

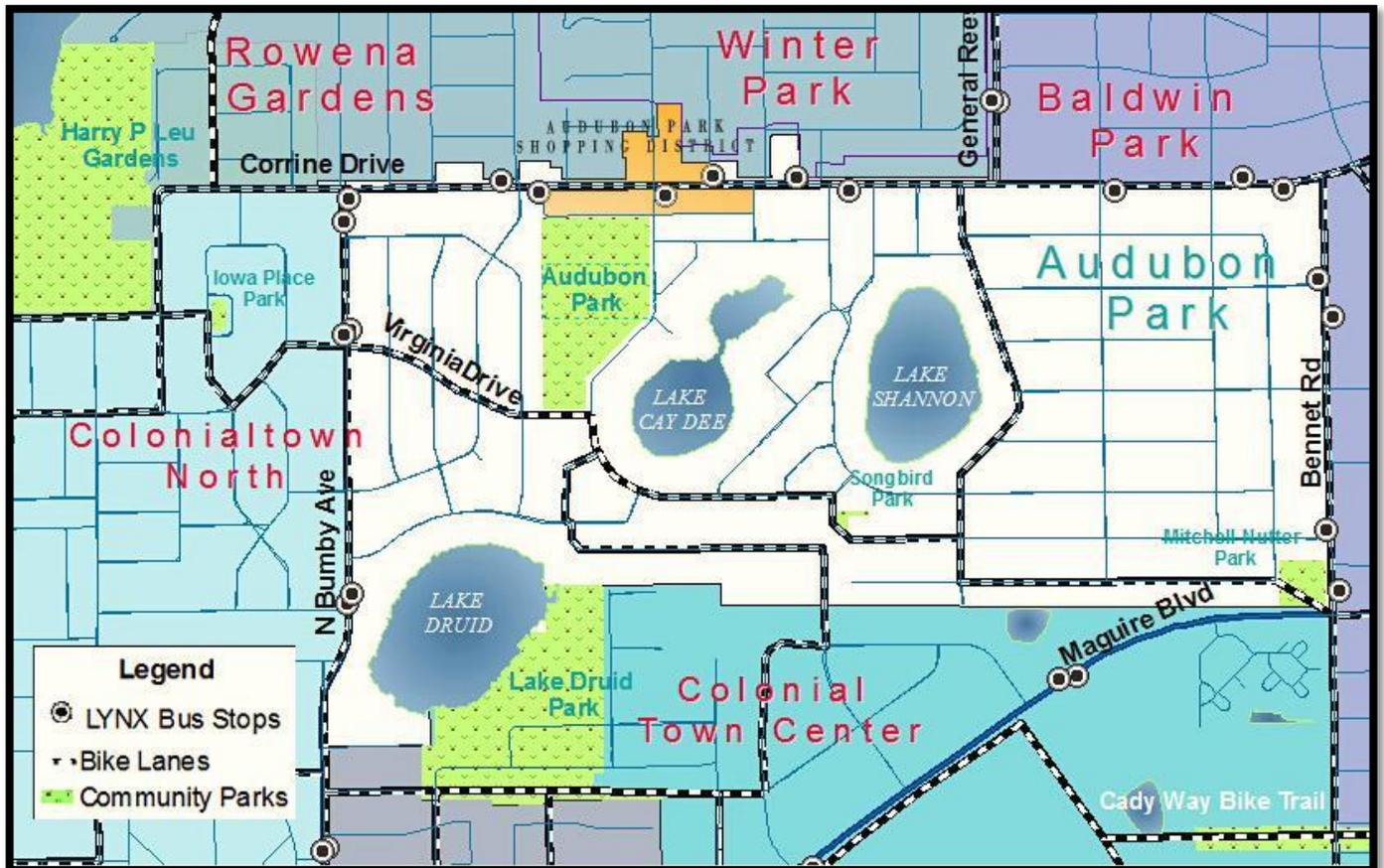
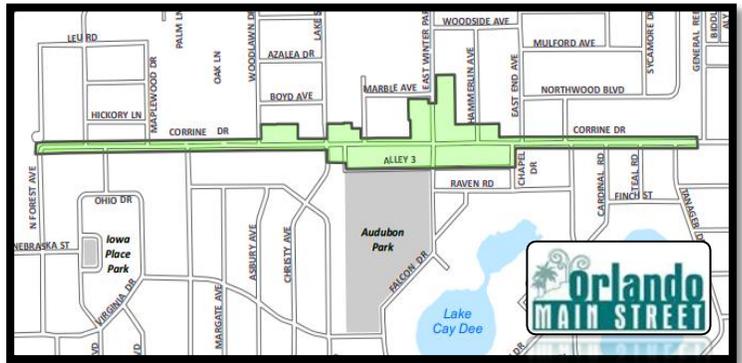
AUDUBON PARK SITE ANALYSIS

ORLANDO, FL 32803

Community Data:

- Walk Score: 61
- Bike Score: 53
- Area: 0.549 square miles
- Population: 1,972
- Population Density: 3,590 people per sq. mi.
- Average Household Size: 2.2
- Average Number of Cars: 2
- Median Household Income (2010): \$ 75,633

AERIAL and MAIN STREET PROGRAM MAPS



THE AUDUBON PARK COMMUNITY

The Past: The neighborhood was actually developed first by the Fairview Home Company under the name of Lakewood Estates in 1911. Sitting adjacent to the Orlando Executive Airport established in 1928, Audubon Park grew largely out of a need to support the Orlando Army Air Station, established in 1942, and later the Naval Training Center (NTC) Main Base.

The Present: Audubon Park has a thriving local community which in a grassroots-fashion collaborates to both kickstart and then participate in a wide variety of unique community events, including weekly flea markets at Stardust Video and Coffee, karaoke at Big Daddy's Roadhouse, local band and comedy events at Park Ave CDs and Stardust, Zombiefest, and even cyclist-friendly Critical Mass events. Local food institutions and drink institutions include award-winners such as Sushi Lola, The Blue Bird Bake Shop, Bikes, Beans, & Bordeaux, Redlight Redlight, and the occasional food truck. Small retail stores and landscaping businesses such as Palmer's Garden and Harry P. Leu Gardens help to perpetuate its garden district character. A part of Orlando's Main Street Program, the community continues to reinforce a sense of identity and pride in the neighborhood in the form of social networking on Facebook accounts like the Calm Corrine Coalition and Nextdoor. Abutting Baldwin Park, there are a variety of outdoor recreational activities available at Blue Jacket Park and the Audubon Park baseball fields, open spaces which are supplemented by a few pocket parks.

The Future: Currently slated by Mayor Buddy Dyer to be revitalized as an ecodistrict, Audubon is a place worthy of transition. Within close proximity to a variety of Orlando's cultural and ecological attractions including the Orlando Museum of Art, Leu Gardens, Mead Gardens, the Orlando Science Center, and the Orlando Shakespeare Theater, it is ripe for pedestrian-friendly walkways and cycle paths. If efforts to provide Corrine Drive with a road diet were to succeed, Audubon would better provide for travel between other thriving communities such as Winter Park, Baldwin Park, Colonial Town, and the Milk District. John Rife's East End Market and a Fresh Market are soon to open, food venues which are certain to supplement and compliment the community by providing local and organic produce.



