

# Appendix D Walk Audit Report



City of Orlando  
**Parramore Comprehensive Neighborhood Plan**  
Vision for a Healthy Community



**Appendix D –  
Walk Audit Report**

**Contract No. TPO/13-004  
June 24, 2014**

# Parramore Comprehensive Neighborhood Plan



# Physical Inventory Assessment

## 1.0 Overall Parramore Neighborhood

General Findings and Recommendations that apply to the overall Parramore neighborhood are listed in this section. Specific Findings and Recommendations follow for each of the three neighborhoods outlined in the public involvement section.

**Summary Findings:** Overall, the Parramore neighborhood provides excellent opportunities for pedestrians, bicyclists and transit users. Low volume traffic, shade trees and a well-connected transit system encourage walking, bicycling and transit use.

Existing, planned and future venues and attractions create another layer of bicycle/pedestrian and transit needs that are separate from resident needs.

The roads that border the Parramore neighborhood, especially SR 50 and Orange Blossom Trail, are difficult to cross and create challenges for residents and visitors as they walk, bike or access transit to areas external to the Parramore neighborhood.

The opening of SunRail, the expansion of LYMMO, a planned school, transit center and the planned venues demand the need for ongoing coordination and planning to ensure the Parramore area continues to provide excellent walking, bicycle riding and transit conditions.

**Summary Recommendations:** Continue to provide a connected system of sidewalks, bike lanes and transit stops. Actively preserve the historic character and pedestrian scale of the residential portions of the Parramore area through planning, design and policy.

- Expand promotion of the LYMMO service to increase awareness of this free community transit service.
- Increase opportunities for pedestrian/bicycle connectivity across SR 50, Orange Blossom Trail and Gore Street.
- Balance the needs of residents with the needs of visitors attending venues and local attractions.
- Enhance bicycling and walking routes that will serve the planned K-8 school and potential transit hub.





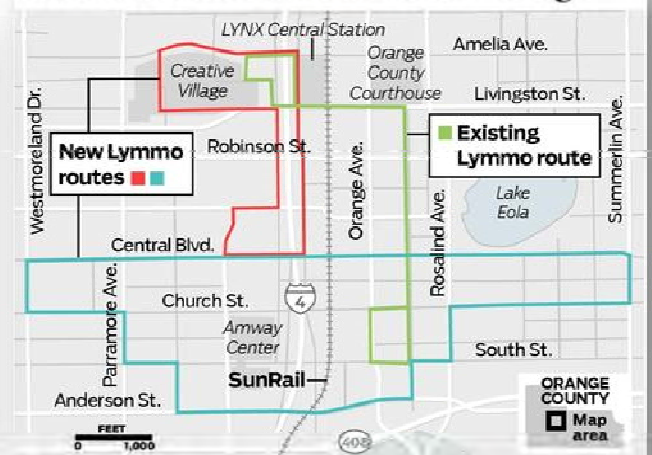
**Findings:** This neighborhood is within walking distance of downtown Orlando and continued bicycle, pedestrian and transit connectivity is important to residents. Ongoing and future private and public developments near and within the Parramore area will likely increase the need for bike/ped/transit connectivity and may shift existing use patterns.

The LYNX LYMMO expansion, SunRail, the Orlando Urban Trail, and the planned Terry Avenue Extension, etc. will increase mobility choices and convenience for most residents.

**Recommendations:** Continue to plan for a convenient and safe sidewalk and bike lane infrastructure system that will complement and enhance existing patterns of use.



### Bus routes to link to Creative Village

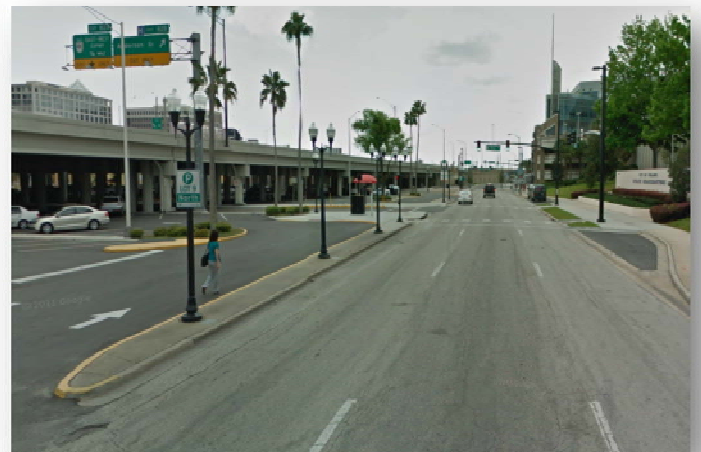
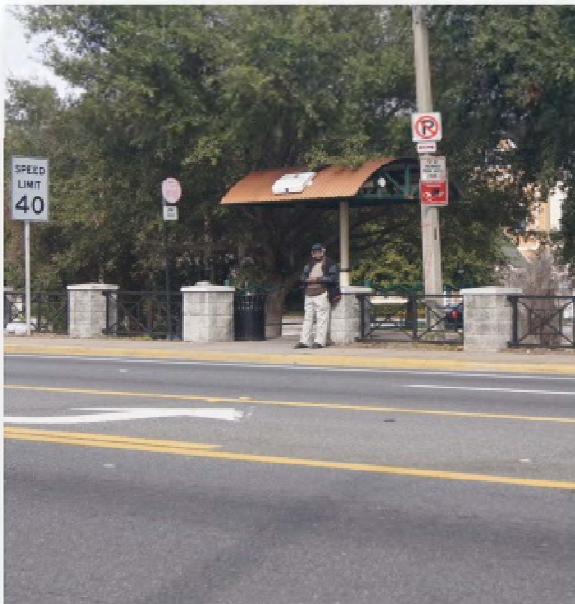
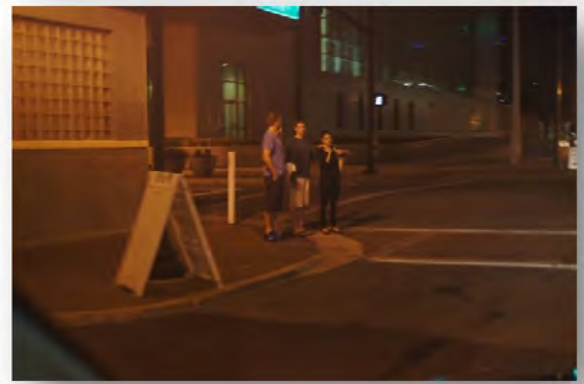




**Findings:** The Parramore neighborhood and adjacent areas experience increases of pedestrian activity during events at local venues. New attractions within and adjacent to the Parramore neighborhood will increase vehicular, pedestrian, bicycle and transit activity.

**Recommendations:**

- Improve sidewalk connectivity within public parking areas and to anticipated destinations.
- Existing and future parking should be connected to the venues with wider sidewalks to allow for groups of pedestrians.
- Many events occur at nighttime and lighting should be increased (if necessary) along sidewalks that serve event goers.
- Event road closures should allow for bicyclists and pedestrians to safely continue to and from the Parramore neighborhood.



**Findings:** Sidewalks are well-maintained by the City. Evidence of sidewalk repair shows the importance of the sidewalk infrastructure.

**Recommendations:** Continue to maintain and fill in gaps in the sidewalk system.



**Findings:** Some crosswalks were faded.

**Recommendations:** Re-stripe crosswalks.



**Findings:** Residents attending the February 26<sup>th</sup> Community Forum voiced concerns with several push button signals serving the neighborhood.

**Recommendation:** Review signals to determine functionality and make repairs as needed.





**Finding:** Large shade trees are valuable and help maintain a pedestrian-level scale and provide shade and shelter. Some trees encroach into the sidewalk zone.

**Recommendations:** When possible, work with property owners to build sidewalks around existing trees.



**Findings:** Although the sidewalk network is excellent overall, some gaps exist that may create access problems for some people, especially those who depend on wheelchairs for mobility.

**Recommendations:** The City should continue to fill in the sidewalk gaps to complete the sidewalk network. When right-of-way limitations exist, review the possibility of adding painted shoulders or bike lanes to the roadway to define a route. Provide ramps from the sidewalk to the bike lane in constrained areas to provide a barrier-free route. Painted shoulders or bike lanes should be placed on both sides of the street to encourage bicyclists to ride in the same direction as traffic.



**Findings:** Some sidewalks have utility poles, guy wires and signs that make sidewalk use difficult or impossible for some users.

