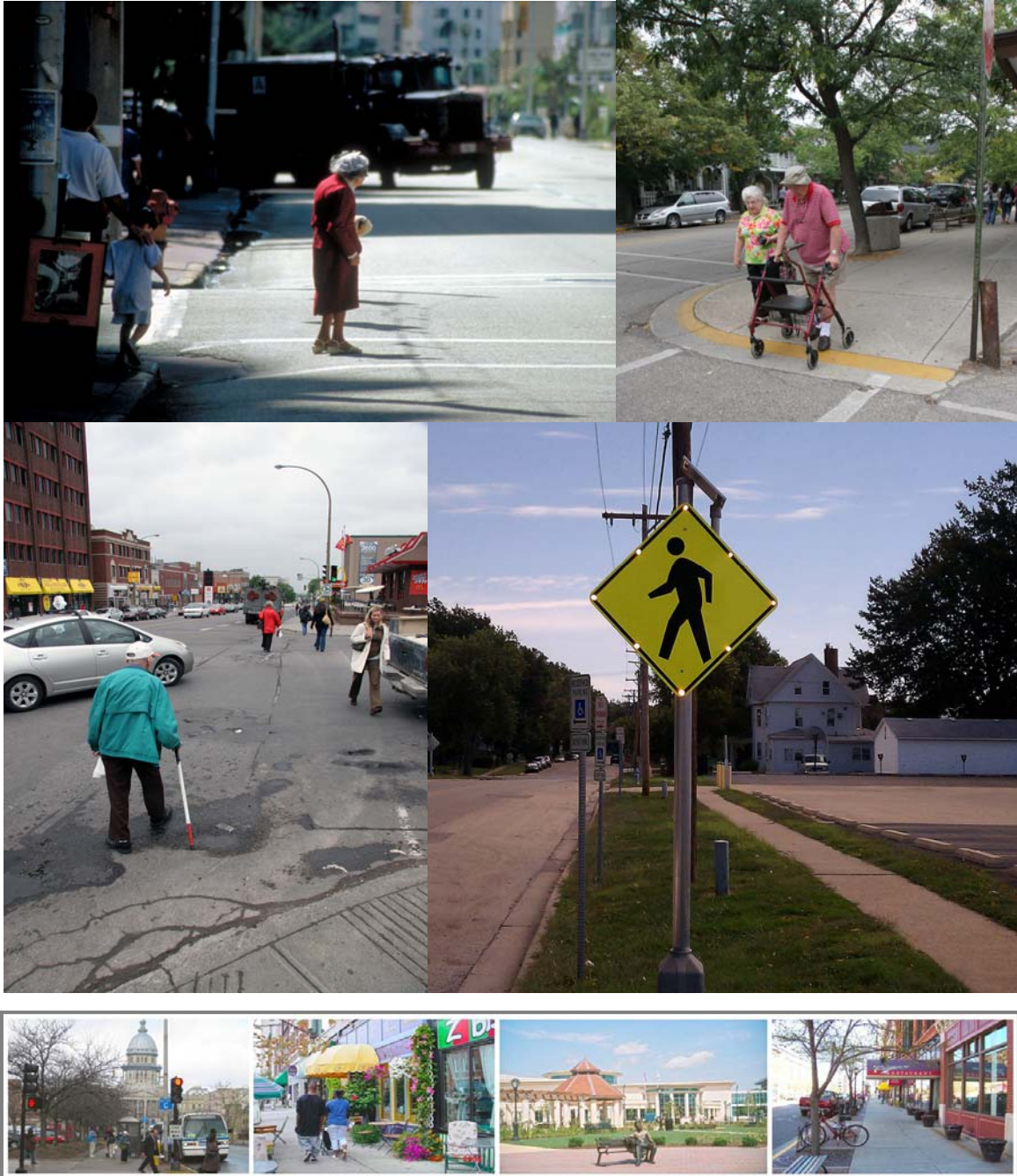


Maturing of Illinois Initiative: Springfield

February 2011



Springfield
SATS Area
Transportation
Study

by Chris Benson

The Baby Boom generation continues to age. It is expected that the number of people over age 65 in the United States will reach 71.5 million by 2030, and will make up 20% of the population. However, the age group that is showing the greatest growth is the 85 and over population. Most older adults want to continue living independently in a community setting as long as possible. Economically, it behooves policy makers to help make this possible.

The Maturing of Illinois Initiative was undertaken by all thirteen Area Agencies on Aging in Illinois during 2008-2011. The Area Agency on Aging for Lincolnland is grateful to the Springfield Sangamon County Regional Planning Commission for embracing this project locally, for adapting it to mesh with the Commission's other programs and goals, and for incorporating into a Master's Project conducted by Chris Benson.

The "Maturing of Illinois Initiative: Springfield" identifies issues that must be considered by those who plan neighborhoods and public buildings and by those who create community ordinances and policies.

While the "Maturing of Illinois Initiative: Springfield" report sheds light on areas such as ADA accessibility, convenience, mobility and safety that should be on the agenda of those planning new developments and redesigning current buildings and neighborhoods, it also provides food for thought for social service planners, transportation providers, community emergency responders, and entrepreneurs as they work to answer the question "what do older adults need to remain in their homes as long as possible?"

Julie Hubbard, Executive Director
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I. Maturing of Illinois Initiative: Springfield – Project Summary

The Maturing of Illinois Initiative: Springfield (Initiative) was conducted by the Springfield-Sangamon County Regional Planning Commission (Commission) in partnership with the Area Agency on Aging for Lincolnland (AAAL) and its aim was to conduct a community assessment related to the needs of the aging population in the Springfield area. This project gathered information useful to the ongoing transportation and comprehensive planning efforts of the Commission and to the AAAL's mission to provide a wide variety of services and information to assist older persons in leading independent, meaningful and dignified lives in their own homes and communities as long as possible. For the Commission, these efforts include making the results available to the Springfield Housing Authority, Springfield Area Transportation Study (SATS), Bike/Pedestrian Way Plan Steering Committee, and the Sangamon County Regional Comprehensive Plan effort.

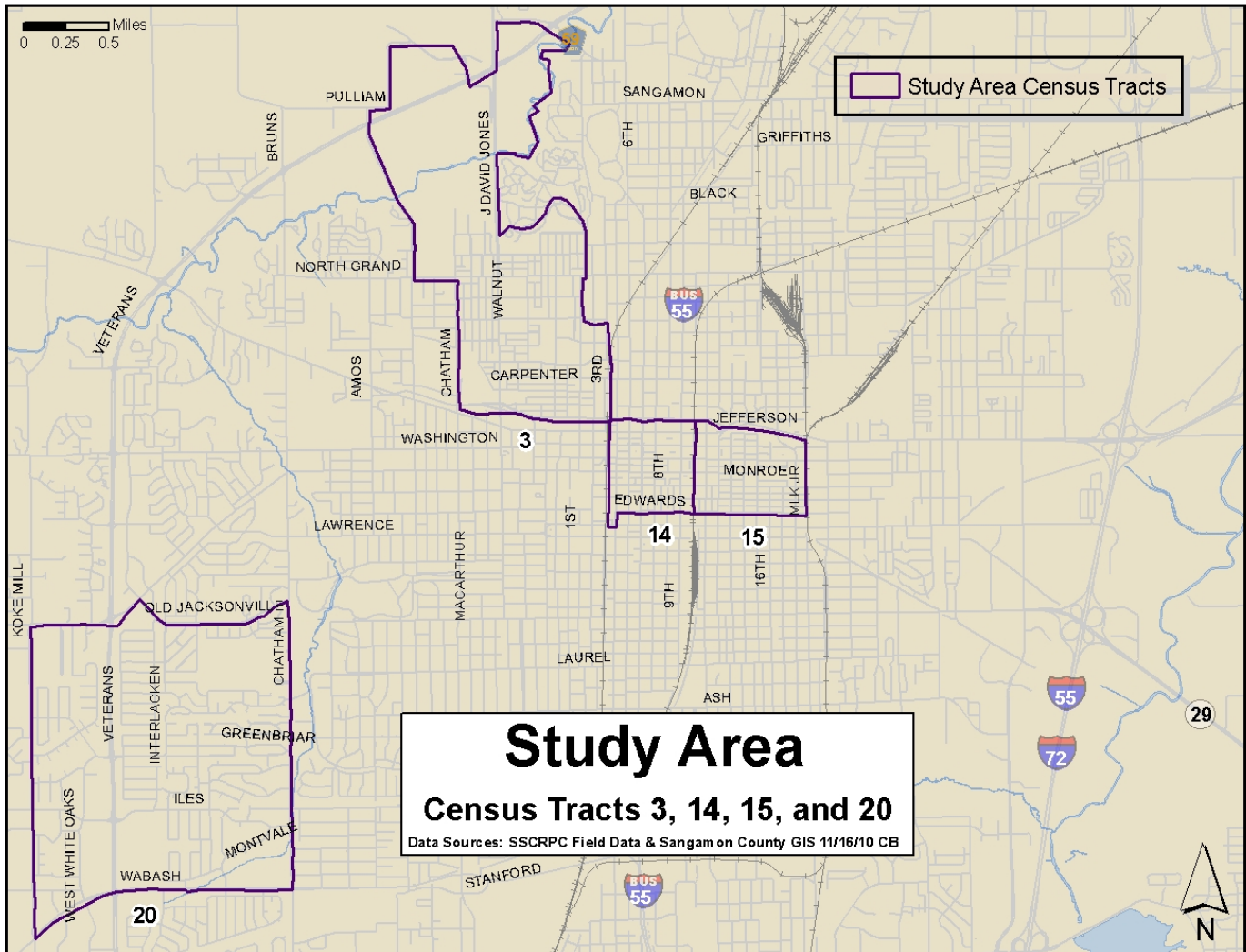
The Initiative is comprised of three parts: 1) a Rate Your Neighborhood Survey, 2) a Field Assessment, and 3) a Community Assessment Survey. The Field Assessment involved conducting an appraisal of the walking conditions throughout census Tracts 3, 14, 15, and 20 in Springfield, although census Tract 20 also included part of Leland Grove. The selected tracts include four of the top five tracts with the highest percentages of people over the age of 65 according to the 2000 census. They also have a diverse representation of race, income and educational levels. Finally, they include a wide range of land uses, including significant retail areas, tourist destinations, residential neighborhoods, and medical developments.

This project has been primarily concerned with gathering local data to help analysts and planners make informed decisions that affect both Springfield's senior citizens and all area pedestrians. The Community Assessment Survey provides a comprehensive overview of the local services available to senior citizens. The results of the Community survey indicate Springfield has many of the services and amenities sought by senior citizens. However, the survey does reveal potential gaps in service for policy-makers and providers to consider, including need for increased resources for the area's senior center, lack of rural transit options, and inadequate housing options for low-income and moderate-income seniors.

The Rate Your Neighborhood Survey found that many residents routinely walk and bike in their neighborhoods and that many of these active residents are senior citizens. Their feedback also shows they see opportunities to improve their access and safety related to these activities.

The Field Assessment data supports much of the citizen feedback from the Rate Your Neighborhood survey and provides specific data on both the types of improvements needed and the locations most affected.

Field Assessment Census Tracts



The Rate Your Neighborhood Survey asked residents to rate their neighborhood as a way to determine how they perceive its livability. A livable neighborhood is defined as one that:

- Provides affordable, appropriate, accessible housing.
 - Ensures accessible, affordable, reliable, safe transportation.
 - Adjusts the physical environment for inclusiveness and accessibility.
 - Provides work, volunteer, and education opportunities.
 - Ensures access to key health and support services.
 - Encourages participation in civic, cultural, social, and recreational activities.
- (IAAAA, 2010)

Although the focus of the assessment was the aging population, the Commission urged people of all ages to complete the survey. Staff members distributed the survey locally at the Earth Awareness Fair, Senior Fair, and Conference for Caregivers, and it was available on the Commission's website. It consisted of 19 questions and it opened on April 29, 2010. It closed on November 19, 2010 after receiving over 200 responses.

The Community Assessment survey was completed by the Commission in-house and by soliciting information from various agencies and organizations throughout Springfield. The survey consists of around 270 questions spanning 10 subject areas from the Illinois Association of Area Agencies on Aging I4A Survey. The responses from this survey present a broad picture of the various services, facilities, and accommodations available to Springfield's aging residents and their caregivers.

Accommodations for pedestrians were a particular area of focus for the Rate Your Neighborhood Survey and the Field Assessment due to the importance of mobility for the aging population and the expanded focus of local transportation planning to include all modes of travel. By gaining an understanding of the area's existing pedestrian conditions and of the pedestrian-related concerns of residents, we can begin to determine where we have high-quality pedestrian routes and where we need improvements. These projects also recognize the importance of providing safe and accessible walking infrastructure usable to all users, including older residents and those with mobility issues. The Americans with Disabilities Act (ADA) seeks to make sure our built environment considers all ages and abilities. In addition, features such as adequate time provided by pedestrian signals to cross streets are important concerns for the elderly and those with lower walking rates of speed (Stollof, McGee, and Eccles, 2007; Lynot, et al., 2009).

A nation-wide study found over half of those surveyed would like to walk more, and over 80% support using transportation funds to ensure streets have sidewalks, stop signs, crossings, and other amenities to increase walking safety and reduce speeding (Belden, Russonello & Stewart, 2003). An American Association of Retired Persons (AARP) study focused on adults over 50 years of age supports those findings, with half of the respondents indicating their area lacks safety and comfort features or they would walk, bike, or catch a bus more often. The study also asked what features would make their streets more comfortable, and three-quarters of those over 50 years old indicated improved lighting (Skufca, 2008).

II. The Field Assessment

Walking provides an excellent recreational opportunity contributing to a healthy lifestyle. It also provides needed opportunities to reach critical destinations. Pedestrian and bicycling travel can potentially replace many car trips. Around 25% of all vehicle trips in the U.S. are one mile or less (Federal Highway Administration, 2001). According to the 2000 Census, over half of the households in two of the four census tracts in the Field Assessment said they had no car available. In one of them, Tract 14, the census indicated that around half of the residents said they walk to work, while in the other, Tract 15, around half of the residents said they ride the bus to work (see Table 1). This further emphasizes the importance of having a complete, safe sidewalk network.

Table 1
Household Vehicle Availability and Travel Mode to Work

2000 U.S. Census	CT3	CT14	CT15	CT20
Households	1388	532	474	2542
%HH w/no car	19%	54%	60%	6%
Workers (over 16)	1341	253	332	2917
%Transit to work	1%	6%	51%	1%
%Bike to work	1%	0%	0%	0%
%Walk to work	8%	53%	10%	0%

The determination of what field data to collect began with the Pedestrian Environmental Data Scan (PEDS) audit protocol (Levi, 2004). The PEDS audit protocol was developed at the University of Maryland to measure environmental features related to walking in various environments in the United States and was designed to address pedestrian concerns and reduce implementation costs and time. The Commission picked 19 attributes from the PEDS sections for pedestrian facilities, road attributes, and walking/cycling environment. Some of these were modified to meet the known range of conditions throughout Springfield. The Commission added two attributes not found in the PEDS audit protocol: 1) the time given to cross by pedestrian crossing signals, and 2) specific types of destinations on a given segment. These included places such as senior care facilities, tourist attractions, or medical facilities. A list of all of the attributes gathered in the field data collection is in Appendix A.



The data collection was performed with handheld Geographical Positional System (GPS) units capable of interacting with the Planning Commission's Geographical Information System (GIS) software. The fieldwork was carried out in pairs to increase accuracy. Working together allowed staff to discuss the findings as they walked and produce consistent evaluations.

A. Pedestrian Corridors Analysis

Sidewalk, Roadway, and Alley Distribution

The amount of roadways, alleys, and sidewalks recorded are in Table 2. There were over 1500 studied segments, totaling 131 miles in length. A segment is any length of roadway or sidewalk from cross-street to cross-street. This is generally a city block. Alleys were not considered as cross-streets. A block with sidewalks on both sides has two segments. Blocks with no sidewalks and alleys were counted as one roadway or one alley segment. The vast majority of the study's segments were sidewalks, with a small amount of road segments and alleys that did not have sidewalks. The greatest amount of alleys is in Tract 3, which has the oldest land developments. Alleys are discouraged in Springfield subdivision ordinances, but these were adopted after most of Tract 3's development. Tracts 14 and 15 also have a notable amount of development prior to these ordinances. Tract 20 is the most recently developed tract and although no alleys were present, it has the highest amount of roads with no sidewalks at all. Most of this is attributable to two of the older neighborhoods in Tract 20. One is near Chatham Rd. and Greenbriar, which is in Leland Grove. This includes the Lindsay Place and Fox Meadows subdivisions. The other is the Country Club Acres subdivision just south of Old Jacksonville road and east of Interlaken.

Table 2. Miles of Corridors Studied

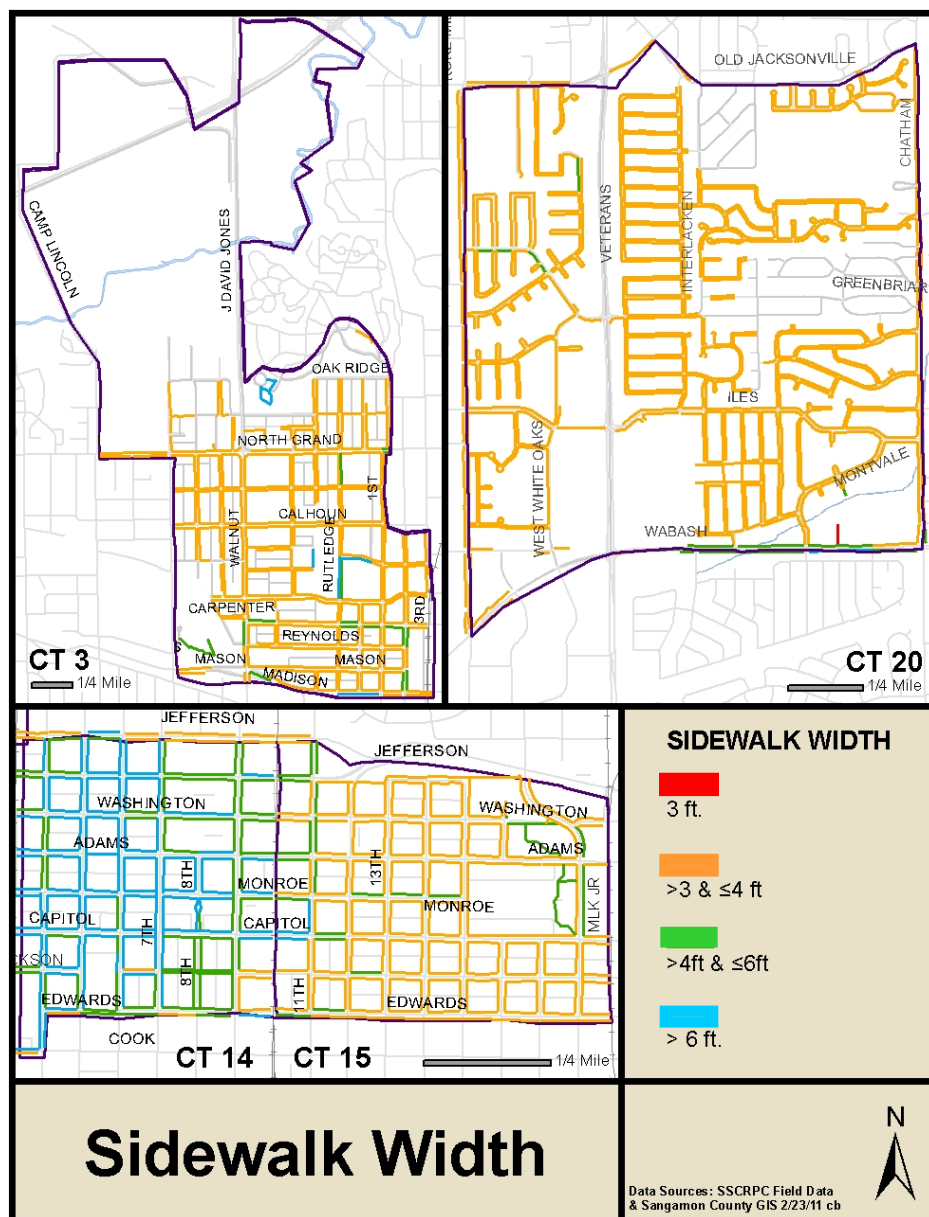
Area	All types	Sidewalks	Roads (w/no sw)	Alleys
Total Segments	1516	207	227	680
Total Miles	131	106	16	9
Tract 3	38	25	7	6
Tract 14	14	12	0	2
Tract 15	15	13	1	1
Tract 20	64	56	8	0

Sidewalk Width

Adequate sidewalk width is an important attribute, particularly for those with mobility issues (ADA, 2006). It is also a key attribute for accommodating our aging population as the likelihood of having a disability increases as we get older (U.S. Census Bureau, 2008). The American Association of Retired Persons supports ADA width standards, which specify 5-foot sidewalk widths with a provision for widths as narrow as 3 feet if 5-foot areas are available at least every 200 feet (ADA, 2002 & AARP, 2007). The distance recommended to allow 180-degree wheelchair turning is also 5 feet. Springfield ordinances require sidewalks be at least 4 feet wide. As can be seen in Table 3, the vast majority of the sidewalks are in the 3-4 foot range. Looking closer at that data, all but one of the 3-4 foot segments is 4 feet wide. Tract 14 is the notable exception as 91% of its sidewalks are greater than 4 feet wide, with the majority being greater than 6 feet.

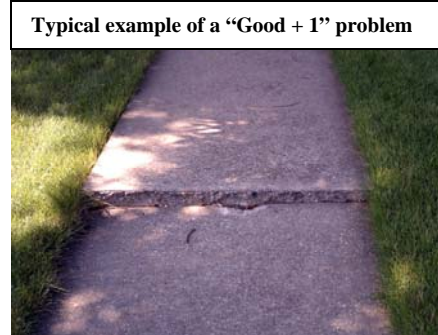
Table 3. Sidewalk Width

Area	>6ft	<6ft & > 4ft	3-4ft
Full Study Area	9%	9%	82%
Tract 3	2%	6%	92%
Tract 14	58%	33%	9%
Tract 15	2%	13%	85%
Tract 20	0%	2%	97%



Sidewalk Condition

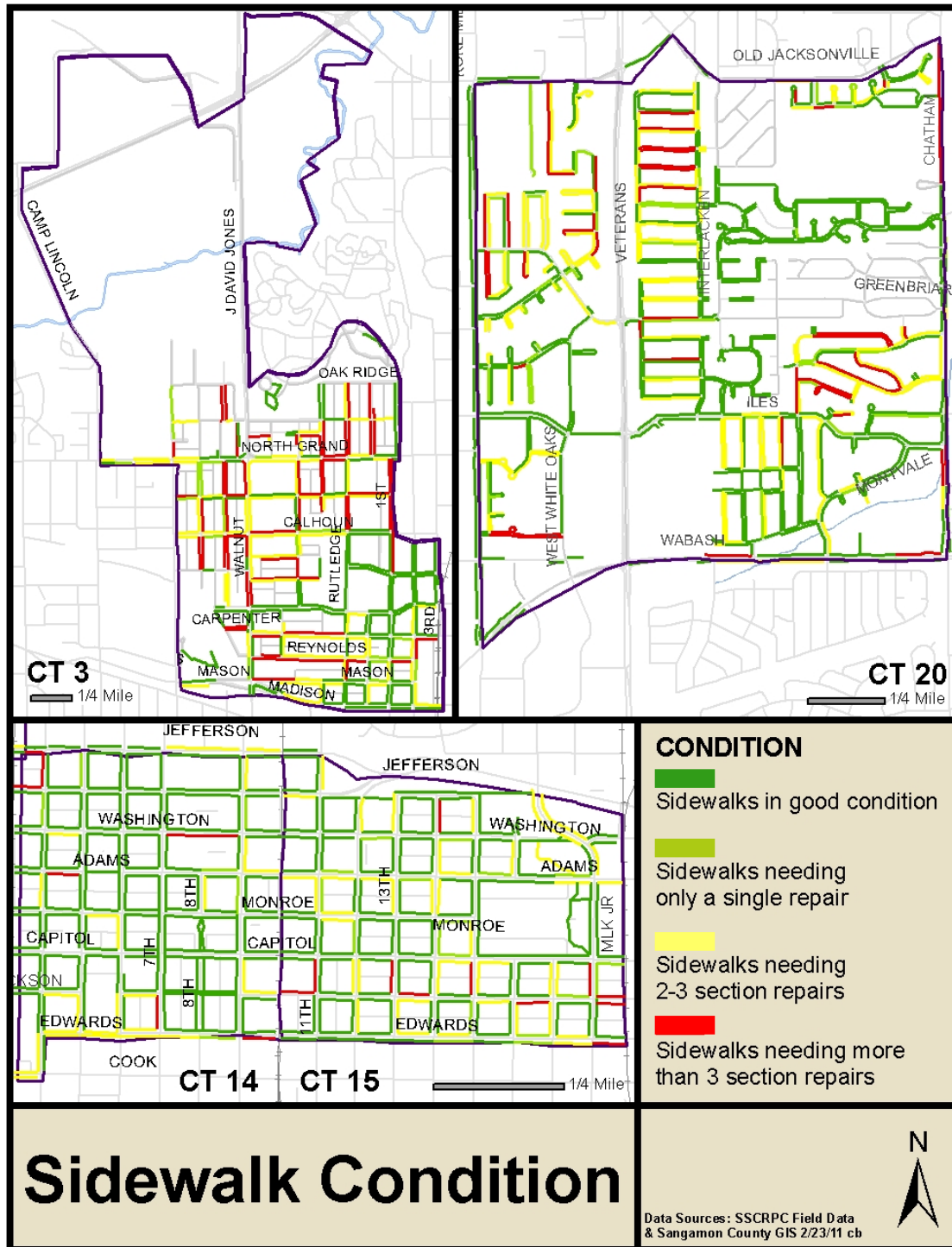
Approximately 60% of the sidewalk segments in the study area are rated in good condition, which indicates the segment does not have any sections that would be impassible for those with mobility issues. Sections are defined as any individual concrete slab or 6-foot continuous stretch for non-segmented paths. A bad section is characterized by rapid changes in slope or significantly deteriorated surface condition prohibiting access.