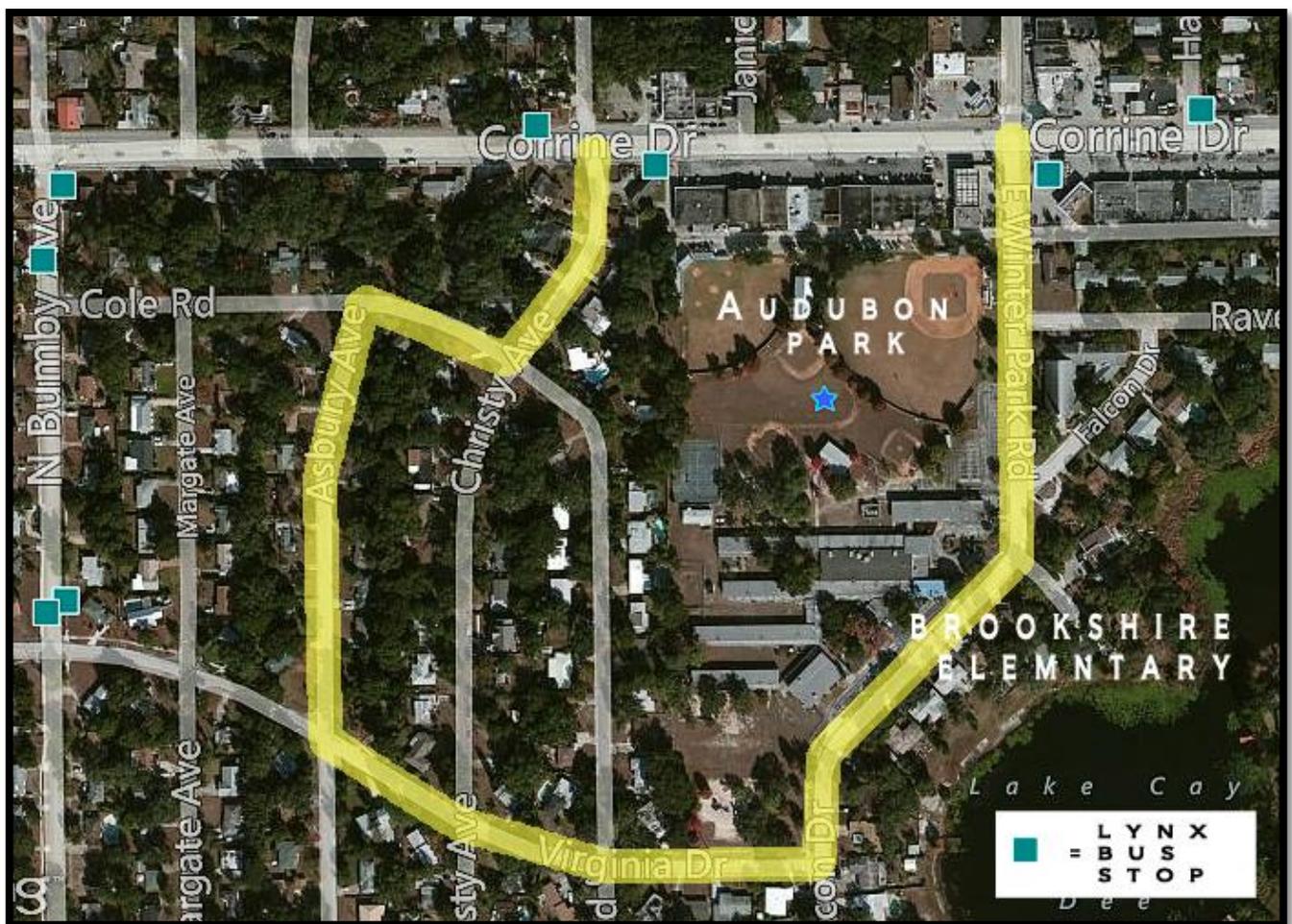
PEDESTRIAN AUDIT: ½ MILE SEGEMENT ANALYSIS *from* AUDUBON PARK

PARK TYPE: NEIGHBORHOOD PARK AND COMMUNITY GARDEN

Segment Location: Audubon Park – From Corrine Drive, by the Audubon Park Baseball Fields, by Brookshire West Elementary on Winter Park Drive/Virginia Avenue, down Asbury Avenue, and back to Corrine Drive via Cole Road and Christy Avenue

Date: July 6, 2013

Conducted By: Kathleen Shannon



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 is only on one side of road; there were minor discontinuities but they present no real obstacle to passage. The entirety of the walk on Corrine, Winter Park Rd, and Virginia Drive had sidewalks on only one side of the street at a width of approximately 4'. This

negligence to only have pedestrian passage available on one side was evident even where one would rationally find high pedestrian traffic at Brookshire West Elementary School and the Audubon Park baseball fields. There were stretches of the road, notably where Corrine meets Cole, where there were no sidewalks, but this did not create an instance in which I felt uncomfortable to just walk in the rather wide street. At this intersection in particular it should be noted that even given the lack of sidewalks, crosswalks were still clearly painted on the street. Once in the more residential areas, although wide enough to safely allow for pedestrian use, cross streets in fact did not have any sidewalks. Intriguingly, there were portions of the road in which it appears that homeowners have taken the initiative to provide their own version of sidewalk, yet this is certainly intermittent and done with no semblance of safety in mind, making the attempt futile in my opinion. The curb was relatively short, providing little height. Finally, there were many portions of the walk where there was no green space provided between road and sidewalk, making vehicular traffic seem very close to designated pedestrian use.



- 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: Although there are very few buffers provided between automobile traffic and pedestrian use, the posted speed limit of 20-25mph was a clear deterrent against speeding. Additionally, no loading trucks are permitted to pass through the residential areas, as designated by large signs posted on the street once one turns off of Corrine Drive. Near both the school and church, there were some means of traffic calming supplied in the form of speed bumps as well as a great number of school crossing signs. Also worthy of note is that these speed bumps were constructed out of a dark brick which calls for their attention and certainly forces drivers to slow down. The greatest room for conflict would be at the vast number of entrances and exits at Brookshire West Elementary. It is noted that the number of entrances could be limited to create a less confusing, thus safer crossing environment.
 - 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: There are adequate crossing light facilities provided at the intersection of Corrine and Winter Park Rd. which allow for sufficient crossing time. Intersections are clearly marked, although the sidewalk is not very wide, making wait time feel uncomfortable. At some points on Corrine, the sidewalk was pigeoned into smaller areas, providing an inadequate space for any more than one pedestrian to cross. Additionally, landscaping around these areas was sincerely decrepit as seen in the dilapidated gas price sign below. Paint is also in need of an update – and traction pads should be provided at all intersections. These were seen at the larger intersections such as Winter Park Drive and Corrine, yet not at other crossings such as Cole and Corrine.
- 4
- 5 No intersections, or crosswalks clearly marked



4. Maintenance (Medium): cracking, buckling, overgrown vegetation, standing water, etc. on or nearwalking path. Does not include temporary deficiencies likely to soon be resolved (e.g. tall grass).