**Recommendations:** Widen sidewalks and relocate utilities that encroach into the sidewalk zone and limit use.



**Findings:** Several streets, sidewalks and transit facilities within the Parramore neighborhood are under construction and pedestrians and bicyclists, and wheelchair users may not have a safe or passable route.

**Recommendations:** Although better facilities may develop through this construction, temporary sidewalks and bikeway connections should be in place to allow safe and convenient passage during construction.

Provide directional signage if necessary.





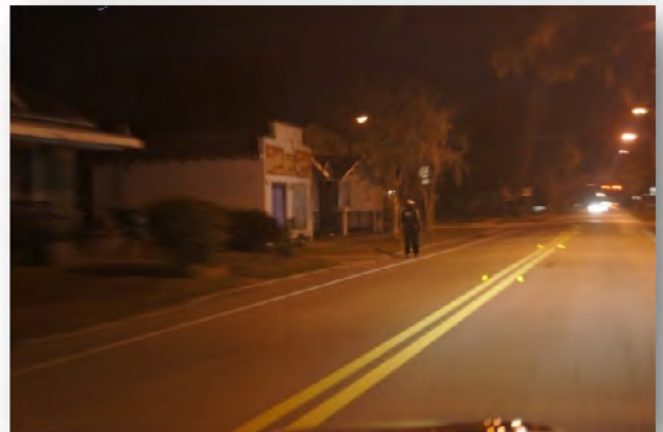
**Findings:** In general, the neighborhood has sufficient lighting to provide visibility of sidewalks. Some pedestrians and bicyclists using the bicycle lane were difficult to see. Some bus stops did not appear to have sufficient lighting.

Conversations with residents at the February 26<sup>th</sup> Community Forum resulted in mixed levels of satisfaction with street lighting. One resident felt that lighting was insufficient in the Lake Dot neighborhood.

The sidewalk network is nearly complete in most sections of the Study area but some pedestrians were observed using the roadway edge or bike lane in areas where sidewalks were unavailable.

**Recommendations:** The City should work with the Orlando Utilities Commission and LYNX to increase lighting at bus stop locations as needed. Review the possibility of increasing lighting frequency along bike routes.

Encourage and/or provide reflective gear for bicyclists and pedestrians.



**Findings:** Many residents use bicycles for transportation. Most of the internal Parramore neighborhood streets are low volume and bicyclists share the roadway or sidewalk.

Streets with narrow travel lanes and parallel parking encourage bicyclists to use the sidewalk.

**Recommendations:** Design streets to allow for the continuation of this bicycle-dominant community. Local motorists currently yield to bicyclists and pedestrians under most circumstances.

Design “Complete Streets” to allow for all modes of transportation. If possible, limit the placement of bicycle lanes next to parallel parking to avoid the possibility of car doors opening into bicyclists. Review planned roadway improvements in this area and be sure to include bicycle lanes and sidewalks. The extension of Terry Avenue should include a 10-12 foot multi-use trail.

Create a designated network for bicyclists that connects to bike lanes, trails and transit stops outside of the Parramore neighborhood Study boundary.

**Finding:** During the public meetings, some residents expressed the desire for increased police patrol.

**Recommendation:** Consider increasing bicycle police in the area.

**Finding:** Bicycle lanes within and connecting to the Parramore neighborhood are not consistently marked and some markings have faded.

**Recommendations:** Consider implementing a green bicycle lane system to more clearly identify and protect bicycle lanes (see example photo, right).





**Findings:** Roadway widths are ample along many streets.

**Recommendations:** Review the possibility of narrowing the vehicular travel lane to provide a connected wide sidewalk/trail system that is buffered from the travel lane by landscaping. This landscaped area may also be used as a bio-swale and provide storm drainage capacity (see example photo, right).



Raised planters (see example photo, right) can be considered to serve the same purpose but will be more costly and may be difficult to maintain. Additionally, residents are accustomed to high bicycle and pedestrian use in this area and restricting bicyclists and pedestrians may create problems that are not there currently. Bicyclists and pedestrians may climb over the curb/planting areas to take the shortest route, possibly creating an increased risk for all users.



**Findings:** The high pedestrian, bicycle and transit use create active, multi-purpose streets. In many areas of the Parramore neighborhood, motorists defer to pedestrians and bicyclists.

**Recommendations:** Review the possibility of clarifying street use with paint such as *Street Bond* or similar material that bonds to asphalt (see sample photo, right). Street color will also increase awareness of bicyclists and pedestrians. Brick streets should not be painted.



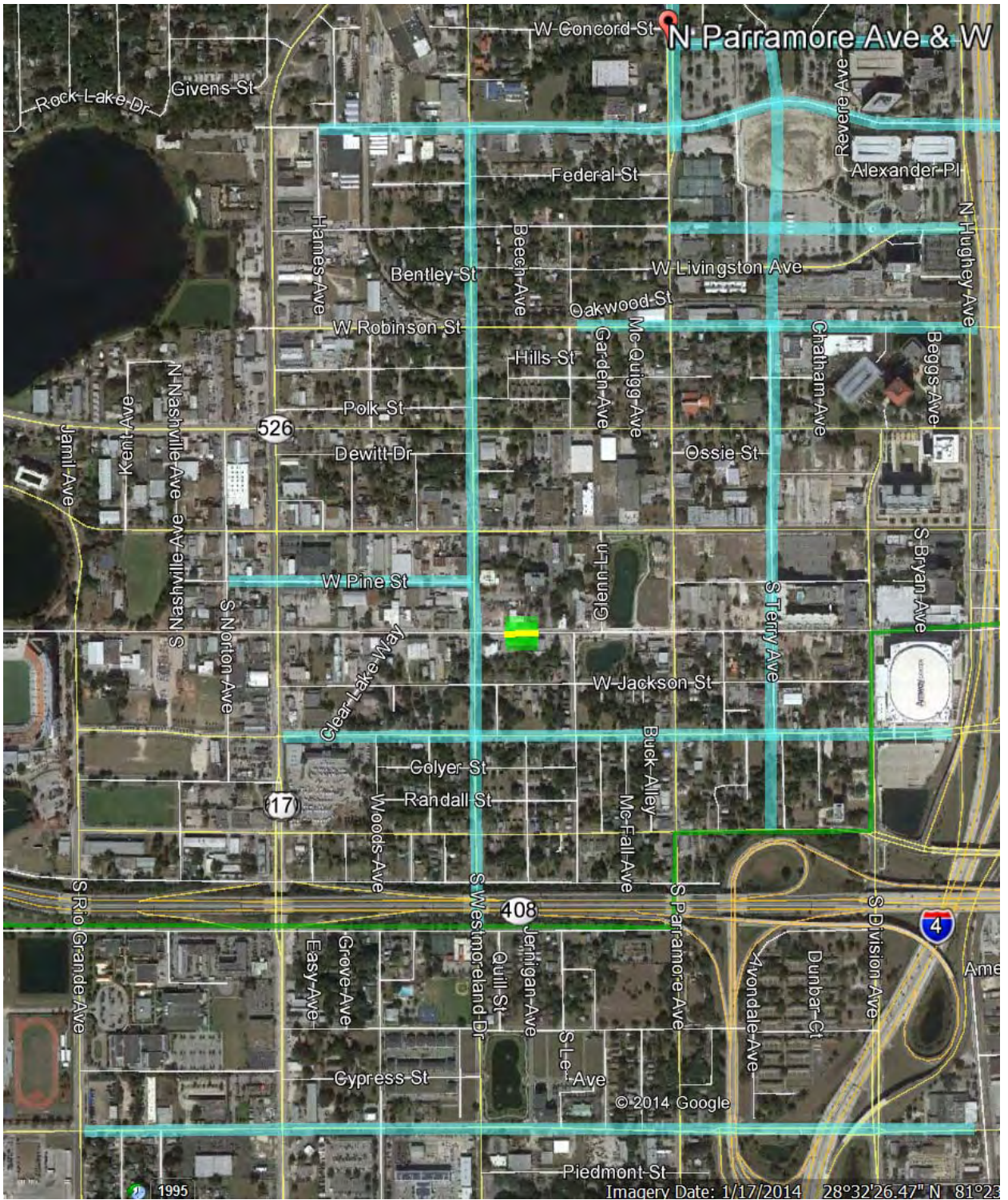
**Finding:** City staff is working to provide bicycle parking locations to improve safety, security and convenience for bicyclists.

