			0	1	6	0
Pasamanos u otro tipo de equipo para escalar	3	3			2	3	15	3
Pared para escalar en rocas	1	1			0	1	3	1

	¿Cuántos?	Condición del equipo – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos en áreas iluminadas?	Número de personas usando este equipo	Número de personas ayudando u observando en esta área.
		Buena	Mala	No se pudo clasificar				
Cuerdas, redes u otro tipo de equipo para escalar	0	0	<del>1</del>		0	0	0	0
Arenero	0	0						
Barra de Equilibrio	1	<del>1</del>			1	1	15	3
Animales para Montar	0	0			0	0	0	0
Otras Áreas o Elementos de Juegos:	2	2			0	2	0	0
Otras Áreas o Elementos de Juegos:	3			3	0	3	0	0

tether ball  
no ~~se~~  
tenían  
las pelotas.

	¿Cuántos?	Condición del equipo – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos en áreas iluminadas?	Número de personas usando este equipo	Número de personas ayudando u observando en esta área.
		Buena	Mala	No se pudo clasificar				
Otras Áreas o Elementos de Juegos:								

¿De qué está hecha la **superficie** en el área de juegos? (marque todos los que se aplican)

Caucho/espuma    Virutas de madera/pajote(mulch)    Arena    Otro: \_\_\_\_\_

**Comentarios u Observaciones Generales sobre las Áreas de Campos de Juegos en el Parque:**

Todo en general luce apropiado para ser  
utilizado

## Sección E: Deportes y Equipo para Recreación

Para cada área:

Anote el número de áreas que hay en el parque (si ninguna, escriba "0").

*Por ejemplo: Usted contó 2 canchas de fútbol.*

Clasifique la condición de cada áreas. Si el parque no tiene áreas de actividad de un tipo determinado, continúe con el siguiente tipo. Un equipo de buena condicione se ve limpio, bien mantenido y se puede usar. Si el equipo está en uso, haga todo lo posible para poder clasificarlo. Si usted no puede clasificarlo, por favor márkuelo como "no se pudo clasificar".

*Por ejemplo: De las 2 canchas de fútbol, 1 estaba en buena condicon, y 1 estaba en mala condicione.*

Cuente el numero de áreas que estan sombrado, bajo una estructura de sombra o árboles, y si este equipo tiene iluminación cuando está oscuro.

*Por ejemplo: De las 2 canchas de fútbol, ninguno tenía sombra y 1 tenía luces para partidos en la noche.*

Cuente el número de personas usando el area.

*Por ejemplo: De las 2 canchas de fútbol, 12 personas las estaban usando.*

Por último, cuente el número de personas observando o ayudando en este area.

*Por ejemplo: De las 2 canchas de fútbol, 3 personas estaban observando.*



	¿Cuántos?	Condición del area – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos están iluminadas?	Número de personas usando esta area.	Número de personas ayudando u observando esta área.
		Bueno	Malo	No se pudo clasificar				
<i>Ejemplo:</i> Cancha de fútbol	2	1	1	0	0	1	12	3
Cancha, otro: <u>beisbol</u>	1	1			0	1	0	0
Cancha de basquetbol	1	1			0	1	5	0
Cancha, otro: _____								
Otro equipo: <u>Futbol</u>	1	1			0	1	0	0
Otro equipo:								

Si el parque tiene caminos de recreación, ¿de qué están hechos? Marque todos los que aplican.  Espuma/caucho  Virutas de madera/pajote (mulch)  Asfalto, rocas o cubierta negra  Arena  Césped  Tierra  Otro: \_\_\_\_\_

**Comentarios u Observaciones Generales sobre las Áreas de Deportes y Recreación del Parque:**

Todo luce en buenas condiciones.

## Sección F: Calidad y Seguridad del Parque

Esta sección le pregunta sobre los factores relacionados con la calidad y la seguridad del parque. Cuando clasifica las características de calidad y seguridad del parque, por favor use las siguientes definiciones:

**Utilizable:** todo lo necesario para el uso está presente y nada impide el uso, por ejemplo, los usuarios del parque pueden entrar a los servicios sanitarios, las fuentes para tomar agua funcionan

**Buenas condiciones:** se ve limpio y con buen mantenimiento, por ejemplo un mínimo de corrosión o grafiti

Si el sol estuviera arriba de mi cabeza, ¿Qué cantidad del parque estaría **bajo sombra**?

menos del 25%  25% al 75%  más del 75%

¿Hay algún lugar en el parque para obtener **bolsas para recoger los desechos de los perros**?

No  Sí

*Si sí ...* ¿Hay bolsas disponibles?  No  Sí

¿Tiene el parque **iluminación**? (no incluye a las luces de las calles del vecindario)  No  Sí

*Si sí ...* ¿Qué cantidad del parque podría estar iluminado?  menos del 25%  25% al 75%  más del 75%

¿Tiene el parque **supervisión**, por ejemplo con voluntarios, patrullado por la policía o guarda parques, o cámaras?

No sé  Sí

¿Vio evidencia de **comportamiento o personas amenazantes** en el parque, por ejemplo pandillas o uso de alcohol/drogas?  No  Sí

¿Cuál de las siguientes preocupaciones de la calidad del parque vio usted en el parque?

Marque todo lo que había.

