

Franklin County Public Health
Complete Streets Safety Audits

City of Reynoldsburg Walk Audit Summary Report

Brice Road at Livingston Avenue



APRIL 2022

The Mid-Ohio Regional Planning Commission (MORPC) worked with the City of Reynoldsburg and Franklin County Public Health in the development of this Walk Audit Summary Report.

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Walk Audit Background

The Mid-Ohio Regional Planning Commission (MORPC), Franklin County Public Health (FCPH), and the City of Reynoldsburg conducted a walk audit along Brice Road near the intersection with Livingston Avenue on Wednesday, February 23, 2022. The walk audit was conducted in the early evening just before rush hour, from approximately 3:00 to 4:00 PM. This location was selected based on a history of crashes involving people walking and bicycling. Weather conditions during the walk audit were cold (approximately 32 degrees) and cloudy.

Walk Audit Location

Brice Road is one of the main commercial corridors within Reynoldsburg that attracts a lot of activity with people traveling via all modes of transportation. This area has a history of crashes involving people walking and bicycling and is located at the intersection of two very high stress roadways – Brice Road and Livingston Avenue, both categorized as Level of Traffic Stress (LTS) 4. The area has a lot of potential for future redevelopment, which would attract more activity in all forms.

Walk Audit Team

The Walk Audit team included representatives from MORPC, the City of Reynoldsburg, Truro Township, the City of Columbus, and other important stakeholders as documented in the chart in Figure 1 below.

Figure 1 - Walk Audit Team

NAME	ORGANIZATION	AFFILIATION
Lauren Cardoni	MORPC	Principal Planner
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Meredith Lawson-Rowe	City of Reynoldsburg – City Council	Ward 4 Representative
Curtis Baker	City of Reynoldsburg – Police	Chief of Police
Chase Bryan	Truro Township Fire Department	Assistance Chief
Emma Kogge	City of Columbus	Transportation Planner
Tricia Kovacs	Columbus Advisory Committee on Disability Issues (CACDI)	Member

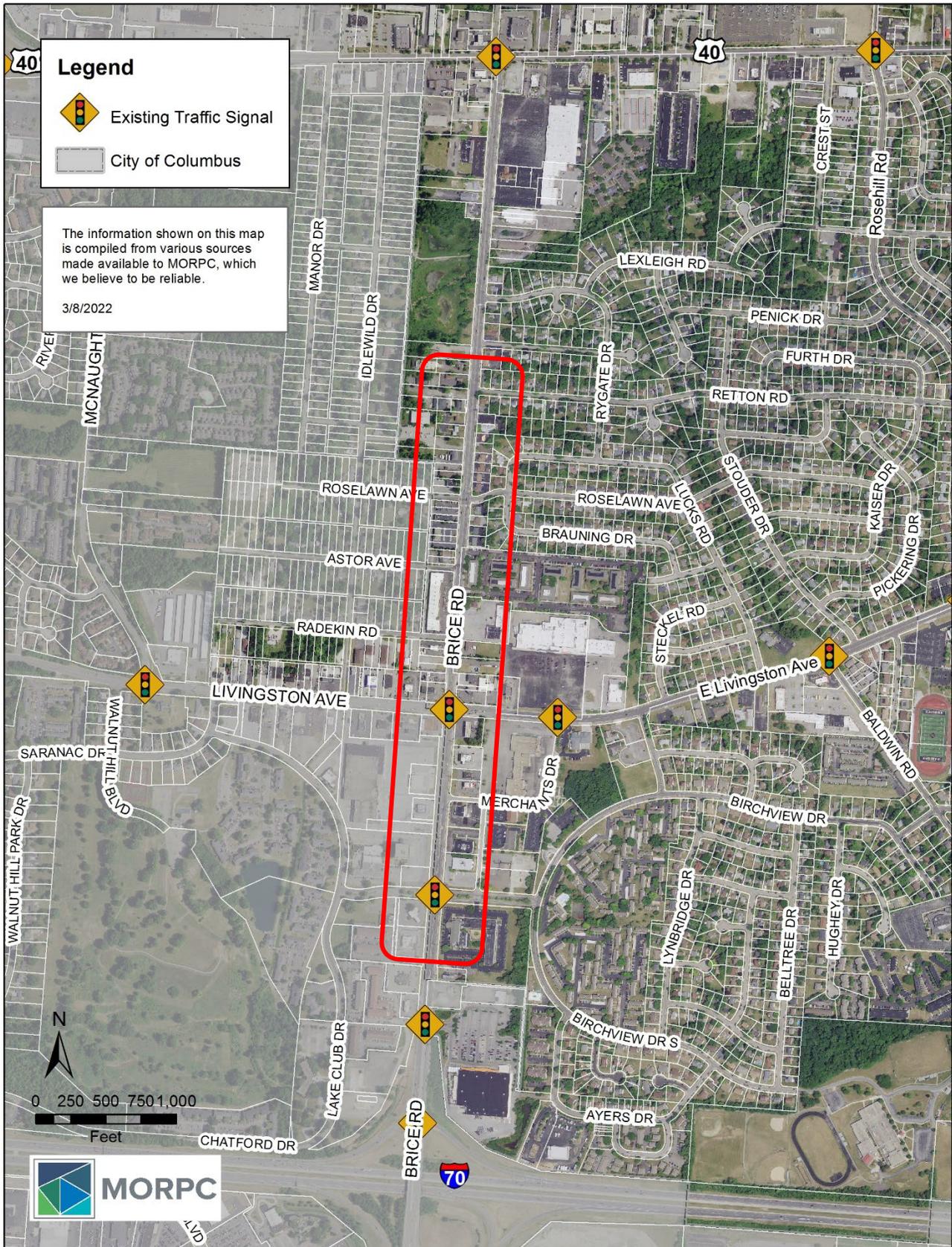
Location Overview

The area of interest for this study included Brice Road between approximately Retton Road to the north and Channingway/Eastgreen Boulevard to the south. The map in Figure 2 illustrates this study area. This corridor is a minor arterial with a posted speed limit through the study area of 35 MPH. North of Livingston Avenue, the Annual Average Daily Traffic (AADT) volumes are around 15,000 vehicles per day. Data collected in 2016 and 2021 indicate that traffic volumes north of Livingston Avenue increase steadily throughout the day and peak in the afternoon, with the peak hour occurring between 5:00 and 6:00 PM. South of Livingston Ave, data collected in 2016 and 2017 indicate that the AADT increases significantly as Brice Road approaches I-70. Vehicle volumes reach upwards of 30,000 vehicles per day along this segment. Similar to the northern segment, volumes increase throughout the day, peaking between 5:00 to 6:00 PM. Traffic volumes appear to be relatively equal in both directions.

Available traffic count data can be found on MORPC's website at the link below:

www.morpc.org/tool-resource/traffic-counts

Figure 2 - Brice Road Overview Map



Roadway Cross-Sections

Brice Road is a five-lane corridor throughout the entirety of the study area. However, the width of the roadway differs to the north and south of Livingston Avenue.

South of Livingston Avenue

The roadway width from curb to curb south of Livingston Avenue is approximately 64 feet. The approximate dimensions of the cross section for this corridor are illustrated in the image in Figure 3. A curb and gutter is present on the roadway, making the outer vehicular lanes approximately 14 feet wide. The inner two travel lanes are 12 feet wide, and the two-way left turn lane in the center is 12 feet wide. A narrow buffer of approximately 4 feet exists between the curb and the sidewalks on each side of the roadway. On the west side of the corridor there is a 5-foot wide sidewalk, while on the east side of the corridor the sidewalk is only 4 feet wide.