- 1 Major or frequent problems
- 2: The City of Orlando has some major updating to do. All of the sidewalks were at a merely adequate width of 4', which was notably insufficient on the busier Corrine Drive. Passerbys had to awkwardly compete for space and were often wedged between the road and concrete walls or large fences. Wooden and metal fences lining the street were often crooked and in poor condition, factors which could lead to further deterioration. Nearly all of the sidewalks were cracked and/or buckling, especially where large electrical polls were situated; there was even notable infrastructure damage on the curbs themselves. The sidewalks are obviously not routinely cared for as vegetation was growing up through the cracks in numerous, even high-traffic areas. Residential yards often encroached upon public space – we had to walk around

trees, bushes, and landscaping elements in many areas. Although standing water was not evident on this trip, it was noted that there was a lack of stormwater drains in the residential areas on Asbury Ave and Virginia Ave, and it was perceived that this could be a potential hazard.

- 3
- 4
- 5 No problems



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

- 1 - No buffer from roadway
- 2
- 3: As noted above, where there was a buffer, it was minimal. Widths of 3 feet were noted near Audubon Park and Brookshire West Elementary along both Winter Park Dr. and Virginia Avenue. There was one stretch on Virginia Ave. where a 5 foot buffer was noted, yet the lack of sidewalks all around led to a noticeable lack of buffer space.
- 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: Once off of Corrine Drive, the residential areas of Audubon Park were noticeably peaceful and rather pleasant. It provided a nice space for a casual stroll, free from construction and/or evident noise pollution. Individuals appear to care for their lawns and provide variations of landscaping elements...trees often provided some much needed shade. In fact, despite my apparent harsh criticism, if taken holistically this was certainly an inviting walk I would partake in again. It should be noted, however that the facilities for bike parking and/or seating at

Audubon Park were severely lacking. Bike racks were situated haphazardly and were noticeably an afterthought, sadly in areas where there was notably high bike use. The entrance itself was even uninviting, with a rather small, lackluster sign, and/or unkempt sidewalks; in fact, large telephone poles seemed to be the more predominant feature. There was a small community garden at Audubon Park, but there was no seating provided to participate in this activity, nor a sign to clarify its existence. Also noticeable was the large exposed infrastructure in the form of water lines situated monumentally at the entrance of Brookshire West Elementary.

- 4
- 5 Pleasant



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

- 1 No shade
- 2
- 3: Shade, like the sidewalk, was intermittent along the walk. Although vegetation was abundant in the residential areas, some of the streets were too wide for the trees to provide an adequate canopy for us to appreciate the shade. Where road widths were more constricted, better shade was provided.
- 4
- 5 Full shade



8. Sum of High importance (1-3): $9 \times 4 = 36$

9. Sum of Medium importance (4-7): $11 \times 2 = 22$

10. Total Score: **58**

11. Observations

- a. What is the most dangerous location along this segment? ? I would think that the most dangerous intersections would be near the school – perhaps at the intersection of Falcon and Winter Park Drive, and then Winter Park Drive and Corrine Drive. I make this claim based off of inadequate sidewalk widths, which are even more evident at major intersections where widths have been constricted seemingly to allow for wider turns for cars. Efforts have been made to calm traffic in the form of large road bumps near the school and Audubon Park, yet attempts to completely segregate pedestrian walkways from vehicular traffic have not been adequately made, as noted in the rather small median space. Road widths perhaps could also be constricted as to create smaller crossing distances.

- b. What is the most unpleasant and pleasant element of this segment?
 - Most unpleasant – just the overall lack of upkeep seen at Audubon Park and Brookshire West Elementary. The exterior landscaping seen at these places makes them appear unworthy of the community’s attention – seemingly either an element of blight or even abandoned. This is especially unacceptable as Brookshire West is an “A” school – an apparent contradiction seen in comparison to how the exterior facilities are treated. The adjacent Emmanuel Episcopal Church in fact presents an intriguing juxtaposition in comparison to these facilities – seen in its well-maintained landscape and clearly-defined entrances and exits.
 - Most pleasant - Personally, I find the walk on Asbury, Cole, and even Christy Avenue pleasant despite the lack of sidewalks. These are residential neighborhoods where people clearly care about their yards, and intriguingly were sometimes even willing to provide public space in the form of benches for rest. A mailman was seen on foot delivering mail – a daily activity he claimed to enjoy. People were comfortably walking their dogs and seemed to enjoy spending time on their porches.

3. What improvements would make this segment more appropriate for pedestrian use? Designated bike lanes for one, and wider sidewalks for two with an adequate buffer between pedestrian and automobile traffic. A liner of trees would be preferable, as this would provide both more uniform shade and certainly safety from traffic. This would be especially beneficial in high-use areas such as the park and then the elementary school. The speed bumps and crossing signs are simply not enough to ensure the safety of small children as they leave their educational institutions. I would recommend a complete road diet on Winter Park Drive and Falcon Drive up until the street intersects with Cole. This would vitally activate the park/school side of the community and create a draw for citizens to use the space. The recommendation is certainly feasible given the expansive road width of 30 feet. Smart Code states that traffic lanes need only be 9-10 feet in width with posted speed limits of 20-25 mph, a feat deemed even more feasible given the fact that large trucks are not allowed on the roads in these residential areas. In fact, on-street parking can even be left near Corrine to support use of the park, retail space, and even for the church. Simple adjustments could be made in pavement markings at conflict points with the use of thermoplastic which could designate specific cycle tracks. Another interesting prospect would be the addition of native grasses and hardy cultivars such as gulf muhly which could help to control and filter stormwater run-off.

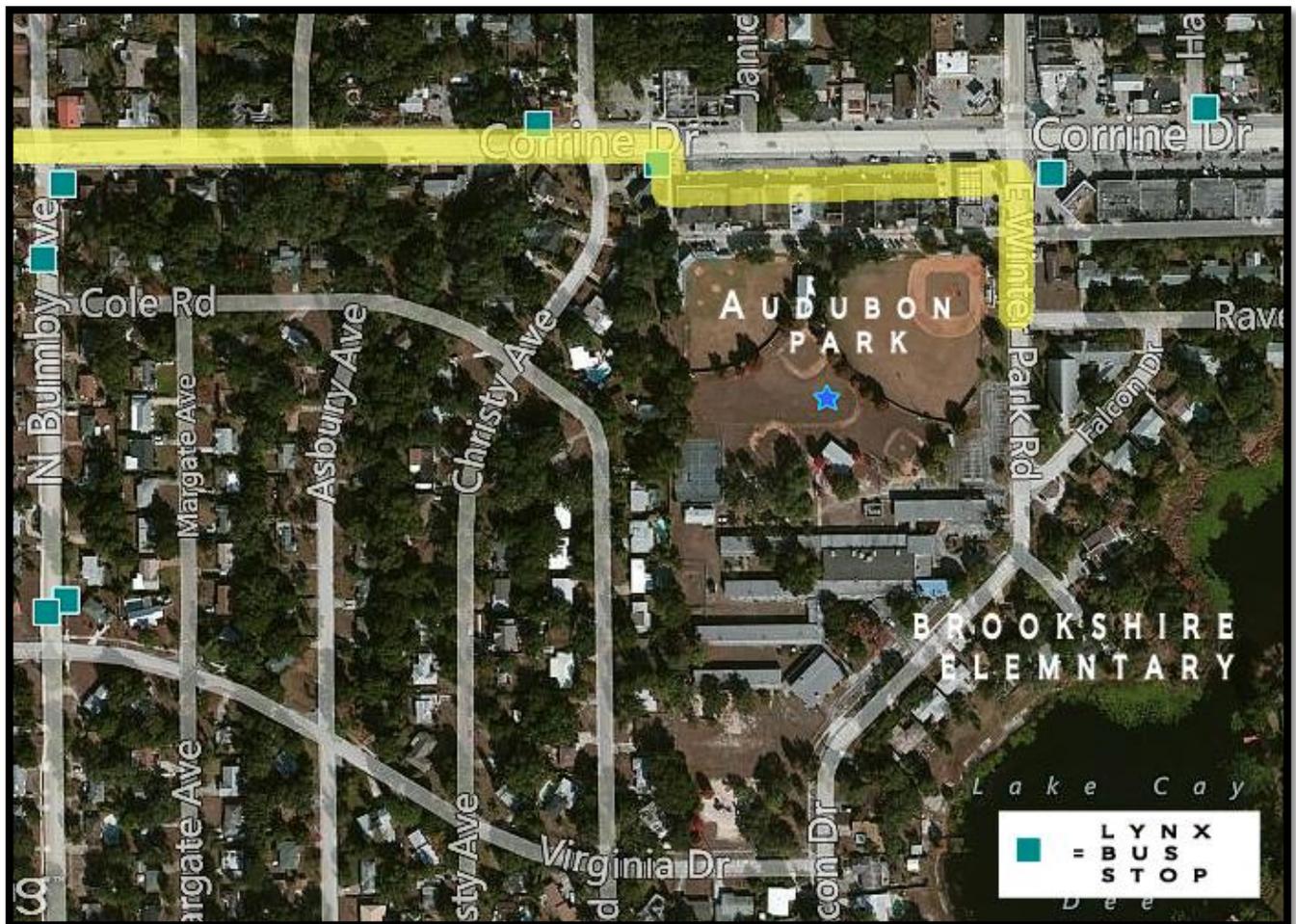
PEDESTRIAN AUDIT: ½ MILE SEGEMENT ANALYSIS to AUDUBON PARK