The following table presents sidewalk condition findings for the four census tracts. A “Good” rating indicates there are no bad sections on the segment. The “Good+1” rating indicates the segment is good overall, save a single bad section. These segments would require relatively little maintenance to be entirely in good condition. A “Fair” rating is given for segments with 2 or 3 bad sections and the “Poor” rating indicates the segment has more than 3 bad sections. Again, Springfield’s downtown area gets good marks. Tract 3 has the most poorly rated segments. As noted, it also has the oldest developments. Many segments in Tract 3 appear to be original, or at least do not appear to have had recent maintenance activity. Tract 15, another older area, has numerous segments that have apparently been recently improved, as they have inverted half-domes at curb ramps as per current ADA specifications.

Table 4. Sidewalk Condition

Area	Good	Good+1	Fair	Poor
Full Study Area	60%	7%	21%	10%
Tract 3	43%	7%	26%	23%
Tract 14	76%	3%	14%	4%
Tract 15	63%	9%	22%	6%
Tract 20	62%	7%	21%	8%



Sidewalk Buffer Type



Tree-lined buffer

Sidewalk buffers are the area between sidewalk and roadway. Throughout the study area, most are grass, with the exception of Tract 14, the downtown area, where the buffers are generally paved. However, the downtown area has the greatest percentage of landscaped and tree-lined buffers, which improves aesthetics and separation from roadway traffic. Tree-lined buffers provide

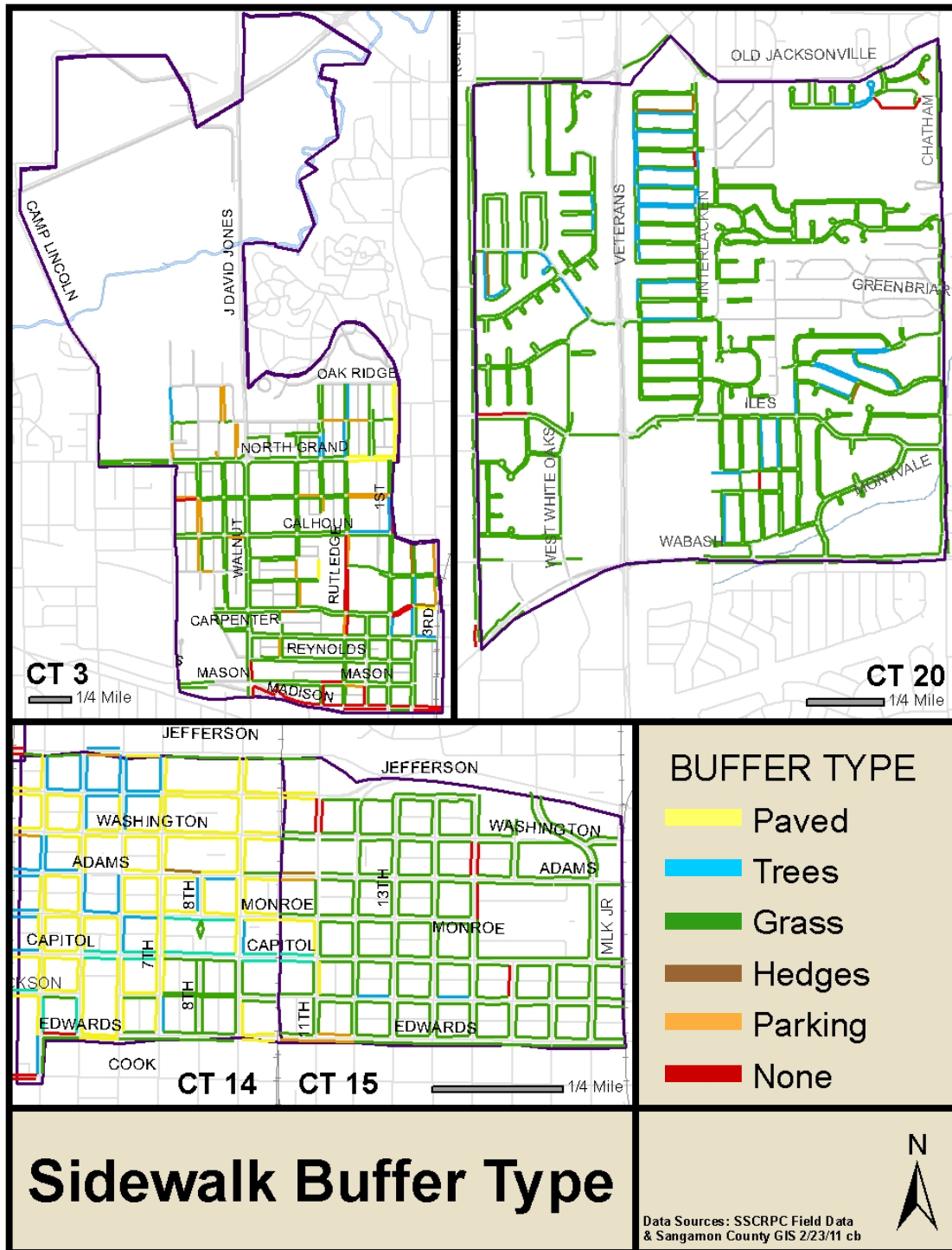
relief from weather conditions such as intense sun and rain if the tree's canopy provides coverage over the sidewalk. However, many of the fair and poor condition segments we found are damaged by root structures intruding on the sidewalk. Any trees in buffers should be properly selected and spaced to allow for long-term growth that maintains the sidewalk's integrity.



Poorly planned tree placement

Table 5. Sidewalk Buffer Type

Area	Grass	Paved	Landscaped	Trees	Parking	Hedges	None
Full Study Area	74%	9%	1%	7%	3%	1%	5%
Tract 3	72%	4%	0%	4%	9%	1%	8%
Tract 14	14%	53%	7%	18%	1%	1%	2%
Tract 15	84%	3%	1%	1%	2%	1%	3%
Tract 20	89%	0%	0%	8%	0%	1%	1%



Sidewalk Obstructions

Approximately one-quarter of the study's segments had an obstruction of some type. Of those, 7% were likely temporary as they were either garbage cans left for weekly pickup or cars parked

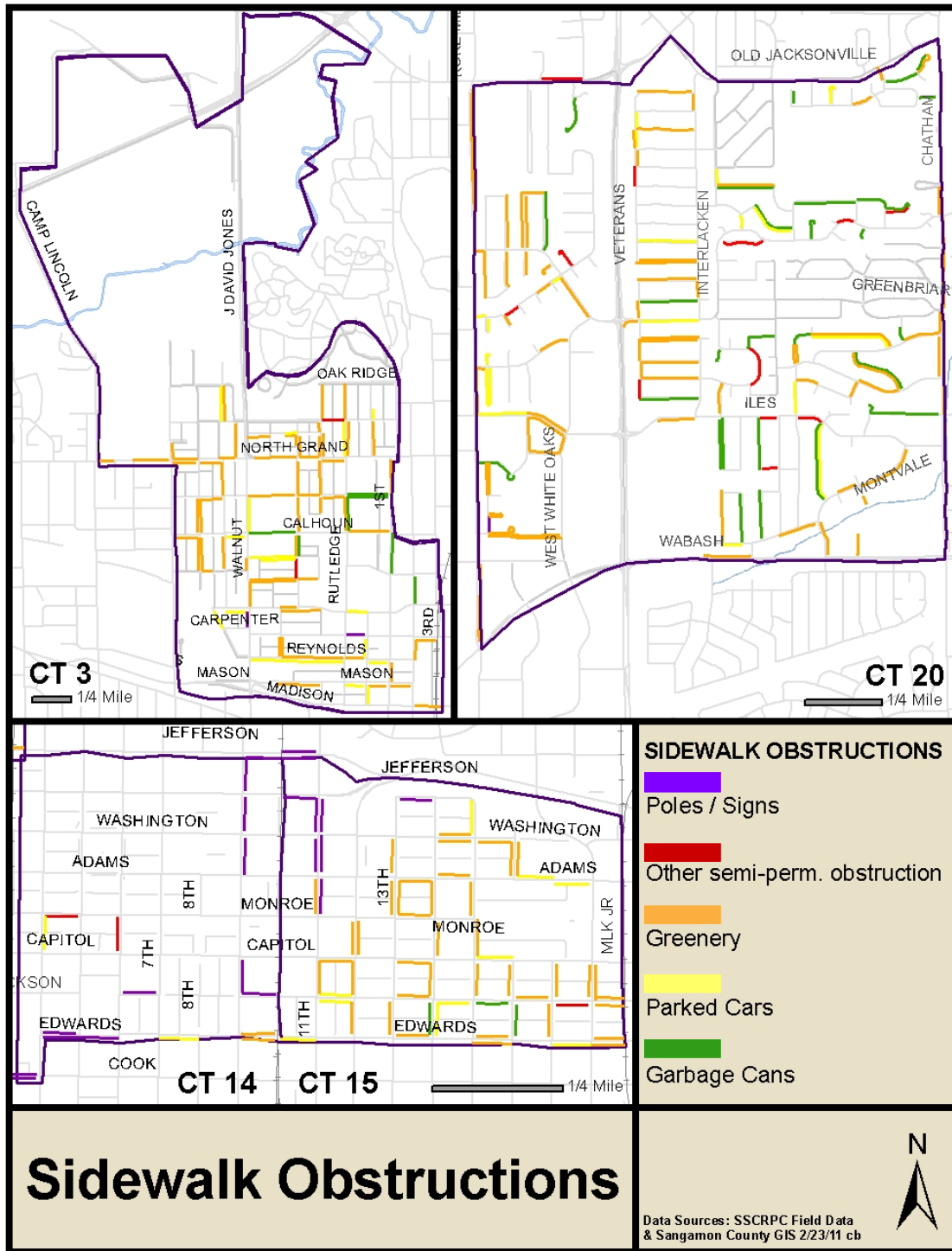


in driveways so that they blocked the sidewalk. Overgrown vegetation is the leading type of obstruction, except for downtown, which as noted has the most paved buffers. Tract 14 and Tract 15 have the highest percentage of poles or signs within the sidewalk width. This is less of a problem for Tract 14, as most of its sidewalks were greater than 6ft wide and we generally found there is still 5 ft of useable open passage where poles were found. Tract 15, however, has mostly 4 ft sidewalk widths, so these obstructions make the segments impassible for many users. The east side of Eleventh Street, south of Washington is a good example of this situation.



Table 6. Sidewalk Obstructions

Area	Garbage cans	Green	Pole / sign	Vehicle	None	Other
Full Study Area	3%	14%	2%	4%	76%	1%
Tract 3	2%	22%	1%	6%	69%	1%
Tract 14	0%	1%	7%	1%	90%	1%
Tract 15	2%	21%	5%	5%	68%	1%
Tract 20	5%	13%	0%	3%	78%	2%



Sidewalk Continuity (Completeness)

Complete sidewalk segments are those without gaps and that are not isolated. Continuity helps ensure pedestrians have a developed surface along their route and reduces the

likelihood they will have to travel in traffic on roadways. Tracts 3 and 20 are notably higher in the number of dead ends and gaps than the other two tracts. In Tract 3, many of the dead ends are due to grid-design neighborhood blocks with sidewalks where many of the segments do not extend to the roadways at each end. Therefore, pedestrians must cross an area without any sidewalk at the beginning and end of each segment (see picture on page 15). Much of the area is residential and its sidewalks would need to be extended to the roadways to be fully accessible for residents.

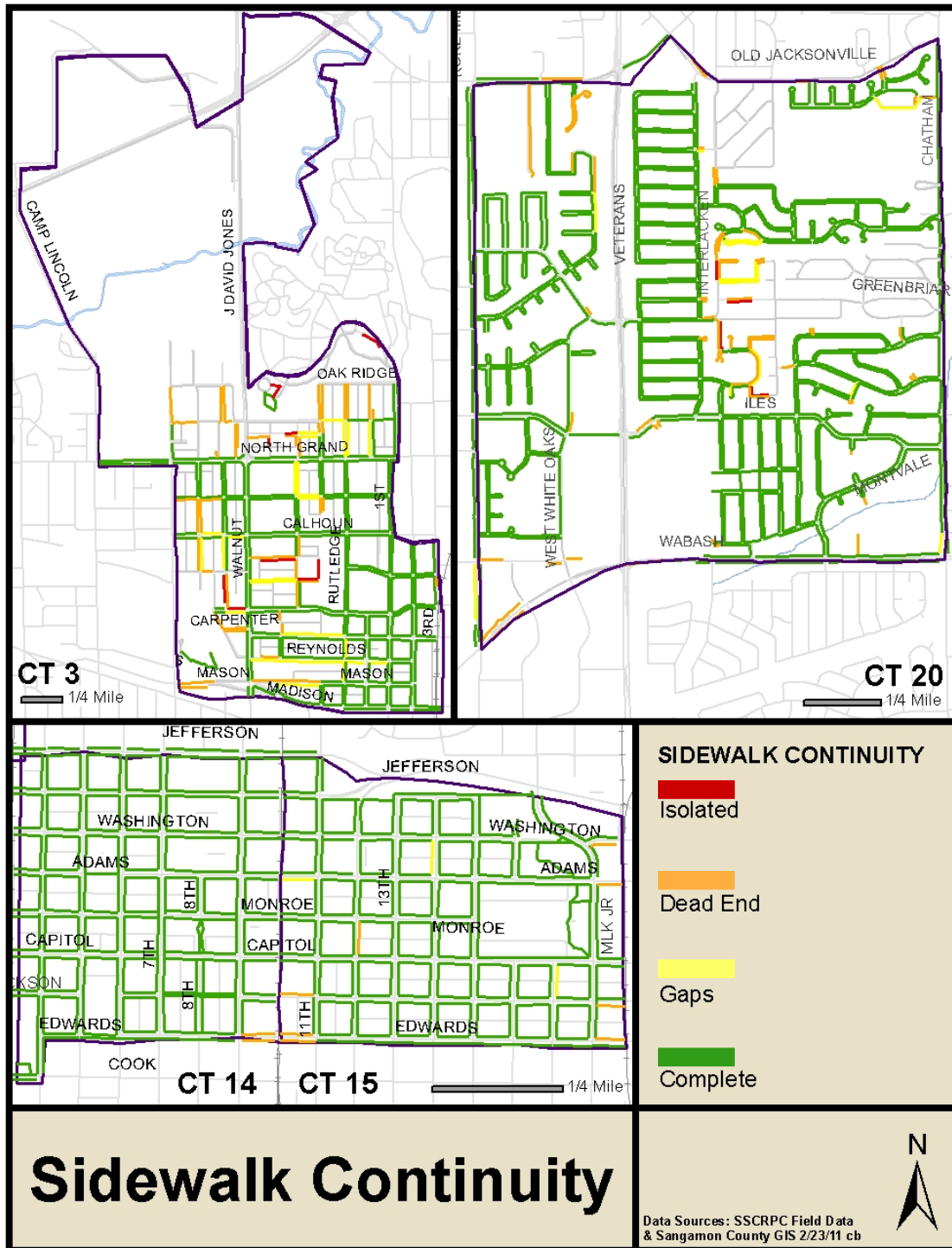
In contrast, many of Tract 20's dead end and gapped segments appear in newer areas where land development is not complete for all parcels along the segment. In these segments, many times the sidewalk ends or has a gap at any undeveloped parcels, regardless of the age of the other structures along the segment. Springfield ordinances require developers to ensure sidewalks are built to specific standards.

Tract 20: development gaps



Table 7. Sidewalk Segment Continuity

Area	Isolated	Dead end	Gaps	Complete
Full Study Area	1%	10%	3%	86%
Tract 3	3%	16%	8%	72%
Tract 14	0%	1%	0%	99%
Tract 15	0%	4%	2%	94%
Tract 20	1%	11%	2%	86%



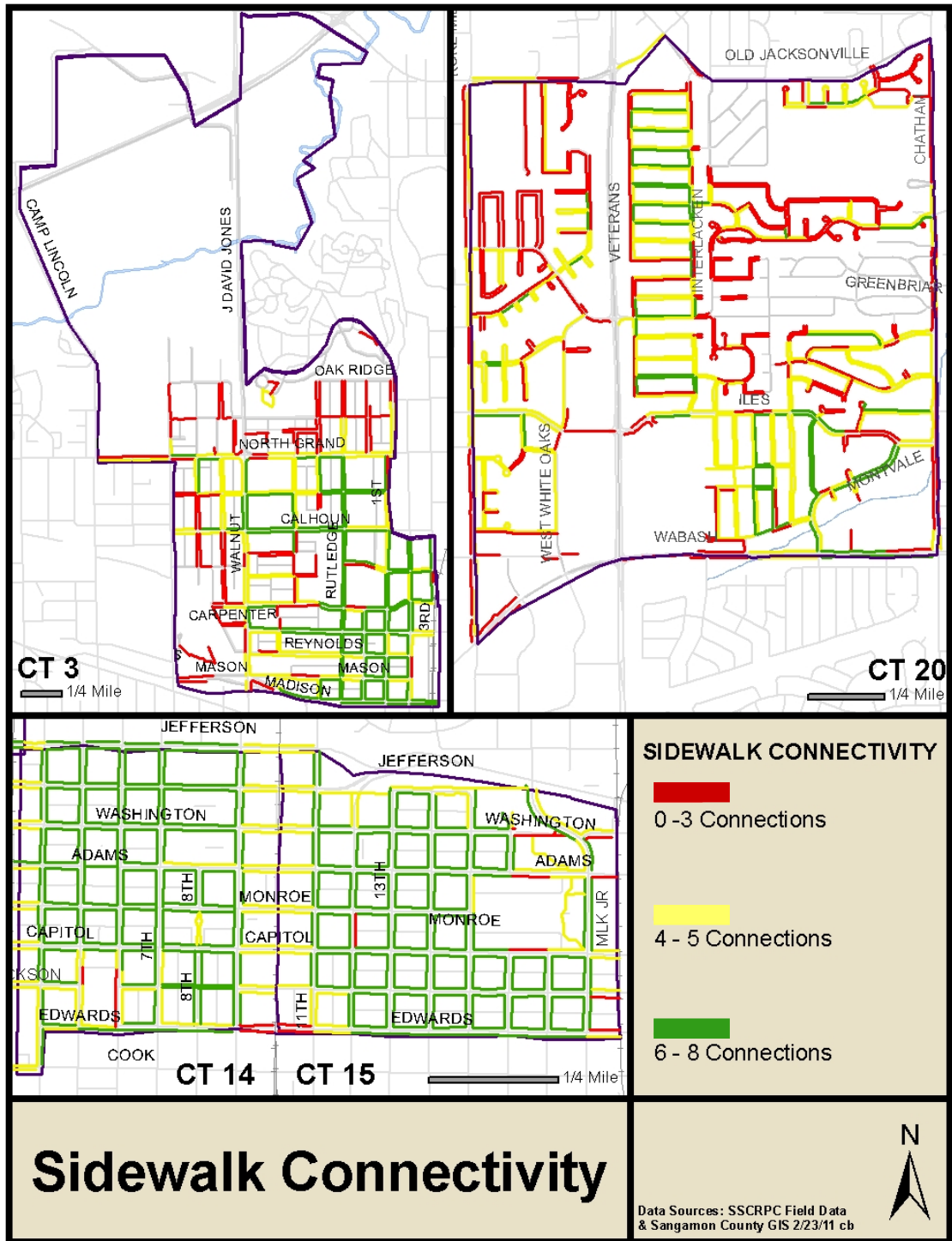
Sidewalk Segment Connectivity

Connectivity refers to the number of connections found on a segment that leads to other sidewalk segments. High connectivity typifies robust pedestrian networks allowing many route options for users to reach their destinations. Tracts 14 and 15 are significantly higher in connectivity than Tracts 3 and 20. Grid-style block development dominates Tracts 14 and 15, which allows more potential connections as well as shorter block lengths. This increases residents' frequency of utilitarian pedestrian trips (Shriver, 1997). Tract 3 does have a large portion of grid development, but has lower connectivity due to the high amount of segments that terminate before connecting, as noted previously. Tract 20 has the greatest amount of non-linear street development and longer block lengths. In the table below, higher connectivity numbers means pedestrians have a more complete sidewalk network that gives them greater route flexibility and reaches more destinations.



Table 8. Number of Sidewalk Segment Connectivity Points

Area	0-3	4-5	6-8
Full Study Area	31%	34%	34%
Tract 3	31%	31%	37%
Tract 14	3%	29%	69%
Tract 15	6%	22%	72%
Tract 20	48%	41%	11%



Sidewalk Accessibility

Accessibility is derived from a combination of each segment's sidewalk width, condition, continuity, its number of curb cuts, and if those curb cuts are textured. However, for Accessibility, all segments in the study are rated, including alleys and roads where sidewalk is not present, as those with mobility issues must find ways to reach destinations regardless of sidewalk presence. Each attribute was scored from 0-2 indicating not present, low, medium, or high values. They attribute scores were then totaled, the higher the score, the more accessible the segment. Including this accessibility rating, five ratings were created by the Commission to combine attributes for further analysis. Details for each are in Appendix B.



