

## Memorandum

To: Buffalo City Council Member Joel P. Feroletto, Delaware District

Prepared by: Kaden Shea, Community Engagement Manager, GObike Buffalo  
[Kaden@gobikebuffalo.org](mailto:Kaden@gobikebuffalo.org)

Date: May 25, 2023

Subject: *Parkside Avenue & Linden Avenue Walkability Improvement Project* - Community  
Survey Summary

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**Background.**

While the neighborhoods and shopping districts surrounding Buffalo's Parkside and Linden Avenues have borne witness to a vital resurgence in recent decades, much of the built environment at that intersection has remained frozen in the past, harkening to an era where vehicles and swift access to the nearby New York State Route 198 were prioritized more highly than the safety of pedestrians, bicyclists, and vulnerable road users like children, the elderly, and people with disabilities.

Through the *Parkside Avenue & Linden Avenue Walkability Improvement Project*, **GObike Buffalo** and the **GBNRTC**, along with the **Erie County Department of Health** and **Erie County Office for People with Disabilities**, and in partnership with the office of **Buffalo Common Council Member Joel P. Feroletto**, aims to strengthen local choices in human-powered mobility by addressing the existing lack of ADA accessibility and excessively wide drive lanes at the intersection of Parkside and Linden. The goal is to provide safer continuous passage for pedestrians to the adjacent intersections of Depew Avenue and Crescent Avenue, and to address the substandard sidewalks along Parkside Avenue as they pass underneath the Beltway-Subdivision railroad bridge.

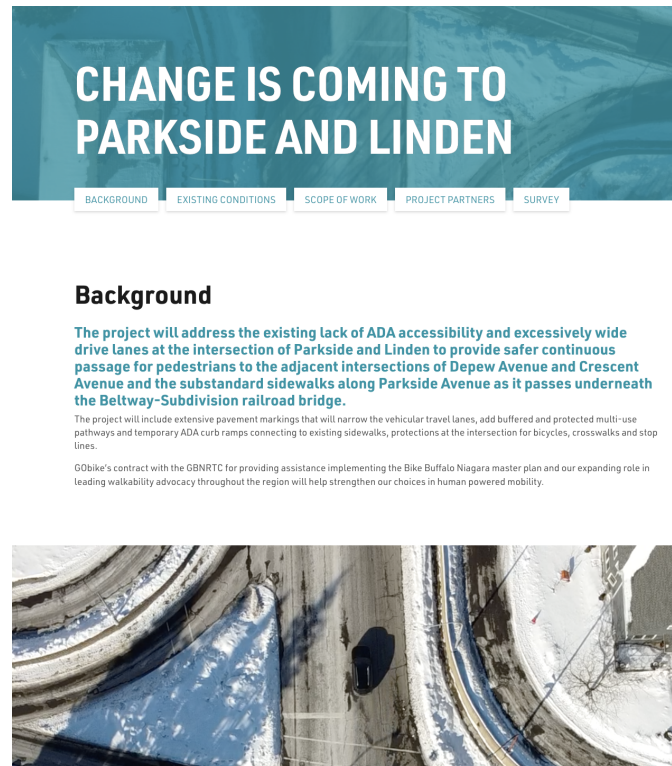
The project will include extensive pavement markings that will narrow the vehicular travel lanes, add buffered and protected multi-use pathways and temporary ADA curb ramps connecting to existing sidewalks, protections at the intersection for bicycles, crosswalks and stop lines.

## Engagement Methods.

As experts on their neighborhood, we asked Parkside/Linden-area residents and regular visitors to take a community survey focused on their ordinary commutes and recreational usage of the intersection, the results of which will help identify opportunities to enhance safety and accessibility for pedestrians and bicyclists.

The survey was hosted on the Parkside/Linden project page on **GObike's website** (<https://gobikebuffalo.org/project/parkside-linden/>), and was promoted on the **Parkside Community Association's social media pages** and **GObike's social media pages**. It was available from January, 2023 - March, 2023.

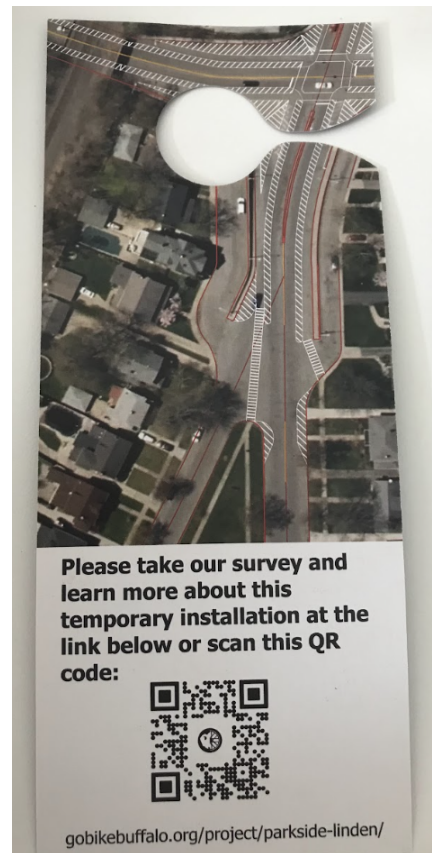
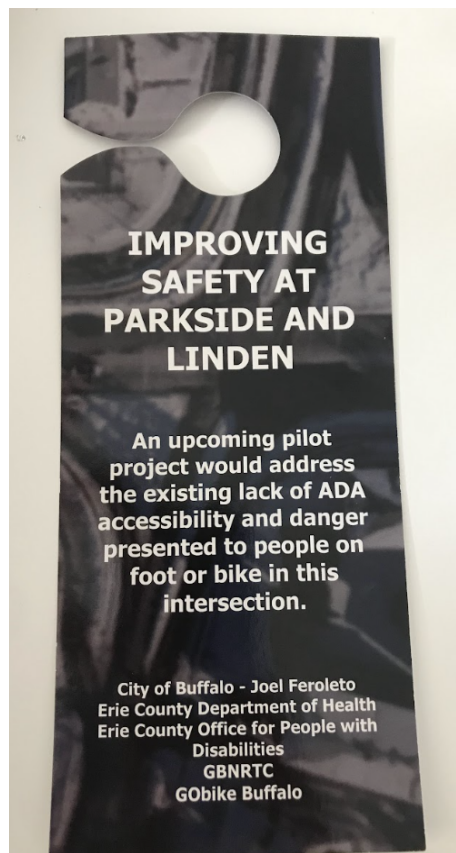
**Image 1:** Parkside/Linden Project Page, [gobikebuffalo.org](https://gobikebuffalo.org)



**Approximately 1,000 door hangers containing project information and links to the project survey were also distributed to households on streets in the immediate project area.** Produced by GObike, the hang tags were distributed by members of the Parkside Community Association and Erie County Health Department from February - March, 2023.

