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CHEROKEE NATION®

# Tribal Pedestrian Safety

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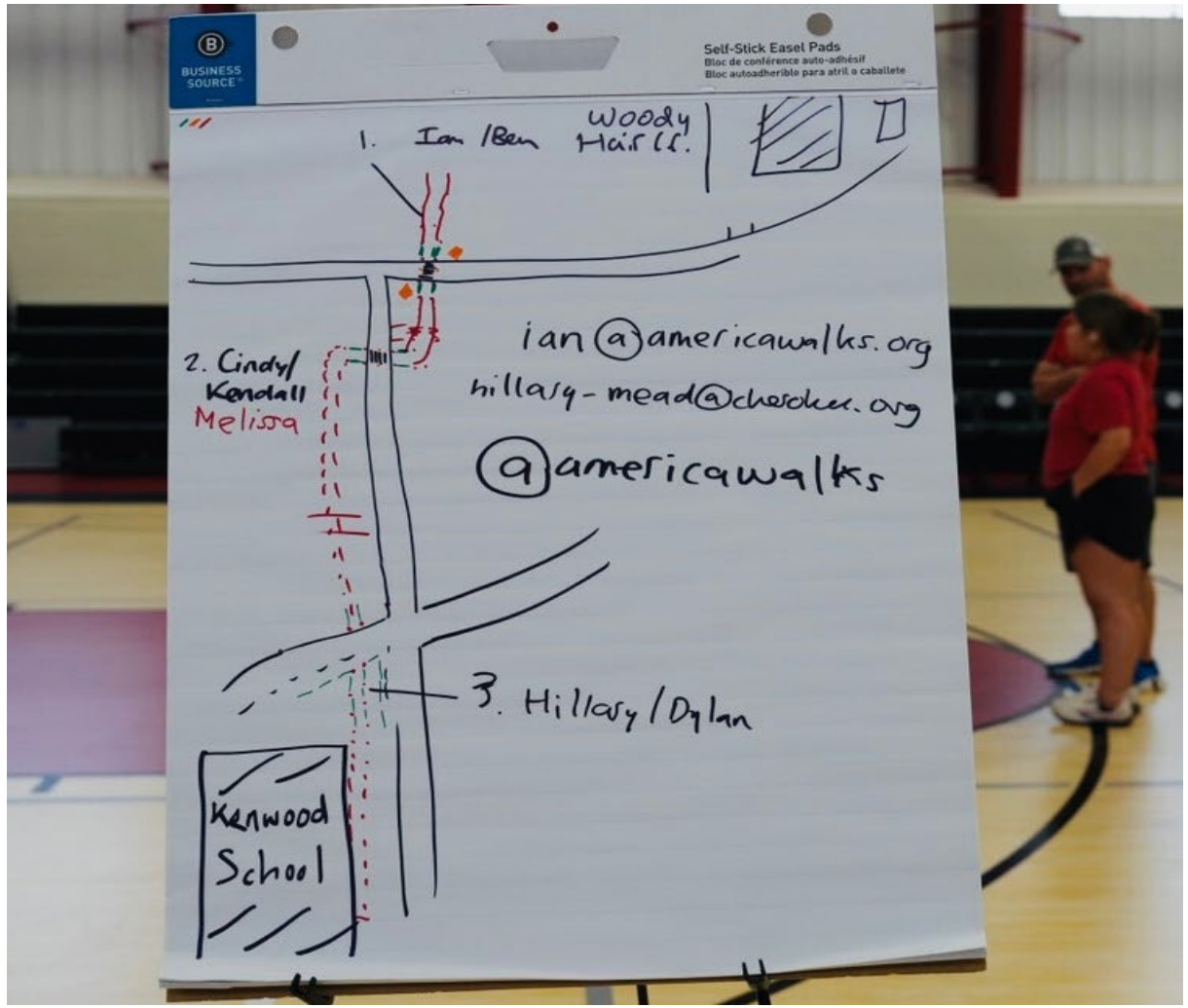
# Objectives

Learn how to conduct pre-assessments of pedestrian safety conditions.

Learn how to Analyze the data and make recommendations.

Learn how to use data to propose new infrastructure.



