

PEDESTRIAN AUDIT: ½ MILE SEGEMENT ANALYSIS #1

Location: Campus View Drive to Hungerford Prep Elementary School Field via Kennedy Blvd
Date: 7/12/2013

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 sidewalks on both sides of road, or completely away from road



Standing on one sidewalk of Kennedy Blvd observing the sidewalk on the opposite side

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 Somewhat high conflict potential with high pedestrian visibility

4

5 Low conflict potential



Looking at a parking lot entrance along Kennedy Blvd. - High pedestrian visibility with no tree or sign blockage

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

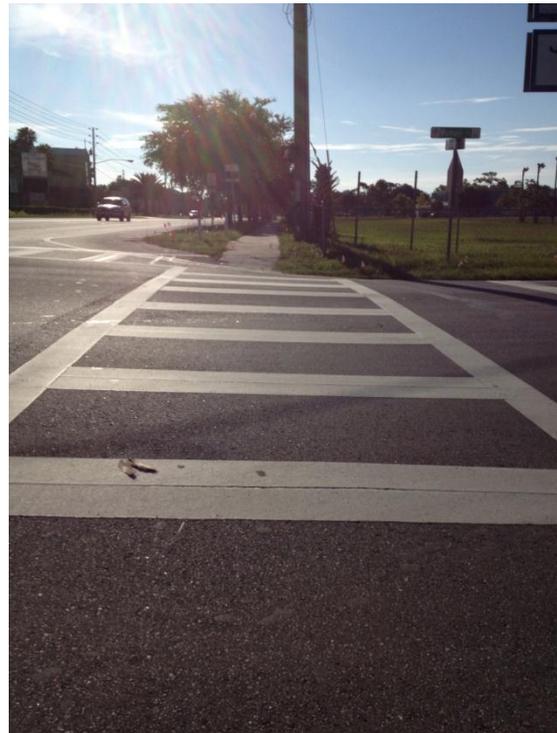
3 Crosswalks present at major crossings near Interstate 4 and at most entrances to shopping parking lots. There is a sidewalk connecting grass to more grass on the opposite side of the street as opposed to connecting sidewalk paths to one-another.

4

5 No intersections, or crosswalks clearly marked



This shows the crosswalk from nowhere to nowhere



Major intersection has painted crosswalks, but clearly lacks pedestrian signage such as: advance yield warning sign or state law in-street signage to warn drivers

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 Cracking in the sidewalk was apparent. Buckling also occurred with root systems of closely planted trees. There was also a dead animal on the sidewalk.

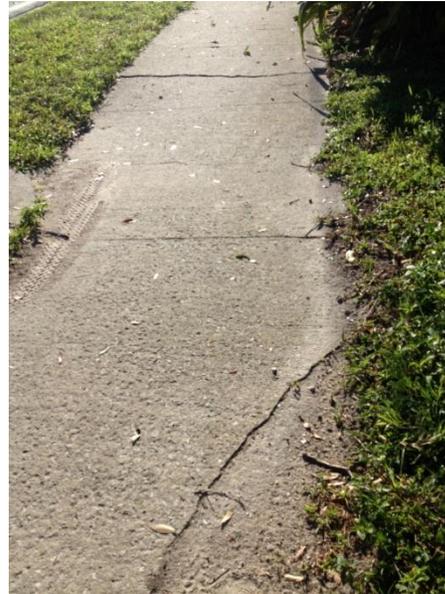
3

4

5 No problems



A dead turtle rotting in the sidewalk of Kennedy Blvd



Visible cracking in the sidewalk and caving in of the sidewalk

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

1 No buffer from roadway

2

3

4 > 4 feet from roadway. The majority of this segment had a greater than five foot barrier. One segment had no buffer.

5 Not adjacent to roadway



The point at which the 5 foot buffer becomes a 0 ft buffer. Behind where this photo was taken, the buffer increases to 10 ft

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 The landscaping is not pleasant or unique. The noise pollution is average. There are no aesthetic features to enhance the pedestrian experience beyond benches at the bus stops which also include No Loitering stickers.

4

5 Pleasant



This bus stop offers seating, shade, and amenities such as waste receptacles. However there are 2 No Loitering signs posted on the bus stop, creating an uninviting environment for passing pedestrians. (seen below)



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

1 No shade

2

3

4 One side of the road's sidewalk stays under tree canopy for the majority of the segment. The other side has periodical shaded areas resulting in an above average score

5 Fullshade



Shows the tree canopy created for the opposite sidewalk on Kennedy Blvd

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

Sum of Medium importance (4-7): $13 \times 2 = 26$

Total Score: 70

Observations

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

The crosswalk on either side of the I-4 overpass is the most dangerous section of this segment. The overpass causes low visibility for automobile drivers as they emerge on the opposite side to another crosswalk. This is also the location of the cross to nowhere shown in a photograph for the Crosswalk section. This crosswalk has only one signage for automobile drivers.

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

The most unpleasant area of this segment is the segment approaching I-4 where the buffer disappears from the sidewalks, the shaded areas are few and far between and the sidewalk needs the most maintenance.

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

There should be engineering improvements with at least three signs designating the pedestrian crossing zones. There should be additional trees planted to provide a canopy in this open area. The sidewalk would benefit from maintenance to fix cracks and buckling. This strip also does not contain any trash receptacles, leaving trash thrown about. Both a waste and recycling bins would be beneficial in this section.