**Image 2:** Parkside/Linden Project Hang Tag, Side 1

**Image 3:** Parkside/Linden Project Hang Tag, Side 2



## Key Findings.

Through our survey results, the following key findings emerged:

1. There is a **strong desire amongst Parkside/Linden-area residents to have the intersection improved with new lane markings and facilities for pedestrians and cyclists**, in order to create more opportunities for exercise and wellness. **Many residents would like to travel by means other than a vehicle, but do not currently do so, due to a lack of safe crosswalks and connectivity in the area.**
2. **Residents are fearful of walking along Parkside, citing crumbling sidewalk conditions, overly narrow pathways, and lack of year-round maintenance.**
3. A desire for **improved connectivity to amenities like Delaware Park, the Buffalo Zoo, and the Hertel shopping district** was expressed by many survey respondents.

## Survey Summary.

**406 individuals responded to the community survey, with most expressing an overwhelming support for proposed improvements at Parkside and Linden.** Many cite not only a need for improved connectivity to more easily access local business districts and parks, but also a genuine fear of interacting with the intersection as it currently exists, both as pedestrians and as drivers.

<i>Primary Desires</i>
<ul style="list-style-type: none"> <li>• Improved <b>connectivity and crosswalks between the Parkside/Linden neighborhoods and local parks and shopping destinations</b> for pedestrians, cyclists, children, and disabled residents.</li> <li>• Repaired and widened <b>accessible sidewalks</b>.</li> <li>• <b>Narrow driving lanes and establish turning lanes</b> to help lower driver speeds and create more predictable traffic flow.</li> </ul>
<i>Primary Concerns</i>
<ul style="list-style-type: none"> <li>• <b>High vehicular speeds and crumbling pedestrian infrastructure</b> make for a dangerous and frightening experience for all road users.</li> <li>• <b>Deterioration of the nearby railroad bridge cited by many as dangerous</b>; pooling water, falling debris, and poor lighting are just some of the conditions faced by residents passing beneath the bridge.</li> </ul>
<i>Neutral Findings</i>
<ul style="list-style-type: none"> <li>• <b>Outdated and brutalist Stucco walls and frequent littering</b> in this corridor are found by residents to be unsightly in an otherwise historic and well-kept neighborhood.</li> </ul>

## Relationship to Parkside/Linden & Demographics.

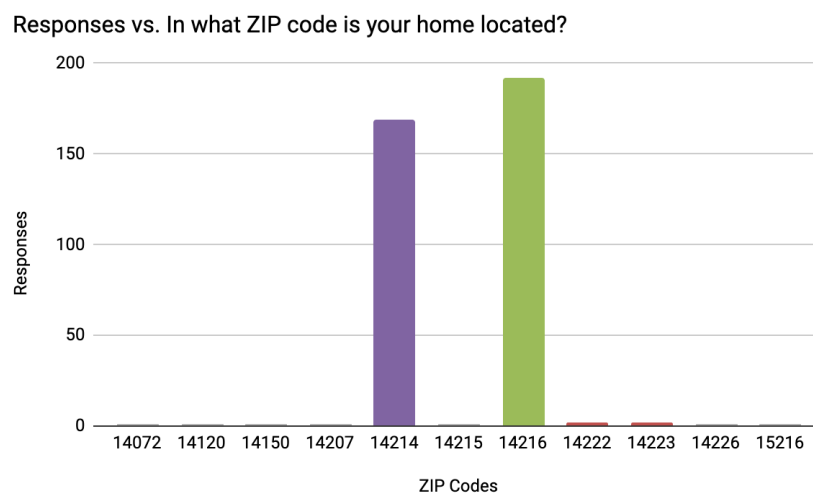
When asked in which ZIP code their home was located, two ZIP codes dominated overall responses: **45.4% were from the 14214 ZIP code area**, which encompasses much of the Parkside neighborhood east of the project intersection and including much of Delaware Park area, **while a larger 51.6% hailed from ZIP code 14216**, located west/northwest of the project intersection and

including Linwood Avenue. **Only 2.9% of respondents reside outside of these two ZIP code areas,** indicating that the majority of surveyants live within walking distance of the project intersection.

**Table 1:** COUNTA of *In what ZIP code is your home located?*

<i>In what ZIP code is your home located?</i>	Responses	Percentages
14072	1	0.27%
14120	1	0.27%
14150	1	0.27%
14207	1	0.27%
14214	169	45.43%
14215	1	0.27%
14216	192	51.61%
14222	2	0.54%
14223	2	0.54%
14226	1	0.27%
15216	1	0.27%
<b>Grand Total</b>	<b>372</b>	

**Chart 1:** *In what ZIP code is your home located?*

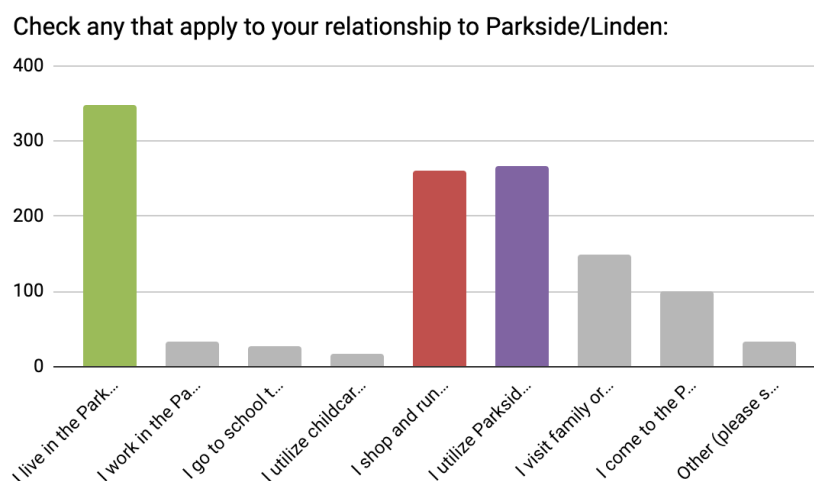


Indeed, when asked about their relationship to the Parkside/Linden neighborhood, a substantial **85.7% of survey respondents reported being neighborhood residents**, while **65.7% travel through the area to get to other parts of the city**, and **64% shop and run errands in the neighborhood**.

**Table 2:** Check any that apply to your relationship to Parkside/Linden

Answer Choices	Responses	Percentages
I live in the Parkside/Linden neighborhood.	348	85.71%
I work in the Parkside/Linden neighborhood.	34	8.37%
I go to school in the Parkside/Linden neighborhood.	27	6.65%
I utilize childcare services in the Parkside/Linden neighborhood.	17	4.19%
I shop and run errands in the Parkside/Linden neighborhood.	260	64.04%
I utilize Parkside/Linden to get to other parts of the city.	267	65.76%
I visit family or friends in the Parkside/Linden neighborhood.	148	36.45%
I come to the Parkside/Linden neighborhood for fun.	101	24.88%
Other (please specify)	33	8.13%
<b>Answered</b>	<b>406</b>	
<b>Skipped</b>	<b>0</b>	

**Chart 2:** Check any that apply to your relationship to Parkside/Linden



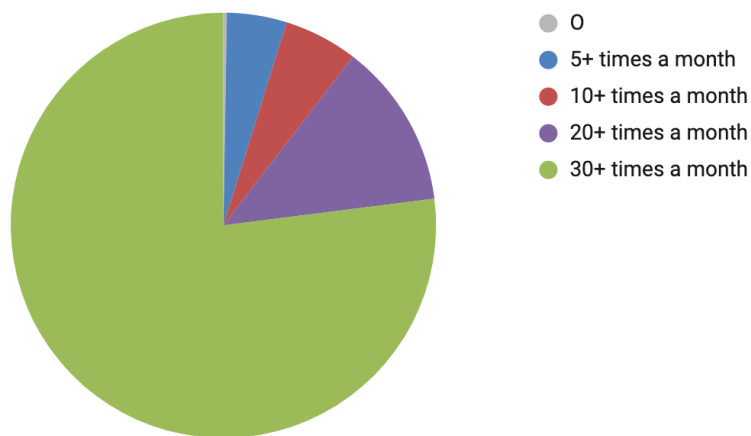
In keeping with resident response rates to this survey, **77% of respondents reported being in the neighborhood 30+ times per month.**

**Table 3:** How often are you in the Parkside/Linden neighborhood?

Answer Choices	Responses	Percentages
0	1	0.27%
5+ times a month	17	4.55%
10+ times a month	21	5.61%
20+ times a month	47	12.57%
30+ times a month	288	77.01%
<b>Answered</b>	<b>374</b>	
<b>Skipped</b>	<b>32</b>	

**Chart 3:** How often are you in the Parkside/Linden neighborhood?

How often are you in the Parkside/Linden neighborhood?



Respondents from every age group were represented in survey data, the **highest concentration of which were in the 35-44 age range (27.6%)**, followed by the 45-54 age range at a much lower 16.6%.

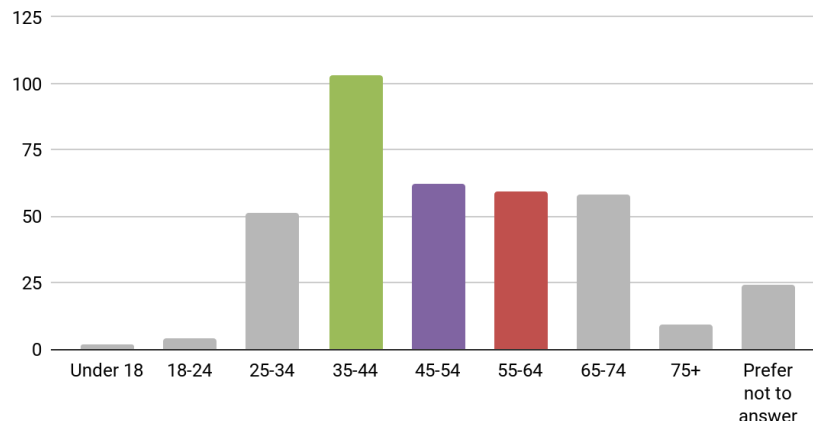
**Table 4:** What is your age?

Answer Choices	Percentages	Responses
Under 18	0.54%	2
18-24	1.08%	4
25-34	13.71%	51
35-44	27.69%	103
45-54	16.67%	62
55-64	15.86%	59
65-74	15.59%	58
75+	2.42%	9
Prefer not to answer	6.45%	24
<b>Answered</b>	<b>372</b>	
<b>Skipped</b>	<b>34</b>	

**Chart 4:** What is your age?



What is your age?



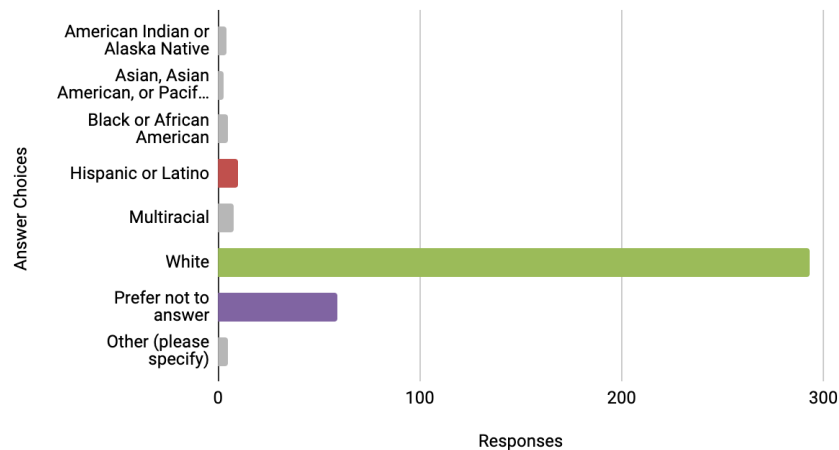
In terms of the ethnic/racial identities of respondents, **78.6% identified their ethnicity as white,** while the next most-common ethnicity was a distant 2.6% of individuals identifying as Hispanic or Latino; 15.8% preferred not to answer.

**Chart 5:** Which of the following best describes your ethnic/racial background?

Answer Choices	Responses	Percentages
American Indian or Alaska Native	4	1.08%
Asian, Asian American, or Pacific Islander	3	0.81%
Black or African American	5	1.34%
Hispanic or Latino	10	2.69%
Multiracial	8	2.15%
White	293	78.76%
Prefer not to answer	59	15.86%
Other (please specify)	5	1.34%
<b>Answered</b>	<b>372</b>	
<b>Skipped</b>	<b>34</b>	

**Table 5:** Which of the following best describes your ethnic/racial background?

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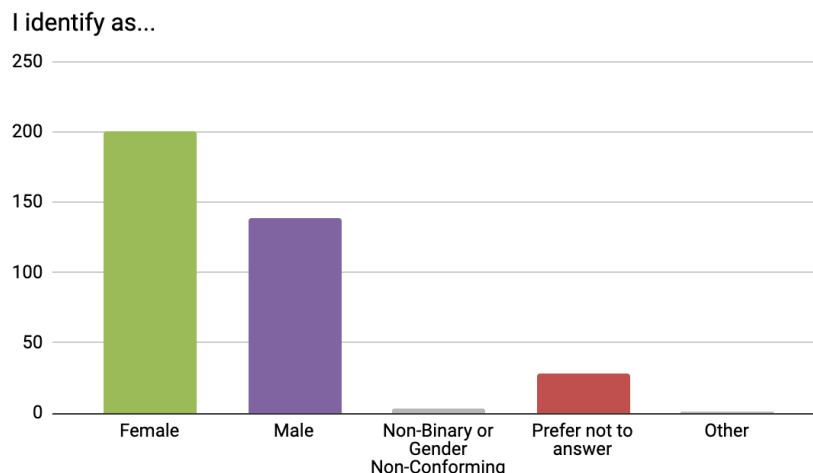


The majority of respondents identified their gender as **female (54%)**, while **37.3% identified as male**, and **7.5% preferred not to answer**.