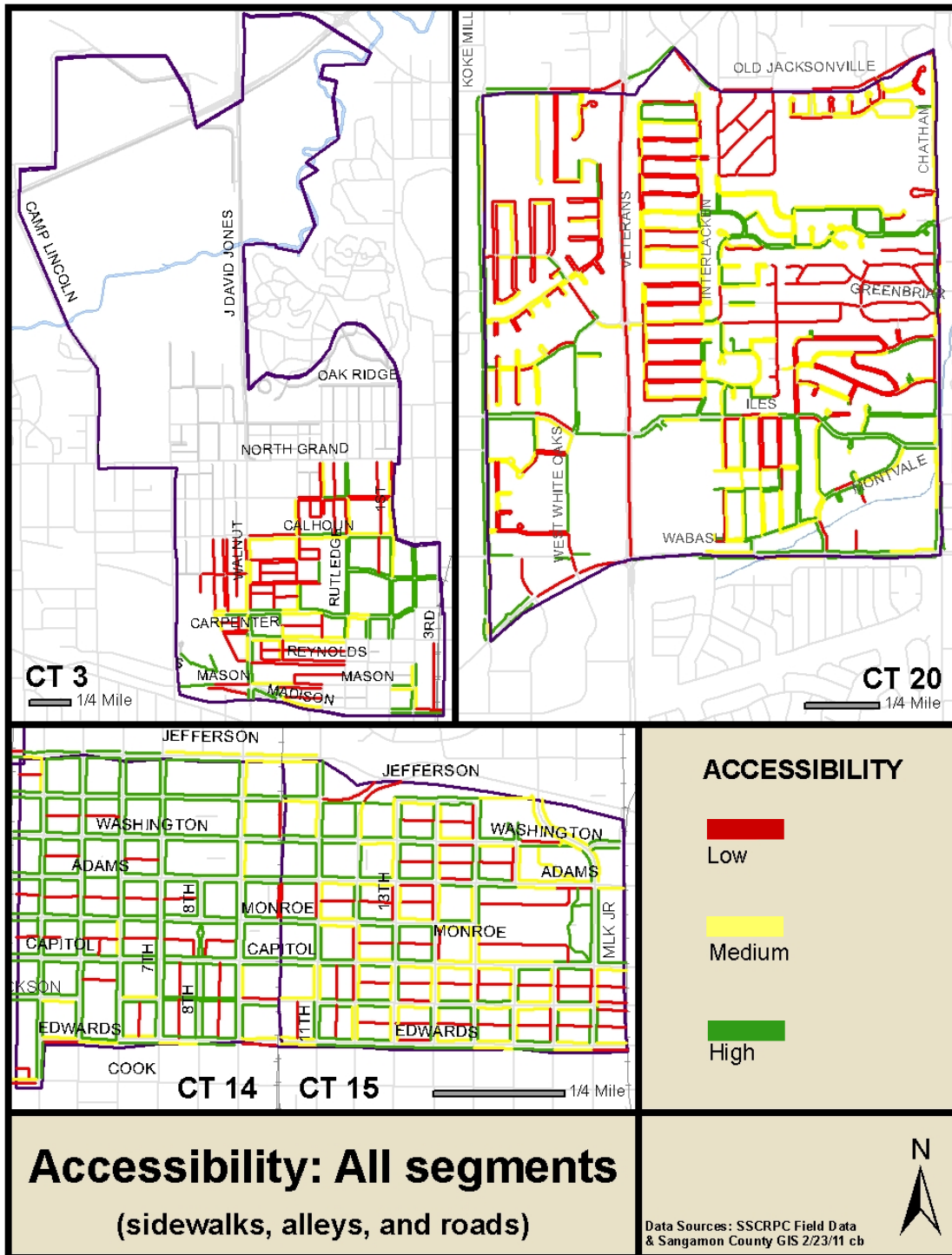
Across the study area, the accessibility results are split evenly between those ranked low, medium, and high. The total possible accessibility score is 8. Low rankings scored 3 or less, with medium scoring 4 or 5, and high scoring 6 or more. Tract 14, again receives high marks. Tract 15 is the second highest as it also scores high for completeness and curb cuts/curb cuts with texture. Tract 3 again rates low due to its high number of dead end segments at road crossings, which also means no curb cuts at those locations. Tract



20 is not helped by its amount of dead end segments, but closer inspection reveals a wide distribution of segments that lack curb cuts. Many of these segments slope somewhat to meet the roadway, but still have slope or surface condition characteristics leaving them well out of accessible consideration. It is of note that Tract 20 has a surprisingly low number of ADA-compliant curb ramps considering the amount of relatively recent development.

Area	Low (0-3)	Medium (4-5)	High (6-8)
Full Study Area	35%	29%	36%
Tract 3	50%	22%	28%
Tract 14	14%	9%	77%
Tract 15	24%	33%	43%
Tract 20	35%	38%	27%

Table 9. Number of Sidewalk Accessibility Points



Special Focus: Segments within ¼ Mile of Senior Care/Residential Facilities or Schools

The sidewalk condition attribute and accessibility rating were each selected for comparisons between segments that are within ¼ mile of a school, segments that are within ¼ mile of a senior care or senior residential facility, and all study area tract segments. Note, there are schools and senior care facilities that are outside of the study area's census tracts and do not show up on the maps, but are within ¼ mile of segments found in the study area. The result is some segments shown may appear to be outside of ¼ miles of the indicated schools or senior care facilities.

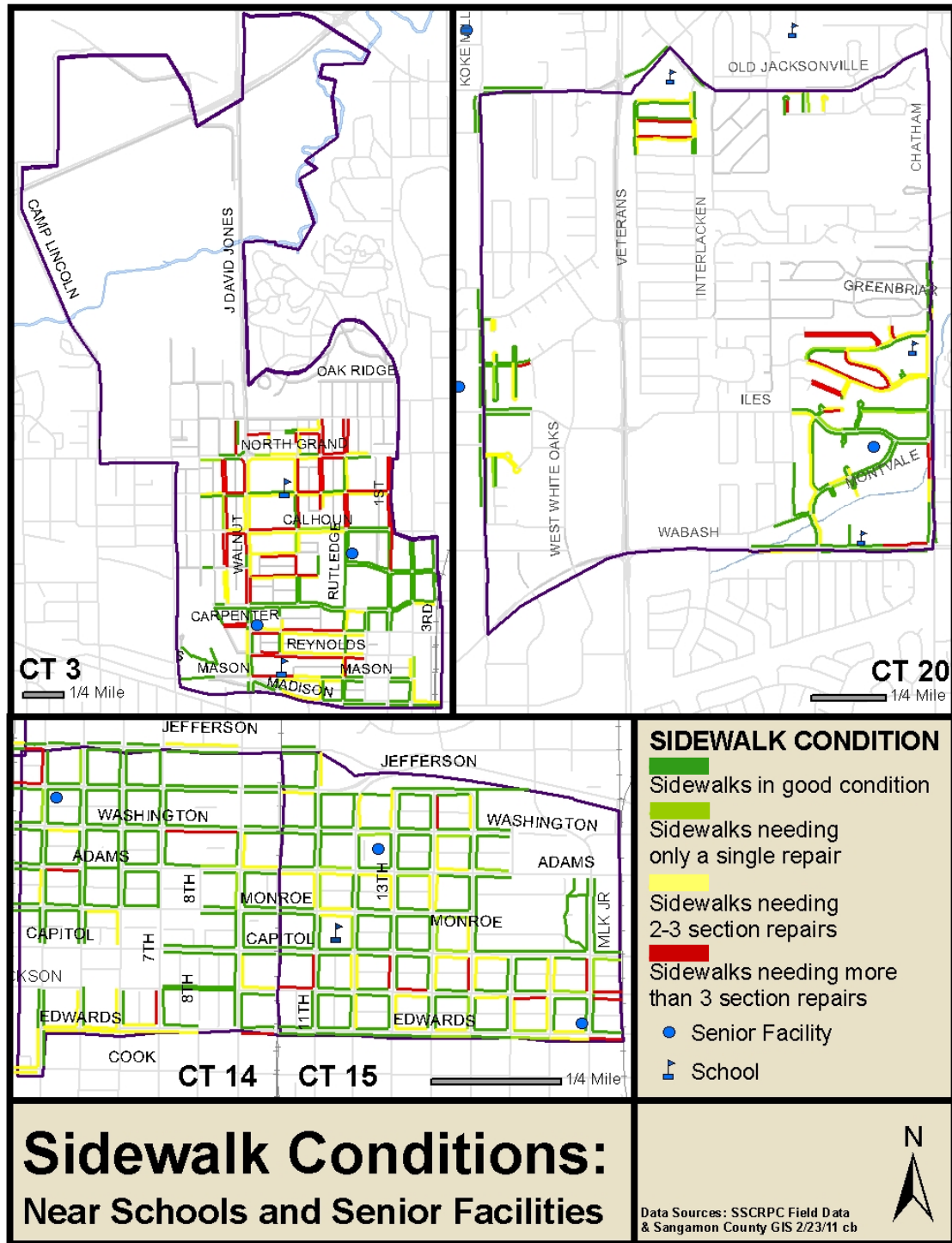
Sidewalk condition near schools and senior care facilities

In terms of sidewalk condition, locations near senior facilities actually fare somewhat better than the tract averages. Segments near schools, however, are lower than the overall tract results. These segments are worth consideration in maintenance planning as they potentially have higher than average pedestrian traffic and a more vulnerable walking population. It is worth noting that the Safe Routes to School program may offer funding avenues to improve these areas.

Tract 15 has a high number of “Good+1” segments overall, and this is slightly higher near senior locations. These offer opportunities where “quick fixes” are likely to affect the greatest number of pedestrians.

Table 10. Sidewalk Conditions near Schools and Senior Facilities

Area	Good	Good+1	Fair	Poor
Full Study Area	60%	7%	21%	10%
Full Study Area - Schools	53%	6%	27%	14%
Full Study Area - Senior	63%	6%	18%	11%
Tract 3	43%	7%	26%	23%
Tract 3 - Schools	39%	4%	28%	27%
Tract 3 - Senior	51%	3%	21%	22%
Tract 14	76%	3%	14%	4%
Tract 14 - Schools	60%	4%	32%	4%
Tract 14 - Senior	83%	2%	7%	6%
Tract 15	63%	9%	22%	6%
Tract 15 - Schools	67%	8%	21%	4%
Tract 15 - Senior	63%	11%	20%	6%
Tract 20	62%	7%	21%	8%
Tract 20 - Schools	55%	6%	29%	10%
Tract 20 - Senior	63%	6%	22%	9%



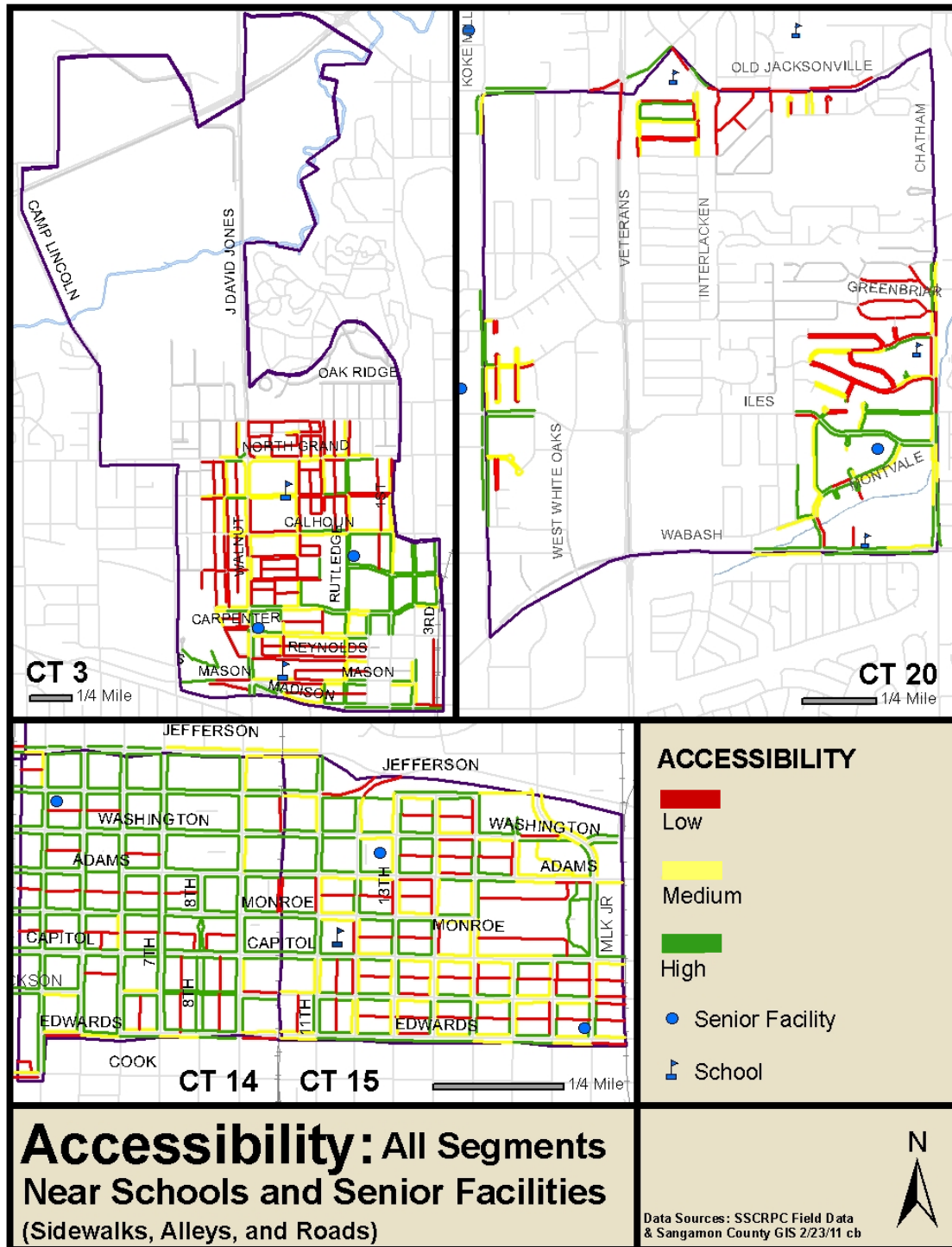
Accessibility near schools and senior care facilities

When focused on areas near senior facilities, the accessibility ratings closely resemble the findings across the entire study area. Note that this means there are significant numbers of low rated segments near senior facilities. Schools are also similar to the full study area

ratings, but a bit less so. In particular, Tract 20's school accessibility rating has 7% more low rated segments than the tract overall. This is understandable, as two of the three schools in Tract 20 have nearby segments within the two areas in Tract 20 that do not have sidewalks.

Table 11. Sidewalk Accessibility Points near Schools and Senior Facilities

Area	Low (0-3)	Medium (4-5)	High (6-8)
Full Study Area	35%	29%	36%
Full Study Area - Schools	36%	28%	36%
Full Study Area - Senior	28%	23%	49%
Tract 3	50%	22%	28%
Tract 3 - Schools	46%	30%	23%
Tract 3 - Senior	41%	22%	36%
Tract 14	14%	9%	77%
Tract 14 - Schools	18%	14%	68%
Tract 14 - Senior	13%	4%	83%
Tract 15	24%	33%	43%
Tract 15 - Schools	23%	30%	47%
Tract 15 - Senior	25%	31%	44%
Tract 20	35%	38%	27%
Tract 20 - Schools	42%	27%	31%
Tract 20 - Senior	24%	31%	45%

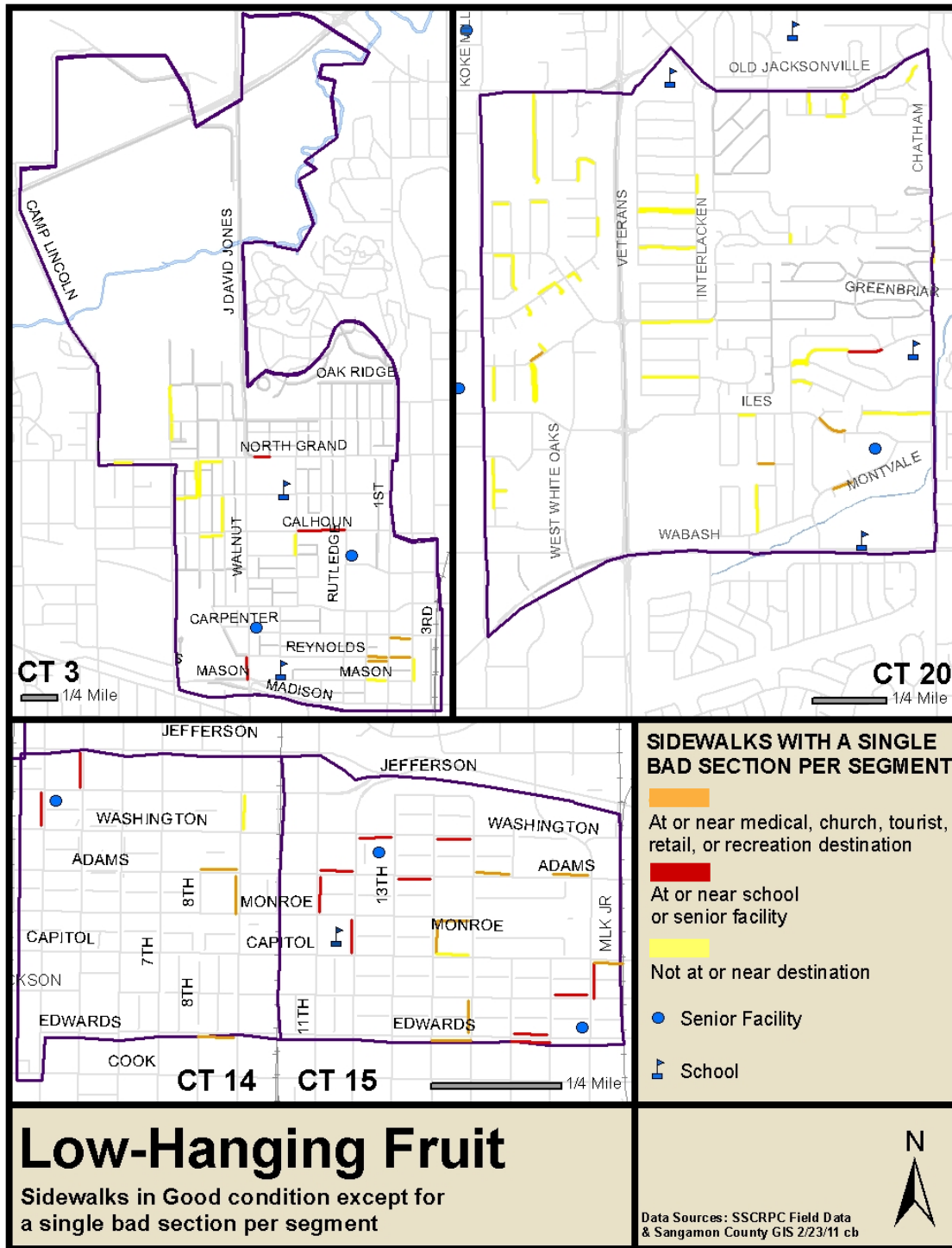


“Low-Hanging Fruit”

Earlier, it was noted that segments rated with a “Good+1” sidewalk condition rating provide good opportunities where a segment’s surface condition may be impassible for users with a mobility issue, but can be fixed with relatively little required maintenance.

All of the “Good+1” segments found have been grouped and mapped. One group includes any “Good+1” segments that are at or adjacent to a school or senior care/residential facility. These are considered high priority quick fixes, or “low-hanging fruit”. Another group specifies those that are at or adjacent to medical facilities, churches, parks, retail or tourist destinations, these represent elevated priority fixes. The last group contains all “Good+1” segments not at or adjacent to these destinations.

While there may be other reasons why these might be excellent opportunities to improve a sidewalk segment, for this analysis, they are considered lower priority fixes.



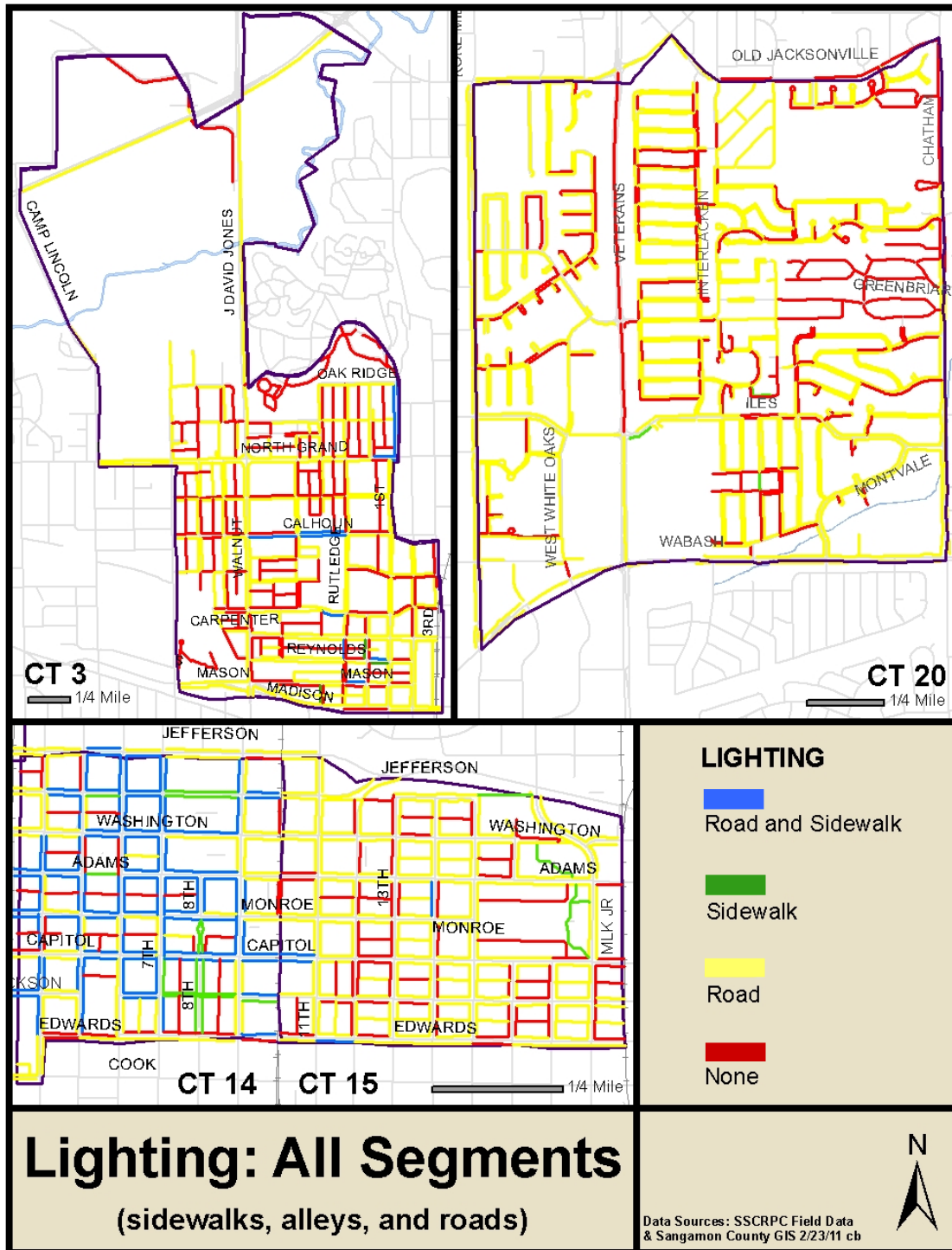
Lighting

This attribute was documented for sidewalks, alleys and road segments without sidewalks. Adequate road or sidewalk lighting is a major concern for pedestrians, particularly in alleviating safety concerns and fear of crime when walking in the dark

(Painter, 1996). Road lighting is the most frequently found lighting throughout the study area. Downtown Springfield has a high number of segments with both road and path lighting, particularly in areas around tourist attractions. Tract 3 has the highest percentage of segments with no lighting, likely due to its high number of older developments that pre-date Springfield ordinance requirements. The largest single area in Tract 20 without lighting is the Leland Grove neighborhood mentioned earlier due to also having no sidewalks.

Table 12. Lighting

Area	Both (road & path)	Road	Path	None
Full Study Area	8%	59%	2%	32%
Tract 3	4%	55%	1%	40%
Tract 14	46%	31%	6%	17%
Tract 15	2%	68%	2%	28%
Tract 20	0%	67%	0%	33%



B. Pedestrian Signal Timing Analysis

As noted earlier, an important issue for older residents and those with mobility issues is the length of time given by pedestrian crossing signals. The pedestrian signal timing field data was compared to the latest federal design guidance for pedestrian signal timing and to a federal recommendation regarding pedestrian crossing timings for older pedestrians.

Twenty-one intersections with pedestrian crossing signals were selected for the comparisons. The crossings chosen are near points of known higher concentrations of older residents and/or near points of transition between areas of high residential land-use and service/retail land use. An effort was made to represent each of the four study area Census tracts in the selection.