PARK TYPE: NEIGHBORHOOD PARK AND COMMUNITY GARDEN

Segment Location: Audubon Park – On Corrine Avenue, from Bumby Drive to Audubon Park
Baseball Feilds

Date: July 6, 2013

Conducted by: Kathleen Shannon



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: Along the stretch of Corrine between N Bumby and Avenue, ending at Winter Park Drive, the sidewalk only exists on the south side of the street. Although it exists continuously along this strip, it is no more than 4' wide and any street furniture and/or infrastructure takes up more available space, forcing pedestrians to careen into the street in order to pass. It is noted that although there is no traditional bumper situated between the curb and the sidewalk,

there is approximately 8' of buffer provided by the available on-street parking which appears to be only sporadically used. There is the perception that part of the street does not contain sidewalks in front of the retail space between Christy Ave. and Winter Park Drive, yet one is meant to carry on on the parallel sidewalk provided right in front of the shops rather than along the street. This sidewalk is, however, hidden between two rows of parking and it is not clearly defined as to when one is supposed to make the switch from roadside to store front. This slight change in direction was noted on the map above, and is worthy of note as it creates an active storefront landscape. In front of the stores, the sidewalk is painted a noticeably wider at approximately 10'. In some instances, restaurants had outdoor seating provided. This, however, is an obstruction for the regular passerby.

- 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: Pedestrian visibility on the street was certainly low given both the massive scale of the curb-to-curb width of Corrine Drive (approximately 56') and then the use of provided on-street and parking lot parking. Four lanes of traffic, a turn lane, and on-street parking certainly overwhelm the miniscule 4-5' sidewalk available. When in use, pedestrians are very hard to discern as they are often hidden behind parked cars. A feeling of being insignificant is particularly enhanced as drivers are only able to make eye contact with pedestrians while traveling 20mph or below – the posted speed limit is 35 mph. Intriguingly, bikers seem to have overtaken the unused space provided on the road in the traditional form of on-street parking and where there is no on-street parking, this certainly provides adequate space for cycling use. It is, however, only provided on the south side of the street and poses a danger when bikers have to swing out and around any parked cars there. Corrine in general is a pretty busy thoroughfare, used by many people making their way from downtown and Colonialtown into the neighborhoods of Winter Park and Baldwin Park, with Audubon of course situated in between. Given the availability of high-use facilities such as Redlight Redlight, Sushi Lola, Stardust Café, and even Leu Gardens and the upcoming East End Market, the sidewalk width was severely insufficient to provide safety and reasonable comfort from the traffic close by. This is especially true when one takes into consideration the sidewalk only existing on one side – people walking in groups or in opposite directions have to awkwardly fight for space with

one or more person often ending up in the street. In fact, it was noted that it was terrifying to walk east, with the traffic, as the cars felt incredibly close as they walked by. Even at the posted speed of 35 miles per hour, cars felt to be moving much faster, as there are very little traffic calming efforts to force them to do otherwise. Traffic coming in and out of the shopping centers and gas stations was notably high, a consideration that makes the casual stroll feel unsafe. Where residential homes are situated on Corrine Drive, there was very little obstruction in the form of drive-ways or loading docks. It also appears that large trucks bringing deliveries are meant to use back alleys behind the shopping centers.

- 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: There are adequate crossing light facilities provided at the intersection of Corrine and Winter Park Rd. which allow for sufficient crossing time, as well as at the intersection of Bumby and Corrine. Intersections are clearly marked, although the sidewalk is not very wide, making wait time feel uncomfortable. There is, however, the advantageous addition of a park bench at the corner of Bumby and Corrine just in case someone wants to take a break. As noted above, the sidewalk appears to be wedged into a smaller area at the intersection, providing an inadequate space for any more than one pedestrian to cross. Paint along the entirety of the thoroughfare is in need of an update – and traction pads should be provided at all intersections.
- 4
- 5 No intersections, or crosswalks clearly marked



4. Maintenance (Medium): cracking, buckling, overgrown vegetation, standing water, etc. on or nearwalking path. Does not include temporary deficiencies likely to soon be resolved (e.g. tall grass).

- 1 Major or frequent problems
- 2: The sidewalk facilities all along Corrine Drive were in need of a major update. Many cracks were noted along the way and where large infrastructure was situated on the sidewalk, the sidewalk was buckling certainly under the pressure. Cracks were even noted on the street and on the curb, at one point even some of the metal support rods were jutting up out of the fissures. Cracks were even noted on the sidewalk that fronts the retail space between Christy and Winter Park Ave. and the entire parking lot that acts as an impromptu walking path is in need of being resurfaced. Vegetation was certainly growing up through the cracks along the entirety of the stroll, and resident's yards were spilling out into the sidewalk at many points of contact. There was even one instance in which a homeowner placed their own buffer between their yard and the sidewalk, yet the grass was pushing it out far into the sidewalk; a hazard any pedestrian might trip over if not astutely cognizant. Even the sidewalk at the shopping plaza was cracking in some parts, the remnants not even swept away.
- 3
- 4
- 5 No problems



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

- 1 - No buffer from roadway
- 2:
- 3: Really there was no discerned constructed buffer between the sidewalk and the flow of traffic, yet there was an extemporized buffer provided along Corrine in the form of unused on-street parking. This did provide an element of perceived safety along the strip, especially given the fact that even the curb was noticeably constricted in comparison to the norm – it only stood 8" wide. In the shopping plaza, there was certainly no buffer provided between parked cars and frontscape. Some of the cars' bumpers even hung over into the sidewalk provided.
- 4 > 4 feet from roadway
- 5 Not adjacent to roadway



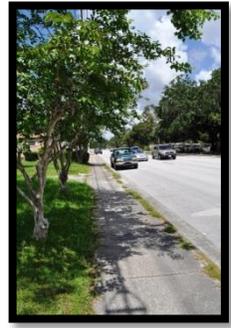
6. Aesthetics (Medium): includes proximity of construction zones, fences, buildings, noise pollution, quality of landscaping, and pedestrian-oriented features, such as benches and water fountains.

