

## PEDESTRIAN AUDIT: ½ MILE SEGEMENT ANALYSIS

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

### Dartmouth Park

Segment 1: ½ Mile Segment Location: Edgewater Drive – from Bryn Mawr Street to Dartmouth Street

Date: July 11, 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 = 5, Edgewater Drive has sidewalks on both sides and is buffered by on-street parking.



**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 = 4, A few conflict points exist but the segment is mostly pedestrian friendly*



**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 = 5, Cross walks along Edgewater are 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 No problems

*Score = 5, The sidewalks on Edgewater Drive and Dartmouth Street 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 4, Buffering between sidewalk and street is provided by on-street parking and bicycle lanes.*



**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, Aesthetics are relatively pleasant but could use some upgrading. Some hardscape designed along sidewalks such as brick pavers. Benches and bike racks are also provided along Edgewater Drive.*



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

1 No shade

2

3

4

5 Full shade

*Score = 5, This segment of Edgewater Drive, has a combination of some shade trees and sidewalk cover such as canopies, loggias, and arcades.*



Sum of High Importance (1-3):  $\underline{5+4+5 = 14} \times 4 = \underline{56}$

Sum of Medium Importance (4-7):  $\underline{5+4+4+5 = 18} \times 2 = \underline{36}$

**Total Score:**  $\underline{56 + 36 = 92}$

### **Observations**

1. What is the most dangerous location along this segment? *A Bank that has a drive-through with a curb-cut accommodating three lanes which exit across the sidewalk out onto Edgewater Drive.*
2. What is the most unpleasant and pleasant element of this segment? *The most unpleasant feature is the worn asphalt surface of Edgewater Drive and faded pavement stripping. The most pleasant is the pedestrian friendly atmosphere due to the on-street parking buffered wide sidewalks and adjacent building facades that provide a variety of services and commercial amenities to interact with during a walk to the park.*
3. What improvements would make this segment more appropriate for pedestrian use? *The area could use an upgrade to the aesthetics such as public art, street lighting, additional benches and bus shelters.*