The signal timing was recorded on-site for north-south and east-west travel using a stopwatch. The length of pedestrian travel was determined using Sangamon County GIS orthoimagery and roadway planimetry data and included the roadway width, curb width, and approximately one-foot buffer at each end.

The signal timing field data and crossing width determinations were then compared to both the MUTCD guidelines that define design requirements for public roadways and the FHWA recommendation for accommodating the 15th percentile of older, slower pedestrians. MUTCD refers to the Federal Highway Administration's Manual for Uniform Traffic Control Devices and dictates design requirements for public roadways. The MUTCD pedestrian signal specification includes a formula to determine the recommended pedestrian signal timing length and assumes pedestrian travel at 3.5ft/second (FHWA, 2009). The FHWA recommendation for slower, senior pedestrians uses the same formula, except for the assumed pedestrian rate of travel, which drops to 2.8ft/second (Alicandri, Robinson, & Penney, 1999).

The twenty-one intersections provide 42 data points as there is a crossing for each road at an intersection. Of the 42 data points, 16 (38%) had existing timing lower than the MUTCD guidelines. Seven (17%) of those were within 1-2 seconds of the recommendation, while only one was greater than 5 seconds under the recommended timing. Of the 26 points (62%) with timing over the recommended amount, 22 (52%) of them exceeded the MUTCD guidelines by over 5 seconds. Eleven (26%) of the points exceeded MUTCD guidelines by 25 seconds or longer. Chart 1 groups the distribution of results for the MUTCD comparison.

When the FHWA older pedestrian formula is applied, the number of crossings with timing below recommendations grows from 16 to 18 (43%). None of the 18 is within 1-2 seconds of the recommended timing and four (10%) are short of the recommendation by 5 seconds or less. Of the remaining 14 (33%), one is 13 seconds short and all others (31%) are between 6-10 seconds short of the recommendations. Many of the crossings remained well over recommended timing when this formula is applied. Chart 2 groups the distribution of results for the FHWA comparison.

Existing Pedestrian Crossing Timing vs. MUTCD and FHWA Older Pedestrian Recommendations

Chart 1

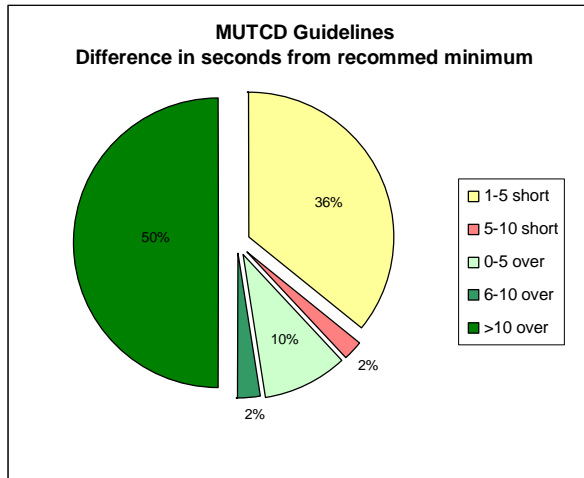
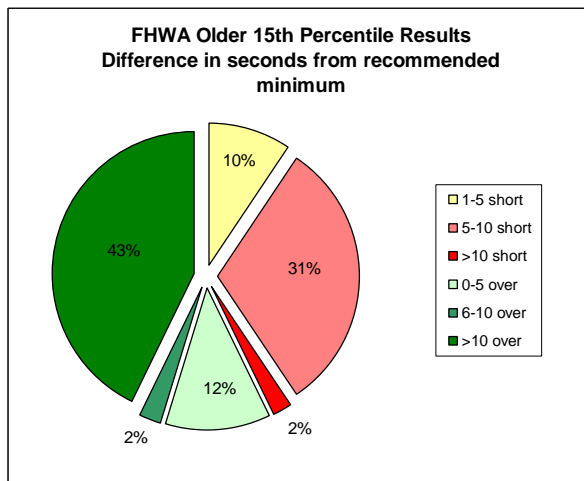


Chart 2



Overall, a significant proportion of the signal crossings were short of the recommended MUTCD guidance. When the FHWA older 15th percentile rate was used, a substantial number of intersections shifted to being at least 5 seconds short of the recommendations. To offer some perspective, 5 seconds at the older pedestrian rate is the equivalent of 14 feet, which potentially leaves a pedestrian a full roadway lane short of being fully crossed when traffic is signaled to move through the intersection.

It is worth remembering that the four Census tracts selected for this field study were selected due to their high percentages of senior residents. In addition, the pedestrian signal locations were at or adjacent to senior housing facilities or were at intersections that bridged residential neighborhoods and business destinations. Due to these factors, the FHWA older pedestrian recommended timings are meaningful for these crossings.

A listing of all of the pedestrian intersections and results and maps representing the findings for the pedestrian location crossings for each census tract are below. A table indicating the distribution of findings for all of the Field Assessment's field attributes and their associated ratings is in Appendix C.

Intersection Pedestrian Signal Analysis					
Intersection	Direction of Travel	Timing			
		MUTCD*	MUTCD Diff**	FHWA-E***	FHWA-E Diff****
Montvale & Iles	NS	30	(3)	36	(9)
	EW	27	(1)	32	(6)
Chatham & Old Jack	NS	18	31	21	28
	EW	25	(4)	30	(9)
Greenbriar & West White Oaks	NS	20	(3)	23	(6)
	EW	24	(9)	28	(13)
North Grand & Rutledge	NS	25	(3)	30	(8)
	EW	20	28	23	25
North Grand & 1st	NS	25	(5)	30	(10)
	EW	22	22	26	18
1 st & Carpenter	NS	20	0	23	(3)
	EW	20	22	23	19
Carpenter & Walnut	NS	25	19	29	15
	EW	28	2	33	(3)
Miller/Union & 1 st	NS	22	(2)	25	(5)
	EW	22	(2)	26	(6)
Jefferson & 4 th	NS	23	(3)	27	(7)
	EW	22	16	25	13
Washington & 4 th	NS	24	27	28	23
	EW	20	5	23	2
Adams & 4 th	NS	23	32	27	28
	EW	19	3	22	(0)
5 th & Monroe	NS	22	14	26	10
	EW	23	17	27	13
4 th & Monroe	NS	23	18	27	14
	EW	20	25	23	22
Washington & 7 th	NS	25	(5)	30	(10)
	EW	23	32	27	28
Adams & 7 th	NS	23	13	27	9
	EW	23	16	27	12
9 th & Adams	NS	24	26	28	22
	EW	26	(1)	31	(6)
9 th & Monroe	NS	23	27	27	23
	EW	26	(1)	30	(5)
Capitol & 11 th	NS	20	35	23	32
	EW	22	(2)	26	(6)
Monroe & 11 th	NS	24	31	28	27
	EW	22	(2)	26	(6)
Washington & 11 th	NS	26	29	30	25
	EW	23	(3)	27	(7)
11 th & Jefferson	NS	25	15	30	11
	EW	24	8	28	4

* MUTCD = Manual of Uniform Traffic Control Devices Specification

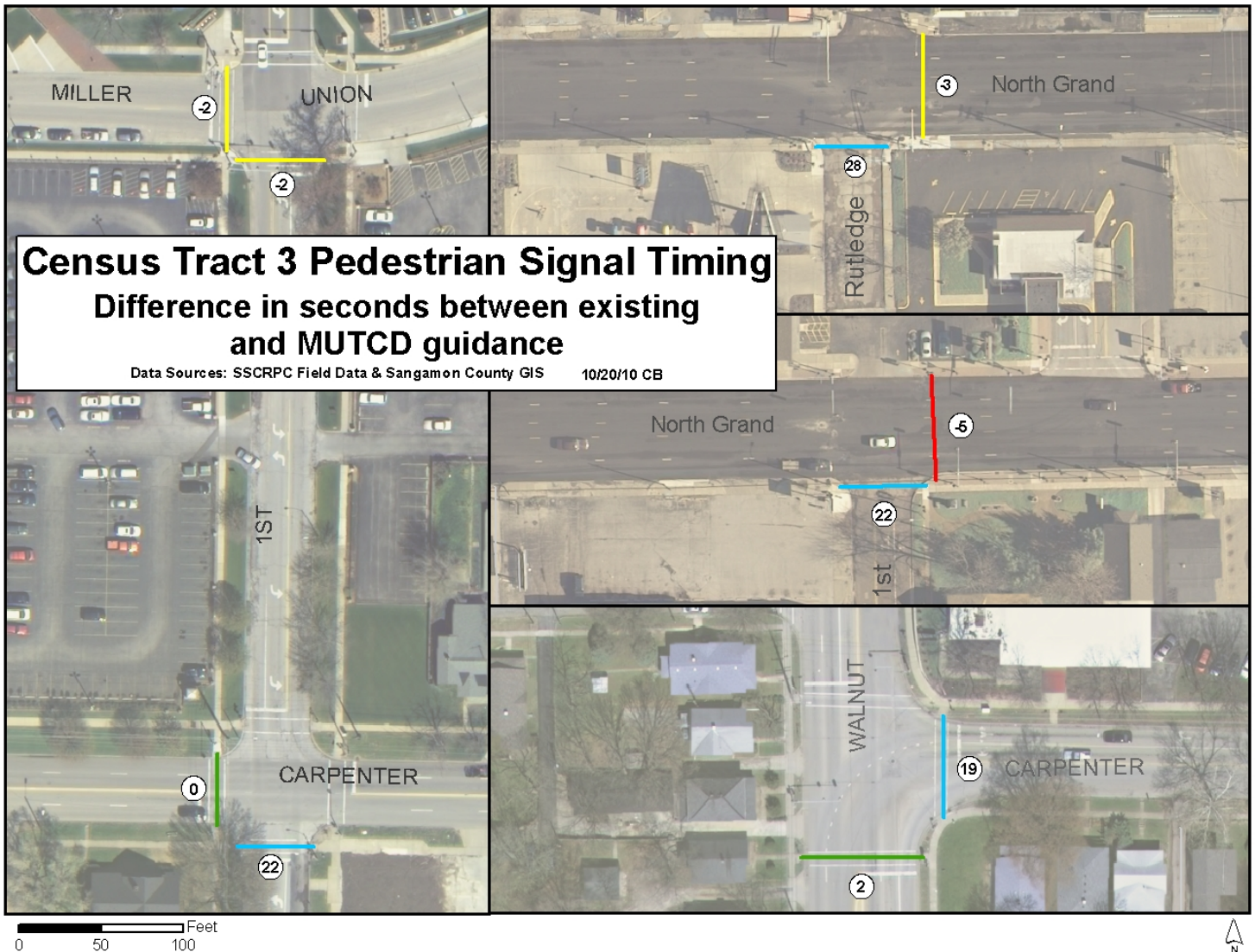
** MUTCD Diff = Difference in seconds between existing timing and MUTCD specification

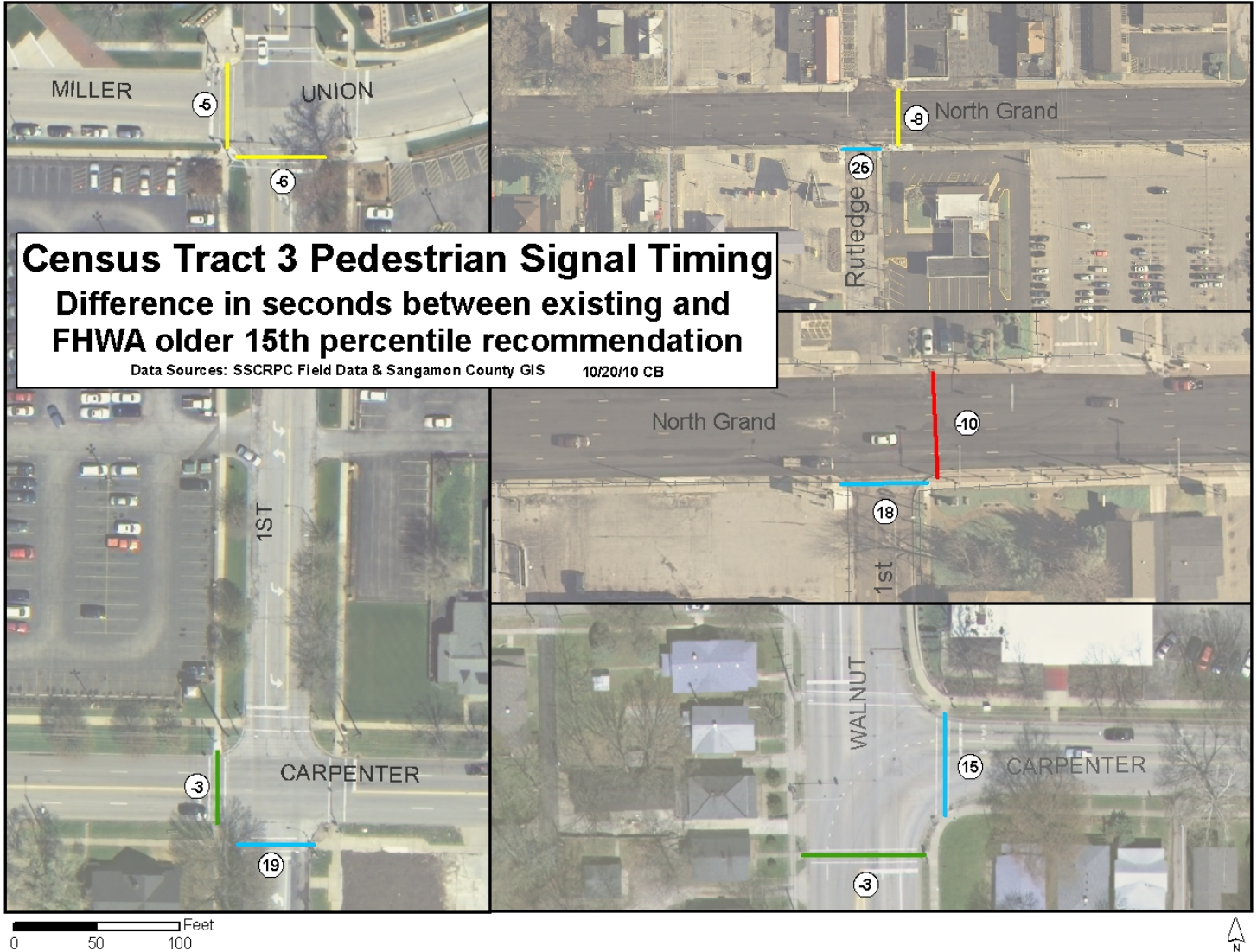
*** FHWA-E - Federal Highway Administration recommendation for areas w/high senior concentrations.

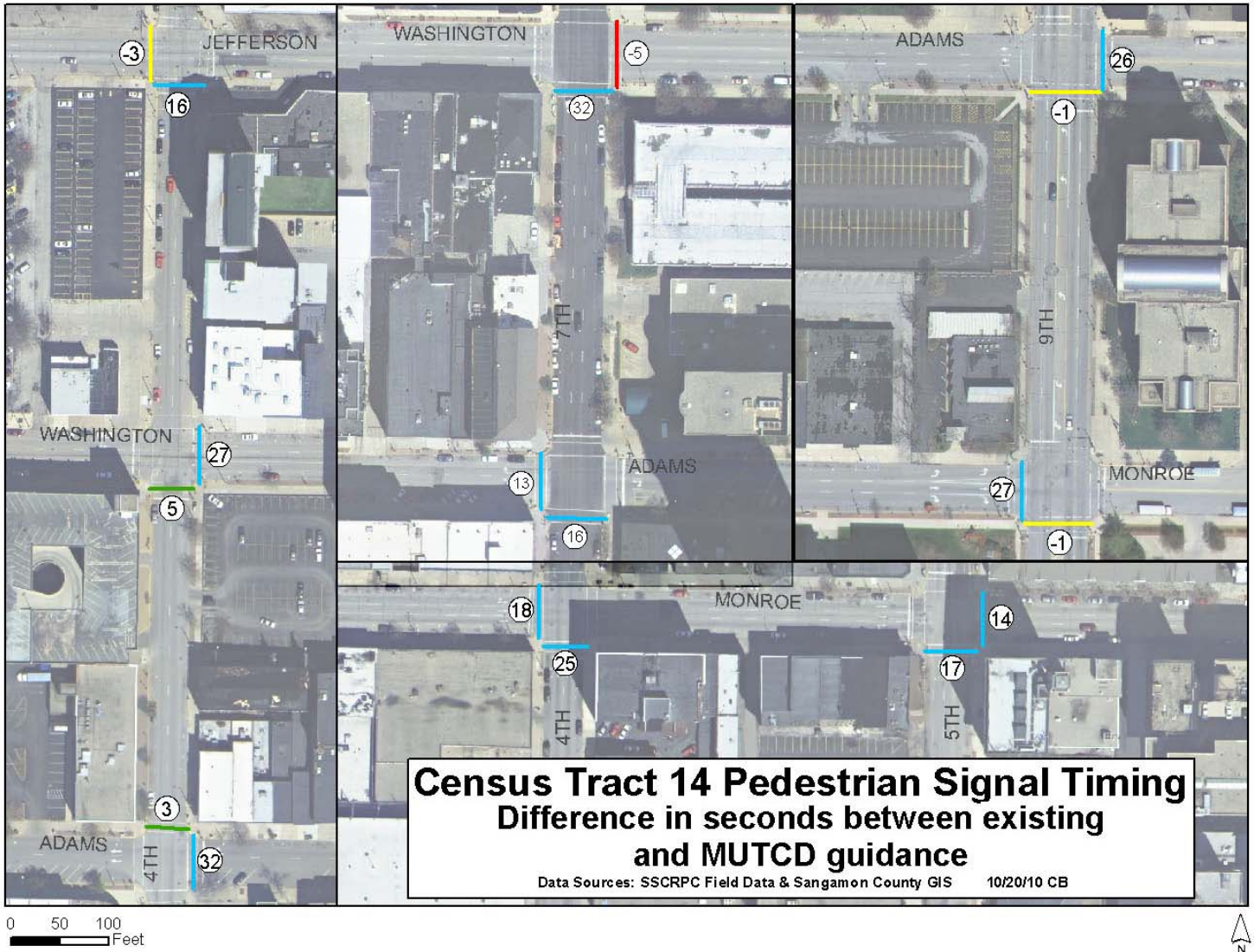
**** FHWA-E Diff = Difference in seconds between existing timing and FHWA-E recommendation

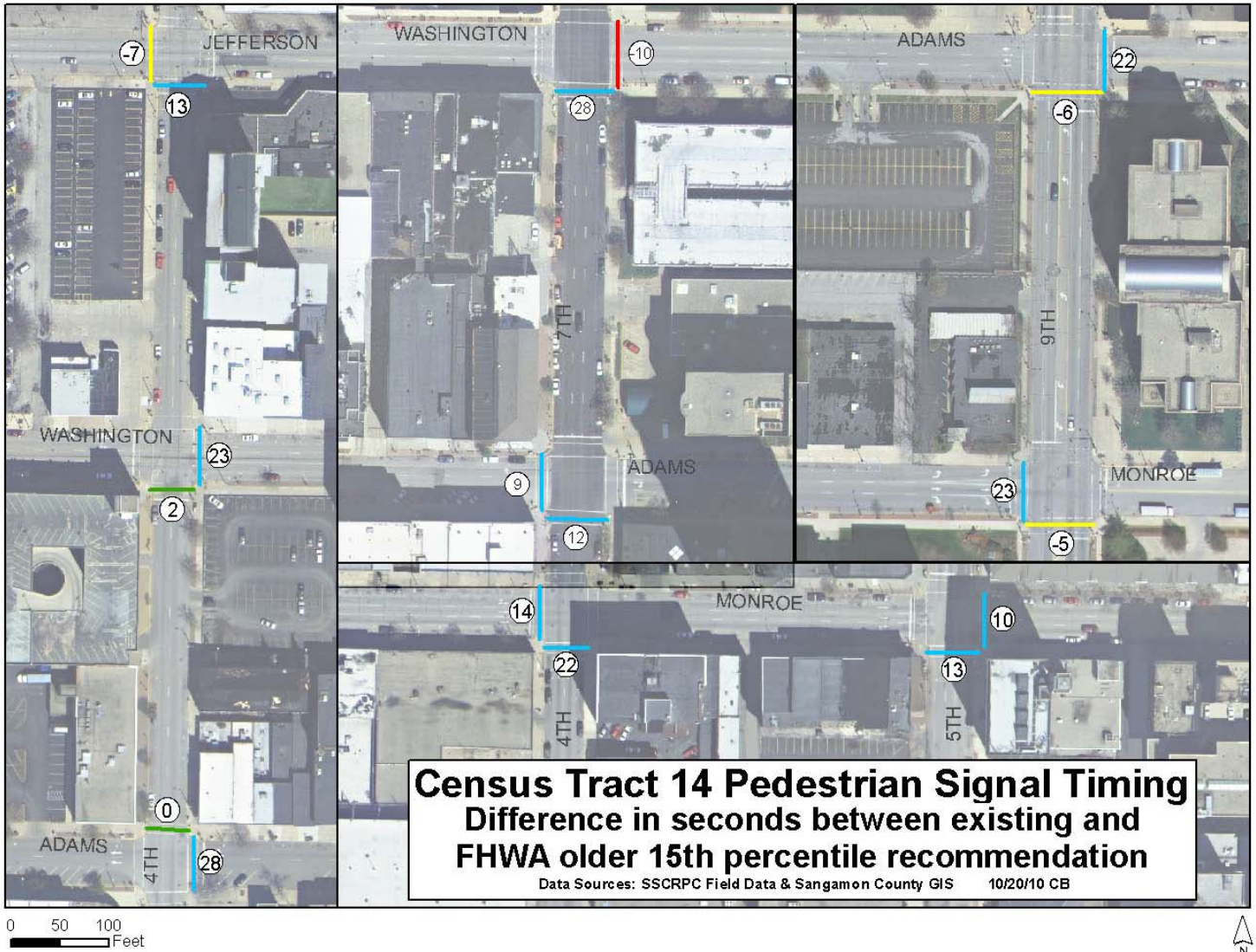
For the following maps, both the line color (see the key below) and the number near each crossing indicate the number of seconds above or below the comparison guidance or recommendation.

