

PEDESTRIAN AUDIT: ½ MILE SEGEMENT ANALYSIS

Point of origin must be at least ½ mile from other Pedestrian Audits

Segment Location: Virginia Avenue – Gaston Edwards Park Date: July 10, 2011

PROVIDE PHOTO FOR EACH ITEM TO VERIFY, TURN IN AS PDF

1. **Pedestrian Facilities (High):** presence of a suitable walking surface, such as a sidewalk or path.

1. No permanent facilities; pedestrians walk in roadway or on dirt path
2. Sidewalk on one side of road; minor discontinuities that present no real obstacle to passage
3. Continuous sidewalk on both sides of road, or completely away from roads
- 4.
5. Continuous sidewalk on both sides of the road, or completely away from roads



Score 5

Sidewalks on both sides of Virginia Avenue

2. **Pedestrian Conflicts (High):** potential for conflict with motor vehicle traffic due to driveway and loading dock crossings, speed and volume of traffic intersections, low pedestrian visibility.

1. 1 High conflict potential
2. 2
3. 3
4. 4
5. 5 Low conflict potential



Score 4

This railroad crossing presents potential for pedestrian conflict. The sidewalk stops without any element to alert pedestrians or offer alternative routes. This is the only area of conflict along the route.



3. **Crosswalks (High):** presence and visibility of crosswalks on roads intersecting the segment. Traffic signals meet pedestrian needs with separate ‘walk’ lights that provide sufficient crossing time.

1. Crosswalks not present despite major intersections
- 2.2
- 3.3
- 4.4
- 5.5 No intersections, or crosswalks clearly marked



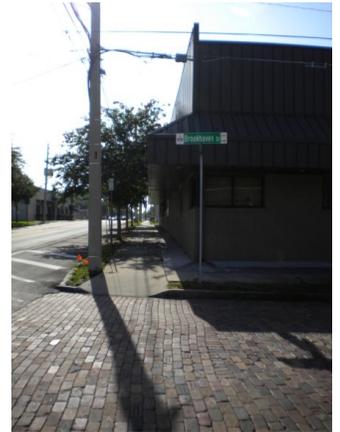
Score 4

Major intersections signalized and marked, textured cross walks provide visual and tactile indication of pedestrian movement for vehicle drivers in the area. Lack of midblock crossings creates of feeling of urgency when attempting to move freely within the pedestrian shed.

4. **Maintenance (Medium):** cracking, buckling, overgrown vegetation, standing water, etc. on or near walking path. Does not include temporary deficiencies likely to soon be resolved (e.g. tall grass).

1. Major or frequent problems
- 2.
- 3.
- 4.
5. No problems

Score – 5 –Pedestrian shed in this route has less engineered crossings as it is more suburban in nature. There were no instances of cracked concrete or loose bricks along the path.



5. **Buffer (Medium):** space separating path from adjacent roadway.

1. No buffer from roadway
- 2.
- 3.
4. > 4 feet from roadway
5. Not adjacent to roadway

Score 5

Large buffer area between the road and the pedestrian path provided on both sides of Virginia Avenue



6. Aesthetics (Medium): includes proximity of construction zones, fences, buildings, noise pollution, quality of landscaping, and pedestrian-oriented features, such as benches and water fountains.

1. Uninviting
- 2.
- 3.
- 4.
5. Pleasant



Score 4

Some of the storefronts along the route offer eclectic details of interest. The businesses closer to the rail line provide warehouse fronts, minimal landscaping or other elements to improve the quality of the pedestrian experience.

7. Shade (Medium): amount of shade, accounting for different times of day.

1. No shade
- 2.
- 3.
- 4.
5. Full shade



Score 4

Shade is provided either by landscaping or by architectural features.

Sum of High importance (1-3): $14 \times 4 = 56$

Sum of Medium importance (4-7): $18 \times 2 = 26$

Total Score: 92

Observations

1. What is the most dangerous location along this segment?

The most dangerous location on this route is the railroad crossing prior to reaching North Orange Avenue. The sidewalk on the south side of Virginia stops with no further direction on how to proceed. Additionally there is no provision of signage prior to reaching that conflict spot. The sidewalk on the north side of the road appears to continue but does not provide a clearly defined route. The railroad crossing arms are effective for vehicles in the roadway but not pedestrians.

2. What is the most unpleasant and pleasant element of this segment?

This roadway segment to Gaston Edwards Park is much more residential in feel than

the North orange Avenue route. The shaded street, larger tree canopy, and attention to landscape details on individual lots along the way offer almost a linear park experience. The most unpleasant aspect of this route is the speed of the cars. With less active storefronts and no parallel parking, the vehicular traffic increases in speed, this is noticeable even at 9:00 am on a Sunday morning.

3. What improvements would make this segment more appropriate for pedestrian use?

The addition of mid-block crossing between the two commercial blocks would encourage wandering and exploring the area. Although some placemaking signage is provided, an integrated wayfinding theme and more active store fronts would improve this trek to Gaston Edwards Park.