Figure 3 - Brice Road: Existing Cross Section Dimensions (South of Livingston Ave, Facing North)

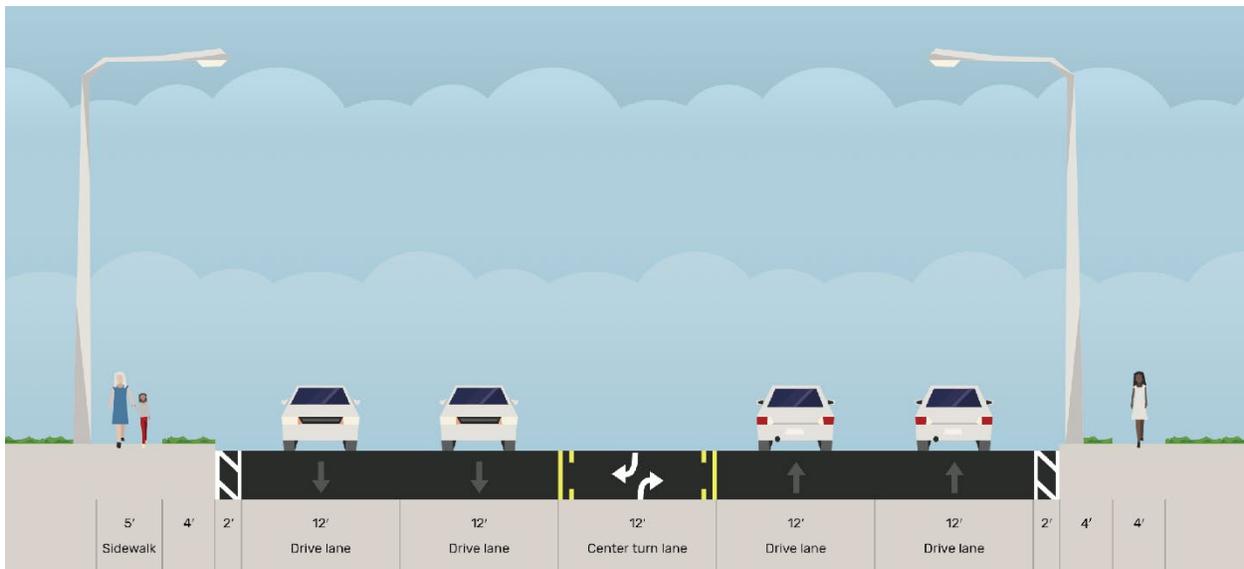


Figure 4 - Brice Road South of Livingston Avenue (Facing North) - Google Streetview



North of Livingston Avenue

The roadway width from curb to curb north of Livingston Avenue is approximately 52 feet. The approximate dimensions of the cross section for this corridor are illustrated in the image in Figure 3. A curb and gutter is present on the roadway, making the outer vehicular lanes between 11-12 feet wide. The inner three vehicular lanes (including the center turn lane) are between 9-10 feet wide. A narrow buffer of approximately 3-4 feet exists between the curb and the sidewalks on each side of the roadway. On the west side of the corridor there is a 9-foot wide shared sidewalk, while on the east side of the corridor the sidewalk is only 4 feet wide.

Figure 5 - Brice Road: Existing Cross Section Dimensions (North of Livingston Ave, Facing North)

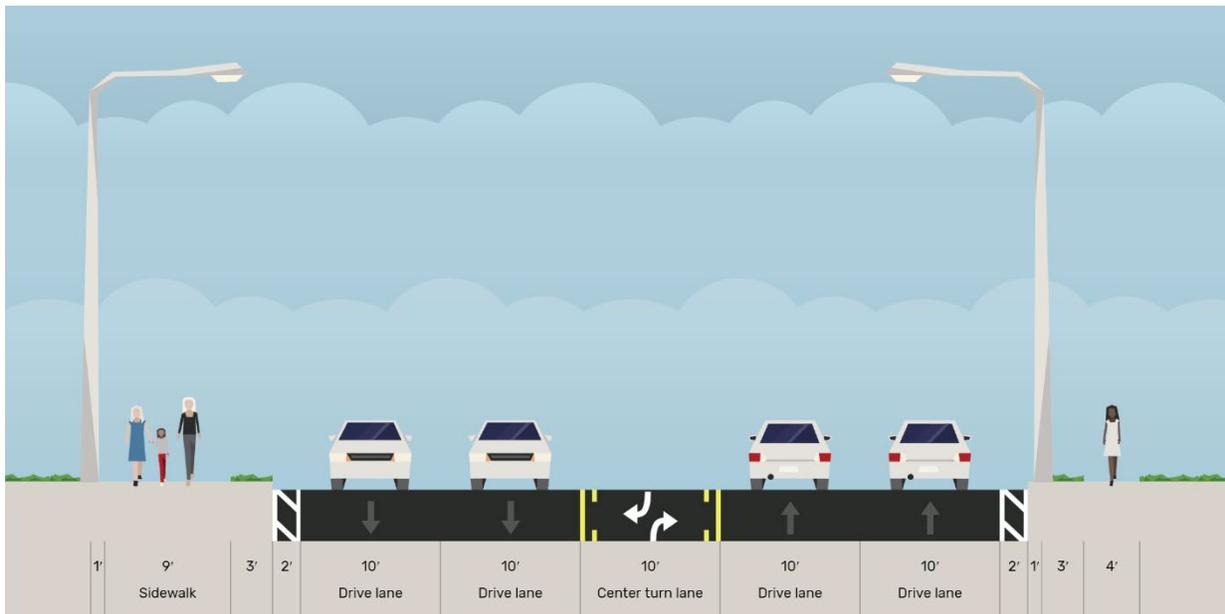


Figure 6 - Brice Road North of Livingston Avenue (Facing North) - Google Streetview



Note: The street cross-section images above were created using www.streetmix.net

Crash History

Crash data for the study area was obtained for the five year time period between 2016-2020 using ODOT's GIS Crash Analysis Tool (GCAT) and analyzed in ODOT's Crash Analysis Module Tool (CAM Tool). There were ten (10) crashes involving people walking and bicycling within the study area during this period, with an overall injury rate of 80%. The locations of these crashes are shown on the map in Figure 9. The majority (9) of these crashes involved people walking, while only one (1) crash involved people bicycling. One (1) of the crashes involving people walking resulted in a serious injury. This crash occurred on the north leg of the intersection of Brice Road and Livingston Avenue. Eight (8) of these crashes occurred on or along Brice Road, while two (2) of the crashes occurred just off the corridor. Following is a brief summary of each crash.

- The single crash involving someone bicycling occurred at Brice Road and Century City South. The person bicycling was traveling along Brice Road within the crosswalk. A motorist was exiting Century City South to turn onto Brice Road and struck the person bicycling in the crosswalk. This scenario is illustrated by the image in Figure 7. The crash resulted in possible injury. The person bicycling was reported as 9 years old.
- Three (3) of the crashes involving people walking resulted from similar scenarios. The person walking was traveling along Brice Road and crossing a side street within a crosswalk. Motorists traveling on the side streets did not yield to the people walking before turning onto Brice Road and struck each person walking in the crosswalk. This scenario is illustrated by the image in Figure 8. Two (2) of these crashes resulted in Property Damage Only (PDO), while the third crash resulted in minor injury. Each crash occurred on a different side street along Brice Road.