- 1 Uninviting
- 2:
- 3: If focusing just on the streetscape itself, there is very little of note to find aesthetically pleasing, however local citizens are seeming to reclaim portions of the roadway, adding kitschy, makeshift chairs at Lynx bus stops and hand-knit “socks” on the bike racks. Some store owners are even utilizing the sidewalk space to add some much-needed landscaping. There are also hand-painted signs throughout the entirety of Audubon Park, an emblem of pride in the garden community. Certain retail spaces are notably well-taken care of, including Palmer’s landscaping and Stardust Café, yet the walkability which surrounds it provides little sense of invitation. The street was notably active and thriving with many people riding and/or walking to worthwhile restaurant and retail venues. There was in fact very little noise pollution despite the heavy traffic, just more or less a sense of claustrophobia on the sidewalk itself. I know that there is a grassroots community organization advocating for the revitalization of their streetscape called the Calm Corrine Coalition. The growing numbers of people participating within it further proves the communal love felt for the space.
- 4
- 5 Pleasant



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

- 1 No shade
- 2: This was perhaps the biggest deterrent from wanting to walk along Corrine drive. There was in fact very little shade to shield pedestrians from the heat, which was certainly a nuisance on a hot summer day. Trees provided were few and far between and most were not tall enough to provide adequate shade – we often even had to move out of the way in order to not walk into them. Even at different times of day, the tree canopy could never provide enough shade over wide Corrine Drive. There was however, shade provided in the form of awnings over store fronts which was certainly a welcome attribute after walking in the heat for so long.
- 3
- 4
- 5 Full shade



8. Sum of High importance (1-3): **8** x4 = **32**

9. Sum of Medium importance (4-7): **10** x2 = **20**

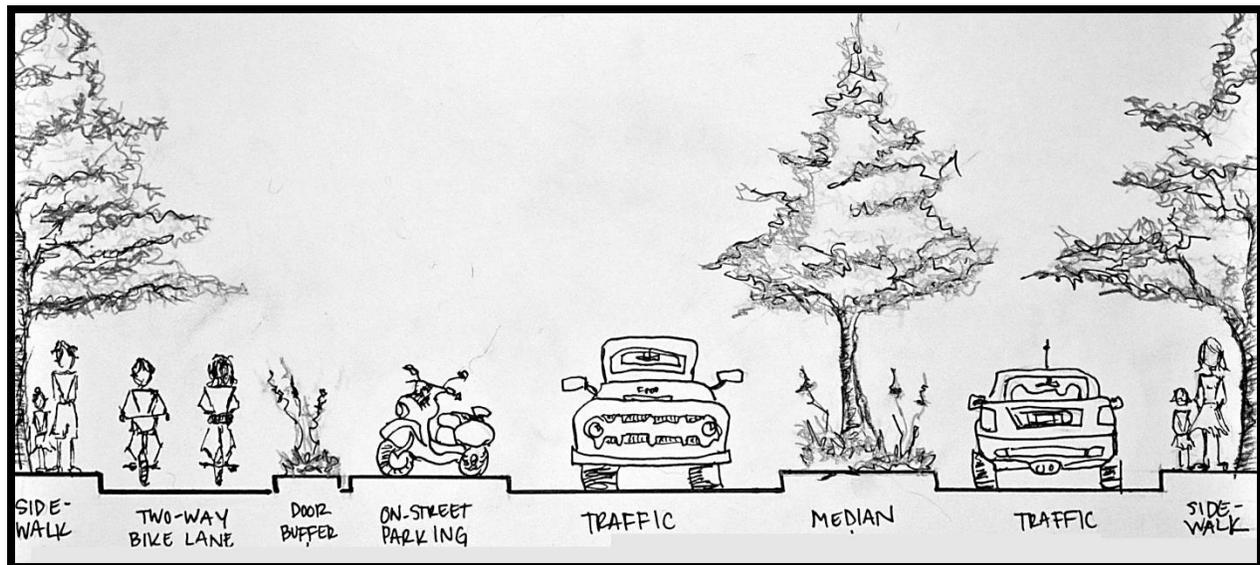
10. Total Score: **52**

11. Observations

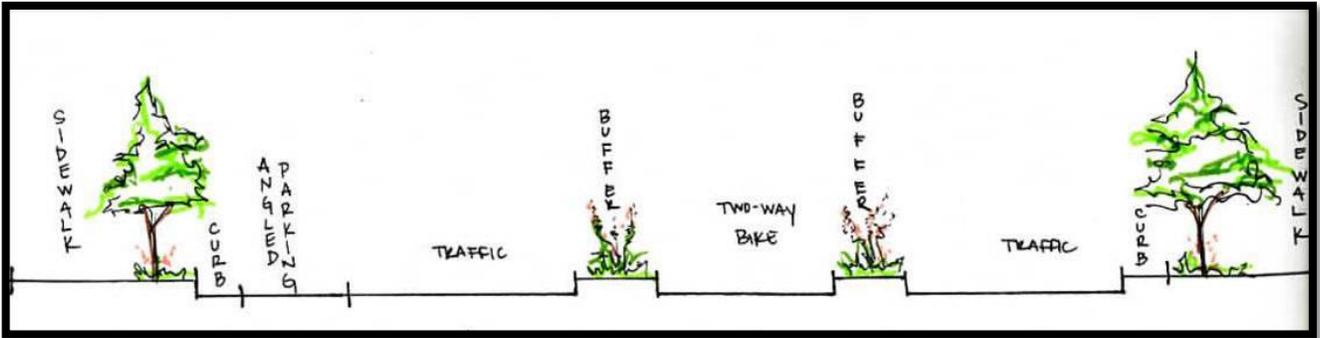
- a. What is the most dangerous location along this segment? I would think that the most unbearable segment on this walk was the segment between Bumby and Christy on Corrine Drive, a walk that in fact got worse as we made our way up to Leu Gardens. This claim is mostly being made because of the lack of shade in conjunction with the constricted width of designated sidewalk pavement. Additionally, the cracks and infrastructure that takes up more walkable space certainly could lead to physical harm if someone was not watching at all times. Even with the unused parking spaces, the small curb and lack of green buffer makes one feel uncomfortable especially when walking with the flow of traffic. The aesthetics of the street are certainly not a deterrent and the walk is made rather pleasant once you get closer to the store fronts where the community congregates, making the trek in a wide variety of ways including bike, scooter, and car.
- b. What is the most unpleasant and pleasant element of this segment?
 - Through this strip of Audubon park the most unpleasant area is certainly the walk along Corrine between Bumby and Christy as noted above. This is because you lose a sense of safety on the small, battered sidewalk and lack of buffer.
 - The most pleasant segment here was actually the strip of sidewalk which abuts the storefronts. Even though it was not completely evident that this was how the sidewalk continues down Corrine Drive (I saw many people walking along the street without sidewalk and/or just walking in the hot parking lot), once one is there adequate shade is provided and you feel the sense of community as people eat at the local restaurants, purchase local produce, and peruse through music at Park Ave Cds. Even with the maintenance issues immediately evident, you feel safe. It is unfortunate, however, that you have to walk around a gas station to get to the local baseball fields behind the stores. Overall, however, it is an active streetscape worthy of a topographical update.