# Kenwood, Oklahoma

**Located in Delaware County, 20 miles southwest of Jay and 11 miles east of Salina.**

- **Population: 904**
- **Median Household income: $65,714**
- **Poverty: 16%**
- **Race:**
  - **56% Native American**
  - **34% White**
  - **1% Asian**

Reference: U.S. Census Bureau 2020 Decennial Census

# Identifying Road Hazards

- Infrastructure
- Pedestrian Paths
- Line of Sight
- Traffic Conditions

# Preliminary Assessments

- Walk Audit
- Speed Checks
- Traffic Counts

- Community Survey
- Walk and Talks

# Data Analysis

Walkability Assessments:

- 100% of respondents noted the lack of both sidewalks and crosswalks and having to walk in the street or in ditches, as well as jaywalk.
- 67% reported that the walk was poorly lit in early October, this would be even more relevant in the winter months
- 22% mentioned a lack of traffic signage for drivers on School Rd.
- 22% noted that lack of beautification contributed to less walkability
- 22% reported loose dogs as a hindrance to walking.

Community Survey:

- Pictures
- Most comment  noted “loose dogs”

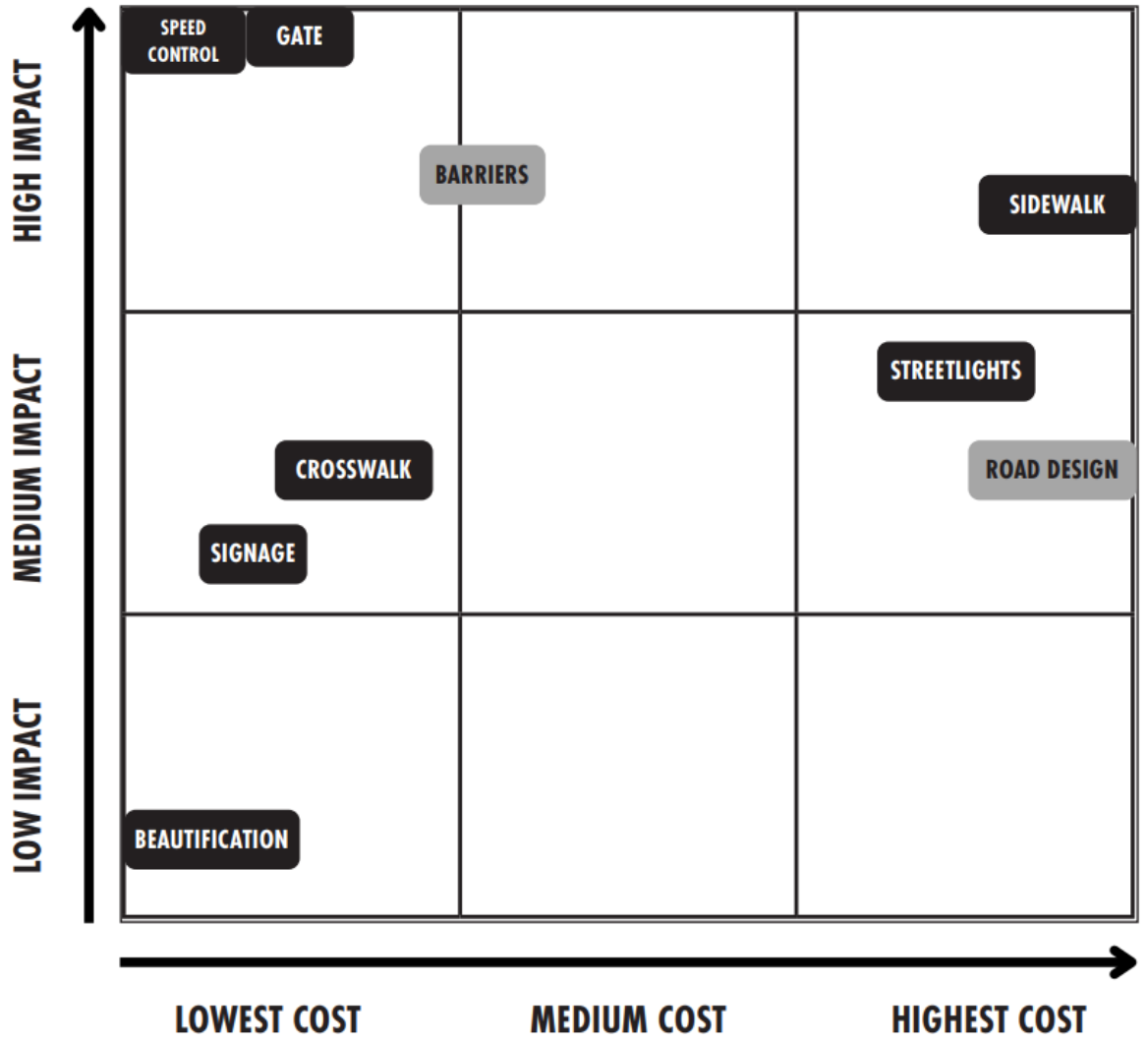
Traffic Counts:

- Speed limit 35 mph
- Counter 1
  - Avg Cars per day- 357
  - Avg speed 42.37 mph
  - Max speed- 64 mph
- Counter 2
  - Avg cars per day- 600
  - Avg speed- 38.4 mph
  - Max speed- 69 mph
- Counter 3
  - Avg cars per day- 857
  - Avg speed- 33.76 mph
  - Max speed- 68 mph

# Cost Benefit Analysis

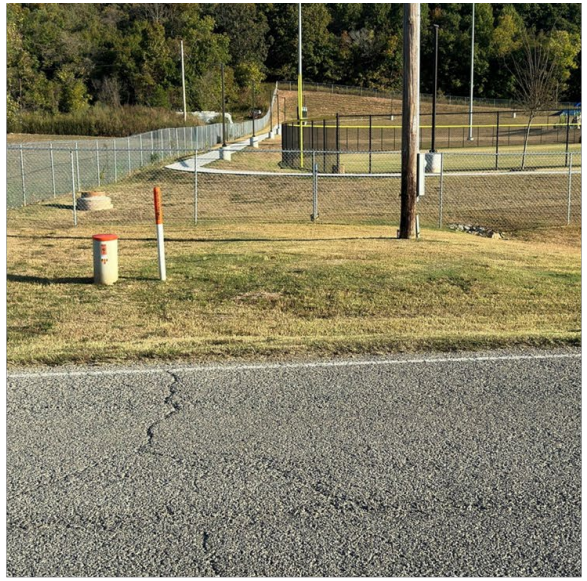
Cost estimate known

Cost estimate approximation

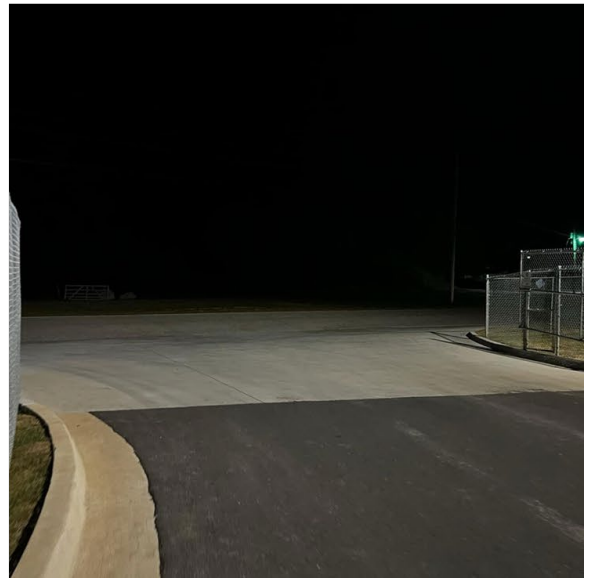


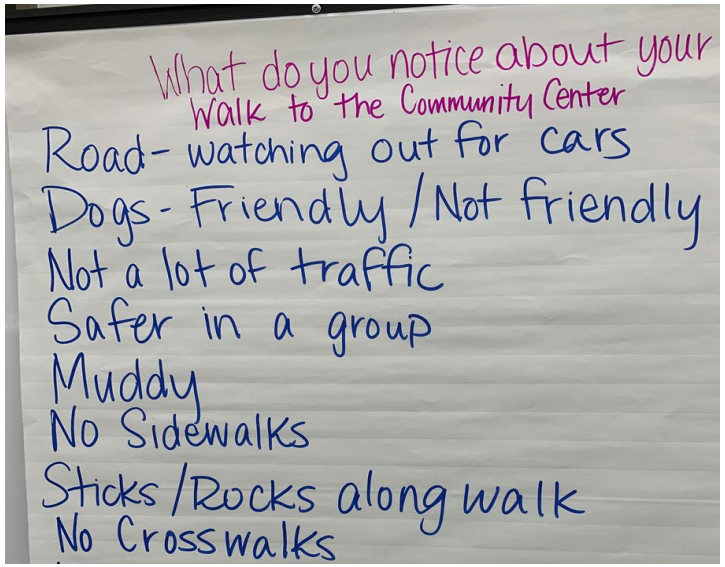
# Recommendations

- Work to develop speed control measures- lowering speed limits, added signage.
- Consideration to expand the project beyond the school and community center.
- School-aged pedestrian safety education
- Community engagement
- Cost considerations- looking at higher impact elements.




STOP



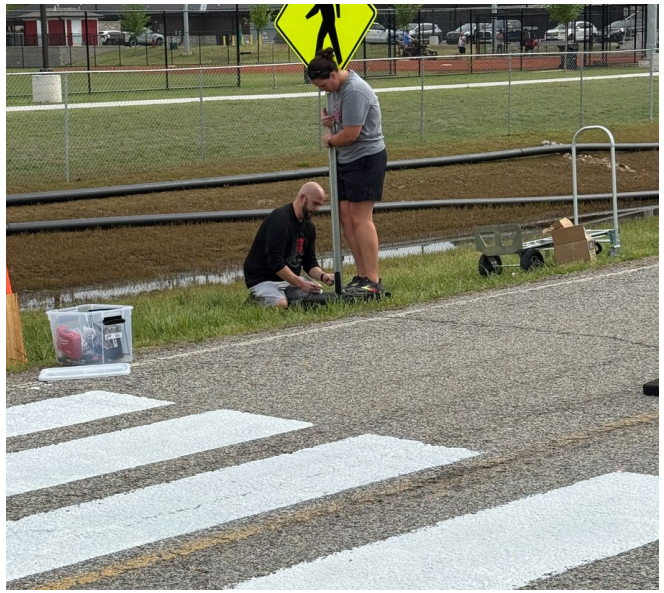



# Pedestrian Safety Education

Kenwood 5 & 6 grade

# Test it Out


# Test it Out

# Evaluation and Feedback

## Walkability Score:

- Overall walkability score in Kenwood before the mock crosswalk/sidewalk project, 10.5, and after the project was implemented, 24.7
