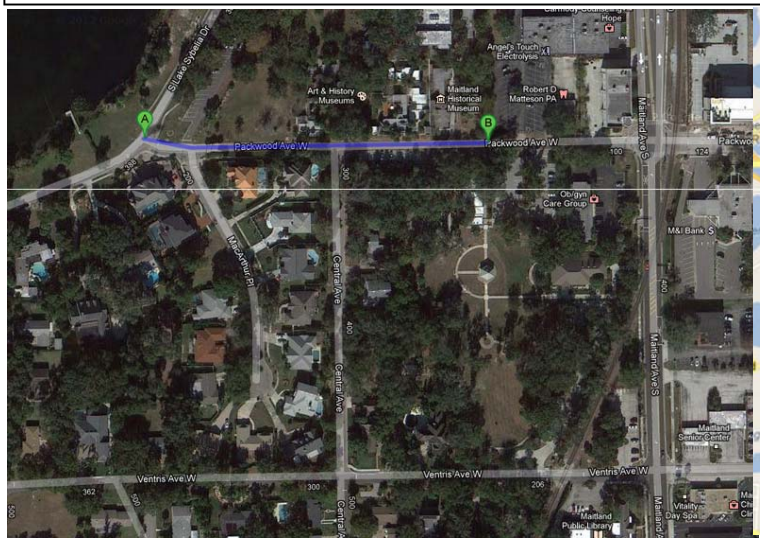
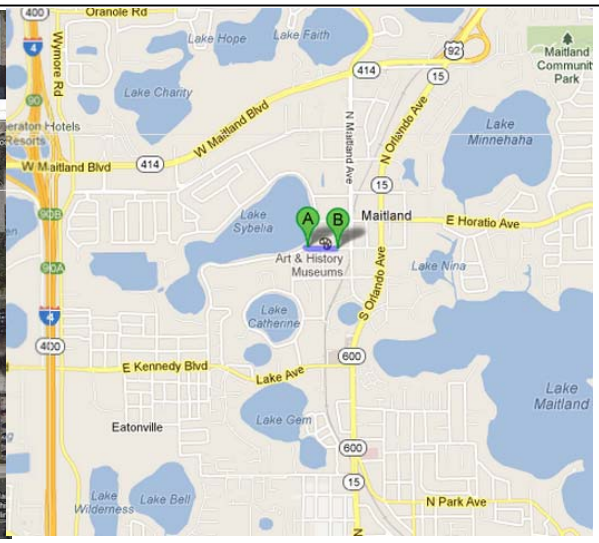
PEDESTRIAN AUDIT: ½ MILE SEGEMENT ANALYSIS

Segment Location: Packwood Avenue from S. Lake Sybelia Drive to Quinn Strong Park Entrance

Date: July 8, 2012





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 No major crossing conflicts, small intersections, slow speeds on neighborhood road. Conflicts with parking areas.

4 No major crossing conflicts, low volumes, small intersections, slow speeds on neighborhood road. Conflicts with parking areas.

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 Some crosswalks identified (not all are marked)
4 No major intersections with heavy volume. Could use markings.
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).

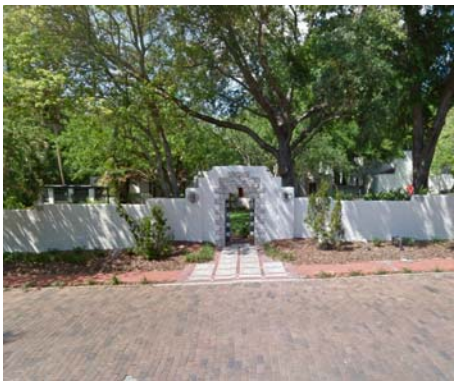
1 Major or frequent problems
2
3
4
5 No problems

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

1 No buffer from roadway
2
3 Under 3 feet in places (although portions are over 4 feet on the west portion)
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 Art and History Museums as well as Quinn Strong Park front the street.
5 Pleasant



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

1 No shade
2
3 Shade coverage in many places.
4 Shade coverage in many places.
5 Full shade

Sum of High importance (1-3): 11 x 4 = 44

Sum of Medium importance (4-7): 15 x 2 = 30

Total Score: 74

Observations

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

    - Parking areas outside of Quinn Strong Park present an area where pedestrians are forced to walk behind parked vehicles.
    - The crossing at MacArthur Place could be improved.

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

Most unpleasant elements are:

- Areas outside of Quinn Strong Park where pedestrians are forced to walk behind parked cars.

Most pleasant elements:

- The street is fronted by several civic uses such as the Maitland Art Center (which is one of the last places in the country that displays “Mayan Revival”), the Maitland Historical Museum, Telephone Museum, and the Quinn Strong Park.
- Nice tree coverage near the entrance to Quinn Strong Park.
- Brick-lined streets.

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

Packwood Avenue is a pleasant, narrow brick street with low vehicular traffic that has several historical uses that complete the edge of the street. Below are a few improvements that could potentially make it even better.

- Add sidewalks near the parking areas outside Quinn Strong Park and the Art Center Research Studio to create a safer environment.
- Add sidewalks on the north side of Packwood (create gap on the west side of the segment between Lake Sybelia Beach Park and the Art Center (will complete a connection between park areas) as well as a gap on the east side of the segment between the Historical Museum and Maitland Avenue South.