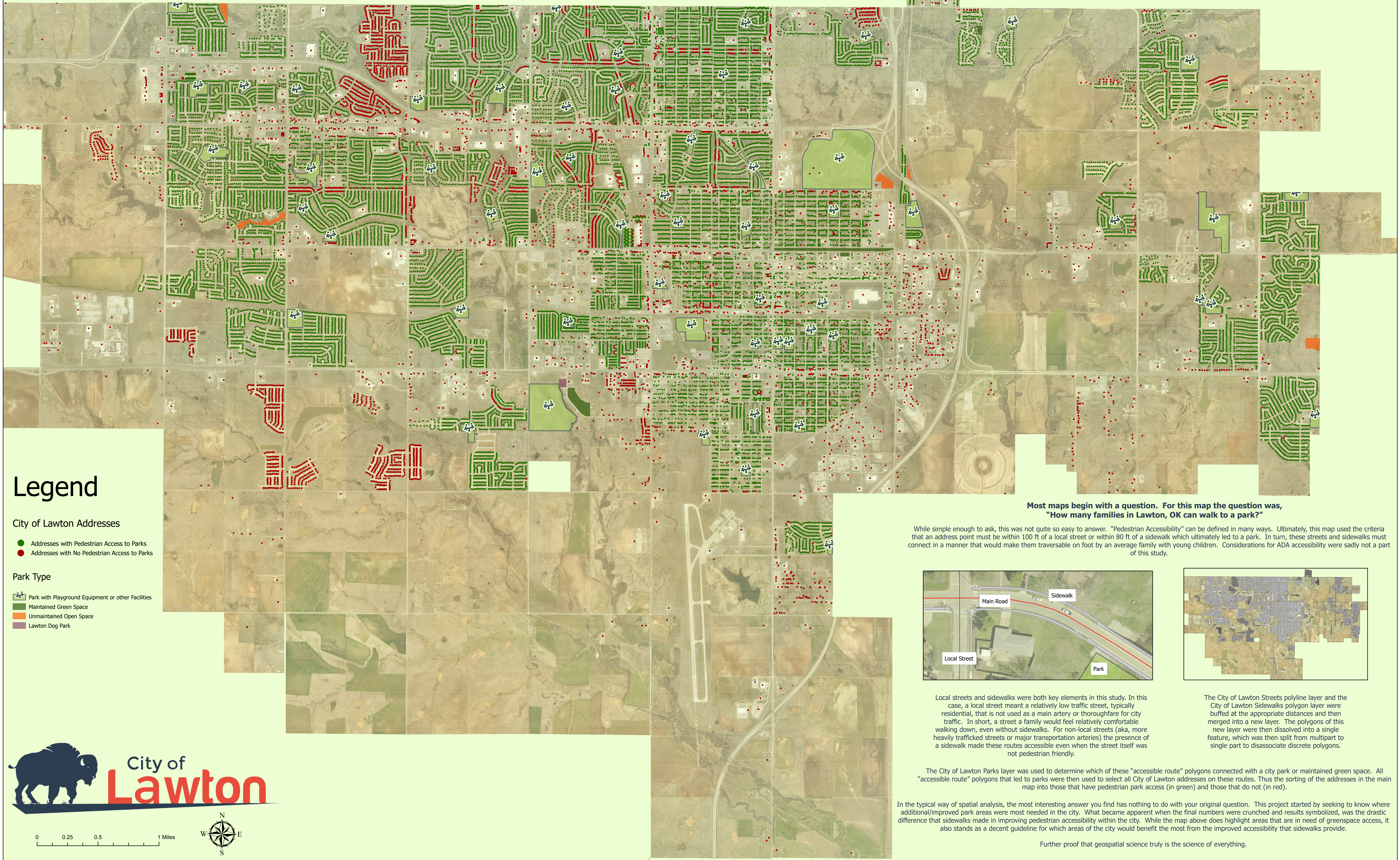


A Walk to the Park...