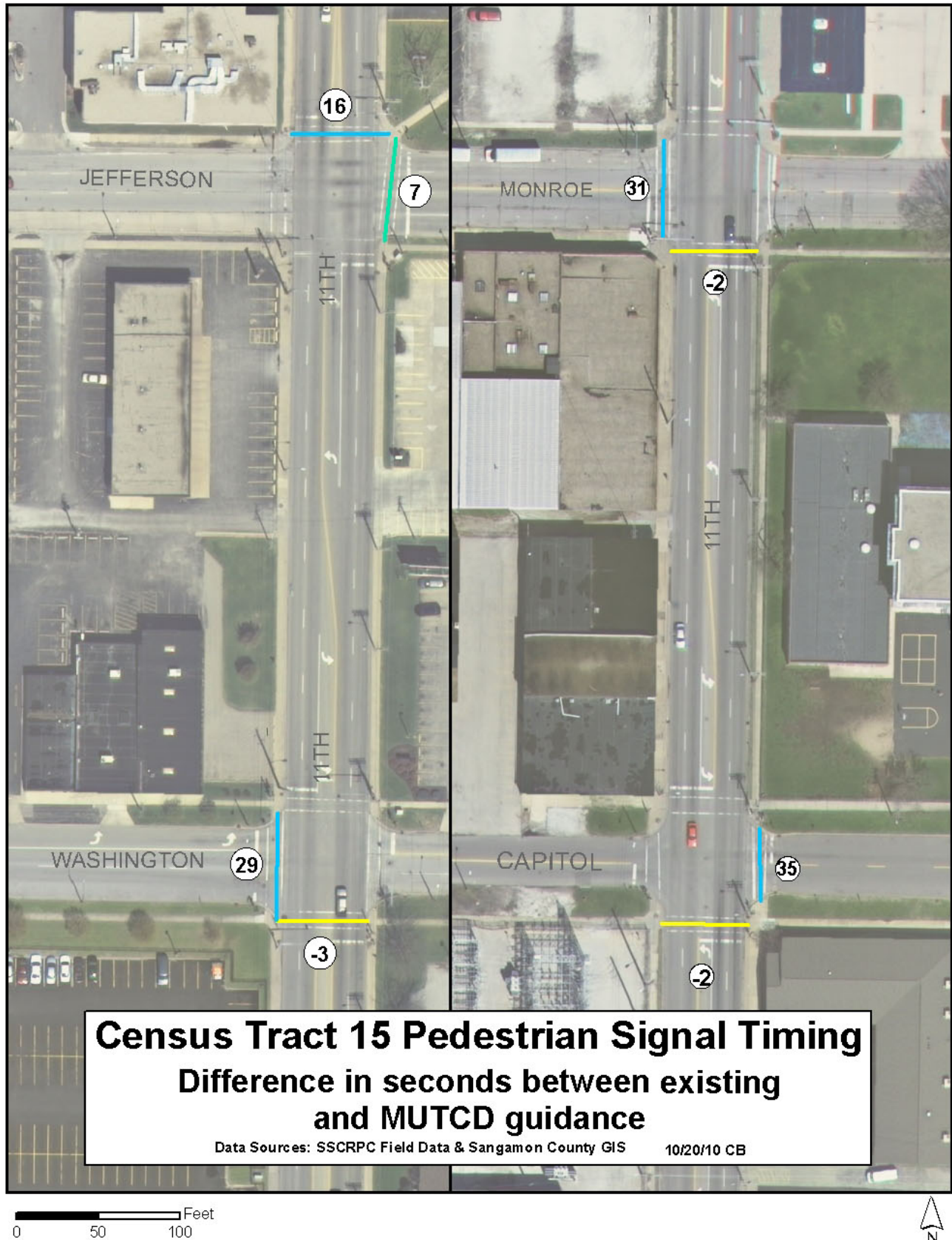
- = At least 5 seconds short
- = One to 4 seconds short
- = One to 5 seconds long
- = At least 5 seconds long

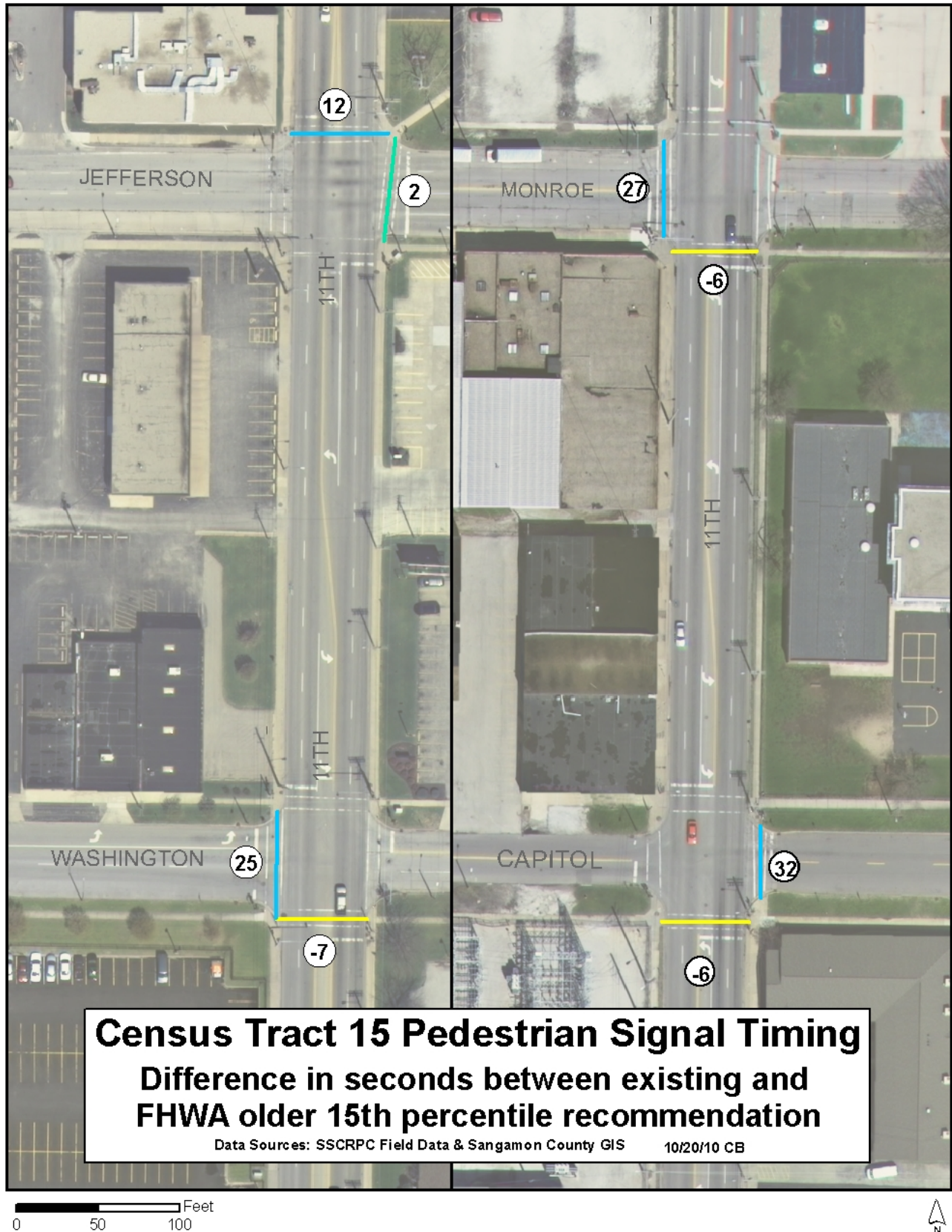


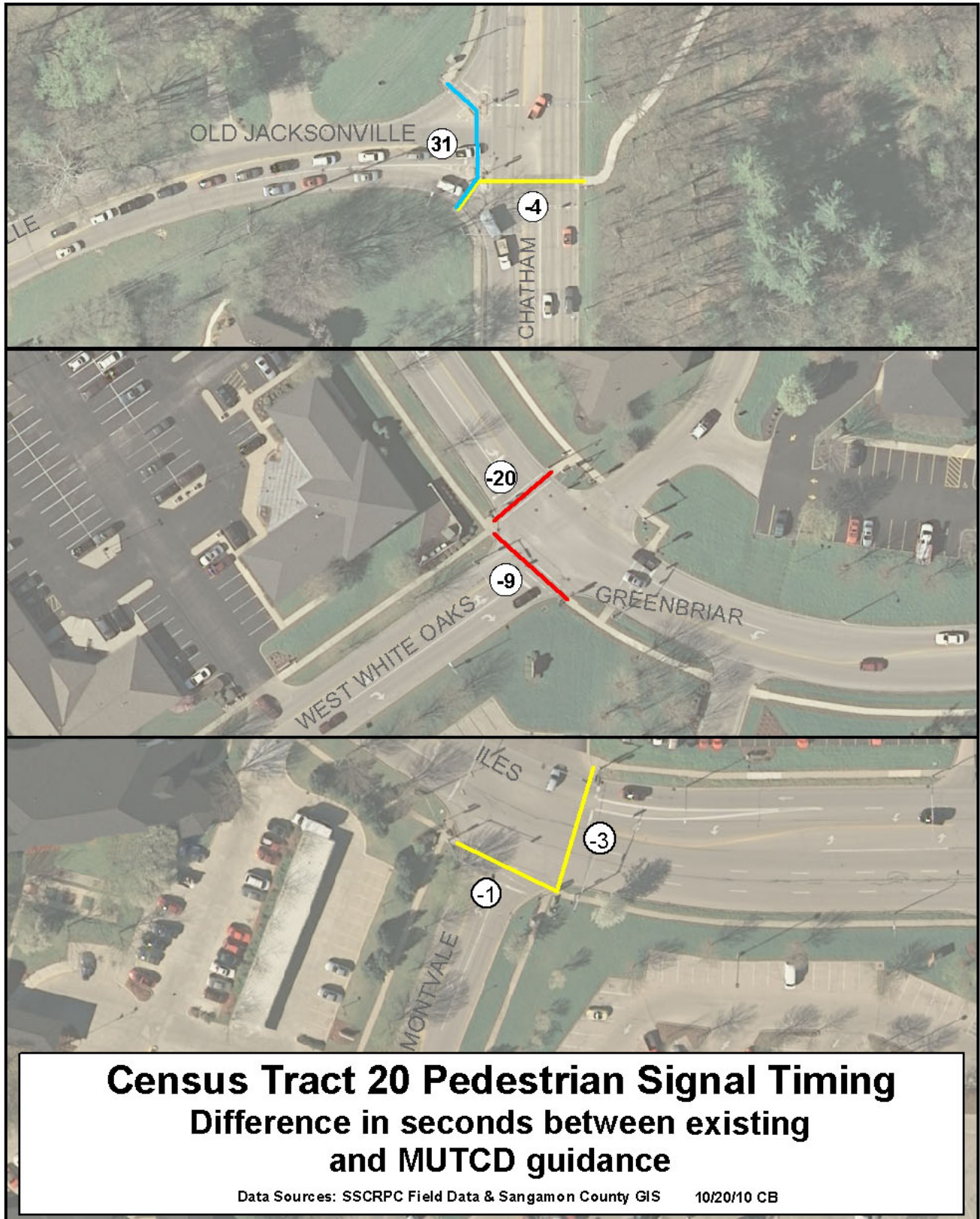


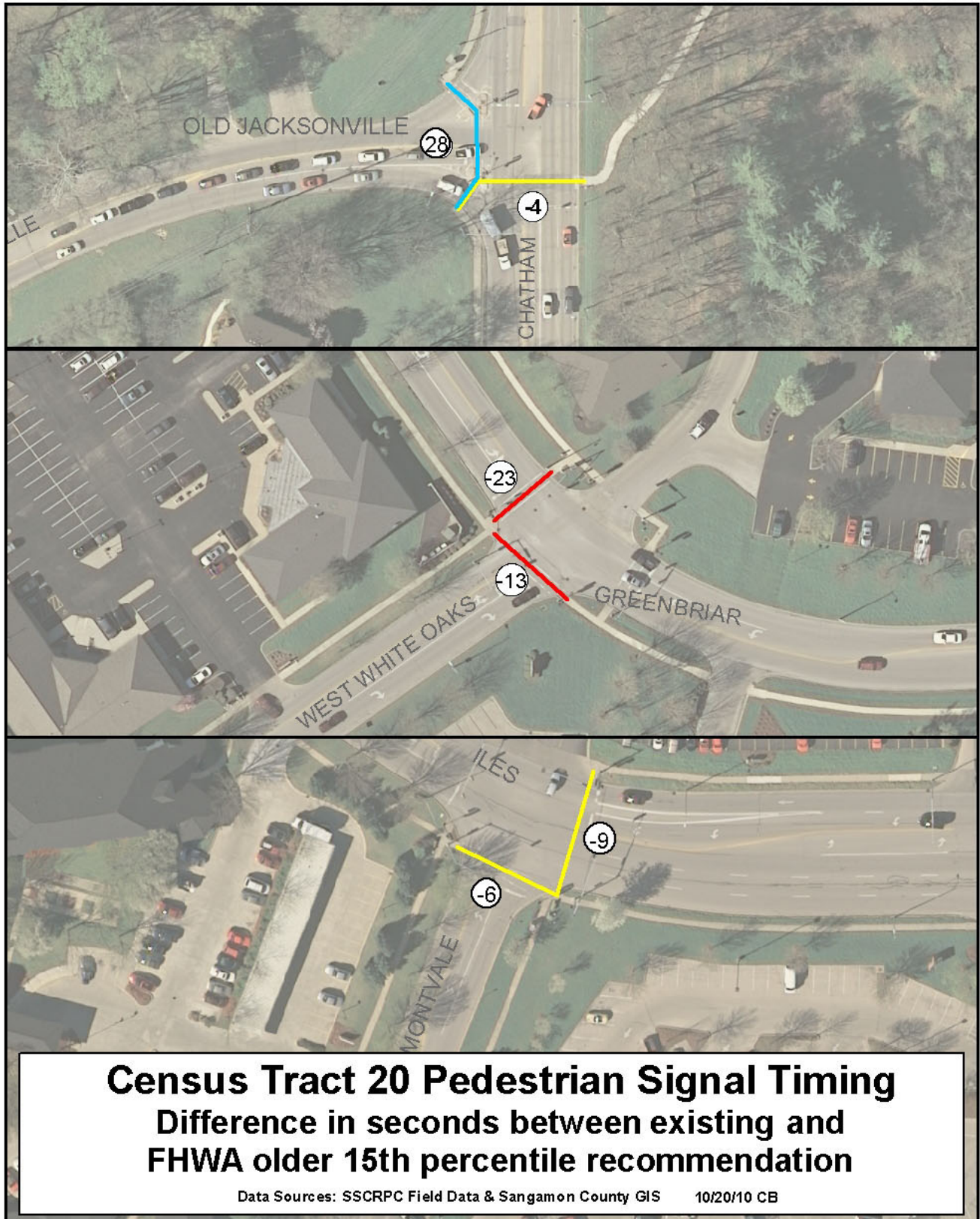












0 50 100 Feet

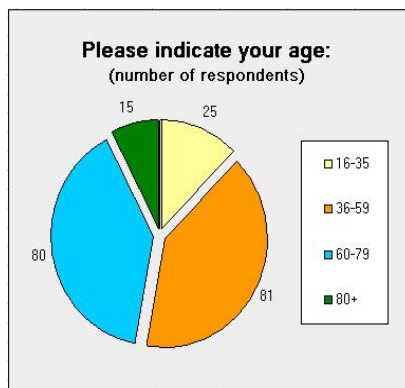


III: The Rate Your Neighborhood Survey

Number of Responses

There were 203 responses to the survey. Of the respondents, 46% were at least 60 years old and 24% reported having some form of mobility issue. The age distribution of the respondents is in the chart below.

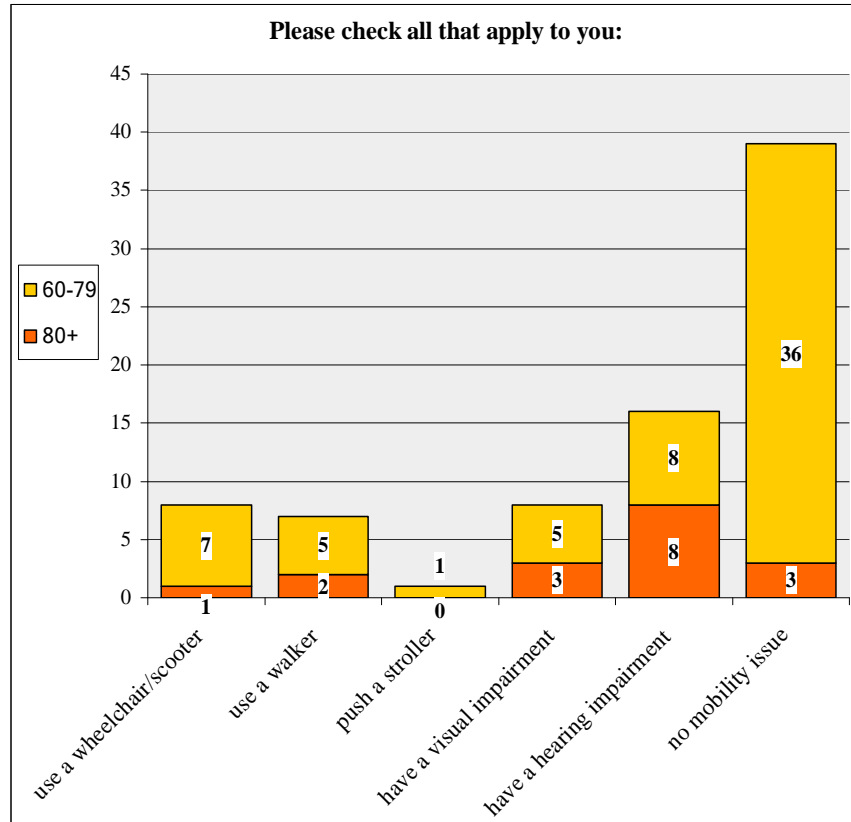
Nearly all of the respondents at least 60 years old were car owners. Of those at least 80 years old, 75% said they drive daily, while around 17% said they never drive. For those ages 60-79, approximately 58% said they drive daily and around 11% said they never drive.



Do you own a car?	Please indicate your age:		Response Percent	Response Count
	60-79	80+		
Yes	72	12	88.4%	84
No	8	3	11.6%	11

How often do you do the following in your neighborhood?			
Drive a motor vehicle	Please indicate your age:		Response Count
	60-79	80+	
Never	10.7%	16.7%	10
Several times a year	1.3%	0.0%	1
Several times a month	2.7%	0.0%	2
Several times a week	28.0%	8.3%	22
Daily	57.3%	75.0%	52
(Totals)	100.0%	100.0%	87

Of the respondents over 60 years old, 38% reported having some form of mobility issue. The issue cited most often was a hearing impairment (26%). Visual impairments or use of a wheelchair/scooter each received approximately a 13% response; use of a walker was 11%. Detailed results separated by those 60-79 and those over 80 years old are in the table below.



As this project's Field Assessment focused on pedestrian issues, the survey asked how often respondents walked in their neighborhoods. Those with a mobility issue walked the most often, with 63% walking daily. Forty-four percent of respondents over 60 indicated they walked either several times a week or daily. The distribution of those who indicated they walked several times a week or daily is in the table below. This further underscores the importance of providing a safe, accessible pedestrian network for residents.

Walking frequency:	Several times a week	Daily
Respondents < 60 years old	27%	32%
Respondents 60 or older	17%	27%
Respondents w/mobility issue	9%	63%

The survey also asked residents to select any number of 10 provided potential improvements they would recommend related to walking and biking in their neighborhoods. The top 5 most popular responses for respondents over 60 years old, those under 60 years old, and those reporting a mobility issue are in the table below.

Repairing existing sidewalks appeared in the top two suggested improvements for all respondents. Adding more sidewalks was in the top five for all respondents, and was in the top two for people with mobility issues and those 60 years old or older. Improved lighting also was in the top five suggestions for all respondents. Those with mobility issues were more concerned with sidewalk width and obstructions than the other groups.

Adding bike lanes made the top five for all but the respondents with mobility issues, which supports public input received through the Commission’s transportation planning efforts. Increasing the amount of time given by pedestrian signals to cross was somewhat important to the 60 and older group, but not the other groups.

Check any improvements that would make living in your neighborhood easier:		
Respondents < 60 years old	Respondents 60 or older	Respondents w/mobility issue
53% Repair sidewalks	56% Repair sidewalks	46% More sidewalks
44% Add bike lanes	47% More sidewalks	46% Repair sidewalks
43% Add multi-use trail	33% Improve lighting	36% Remove obstructions
35% Improve lighting	27% Increase pedestrian signal time	36% Improve lighting
35% More sidewalks	27% Add bike lanes	28% Widen sidewalks

The Field Assessment data confirms there are portions of the Springfield metropolitan area that lack sidewalks or require sidewalk repairs. The survey responses indicate that there is also a public desire to improve and add sidewalks.

Lighting was another important issue for residents. The field results indicated low amounts of path lighting, but high amounts of road lighting. Road lighting can effectively light sidewalks, but buffer distances and other conditions may render road lighting ineffective for sidewalks.

Respondents were also asked to comment on any safety concerns that may limit where they walk or prevent them from walking in their neighborhood. This was an open-ended question and received a low number of write-in responses. However, there were trends in the responses that warrant mention. They were categorized and ranked the top five response categories for each of the groups. Interestingly, the top five categories were the same for each grouping, although in different order. These are shown on the next page.

The safety question’s replies support the results of the recommended improvements question, with more sidewalks, repairing sidewalks, and lighting all getting strong mention. Comments regarding traffic and crossing concerns referred to the speed of traffic or lack of crosswalk compliance by drivers. This project did not consider traffic counts or roadway speed limits. However, the Springfield Area Transportation Study effort to create a bicycling and pedestrian way plan for the Springfield Urbanized Area (which includes the Field Assessment area), is currently in development. That effort will consider roadway traffic counts and speed limits in its recommendations.

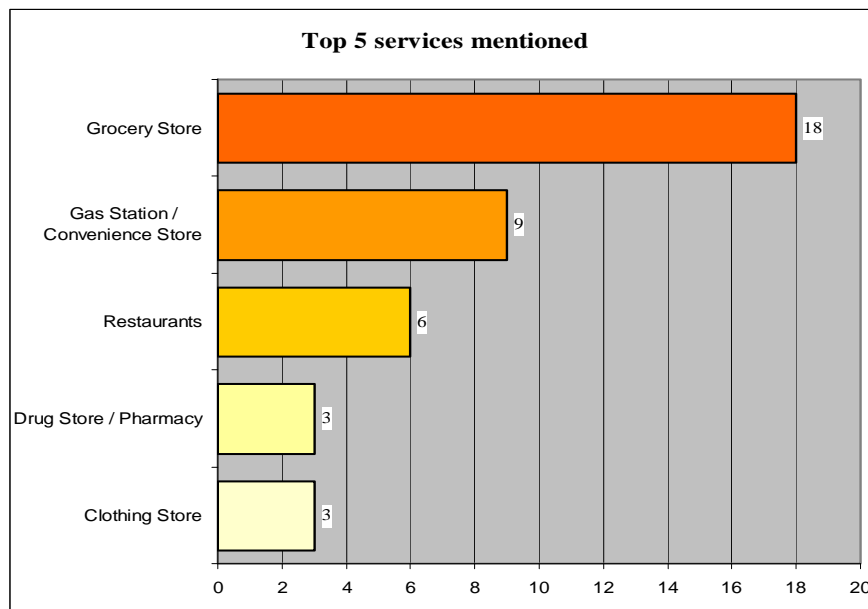
Fear of crime was a concern for all groups, particularly those under 60 years old. This may be linked to the lighting safety concern as a Cambridge University study showed improved lighting reduced pedestrian fear of crime and pedestrian activity increased after dark (Painter, 1996).

Deteriorated crosswalk striping



Please comment on any safety concerns that limit where you walk or prevent you from walking in your neighborhood:			
Top 5 concerns by # of mentions	Respondents < 60 years old	Respondents 60 or older	Respondents w/mobility issue
More sidewalks	13	6	5
Repair sidewalks	12	8	6
Traffic/crossing concerns	8	5	6
Lighting	7	6	3
Crime	8	3	5

Respondents were also asked if their neighborhoods have stores and/or services within a safe and convenient walking distance, respondents at least 60 years of age were split. Just over half (54.4%) said no, and the remainder (45.6%) said yes. The survey also asked if any businesses were needed in their neighborhoods. This question was short answer and like the safety issues open-ended question, there was relatively low response. However, again, there were trends in the data, with grocery stores garnering double the responses of the next closest request.



When asked if their neighborhood has parks or other recreational facilities within walking distance, the response was very positive. Two-thirds of the 60 or older respondents said they do have recreational facilities within walking distance. When asked if there are any recreational facilities needed in their neighborhood or improvements they would like to see for existing facilities, 75% said no improvements or additional facilities were needed. Of the write-in answers for what was needed, six responses said a park was needed in their neighborhood, one specified there was no handicap accessible park near them, three

specified the need for a children's/youth center or kid-friendly park, one request was for a pool, one for a senior center, and one indicated sidewalks were needed.

We also asked if the residents in their neighborhood represent all ages and abilities. Only 3.4% indicated no, with 16% saying they did not know and just over 80% indicating yes.

A full listing of the survey questions, as well as summary reports for all respondents, those 60 or older, and those with a mobility issue, are in Appendix D.

IV. The I4A Community Assessment

Over 200 questions spanning 10 subject areas make up the I4A Community Assessment Survey. Answers were provided using Commission staff member knowledge; information provided by various Sangamon County and City of Springfield offices; as well as information from numerous charitable organizations, social service agencies, and educational providers. Special thanks to Senior Services of Central Illinois for their assistance with portions of the assessment.