Figure 7 - Crash Type: Bicyclist in Crosswalk

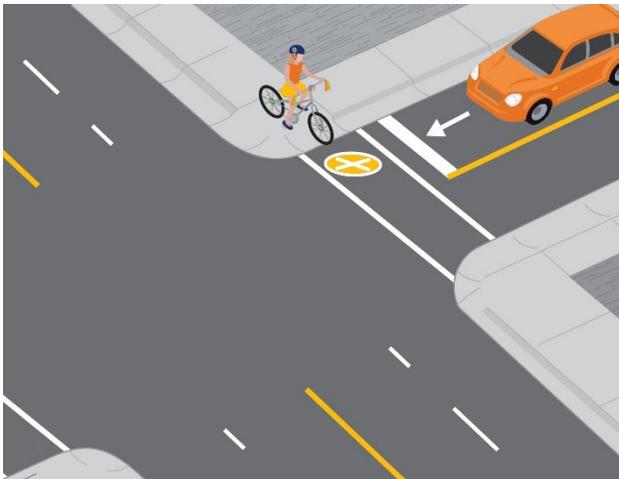


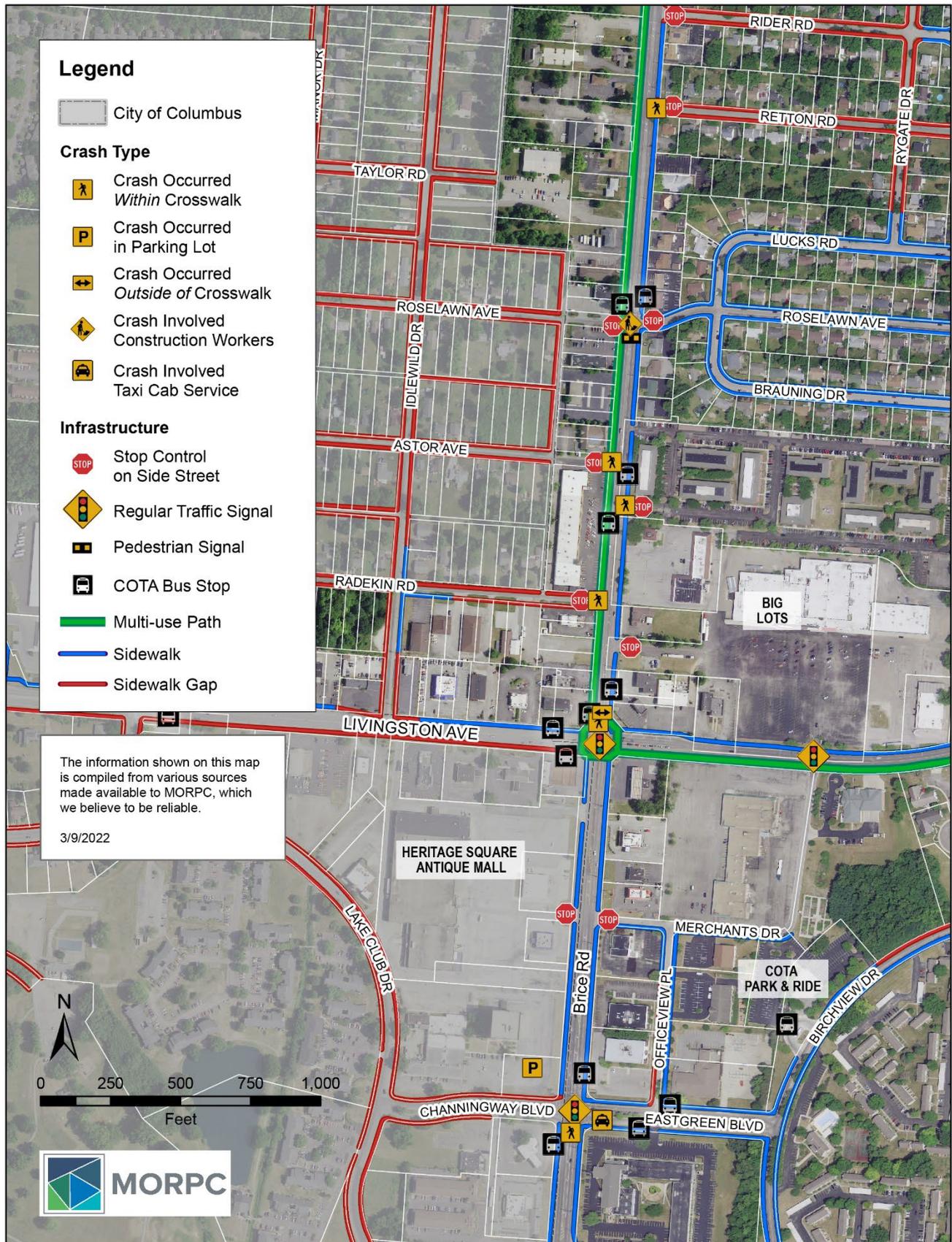
Figure 8 - Crash Type: Turning Vehicle from Side Street



Note: The illustrations of crash scenarios were provided by ODOT and modified slightly by MORPC to represent the general scenario of the crashes reported in the study area. These images do not represent the specific locations or crashes that occurred.

- Two (2) of the crashes involving people walking occurred on the north leg of the intersection of Brice Road and Livingston Avenue. One of the crash reports indicated that the person walking was crossing just north of the intersection across Brice Road, and was struck when a motorist made a left turn from eastbound Livingston Avenue onto northbound Brice Road. This crash resulted in serious injury. The second report indicated that the person walking was traveling eastbound on Livingston Avenue and crossing in the crosswalk, but had potentially crossed against the light when they were struck by a motorist traveling southbound on Brice Road. This crash resulted in possible injury.
- One (1) of the crashes involved two construction workers within a construction zone. The motorist entered the construction zone on Brice Road, possibly attempting to make a left turn onto a side street through the construction zone. The motorist struck the two construction workers and both suffered minor injuries.
- The final crash involving a person walking occurred at the intersection of Brice Road and Channingway/Eastgreen Boulevard. The person walking was crossing Brice Road in the crosswalk, but the crash report indicated that they were crossing against the light when they were struck by a motorist traveling northbound along Brice Road. This crash resulted in possible injury. The person walking was reported as 7 years old.
- The remaining two (2) crashes occurred just off Brice Road. One (1) of the crashes occurred in the parking lot off Channingway Boulevard and involved a tow truck operator loading a vehicle onto a tow truck. The second crash occurred on Eastgreen Boulevard and involved someone being picked up by a taxi being struck by the motorist driving the taxi.

Figure 9 - Map of Crashes Involving People Walking and Bicycling 2016-2020



Walk Audit

The walk audit was conducted only along the southern portion of the Brice Road study area, from Livingston Avenue to Channingway/Eastgreen Boulevard. The map and materials that were used during the walk audit, as well as scanned copies of participant notes can be found in the report appendix.

Audit Observations

The following section highlights observations that were made by the Walk Audit team. These observations are categorized as General Infrastructure, Crossings and Intersections, User Behavior, and Environment. The chart in Figure 10 summarizes these observations and the map in Figure 11 illustrates the locations of each observation. Each observation is outlined in further detail on the following pages, along with recommendations for potential improvements.