- Grafiti, por ejemplo marcas o pinturas que disminuyen la calidad visual del área
- Vandalismo, por ejemplo letreros, edificios o equipo dañado
- Basura excesiva
- Desechos excesivos de animales
- Ruido excesivo
- Mantenimiento deficiente, por ejemplo césped/hierbas/arbustos muy crecidos
- Otro \_\_\_\_\_

¿Tiene el parque lugares peligrosos, por ejemplo un edificio abandonado o un hoyo/hueco?

- No  Sí

Si sí ... Describe el área peligrosa.

Edificios en renovación

¿Se siente usted seguro en el parque?  No  Sí

Si no ... Describe por qué se siente inseguro.

**Comentarios u Observaciones Generales sobre la Calidad y Seguridad del Parque:**

Están bien establecidas las reglas y horarios. (parque escolar).

¿Usted recomendaría este parque a sus amigos o a su familia?  No  Sí  Depende

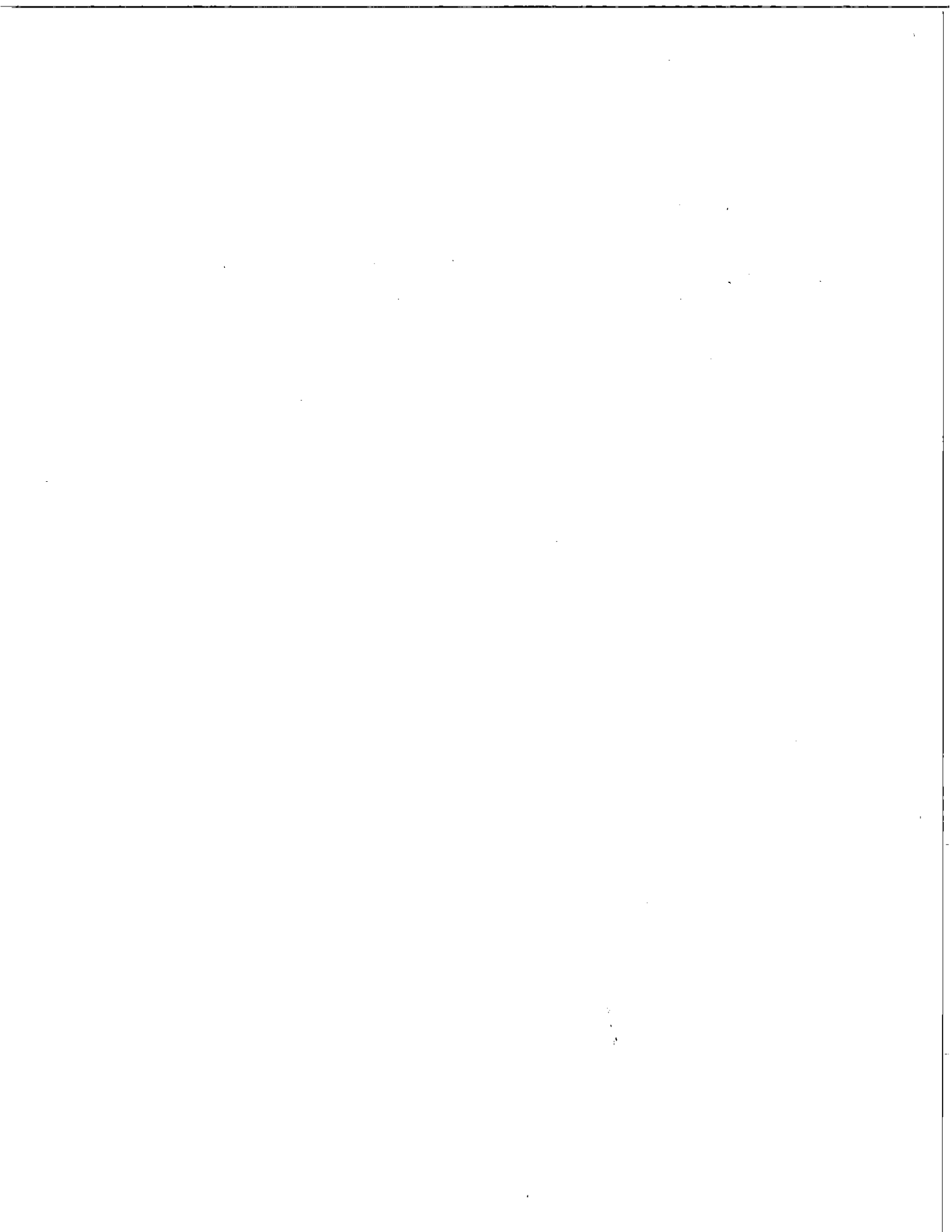
Explique por favor.

Porque para mí es un parque seguro limpio y en buenas condiciones.

**Si usted tiene otras observaciones o comentarios sobre este parque, por favor descríbalos.**


• Mi comentario es que se pudiera abrir en las vacaciones para poder traer a los niños a este parque porque está seguro limpio y en muy buenas condiciones.