**Chart 6:** *I identify as...*

Answer Choices	Responses	Percentages
Female	201	54.03%
Male	139	37.37%
Non-Binary or Gender Non-Conforming	3	0.81%
Prefer not to answer	28	7.53%
Other	1	0.27%
<b>Answered</b>	<b>372</b>	
<b>Skipped</b>	<b>34</b>	

**Table 6:** *I identify as...*



### Current Transportation Modes & Habits.

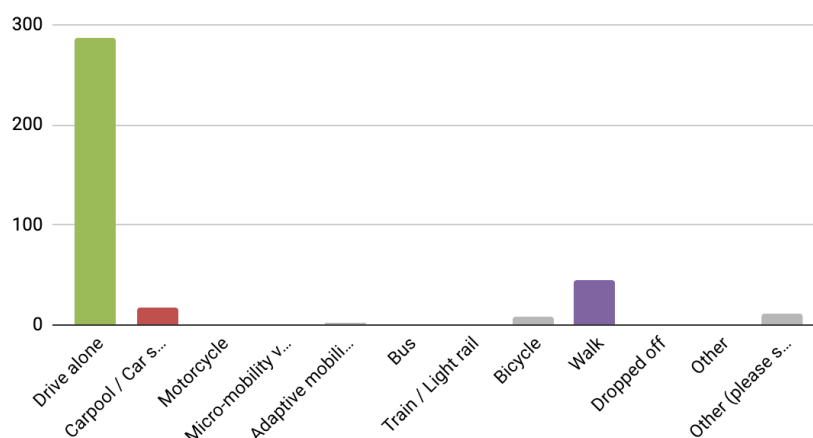
Most of the individuals surveyed (**77.1%**) claim their primary means of transportation is to “drive alone,” indicating a heavy local reliance on single-occupancy automobiles. The next most popular selection, at just **11.8% of respondents**, was “walk;” and **4.5% primarily carpool, car share, or ride hail.**

**Table 7:** What is your primary means of transportation?

Answer Choices	Responses	Percentages
Drive alone	287	77.15%
Carpool / Car share / Ride hailing	17	4.57%
Motorcycle	0	0.00%
Micro-mobility vehicle	0	0.00%
Adaptive mobility device	2	0.54%
Bus	1	0.27%
Train / Light rail	1	0.27%
Bicycle	8	2.15%
Walk	44	11.83%
Dropped off	1	0.27%
Other	0	0.00%
Other (please specify)	11	2.96%
<b>Answered</b>	<b>372</b>	
<b>Skipped</b>	<b>34</b>	

**Table 7:** What is your primary means of transportation?

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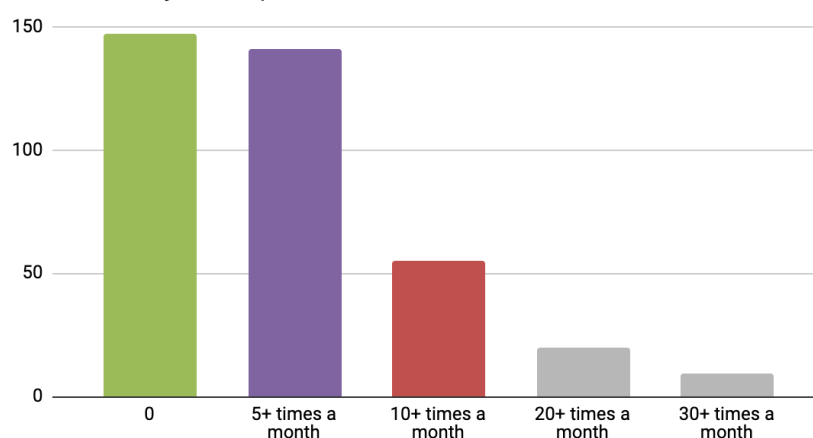
Although only eight people identified bicycling as their primary means of transportation, there is nevertheless strong evidence that Parkside/Linden-area residents do bike and walk quite often; **60.5% reported biking 5+ times per month, while only 39.5% do not bike at all. 69.3% bike or walk 1-20 times per month. Only 6% reported not walking or biking at all.**

**Chart 8:** How often do you bike per month?

Answer Choices	Responses	Percentages
0	147	39.52%
5+ times a month	141	37.90%
10+ times a month	55	14.78%
20+ times a month	20	5.38%
30+ times a month	9	2.42%
<b>Answered</b>	<b>372</b>	
<b>Skipped</b>	<b>34</b>	

**Table 8:** How often do you bike per month?

How often do you bike per month?

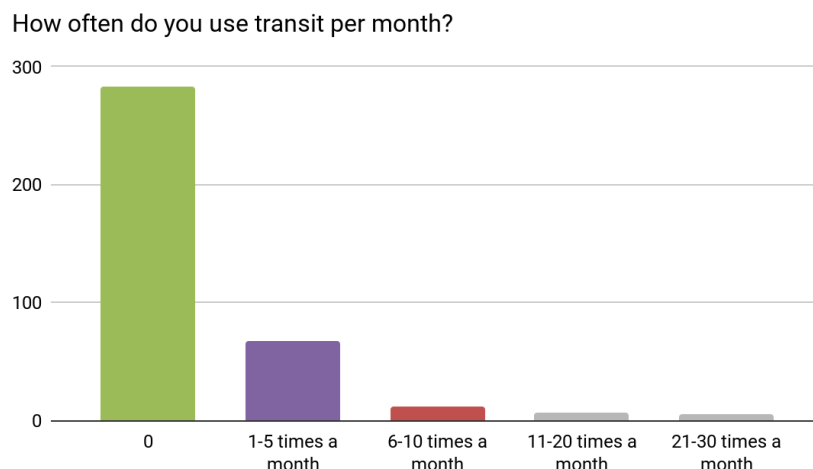


Transit is another popular form of transportation in the area; while only two people identified transit as their primary form of transportation, **24% of those surveyed use public transit at least once each month.**

**Chart 9:** How often do you use transit per month?

Answer Choices	Responses	Percentages
0	283	76.08%
1-5 times a month	67	18.01%
6-10 times a month	11	2.96%
11-20 times a month	6	1.61%
21-30 times a month	5	1.34%
<b>Answered</b>	<b>372</b>	
<b>Skipped</b>	<b>34</b>	

**Table 9:** How often do you use transit per month?



### Perception of Existing Infrastructure.

While survey responses have proven a high number of physically active residents live in the Parkside/Linden neighborhood, **the built environment in the area poses more obstacles than opportunity for people wishing to access safe walking and biking facilities** within their own neighborhood.

