PEDESTRIAN AUDIT: ½ MILE SEGMENT ANALYSIS

Location: Gore St. West to Al Coith Park
Date: July 17, 2011  By John Chenoweth & Cheryl Mall

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 There is continuous sidewalk on one side of the road for most of this segment. The block closest to the park has no sidewalk on either side of the street.
   4 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
   4 There are some driveways that cut the sidewalk, but they are all to residential, single-family homes. Traffic volume is moderate during rush hour and low during off-peak times and weekends. There are no large intersections; however, pedestrians must cross the busiest road on the walk (Summerlin Ave.) without a crosswalk. Pedestrians are visible.
   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 There are no major intersections on this walk, and most intersections are at lightly traveled roads. However, there is no marked crosswalk where Gore St. meets Summerlin Ave. – the busiest road on the segment.
   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
   4
   5 The sidewalks are in good condition for the full length of this segment.
5. Buffer (Medium): space separating path from adjacent roadway.
   1. No buffer from roadway
   2. There are buffers along the length of this segment, but they vary in width and are less than 4 feet in some places along Lake Davis. There are no buffers or sidewalks on the block closest to Al Coith Park.
   3. > 4 feet from roadway
   4. 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.
   4. This is a beautiful walk. It begins at Lake Davis Park and winds about a quarter of the way around the lake before it reaches Gore St. Older homes and well-maintained mature landscaping are in view on Gore St. on the way to Al Coith Park.

7. Shade (Medium): amount of shade, accounting for different times of day.
   1. No shade
   2.
   3.
   4. Most of the segment is well-shaded.

Sum of High importance (1-3): 10 x 4 = 40
Sum of Medium importance (4-7): 18 x 2 = 36

Total Score: 76
Observations
1. What is the most dangerous location along this segment?

The most dangerous location is the intersection where Gore St. meets Lake Davis Park. There is no marked crosswalk here, and the road (Summerlin Ave.) is usually busy.

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

The walking experience is really enjoyable. The nicest part of the walk is the portion along Lake Davis. The block closest to the park is really nice, too, however it has no sidewalk, so pedestrians are forced to walk in the street.

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

Adding sidewalks to the final block of this walk to formally connect the neighborhood to Al Coith Park and adding a well-marked intersection at Gore St. and Summerlin Ave. would make this segment more appropriate for pedestrian use. Also, the buffers between the sidewalks and the road should be widened to 4 feet where possible.

The Route: