

PEDESTRIAN AUDIT: ½ MILE SEGEMENT ANALYSIS

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

Segment Location: Rollins College Parking Garage Origin Date: July 23, 2011

Route taken: East Lyman Avenue to Park Avenue, north on Park to New England, west on New England to New York Avenue, north on New York to Welbourn Avenue, west on Welbourne to Destination

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



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: moderate traffic at low speeds, high visibility



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 Higher traffic portions of the segment have clearly marked crosswalks; portions with lower traffic volume do not

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).

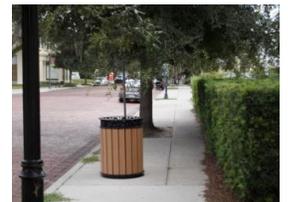
1 Major or frequent problems

2

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4 Immediate area around the garden is poorly maintained, otherwise only minor issues

5 No problems



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

1 No buffer from roadway

2

3 High traffic areas have wide sidewalks and on-street parking as a buffer. Lower traffic areas do not have as much of a buffer

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

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5 Pleasant: Strong use of pedestrian-oriented greenspaces along the segment, benches present for much of the segment



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

1 No shade

2

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4

5 Full shade



Sum of High importance (1-3): $14 \times 4 = 56$

Sum of Medium importance (4-7): $17 \times 2 = 34$

Total Score: 90

Observations

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

The stretch along Welbourne Avenue is the most dangerous segment of the walk. The sidewalks are in the worst state of repair there and there are no signals at crosswalks. It also has the smallest buffer to the road.

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

The stretch along Welbourne Avenue is the least pleasant, for the reasons listed above and because it is the least aesthetically-pleasing portion of the walk. It features overgrown vegetation that was present across multiple visits spanning two weeks that makes it appear generally neglected

The portion along Park Avenue is the most pleasant element of the walk. It features wide sidewalks, on-street parking providing a wide buffer, pedestrian-oriented storefronts, and Central Park.

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

Better maintenance on the sidewalks away from Park Avenue, better maintenance of plantings, and the creation of a more noticeable buffer along those roads.