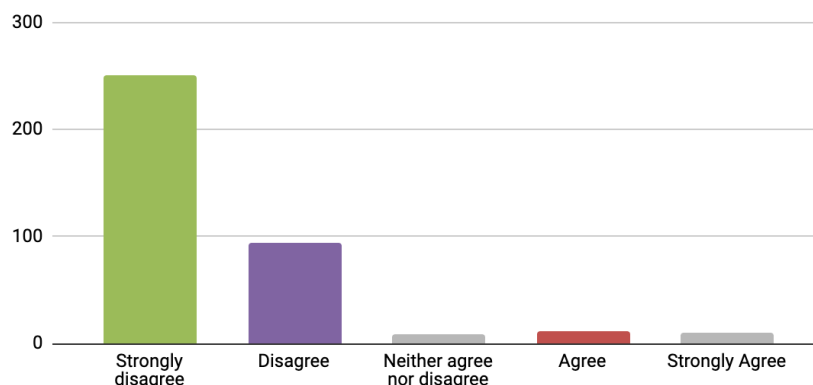
**When asked whether they agree with the statement, “current crosswalks, crossing signals, and signage make it comfortable to walk, drive, ride a bike or take the bus on or around the Parkside/Linden intersection,” the vast majority (92.2%) disagreed or strongly disagreed.**

**Table 10:** *Current crosswalks, crossing signals, and signage make it comfortable to walk, drive, ride a bike or take the bus on or around the Parkside/Linden intersection.*

Answer Choices	Responses	Percentages
Strongly disagree	251	67.11%
Disagree	94	25.13%
Neither agree nor disagree	8	2.14%
Agree	11	2.94%
Strongly Agree	10	2.67%
<b>Answered</b>	<b>374</b>	
<b>Skipped</b>	<b>32</b>	

**Chart 10:** *Current crosswalks, crossing signals, and signage make it comfortable to walk, drive, ride a bike or take the bus on or around the Parkside/Linden intersection.*

Current crosswalks, crossing signals, and signage make it comfortable to walk, drive, ride a bike or take the bus on or around the Parkside/Linden intersection.



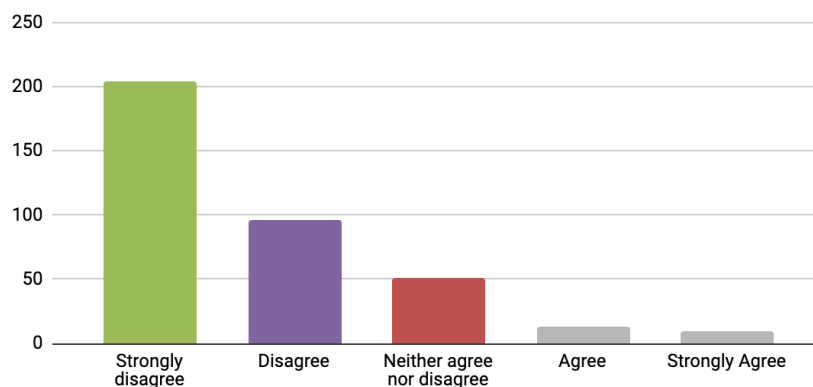
Similarly, the condition of crosswalks at both Crescent and Depew Avenues were rated poorly by residents; **80% “disagreed” or “strongly disagreed” with the statement “current crosswalks, crossing signals, and signage make it comfortable to walk, drive, ride a bike or take the bus on or around the Depew/Crescent intersections.”**

**Table 11:** Current crosswalks, crossing signals, and signage make it comfortable to walk, drive, ride a bike or take the bus on or around the Depew/Crescent intersections.

Answer Choices	Responses	Percentages
Strongly disagree	204	54.55%
Disagree	96	25.67%
Neither agree nor disagree	51	13.64%
Agree	13	3.48%
Strongly Agree	10	2.67%
<b>Answered</b>	<b>374</b>	
<b>Skipped</b>	<b>32</b>	

**Chart 11:** Current crosswalks, crossing signals, and signage make it comfortable to walk, drive, ride a bike or take the bus on or around the Depew/Crescent intersections.

Current crosswalks, crossing signals, and signage make it comfortable to walk, drive, ride a bike or take the bus on or around the Depew/Crescent intersection.



Sidewalk conditions are also a major concern for residents; **85.5% "disagreed" or "strongly disagreed" with the statement "Sidewalks around Parkside/Linden are maintained and in good condition,"** while only **4.8% "agreed" or "strongly agreed",** and **9.6% were neutral.**

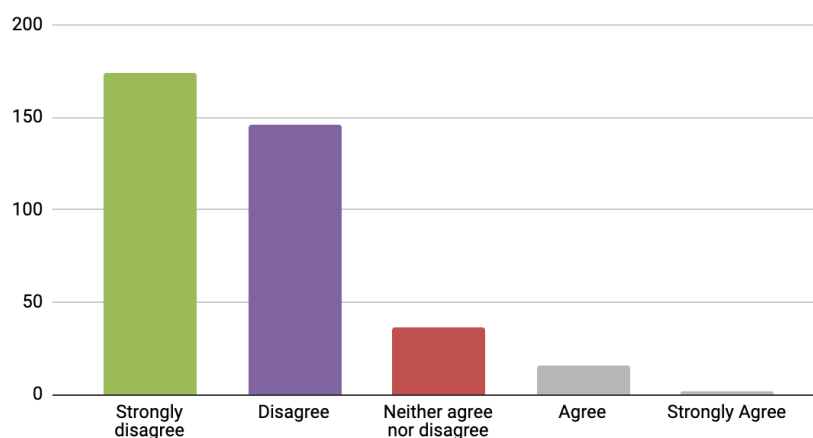
**Table 12:** Sidewalks around Parkside/Linden are maintained and in good condition.

Answer Choices	Responses	Percentages
Strongly disagree	174	46.52%
Disagree	146	39.04%
Neither agree nor disagree	36	9.63%
Agree	16	4.28%
Strongly Agree	2	0.53%
<b>Answered</b>	<b>374</b>	
<b>Skipped</b>	<b>32</b>	

**Chart 12:** Sidewalks around Parkside/Linden are maintained and in good condition.



Sidewalks around Parkside/Linden are maintained and in good condition.