Legend

City of Lawton Addresses

- Addresses with Pedestrian Access to Parks
- Addresses with No Pedestrian Access to Parks

Park Type

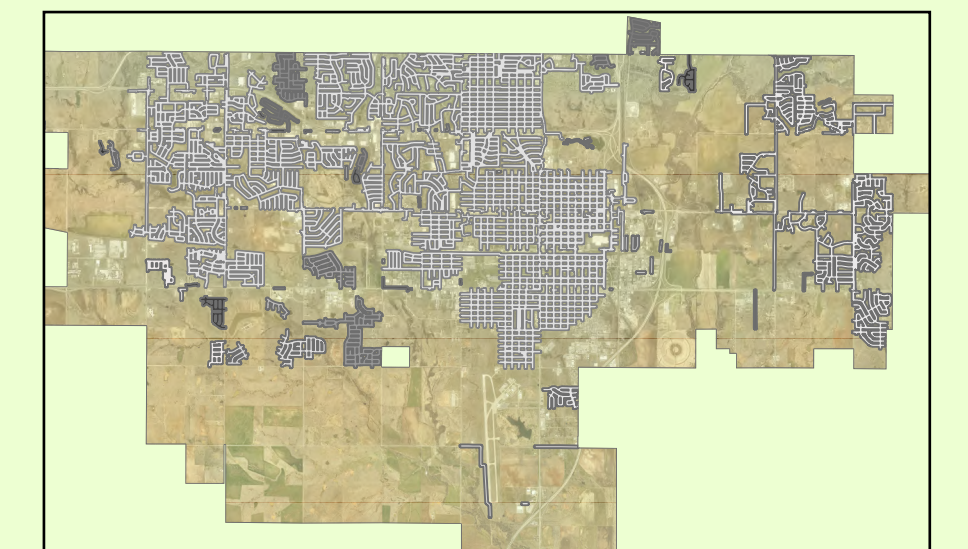
- Park with Playground Equipment or other Facilities
- Maintained Green Space
- Unmaintained Open Space
- Lawton Dog Park

Most maps begin with a question. For this map the question was, "How many families in Lawton, OK can walk to a park?"

While simple enough to ask, this was not quite so easy to answer. "Pedestrian Accessibility" can be defined in many ways. Ultimately, this map used the criteria that an address point must be within 100 ft of a local street or within 80 ft of a sidewalk which ultimately led to a park. In turn, these streets and sidewalks must connect in a manner that would make them traversable on foot by an average family with young children. Considerations for ADA accessibility were sadly not a part of this study.



Local streets and sidewalks were both key elements in this study. In this case, a local street meant a relatively low traffic street, typically residential, that is not used as a main artery or thoroughfare for city traffic. In short, a street a family would feel relatively comfortable walking down, even without sidewalks. For non-local streets (aka, more heavily trafficked streets or major transportation arteries) the presence of a sidewalk made these routes accessible even when the street itself was not pedestrian friendly.



The City of Lawton Streets polyline layer and the City of Lawton Sidewalks polygon layer were buffered at the appropriate distances and then merged into a new layer. The polygons of this new layer were then dissolved into a single feature, which was then split from multipart to single part to disassociate discrete polygons.

The City of Lawton Parks layer was used to determine which of these "accessible route" polygons connected with a city park or maintained green space. All "accessible route" polygons that led to parks were then used to select all City of Lawton addresses on these routes. Thus the sorting of the addresses in the main map into those that have pedestrian park access (in green) and those that do not (in red).

In the typical way of spatial analysis, the most interesting answer you find has nothing to do with your original question. This project started by seeking to know where additional/improved park areas were most needed in the city. What became apparent when the final numbers were crunched and results symbolized, was the drastic difference that sidewalks made in improving pedestrian accessibility within the city. While the map above does highlight areas that are in need of greenspace access, it also stands as a decent guideline for which areas of the city would benefit the most from the improved accessibility that sidewalks provide.

Further proof that geospatial science truly is the science of everything.

