

Average of segment scores: 81

## PEDESTRIAN AUDIT: ½ MILE SEGEMENT ANALYSIS

Segment Location: North Approach From Winter Park on Lakemont Avenue Date: July 9, 2011

**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 Traffic moves at a reasonable pace along Lakemont Avenue; most vehicles travel between 30 and 40 miles an hour. High traffic volume, small to medium intersections. Decent visibility for pedestrians.

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

3 Few crosswalks with lights, but traffic volume through unmarked crosswalks is low

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 No problems



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

1 No buffer from roadway

2 No separation for most of the distance, but at one point the sidewalk is raised and has a guardrail for about 100 feet

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

4

5 Pleasant



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

1 No shade

2

3

**4 Shade trees relatively close together**

5 Full shade



Sum of High importance (1-3):  $11 \times 4 = 44$

Sum of Medium importance (4-7):  $12 \times 2 = 24$

**Total Score: 68**

### Observations

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

There is a short stretch where the road experiences a significant change in elevation. It is enough that visibility is limited for a short time.

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

The immediate area around the halfway point of this segment contains the least amount of shading and is unpleasant to walk along.

The last stretch of the segment lies on the Lake Baldwin Bike trail. It features a wide path separated from the road and ample shading.

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

The segment would benefit greatly from the inclusion of more pedestrian-oriented features like benches and better separation from the road.

## PEDESTRIAN AUDIT: ½ MILE SEGEMENT ANALYSIS

Segment Location: South Approach from Baldwin Park along bike path Date: July 9, 2011

**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: No intersections



**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

**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).

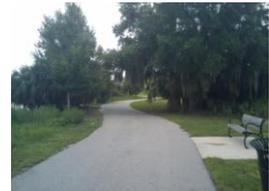
1 Major or frequent problems

2

3

4

5 No problems



**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



**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: Benches, pedestrian viewsheds of Lake Baldwin, well-maintained landscaping



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

1 No shade

2 Trees regularly spaced but immature to provide adequate shading

3

4

5 Full shade



Sum of High importance (1-3):  $15 \times 4 = 60$

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

**Total Score:** 94

### Observations

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

There weren't any locations along this segment that seemed dangerous due to the bike trail's separation from the road.

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

The lack of adequate shading for much of the segment was unpleasant.

The view of the lake with an impressive amount of plantings along the trail makes for a very pleasant trip.

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

Once the shade trees mature a bit, the segment will not really lack for anything to make it appropriate for pedestrian use.