**¡Gracias por su ayuda!** Por favor revise para asegurarse que llenó todo el informe.



## Informe de Mini-auditoría de Parque

### Como usar la Herramienta de Auditoría de Parque

- Por favor piense en su su seguridad personal al hacer esta auditoría, por ejemplo: no vaya solo; mantenguese alerta sobre peligro potencial; y no vaya de noche.
- Según el clima, lleve agua para beber, un sombrero, o use protector solar. Es posible que va estar afuera por más de una hora, así que tome las medidas apropiadas para mantenerse saludable.
- Maneje, vaya en bicicleta, o camine alrededor del parque para darse una idea de lo que hay en el parque y de las características del parque y del vecindario alrededor. Puede ser que usted ya ha visitado el parque antes, pero le pedimos que preste atención especial a los detalles para la auditoría.
- En esta auditoría, las preguntas están agrupadas por tema. Sin embargo, puede ser que usted necesite cambiar de una sección a otra o de páginas mientras completa la auditoría del parque. Por favor revise y familiarícese con todas las secciones y preguntas antes de empezar.
- Si es posible, le sugerimos tomar fotos del parque y usarlas para ayudarnos entender las condiciones y los modos de uso de su parque. En la auditoría, hemos incluido un ícono de una cámara para recordarle. Puede tomar notas en esta auditoría describiendo las fotos que ha tomado. 

### Sección A: Información del Parque

Nombre: Nadia Ramirez

Fecha (m/d/año): 09 / 25 / 12 Día de la Semana: Martes

Nombre del Parque: Wilson

Dirección/Ubicación del Parque: Fillmore / 29 st

¿Fue fácil encontrar el parque?  No  Algo  Sí

Temperatura Aproximada: 90 °F

Clima:  Despejado  Parcialmente Nublado  Lluvioso

Hora de Inicio: 6:40  AM  PM

Hora de Finalización: 7:30  AM  PM

## Sección B: Vecindario, Accesibilidad y Letreros

Esta sección le preguntara sobre el acceso al parque y sobre el vecindario alrededor. Cuando se le pregunta sobre el **vecindario** alrededor del parque, solo observe a las áreas que se pueden ver desde el parque.

Cuando clasifique el acceso al parque y el vecindario alrededor del parque, por favor use la siguiente definición:

**Utilizable:** todo lo necesario para su uso está presente y nada impide el uso; por ejemplo, usted puede caminar en una acera.

¿Existe(n) **letrero(s)** con la siguiente información? *Marque todos que aplican.*

Nombre del parque  Horas del parque  Reglas del parque



¿Existe(n) letreros con **reglas sobre animales**, por ejemplo que los perros deben ir con correa?

No  Sí

¿Existen **portones, cercos o muros** que dificultan la entrada al parque?  No  Sí

¿Cuántas **entradas** tiene el parque?

Más de 5 o los alrededores del parque están abiertos  1 a 5  Sólo 1

¿Se puede ver una **parada de autobús o de tranvía (Light Rail)** desde el parque?  No  Sí

¿Qué tipo de **estacionamiento** hay en el parque? *Marque todos los que aplican.*

- Ninguno  Lote para estacionamiento  Estacionamiento en la calle  
 Barra(s) para bicicletas

¿Existen banquetas alrededor del parque?

- No  Sí  
*Si sí ... ¿Son utilizables?*  Todas o casi todas son utilizables  Como la mitad  
 Ninguna o pocas son utilizables

¿Existen rampas para acceso de silla de ruedas o carreolas en la banqueta alrededor del parque o en la entrada del parque?  No  Sí

¿Existen carriles para bicicletas en las calles alrededor del parque? *Marque todos los existen.*

- Ninguno  Carril marcado  Letrero de ruta designada  
 Letreros para compartir la calle

¿Existen señalizaciones de tráfico en las calles alrededor del parque? Por ejemplo, paso peatonal, semáforo o letrero de alto.  No  Sí

¿Qué tipo de **vecindario** existe alrededor del parque? *Marque todos los que se aplican.*

- Casas o apartamentos  Negocios  Instituciones, como una escuela o un hospital  
 Industrial, por ejemplo un almacén de depósito  Terrenos baldíos  
 Carretera o autopista interestatal, como I-10

¿Ve usted algunas de las siguientes **preocupaciones de seguridad o estructural** en el área que rodea al parque? *Marque todo lo que se puede ver desde el parque.*

	No veo nada de esto.	Veo un poco de esto.	Veo cierta cantidad de esto.	Veo mucho de esto.
Poca iluminación, por ejemplo, carencia de iluminación o poca iluminación en las calles alrededor	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Graffiti	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vandalismo	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Basura excesiva	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mucho tráfico	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	No veo nada de esto.	Veo un poco de esto.	Veo cierta cantidad de esto.	Veo mucho de esto.
Exceso de ruido, por ejemplo, sonidos perceptibles que son desagradables o que molestan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Edificios vacíos o de usos indeseables, por ejemplo casas abandonadas o licorerías	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Propiedades en malas condiciones	<input type="checkbox"/>	Edificios en remodelación <input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Falta de ojos en la calle, por ejemplo ausencia de personas, no hay casas o fachadas de tiendas viendo hacia la calle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evidencia de personas o comportamientos amenazantes, tales como pandillas, uso de alcohol o drogas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro: gradas para ver partidos en la escuela	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Otro:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Comentarios u Observaciones Generales sobre la Ubicación y el Acceso al Parque:**

El parque es visitado por mucha gente por su ubicación, y aspecto

## Sección C: Servicios del Parque

Esta sección le pregunta sobre los servicios en su parque. Cuando clasifique los servicios, por favor use las siguientes definiciones:

**Utilizable:** todo lo necesario para su uso está presente y nada impide el uso; por ejemplo, los usuarios del parque pueden entrar a los servicios sanitarios, y las fuentes para tomar agua funcionan