Figure 10 - Walk Audit Observations

General Infrastructure Observations	
G.1	The shared use path along Brice Road does not continue south of Livingston Ave; bicyclists likely travel on the sidewalk to continue southward, but may also use the roadway.
G.2	It is not clearly identifiable that the existing shared use path along Brice Road and Livingston Avenue is for bicyclists and pedestrians, or where it goes/what it connects.
G.3	The sidewalks along Brice Road south of Livingston Ave are 5ft wide on the west side and 4ft wide on the east side.
G.4	The distance between signalized pedestrian crossings along Brice Road is 1,200 (Livingston Ave to Channingway Blvd) to 1,400 feet (Livingston Ave to Roselawn Ave).
G.5	The vehicle lanes on Brice Rd south of Livingston Ave are approximately 12ft wide, with wider outside lanes (including curb and gutter, approximately 14ft wide). The vehicle lanes north of Livingston Ave are much narrower, with the inner three lanes measuring between 9-10ft wide and the outer two lanes measuring between 11-12ft wide.
G.6	The sidewalks and shared use path along Brice Rd north of Livingston Ave are broken up by numerous driveways.
Crossings and Intersections Observations	
C.1	Merchants Drive appears to be an intersection where pedestrians might be crossing Brice Road.
C.2	Crosswalk markings along the corridor are low visibility (standard) and faded in many locations.
C.3	The length of the pedestrian crossings on Brice Rd are 68-70ft (depending on the intersection).
C.4	The pedestrian signal phase for crossing Brice Rd at Channingway Blvd is between 15 to 20 seconds in length – just barely enough time for an able-bodied pedestrian to cross.
C.5	The pedestrian signal pole at the NW corner of Brice Rd and Livingston Ave intersection is in center of sidewalk/SUP (potential obstacle for mobility-impaired users).
C.6	Pedestrian signals at all intersections are activated by push-button; not audible.
User Behavior Observations	
U.1	Vehicle speeds between Livingston Ave and Channingway Blvd recorded during the audit were around the posted speed limit (30 – 40 MPH).
U.2	COTA buses (Route 1 EB) often let passengers out before reaching the stop location on Livingston west of Brice – passengers cross Livingston outside of the intersection.
U.3	COTA buses (Route 1 EB) often holdover at the bus stop in front of the Speedway and block traffic at the intersection of Livingston Ave and Brice Rd.
U.4	It was noted that schoolchildren are often observed walking along the south side of Livingston Ave west of Brice Rd, where there is no sidewalk.
U.5	Right-turning motorists at Brice Rd and Livingston Ave do not anticipate needing to yield for pedestrians in the crosswalk.

Environment Observations	
E.1	There is overhead street lighting along Brice Road throughout the study area.
E.2	No streetscape amenities exist beyond overhead street lighting.
E.3	COTA bus stops primarily have ADA boarding pads and signs.
E.4	COTA service exists along Livingston Ave (Route 1) and Brice Rd (Route 25).
E.5	Adjacent land uses are primarily commercial/retail, with parking lots fronting the street.

Stakeholder Comments

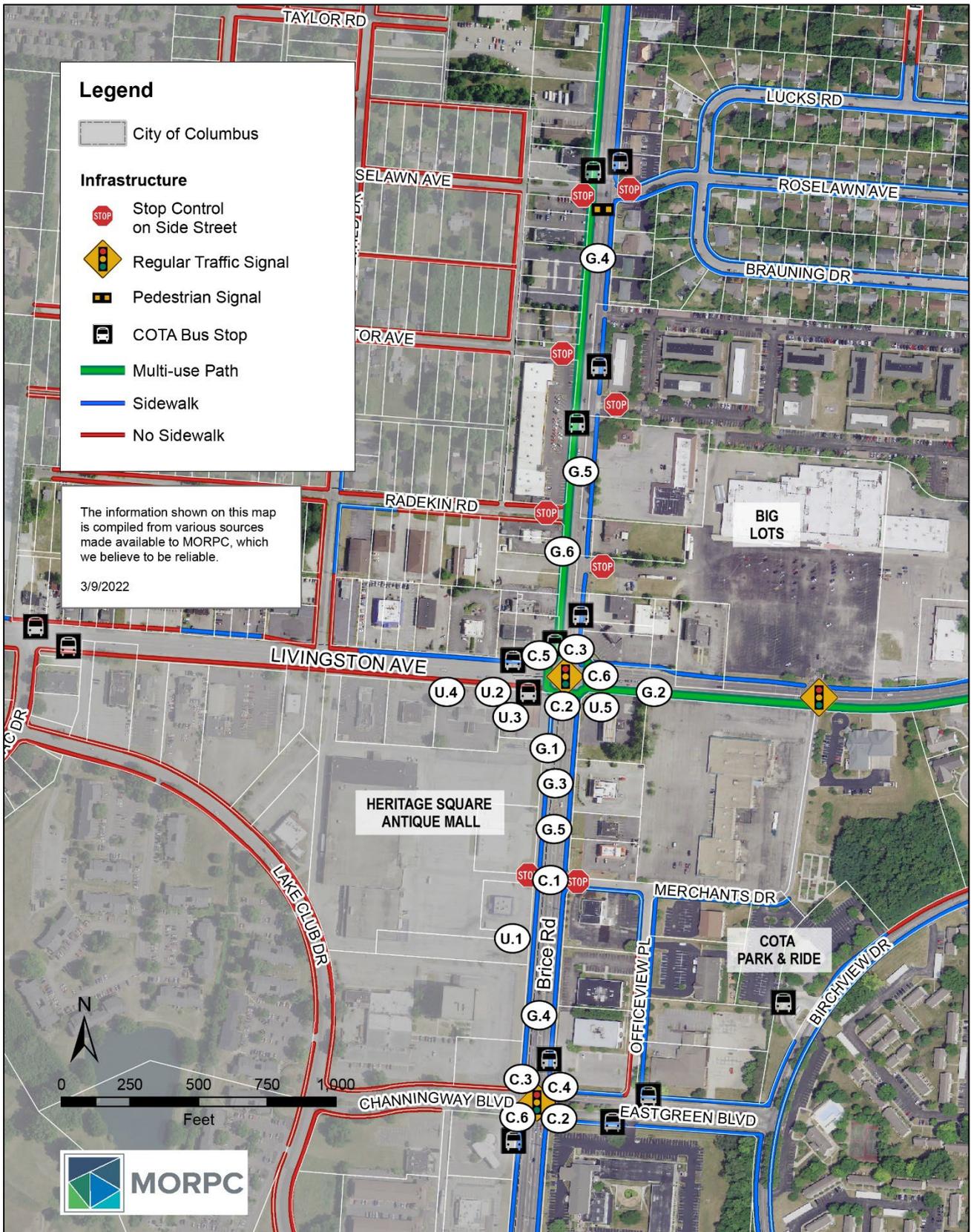
General comfort level walking the corridor was moderate:

- The separation/buffer from the street did not feel adequate for most participants
- General discomfort with driver behavior, speed of traffic, noise levels
- Sidewalks felt narrow, particularly for walking in a group
- Many participants commented that streetscape amenities are not adequate
- Trash observed along walk was unsettling

General comfort level crossing the street was poor:

- Pedestrian crossing time at signals felt short to participants (all of whom were able-bodied pedestrians)
- Many participants commented on poor driver yielding rates with pedestrian signals

Figure 11 - Map of Walk Audit Observations



Walk Audit Summary Items

Observation #1: Narrow Sidewalk Widths (South of Livingston Avenue)

West Side of Brice Road (5-foot Sidewalk)



East Side of Brice Road (4-foot Sidewalk)



Description:

The sidewalk on the west side of Brice Road south of Livingston Avenue is 5 feet wide, while the sidewalk on the east side is only 4 feet wide. A 4-foot (48 inch) wide sidewalk is not wide enough for two people to walk side-by-side, or pass each other comfortably traveling in opposite directions. A 5-foot wide sidewalk provides the minimum space necessary for two people to walk side-by-side, or to pass each other comfortably.

Recommendation(s):

Standard sidewalk widths should be a minimum of 4 feet wide in constrained conditions, with a preference for 5 feet as a minimum. A sidewalk wider than 5 feet is preferred as pedestrian volumes increase, and would be desirable with any future redevelopment of the Brice Road corridor.

