Appendix D. Pedestrian Behavioral Observations
Pedestrian Observation

- Surveyor shall observe pedestrian activities for a given coverage area, traversing from one location to the next during each time period (AM, MD, PM, SAT).
- Duration of observation per location may vary depending on the pedestrian activities occurring at that time period and will be at the surveyor's discretion.

Examples of what to look for includes, but not limited to the following:

- Pedestrian items such as pedestrian signal, crosswalk pavement markings, seating, etc.
- Nearby facilities that may generate larger pedestrian volume such as school, church, public transportation, shopping center, retail shops, restaurants, park, etc.
- Any "quantifiable patterns" such as mid-block crossing, higher/lower pedestrian volume at one location compared to other, large number of one demographic such as teenagers, elderly, etc.
- Pedestrian utilization of push button or crosswalks where applicable.
- Note if pedestrians are crossing during pedestrian phase and if motorists are yielding to any pedestrian movement at designated location.
- Additional notes which may clarify or support the pedestrian count data.

Number of pedestrian accidents

Pedestrian observation area per surveyor
Routes 45 & 59 Pedestrian Observations

Crossing Locations:

- Midblock crossings observed near all intersections on Route 45, and at minor intersections on Route 59.
- Midblock crossing was common when traffic was stopped or queued, especially on Route 45.
- Bus riders were observed crossing midblock in the vicinity of bus stops (both public bus riders and school children).
- At intersections where there are no crosswalks, midblock crossings often exceed crossings at the intersection.
- Crossing against the light during lulls in traffic is fairly common in areas where there are only two lanes.
- In cases where crosswalks are not striped at every corner, pedestrians cross from corners both with and without crosswalks, or midblock.

Push Buttons, Pedestrian Indicators, Crosswalk Locations:

- Some of the intersections have push buttons but no pedestrian indicators, and one intersection does not have push buttons at each corner with a crosswalk.
- Push button use varies from intersection to intersection. Some intersections saw no use at all during observation periods.
- In all cases, the majority of pedestrians did not use the pushbuttons.
- Pedestrians were observed to exhibit confusion about right of way at locations without pedestrian indicators.
- A number of intersections have crosswalks on the minor street but not across the major street. This is the case at both signalized and unsignalized intersections.

General Observations:

- The majority of vehicles tend to yield to pedestrians, however, greater instances of non-yielding were observed outside of the downtown areas.
- Generally, pedestrians were observed to take the most direct route to their destination, including midblock crossings if there is a break in traffic. Diagonal mid-block crossing is the norm along Route 45 in the downtown.
- Parents and children were observed in large numbers, especially during Midday and Saturday periods.
- Retail, restaurant, laundry, and library uses where all observed to be major drivers of pedestrian traffic.
- In downtown Spring Valley, the Transit Center appeared to be the major driver of pedestrian traffic in all time periods, with flows in the expected directions (towards in the AM; away from during the PM) during the AM and PM peak periods.
- Sidewalk cycling was prevalent on Route 45.