**Buena condición:** se ve limpio y con buen mantenimiento; por ejemplo, un mínimo de oxidación, grafiti o partes dañadas

¿Tiene el parque **fuentes(s)** para tomar agua?  No  Sí 4  
Si sí ... ¿Cuántas fuentes hay? (número de fuentes) 4  
¿Las fuentes **funcionan**?  Todas o casi todas funcionan  Como la mitad  
 Ninguna o pocas funcionan  
¿Están en **buena condición**?  Todas o la mayoría en buena condición  Como la mitad  
 Ninguna o pocas en buena condición  
¿Están **cerca de las áreas de actividad**?  Todas o la mayoría están cerca  Como la mitad  
 Ninguna o pocas están cerca

¿Tiene el parque **banca(s)** para sentarse?  No  Sí  
Si sí ... ¿Las bancas son **utilizables**?  Todas o la mayoría son utilizables  Como la mitad  
 Ninguna o pocas son utilizables  
¿Están en **buena condición**?  Todas o la mayoría en buena condición  Como la mitad  
 Ninguna o pocas en buena condición  
¿Ve a alguien **sentado** en las bancas?  No  Sí  
Si sí ... ¿Como cuántas personas? 15

¿Tiene el parque **mesa(s)** para picnic?  No  Sí  
Si sí ... ¿Las mesas son **utilizables**?  Todas o la mayoría son utilizables  Como la mitad  
 Ninguna o pocas son utilizables  
¿Están en **buena condición**?  Todas o la mayoría en buena condición  Como la mitad  
 Ninguna o pocas en buena condición  
¿Ve a alguien **usando** las mesas para picnic?  No  Sí  
Si sí ... ¿Como cuántas personas? 15

¿Tiene el parque una **área cubierta para picnic**?  No  Sí

*Si sí ...* ¿Las áreas cubiertas son **utilizables**?  Todos o la mayoría son utilizables

Como la mitad  Ninguno o pocos son utilizables

¿Están en **buena condicione**?  Todos o la mayoría en buena condicione  Como la mitad  Ninguno o pocos en buena condicione

¿Ve a alguien **usando** las áreas cubiertas para picnic?  No  Sí

*Si sí ...* ¿ Como cuántas personas? \_\_\_\_\_

¿Tiene el parque **botes de basura**?  No  Sí

*Si sí ...* ¿Están **llenos** de basura?  Todos o la mayoría están llenos  Como la mitad

Ninguno o pocos están llenos

¿Están en **buena condicione**?  Todos o la mayoría en buena condicione  Como la mitad  Ninguno o pocos en buena condicione

¿Están **cerca de las áreas de actividad**?  Todos o la mayoría están cerca  Como la mitad  Ninguno o pocos están cerca

¿Tiene el parque **recipientes para reciclaje**?  No  Sí

**Comentarios u Observaciones Generales sobre los Servicios del Parque:**

*En general todo los servicios se encuentran aceptables*

## Sección D: Áreas de Recreo

Esta sección le pregunta sobre las áreas de recreo en el parque. Para cada equipo de recreo, por favor indique el número, la condición, sombra, iluminación y el número aproximado de personas usando el área.

Para cada equipo de recreo:

Anote el número de equipo individual que hay en el parque (si ninguno, escriba "0").

*Por ejemplo: Usted contó un total de 8 columpios para niños en su parque.*

A continuación, clasifique la condición del equipo. Si el parque no tiene áreas de actividad de un tipo determinado, continúe con el siguiente tipo. Un equipo en buena condición se ve limpio, bien mantenido y se puede usar. Si el equipo está en uso, haga todo lo posible para poder clasificarlo. Si usted no puede clasificarlo, por favor márquelo como "no se pudo clasificar".

*Por ejemplo: De los 8 columpios para niños, 4 estaban en buenas condiciones, 3 en malas condiciones, y 1 columpio no se pudo clasificar porque estaba en uso.*

Cuente el número de este equipo que está sombreado, bajo una estructura de sombra o árboles, y si este equipo tiene iluminación cuando está oscuro.

*Por ejemplo: De los 8 columpios para niños, 6 estaban bajo árboles o una estructura de sombra, y 5 estaban en áreas iluminadas.*

Cuente el número de personas usando este equipo.

*Por ejemplo: De los 8 columpios para niños, 2 niños los estaban usando.*

Por último, cuente el número de personas observando o ayudando con este equipo.

*Por ejemplo: De los 8 columpios para niños, 2 adultos estaban ayudando a los niños y 1 adulto estaba observando.*



	¿Cuántos?	Condición del equipo – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos en áreas iluminadas?	Número de personas usando este equipo	Número de personas ayudando u observando en esta área.
		Buena	Mala	No se pudo clasificar				
<i>Ejemplo: Columpios, niños</i>	8	4	3	1	6	5	2	3
Columpios, niños	6	6			0	6	5	3
Columpios, jóvenes	6	6			0	6	1	1
Columpios, llanta	0	0			0	0	0	0
Resbaladera	1	1			0	1	6	0
Pasamanos u otro tipo de equipo para escalar	3	3			2	3	15	3
Pared para escalar en rocas	1	1			0	1	3	1