It is recommended that the existing shared use path along the northern segment of Brice Road be continued southward to connect with the facilities currently planned as part of the ODOT Far East Freeway project. This could be completed as the corridor redevelops, or as a reconstruction project.

Other Considerations:

The ODOT Far East Freeway project will widen the Brice Road bridge over I-70 and south of I-70 to Tussing Rd. Current plans indicate that a shared use path will be installed along Brice Road as part of this project. Filling the gap in shared use path between Livingston Avenue and I-70 would establish an important north-south connection that will eventually link into the Refugee Road corridor and existing shared use path on Refugee Road.

The minimum width for an ADA-compliant sidewalk is 36 inches (3 feet). However, any sidewalks that are less than 60 inches (5 feet) wide must provide “passing spaces” every 200 feet that are a minimum of 60 inches wide. Newer guidance provided in the *proposed* Public Rights-of-Way Accessibility Guidelines (PROWAG) suggests 48 inches (4 feet) as the minimum. ODOT has adopted both the 2010 ADA Standards for Accessible Design as well as PROWAG, and incorporated the relevant guidelines into ODOT policies and procedures, including the requirement for a minimum continuous sidewalk width of 48 inches (4 feet).

ODOT ADA Design Resources can be found at:

www.transportation.ohio.gov/working/engineering/roadway/ada/ada-design-resources

Information about the 2010 ADA Standards for Accessible Design can be found at the link below:

www.ada.gov/regs2010/2010ADASTandards/2010ADASTandards.htm

Information about the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) can be found at the link here: www.access-board.gov/prowag

Observation #2: Low Visibility and Faded Crosswalk Markings

Intersection of Brice Road and Merchants Drive



Intersection of Livingston Avenue and Brice Rd



Description:

The existing pedestrian crossing markings throughout the study area are standard, transverse lines that fade quickly in areas with high vehicular traffic. These markings are considered low visibility, and are often mistaken as stop bars by motorists stopping at intersections – especially once they have started fading. This can create potential conflicts, as motorists may not be aware of the crosswalk or expect there to be people crossing the street in front of them. It is also common for motorists to pull forward into the crosswalk and block the crossing for pedestrians.

Recommendation(s):

High visibility crosswalk markings are recommended for use as the standard crosswalk marking. They are more visible to motorists, have been shown to increase yielding behavior of motorists, and can be implemented in a manner that reduces wear and maintenance requirements. High visibility crosswalk markings include three general types: longitudinal bars/continental, ladder, and bar pairs. Existing crosswalk markings can be upgraded to high visibility markings as they require maintenance, and intersections that do not currently have any markings should be marked with high visibility markings.

See the Appendix for more information on crosswalk marking types.

Other Considerations:

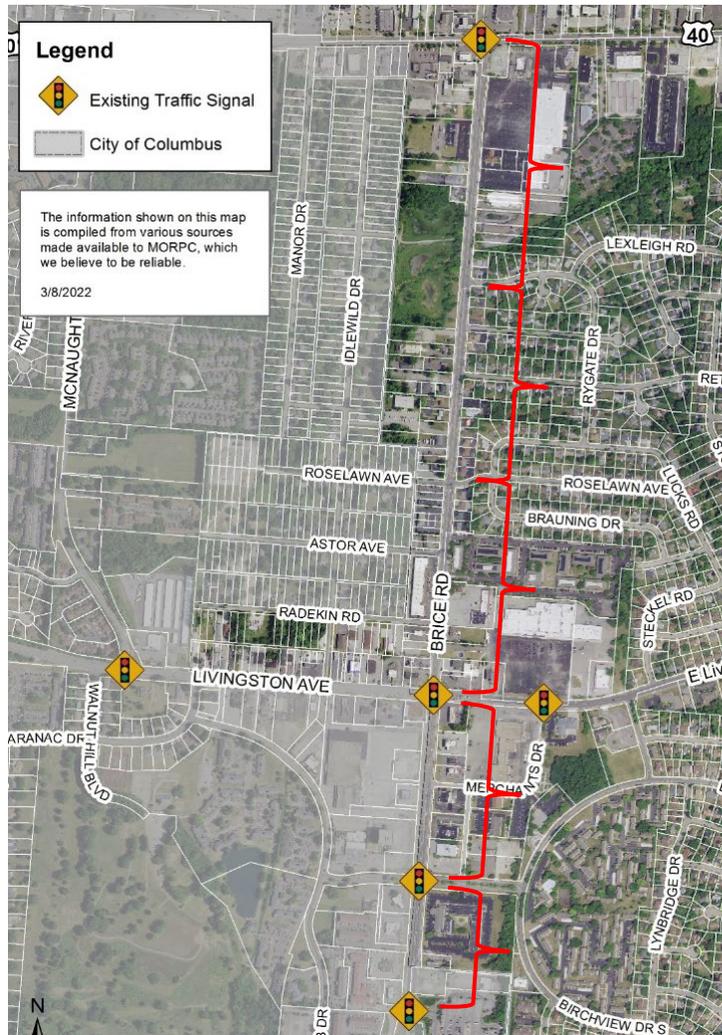
The new ODOT Multimodal Design Guide (MMDG) suggests that longitudinal (high visibility) crosswalk markings should be used at any intersection *where at least one approach has a speed limit of 35 mph or higher.*

Information about the ODOT Multimodal Design Guide can be found on ODOT's website below:
www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/multimodal

Research recently conducted for the upcoming FHWA Crosswalk Marking Selection Guide suggests that high visibility crosswalk markings should be used anytime a crosswalk is marked.

Information about the upcoming Guide and related research can be found at the link below:
www.pedbikeinfo.org/webinars/webinar_details.cfm?id=117

Observation #3: Distance Between Marked / Signalized Pedestrian Crossings



Main Street to Rygate Drive
(Pedestrian Signal @ Rygate)
1,700 feet or ~1/3 mile

Rygate Drive to Roselawn Avenue
(Pedestrian Signal at Both Locations)
1,400 feet or ~1/4 mile

Roselawn Avenue to Livingston Avenue
(Pedestrian Signal at Roselawn)
1,400 feet or ~1/4 mile

Livingston Avenue to
Channingway/Eastgreen Boulevard
1,300 feet or ~1/4 mile

Channingway/Eastgreen Boulevard
to (the Home Depot intersection)
850 feet or ~1/6 mile

Description:

The distance between existing marked and signalized pedestrian crossings along Brice Road varies throughout the corridor, and ranges between 850 feet to 1,700 feet. Most people will not walk more than three (3) minutes, or 600-800 feet, out of their direction of travel to cross the street.

The City has installed two overhead Rectangular Rapid Flashing Beacons (RRFB) on Brice Road – one at Rygate Drive and one at Roselawn Avenue. These two installations have created additional marked crossing locations along the north end of the corridor. However, the distance between marked/signalized crossings is still significantly farther than desired.

Recommendation(s):

Consider additional locations along Brice Road where formal pedestrian crossings (with appropriate design elements) can be installed. As the Brice Road corridor redevelops, additional marked crossing locations will be critical to improve the walkability of the area. Consideration should be given to vehicular volumes on side streets that may warrant full traffic signals. Existing unmarked crossing locations may also be considered, particularly those where there may already be people crossing.

Observation #3 (continued): Distance Between Marked / Signalized Pedestrian Crossings

Other Considerations:

The Ohio Revised Code defines all intersections as legal pedestrian crossings, whether they are marked as a pedestrian crossing or not. This includes all side streets intersecting with Brice Road that have a traffic control device (e.g., stop sign, traffic signal, etc.). The crossing location is indicated by the extension of the property lines, curb lines, or edge of the traversable roadway through the intersection, including T-intersections, except where signs prohibit pedestrian crossings.