Three key findings from the I4A Community Assessment are noted in the Implications section, which follows. A full set of questions and answers for the Community Assessment is in Appendix E.

V. Implications

This project has been primarily concerned with gathering local data to help analysts and planners make informed decisions that affect both Springfield's senior citizens and all area pedestrians.

The I4A Community Assessment Survey provides a comprehensive overview of the local services available to senior citizens. Springfield has many of the services and amenities mentioned throughout the survey. However, the survey does reveal potential gaps in service for policy-makers and providers to consider. For example, there are inadequate housing options for low-income and moderate-income seniors. The Springfield Housing Authority has significant waiting lists for senior facilities. It is important to note that the elderly have the greatest cost burden for low-income housing with over 50% paying more than 30% of their income toward housing costs (Springfield, 2009).

In addition, senior citizens outside of the SMTD service area have very limited transit availability. While services exist, they are limited in schedule, range, and costs can vary widely. Although, it should be noted, the Sangamon County Transit Partnership Group is actively working on a coordinated rural transit service for the county. Also of note is that there is no transit service in the Springfield area on Sundays. Finally, while the survey notes that, the area does have a senior center offering many popular services, events, and activities; local demand indicates a potential benefit from improved funding to allow the senior center to expand its offerings.

The Rate Your Neighborhood Survey results demonstrate that many residents routinely walk and bike in their neighborhoods and that many of these active residents are senior citizens. Their feedback also shows they see opportunities to improve their access and safety related to these activities. These include repairing and adding more sidewalks; adding more bike lanes and multi-use trails; and improving lighting and removing obstructions along sidewalks.

The Field Assessment paints a detailed picture of the present pedestrian and biking-related infrastructure in four areas in Springfield that have a high number of senior citizen residents. It is worth noting these four census tracts were also selected due to their variability and their suitability in representing the larger Springfield area. The results support much of the citizen feedback from the Rate Your Neighborhood survey and provide specific data on both the types of improvements needed and the locations most affected.

A few notable areas from the Field Assessment for consideration include:

Ensuring sidewalks are accessible to all users, particularly those with mobility issues. The ADA standards specify sidewalks should be at least 3-feet wide and have an area at least 5-feet wide every 200 feet to allow 180-degree wheelchair turning or passing. While most of the sidewalk found is four feet wide, many blocks are over 200

feet long. Although driveways may be considered acceptable for wheelchair turning, we saw many examples where a driveway's obstructions, slope, or condition made it unusable for wheelchairs. The Planning Commission staff, along with the AARP, supports the ADA recommendation for at least 5 feet wide sidewalks wherever possible to avoid these problems.

Reduce Tree Damage: Sidewalk condition also affects accessibility. Damage caused by trees is common. While trees near sidewalks can provide relief from weather conditions such as intense sun and rain, attention must be given to the space available and full growth cycle of trees around sidewalks to ensure they will not cause future damage. We also encountered numerous instances where maintenance attempts to fix lifted and sloping sidewalk section did not result in making the section accessible.

Update/Install Curb Ramps: Roadway crossings are critical points for all pedestrians. Significant amounts of sidewalk segments do not have ADA-Compliant curb ramps that provide safe opportunities to cross streets. This is somewhat expected for areas that were developed before ADA requirements, as retrofitting developed areas can be difficult. More surprising are the number of sidewalk segments in areas of newer construction (such as portions of Tract 20) that lack ADA compliant curb cuts or that have gapped or incomplete sidewalk segments. Ensuring compliance with the existing requirements for accessible pedestrian routes is a pre-requisite for creating a healthy and effective pedestrian transportation network.

Complete Sidewalk Routes: Incomplete and gapped sidewalks lower sidewalk connectivity, which in-turn lowers the route options for pedestrians. Non-linear street development and longer block lengths also lower route options and efficiency. It is worth noting the grid-style development found in Tract 14 and 15 have the highest connectivity. Development authorities may want to consider the access benefits of short-block, linear development, as well as multi-use zoning that provides access to services within walking and biking distance of residences.

Target fixes to reach high-need users and have maximum impact: The Field Assessment also points to areas where improvements would specifically reach children and senior citizens. Considering improvements near schools, senior care facilities, and popular destinations can direct limited funds to those with the greatest potential need. Initial focus on segments that are impassible, but only need minor changes to make them accessible ("low-hanging fruit") could maximize the effect of limited funding.

Consider aging population in pedestrian signal timing: Finally, this project also considered pedestrian signalized crossings and the length of time given to cross roadways. While many of the crossings studied allowed adequate time to cross for senior residents, some fell short of the timing recommended for not only senior citizens, but for all pedestrians. It is recommended that, in particular, signalized pedestrian crossings adjacent to elderly housing and care facilities, within the medical district, and connecting residential neighborhoods to business areas, meet the FHWA's minimum timing recommendation for the lowest 15th percentile of older pedestrians.

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Appendix A: Field Attributes

Field Assessment

Attributes recorded

- 1) **Curb Distance**
 - a. Near Edge
 - b. 2-5 ft
 - c. >5 ft
 - d. n/a
- 2) **Buffer (between road and sidewalk)**
 - a. Fence
 - b. Trees (regular placement)
 - c. Hedges
 - d. Grass
 - e. Landscape
 - f. Paved
 - g. Parking
 - h. None
- 3) **Sidewalk Width**
 - a. >3 ft
 - b. 3 ft
 - c. 4-6 ft
 - d. > 6 ft
- 4) **Sidewalk Condition:**
 - a. Poor (>3 section in need of repair)
 - b. Fair (1-3 sections in need of repair)
 - c. Good (no sections in need of repair)
 - d. Good +1 (1 section in need of repair)
 - e. Under Repair
 - f. None
- 5) **Degree of enclosure (view from walk open 15ft each direction)**
 - a. 0-25%
 - b. 26-75%
 - c. >75%
- 6) **Sidewalk Obstructions:**
 - a. Poles or Signs
 - b. Parked Cars

- c. Greenery
 - d. Garbage Cans
 - e. Other (w/text entry)
 - f. None
- 7) **Tree shade**
- a. 0-25%
 - b. 26-75%
 - c. >75%
- 8) **Presence of High/Medium volume driveways**
- a. 0
 - b. 1-2
 - c. 3+
- 9) **Building setbacks**
- a. At edge of walk
 - b. Within 20 ft
 - c. More than 20 ft.
- 10) **Curb Cuts**
- a. None
 - b. 1-2
 - c. 3+
- 11) **Textured ramps**
- a. None
 - b. 1-2
 - c. 3+
- 12) **Sidewalk Completeness**
- a. Isolated
 - b. Gaps/Incomplete
 - c. Complete
 - d. Dead end
- 13) **Sidewalk Connectivity (continuation pts)**
Enter 0-8
- 14) **Road Condition**
- a. Poor
 - b. Fair
 - c. Good
 - d. Under Repair

- 15) **Traffic Control Devices (High Address)**
 - a. Thru
 - b. Lights
 - c. Yields
 - d. Stops
- 16) **Traffic Control Devices (Low Address)**
 - a. Thru
 - b. Lights
 - c. Yields
 - d. Stops
- 17) **Crosswalks**
 - a. None
 - b. 1-2
 - c. 3+
- 18) **Crossing Aids**
 - a. Pavement Markings (stop)
 - b. Ped signal (stop/yield)
 - c. Median/Traffic Island
 - d. Curb extension
 - e. Ped sign (stop/yield)
 - f. Bike/Share road sign
- 19) **Pedestrian Signal Timing**
Enter time in seconds (total time)
- 20) **Road/Path lighting**
 - a. Road
 - b. Path
 - c. Both
 - d. None
- 21) **Cleanliness/Building Maintenance**
 - a. Poor (noticeable garbage/glass/graffiti)
 - b. Fair (few g/g/g)
 - c. Good (no obvious g/g/g/)
- 22) **Destination segment**
 - a. Medical
 - b. Gov't
 - c. Social
 - d. Retail
 - e. Park/Rec

- f. School
- g. Church
- h. Tourist

23) **Notes (Text entry)**

Appendix B: Ratings

Field Assessment

Multi-attribute ratings:

1. Security (complete & open path w/lighting)

- a. Enclosure (0 = high, 1 = med, 2 = low)
- b. Lighting (0 = none, 1 = road, 2 = road/path or path)
- c. Completeness/no sw (0 = no sw, isolated, or gap 1 = dead end, 2 = complete)

Scoring: 0-2 = Low, 3-4 = Medium, 5-6 = High

2. Conflicts (increased possibility of traffic interaction)

- a. Obstructions (0 = Poles/other/greenery, 1 = cars/garbage, 2 = none)
- b. High-volume driveways (0 = none, 1 = 1-2, 2 = 3+)
- c. Curb-distance (0 = near edge, 1 = 2-5ft, 2 = >5ft)
- d. Completeness/no sw (0 = no sw, isolated, or gap, 1 = dead end, 2 = complete)

Scoring: 0-3 = Low, 4-5 = Medium, 6-8 = High

3. Accessibility (wide, complete, clear, good condition path, with textured curb cuts)

- a. Condition (0 = Poor/Fair, 1 = Good 1 problem/under repair, 2 = Good)
- b. Obstructions (0 = Poles/other/greenery), 1 = cars/garbage, 2 = none)
- c. Curb Cuts/texture (0 = no curb cuts, 1 = curb cuts no texture, 2 = curb cuts w/texture)
- d. Width (0 = 3ft, 1 = 3-4ft, 2 = 4-6ft/>6ft)
- e. Completeness/no sw (0 = no sw, isolated, or gap, 1 = dead end, 2 = complete)

Scoring: 0-3 = Low, 4-5 = Medium, 6-8 = High

4. Aesthetics (Clear, good condition, clean path set away from road and structures with tree shade)

- a. Condition (0 = Poor/Fair, 1 = Good 1 problem/under repair, 2 = Good)
- b. Obstructions (0 = Poles/other/greenery), 1 = cars/garbage, 2 = none)
- c. Buffer type (0 = none/parking/paved/fence, 1 = grass/hedge, 2 = landscape/trees)
- d. Curb distance Curb-distance (0 = near edge, 1 = 2-5ft, 2 = >5ft)
- e. Cleanliness (0 = poor, 1 = fair, 2 = good)

- f. Setbacks (0 = none/at edge, 1 = 1-2ft, 2 = 2-20ft/>20ft)
 - g. Completeness/no sw (0 = no sw, isolated, or gap, 1 = dead end, 2 = complete)
 - h. Tree shade (0 = 0-25%, 2 = 26-75%/>75%)
- Scoring: 0-6 = Low, 7-11 = Medium, 12-15 = High

5. "Low-Hanging Fruit" (path segments that would rate good if single section of sidewalk was fixed, with priority near schools & senior care facilities)

- a. Condition = Good 1 problem
 - b. At or adjacent to a destination (within 100 meters) (0 = no destination, 1 = gov't/social/retail/church, 2 = school, medical, tourist, park/rec.)
- Scoring: 0 = Low, 1 = Medium, 2 = High

Appendix C: Field Attribute & Rating Findings

Attribute & Rating Results Distribution							
Sidewalk width	>6ft	4-6ft	3-4ft				
Full Study Area	9%	9%	82%				
Tract 3	2%	6%	92%				
Tract 14	58%	33%	9%				
Tract 15	2%	13%	85%				
Tract 20	0%	2%	97%	0%			
Sidewalk condition	Good	Good+1	Fair	Poor	Under Repair		
Full Study Area	60%	7%	21%	10%	1%		
Tract 3	43%	7%	26%	23%	2%		
Tract 14	76%	3%	14%	4%	2%		
Tract 15	63%	9%	22%	6%			
Tract 20	62%	7%	21%	8%	2%		
Distance to curb	>5ft	1-5ft	Near edge	n/a			
Full Study Area	46%	45%	6%	3%			
Tract 3	54%	28%	14%	3%			
Tract 14	21%	70%	7%	2%			
Tract 15	82%	6%	6%	6%			
Tract 20	37%	58%	2%	2%			
Buffer type	Grass	Paved	Landscaped	Trees	None	Parking	Hedges
Full Study Area	74%	9%	1%	7%	5%	3%	1%
Tract 3	72%	4%	0%	4%	8%	9%	1%
Tract 14	14%	53%	7%	18%	2%	1%	1%
Tract 15	84%	3%	1%	1%	3%	2%	1%
Tract 20	89%	0%	0%	8%	1%	0%	1%
Sidewalk obstructions	Garbage cans	Green	None	Other	Pole / sign	Vehicle	
Full Study Area	3%	14%	76%	1%	2%	4%	
Tract 3	2%	22%	69%	1%	1%	6%	
Tract 14	0%	1%	90%	1%	7%	1%	
Tract 15	2%	21%	68%	1%	5%	5%	
Tract 20	5%	13%	78%	2%	0%	3%	
Sidewalk enclosure	0-25%	25-75%	>75%				
Full Study Area	80%	14%	6%				
Tract 3	75%	19%	6%				
Tract 14	45%	36%	19%				
Tract 15	74%	20%	6%				
Tract 20	95%	3%	2%				
Sidewalk tree shade	0-25%	25-75%	>75%				
Full Study Area	71%	24%	5%				
Tract 3	69%	26%	4%				
Tract 14	76%	20%	4%				
Tract 15	74%	25%	1%				
Tract 20	69%	23%	8%				
Sidewalk continuity	Isolated	Dead end	Gaps	Complete			
Full Study Area	1%	10%	3%	86%			
Tract 3	3%	16%	8%	72%			
Tract 14	0%	1%	0%	99%			
Tract 15	0%	4%	2%	94%			
Tract 20	1%	11%	2%	86%			
Sidewalk connectivity	0-3	4-5	6-8				
Full Study Area	31%	34%	34%				
Tract 3	31%	31%	37%				
Tract 14	3%	29%	69%				
Tract 15	6%	22%	72%				
Tract 20	48%	41%	11%				
Sidewalk curb cuts	0	1	2+				
Full Study Area	36%	19%	46%				
Tract 3	28%	20%	53%				
Tract 14	3%	14%	82%				
Tract 15	7%	18%	75%				
Tract 20	58%	20%	22%				

Sidewalk textured cuts	0	1-2	3+				
Full Study Area	51%	41%	8%				
Tract 3	43%	45%	12%				
Tract 14	15%	71%	14%				
Tract 15	48%	49%	2%				
Tract 20	66%	28%	6%				
Lighting: all segments	Both (road & path)	None	Path	Road			
Full Study Area	8%	32%	2%	59%			
Tract 3	4%	40%	1%	55%			
Tract 14	46%	17%	6%	31%			
Tract 15	2%	28%	2%	68%			
Tract 20	0%	33%	0%	67%			
Cleanliness: all segments	Poor	Fair	Good				
Full Study Area	7%	17%	76%				
Tract 3	9%	25%	66%				
Tract 14	7%	17%	76%				
Tract 15	19%	37%	44%				
Tract 20	1%	5%	94%				
Sidewalk security	Low (0-2)	Medium (3-4)	High (5-6)				
Full Study Area	4%	41%	55%				
Tract 3	10%	49%	42%				
Tract 14	2%	32%	65%				
Tract 15	3%	42%	55%				
Tract 20	2%	39%	59%				
Accessibility: all segments	Low (0-3)	Medium (4-5)	High (6-8)				
Full Study Area	35%	29%	36%				
Tract 3	50%	22%	28%				
Tract 14	14%	9%	77%				
Tract 15	24%	33%	43%				
Tract 20	35%	38%	27%				
Sidewalk conflicts	Low (0-3)	Medium (4-5)	High (6-8)				
Full Study Area	3%	21%	76%				
Tract 3	7%	33%	60%				
Tract 14	2%	17%	81%				
Tract 15	4%	20%	77%				
Tract 20	0%	17%	83%				
Sidewalk aesthetics	Low (0-6)	Medium (7-11)	High (12-15)				
Full Study Area	4%	73%	23%				
Tract 3	8%	76%	16%				
Tract 14	7%	69%	24%				
Tract 15	5%	69%	26%				
Tract 20	0%	74%	26%				
"Low Hanging Fruit"	Total	Not near school / senior	Near school	Near medical or senior facility			
Full Study Area	88	72%	13%	16%			
Tract 3	19	74%	0%	26%			
Tract 14	6	17%	50%	33%			
Tract 15	18	39%	33%	28%			
Tract 20	45	91%	4%	4%			
Condition near schools	Good	Good+1	Fair	Poor	Under Repair		
Full Study Area	53%	6%	27%	14%	1%		
Tract 3	39%	4%	28%	27%	1%		
Tract 14	60%	4%	32%	4%			
Tract 15	67%	8%	21%	4%			
Tract 20	55%	6%	29%	10%			
Accessibility near schools	Low (0-3)	Medium (4-5)	High (6-8)				
Full Study Area	36%	28%	36%				
Tract 3	46%	30%	23%				
Tract 14	18%	14%	68%				
Tract 15	23%	30%	47%				
Tract 20	42%	27%	31%				

Conflicts near schools	Low (0-3)	Medium (4-5)	High (6-8)				
Full Study Area	5%	27%	68%				
Tract 3	6%	35%	59%				
Tract 14	6%	22%	72%				
Tract 15	4%	22%	60%				
Tract 20	2%	23%	75%				
Security near schools	Low (0-2)	Medium (3-4)	High (5-6)				
Full Study Area	6%	41%	53%				
Tract 3	12%	49%	39%				
Tract 14	4%	28%	68%				
Tract 15	3%	46%	51%				
Tract 20	2%	29%	69%				
Condition near senior facilities	Good	Good+1	Fair	Poor	Under Repair		
Full Study Area	63%	6%	18%	11%	1%		
Tract 3	51%	3%	21%	22%	2%		
Tract 14	83%	2%	7%	6%	2%		
Tract 15	63%	11%	20%	6%			
Tract 20	63%	6%	22%	9%			
Accessibility near senior facilities	Low (0-3)	Medium (4-5)	High (6-8)				
Full Study Area	28%	23%	49%				
Tract 3	41%	22%	36%				
Tract 14	13%	4%	83%				
Tract 15	25%	31%	44%				
Tract 20	24%	31%	45%				
Conflicts near senior facilities	Low (0-3)	Medium (4-5)	High (6-8)				
Full Study Area	4%	22%	74%				
Tract 3	7%	31%	62%				
Tract 14	0%	15%	85%				
Tract 15	5%	22%	74%				
Tract 20	1%	19%	80%				
Security near senior facilities	Low (0-2)	Medium (3-4)	High (5-6)				
Full Study Area	3%	40%	57%				
Tract 3	8%	49%	43%				
Tract 14	1%	33%	66%				
Tract 15	1%	44%	55%				
Tract 20	1%	26%	73%				

Ratings Comparison					
Sidewalk condition	Good	Good+1	Fair	Poor	Under Repair
Full Study Area	60%	7%	21%	10%	1%
Full Study Area - Schools	53%	6%	27%	14%	1%
Full Study Area - Senior	63%	6%	18%	11%	1%
Tract 3	43%	7%	26%	23%	2%
Tract 3 - Schools	39%	4%	28%	27%	1%
Tract 3 - Senior	51%	3%	21%	22%	2%
Tract 14	76%	3%	14%	4%	2%
Tract 14 - Schools	60%	4%	32%	4%	
Tract 14 - Senior	83%	2%	7%	6%	2%
Tract 15	63%	9%	22%	6%	
Tract 15 - Schools	67%	8%	21%	4%	
Tract 15 - Senior	63%	11%	20%	6%	
Tract 20	62%	7%	21%	8%	2%
Tract 20 - Schools	55%	6%	29%	10%	
Tract 20 - Senior	63%	6%	22%	9%	
Sidewalk security	Low (0-2)	Medium (3-4)	High (5-6)		
Full Study Area	4%	41%	55%		
Full Study Area - Schools	6%	41%	53%		
Full Study Area - Senior	3%	40%	57%		
Tract 3	10%	49%	42%		
Tract 3 - Schools	12%	49%	39%		
Tract 3 - Senior	8%	49%	43%		
Tract 14	2%	32%	65%		
Tract 14 - Schools	4%	28%	68%		
Tract 14 - Senior	1%	33%	66%		
Tract 15	3%	42%	55%		
Tract 15 - Schools	3%	46%	51%		
Tract 15 - Senior	1%	44%	55%		
Tract 20	2%	39%	59%		
Tract 20 - Schools	2%	29%	69%		
Tract 20 - Senior	1%	26%	73%		
Accessibility: all segments	Low (0-3)	Medium (4-5)	High (6-8)		
Full Study Area	35%	29%	36%		
Full Study Area - Schools	36%	28%	36%		
Full Study Area - Senior	28%	23%	49%		
Tract 3	50%	22%	28%		
Tract 3 - Schools	46%	30%	23%		
Tract 3 - Senior	41%	22%	36%		
Tract 14	14%	9%	77%		
Tract 14 - Schools	18%	14%	68%		
Tract 14 - Senior	13%	4%	83%		
Tract 15	24%	33%	43%		
Tract 15 - Schools	23%	30%	47%		
Tract 15 - Senior	25%	31%	44%		
Tract 20	35%	38%	27%		
Tract 20 - Schools	42%	27%	31%		
Tract 20 - Senior	24%	31%	45%		
Sidewalk conflicts	Low (0-3)	Medium (4-5)	High (6-8)		
Full Study Area	3%	21%	76%		
Full Study Area - Schools	5%	27%	68%		
Full Study Area - Senior	4%	22%	74%		
Tract 3	7%	33%	60%		
Tract 3 - Schools	6%	35%	59%		
Tract 3 - Senior	7%	31%	62%		
Tract 14	2%	17%	81%		
Tract 14 - Schools	6%	22%	72%		
Tract 14 - Senior	0%	15%	85%		
Tract 15	4%	20%	77%		
Tract 15 - Schools	4%	22%	60%		
Tract 15 - Senior	5%	22%	74%		
Tract 20	0%	17%	83%		
Tract 20 - Schools	2%	23%	75%		
Tract 20 - Senior	1%	19%	80%		

Appendix D: Rate Your Neighborhood Survey – 60+ Results

MII: Rate Your Neighborhood Survey

1. Please note the closest intersection to your home: (ex: Pine St. and 12th St.)			
	Please indicate your age:		Response Count
	60-79	80+	
	76 replies	13 replies	89
<i>answered question</i>	76	13	89
<i>skipped question</i>			6

2. What is your zip code?						
ZIP CODE						
	62701	62702	62703	62704	62707	62711
Please select:	2.1% (2)	27.7% (26)	21.3% (20)	27.7% (26)	1.1% (1)	5.3% (5)

3. Is there a commonly used name for your neighborhood?			
	Please indicate your age:		Response Count
	60-79	80+	
	61 replies	14 replies	75
<i>answered question</i>	61	14	75
<i>skipped question</i>			20

4. How long have you lived in your neighborhood?			
	Please indicate your age:		
	60-79	80+	Response Totals
0-2 years	10.0% (8)	20.0% (3)	11.8% (11)
3-5 years	17.5% (14)	6.7% (1)	15.8% (15)
6-10 years	13.8% (11)	6.7% (1)	12.6% (12)
11-20 years	20.0% (16)	33.3% (5)	22.1% (21)
over 20 years	38.8% (31)	33.3% (5)	37.9% (36)
answered question	80	15	95
skipped question			0

5. Please indicate your age:			
	Please indicate your age:		
	60-79	80+	Response Totals
under 16	0.0% (0)	0.0% (0)	0.0% (0)
16-35	0.0% (0)	0.0% (0)	0.0% (0)
36-59	0.0% (0)	0.0% (0)	0.0% (0)
60-79	100.0% (80)	0.0% (0)	84.2% (80)
80+	0.0% (0)	100.0% (15)	15.8% (15)
answered question	80	15	95
skipped question			0

6. Please check all that apply to you:			
	Please indicate your age:		
	60-79	80+	Response Totals
use a wheelchair/scooter	13.2% (7)	10.0% (1)	12.7% (8)
use a walker	9.4% (5)	20.0% (2)	11.1% (7)
push a stroller	1.9% (1)	0.0% (0)	1.6% (1)
have a visual impairment	9.4% (5)	30.0% (3)	12.7% (8)
have a hearing impairment	15.1% (8)	80.0% (8)	25.4% (16)
no mobility issue	67.9% (36)	30.0% (3)	61.9% (39)
other mobility issue (please specify)	4 replies	3 replies	7
answered question	53	10	63
skipped question			32

