

VIRTUAL WALKING AUDIT: INSTRUCTOR’S DISCUSSION NOTES

These notes are provided for use by the instructor only. The instructor should familiarize him/herself with the photos used for the virtual walking audit. As the participants share their ratings and opinions about each photo, the instructor may supplement the discussion with the ideas and other considerations provided in the following notes.

| Street Photo | Accessibility | Welcoming | Convenience | Safety |
|------------------------------|---|--|---|--|
| <p>1. Main Street</p> | <ul style="list-style-type: none"> The street appears to be very accessible for vehicles and parking but does not appear to be very accessible to bikes (no bike lanes or racks). Because the street appears to be very wide, some of this area could be marked off for a bike like. The intersections are clearly marked with separate signals for pedestrians and automobiles, but the pedestrian crossings are exposed and not very visible to motorists. It is difficult to see how accessible the sidewalks are for disabled persons, but they should include ramps at the major crossings. | <ul style="list-style-type: none"> The large mature trees make the street seem welcoming. Lighting is fairly limited, which could make the area less welcoming when it is dark outside. Street furniture and amenities such as planters, benches, patios, signs, and trashcans are very limited. Adding these would make the area seem more inviting. | <ul style="list-style-type: none"> The area appears to be pretty convenient for motorists, with a wide mix of uses adjacent to the street. Integration of bike racks, transit service, and signage to nearby destinations would enhance the area’s convenience. | <ul style="list-style-type: none"> The windows on the storefronts allow people to look out over the sidewalks which may enhance the feeling of safety for pedestrians, more patios or active uses could enhance this further. Low activity levels and store vacancy could make the area feel deserted or unsafe. |

| Street Photo | Accessibility | Welcoming | Convenience | Safety |
|-------------------------------------|--|--|---|--|
| <p>2. Gridded Street</p> | <ul style="list-style-type: none"> • The street appears to be very accessible for vehicles. It is not clear if it is accessible for parking or bicyclists. Some signage would help clarify if on-street parking and bicycle travel is allowed. • The sidewalks add some levels of pedestrian accessibility but lack of ramps could make them inaccessible for disabled persons. | <ul style="list-style-type: none"> • Lack of signage, landscape maintenance, and lighting make the street seem neglected or uninviting. • The sidewalks located to the front porches and large trees make it seem traditional and welcoming. | <ul style="list-style-type: none"> • The street could be a convenient bike route but lack of signage makes this indiscernible. • The sidewalks system looks comprehensive and like it follows the grid network. | <ul style="list-style-type: none"> • The lack of transparency in some of the landscaping materials limit visibility for motorists and pedestrians. • Uneven sidewalks and lack of clear crossings make the street somewhat unsafe for elderly, disabled and very young pedestrians. • The separation of the sidewalk from the travel lane makes pedestrians seem less exposed and more protected. |
| <p>3. Curvilinear Street</p> | <ul style="list-style-type: none"> • The street appears to be very accessible for vehicles and off-street (driveway) parking. • The sidewalks add pedestrian accessibility but the angled curbs can be challenging for disabled persons and bicyclists. • Driveways provide access to each individual home, but visibility can be limited when backing out onto the main thoroughfare shared by pedestrians and cyclists. | <ul style="list-style-type: none"> • Streetlights are spaced far apart, which may mean the area is very dark for pedestrians in the evenings. • The driveways protrude beyond front porches, people will probably enter/exit homes through garages rather than main entryways. • Large front yards are attractive but do not encourage interaction between residents on their porches and pedestrians on the sidewalks. • Large driveways lend themselves to outdoor storage (e.g., boats, campers, etc.) which is not an active use of the space. | <ul style="list-style-type: none"> • Curvilinear design may mean that a simple or direct route is not available for pedestrians. | <ul style="list-style-type: none"> • The wide travel lane without any markings can lead to high speeds. • Sidewalks not buffered from the street can be less safe for young children. |

| Street Photo | Accessibility | Welcoming | Convenience | Safety |
|-----------------------------|--|--|--|--|
| <p>4. Highway</p> | <ul style="list-style-type: none"> • The street appears to be very accessible for vehicles. • Bike lanes are way too narrow to be comfortable for cyclists. • The sidewalks add pedestrian accessibility but the large number of driveways crossing the sidewalk limits their effectiveness. • Sidewalks appear to be in good condition for handicap accessibility but users may not feel comfortable at such large crossings. • Intersections appear to lack pedestrian signals and have minimal striping. | <ul style="list-style-type: none"> • The street appears cluttered and uninviting. • Seems like you are meant to drive through this area, not stop and look around. • No street amenities other than lighting. • Signage is all scaled for passing automobiles, not pedestrian scale (e.g., billboards, tall freestanding store signage, etc.) • Wayfinding signage almost too complex (lots of arrows!) but basic street name signs lacking. • Road does not project any sense of place or character about what this community has to offer. | <ul style="list-style-type: none"> • Land uses are very automobile oriented (parking in front, large signs). • Sidewalks don't appear to really go anywhere, they just follow the road. | <ul style="list-style-type: none"> • The wide road width with multiple lanes and low speed limit seem to conflict with each other. • Sidewalks have a landscape strip separating them from the roadway but lack of street trees make them seem exposed and vulnerable. • No activity on the street other than automobile traffic. |
| <p>5. Rural Road</p> | <ul style="list-style-type: none"> • The street appears to be very accessible for vehicles. • Shoulder/bike lane is uneven and may not be suitable for bicyclists. • Shoulder is wide enough for pedestrians but exposure/lack of separation from cars may limit pedestrian use. | <ul style="list-style-type: none"> • The street appears quiet and established. • Seems like you are meant to drive through this area, not stop and look around. • No street amenities, including almost no lighting. • Road does not project any sense of place or character about what this community has to offer. | <ul style="list-style-type: none"> • Street obviously serves a purpose but it doesn't appear to be convenient in terms of connecting major destinations or land uses. (maybe signage would help?) | <ul style="list-style-type: none"> • Narrow road width appropriate to keep speeds under control. • Bicycle/pedestrian activities in the shoulder seem unsafe. • Tall fences and dense landscaping limit visibility and sense of security. |