- c. What improvements would make this segment more appropriate for pedestrian use? As purported by the local organization – the Calm Corrine Coalition, Corrine Drive is in need of a massive road diet. The extremely wide width of the street and relatively low automobile traffic would certainly allow the road to be constricted down to just two lanes with a median/turn lane. Even the turn lane may be unnecessary, a modification which would allow for greater facilities to accommodate cycling and walking. The need for the implementation of a complete street is most certainly evident as many people already ride bikes and/or walk in the local area to meet their needs. Even the bus facilities could be updated within this situation, with the potential for increase in ridership. If implementing a road diet, ideally, I would recommend making a two-way cycle track on the south side of the street, which if adequately applied should be a minimum of 8 feet wide – however, 10 feet would be ideal. I would also widen the sidewalk to 10 feet as this would allow for street furniture to be incorporated onto the walkway, and add a sidewalk on the north side of Corrine through the entirety of the street. Perhaps a bioswale could be provided between the bike lanes and on-street traffic, providing a vital and responsible means of capturing storm-water. The bioswale concept is not only environmentally conscious, but could provide some much needed aesthetics and shade along the walkway and bike path. It even acts as a door buffer from the parked cars. It would even be interesting to place the cycle track in the center of the street with a buffer on either side as currently being done in cities like Chicago and Washington DC. Improvements could also mimic those changes recently seen on Edgewater Drive in College Park, which now receives a better walkscore and bikescore than Audubon Park. Ultimately, the idea is that the street should meet all of the demands the community is currently placing on it, and as such it truly needs to better accommodate multimodal transport. Overall, given the width curb-to-curb, I would recommend one of the following streetscapes; widths and components can vary to meet specific demands:

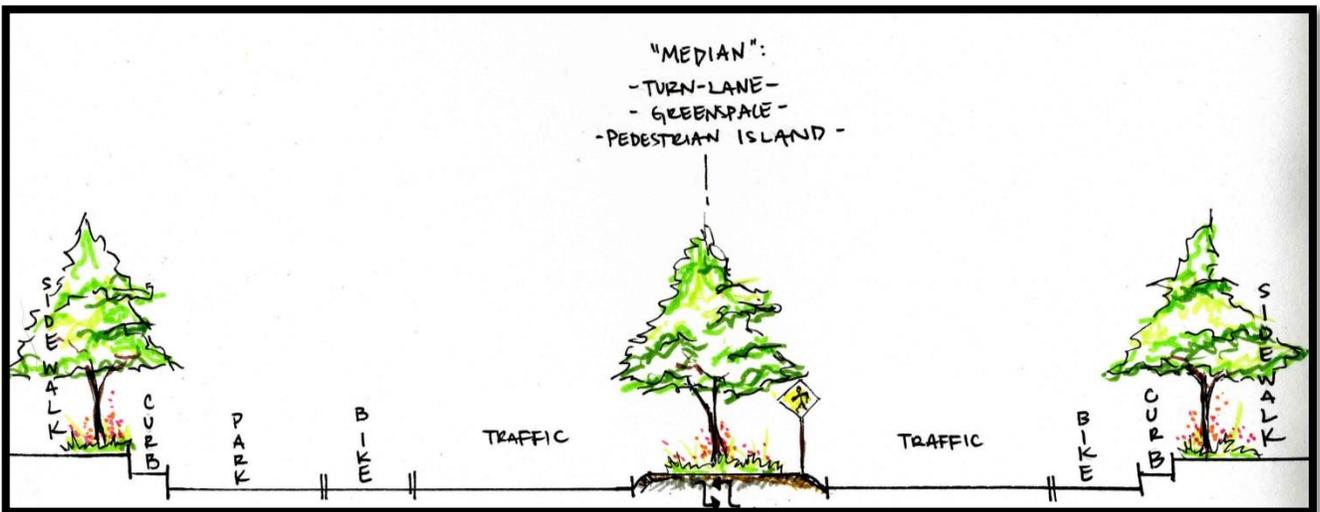
Road Diet Version 1



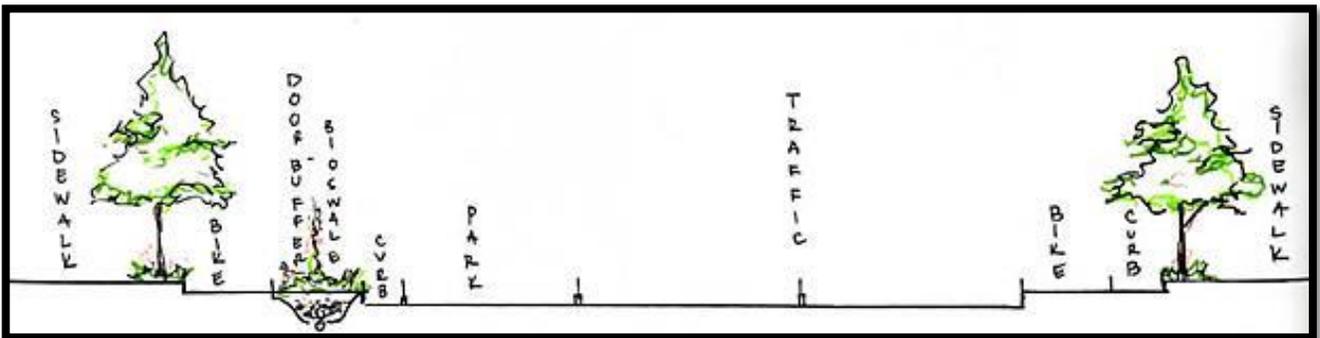
Road Diet Version 2



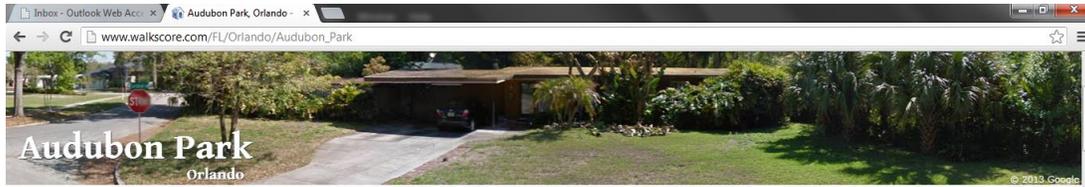
Road Diet Version 3



Road Diet Version 4



Audubon Park Walk Score



Walk Score
61

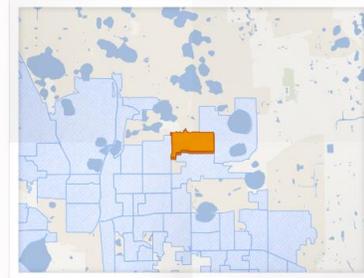
Bike Score
53

Add score badges to your site

Audubon Park is the 19th most walkable neighborhood in Orlando with 1,997 residents.

Audubon Park is somewhat bikeable.

Nearby neighborhoods: [Colonial Town Center](#), [Colonialtown North](#), [Baldwin Park](#), [Colonialtown South](#), [East Central Park](#), [Park Lake/Highland](#) and [Orwin Manor](#).



United States > Florida > Orlando > Audubon Park

Feedback

Walk Score 61 Somewhat Walkable

Some errands can be accomplished on foot.