For a corridor such as Brice Road, these crossings would require high visibility crosswalk markings and additional infrastructure treatments (e.g., median or pedestrian refuge island, rectangular rapid-flashing beacon or pedestrian hybrid beacon, etc.) in order to provide an adequately safe crossing. The ODOT MMDG recommends following existing guidance provided by the FHWA for designing uncontrolled pedestrian crossings. (4.4.3. *Selecting Pedestrian Crossing Treatments*)

Information about appropriate treatments for uncontrolled pedestrian crossings can be found on the FHWA website linked here: https://safety.fhwa.dot.gov/ped_bike/step/resources

Information about the ODOT Multimodal Design Guide can be found on ODOT's website below: www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/multimodal

Observation #4: Pedestrian Push Buttons

Intersection of Brice Road and Livingston Avenue (North Leg)



Description:

The pedestrian walk signals throughout the study area are pushbutton activated, which means a pedestrian must push the button in order to receive a walk signal – even when the parallel vehicular traffic has a green light. Most pedestrians who see a green light will use that opportunity to cross the street, even when the associated walk signal is not active.

Recommendation(s):

A pedestrian walk signal phase can often be added to the concurrent vehicular through-movement signal phase without negatively impacting the intersection Level of Service (LOS). The pedestrian signal locations along Brice Road should be evaluated for the addition of automatic recall for the pedestrian signal with the concurrent vehicular phase. Consideration should also be given to extending the pedestrian crossing phase to accommodate slower pedestrians.

The pedestrian pushbutton sign at this particular location (NE corner of the intersection) is completely faded. If the pushbuttons are to remain, it is recommended that the signage be replaced.

Other Considerations:

Audible or Accessible Pedestrian Signals (APS) could be added to signalized intersections to serve those who may be visually impaired. The existing pedestrian pushbuttons could be repurposed to activate the audible signal, rather than the actual signal phase. APS installation is required by PROWAG (R209.1) with any new traffic signal that has pedestrian signals, or where significant changes are being made to an existing signal. (8.3.1. Pedestrian Signals)

The ODOT MMDG recommends the use of 3.0 feet per second to program the pedestrian signal phase to accommodate slower pedestrians, particularly at intersections where there are more than two travel lanes to cross or the posted speed limit is above 30 mph. (8.3.3. Signal Timing and Reducing Pedestrian Delay)

Information about Detectable Warnings and APS can be found in the ODOT Multimodal Design Guide: www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/multimodal

OR on ODOT's website for ADA design resources:

www.transportation.ohio.gov/working/engineering/roadway/ada/ada-design-resources

Observation #5: Accessibility Challenges

Intersection of Brice Road and Livingston Avenue (West Leg)



Description:

Traffic signal poles and other infrastructure placed within the right-of-way represent obstacles for those who are visually and/or mobility impaired. The pedestrian signal pole at the northwest corner of the Brice Road and Livingston Avenue intersection was placed in the center of the shared use path. While there is a wide enough space to provide an ADA-accessible pathway, the signal pole may still be an obstacle for someone who is visually and/or mobility impaired navigating this corner.

Additionally, the sidewalk leading westbound from this corner is narrow (less than 4 feet wide) and in disrepair. This sidewalk connects to a fairly busy bus stop for one of the highest frequency COTA transit service routes. The bus stop on the south side of Livingston Avenue is similarly busy, and lacks any sidewalk connection from Brice Road as well as an ADA-accessible boarding pad.

Recommendation(s):

Pedestrian signal pushbuttons must be located in an accessible place, but the pedestrian signal pole should not be placed where it becomes an obstacle to those who are visually and/or mobility impaired. Consideration should be given to whether this signal pole can be relocated in the future.

The City of Reynoldsburg should coordinate with the City of Columbus to improve the sidewalks and general accessibility of the west side of the Brice Road and Livingston Avenue intersection, including access and improvements to the existing bus stops.

Other Considerations:

Guidance provided in PROWAG indicates that obstacles shall not reduce the required clear width (4 feet) for a sidewalk (*R210.2 Pedestrian Circulation Paths Other Than Shared Use Paths*), nor protrude into any portion of a shared use path that is 8 feet wide or less. (*R210.3 Shared Use Paths*)

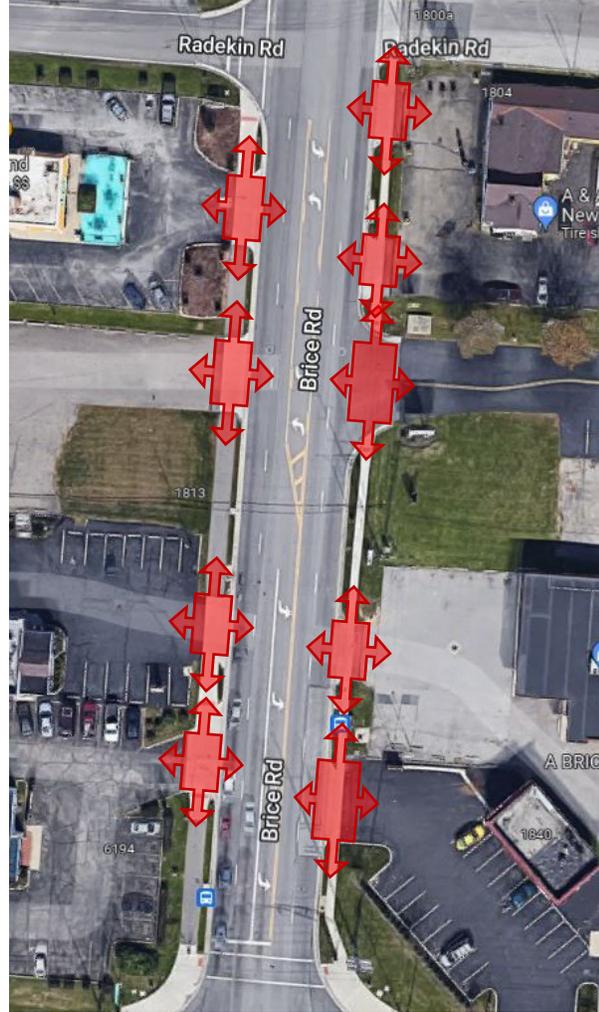
Information about the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) can be found at the link here: www.access-board.gov/prowag

Observation #6: Access Management

Driveways Along West Side of Brice Road



Brice Road North of Livingston Avenue



Driveways Along East Side of Brice Road



Description:

There are numerous driveways along Brice Road north of Livingston Avenue that break up the continuity of the sidewalk and shared use path along the street. These driveways create conflict points for people using the walkways, but also for motorists traveling along Brice Road. Turning movements into and out of this many driveways can cause traffic back-ups and crashes if motorists are not careful. Driveways that are located too close to intersections can also cause operational and safety challenges.

Recommendation(s):

Driveways along Brice Road, particularly north of Livingston Avenue, should be redesigned and/or consolidated per recommended standards for access management. Driveways that are currently too close together should be consolidated and provided alternative access/connectivity within the property(s) or from another location.

For a roadway such as Brice Road – an arterial street with a posted speed limit of 35 mph – the minimum distance that should be provided between relatively low volume driveways (less than 50 trips per hour at peak) is 50 feet. However, ODOT guidance recommends a distance of 250 feet for ideal operating conditions. (ODOT SHAMM Section 4.0 Driveways)

Observation #6: Access Management

Recommendation(s) - continued:

Commercial driveways, such as those along Brice Road, should be designed at a width of no greater than 35 feet. Where driveways cannot be consolidated, alternative designs can be considered that limit the potential conflicts with traffic flow and operations along Brice Road. This includes the use of channelizing islands. (ODOT L&D Section 803.5 Commercial Drives; Section 401.7 Islands)

Other Considerations:

ODOT has established procedures and standards related to access management and driveway design that apply to the state highway system (ODOT-maintained roadways), but those same procedures and standards can be applied to similar roadways maintained by local agencies.