	¿Cuántos?	Condición del equipo – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos en áreas iluminadas?	Número de personas usando este equipo	Número de personas ayudando u observando en esta área.
		Buena	Mala	No se pudo clasificar				
Cuerdas, redes u otro tipo de equipo para escalar	0	0			0	0	0	0
Arenero	0	0			0	0	0	0
Barra de Equilibrio	1	1			1	1	15	3
Animales para Montar	0	0			0	0	0	0
Otras Áreas o Elementos de Juegos:	2	2			0	2	0	0
Otras Áreas o Elementos de Juegos:	3			3	0	3	0	0

	¿Cuántos?	Condición del equipo – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos en áreas iluminadas?	Número de personas usando este equipo	Número de personas ayudando u observando en esta área.
		Buena	Mala	No se pudo clasificar				
Otras Áreas o Elementos de Juegos:								

¿De qué está hecha la **superficie** en el área de juegos? (marque todos los que se aplican)

Caucho/espuma    Virutas de madera/pajote(mulch)    Arena    Otro: \_\_\_\_\_

**Comentarios u Observaciones Generales sobre las Áreas de Campos de Juegos en el Parque:**

Todo en general luce apropiado para ser utilizado,

## Sección E: Deportes y Equipo para Recreación

Para cada área:

Anote el número de áreas que hay en el parque (si ninguna, escriba "0").

*Por ejemplo: Usted contó 2 canchas de fútbol.*

Clasifique la condición de cada áreas. Si el parque no tiene áreas de actividad de un tipo determinado, continúe con el siguiente tipo. Un equipo de buena condicione se ve limpio, bien mantenido y se puede usar. Si el equipo está en uso, haga todo lo posible para poder clasificarlo. Si usted no puede clasificarlo, por favor márkuelo como "no se pudo clasificar".

*Por ejemplo: De las 2 canchas de fútbol, 1 estaba en buena condicione, y 1 estaba en mala condicione.*

Cuente el numero de áreas que estan sombrado, bajo una estructura de sombra o árboles, y si este equipo tiene iluminación cuando está oscuro.

*Por ejemplo: De las 2 canchas de fútbol, ninguno tenía sombra y 1 tenía luces para partidos en la noche.*

Cuente el número de personas usando el area.

*Por ejemplo: De las 2 canchas de fútbol, 12 personas las estaban usando.*

Por último, cuente el número de personas observando o ayudando en este area.

*Por ejemplo: De las 2 canchas de fútbol, 3 personas estaban observando.*



	¿Cuántos?	Condición del area – ¿Cuántos en cada uno?			¿Cuántos pueden estar en la sombra?	¿Cuántos están iluminadas?	Número de personas usando esta area.	Número de personas ayudando u observando esta área.
		Bueno	Malo	No se pudo clasificar				
<i>Ejemplo:</i> Cancha de fútbol	2	1	1	0	0	1	12	3
Cancha, otro: <u>beisbol.</u>	1	1			0	1	0	0
Cancha de basquetbol	1	1			0	1	5	0
Cancha, otro: <u>Futbol</u>	1	1			0	1	0	0
Otro equipo:								
Otro equipo:								

Si el parque tiene caminos de recreación, ¿de qué están hechos? Marque todos los que aplican.  Espuma/caucho  Virutas de madera/pajote (mulch)  Asfalto, rocas o cubierta negra  Arena  Césped  Tierra  Otro: \_\_\_\_\_

**Comentarios u Observaciones Generales sobre las Áreas de Deportes y Recreación del Parque:**  
Todo luce en buenas condiciones,

## Sección F: Calidad y Seguridad del Parque

Esta sección le pregunta sobre los factores relacionados con la calidad y la seguridad del parque. Cuando clasifica las características de calidad y seguridad del parque, por favor use las siguientes definiciones:

**Utilizable:** todo lo necesario para el uso está presente y nada impide el uso, por ejemplo, los usuarios del parque pueden entrar a los servicios sanitarios, las fuentes para tomar agua funcionan

**Buenas condiciones:** se ve limpio y con buen mantenimiento, por ejemplo un mínimo de corrosión o grafiti

Si el sol estuviera arriba de mi cabeza, ¿Qué cantidad del parque estaría **bajo sombra**?

menos del 25%  25% al 75%  más del 75%

¿Hay algún lugar en el parque para obtener **bolsas para recoger los desechos de los perros**?

No  Sí

Si sí ... ¿Hay bolsas disponibles?  No  Sí

¿Tiene el parque **iluminación**? (no incluye a las luces de las calles del vecindario)  No  Sí

Si sí ... ¿Qué cantidad del parque podría estar iluminado?  menos del 25%  25% al 75%  más del 75%

¿Tiene el parque **supervisión**, por ejemplo con voluntarios, patrullado por la policía o guarda parques, o cámaras?

No sé  Sí

¿Vio evidencia de **comportamiento o personas amenazantes** en el parque, por ejemplo pandillas o uso de alcohol/drogas?  No  Sí

¿Cuál de las siguientes preocupaciones de la calidad del parque vio usted en el parque?

Marque todo lo que había.

- Grafiti, por ejemplo marcas o pinturas que disminuyen la calidad visual del área
- Vandalismo, por ejemplo letreros, edificios o equipo dañado
- Basura excesiva
- Desechos excesivos de animales
- Ruido excesivo
- Mantenimiento deficiente, por ejemplo césped/hierbas/arbustos muy crecidos
- Otro \_\_\_\_\_

¿Tiene el parque lugares peligrosos, por ejemplo un edificio abandonado o un hoyo/hueco?

- No  Sí

Si sí ... Describe el área peligrosa.

