

PEDESTRIAN AUDIT: ½ MILE SEGEMENT ANALYSIS

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

Segment Location: North Orange Avenue – Gaston Edwards Park Date: July 10, 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.Sidewalk on one side of road; minor discontinuities that present no real obstacle to passage
- 3.Continuous sidewalk on both sides of road, or completely away from roads
- 4.
- 5.Continuous sidewalk on both sides of the road, or completely away from roads



Score 4

A portion of the ½ mile walk does not have a sidewalk on both sides of the street. Overall the walk was comfortable and understandable.

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. 1 High conflict potential
2. 2
3. 3
4. 4
5. 5 Low conflict potential

Score 5

This opening in the architectural feature around the convenience store is an example of how the walkability of the corridor is integrated into the uses and function of the spaces.



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

Major intersections signalized and marked, textured cross walks provide visual and tactile indication of pedestrian movement for vehicular. Audio crossings provided along North Orange Avenue.

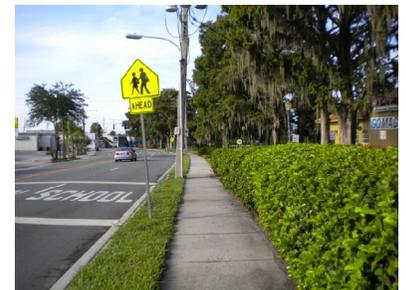
4. **Maintenance (Medium):** cracking, buckling, overgrown vegetation, standing water, etc. on or near walking path. Does not include temporary deficiencies likely to soon be resolved (e.g. tall grass).
- 1.1 Major or frequent problems
 - 2.2
 - 3.3
 - 4.4
 - 5.5 No problems



Score 5

Well maintained, intersections recently updated for accessibility

5. **Buffer (Medium):** space separating path from adjacent roadway.
- 1.1 No buffer from roadway
 - 2.
 - 3.
 4. > 4 feet from roadway
 5. Not adjacent to roadway



Score 3

Areas of the route are close to the roadway, however, on most portions, the sidewalks were buffered with parallel parking spaces

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. Pleasant



Score 3

Casual, charming details along the route add to the visual interest of the area. Additional attention to continuous landscaping and site features such as benches is needed.

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

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

Score 2

Shade is lacking throughout several segments of the walk even with the availability of land area to add canopy trees.



Sum of High importance (1-3): 14 x4 = 56

Sum of Medium importance (4-7): 13x2 =26

Total Score: 82

Observations

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

The most dangerous location on this route is crossing the NE Ivanhoe Boulevard intersection with North Orange Avenue. The boat ramp entrance is located near this intersection and the large curb radii provided to allow for boat trailers makes the street extremely wide. Additionally visibility is limited, and the sidewalk cramped at this location.

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

The most pleasant element of this segment is the continuous storefront route along the eastern side of North Orange Avenue. The integration of the pedestrian path directly adjacent to the outdoor dining and large picture windows of the eclectic shops provide a stimulating pedestrian environment.

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

Portions of the segment have little shade, and portions of the sidewalk are too narrow for more than one person. A sidewalk and pedestrian easement to the City would allow for planting of shade trees and widening of the pathway. Potted plants and larger canopies or awnings on commercial structures would help provide relief from the Florida sun and rain.