

# PEDESTRIAN AUDIT: ½ MILE SEGMENT ANALYSIS

Location: Christo Café (Described as the ‘Best Breakfast spot in College Park’) to Princeton Park

Date: July 21, 2011 By John Chenoweth

**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
- 3 Sidewalk on one side of road; minor discontinuities that present no real obstacle to passage
- 4
- 5 Continuous sidewalks on both sides of road.**



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

- 1 High conflict potential
- 2
- 3 There is one busy street to cross, but a clearly marked cross walk exists with push buttons that allow pedestrians to interrupt traffic. Most intersections have faded crosswalks.**
- 4.
- 5 Low conflict potential



**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
- 3
- 4 Crosswalks and crossing signals exist in the streets connecting to Edgewater Drive. Crossing streets intersecting Princeton can be of concern as drivers may not be aware of pedestrians.**
- 5



**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 The sidewalks are generally in good condition for the full length of this segment. Some recent repairs are evident**



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

- 1 No buffer from roadway
- 2 Along Edgewater Drive the sidewalk is buffered by parallel parking. The walk along Princeton Street is on a 4 foot sidewalk with no buffer to the busy street.**
- 3
- 4 >
- 5 Not adjacent to roadway



**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** The first part of the walk along Edgewater Drive goes takes pedestrians past some businesses. Some of the sidewalks are narrow and difficult to walk side by side. The segment along Princeton Street has no aesthetics and pedestrians will want to move past this as quickly as possible.

3

5 Pleasant



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

1 No shade

2

**3** The street is well shaded along Edgewater. Princeton Street has virtually no shade. This is due to the placement of the sidewalk next to the street with no buffering section.

4

5 Full shade



Sum of High importance (1-3): 12 x 4 = 48

Sum of Medium importance (4-7): 12 x 2 = 24

**Total Score:** 72

## Observations

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

The most dangerous location is crossing Princeton Street to approach the ark. While there is a highly visible crosswalk with a stoplight no traffic calming features or pedestrian buffer features exist.

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

Walking past a few shops, boutiques, and cafes along Edgewater drive was a pleasant experience. The section of the walk along Princeton Street to Princeton Park was not designed for pedestrians despite the fact that there was a sidewalk, which had zero buffers. This area could be improved.

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

1. Some mixed use zoning does exist. The areas that had mixed use of residential and retail appeared more pedestrian friendly with more view and wider sidewalks. The mixed use buildings should be extended to other locations along Edgewater.
2. The installation of traffic calming features and road trees along Princeton would enhance the pedestrian orientation. However, pedestrian routes through neighborhoods with single family homes and well buffered sidewalk do exist as an alternative route.

## The Route:

