PEDESTRIAN AUDIT: ½ MILE SEGEMENT ANALYSIS

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

Winter Garden City Hall

½ Mile Segment Location: Park Avenue: Weir Dr. to Plant St. Date: July 25, 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. 
   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

Score = 3. This section of N. Park Avenue has sidewalks on one side but sometimes alternates requiring the pedestrian to cross the road to remain on the sidewalk. However, this was infrequent and a sidewalk on at least one side of the road is provided for the majority of the segment.

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. 
   4. 
   5. Low conflict potential
Score = 5. This segment is mostly a single-family residential area but transitions into more urban uses such as multi-family and commercial/retail/office closer to City Hall.

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.
   5. No intersections, or crosswalks clearly marked

Score = 4. Crosswalks are clearly marked along Plant Street. N. Park Avenue is a mostly single family use with four-way stop signs providing for safe pedestrian crossing.

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. The sidewalks are in relatively good shape and provide adequate accessibility to pedestrians and disabled persons in wheelchairs, skateboards, roller blades, etc...

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 = 3. A minimal amount of buffer space is provided along N. Park Avenue. A buffer of one to two feet exists and this segment which consists of wide travel lanes resulting in higher automobile speeds. A bicycle/pedestrian trail exists along Plant Street providing for an excellent pedestrian travel experience. However, this was a small portion of the segment.

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 = 3. The walk along N. Park Avenue consists of mostly suburban single-family residences that could use more shade trees and wider sidewalks. Plant Street offers excellent street components such as benches, bike racks, and fountains but this was a small section of the segment.

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

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

Score = 3. There are a decent amount of mature shade trees yet there are some areas with little to no shade. Some of the newer single-family residential developments appear to have few shade trees which results in wide open grassy front lawns.
Sum of High Importance (1-3): \(11 \times 4 = 44\)
Sum of Medium Importance (4-7): \(14 \times 2 = 28\)

**Total Score:** \(44 + 28 = 72\)

**Observations**

1. What is the most dangerous location along this segment? *The most dangerous location along this segment was the section of sidewalk which abruptly ends, forcing the pedestrian to cross the street at mid-block.*

2. What is the most unpleasant and pleasant element of this segment? *The most unpleasant element of this segment is the newer single-family subdivisions that have very few trees planted creating a desolate look in that area. The most pleasant element of this segment was the bike path along Plant Street. This recreational amenity located in an urban setting created and excellent environment for a pedestrian.*

3. What improvements would make this segment more appropriate for pedestrian use? *A couple of improvements to make this segment more appropriate for pedestrian use would be to plant more trees in the newer developments along N. Park Avenue and to improve the sidewalk gaps along the road to ensure that sidewalks run the continuous length of the segment.*