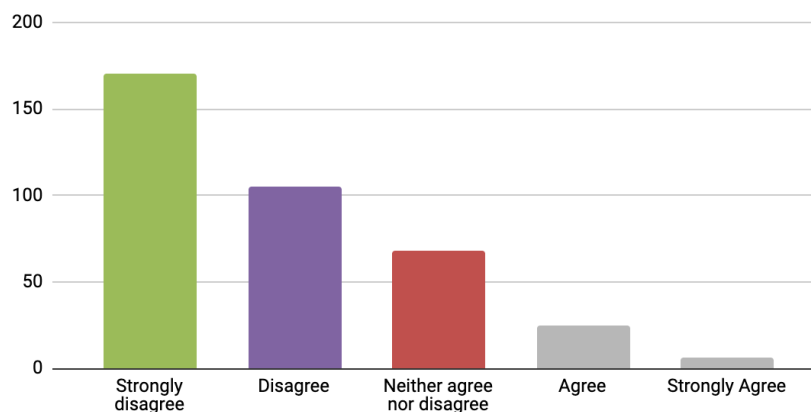
Current lighting on this stretch of roadway is also believed by residents to be inadequate; **73.5% “disagreed” or “strongly disagreed” with the statement, “Current street lighting and lighting fixtures make it comfortable to walk, drive, ride a bike or take the bus on or around Parkside/Linden.”** Only 8.2% “agree” or “strongly agree” with the statement, and 18% are neutral.

**Table 13:** *Current street lighting and lighting fixtures make it comfortable to walk, drive, ride a bike or take the bus on or around Parkside/Linden.*

Answer Choices	Responses	Percentages
Strongly disagree	170	45.45%
Disagree	105	28.07%
Neither agree nor disagree	68	18.18%
Agree	25	6.68%
Strongly Agree	6	1.60%
<b>Answered</b>	<b>374</b>	
<b>Skipped</b>	<b>32</b>	

**Chart 13:** *Current street lighting and lighting fixtures make it comfortable to walk, drive, ride a bike or take the bus on or around Parkside/Linden.*

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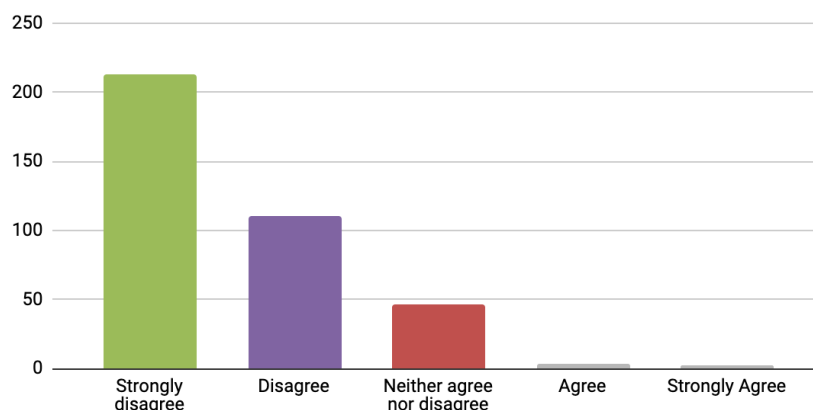
There is also dissatisfaction amongst those surveyed when questioned askew whether they believe there are “enough benches, garbage cans, and other street furniture on or around Parkside/Linden and they are in good condition,” **with 86.3% “disagreeing” or “strongly disagreeing” with the statement. A miniscule 1.3% “agreed” or “strongly agreed” that those features are plentiful and in good condition.**

**Table 14:** *There are enough benches, garbage cans, and other street furniture on or around Parkside/Linden and they are in good condition...*

Answer Choices	Responses	Percentages
Strongly disagree	213	56.95%
Disagree	110	29.41%
Neither agree nor disagree	46	12.30%
Agree	3	0.80%
Strongly Agree	2	0.53%
<b>Answered</b>	<b>374</b>	
<b>Skipped</b>	<b>32</b>	

**Chart 14:** *There are enough benches, garbage cans, and other street furniture on or around Parkside/Linden and they are in good condition...*

There are enough benches, garbage cans, and other street furniture on or around Parkside/Linden and they are in good condition...



### Comfort & Accessibility.

When answering questions about comfort and accessibility in the Parkside/Linden neighborhood, **residents were resoundingly vocal of their general fear of interacting with the roadway, crosswalks, and sidewalks as pedestrians, cyclists, and individuals with mobility issues.** Their fear and apprehensions over utilizing this intersection stem not only from the **speed and recklessness of drivers**, but also with the **deteriorated condition of sidewalks** and **non-existent crosswalks and lane markings**.

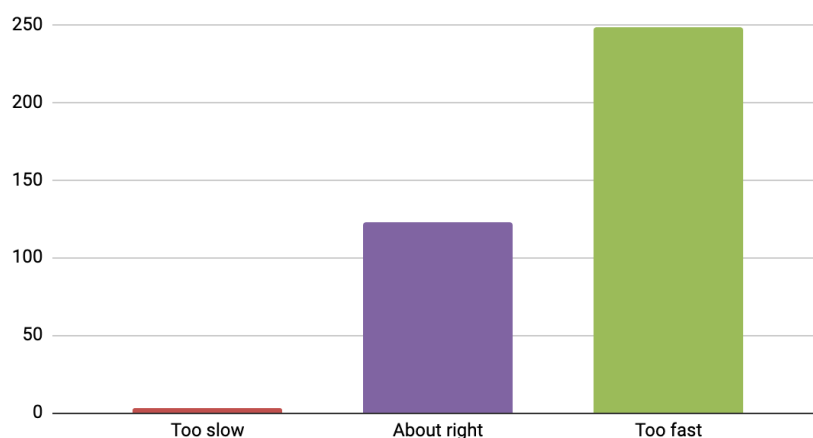
When asked to reflect upon driver speed in the area, **66.3% thought speeds were "too fast," while 32.8% claimed speeds were "about right."** Only .8% contested that speeds are "too slow."

**Table 15:** Traffic speed in the Parkside/Linden neighborhood tends to be...

Answer Choices	Responses	Percentages
Too slow	3	0.80%
About right	123	32.89%
Too fast	248	66.31%
<b>Answered</b>	<b>374</b>	
<b>Skipped</b>	<b>32</b>	

**Chart 15:** Traffic speed in the Parkside/Linden neighborhood tends to be...

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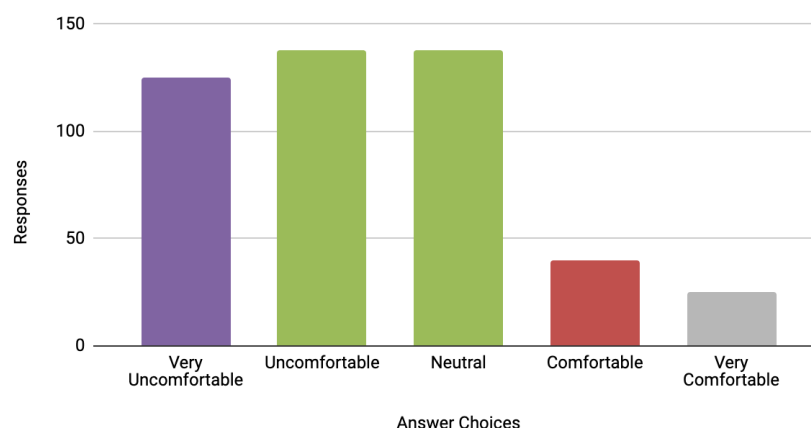
In terms of walking through the area, 70.3% of respondents were “uncomfortable,” or “very uncomfortable; only 6.6% reported being “very comfortable.”

**Table 16:** Please rate your comfort level when you are walking in the Parkside/Linden neighborhood.

Answer Choices	Responses	Percentages
Very Uncomfortable	125	33.42%
Uncomfortable	138	36.90%
Neutral	138	36.90%
Comfortable	40	10.70%
Very Comfortable	25	6.68%
Answered	<b>374</b>	
Skipped	<b>32</b>	

**Chart 16:** Please rate your comfort level when you are walking in the Parkside/Linden neighborhood.

Please rate your comfort level when you are walking in the Parkside/Linden neighborhood.



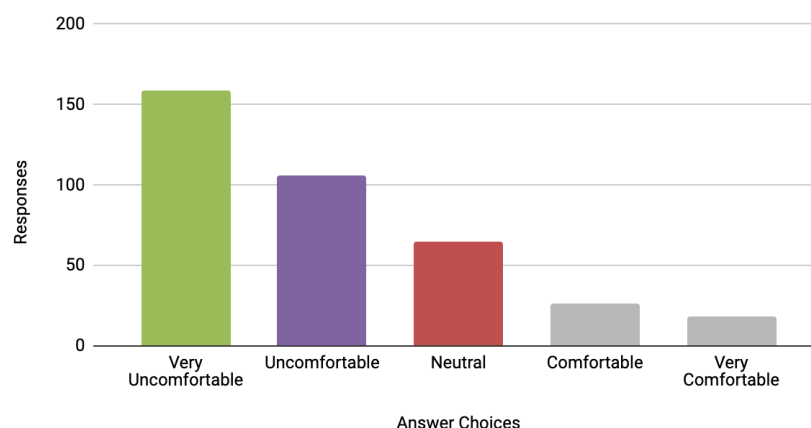
Cyclists felt even less comfortable than walkers when bicycling through the Parkside/Linden intersection area; 70.8% were “uncomfortable” or “very uncomfortable;” only 4.8% were “very comfortable.”

**Table 17:** Please rate your comfort level when you are biking in the Parkside/Linden neighborhood.

Answer Choices	Responses	Percentages
Very Uncomfortable	159	42.51%
Uncomfortable	106	28.34%
Neutral	65	17.38%
Comfortable	26	6.95%
Very Comfortable	18	4.81%
Answered	<b>374</b>	
Skipped	<b>32</b>	

**Chart 17:** Please rate your comfort level when you are biking in the Parkside/Linden neighborhood.

Please rate your comfort level when you are biking in the Parkside/Linden neighborhood.



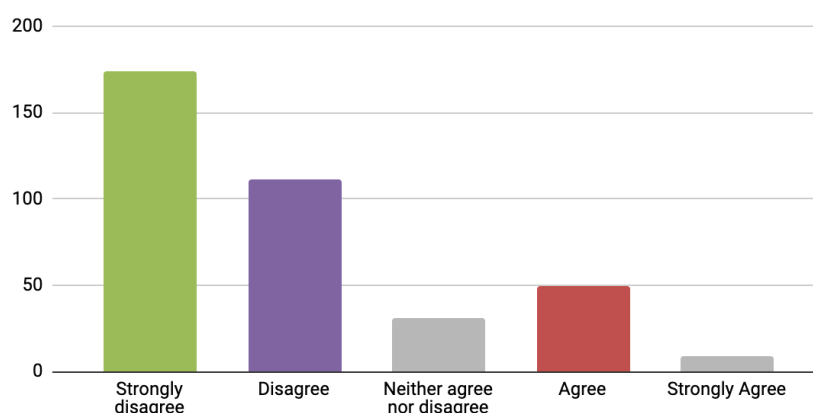
Residents were also asked to reflect upon their experience while walking along Parkside Avenue between Woodbridge Avenue and Crescent Avenue; at just .2 miles apart from one another, the two streets serve as end caps for the project section of this corridor. **Survey results revealed that 76.2% of residents feel “uncomfortable,” or “very uncomfortable,” walking along this stretch of roadway. Only 2.4% felt “very comfortable.”**

**Table 18:** *I feel safe walking along Parkside between Woodbridge and Crescent Avenues.*

Answer Choices	Responses	Percentages
Strongly disagree	174	46.52%
Disagree	111	29.68%
Neither agree nor disagree	31	8.29%
Agree	49	13.10%
Strongly Agree	9	2.41%
<b>Answered</b>	<b>374</b>	
<b>Skipped</b>	<b>32</b>	

**Chart 18:** *I feel safe walking along Parkside between Woodbridge and Crescent Avenues.*

I feel safe walking along Parkside between Woodbridge and Crescent Avenues.



When asked to reflect upon the experience of a person using a stroller or mobility device accessing the corners and crosswalks at Parkside and Linden, **79.1% “disagreed,” or “strongly disagreed,” with a statement asserting that crosswalks and street corners in the area are safe and comfortable to utilize.**

**Table 19:** Current street corners and crosswalks in the Parkside/Linden and Depew/Woodbridge intersections are easy to access with a stroller or adaptive mobility device.

Answer Choices	Responses	Percentages
Strongly disagree	215	57.49%
Disagree	81	21.66%
Neither agree nor disagree	60	16.04%
Agree	13	3.48%
Strongly Agree	5	1.34%
<b>Answered</b>	<b>374</b>	
<b>Skipped</b>	<b>32</b>	

**Chart 19:** Current street corners and crosswalks in the Parkside/Linden and Depew/Woodbridge intersections are easy to access with a stroller or adaptive mobility device.

### Open-Comments & Primary Concerns.

In an open-comment question, survey participants were asked: “Tell us more about any specific concerns you have regarding pedestrian safety, transportation choices and facilities, and getting

around the Parkside/Linden neighborhood. What would make this intersection safer and more enjoyable for everyone?”