- Improved from “It needs a lot of work” and “It’s a disaster for walking!” before the project, and significantly increased to “Celebrate a little. Your neighborhood is pretty good” after the project.

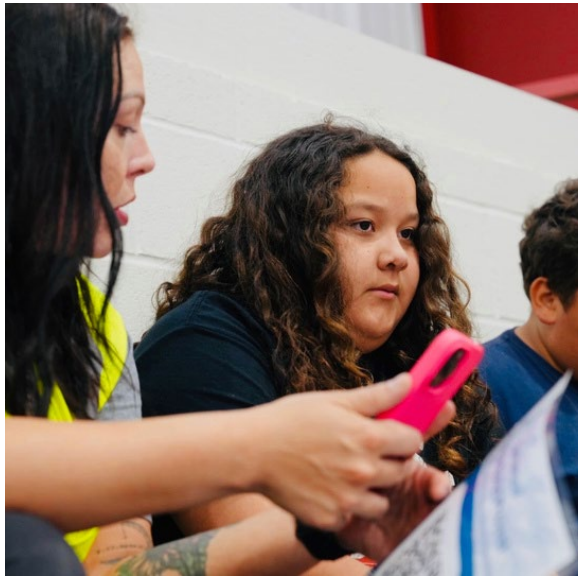
## Key takeaways:

- 22% of respondents in the pre-survey noted scary dogs, 36% in the post-survey.
- 67% of respondents in the pre-survey noted the path was poorly lit, 32% in the post-survey.
- The percentage of respondents who noted a lack of sidewalks dropped from 100% in the pre-survey to 21% in the post-survey.

## Limitations:

- Small sample sizes
- Not every aspect of the project was in place at the time of the survey.
- Time of year and time of day could affect responses related to how well the path is lit.

# Evaluation and Feedback

# Permanent Infrastructure

Utilize data to tell your story.

Feedback and mapping may change routes, location, or planned infrastructure.


# Permanent Infrastructure

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