**Recommendation:** The following locations should include bicycle parking facilities:

- Soccer Stadium
- Sports and Entertainment District
- Creative Village
- Orange County Public School Building
- Florida A & M
- Bob Carr
- University of central Florida Digital School (FIEA)
- Downtown Recreation Complex
- Amway Center
- Orange County Health Department
- Orange Blossom Trail Business Corridor
- Callahan Neighborhood Center
- Nap Ford Community School
- Planned K-8 School

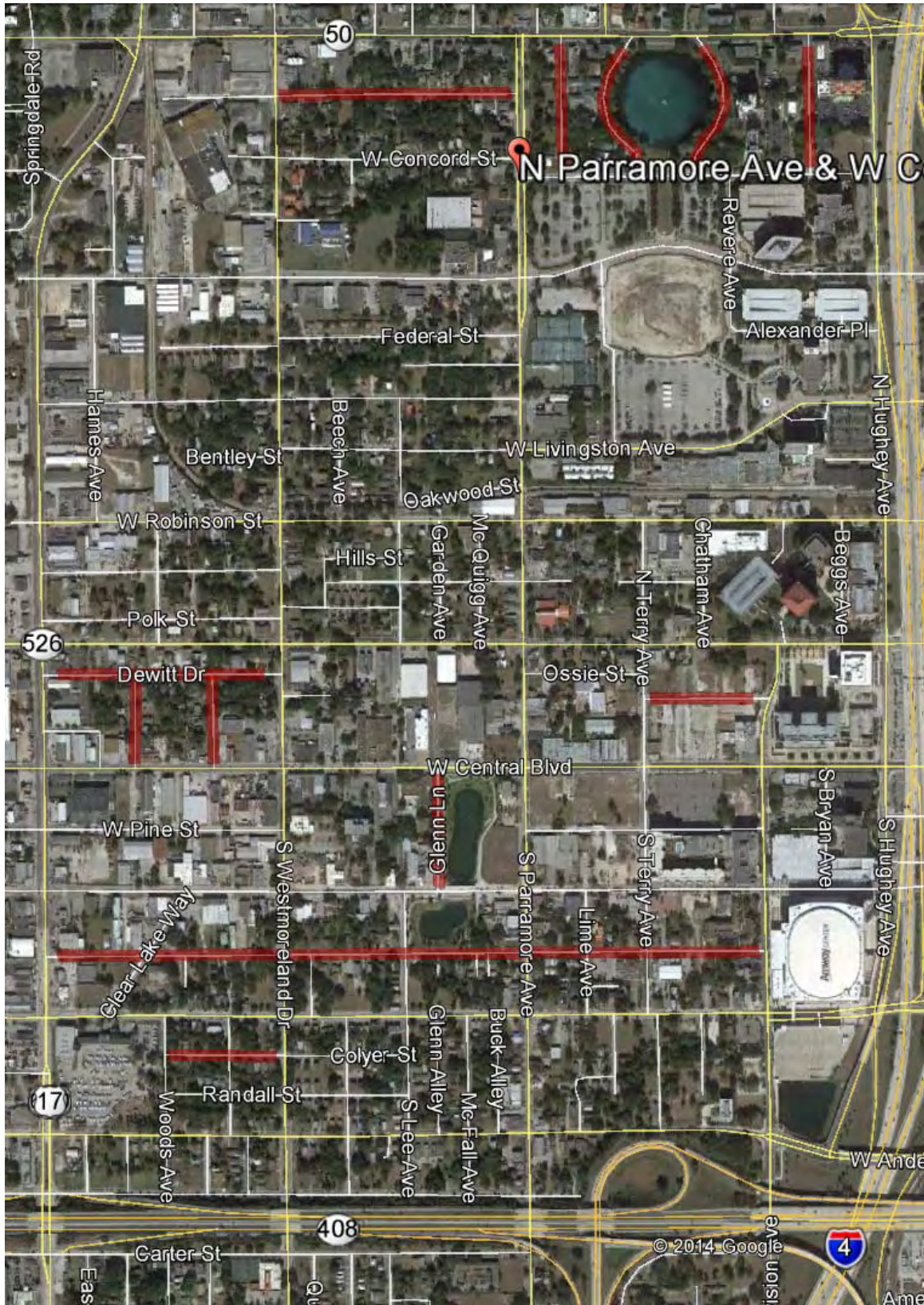


Wide Streets:





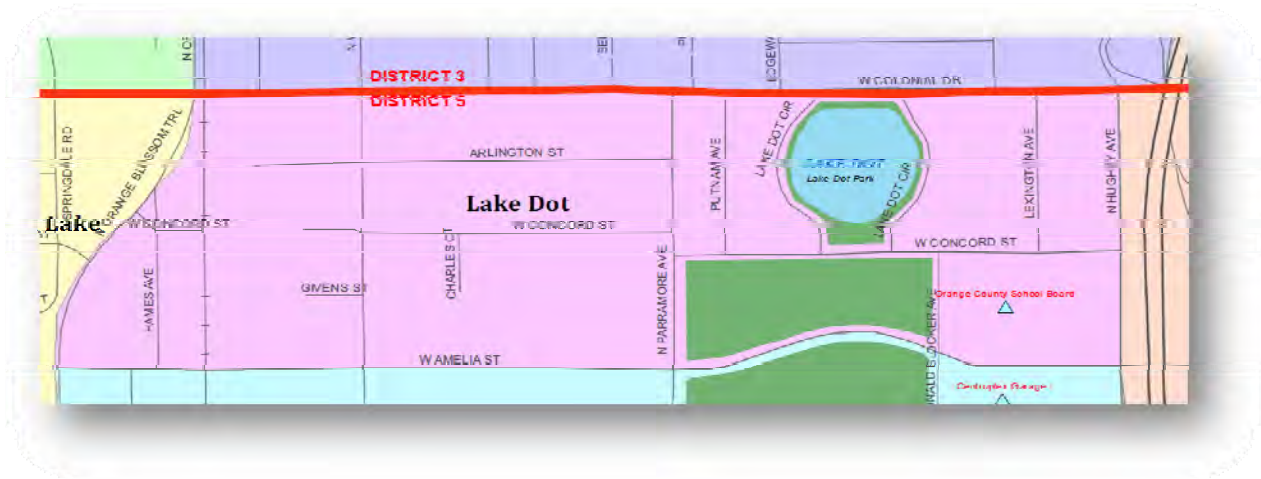
Brick Streets:





## 1.1: Lake Dot Neighborhood

(West Colonial Drive south to West Amelia Street)



**Area Description:** The Lake Dot neighborhood includes a residential area with a commercial border along SR50/Colonial Drive. The eastern half of this area includes a portion of the Creative Village, hotels, Orlando Tech and commercial businesses.

Lake Dot Park provides scenic views for residents and visitors as well as motorists along the adjacent roadways.

Bicyclists and pedestrians pass through this section of the Parramore neighborhood to reach destinations along both sides of SR 50, including LYNX stop locations.

Special Note: There are several ongoing studies/projects that include the SR50 corridor:

- SR 50 AA
- Mills 50
- CRA
- Ultimate 1-4
- Terry Street Extension
- Creative Village
- Transit Hub



The efforts of this study should be coordinated with these other studies to provide compatible and unified goals, objectives and implementation strategies.

# Lake Dot Neighborhood Walk Audit

A Walk Audit was held February 8, 2014 to review pedestrian and bicycle mobility and access to transit. Results from the walk audit have been incorporated into the Findings and Recommendations section of this Report.



# WALK AND TALK

## Lake Dot Neighborhood

### Saturday, February 8<sup>th</sup>

### 11:00 am

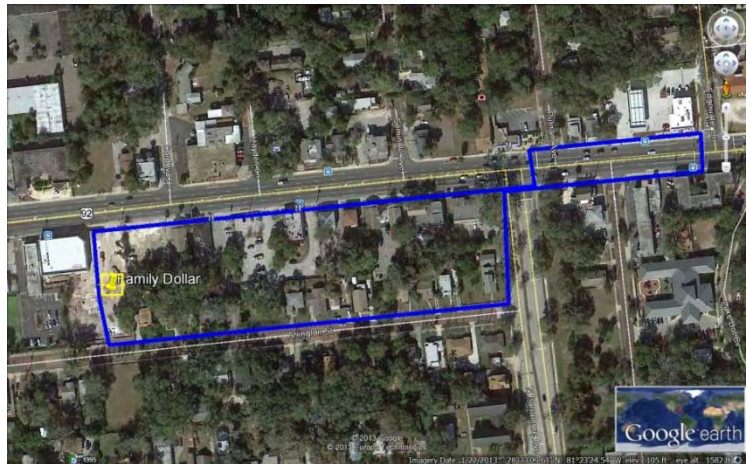
#### Meet behind Family Dollar 918 West Colonial Drive

We are looking for ideas to improve walking, bicycling and LYNX access in your neighborhood.