**255 responses were submitted**, with answers ranging from detailed design commentary, to resident testimonies about the fear they feel using that roadway, regardless of mode. **The most abundant comments were expressions of fear due to general hazards faced at the intersection (19.04%), like the sub-par lane markings and crosswalks (combined 19.03%), speeding and unpredictable drivers (13.1%), damaged and narrow sidewalks (7.6%), and guesswork required when crossing, due to poor sight lines (2.3%). Strong calls for a roundabout (3.7%) or turning lane (1.7%) were also expressed.**

**Table 20** is a quantification of approximately **730 concerns and ideas** shared within those comments, **divided between 21 subject areas**.

**Table 20.** *Tell us more about any specific concerns you have regarding pedestrian safety, transportation choices and facilities, and getting around the Parkside/Linden neighborhood. What would make this intersection safer and more enjoyable for everyone?*

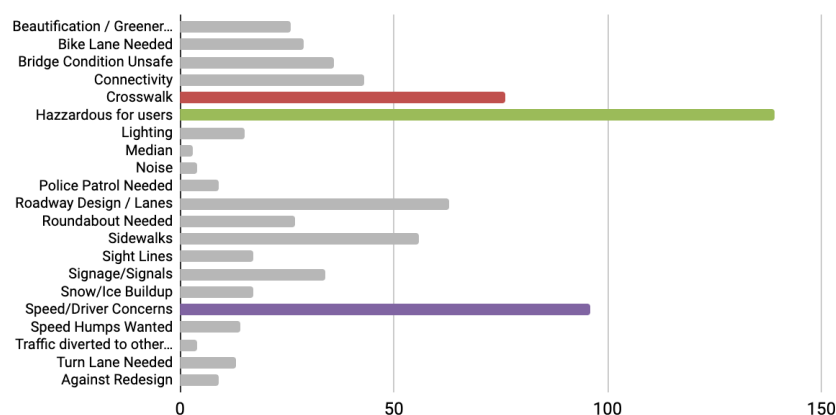
Topic	Responses	Percentage
Beautification / Greenery Needed	26	3.56%
Bike Lane Needed	29	3.97%
Bridge Condition Unsafe	36	4.93%
Connectivity	43	5.89%
Crosswalk	76	10.41%
Hazardous for users	139	19.04%
Lighting	15	2.05%
Median	3	0.41%
Noise	4	0.55%
Police Patrol Needed	9	1.23%
Roadway Design / Lanes	63	8.63%
Roundabout Needed	27	3.70%
Sidewalks	56	7.67%
Sight Lines	17	2.33%
Signage/Signals	34	4.66%
Snow/Ice Buildup	17	2.33%
Speed/Driver Concerns	96	13.15%



Speed Humps Wanted	14	1.92%
Traffic diverted to other streets	4	0.55%
Turn Lane Needed	13	1.78%
Against Redesign	9	1.23%
<b>TOTAL</b>	<b>730</b>	

**Chart 20.** Tell us more about any specific concerns you have regarding pedestrian safety, transportation choices and facilities, and getting around the Parkside/Linden neighborhood. What would make this intersection safer and more enjoyable for everyone?

Tell us more about any specific concerns you have regarding pedestrian safety, transportation choices and facilities, and getting around the Parkside/Linden neighborhood. What would make this intersection safer and more enjoyable for everyone?



What we heard in comments to this question concerning the fear residents experience when traversing this intersection:

"As Pastor of Parkside Lutheran I see folks flying down Depew and Linden everyday. We have Meals on wheels, and different community groups everyday of the week that utilize street parking. Folks travel at such high rates of speeds that they often feel unsafe being in the street or attempting to walk to church. We have folks who drive to church from only a few blocks away because they feel unsafe walking due to traffic conditions. I would strongly support traffic calming measures and corner bump outs."

"I would like to be able to ride my bike safely in North Buffalo, however the streets and traffic patterns make that impossible. I would also like to be able to walk my dog from the Hertel area to Delaware Park, however streets, crosswalks, traffic patterns, and sidewalk conditions, as well as

*poorly-lit and poorly configured passages under railroad bridges deter me. Finally – add some public art and/or plantings. This area is BLEAK.”*

*“I have always been concerned about this intersection. There is not a safe place to cross the street in any direction. I find it unsafe to walk anywhere around this corner and avoid it. I would love to see something done to improve this corner. It makes no sense as it is. Thank you for working to make it better.”*

*“I use an electric scooter during the summer months and travel this intersection often. Frankly, it is scary and dangerous.”*

*“I often walk this neighborhood either alone or with my children. This particular intersection is a barrier that we prefer not to cross, preventing us from walking to the zoo or Delaware Park by the most direct route. I also run and bike recreationally in the neighborhood but avoid this intersection because it is so unsafe. I have had several near miss accidents both on foot and in my car due to blind turns at 30+ mph from Parkside to Depew.”*

Residents were also extremely concerned with **sidewalk condition and seasonal maintenance**; 71 comments were made concerning those subjects, a selection of which can be read below:

*“Although the speed limit is fine, cars go way beyond the speed and make dangerous turns and come close to the sidewalks. The sidewalks are dirty and broken and some areas are not stroller and disability accessible. Traffic cameras, regular patrolling, and better traffic patterns are needed.”*

*“Sidewalk under the train are very narrow and not safe for more than 1 person at a time. Especially with cars flying up and down Parkside.”*

*We have lived on Woodbridge at Parkside for 17 years and we have NEVER believed the Parkside/Linden intersection to be safe. Further, it is not safe to walk or bike to Delaware Park or the Zoo. The narrow sidewalk under the railroad bridge, so close to vehicles traveling well over 30 mph, is simply not safe for children or adults. We avoid walking/biking through that intersection at all costs as it simply is not safe with its current design. It is absolutely terrible that this exists in the*

*neighborhood. Along with being in deplorable condition, that entire area is unsafe for pedestrians and bikers. The residents should be able to safely pass through that intersection to go to the nearby park and zoo."*

*"Widen sidewalks on Parkside - especially under train bridge - need to have trash picked up especially under train bridge - crosswalks are great but without traffic lights could present a false sense of security and cause more safety issues. Parkside is a major "cut through" for people from the suburbs cutting through to 198/33 Routes and they do not follow "rules" of a neighborhood area."*

Though unrelated to anything the City of Buffalo or GObike can change or control, it deserves to be stated that approximately **36 complaints were submitted about deteriorating condition of the Beltway-Subdivision railroad overpass crossing Parkside**, located south of Linden, a selection of which can be viewed below:

*"When I go for walks I avoid this intersection. The road bed is too wide. Cars speed thru the intersection making it difficult to cross. Also northern traffic going under the rail tracks can't see what's going on at the intersection until they get up to the light. The cement in the bottom of the rail tracks is crumbling and looks dangerous to walk under."*

*"Concerned about crumbling train Bridge, speed & noise of traffic. My teenager is not allowed to ride his bike on Parkside due to dangerous traffic. A traffic circle should be installed at Parkside and Linden."*