Edificios en renovación.

¿Se siente usted seguro en el parque?  No  Sí

Si no ... Describe por qué se siente inseguro.

Ya lo conozco desde hace mucho tiempo y conozco sus alrededores

Comentarios u Observaciones Generales sobre la Calidad y Seguridad del Parque:

¡Excelente! 😊

¿Usted recomendaría este parque a sus amigos o a su familia?  No  Sí  Depende

Explique por favor.

Si parque creo que la mayoría se siente seguro como yo cuando lo visito.


Si usted tiene otras observaciones o comentarios sobre este parque, por favor descríbalos.

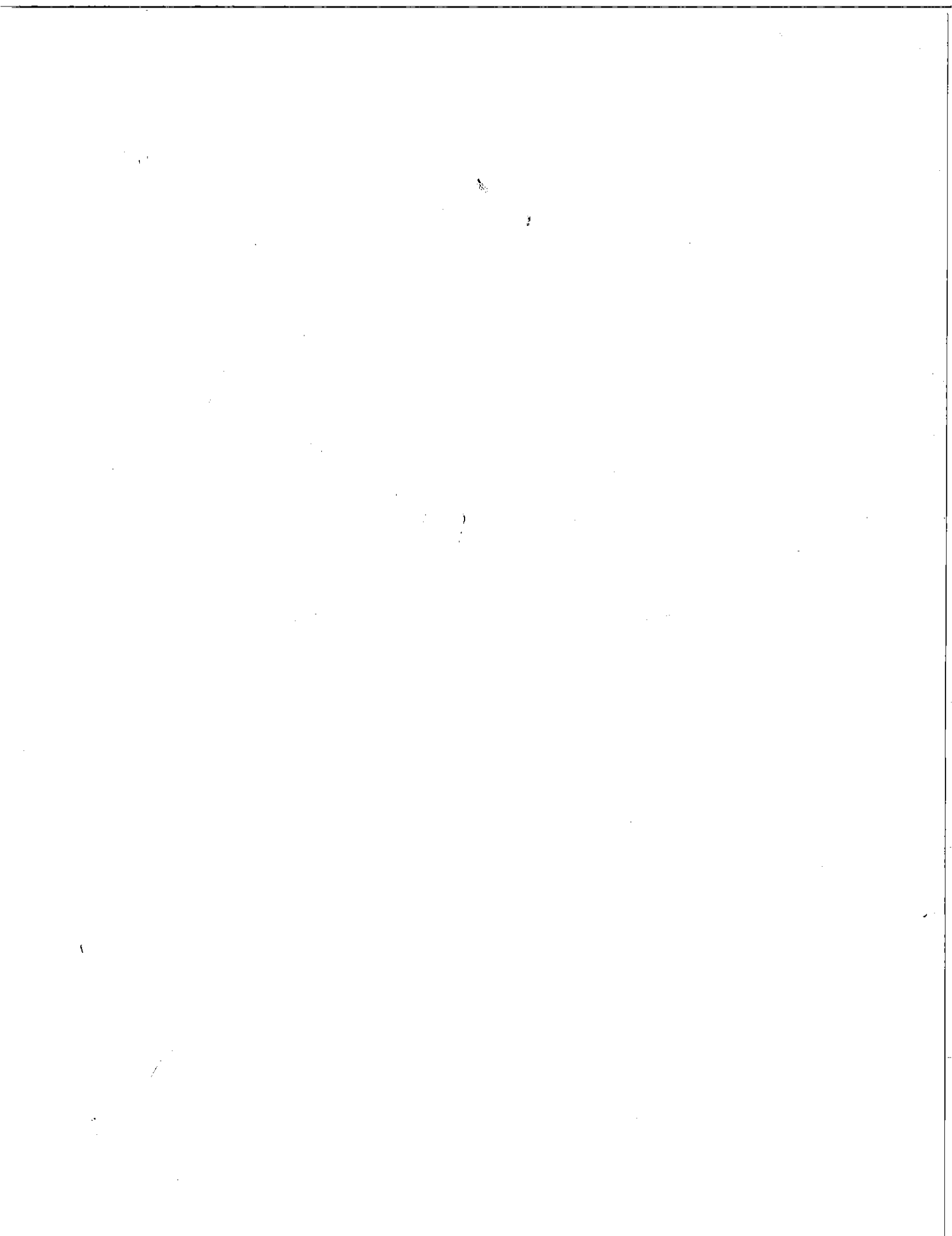
Aunque es un parque escolar, la escuela lo hace accesible al público en la comunidad ya que no contamos con

***¡Gracias por su ayuda!*** Por favor revise para asegurarse que llenó todo el informe.

Un parque público.


Muy Satisfecha!





# Canal Trail Audit Report

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- Depending upon the weather, you may want to take some water and a hat, or use sunscreen. You may be outside for over an hour, so please take measures to keep yourself healthy.
- You may need to switch between sections or pages as you complete your canal trail audit. Please review and be familiar with all of the sections and questions before you begin.
- We encourage you to take pictures of the canal and use them to help us understand its condition. Throughout the audit, we have included a camera icon as a reminder.  Please make notes on this audit about the photo you have taken.