Information about ODOT's access management standards can be found in the State Highway Access Management Manual (SHAMM):

www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/shamm

Information about ODOT's driveway design standards can be found in the Location & Design (L&D) Manual, Volume 1 – Roadway Design: Section 800.

www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/location-design-vol-1

Access Management is identified by FHWA as a Proven Safety Countermeasure. Reducing driveway density along a corridor like Brice Road can lead to a significant reduction in fatal and injury crashes.

Information about Access Management as a Proven Safety Countermeasure can be found on the FHWA website here: https://safety.fhwa.dot.gov/provencountermeasures/corridor_access_mgmt.cfm

Observation #7: Transit Services and Bus Stops

Bus Stop on Brice Road (Northbound)



Bus Stop on Livingston Avenue (Eastbound)



Description:

COTA Route 1 currently operates along Livingston Avenue, with the route terminus at the Brice Road Park and Ride. This service operates on a frequent basis with headways of 15 minutes or less. The route provides a direct connection between the City of Reynoldsburg and downtown Columbus. COTA Route 25 also operates in this area along Brice Road, traveling between Easton Town Center and Canal Winchester. This service operates on 60-minute headways, or once an hour.

The busiest bus stops in the study area are the two stops along Livingston Avenue just west of the intersection with Brice Road. The stop on the north side of Livingston Avenue has a shelter, bench, and other stop amenities that reflect the high ridership at this location. However, the stop on the south side of Livingston Avenue currently sits on a dirt pad with no sidewalk connectivity. It was noted by walk audit participants that the bus often stops to layover at this location, blocking traffic flow on Livingston Avenue. Additionally, during the walk audit, the bus was observed stopping in traffic behind the bus stop and letting passengers off early. The passengers then proceeded to cross Livingston Avenue mid-block.

The bus stops along Brice Road have much lower ridership, but they all are connected to the sidewalk network and have ADA-accessible boarding pads.

Observation #7 (continued): Transit Services and Bus Stops

Recommendation(s):

It is recommended that every bus stop location be upgraded to include (at minimum) an accessible boarding and alighting area, as required by ADA and PROWAG, as well as appropriate sidewalk connectivity. An accessible boarding and alighting area requires no less than 5 feet in width parallel to the curb and 8 feet in depth perpendicular to the curb that is free of any obstructions. This pad may be a part of the pedestrian pathway or sidewalk.

It is also recommended that the City of Reynoldsburg collaborate with the City of Columbus and adjacent property owners to determine the feasibility of creating a bus pull-off area in the eastbound approach of Livingston Avenue to Brice Road. This would ideally be designed to allow the bus to pull out of the vehicular travel lanes to reach the bus stop without having to stop for a second traffic signal cycle. This should also include installation of appropriate bus stop amenities as noted above. The bus pull-off area could also double as a right-turn lane, allowing the bus to easily continue along its route southward along Brice Road.

Other Considerations:

Bus stop enhancements could be designed to integrate branding and character of the future Innovation District. See the Appendix for some examples of creative placemaking with bus stops.

Installation of permanent ADA boarding pads and other bus stop amenities may require coordination with COTA to determine that the current stop locations are the most ideal locations for the area and should not be relocated in the near future.

More information about design requirements and recommendations for bus stops can be found in the COTA Transit Stop Design Guide on COTA's website at:

www.cota.com/static/ab242d40b9dcb3c19f0ccab09f681c5a/COTA-Transit-Stop-Design-Guide.pdf

Additional information about transit stop design can be found in the ODOT Multimodal Design Guide:

www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/multimodal

Observation #8: General Walking Environment

Large Grass Swale on West Side of Brice Road



Overhead Street Lighting on East Side



Description:

The land uses and development adjacent to Brice Road are primarily commercial/retail with significant parking lot frontage. Along much of the corridor there is a landscape buffer between the parking lots and sidewalk, but it primarily consists of grass lawns or swales that collect trash. There are also narrow buffers present between the sidewalk and curb that help to separate pedestrians on the sidewalk from the adjacent motor vehicle traffic.

Overhead street lighting exists along the corridor, though the scale and orientation of the lighting is designed primarily to light the roadway. While it may provide lighting at night for pedestrians, it likely does not provide ideal coverage. There are no other streetscape amenities present along the corridor beyond the grass buffers and street lighting.

Recommendation(s):

There is a lot of opportunity along the Brice Road corridor to redevelop, repurpose, and/or redesign these spaces to enhance walkability and the attractiveness of the corridor. The Envision Reynoldsburg Comprehensive Plan already identifies many design features that would be recommended for improving the general walking environment along this corridor. This includes shifting parking lots to the rear of new buildings, screening parking lots with attractive landscaping, installing street trees and/or green infrastructure, and establishing the corridor as a gateway into the City of Reynoldsburg.

Other Considerations:

The Reynoldsburg Comprehensive Plan has identified this area as a future Innovation District that capitalizes on the adjacent access to I-70 while creating a unique and walkable district that establishes a new gateway into the City of Reynoldsburg.

More information about the proposed Innovation District can be found in the Reynoldsburg Comprehensive Plan:
<https://ci.reynoldsburg.oh.us/departments/development/comp-plan.aspx>

Appendix

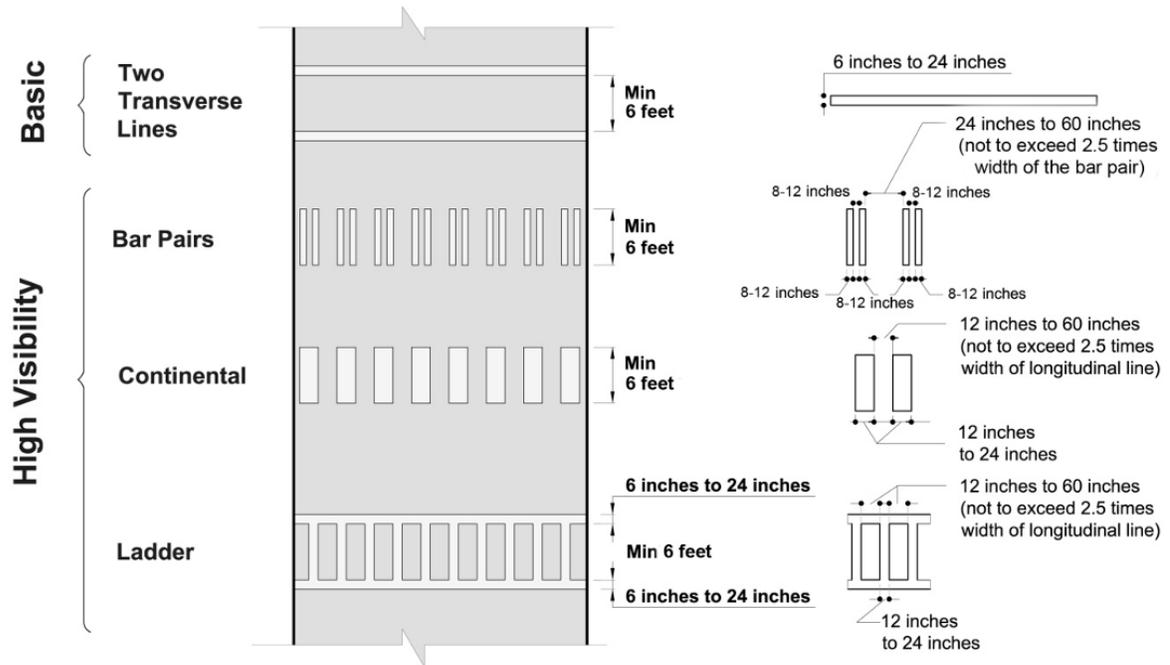
• Links and References	26
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Links and References