- Walk is less than one mile
- All ages and abilities welcome
- Snacks and water provided

Please RSVP to Ginger Hoke: 407-923-6027 or [ginger@hokedesign.com](mailto:ginger@hokedesign.com)





## Pedestrians

**Findings:** The Lake Dot neighborhood is bordered by SR 50 to the north. This road creates a barrier to residents and visitors crossing to destinations north of SR50. Infrequent pedestrian crossings result in stranded pedestrians as they cross against traffic to reach LYNX stops, work, shopping and home.



Specifically, there are no crosswalks over SR50 between Parramore Avenue and Orange Avenue. The distance between these crossings is .5 miles.

There is currently a signal at Hughey Avenue but no crosswalk over SR 50. The exit ramp for I-4 aligns with the crosswalk area, making the provision of a crosswalk difficult. City staff noted that the Ultimate I-4 design would create an opportunity for a pedestrian crossing with the reconfiguration of the ramps. Additionally, the Orlando Urban Trail Overpass is planned to cross SR 50 just east of I-4.



**Recommendations:** Review the possibility of adding additional crossings, extending pedestrian cross times and emphasizing crosswalks.

- Coordinate with LYNX to ensure bus stop locations are as close as possible to crosswalks to encourage pedestrians and bicyclists to cross at the safest locations.
- Provide refuge areas and intersection bulb-outs where possible to reduce exposure time and increase safety.
- The City should work with the Florida Department of Transportation to determine if it is feasible to reduce the current posted 40mph speed limit.
- Coordinate with the Ultimate I-4 team to provide an at-grade pedestrian crossing over SR 50 near Hughey Avenue.



**Findings:** SR 50 has narrow sidewalks with some portions that are difficult to navigate for persons in wheelchairs or people using “walkers” or double strollers.

The gentleman in the second photo was stranded half-on and half-off the curb and needed assistance to return to the sidewalk. He was unable to navigate around the utility pole. He stated he was also unable to pass a portion of the sidewalk further to the west and has been stuck in the sand several times.

There are planting islands along both sides of SR 50 in the Lake Dot area that create an obstruction for on-road bicyclists. FDOT may soon remove these islands as part of a re-surfacing project.

**Recommendations:** Review the possibility of removing the planter islands and adding bicycle lanes and widening the sidewalks. Recommendations for this finding area further detailed in the *Bicyclists* category of this section.





**Findings:** Connectivity from the Parramore residential areas to the commercial edge along SR 50 is varied. City staff worked with the developer to provide an excellent connection from Family Dollar to the Arlington Street residential area. The new 7-11 on the north side of SR50 is also well connected.

A truck was observed trying to enter the pedestrian access point but was unable to clear the walls.

**Recommendations:** Continue policies that encourage pedestrian connectivity. When possible, provide a direct sidewalk or painted crosswalk to the building entrance. Create barriers to prevent vehicular use.



**Findings:** There are many brick roads in this area. They provide historic charm and work as a method of traffic calming. The pedestrian in the photo portrays the comfort level of walking in the street along Lake Dot. She moved to the sidewalk when she heard my car approaching.

At the February 26<sup>th</sup> Community Forum, several residents voiced their desire to have brick streets.

**Recommendations:** Maintain, unearth or build brick streets to continue this desirable characteristic. Maintain the brick to provide smooth access for persons in wheelchairs, bicyclists and strollers. Consider adding concrete bike lanes to brick streets that are critical to the bicycle network.





## Bicyclists

**Findings:** There are no bike lanes along SR50 within the Parramore area. Tree islands were constructed in the area that would normally serve as a bike lane. These islands create obstructions for bicyclists and result in bicyclists weaving on and off the sidewalk as they move through the corridor. This unpredictable behavior reduces safety for bicyclists, pedestrians and motorists.

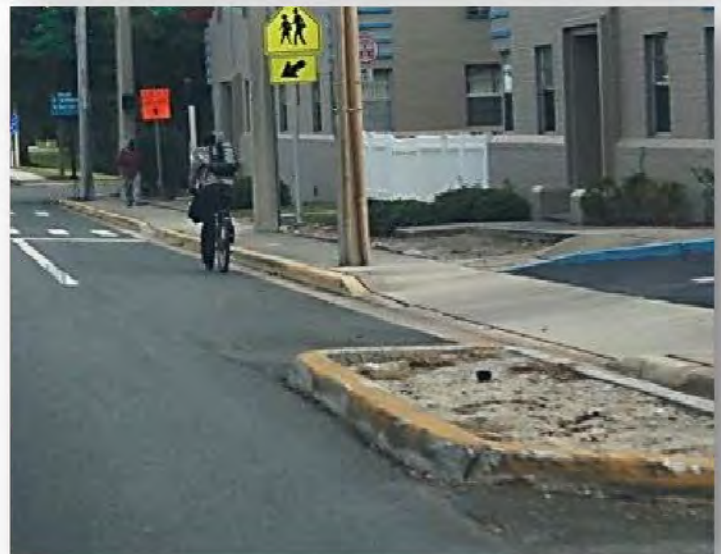
There are a few parallel parking spaces along the south side of SR 50 near Lexington Avenue that serve businesses in that location.

Utilities in sidewalks pose a risk for bicyclists uncomfortable riding in the roadway.

**Recommendations:** Remove the planters and add designated bike lanes. Widen sidewalks. According to the consultant for SR50 AA, there are plans to remove these planters with a planned re-surfacing project.

The parallel parking spaces would need to be relocated to provide a continuous bicycle lane. Modifications at Hughey Avenue to provide a bicycle through lane may also be necessary.

Relocation of utilities blocking sidewalk clear zones would improve access and safety for bicyclists, pedestrians and people using wheelchairs.





**Findings:** Orange Blossom Trail does not have bike lanes and bicyclists often share the narrow sidewalk with pedestrians.

Study participants have expressed the desire to expand the Parramore neighborhood to the West to include Orange Blossom Trail as a commercial corridor.

**Recommendations:** Review the possibility of increasing the roadway shoulder by narrowing the existing lane width. The lanes area is already tight and this may only yield a foot or two on each side. This slight improvement would increase safety for bicyclists using the roadway. Provide bike lane facilities on parallel roadways to provide a safer north-south route for bicyclists.



**Findings:** Bike lanes, designated or otherwise, were observed being used by persons in wheelchairs, pedestrians and by bicyclists riding against traffic. The uneven surfaces of the sidewalk, utilities located within sidewalks, or lack of sidewalk ramps may be reasons for people to use the roadway edge.

**Recommendations:** Continue to construct and maintain sidewalks that are wide enough to support persons with disabilities.

Consider adding additional signage and pavement markings to increase awareness and define bicycle lanes.

Provide bicycle lanes and sidewalks on both sides of the road to encourage bicyclists to travel in the proper direction.



## Transit

**Findings:** The expansion of LYMMO (the Citrus Line) and the new SunRail have increased mobility options for residents living within Parramore.

Currently, LYMMO does not provide bicycle racks for bicyclists. Many residents living in Parramore use their bicycles for transportation and would likely board their bicycles if racks were present.

Many area residents ride their bicycles to transit destinations.

**Recommendations:** Review the possibility of adding bicycle racks to the LYMMO buses.

Provide enhanced bicycle lanes to and from the LYNX Central Station and SunRail stations.

**Findings:** Some LYNX bus stop locations are difficult to see and don't offer a place to sit. Narrow right of way along SR 50 is particularly challenging.