### Section A: Canal Information

My Name: Virginia Martinez

Date (m/d/yr): 9 / 26 / 2012 Day of the Week: Wednesday

Street Starting Point (example: 3<sup>rd</sup> Avenue): Roosevelt

Street Ending Point (example: 12<sup>th</sup> Avenue): Van Buren

Approximate Temperature: 96 °F Weather:  Clear  Partly Cloudy  Rainy

Start Time: 5 : 45  AM  PM End Time: 6 : 45  AM  PM

## Section B: Canal Trail Setting

This section asks about the areas where the canal trail crosses a city street, and the neighborhood that you can see from the canal trail. When thinking about the **neighborhood**, look at all areas that you can see from both sides of the canal trail.

Can you see a **bus or light rail stop** from where the canal crosses a street?  No  Yes

Do any streets have **bike routes or lanes** where they cross the canal trail? *Check all that you see.*  None  Marked lane  Designated route sign  Share the road signs

Are there **traffic signals** where the canal trail crosses a city street? For example, crosswalk, stop light or stop sign.  No  Yes

Are there signs on the street marking designating the entrance to the canal trail?  No  Yes

What kind of **neighborhood** do you see along the canal trail? *Check all that you see.*

- Houses or apartments
- Businesses
- Institutions, like a school or hospital
- Industrial, for example a warehouse
- Vacant land
- Highway or Interstate road, such as I-10



**Comments or General Observations on the Canal Trail's Setting:**

## Section C: Trails

This section asks detailed questions about the condition of the trails along this canal. Please walk the entire route on both sides of the canal. For example, you will need to walk the entire canal trail from 3<sup>rd</sup> Avenue to 12<sup>th</sup> Avenue on the north side (*Side 1*) of the canal trail, and then 12<sup>th</sup> Avenue to 3<sup>rd</sup> Avenue on the south side (*Side 2*) of the canal trail. *It is important to gather information about both sides of the canal.*

As you answer questions, please keep the following definition in mind:

**Good condition:** looks clean and maintained; for example, not much litter and large obstacles on the trail

### Side One

Is the trail in **good condition**?  Yes, all or most of this side in good condition  About half  None of this side is in good condition

Are there **major obstacles blocking** the canal trail making it difficult to use? *Check all that you see.*  Trees  Large plants, weeds or bushes  Utility or telephone poles  Large cracks, bumps or holes  Trash  Other: NA

About **how wide** is the trail for most of your walk?

Only one adult can walk on the trail  Two adults can walk side-by-side on the trail  Three adults can walk side-by-side on the trail  Four or more adults can walk side-by-side on the trail

If the sun was directly overhead, how much of the trail would be **shaded** by trees, buildings or other shade?  Less than 25%  25 to 75%  more than 75%



**Side Two**

Is the trail in **good condition**?  Yes, all or most of this side in good condition  About half  
 None of this side is in good condition

Are there **major obstacles blocking** the canal trail making it difficult to use? *Check all that you see.*  Trees  Large plants, weeds or bushes  Utility or telephone poles  Large cracks, bumps or holes  Trash  Other: MP

About **how wide** is the trail for most of your walk?

Only one adult can walk on the trail  Two adults can walk side-by-side on the trail  
 Three adults can walk side-by-side on the trail  Four or more adults can walk side-by-side on the trail

If the sun was **directly overhead**, how much of the trail would be **shaded** by trees, buildings or other shade?  Less than 25%  25 to 75%  more than 75%

## Section D: Appearance and Safety

This section asks about the safety and appearance of the canal trail. As you answer questions, please keep the following definitions in mind:

**Good condition:** looks clean and maintained; for example, graffiti or broken glass

Do you see any of the following **safety or appearance concerns** along the canal trail? *Check all that you see.*

	I don't see any of this.	I see a little of this.	I see a moderate amount of this.	I see a lot of this.
Poor lighting, for example, absent or limited lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Graffiti	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vandalism	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Broken glass	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	I don't see any of this.	I see a little of this.	I see a moderate amount of this.	I see a lot of this.
Excessive litter	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Excessive noise, for example, noticeable sounds that are unpleasant or annoying	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vacant buildings or lots, or undesirable uses, for example, abandoned houses	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poorly maintained properties	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of people using the canal trail	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evidence of threatening persons or behaviors, such as gangs, or alcohol or drug use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Animal waste	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Undesirable odors, such as garbage or sewage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unleashed or stray dogs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

About **how many** of the following things did you see during your walk on the canal trail:

Other people walking 25-30

People biking on the canal trail 10

Benches (don't count the ones at light rail or bus stops) 0

If there were benches, were they in **good condition**?  All or most in good condition  About half  None or few in good condition

Trash cans (don't count the ones at light rail or bus stops) 0

If there were trash cans, were they **overflowing** with trash?  All or most overflowing  About half  None or few overflowing



Did you feel **safe** during your walk on the canal trail?  No  Yes

If no ... Describe why you feel unsafe.

What can be done to make canal trail a safer and more pleasant place to walk?

- Light for dusk/night time

- A bike lane

- trash cans & baggies

- trees, shady

- the safety call stations like they have @ in parking garages

- some of the homes/streets had trash collecting in areas

If you have other observations or comments about canal trail, please describe them.

**Thank you for your help!** Please check that you have filled out the entire report.

# Canal Trail Audit Report

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- Depending upon the weather, you may want to take some water and a hat, or use sunscreen. You may be outside for over an hour, so please take measures to keep yourself healthy.
- You may need to switch between sections or pages as you complete your canal trail audit. Please review and be familiar with all of the sections and questions before you begin.
- We encourage you to take pictures of the canal and use them to help us understand its condition. Throughout the audit, we have included a camera icon as a reminder. Please make notes on this audit about the photo you have taken.