7. Do you own a car?			
	Please indicate your age:		
	60-79	80+	Response Totals
Yes	90.0% (72)	80.0% (12)	88.4% (84)
No	10.0% (8)	20.0% (3)	11.6% (11)
answered question	80	15	95
skipped question			0

8. Do you own a bicycle?			
		Please indicate your age:	
		60-79	80+
			Response Totals
Yes		39.2% (31)	20.0% (3)
No		60.8% (48)	80.0% (12)
answered question		79	15
		skipped question	
		1	

9. Does a Springfield Mass Transit District (SMTD) bus serve your neighborhood?			
		Please indicate your age:	
		60-79	80+
			Response Totals
Yes		74.0% (57)	78.6% (11)
No		19.5% (15)	0.0% (0)
I do not know		6.5% (5)	21.4% (3)
answered question		77	14
		skipped question	
		4	

10. How often do you do the following in your neighborhood?				
		Please indicate your age:		Response Totals
		60-79	80+	
Drive a motor vehicle	Never	10.7% (8)	16.7% (2)	
	Several times a year	1.3% (1)	0.0% (0)	
	Several times a month	2.7% (2)	0.0% (0)	
	Several times a week	28.0% (21)	8.3% (1)	
	Daily	57.3% (43)	75.0% (9)	
		75	12	87
Ride a bicycle	Never	67.1% (49)	80.0% (8)	
	Several times a year	17.8% (13)	10.0% (1)	
	Several times a month	12.3% (9)	0.0% (0)	
	Several times a week	0.0% (0)	10.0% (1)	
	Daily	2.7% (2)	0.0% (0)	
		73	10	83
Walk	Never	12.0% (9)	8.3% (1)	
	Several times a year	9.3% (7)	8.3% (1)	
	Several times a month	26.7% (20)	25.0% (3)	
	Several times a week	28.0% (21)	16.7% (2)	

	Daily	24.0% (18)	41.7% (5)	
		75	12	87
Ride an SMTD bus	Never	62.9% (44)	90.0% (9)	
	Several times a year	22.9% (18)	0.0% (0)	
	Several times a month	7.1% (5)	10.0% (1)	
	Several times a week	4.3% (3)	0.0% (0)	
	Daily	2.9% (2)	0.0% (0)	
		70	10	80
Ride an Access Springfield bus	Never	86.8% (59)	70.0% (7)	
	Several times a year	5.9% (4)	20.0% (2)	
	Several times a month	5.9% (4)	10.0% (1)	
	Several times a week	1.5% (1)	0.0% (0)	
	Daily	0.0% (0)	0.0% (0)	
		68	10	78
	answered question	79	14	93
		skipped question		2

11. Check any improvements that make living in your neighborhood easier.			
	Please indicate your age:		
	60-79	80+	Response Totals
More sidewalks	38.2% (26)	66.7% (8)	42.5% (34)
Repair or improve existing sidewalks (fix cracks, smooth surface)	55.9% (38)	50.0% (6)	55.0% (44)
Remove obstructions (branches/shrubs, parked cars, etc.)	22.1% (15)	25.0% (3)	22.5% (18)
Improve lighting along sidewalks	30.8% (21)	25.0% (3)	30.0% (24)
Add ramps to sidewalks at intersections	20.6% (14)	16.7% (2)	20.0% (16)
Widen sidewalks	17.6% (12)	50.0% (6)	22.5% (18)
Provide shade along sidewalks	4.4% (3)	16.7% (2)	6.3% (5)
Increase time given to cross roadways at traffic signals	22.1% (15)	66.7% (8)	28.8% (23)
Add bike lanes on roadways	23.5% (16)	25.0% (3)	23.8% (19)
Add multi-use trail (for walkers, bicyclists, runners, skaters)	14.7% (10)	16.7% (2)	15.0% (12)
Other:	28 replies (41.2%)	6 replies (50.0%)	42.5% (34)
answered question	68	12	80
skipped question			15

12. Please comment on any safety concerns that limit where you walk or prevent you from walking in your neighborhood:			
	Please indicate your age:		
	60-79	80+	Response Count
	36 replies	7 replies	43
<i>answered question</i>	36	7	43
<i>skipped question</i>			52

13. Please comment on any safety concerns that limit or prevent your biking on the roads in your neighborhood:			
	Please indicate your age:		
	60-79	80+	Response Count
	27 replies	3 replies	30
<i>answered question</i>	27	3	30
<i>skipped question</i>			65

14. Does your neighborhood have stores and/or services within safe and convenient walking distance?			
	Please indicate your age:		
	60-79	80+	Response Totals
Yes	47.1% (32)	36.4% (4)	45.6% (36)
No	52.9% (36)	63.6% (7)	54.4% (43)
<i>answered question</i>	68	11	79
<i>skipped question</i>			16

15. Please list any businesses you feel are needed in your neighborhood:			
	Please indicate your age:		
	60-79	80+	Response Count
	33 replies	4 replies	37
<i>answered question</i>	33	4	37
<i>skipped question</i>			58

16. Does your neighborhood have parks or other recreational facilities within walking distance?			
	Please indicate your age:		
	60-79	80+	Response Totals
Yes	66.2% (47)	69.2% (9)	66.7% (56)
No	33.8% (24)	30.8% (4)	33.3% (28)
<i>answered question</i>	71	13	84
<i>skipped question</i>			11

17. Are there any recreational facilities needed in your neighborhood or improvements that you would like to see for existing facilities?			
	Please indicate your age:		
	60-79	80+	Response Totals
Yes	28.9% (14)	14.3% (1)	25.4% (15)
No	73.1% (38)	85.7% (6)	74.6% (44)
If yes, please list:	17 replies	1 reply	18
<i>answered question</i>	52	7	59
<i>skipped question</i>			36

18. Do the residents of your neighborhood represent all ages and abilities?			
	Please indicate your age:		
	60-79	80+	Response Totals
Yes	79.7% (59)	84.6% (11)	80.5% (70)
No	4.1% (3)	0.0% (0)	3.4% (3)
I do not know	16.2% (12)	15.4% (2)	16.1% (14)
<i>answered question</i>	74	13	87
<i>skipped question</i>			8

19. Please note any additional comments below.			
	Please indicate your age:		
	60-79	80+	Response Count
	20 replies	3 replies	23
<i>answered question</i>	20	3	23
<i>skipped question</i>			72

Appendix E: I4A Community Assessment Survey

The Community Assessment survey was completed by the Commission in-house and by soliciting information from various agencies and organizations throughout Springfield. The survey consists of questions from the Illinois Association of Area Agencies on Aging I4A Survey. The responses from this survey present a broad picture of the various services, facilities, and accommodations available to Springfield's aging residents and their caregivers.

1. Do members of your community have access to an information hotline that provides information on services for older adults?

NO

2. Do the members of your community have a directory of services for older persons? (may be paper or web-based)

YES

Area Agency for Aging in Lincolnland -> <http://www.aginglinc.org/sangamon.htm>. Also, the Sangamon County Department of Consumer Resources puts out a community guide with many social service listings.

3. Do members of your community with limited English proficiency have access to information in other languages?

NO

4. Do members of your community have access to a meals-on-wheels (also known as home delivered meals) program?

YES

Senior Services of Central Illinois - Daily Bread Program

5. Do members of your community have access to congregate meals (e.g., low cost meals provided at a central location, such as a senior center or restaurant)?

YES

Catholic Charities St. John's Breadline, SSCIL Daily Bread onsite, Faith Temple, Washington Street Mission, Inner City Mission,

6. Is there a reliable source of information about local home care, cleaning services, and maintenance services for older adults?

YES

Senior Services of Central Illinois has a well-developed home care/home services program.

7. If yes (for question #6)...

	VERY	SOMEWHAT	A LITTLE	NOT AT ALL
How well organized is this information?	X			
How regularly is this information updated?	X			

8. Are specialized support groups for older residents and their caregivers available to your community? (e.g., bereavement, stress management, etc.)

YES

Bereavement and money management groups are the most common. Senior Services of Central Illinois indicated there may be need for caregiver support groups in the area.

9. Are there easily accessible opportunities for information on social interaction that would appeal to older residents in your community?

YES

Senior Services of Central Illinois events calendar and the Springfield State Journal-Register's Senior Calendar.

10. Is there a way potential volunteers can learn about opportunities to volunteer?

YES

Retired & Senior Volunteer Program (RSVP) and Volunteer Match online service (www.volunteermatch.com).

11. Are there opportunities for residents to learn about and participate in intergenerational programs (e.g., Adopt a Grandparent, volunteer opportunities for grandparents raising grandchildren, etc.)?

YES

Foster grandparent and Seniors in Schools programs with SSOCIL, Retired & Senior Volunteer Program has a grandparents raising grandchildren program.

12. Is there a legal services program for older persons available to the community?

YES

Land of Lincoln Legal Assistance Foundation is onsite at Senior Services of Central Illinois each week. Services are free.

13. Is a listing of local attorneys specializing in legal work associated with the needs of older adults available from the local or state bar association available?

YES

Land of Lincoln Legal Assistance Foundation

14. Is there a senior center, library, or other group in your community offering programs or seminars on legal issues of interest to older populations?

NO

15. Is there a hotline available to your community to report abuse or neglect of older individuals?

YES

The Illinois Department of Aging's Elder Abuse Hotline 1-866/800-1409 and Senior Services of Central Illinois 217/528-3882

16. Are there any senior centers or community focal points (e.g., a neighborhood facility or organization that provides services for seniors) for seniors living in your community?

YES

Senior Services of Central Illinois

17. If yes (for question #16), is/are the Senior Center(s) or community focal point(s) well connected and integrated with community resources? (e.g., receiving fiscal and/or ideological support from the community)

YES

18. Is there an Ombudsman program (in which ombudsmen advocate on behalf of residents of long term care, assistive living and supportive living facilities) in the community?

YES

ICARE Long Term Care Omnibudsman Jamie Freschi from the Illinois Retired Teachers Association Foundation, Inc.

19. Are there any health clinics or hospital outpatient services that meet the needs of older residents in your community?

YES

20. If yes for question #19, please answer regarding the service you are most familiar with...

	YES	NO	DON'T KNOW
A. Is clinic within the community, or in a neighboring community?	X		
B. Is clinic reachable on bus route or by a special service van?	X		
C. Does the clinic provide care at a free or reduced rate?		X	

Name of health clinic or hospital outpatient service: St. John's Hospital, Memorial Hospital, Springfield Clinic - there are also social agency programs that assist with patient funds.

21. Does your community have an on-going workgroup that meets to encourage the coordination/collaboration of health and human service providers?

NO

22. Are there doctors in your community who are particularly responsive to the needs of older residents?

No Response

23. Are there doctors in your community who are board certified in geriatrics?

YES

24. Are there dentists in your community who are particularly responsive to the needs of older residents?

YES

25. If yes (for question #6), are the rates of these dentists affordable to people with varying incomes?

YES

26. Do medical offices provide information about transportation options for accessing their services?

YES

27. Is access to health care an issue for those in your community with limited incomes?

YES

28. Are there an adequate number of Continuing Care Retirement Communities (CCRCs) (e.g., communities that offer a continuum of care as the person comes to need it) in the community that provide a range of supportive service options for residents?

YES

29. Are there an adequate number of home health care services (e.g., health services available through an organization to persons in their homes) available in the community?

YES

30. Are there an adequate number of mental health services available to older adults in the community?

YES

31. Are there adult day services (e.g., programs in the community with activities and health related rehabilitation services to those who are disabled and need a protective environment) and other programs designed especially to respond to the needs of those with dementia or Alzheimer's disease?

YES

32. Is adequate public information available about health care and Medicare benefits? (e.g., through discussion groups and opportunities to talk with professionals)

YES

St John's Third Age program, Senior Services of Central Illinois' Senior Health Assistance Program.

33. If yes, how well-publicized is the information about these sessions?

VERY

34. Does your community offer an adequate number of programs for preventative health care? (e.g., flu shots, support groups, nutrition classes, etc.)

YES

35. Are there programs or support groups for persons with chronic conditions (e.g., diabetes, arthritis, depression, etc.) in your community?

YES

Depressive and Manic Depressive Support Group, Early Stage Memory Loss Program, Chatham Fibromyalgia Support and Education Group, SIU Diabetes Self-Management Program, SIU Arthritis Foundation Self-Help Program, Lewis Memorial Christian Village Wellness Center Arthritis Program, Fit Club West Arthritis Program/Aquatic Program.

36. Is information on medical services, benefits, and programs available in multiple languages for community members who have limited English proficiency?

NO

37. Does the community have a master plan identifying valued natural resources including natural areas, woodlands, abandoned rail and utility corridors, river or pond access and wetlands?

NO

Most preservation of natural resources activities are conducted through the local group Friends of Sangamon Valley.

38. Does the community have a plan or other mechanism to protect or create linkages between greenways, open spaces, and outdoor recreation areas?

YES

(Currently being developed).. Springfield Area Transportation Study's Bicycling & Pedestrian Way Plan for the Springfield Urbanized Area

39. Does the community have an inventory of parks, recreation and sports opportunities that has been compiled for the community?

YES

The Springfield-Sangamon County Regional Planning Commission is currently developing a Sangamon County Regional Comprehensive Plan. The draft Heritage Report contains a list of area amenities and can be found here: http://co.sangamon.il.us/Departments/RegionalPlanning/PDFs/Brochures_Docs/Comp_Plan/Heritage_Recreational_and_Cultural_Amenities_Report-December_Draft.pdf

40. Are tax dollars allocated to parks, recreation facilities and recreation activities in the current operating budget?

YES

41. Which of the following activities or amenities are available and open to the public in your community or within 30 minutes of your community? (Check all that apply?)

	In community	Within 30 minutes of community	I do not know
a. Community ice skating arena	X		
b. Roller/Inline skating facility	X		
c. Swimming pool	X		
d. Weight training facility	X		
e. Tennis courts	X		
f. Bowling	X		
g. Movie Theater	X		
h. Music or theater facility	X		
i. Hiking locations	X		
j. Fishing	X		
k. Baseball/soccer fields	X		
l. Basketball courts	X		
m. Golf Courses	X		
m. Volleyball facilities	X		
o. Handball/ squash/ racquetball facilities	X		
p. Shuffleboard	X		
q. Cross Country ski trails	X		
r. Downhill skiing			
s. Boating/canoeing/kayaking	X		
u. Other (please specify):			

42. Does the community have zoning ordinances or other methods that restrict the housing options available to seniors (e.g., no accessory apartments, restrict building density, restrict in-fill development, etc.)?

YES

Accessory apartments require zoning board variance. There are also minimum lot size requirements that do not permit cluster housing.

43. Do community regulations (e.g., municipal codes, ordinances, and association bylaws) restrict or prevent housing modifications to accommodate changing physical, mobility, and safety needs?

NO

44. Do Community regulations:

	YES	NO	I DO NOT KNOW
Allow unrelated persons to live together in the same unit?	X		
Specify a minimum dwelling unit size or minimum square footage per resident?		X	
Specify construction of wheelchair ramps?	X		

Please describe community specifications: Springfield's housing codes allow unrelated persons living in the same unit and do not specify a minimum square footage per resident. Springfield building code follows the International Building Code standard, which specifies accessible routes requirements for all except single-family residential structures. Subdivision ordinances require ramps at street crossings and handicap parking and building accessibility.

45. For new construction or home modifications, do community regulations...

	REQUIRE	PROMOTE	NEITHER	I DO NOT KNOW
Require or promote doorway size of at least 32" wide with swing clear hinges?			X	
Require or promote location of electrical outlets 18" - 48" above the floor?	X			
Require or promote hallway widths of at least 42"?			X	

46. Do community regulations permit mixed land use (e.g., retail establishments and community services being placed within walking distance of residential areas)?

YES

47. Do community regulations permit cluster zoning (e.g., developers can design neighborhoods that group houses closer together as long as a portion of the development is preserved as open space)?

NO

48. Do community regulations promote energy efficiency standards in all new building and remodeling?

NO

49. Fill in the blank. There are sidewalks throughout _____ of the community?

MOST

The Field Assessment portion of the Maturing of Illinois Initiative details sidewalk coverage and conditions throughout four census tracts and is useful as a representation of conditions throughout Springfield. Most streets include sidewalks, although condition and accessibility vary widely.

50. If sidewalks exist, how well-maintained are the sidewalks? (Surfaces should be flat with only minor cracks and minimal separation between slabs.)

SOMEWHAT

A significant portion of sidewalks are in need of repair. Notably, in older neighborhoods, where tree growth and other conditions have damaged surfaces.

51. If sidewalks exist, how many of the sidewalks are obstructed by bushes or overhanging tree branches?

A FEW

Again, the Field Assessment details exact locations of obstructions. Overgrown vegetation was the most common obstruction found.

52. If sidewalks exist, how many of the sidewalks are wide enough for at least two people to walk together? (A minimum width of 4 feet is needed for two people to walk together.)

MOST

Virtually all of the sidewalks in the field assessment were 4 feet wide. It is worth noting a width of 5 feet is becoming a common standard and is recommended to allow wheelchair users to pass or conduct at 180 degree turn.

53. If sidewalks exist, are there other problems or factors that affect use of the sidewalks? (e.g., animal waste, bicyclists, skateboarders, etc.)

YES

Notable problems include lack of sufficient lighting, permanent obstructions, such as poles/signs, and lack of ADA-compliant curb ramps at roadway crossings.

54. If sidewalks exist, along how much of the sidewalks are there resting places (benches, low walls, shaded places) for pedestrians?

A FEW

Benches along sidewalks are generally associated with SMTD bus stops. The vast majority of sidewalks do not have benches. The exception being the central downtown area, where benches are frequent along sidewalks at or near tourist destinations.

55. If sidewalks exist, are there enough resting places?

NO

No, particularly not to accomodate older pedestrians.

56. If sidewalks exist, are resting places shaded adequately from the sun?

A FEW

Some of the SMTD bus stop benches include shelters providing shade. The benches downtown are not covered, but a few have trees nearby which, at times, may provide shade.

57. How many pedestrian crossings have traffic signals (e.g., stop signs, street lights, etc.)?

MOST

Most crossings have at least a stop sign. Crosswalks are also commonly found near schools or in areas with high pedestrian traffic. The field assessment did find a number of crosswalks that had degraded surfaces making them difficult to identify.

58. If traffic signals exist, how many of the traffic signals provide adequate time for pedestrians to cross the street without feeling rushed?

MOST

More than half half provide adequate crossing time. Please see the section on pedestrian signal timing which details local findings and compares them to FHWA requirements and an FHWA recommendation for elderly pedestrians. To summarize, many of the signal timings are adequate, but a significant portion do fall below recommendations, particularly with respect for elderly pedestrians.

59. If signals exist, how many of the signals have push-to-walk buttons to help stop traffic on a busy street?

MOST

60. Do any long streets without intersections have mid-block crosswalks?

NO

61. How well-marked are pedestrian crosswalks? ("Well-marked" could include striping, signage for pedestrians and vehicles, caution lights.)

SOMEWHAT

A significant portion of crosswalks in the field assessment had degraded surfaces making them somewhat difficult to identify.

62. Fill in the blank: _____ crosswalks have curb-cuts to provide a transition from the sidewalk to the roadway.

MOST

Detailed curb cut findings for the Field Assessment can be found in the full project report. Overall, just under half of the sidewalk segments had curb cuts at each end. Many of them were not textured.

63. If curb-cuts exist, how many of the curb cuts are textured to alert persons with visual impairments that they are about to enter the street?

A FEW

64. Does signage for pedestrians provide clear information? (e.g., identifying landmarks, bike trails, etc.)

NO

Improved signage for visitors to reach historic/tourist locations is recommended. Route maps at multi-use trailheads would be helpful.

65. Does the community have a regulation requiring snow removal from streets and walkways?

YES

Sidewalk clearing in front of privately held parcels is the responsibility of the land-owner, although the city does not actively enforce this ordinance. Snow removal in front of public parcels is generally good. There are also declared (and indicated) designated snow routes the city.

66. Does the community have a program to help older persons clear snow from the area in front of their home?

NO

However, the house and yard services available through Senior Services of Central Illinois could help with this type of request.

67. Which of the following types of housing are available within your community?

	YES	NO	I DO NOT KNOW
Single-family homes?	X		
Multifamily homes? (e.g., apartments)	X		
Auxiliary/Accessory dwelling units? (e.g., coach houses, "granny" houses)	X		
Assisted living facilities?	X		
Continuing care retirement communities? (e.g., residential communities that provide a continuum of care for residents as their needs change)	X		
Nursing homes?	X		
Supportive living facilities?	X		
Housing for grandparents raising grandchildren?	X		
<i>Other (please list):</i> Accessory dwellings require zoning variance and must include a kitchen, bathroom, sleeping and living areas.			

68. Is affordable housing available in each of these housing types?

	YES	NO
Single-family homes?	X	
Multifamily homes?	X	
Accessory dwelling units?		X
Assisted living facilities?	X	
Continuing care retirement communities?	X	
Nursing homes?	X	
Supportive Living Facilities?	X	
Housing for grandparents raising grandchildren?		X
<i>Other (please list):</i> Accessory dwellings are not common. Although affordable housing is available, the SHA has elderly citizens on their public and section 8 housing waiting lists. In addition, according to the 2010-2014 City of Springfield Consolidated Plan, the elderly bear the biggest housing cost burden among extremely low-income, low-income, and moderate income renters in Springfield (p.81).		

69. Are affordable housing options located near basic shopping opportunities?

YES

70. Are affordable housing opportunities located near a regular transit route?

YES

71. Are affordable housing options located near recreational opportunities?

YES

72. Do the legal requirements in your community permit shared housing among a group of older residents?

YES

Although the number is limited.

73. Does your community permit accessory dwelling units in an area zoned as a single-family district?

NO

74. Does your community promote or require "universal design" (e.g., wider doorframe and hallways, fewer stairs, etc.) standards for new housing units?

NEITHER

75. When constructing new structures, to what extent is the community incorporating concepts of "universal design"?

MINIMALLY

76. Are there multifamily housing units that are accessible to people with varying or changing physical abilities?

YES

77. Are there any special housing complexes or apartment buildings especially designed for older people in your community?

YES

Springfield Housing Authority's Bonansinga and Sankey High Rises. Various retirement communities in the area, such as Oak Terrace, Capitol Retirement Village, the Seasons locations, Gaines Mill Place, Hickory Glen, Washignton Place, Bickford House, Montvale Estates, Springfield Terrace, and Capitol Plaza. See Springfield's 2010-2014 Consolidated Plan Attachment K for full retirement community listing.

78. Do public transit routes serve areas of town that offer accessible and affordable housing?

YES

79. Does the land-use plan or zoning ordinance allow multifamily housing to be developed in your community?

YES

Areas with R-3 General Residential zoning status.

80. Are these locations within walking distance of basic shopping and recreational activities?

YES

81. Are you aware of individuals who are unable to find appropriate housing within your community? For example, do affordable, accessible multifamily housing or assisted living facilities have long waiting lists?

YES

The Springfield Housing Authority maintains wait lists for low-priced housing in the area. In the 2010 Springfield Consolidated Report, the SHA reported the waiting list total for AMP III level housing, which includes the two elderly-specific high rises, was 58. The section 8 family housing waiting list includes 28 elderly families.

82. Does your community project future housing needs for various populations based on anticipated changes in your community population?

YES

The Springfield Housing Authority and the City of Springfield work together to provide housing information and projections in the Springfield Consolidated Report.

83. What type of housing needs to be developed to meet the future needs of seniors in your community?

Other (please list): - Although low-income senior family residences and assisted living facilities are present, long waiting lists are not uncommon, illustrating a need for additional lower-income facilities.

84. Is anything happening now to assure the availability of these housing needs in the future?

Yes, further information available from the Springfield Housing Authority and in the City of Springfield's Consodated Plan.