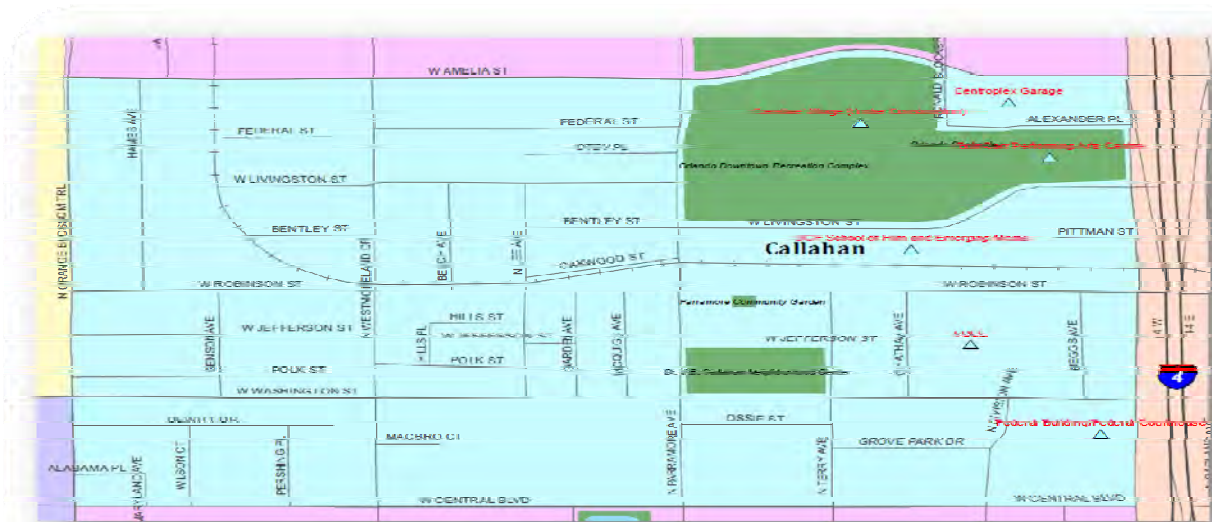
LYNX is currently conducting an Alternatives Alignment Study for SR 50.

**Recommendations:** LYNX bus access is currently being studied and recommendations should be coordinated with this report.



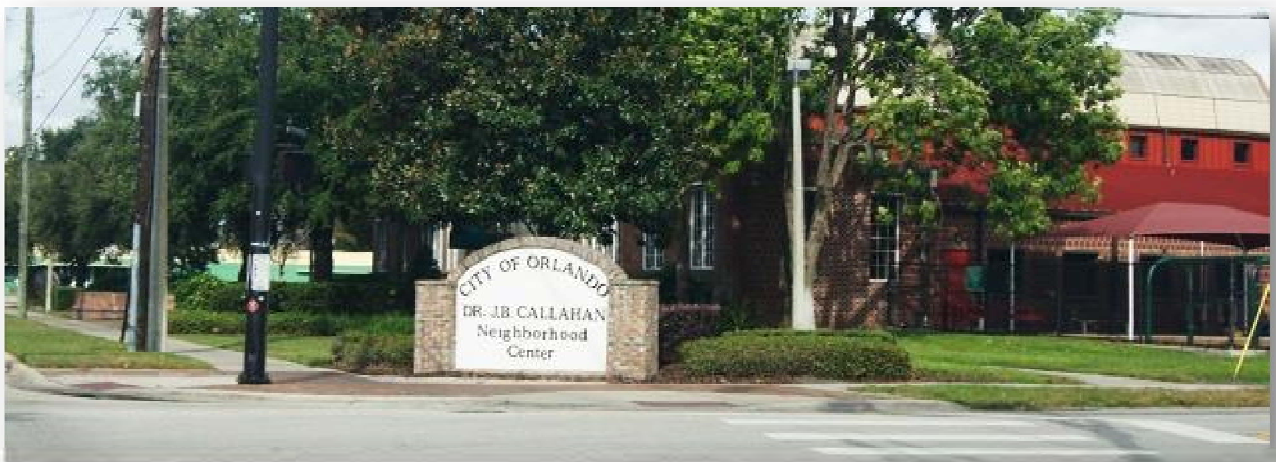


## 1.2 Callahan Neighborhood (West Amelia Street to West Central Boulevard)



**Area Description:** The Callahan neighborhood includes residential areas, portions of the Creative Village (planned), the Nap Ford Community Charter School, the Dr. J.B. Callahan Neighborhood Center, the Orange Blossom rail line and the future site of a K-8 school.

The grid network of streets keeps traffic distributed and provides multiple routes for bicyclists and pedestrians.





## Callahan Neighborhood Walk Audit

A Walk Audit was held February 8, 2014 to review pedestrian and bicycle mobility and access to transit. Results from the walk audit have been incorporated into the Findings and Recommendations section of this Report.



# WALK AND TALK

## Callahan Neighborhood

### Saturday, February 8<sup>th</sup>

### 1:00 pm

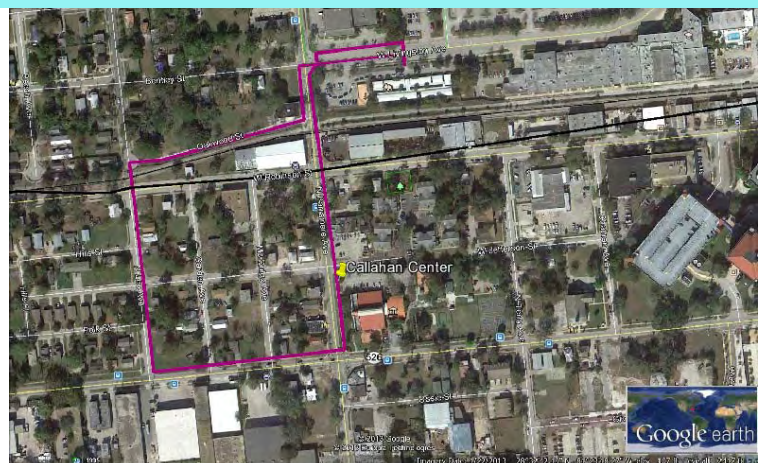
Meet at the Callahan Neighborhood Center  
101 North Parramore Avenue

We are looking for ideas to improve walking, bicycling and LYNX access in your neighborhood.



- Walk is less than one mile
- All ages and abilities welcome
- Snacks and water provided

Please RSVP to Ginger Hoke: 407-923-6027 or [ginger@hokedesign.com](mailto:ginger@hokedesign.com)





## Pedestrian

**Findings:** In general – the sidewalks are clear of obstructions. Utility poles and signs block or hinder sidewalk users in a few areas.

**Recommendations:** Relocate poles and signs that block sidewalk access or widen the sidewalk to allow a minimum 4 foot clear zone.

**Findings:** The Nap Ford Community School is within the Callahan Neighborhood. Orange County Public Schools is planning a new K-8 school near the Nap Ford Community School. Children living in the Parramore neighborhood who will attend the future school will likely not be provided bus transportation unless they have special needs.

The car line for the Nap Ford Community School extends into the street during school dismissal. The road is marked to include a drop-off lane and a bike lane to accommodate the school car line.

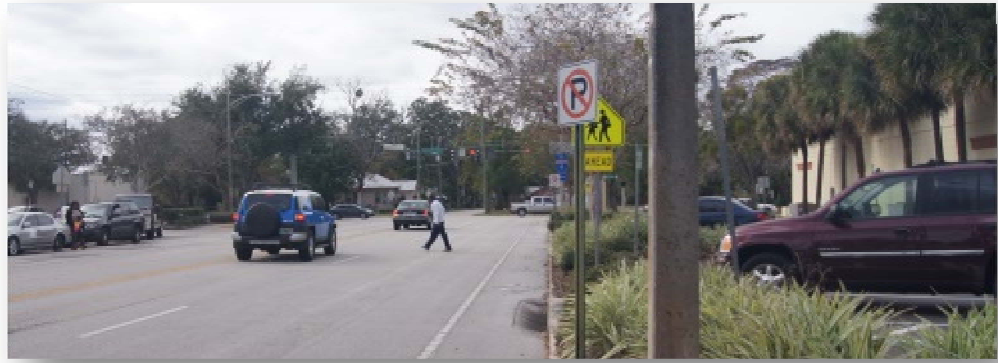
School staff at the Nap Ford Community School has worked to increase student activity levels and fully supports the Safe Routes to School Program. Staff attended the February 8<sup>th</sup> Walk Audit.

**Recommendations:** Any school located within or adjacent to the Parramore neighborhood should be carefully reviewed and planned to allow and encourage students to walk or ride their bicycles to school. School staff should continue their efforts to educate students on how to walk and ride bicycles safely. Higher numbers of walkers and bike riders will result in shorter car lines. Walking School Bus Programs are recommended for both schools.