Some errands can be accomplished on foot in Audubon Park.

Audubon Park is the 19th most walkable neighborhood in [Orlando](#) with a Walk Score of 61.

The best Orlando neighborhoods for walkability are [South Eola](#), [Central Business District](#) and [Thornton Park](#).

Audubon Park Neighborhood Ranking

Compare Audubon Park to other Orlando neighborhoods.

Rank	Name	Walk Score	Transit Score	Bike Score	Population
17	Wadeview Park	62	-	62	1,857
18	College Park	62	-	75	10,923
19	Audubon Park	61	-	53	1,997
20	Pineloch	60	-	55	1,234
21	South Semoran	58	-	50	7,589

[See Walk Score rankings for all Orlando Neighborhoods](#)

Feedback

Eating & Drinking

There are about 9 restaurants, bars and coffee shops in Audubon Park. People in Audubon Park can walk to an average of 0.2 restaurants, bars and coffee shops in 5 minutes.

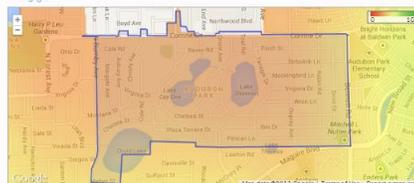
View a map of [restaurants & bars](#), [coffee shops](#) or [grocery stores and specialty stores](#) in Audubon Park.



Feedback

Bike Score 53 Bikeable

Some bike infrastructure.



Feedback

Walk Score for Brookshire West Elementary School: 1500 Falcon Drive, Orlando 32803

Walk Score Cities & Neighborhoods Apartments & Rentals Why It Matters

Get Your Score: Type an address, neighborhood or city

63 Somewhat Walkable Some errands can be accomplished on foot.

Near 1500 Falcon Drive
Orlando, FL, Audubon Park

- Restaurants & Bars: Sush Lolo's, .12 mi
- Coffee: Bikes, Beans & Bordesaux, .16 mi
- Groceries: Chillington International, .57 mi
- Outdoor Places: Audubon Park, 226 ft
- Schools: Alliance Academies Elementary, .20 mi
- Car & Bike Shares: RelayRides: 2009 Lincoln MKZ, 2.57 mi

More places: Art & Community, Shopping, Entertainment, Health, Errands

Public Transit: Lynx Central Station, 2.40 mi

50 Bikeable Flat as a pancake, minimal lanes

Your Commute: Type an address to see your commute time and cost.

Where do you commute? See Commute

UP TO 70% OFF home décor

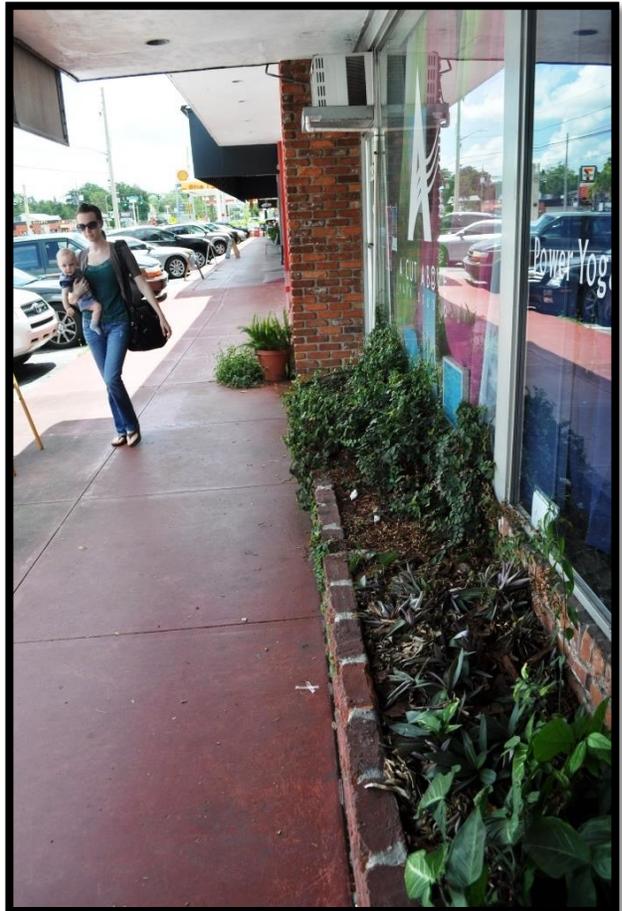
Appendix: Raw photographs for Audubon Park...so you can (hopefully) better see all the subtle nuisances