85. Are there older adults in your community that need assistance paying for utilities (i.e., gas, electric, etc.)?

YES

Electric, gas

86. Are there programs available to assist older adults who need assistance paying for utilities?

YES

CWLP's project relief, LIHEAP, Ameren special project

87. Is there a money management program available for seniors?

YES

Senior Services of Central Illinois- Money Management Program

88. If yes, is the program well-publicized ?

VERY

89. Does your community offer any property tax reduction programs for older homeowners?

YES

Sangamon County offers a Senior Citizen Homestead taxable assessment reduction and a Senior Citizen Assessment Freeze Homestead exemption for qualified residents.

90. If yes...

	YES	NO	I DO NOT KNOW
Is this program well-publicized?	X		
Is the application process easy to complete?		X	
Are such programs limited to individuals whose income is below a specific threshold?		X	

If program is income limited, what is the threshold?: Some of the assistance IS income-based. Assistance in filling applications is given at the County assessor's office and through Senior Services of Central Illinois.

91. Do lending agencies in your community offer reverse mortgages to homeowners over age 62?

NO

92. Does your community offer a weatherization assistance program? (e.g., a program that helps people install such things as weather stripping, insulation, etc.)

YES

CWLP, The Illinois Home Weatherization Assistance Program (IHWAP) from DCEO.

93. Does your community offer a financial assistance program for home modifications?

YES

The Family Community Resource Center (Springfield/Capitol Township, Woodside Township, etc.) offers assistance with weatherization and home modification/repair costs, but the wait lists are very long for these programs.

94. Does your community offer financial assistance for maintenance and repairs?

YES

The Family Community Resource Center (Spfld/Capitol Township, Woodside Township, etc.) offers assistance with weatherization and home modification/repair costs, but the wait lists are very long for these programs. Senior Services of Central Illinois has general funds that sometimes are used to assist seniors in home repair/maintenance, particularly when there is a pressing safety concern.

95. Does your community offer tips on finding appropriate financing through conventional lenders?

YES

Senior Services of Central Illinois offers money management assistance that can extend to helping seniors find lending, creating and maintaining budgets, debt management, etc.

96. Does your community offer a list of agencies or qualified individuals that specialize in affordable, reliable repairs for older residents?

YES

Senior Services of Central Illinois, LIHEAP

97. Does your community have a program that helps older persons evaluate the need for home repair, modification, weatherization, etc.?

YES

Senior Services of Central Illinois for all home needs, CWLP for weatherization and energy efficiency.

98. Does your community have a program to assist with routine or seasonal home maintenance chores (snow removal, yard work, gutter cleaning)?

YES

Senior Services of Central Illinois home care services.

99. Would most seniors in your community say their housing expenses are manageable?

NO

100. Does cost limit the housing options of seniors in your community?

YES

101. Are seniors in your community who might need services aware of assistance programs for utilities or other expenses related to housing?

YES

102. Is your community served by a regularly scheduled bus or other public transportation service that picks up passengers at established stops? (If there is no regularly scheduled service skip to question #27.)

YES

103. Are stops located within a 10-minute walk of residences in the sections of town with older residents?

YES

Far west side of town.

104. Are the sidewalks that serve transit stops well-maintained?

NO

Although many sidewalk segments at transit stops were found in good condition during our Field Assessment, a significant portion of segments with transit stops had sections that were potentially impassible for wheelchair users.

105. Is shade available at most transit stops?

NO

Other than at bus shelters, shade at transit stops is uncommon.

106. Does the transit system serve (check all that apply)...

	YES	NO	I DO NOT KNOW
Hospitals?	X		
Clinics?	X		
Shopping Facilities?	X		

If no, note which key destinations are NOT served::

107. When is the transit service available? (e.g., daily, weekdays only, limited hours, etc.)

M-F: 6am-midnight Saturday:6am-6pm

108. Would other service times help older residents?

YES

Sunday service (as per AAAL representative comments to HSTP committee in 2008).

109. Are transit schedules and route maps easy to read, (printed high contrast, large print)?

NO

Small print size and stop locations not indicated.

110. Are transit schedules readily available in...

	YES	NO	I DO NOT KNOW
Libraries?		X	
Senior centers?		X	
Medical facilities?		X	
Shopping centers?		X	
Transit stops?		X	

Note other places where public transportation schedules are available or should be made available::

111. Is it possible to call the transportation company or agency for route and schedule information?

YES

112. If yes, is this information given by an actual person or a recording?

PERSON

113. Is schedule information available for those who have difficulty hearing?

YES

114. Is transportation information available in languages other than English?

NO

115. Is it relatively easy to transfer between two buses or other forms of public transportation?

NO

Transfer between Amtrak and Greyhound can be difficult.

116. Does the driver provide information about transfers when you board?

YES

117. Are reduced public transportation fares available for older residents?

YES

118. Are the transit stops well marked?

ALL

119. Do most of the transit stops offer shade, seats, and shelter from the weather?

SOME

Once the recent route and stop changes have been mapped, field data on shade levels is available for some of the urbanized area, but more data will be necessary to determine immediate needs.

120. Is there adequate room for a wheelchair on all public transit options (i.e., buses, trains, etc.)?

MOST

121. Are routes and schedules served by each stop clearly posted?

NO

Stops are not noted on route maps/schedule. Many bus stops do not have information on routes served at that location.

122. Are route and schedule information also available for those with limited sight?

NO

123. Are the transit shelters well lighted in the evening?

SOME

A night survey of transit shelters (potentially by drivers) will be needed to determine existing needs.

124. Is preferred seating on the vehicles available near the door for those who have difficulty walking or standing?

YES

125. If yes, are preferred seating for seniors and passengers with disabilities enforced?

YES

126. Are upcoming stops announced?

YES

127. The ADA requires that all fixed-route bus systems must be accessible to those with disabilities. How do those traveling in wheeled mobility devices and other types of mobility devices access vehicles in this system? What accommodations are made for individuals with vision or hearing impairments?

Lifts and ramps are available for wheeled mobility devices. Some stops are announced for vision impaired. There are presently no accommodations for hearing impaired.

128. Does your community have a dial-a-ride service? (If not, skip to question xxx.)

YES

SMTD Access Springfield service

129. Does the service allow an individual to accompany an older adult in the vehicle?

YES

130. Who is eligible to use the service?

People with disabilities that are unable to use the mainline service.

131. What do riders have to do to participate?

Complete an application.

132. What area does the service cover?

Entire SMTD boundaries plus 3/4 mile from any mainline route outside of those boundaries.

133. Does it offer door-to-door service (e.g., passengers are escorted from their front door through the door of their destination)?

NO

134. How far ahead do you need to call for their service?

By 5:00pm the day before service is needed.

135. Does the dial-a-ride service usually arrive at the appointed pickup time?

YES

136. Does it charge a higher fare than the fare for regular fixed-route buses?

YES

Mainline access: \$1 Access Springfield: \$2

137. How often do older residents in the community express concerns about the cost of dial-a-ride fares?

SELDOM

138. How often do older residents in the community express concerns about the convenience of dial-a-ride fares?

SOMETIMES

Two areas of complaint have been noted. 1) Service wait time/timeliness, 2) Origin or destination outside of service area.

139. Is taxi service available in the community?

YES

140. If taxi service is available in the community...

	YES	NO	I DO NOT KNOW
Does it serve the whole community?	X		
Do older residents express concerns about the cost of the taxi services?	X		
Do older residents express concerns about the reliability of taxi services?		X	
Is there a taxi voucher program?	X		

141. Do local organizations (such as senior centers, churches, or other groups) offer van service to meal sites, doctor's appointments, or special recreational excursions?

YES

Senior Transport program (Senior Services of Central Illinois), Helping Hands (non-emergency medical), Contact Ministries (traveler's assistance), First Transit (non-emergency medical), Hospice Care of Central Illinois (non-emergency medical), Salvation Army (traveler's assistance), St. John's Third Age living (non-emergency medical).

142. Is the service well-advertised?

SOMEWHAT

Depends on the service. Some are open to all, some have requirements such as registration, income level, etc.

143. Do medical centers offer their own transportation service for dialysis and other regular medical needs?

YES

Dialysis service exists. Other regular visit needs are generally absent. However, social service organizations in the area (such as Senior Transport from SSOCIL and Contact Ministries) do provide medical transport, including for recurring appointments.

144. Do leisure communities have their own van to take residents shopping, to the doctor, and to cultural activities?

YES

Capitol Care's van services, Heritage Manor's van service, Montvale Estates shuttle service, Springfield Terrace van service. This is a common service for retirement communities in the area.

145. Is there an organized volunteer driver program in your community?

NO

146. If yes...

No Response

147. Does your community have street signs with letters large enough to be seen at a distance?

YES

148. Are street signs readable at night?

YES

149. Are there streetlamps at regular intervals?

NO

Although many street segments are well lit, some do not provide light for the entire segment length. There are also areas in Springfield that do not have any street lighting.

150. Do your streets have turning arrows with dedicated left-turn lanes at most intersections?

NO

151. If yes, do the dedicated left-turn lanes start at the middle of the block?

NO

152. If your community has streets with a heavy volume of traffic, are there medians or other devices to minimize the glare from opposing traffic at night?

YES

153. Are the lane markings clear?

YES

154. Are lane marking reinforced by reflectors?

NO

155. Do most parking lots have clear travel patterns?

NO

156. Do most parking lots have an ample number of parking places that are easy to use?

YES

157. Are there enough well-marked parking spaces for individuals with disabilities?

YES

158. Is proper use of these spaces monitored and enforced?

YES

159. Are there safe walkways to get to the stores from the parking lots?

NO

160. How many of the streets in your community have adequate street lighting?

SOME

161. How many of the sidewalks in your community are adequately lighted at night?

SOME

162. If your neighborhood has alleys, how many of them are well lighted?

SOME

163. Are public areas well lighted?

SOME

164. Are private areas (e.g., yards near public sidewalks) well lighted?

SOME

Areas with vacant lots tend to have poor off-street private lighting.

165. Do residents feel comfortable speaking to each other about public safety concerns?

YES

166. Are there areas with overgrown vegetation and limited lighting along the sidewalks where someone could hide or where pedestrians would feel unsafe?

YES

Please see Field Assessment findings regarding enclosure and lighting levels.

167. Are there locations in your neighborhood where a pedestrian would be isolated and out of the earshot of other residents? (Consider how this answer might be different during the day and during the evening/nighttime.)

YES

This potentially could occur within city parks at night. Other potential areas of isolation include industrial areas, but these are unlikely to have pedestrian traffic, particularly at night.

168. Are there areas along a pedestrian route that might become locations for entrapment (small, confined areas adjacent to a pedestrian route that are shielded on three sides, such as walls around dumpsters or insets or bump-outs in buildings)?

YES

Please see Field Assessment findings regarding enclosure. Also, although not official pedestrian routes, many alleys downtown, as well as alleys in Census tract's 3 and 15 are informal routes that have spots of high enclosure.

169. Do you see routes that criminals could use to escape easily from your community onto a major street?

NO

170. Are there call boxes that are well marked in case of emergency?

NO

171. Do police patrol the area routinely?

YES

172. Is there a Neighborhood Watch program available to your residents with active assistance in setting it up and maintaining it?

YES

173. If yes, are there signs identifying the area as one with a Neighborhood Watch program?

YES

174. Are there regular cases of scams affecting seniors, such as mail fraud and phone scams?

YES

175. If yes, are community notifications issued urging residents to be protective and vigilant?

YES

176. Are there locations in your neighborhood that are not properly maintained?

YES

Most notable are locations with vacant and boarded up properties in the area. The city of Springfield has maps of vacant and abandoned properties.

177. Does your community have grocery stores within a safe, convenient walking distance (1/4 mile) of clusters of older adult residences?

NO

Public survey responses from older residents included a number of calls for closer grocery stores or any grocery stores in their neighborhoods. It should be noted that transit service is an available option for those within the SMTD boundaries to reach most grocery stores in the area.

178. Does your community have a large supermarket or retail store?

YES

179. If yes, does your nearest large supermarket or retail store...

	YES	NO	I DO NOT KNOW
Provide wheeled mobility aids to help shoppers?	X		
Have personal assistants available to help seniors to shop?		X	
Have clear, legible signs in high-contrast lettering indicating the location of key grocery items?	X		
Have easy to read prices of items?	X		
<i>Include any notes about the mix of merchandise and layout of the store (e.g., how easy is it for older shoppers to find and reach merchandise?): Items on high shelves and heavy items can be a concern. Store personnel and other shoppers usually assist as needed.</i>			

180. Do grocery stores in the area offer home delivery service?

YES

181. Do drugstores/pharmacies (e.g., convenience stores, etc.) located within walking distance of clusters of older adult residences?

YES

Not all high-volume senior residential areas are near such stores. However, many are within 1/4mile of these services. For example, of the 8 retirement home/care facilities in or near the Field Assessment area, half of them are within walking distance of a drugstore/pharmacy.

182. Are the stores in your community laid out in such a way that older residents can easily find and reach what they need?

NO

The larger department stores and home improvement stores present problems finding items. As noted earlier, items on high shelves and items that are large or heavy are particular concerns.

183. Are there wide aisles in the stores that are ADA compliant?

NO

Most large stores are ADA compliant in terms of aisle widths, however, in-aisle merchandising and occasional support beams, etc. can make access difficult at times. Smaller stores, such as card shops and restaurants are more commonly found to have smaller pathways, some of which are inadequate, particularly regarding wheelchair passing and turnaround space requirements.

184. Is there a sidewalk and safe crossing between the residences and shops?

NO

The Field Assessment found many instances where pedestrian signal timings should be increased to meet recommendations for slower, elderly pedestrians. There is also a lack of complete sidewalk routes in some shopping areas, such as along Wabash Avenue between MacArthur and Chatham road, or within the White Oaks retail sector.

185. Is there a public transportation connection between residential areas and shops?

ALL

186. Is the public transportation to stores available at times that are convenient to older residents?

MOST

187. Does your community's zoning code permit mixed-use development? (e.g., businesses in walking distance of residences)

YES

188. If yes, are there mixed-use developments with shops and a mix of residential units that might appeal to older residents?

YES

189. Are there active community efforts to encourage replacement of, or building of a new grocery and other retail stores by redeveloping vacant properties near clusters of residences of older adults?

NO

190. What additional types of stores do you think older residents need the most?

The most often requested nearby service for senior residents was a nearby grocery/convenience store.

191. How many of the businesses in your community have...

	ALL	MOST	SOME	NONE	I DO NOT KNOW
Lightweight, power assist doors?			X		
Push-plate entrances?			X		

192. How many large stores in your community have sitting areas located throughout the store where seniors can rest while shopping?

SOME

193. How many businesses in your community train their employees in providing service to seniors?

NONE

194. How many buildings in the community have business names prominently displayed?

MOST

195. Most businesses in the community have (check all that apply):

Access to restrooms

Adequate parking, within a reasonable distance to the business

196. Do seniors who desire employment find elder friendly employers in the community? (e.g., employers who are willing to employ older residents)

YES

197. Is there an employment placement service with skill in placing seniors within 30 minutes of most of their homes?

YES

197. Is there an employment placement service with skill in placing seniors within 30 minutes of most of their homes?

YES

Senior Services of Central Illinois - The Assistance Specialist Service can address employment opportunities

198. If yes, how well-publicized is this service?

VERY

199. Is there a plan to ensure a reliable workforce to meet the needs of local residents?

NO

200. Is there a SCORE (Service Corps of Retired Executives) program in the community?

YES

201. Is there a Senior Community Service Employment Program (SCSEP) in the community?

YES

202. Do community businesses hire older adults?

YES

203. Please list any other services available to older adults seeking employment (i.e., Illinois Employment and Training Center, resume workshops, etc).

The Area Agency for Aging in Lincolnland's employment services, the Foster Grandparent Program, Illinois Employment & Training Center, Illinois Dept. of Employment Security, Sangamon County JTPA, and the AARP foundation's Senior Community Service Employment Program.

204. Does your community have a public park?

YES

205. If yes...

	YES	NO	I DO NOT KNOW
Do the parks in your community offer walkways and benches in an atmosphere that is safe and inviting?	X		
Do public parks provide trails that are accessible to older people and people with disabilities?	X		
Do the parks provide picnic facilities that are accessible to older people and people with disabilities?	X		

206. Does your community have additional facilities for recreation, cultural events, and intellectual stimulation?

YES

A comprehensive listing of community recreational and cultural opportunities can be found in the Sangamon County Regional Comprehensive Plan's draft. Please see the pdf found here: http://co.sangamon.il.us/Departments/RegionalPlanning/PDFs/Brochures_Docs/Comp_Plan/Heritage_Recreational_and_Cultural_Amenities_Report-December_Draft.pdf

207. What type of additional and recreational and cultural facilities do you think are needed in your community?

Our Regional Comprehensive plan development process received requests for more available swimming lanes in the area.

208. Does your community have access to a public swimming pool comfortable for older residents?

YES

209. Does your community have public golf courses?

YES

210. If yes, do the courses offer carts?

YES

211. Does your community have public tennis courts?

YES

212. Does your community have walking and jogging trails?

YES

213. If yes (for question #212)...

	YES	NO	I DO NOT KNOW
Do the trails have benches?		X	
Are the trails accessible to older adults?	X		
Would most community members agree with the statement "The walking and jogging trails in our community are safe"?	X		

214. Does your community have safe recreational bicycle trails?

YES

215. If yes, are they accessible to older adults?

YES

216. Does your community have access to a recreational center, such as a senior center or community center, with a variety of active and passive recreational and leisure activities for older residents?

YES

217. If your community does not have a dedicated senior center, does it have recreation centers with dedicated space or programs designed for older people?

YES

218. Does your community have a mall or other facility that offers comfortable indoor walking for exercise?

YES

219. Does your community have a bowling alley with older adult bowling leagues?

YES

220. Does your community have access to a public library?

YES

221. Does the library offer community-based programs, such as book discussion groups or speakers' programs?

YES

222. Does the library have audio books or other services that can assist those with limited sight?

YES

223. Is the library fully accessible?

YES

224. Is the library's lighting adequate for the needs of older persons with visual impairments?

YES

225. Are the acoustics suitable for those with hearing impairments?

YES

226. Does your community have a public library?

YES

227. If your community does have a public library...

	YES	NO	I DO NOT KNOW
Does the library in your community have a program to deliver books to people who are homebound?	X		
Is there a bookmobile or remote satellite site?		X	
Does your library offer informational programs on topics of interest to seniors?	X		
Does your library offer large print books?	X		
Does your library offer books on tape or CD?	X		

228. Do the schools in your community offer courses that seniors can participate in at low or no cost?

YES

Lincolnland Community College has low-cost non-academic courses and workshops. Senior Services of Central Illinois offers courses, and St. John's Third Age living offers courses.

229. Are educational day trips (e.g., trips to historic sites, museums, etc.) available through schools, libraries, or other entities?

YES

Lincoln Presidential museum tour, Old capitol tour, Lincoln Home National Historic Site tour, State Capitol tour, Illinois State Museum tour. These are all 2 hours or less, but can be combined and groups can ask for specialized guided tours through the Convention Bureau.

230. Does your community offer courses for academic credit, through a degree or certificate program?

YES

Lincoln Land Community College, University of Illinois at Springfield, Southern Illinois University - Springfield Medical Campus, Robert Morris College, Benedictine University.

231. Does your community offer educational sessions that are NOT for academic credit (language courses, computer classes, etc.) through senior centers or other entities?

YES

Lincoln Land Community College workshops and University of Illinois extension courses, Senior Services of Central Illinois courses and workshops, St. John's Third Age Living courses, Lincoln Library classes.

232. Does your community offer U.S. citizenship classes?

YES

233. Is cell phone coverage available in all parts of the community?

YES

234. Are cell phones provided at low or no cost for older adults?

YES

235. Is cable television available in all parts of the community?

YES

236. Is satellite television available in all parts of the community?

YES

237. Is high-speed Internet access available in all parts of the community?

YES

238. Does the community have a web site, where important community information is posted?

YES

239. Is Public Wireless Internet access (WiFi or WiMAX) available throughout the community?

NO

240. Does the community have access to a home delivered meals program (e.g., "Meals on Wheels")?

YES

241. If yes, does the program provide additional meals in case of emergencies?

YES

242. Does the community have access to a directory of services available to seniors in need?

NO

No senior specific directory, however, the Sangamon County Department of Community Resources brochure includes many organizations of interest for seniors.

243. Does the community have or promote a central phone number that people can call when they need assistance but don't know where to turn (e.g., 2-1-1)?

NO

244. If yes (for question #243)...

No Response

245. Does the utility company (or companies) serving your community have a program to notify a third party in case of impending utility shut-off?

YES

246. Does your community have a system to notify residents of emergencies by telephone (e.g., Reverse 911)

NO

247. Does the community have a process for providing residents with assistance with basic needs (e.g., food, shelter, basic care) in emergency situations?

YES

Emergency management plans involve contacting various local authorities, service providers, and media to disseminate information to those in need.

248. Does the community notify older adults of weather emergencies (e.g., extreme heat or cold, snow storms, tornadoes, etc.)?

NO

(Springfield does have a weather alert siren system)

249. Are there long term care facilities (such as nursing homes, group homes, etc.) in the community?

YES

250. If yes (for question #2)...

	YES	NO	I DO NOT KNOW
Do the long term care facilities have evacuation and safety plans?	X		
Are these plans communicated to the first responders, medical facilities, etc.?	X		

251. Does the community keep track of individuals who would require special assistance during an emergency? (e.g., homebound or handicapped persons, etc.)

YES

Sangamon County Emergency Telephone System's Senior Safe Program

252. If your community maintains a registry of individuals who would require special assistance, or a list of service providers who serve such populations, how often is this information updated?

Residents fill out a Senior Safe program form.

253. Does the community have an emergency preparedness plan (to be followed in the event of acts of war or terrorism, forces of natures, etc.)?

YES

254. If yes (for question #253)...

	YES	NO	I DO NOT KNOW
Are special needs populations considered in this plan?	X		
<i>How is the plan communicated to members of the community?:</i> Emergency responders, service providers who care for special needs populations, medical centers, and the media are contacted as needed to disseminate information.			

255. Does the community have structures or vehicles used as...

	YES	NO	I DO NOT KNOW
Cooling centers?	X		
Warming centers?	X		
Fallout shelters?	X		
Emergency shelters?	X		
Evacuation vehicles?	X		

256. If yes for any of the options in question #255, how many of these structures are ADA accessible?

MOST

257. Does your organization have a Continuity of Operation Plan (COOP)?

NO

258. Does your organization have a plan for continued service delivery in case of emergency?

NO

259. Is there a program available to help seniors identify volunteer opportunities?

YES

RSVP (Retired Senior Volunteer Program) and Volunteer Match online service. Senior Services of Central Illinois is also aware of opportunities and can guide interested parties to further information.

260. Do a range of opportunities exist for seniors who want to volunteer?

YES

Social service and faith organizations, historical and tourism organizations, hospital organizations, environmental organizations, redcross/savation army, local schools (librarian/teacher's aides/crossing guards), etc.

261. Would seniors say they feel welcome and are encouraged to attend community meetings?

YES

262. Are older persons' contributions regularly recognized in publications (e.g., newspapers, newsletters, etc.)

YES

Springfield State Journal-Register and Illinois Times

263. Are older persons' contributions regularly recognized at public meetings?

YES

264. Are exceptional contributions by seniors recognized with awards and/or public ceremonies?

YES

The RSVP (Retired Senior Volunteer Program) awards seniors at their recognition dinner.

265. Are seniors represented on most public community boards and committees?

YES

Senior residents are active in the community, taking part in public meetings, and serving on various committees. Case in point, the area's Regional Comprehensive planning efforts involves a number of committees with senior members who lend their time and expertise.

266. Is there a central information source, (e.g., hotline, website, etc.) available for your community to help potential volunteers learn about opportunities to volunteer?

www.volunteermatch.com, while nation-wide, includes many local opportunities. Senior-specific opportunities can be found through RSVP (Retired Senior Volunteer Program).

267. Are there opportunities available to the community to learn about and participate in intergenerational programs (e.g., Adopt a Grandparent, volunteer opportunities, etc.)?

YES

Contact Senior Services of Central Illinois.