**Findings:** Bentley Street is very wide and has little traffic. There is no sidewalk along the City Recreation facility on the north side of Bentley Street.



The lack of sidewalk and the marked mid-block crossing encourage pedestrians to cross mid-block instead of at the intersection.



Many students attend before-care and after-care at the City of Orlando Recreation Center and use the crosswalk over Bentley Street. School staff assists with crossing.



**Recommendations:** Review the possibility of reducing the street width to accommodate a sidewalk on the north side of Bentley Street from the existing sidewalk terminus to Parramore Avenue. Review the possibility of re-locating the crosswalk to the intersection.

**Findings:** Many students walk to the City of Orlando after school program at the Callahan neighborhood Center. They walk along the east side of Parramore Avenue. The sidewalk is partially blocked near the school by a sign pole that is no longer in use.

**Recommendations:** Remove the pole.





**Findings:** Students cross the railroad and there is no crossing arm over the sidewalk. No trains were observed during several site visits.

**Recommendation:** Work with the railroad to add a crossing bar for the sidewalk if train traffic is expected to increase. This improvement would also serve students walking and bicycling to the future K-8 school planned nearby.



**Findings:** The sidewalk along the school property created a challenge for a gentleman using a wheelchair. He was unable to get around the pole in the sidewalk and was unable to navigate through the heavy blanket of acorns. He continued on his way by pushing his wheelchair through the acorns and stopped to show his surgery scars. Not all wheelchair users have the option to stand or walk.

**Recommendations:** The school or City should increase maintenance of the sidewalks in this route, especially during heavy acorn seasons.



**Findings:** The railroad tracks along Robinson Street have two sets of stairs that provide a connection between neighborhoods. There is an accessible crossing over the railroad at the intersection of Parramore Avenue.

**Recommendations:** The stairs appear to be historic and provide a highly-used connection between the neighborhoods. If possible, keep these access points and increase lighting near the stairs.



**Findings:** The location of a house and railroad tracks have created a gap in the sidewalk along the north side of Robinson Street.

**Recommendation:** Narrow the road to accommodate a sidewalk on the north side of Robinson Street to allow for a continuous sidewalk. Connect to the existing sidewalk at Westmoreland Drive.



**Findings:** Few sidewalk encroachments were observed. Heavy use of the sidewalk system deters private businesses from using the sidewalk as their display area. This sidewalk along Robinson Street near Parramore Avenue is discontinuous at this time (see above).

**Recommendations:** Sidewalks are for public use and should not be used to display merchandise or blocked with signage. Code enforcement may be needed to protect the public use of all sidewalks.





## Bicycles

**Findings:** Some bicycle routes are not continuous and many bicyclists travel back and forth between the sidewalk and the edge of the road to avoid obstacles and to keep moving.

Several roadways include bicycle lanes that taper and disappear near the intersections. This was done to accommodate a turn lane but has left bicyclists with no place to go.

**Recommendations:** If the roadway is wide enough, re-stripe the lanes to provide a continuous bicycle lane.

In most cases, the road will need to be widened to provide continuous bike lanes through the intersection. This solution needs further study to determine if turn lanes can be removed or if right of way is available to widen the roadway to accommodate the bicycle lanes.



**Findings:** Some streets appear to be excessively wide and create an undesirable neighborhood scale. The emphasis of these roads is to move vehicular traffic through quickly. The most successful areas of the Parramore neighborhood have a pedestrian scale that is welcoming to pedestrians, bicyclists and transit users.

**Recommendations:** Re-purpose the street right of way to meet the goals of putting people before cars. Maintain continuous bicycle lanes throughout the neighborhood and provide safe and convenient external connectivity. Add shade trees and widen sidewalks wherever possible. Assume that bicyclists will continue to share the sidewalks with pedestrians.





**Findings:** During the Walking Audit of this area, Hoke Design notified the City of the asphalt peeling up from the brick street along Parramore Avenue. The City responded quickly to remove and smooth the asphalt.

Residents emphasized the desire to reclaim and maintain the brick streets at the February 26<sup>th</sup> Community Forum.

**Recommendations:** Reclaim the brick streets where possible, especially in the residential areas.



**Findings:** A drain inlet along Bentley Street encroaches into the bicycle lane.

This street appears to be unnecessarily wide and there is no sidewalk on the north side of the street.

**Recommendations:** If possible, reduce the street width to add a sidewalk. Modify the drain inlet to allow safe bicycle use.



## Transit

**Findings:** Most bus stops are well designed and allow pedestrians and bicyclists continuous movement on the sidewalk.

**Recommendations:** Continue to provide bus seating located behind the sidewalk to prevent sidewalk encroachment.



**Findings:** Some residents were unaware of the existing free LYMMO service or were unaware of the expansion into the Parramore neighborhood.

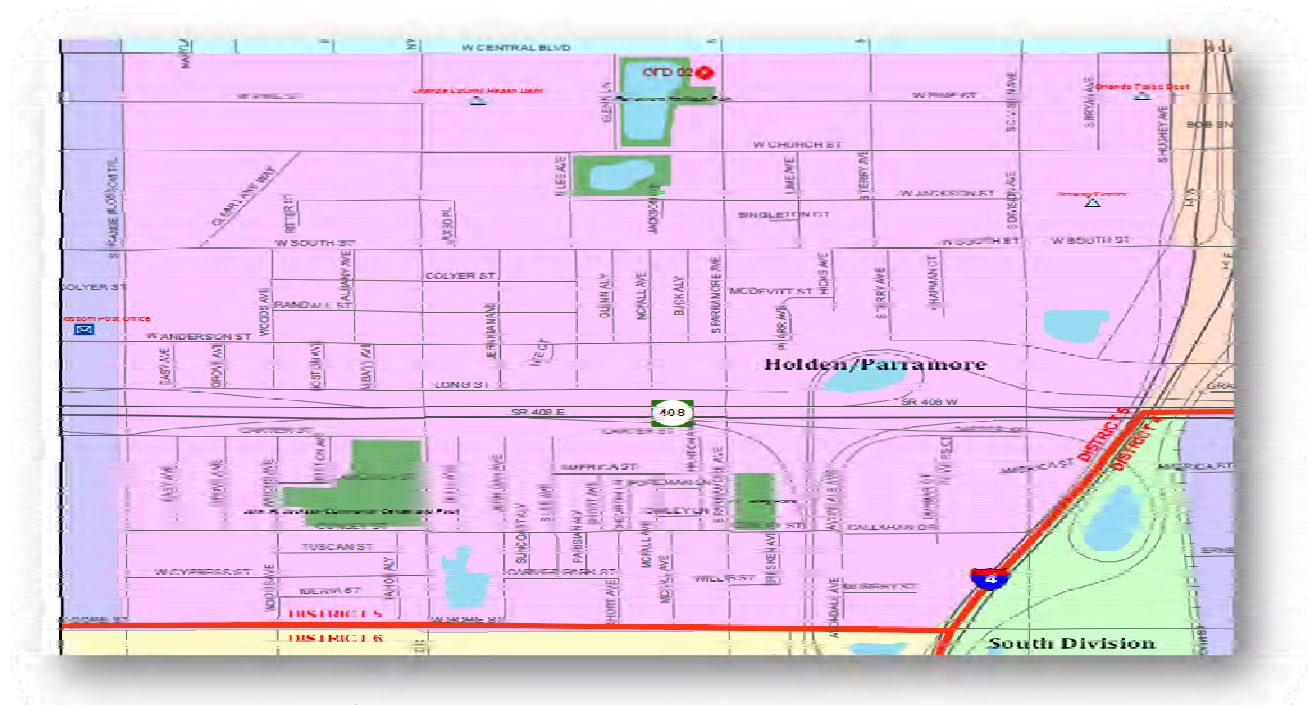
Several residents felt LYMMO should be expanded to include more areas of the Parramore neighborhood. Many suggested a route along Parramore Avenue.

**Recommendations:** LYNX should continue their efforts to provide service for Parramore residents. The signs indicating future bus stops worked well and provided feedback to LYNX staff.





### 1.3 Holden/Parramore Neighborhood (West Central Blvd to West Gore Street)



**Area Description:** The Holden/Parramore neighborhood includes the Jackson Community Center, newer residential areas, SR 408, I-4 and several parks. Jones High School is adjacent to this neighborhood, located on the west side of Orange Blossom Trail.