1



2



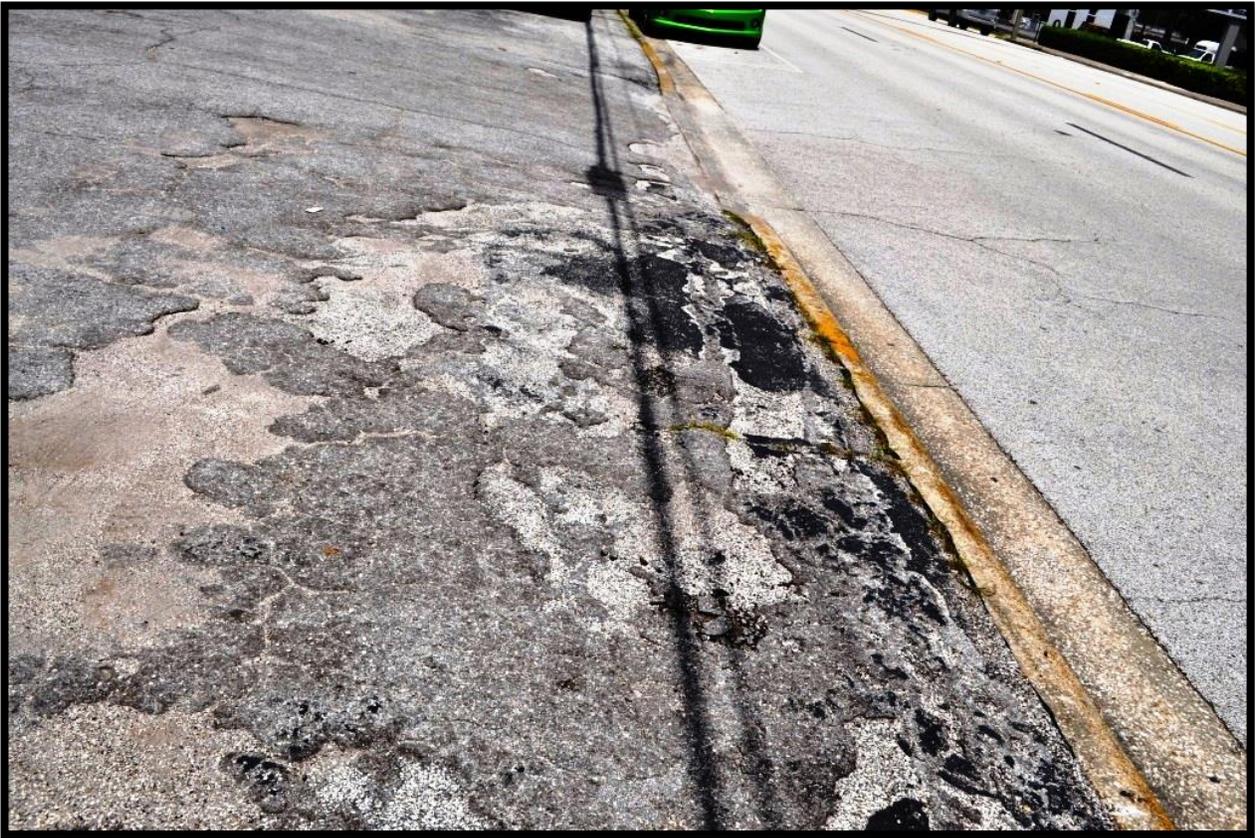
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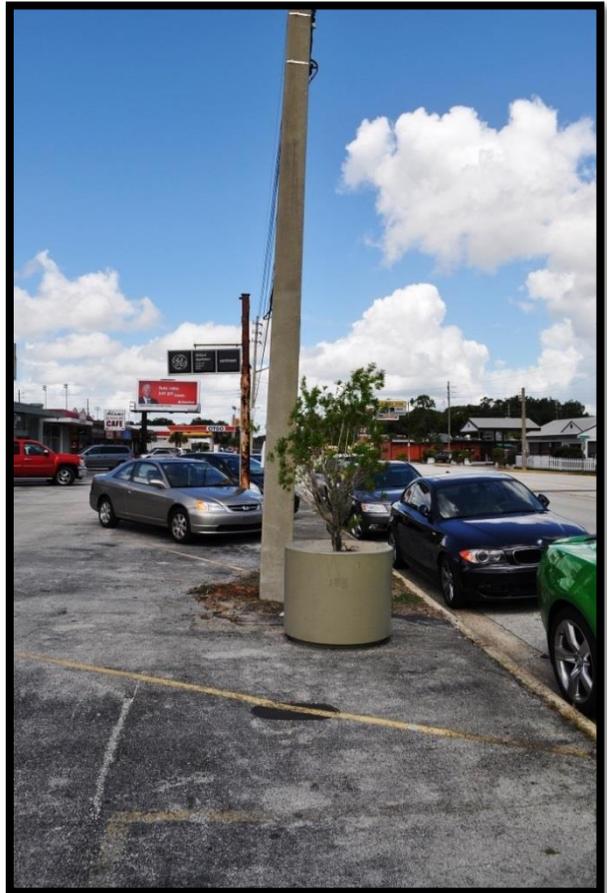
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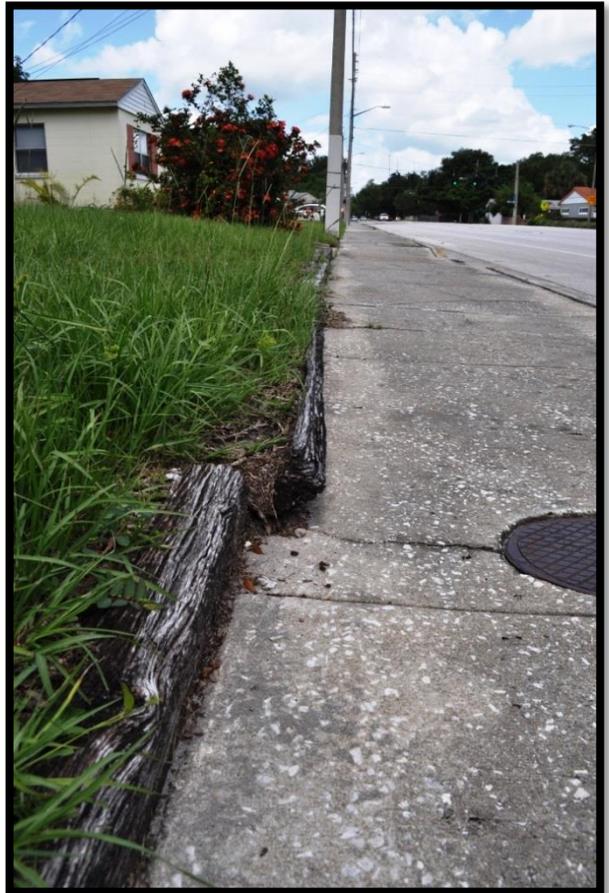
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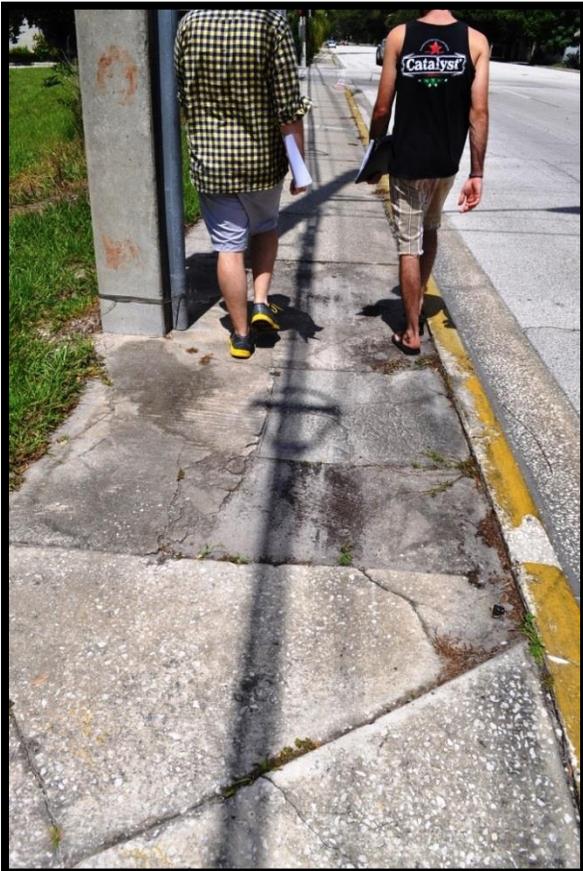
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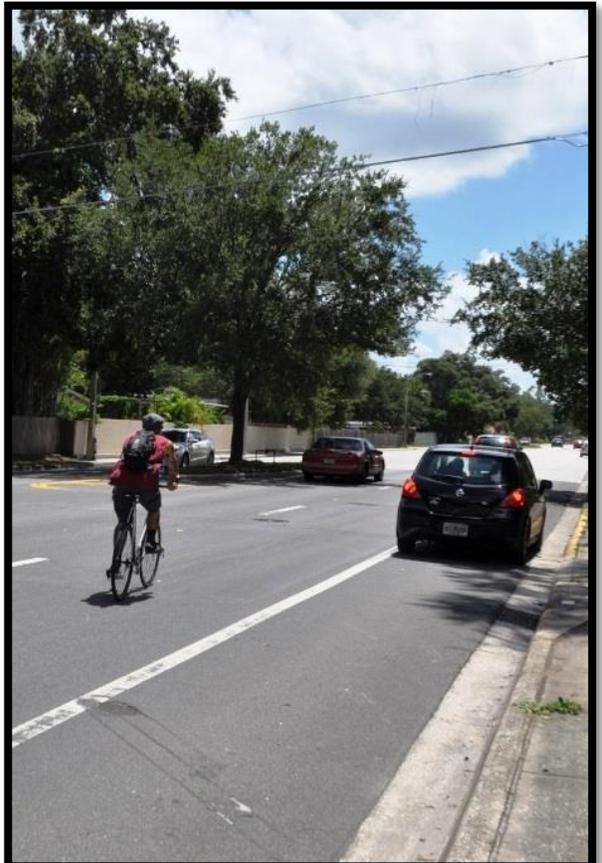
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