

## PEDESTRIAN AUDIT: ½ MILE SEGMENT ANALYSIS

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

**Segment Location:** Winter Park Housing Authority to Eatonville Community Center

**Date:** Sunday, July 8, 2012

\*\*\*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** While there is a sidewalk on most of this route, there are two crucial locations where the sidewalk and pedestrian crossing are very dangerously placed. There is also a segment of this route where there is no sidewalk and the path where pedestrians can walk is overgrown.

3 Sidewalk on one side of road; minor discontinuities that present no real obstacle to passage

4

5 Continuous sidewalk on both sides of road, or completely away from roads



**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: Though the traffic volume is low, there are two significant pedestrian conflicts. These conflict points are crosswalks at very sharp turns and curves in the road where there is low pedestrian visibility and no buffer between the street and the sidewalk even before the crossing.

2

3

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** Because of the low traffic flow there is not a need for marked crosswalks or signals at all of the intersections on the route, however at the turns where the sidewalk switches sides of the thoroughfare, there is a definite need for them.



- 3
- 4
- 5 No intersections, or crosswalks clearly marked

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 There is some overgrown vegetation, but there are less empty lots on this route and the residential lots are better kept.**

4

5 No problems



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

1 No buffer from roadway

**2 The buffer on this route is very minimal and at times the walkway is too close to the street so that the pedestrian feels incredibly unsafe.**

3

4 > 4 feet from roadway

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

**3 Landscaping on this route could be much better, however there is very interesting art on this pedestrian path, ranging from work done by young children to homages to world-famous graffiti artists**

4

5 Pleasant



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

1 No shade

2

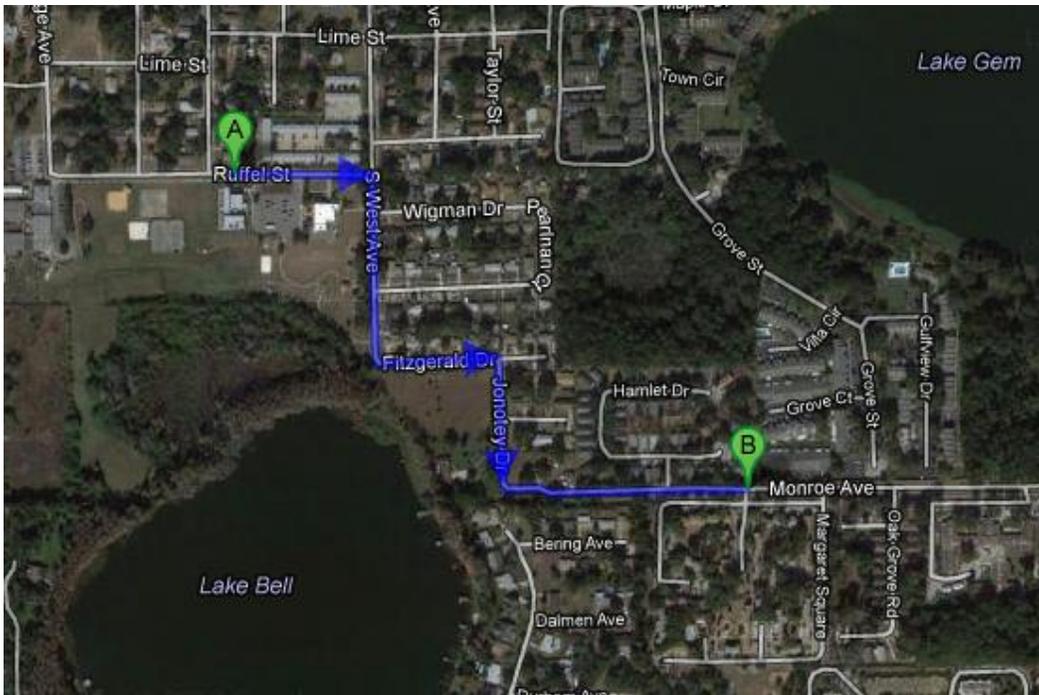
**3 There is a fair amount of shade, however for Florida's summer heat, it is not enough**

4

5 Full shade



## Eatonville Community Center to Winter Park Housing Authority



Sum of High importance (1-3):  $(2+1+2) = 5 \times 4 = 20$

Sum of Medium importance (4-7):  $(3+2+3+3) = 11 \times 2 = 22$

**Total Score: 44**

### Observations

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

The curves where West becomes Fitzgerald and Jonotey becomes Monroe are the most dangerous locations along this segment.

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

Crossing the street at the above locations where the most unpleasant elements of this segment. Seeing the art that was on this route was probably the most pleasant element of this route.

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

Adding a sidewalk all along Monroe and a signaled crosswalk marking pedestrian use at West and Fitzgerald and Jonotey and Monroe would make this segment more appropriate for pedestrian use.