## Section A: Canal Information

My Name: Virginia Mendoza

Date (m/d/yr): 9/26/12 Day of the Week: Wednesday

Street Starting Point (example: 3<sup>rd</sup> Avenue): Roosevelt

Street Ending Point (example: 12<sup>th</sup> Avenue): Van Buren 40<sup>th</sup> St.

Approximate Temperature: 96 °F Weather:  Clear  Partly Cloudy  Rainy

Start Time: 5:45  AM  PM End Time: 6:45  AM  PM

## Section B: Canal Trail Setting

This section asks about the areas where the canal trail crosses a city street, and the neighborhood that you can see from the canal trail. When thinking about the **neighborhood**, look at all areas that you can see from both sides of the canal trail.

Can you see a **bus or light rail stop** from where the canal crosses a street?  No  Yes

Do any streets have **bike routes or lanes** where they cross the canal trail? *Check all that you see.*  None  Marked lane  Designated route sign  Share the road signs

Are there **traffic signals** where the canal trail crosses a city street? For example, crosswalk, stop light or stop sign.  No  Yes

Are there signs on the street marking designating the entrance to the canal trail?  No  Yes

What kind of **neighborhood** do you see along the canal trail? *Check all that you see.*

- Houses or apartments
- Businesses
- Institutions, like a school or hospital
- Industrial, for example a warehouse
- Vacant land
- Highway or Interstate road, such as I-10



### Comments or General Observations on the Canal Trail's Setting:

The neighborhood some houses look in need of repair but I was very surprised how clean the trail was.

## Section C: Trails

This section asks detailed questions about the condition of the trails along this canal. Please walk the entire route on both sides of the canal. For example, you will need to walk the entire canal trail from 3<sup>rd</sup> Avenue to 12<sup>th</sup> Avenue on the north side (*Side 1*) of the canal trail, and then 12<sup>th</sup> Avenue to 3<sup>rd</sup> Avenue on the south side (*Side 2*) of the canal trail. *It is important to gather information about both sides of the canal.*

As you answer questions, please keep the following definition in mind:

**Good condition:** looks clean and maintained; for example, not much litter and large obstacles on the trail

### Side One

Is the trail in **good condition**?  Yes, all or most of this side in good condition  About half  None of this side is in good condition

Are there **major obstacles blocking** the canal trail making it difficult to use? *Check all that you see.*  Trees  Large plants, weeds or bushes  Utility or telephone poles  Large cracks, bumps or holes  Trash  Other: NA

About **how wide** is the trail for most of your walk?

Only one adult can walk on the trail  Two adults can walk side-by-side on the trail  Three adults can walk side-by-side on the trail  Four or more adults can walk side-by-side on the trail

If the sun was directly overhead, how much of the trail would be **shaded** by trees, buildings or other shade?  Less than 25%  25 to 75%  more than 75%

**Side Two**

Is the trail in **good condition**?  Yes, all or most of this side in good condition  About half  
 None of this side is in good condition

Are there **major obstacles blocking** the canal trail making it difficult to use? *Check all that you see.*  Trees  Large plants, weeds or bushes  Utility or telephone poles  Large cracks, bumps or holes  Trash  Other: NA

About **how wide** is the trail for most of your walk?

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If the sun was directly overhead, how much of the trail would be **shaded** by trees, buildings or other shade?  Less than 25%  25 to 75%  more than 75%

## Section D: Appearance and Safety

This section asks about the safety and appearance of the canal trail. As you answer questions, please keep the following definitions in mind:

**Good condition:** looks clean and maintained; for example, graffiti or broken glass

Do you see any of the following **safety or appearance concerns** along the canal trail? *Check all that you see.*

	I don't see any of this.	I see a little of this.	I see a moderate amount of this.	I see a lot of this.
Poor lighting, for example, absent or limited lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Graffiti	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vandalism	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Broken glass	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	I don't see any of this.	I see a little of this.	I see a moderate amount of this.	I see a lot of this.
<b>Excessive litter</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Excessive noise, for example, noticeable sounds that are unpleasant or annoying</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Vacant buildings or lots, or undesirable uses, for example, abandoned houses</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Poorly maintained properties</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Lack of people using the canal trail</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Evidence of threatening persons or behaviors, such as gangs, or alcohol or drug use</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Animal waste</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Undesirable odors, such as garbage or sewage</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Unleashed or stray dogs</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Other:</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Other:</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



About how many of the following things did you see during your walk on the canal trail:

Other people walking 25-30

People biking on the canal trail 10

Benches (don't count the ones at light rail or bus stops) 0

If there were benches, were they in **good condition**?  All or most in good condition  About half  None or few in good condition

Trash cans (don't count the ones at light rail or bus stops) 0

If there were trash cans, were they **overflowing** with trash?  All or most overflowing  About half  None or few overflowing



Did you feel **safe** during your walk on the canal trail?  No  Yes

If no ... Describe why you feel unsafe.

What can be done to make canal trail a safer and more pleasant place to walk?

Lights, & Bike lane, Trash Cans & Doggie Baggies  
To pick up waste.

If you have other observations or comments about canal trail, please describe them.

I was surprised how many people were out using this trail. I felt safe.

**Thank you for your help!** Please check that you have filled out the entire report.