## Holden/Parramore Neighborhood Walk Audit

A Walk Audit was held February 8, 2014 to review pedestrian and bicycle mobility and access to transit. Results from the walk audit have been incorporated into the Findings and Recommendations section of this Report.



# WALK & TALK

## Holden-Parramore Neighborhood

### Saturday, February 8<sup>th</sup> 3:00 pm

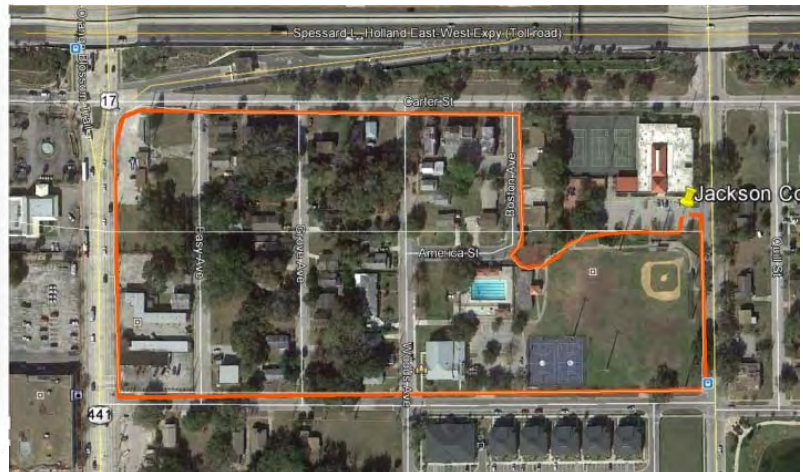
Meet at the Jackson Community Center  
1002 W. Carter Street

We are looking for ideas to improve walking, bicycling and LYNX access in your neighborhood.



- Walk is less than one mile
- All ages and abilities welcome
- Snacks and water provided

Please RSVP to Ginger Hoke: 407-923-6027 or [ginger@hokedesign.com](mailto:ginger@hokedesign.com)





## Pedestrian

**Findings:** There is a sidewalk missing on the south side of Conley Street from Woods Avenue to Orange Blossom Trail. Many pedestrians and bicyclists use this corridor to reach destinations along Orange Blossom Trail.

**Recommendations:** Construct a sidewalk on the south side of Conley Street from Woods Avenue to Orange Blossom Trail.

Review the possibility of providing a signalized crosswalk (HAWK or other) to provide a crossing over Orange Blossom Trail at Conley Street.



**Findings:** There are no usable marked crosswalks over Orange Blossom trail between Gore Street and Anderson Street. This distance is over 1/3 of a mile and greatly limits access to destinations west of the Parramore neighborhood.

Of particular concern is access to Jones High School, located just west of Orange Blossom Trail near the intersection of SR 408. There is a marked crosswalk over Orange Blossom Trail that once connected to a path leading to Jones High School. This path is fenced off, the crosswalk has no signal or crossing guard and a utility pole aligns with the center of the crosswalk.



**Recommendations:** If this crosswalk is not signalized it should be removed. If feasible, the crosswalk should be relocated to the south side of the intersection of SR 408 at the signalized intersection.

The sidewalk on the west side of Orange Blossom Trail should be cleared of obstructions and signage to allow a continuous path for sidewalk users. The "sidewalk closed" signs do not provide an alternate route for someone in a wheelchair.

Any crossings over Orange Blossom Trail at Carter Street/408 ramps should be coordinated with efforts to design the Orlando Urban Trail through this area. The details of the trail in this area are not finalized.





**Findings:** The sidewalks along Orange Blossom Trail are undersized for their use. Tree grates and trees further reduce the travel area for pedestrians, bicyclists and wheelchair users. The sidewalk is not buffered from the travel lane.

**Recommendations:** Remove the trees within the sidewalk and relocate utility poles to allow for a minimum 4' pedestrian clear zone. Reduce the travel lanes if possible to increase sidewalk width. As an interim measure, review the possibility of reducing travel lane width and increasing the width of the paved shoulder. This would provide a buffer between vehicles and sidewalk users and allow experienced bicyclists an on-road option.



**Findings:** Some utility poles or signs are located within the sidewalk zone.

**Recommendations:** Work to relocate utilities that create pinch points or are located within or near access ramps.

Create policy and review plans to be sure utility and sign locations are outside of the sidewalk zone.



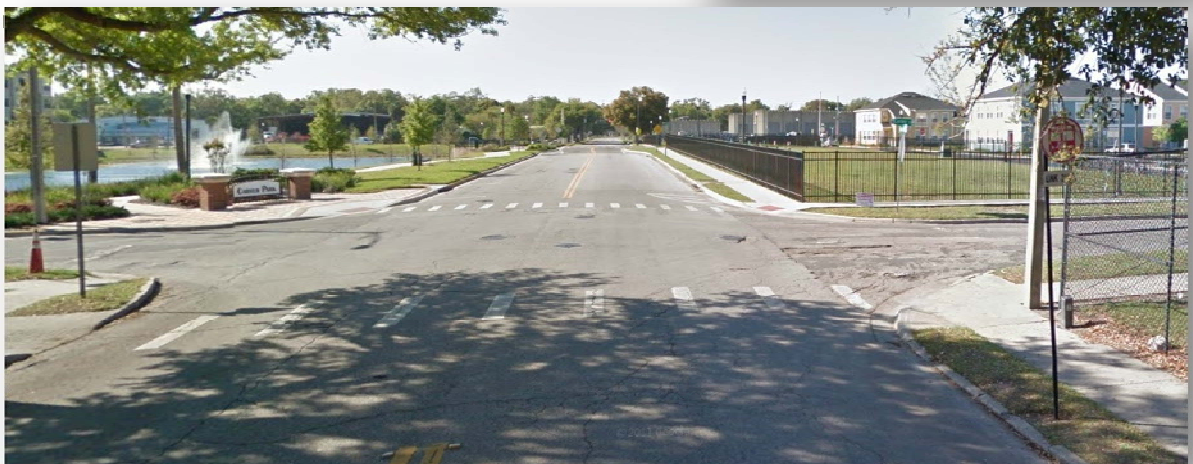
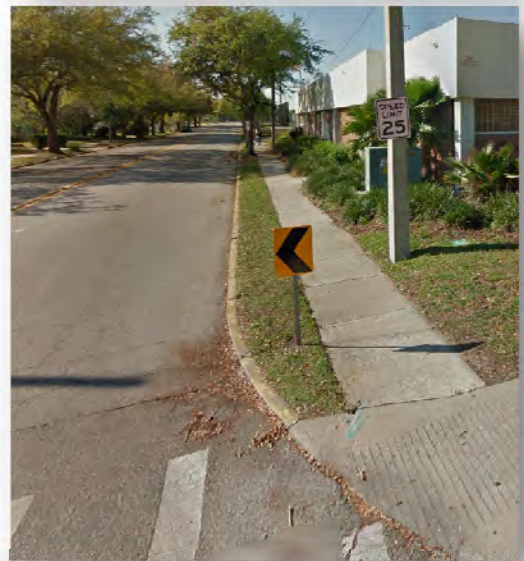
**Findings:** Although the intersection of Westmoreland Drive and Conley Street is a 2-way stop, it “feels” like a 4-way stop because of the double crosswalks, LYNX bus stop locations and road characteristics. Westmoreland Road is a through street with a posted speed limit of 25mph. Vehicles were observed consistently driving over the speed limit.

The road is approximately 40’ wide and is lined with street trees. The Jackson Community Center is located along this roadway at this intersection.

Bicycle lanes are located along Westmoreland Drive north of Carter Street.

**Recommendations:**

- Review the need for a four-way stop condition at this intersection.
- Review the possibility of reducing the road width and providing a wider buffer area for the tree strip.
- As an interim measure, re-stripe the roadway to include bicycle lanes on both sides of Westmoreland Drive. Connect to existing bicycle lanes south of Carter Street.
- Enforce speed limits.
- Consider signage to clarify right vehicular right of way.





**Finding:** Parallel parking along Westmoreland Drive near Carver Park is located too close to the crosswalk over Westmoreland Drive at Conley Street. Vehicles parking in this location would block the motorist's view of pedestrians entering the crosswalk. The lack of a stop condition further reduces safety for the pedestrian.



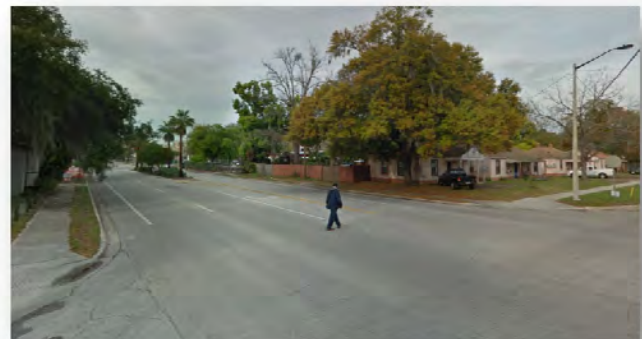
**Recommendation:** Remove the last parallel parking space on both sides of Westmoreland Drive at Conley Street to increase visibility of crosswalk users. As mentioned in the previous Finding and Recommendation; review the possibility of creating a 4-way stop at this intersection.

**Finding:** The City of Orlando provides multiple pedestrian access points to the Jackson Community Center. These access points are heavily used and provide increased opportunities for residents to access their facility and programs.



**Recommendation:** Continue to provide multiple access points to facilities. Review wayfinding opportunities to increase awareness of access points.

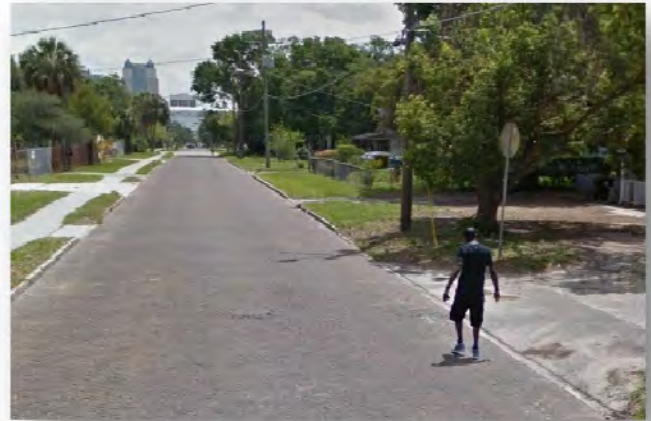
**Finding:** Westmoreland is a wide boulevard with turn lanes. The width of the roadway area creates a long exposure time for pedestrians and bicyclists crossing the street.



**Recommendation:** Review the possibility of removing unnecessary turn lanes to favor the pedestrian. If this is not possible, consider providing narrowing travel lanes to provide a refuge area for the pedestrian.

**Finding:** There is no sidewalk on the south side of Jackson Street from Westmoreland Drive to Orange Blossom Trail.

**Recommendation:** Continue to infill missing sidewalk sections to create a complete network of sidewalks. Sidewalks on both sides of the roadway offer the most route options for pedestrians and match the exceptional sidewalk grid in the Parramore area.



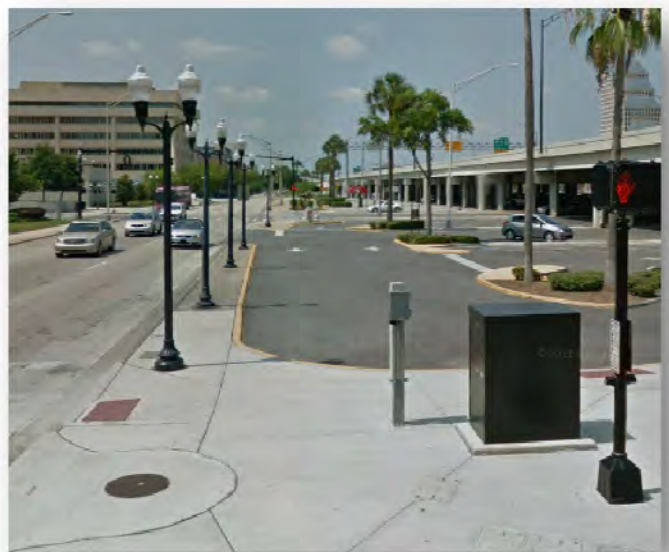
**Finding:** Some sidewalks are missing in the more commercial areas of the neighborhood. Parking and other obstacles may make it difficult for pedestrians to make their way without sharing the roads with vehicles.

**Recommendations:** Require sidewalks on both sides of every street in the Parramore neighborhood. As an interim measure, paint striped areas for a pedestrian zone and/or add bicycle lanes. To increase safety of the bicyclist, do not place a bicycle lane adjacent to parallel parking.



**Finding:** Create sidewalks with the main purpose of serving pedestrians, including people using wheelchairs. Light poles prevent normal sidewalk use near the parking areas under I-4 along Hughey Avenue.

**Recommendations:** Add ramps to the sidewalks along Hughey Avenue near Pine Avenue and widen the sidewalk to provide for pedestrians and persons using wheelchairs.





## Bicycle

**Finding:** Orange Blossom Trail does not have bicycle lanes or paved shoulders, and bicyclists were observed using the narrow sidewalks to travel.

**Recommendation:** Reduce travel lanes to increase the width of the paved shoulder, even if this only yields a foot or two. Ideally, and possibly unrealistically, this road should be reduced two lanes in the Parramore area to reflect the desire of the residents to expand the neighborhood to the west, creating a retail environment along Orange Blossom Trail.



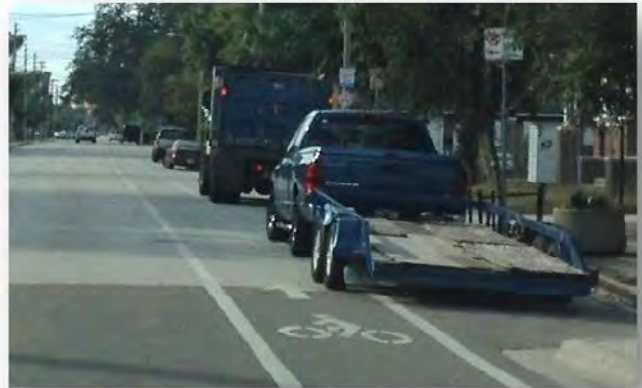
**Finding:** Some roadways provide a bicycle lane in only one direction. In the photograph below, the bicycle lane along one side of Westmoreland Avenue has been replaced with a dedicated bus lane.

**Recommendations:** All roadways with bicycle lanes should have bicycle lanes on both sides of the roadway to allow the bicyclist to ride with traffic. If a bicycle lane is provided in only one direction, the bicyclists will likely travel in both directions using this one-directional bicycle lane. Review the possibility of allowing co-use of the dedicated bus lane.



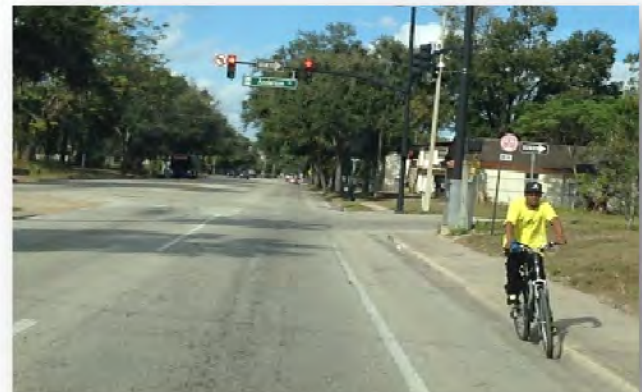
**Findings:** Some roadways with on-street parking include bicycle lanes. The high bicycle use in the Parramore neighborhood increases the chance of bicyclist colliding with car doors opened into the bicycle lane.

**Recommendations:** If possible, provide a painted buffer zone between the parallel parking area and the bicycle lane to increase safety for the bicyclist.



**Finding:** Some roads are one-way and include a one-directional bicycle lane. Several bicyclists were observed traveling against traffic on one-way streets.

**Recommendations:** Add directional markings and signage to encourage bicyclists to ride with traffic. If possible, remove right turn lanes on one-way roads and add sharrows.





**Finding:** The City of Orlando encourages bicycle use by providing bicycle racks at park and community center locations.

**Recommendations:** Continue to provide bicycle racks at City properties and secure grants or funding to provide additional bicycle racks near schools, bus stops and stores.



## Transit

**Findings:** Bus shelters appear to be well maintained. Many shelters do not include bicycle racks.

**Recommendations:** Continue excellent maintenance and review the need for bicycle racks. Grants may be available if need is documented.