- Traffic Count Data
www.morpc.org/tool-resource/traffic-counts
- ODOT GIS Crash Analysis Tool (GCAT)
<https://gis.dot.state.oh.us/tims/CrashAnalytics/Login>
- ODOT ADA Design Resources
www.transportation.ohio.gov/working/engineering/roadway/ada/ada-design-resources
- 2010 ADA Standards for Accessible Design
www.ada.gov/regs2010/2010ADASTandards/2010ADASTandards.htm
- Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) / Guidelines for Pedestrian Facilities in the Public Right-of-Way | www.access-board.gov/prowag
- ODOT Multimodal Design Guide
www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/multimodal
- FHWA Crosswalk Marking Selection Guide (*In Development*)
<https://highways.dot.gov/research/projects/effective-selection-crosswalk-patterns>
www.pedbikeinfo.org/webinars/webinar_details.cfm?id=117
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
https://safety.fhwa.dot.gov/ped_bike/step/resources
- Streetmix – *Online Street Design Tool*
www.streetmix.net
- State Highway Access Management Manual (SHAMM):
www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/shamm
- ODOT Location & Design (L&D) Manual, Volume 1 - Roadway Design
www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/location-design-vol-1
- COTA Transit Stop Design Guide
www.cota.com/static/ab242d40b9dcb3c19f0ccab09f681c5a/COTA-Transit-Stop-Design-Guide.pdf
- Reynoldsburg Comprehensive Plan
<https://ci.reynoldsburg.oh.us/departments/development/comp-plan.aspx>

Crosswalk Marking Types

The image below was proposed by the National Committee on Uniform Traffic Control Devices to replace the existing Figure 3B-19 in the Manual on Uniform Traffic Control Devices (MUTCD). The image displays examples of crosswalk markings and classifies them as basic or high visibility.



Note: At a non-intersection uncontrolled pedestrian crossing where the speed limit is greater than 35 mph, the high visibility crosswalk marking, if used, should not be less than 8 feet wide.

Source:

nctcd.org/wp-content/uploads/meetings/2011B/Attach-No.-3-Markings-Sec.-3B.18-Apprvd-6-23-11.pdf

Ohio Revised Code – Definitions

Section 4511.01 | Traffic laws - operation of motor vehicles definitions.

A “crosswalk” is defined as:

“That part of a roadway at *intersections* ordinarily included within the real or projected prolongation of property lines and curb lines or, in the absence of curbs, the edges of the traversable roadway;”

An “intersection” is defined as:

“The area embraced within the prolongation or connection of the lateral curb lines, or, if none, the lateral boundary lines of the roadways of two highways that join one another at, or approximately at, right angles, or the area within which vehicles traveling upon different highways that join at any other angle might come into conflict. The junction of an alley or driveway with a roadway or highway does not constitute an intersection *unless the roadway or highway at the junction is controlled by a traffic control device.*”

A “traffic control device” is defined as:

“A flagger, sign, signal, marking, or other device used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, private road open to public travel, pedestrian facility, or shared-use path by authority of a public agency or official having jurisdiction, or, in the case of a private road open to public travel, by authority of the private owner or private official having jurisdiction.”

Source:

<https://codes.ohio.gov/ohio-revised-code/section-4511.01>

Creative Placemaking Examples for Bus Stops



Sources:

<https://www.accgov.com/9591/Art-Shelters>

<https://usa.streetsblog.org/2022/03/24/americas-best-bus-stops-round-1-public-art-meets-public-transit/>

Walk Audit Assessment Form

AUDIT INFO
Name:
Organization:
Date:
Start Time:
End Time:
Location:
Weather:

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS	
WALKING	
Are there sidewalks? <input type="checkbox"/> Y <input type="checkbox"/> N	Notes:
<i>If yes, select all that apply:</i>	
<input type="checkbox"/> The sidewalk is <i>not</i> continuous. There are sections missing.	
<input type="checkbox"/> The sidewalk is too narrow to accommodate pedestrian traffic. Sidewalk width: _____	
<input type="checkbox"/> The sidewalk is blocked by poles or other infrastructure. Describe: _____	
<input type="checkbox"/> The sidewalk is not properly maintained. Describe: _____	
Overall, the quality and safety of the <u>walking infrastructure</u> is (circle your choice): 	
BICYCLING	
Are there bike facilities? <input type="checkbox"/> Y <input type="checkbox"/> N	Notes:
<i>If yes, what type?</i>	<input type="checkbox"/> Shared Lane, or "Sharrows" <input type="checkbox"/> Bicycle Lane <input type="checkbox"/> Buffered or Separated Bicycle Lane <input type="checkbox"/> Multi-Use Path
Overall, the quality and safety of the <u>bicycling infrastructure</u> is (circle your choice): 	



William Murdock, AICP
Executive Director

Karen J. Angelou
Chair

Erik J. Janas
Vice Chair

Chris Amorose Grooms
Secretary

STREET CROSSINGS AND INTERSECTIONS

Are there driveways along the route that break up the sidewalk / make it uncomfortable or unsafe to walk? <input type="checkbox"/> Y <input type="checkbox"/> N	
Are there <u>un-signalized / uncontrolled</u> pedestrian crossings along the route? <input type="checkbox"/> Y <input type="checkbox"/> N	Do they feel safe to cross with the existing accommodations? <input type="checkbox"/> Y <input type="checkbox"/> N
Are there <u>signalized</u> pedestrian crossings along the route? <input type="checkbox"/> Y <input type="checkbox"/> N	Do they feel safe to cross with the existing accommodations? <input type="checkbox"/> Y <input type="checkbox"/> N
Do the signalized pedestrian crossings have pedestrian push buttons? <input type="checkbox"/> Y <input type="checkbox"/> N	Are the push buttons in an appropriate / accessible location? <input type="checkbox"/> Y <input type="checkbox"/> N
Are the existing pedestrian crossings within a reasonable distance of each other (people do not have to walk far to cross the street)? <input type="checkbox"/> Y <input type="checkbox"/> N	
Are the pedestrian crossings designed with high visibility treatments? <input type="checkbox"/> Y <input type="checkbox"/> N	Are the pedestrian crossings well maintained? <input type="checkbox"/> Y <input type="checkbox"/> N
At the signalized crossings, are the pedestrian signal phases long enough for slower pedestrians to cross safely? <input type="checkbox"/> Y <input type="checkbox"/> N	
Are there any obstacles (bumps, curbs, or gutters) that block the passage of people using wheelchairs or people with limited mobility? <input type="checkbox"/> Y <input type="checkbox"/> N	
Are there ADA curb ramps at all intersections, driveways, etc. as necessary along the route? <input type="checkbox"/> Y <input type="checkbox"/> N	
<u>Other observations:</u> 	Overall, the quality and safety of <u>street crossings and intersections</u> is (<u>circle your choice</u>): 



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Secretary

ROADWAY USER BEHAVIOR	
PEOPLE WALKING	PEOPLE BICYCLING
Did you observe people <u>walking</u> in the area? <input type="checkbox"/> Y <input type="checkbox"/> N	Did you observe people <u>bicycling</u> in the area? <input type="checkbox"/> Y <input type="checkbox"/> N
Are they using the sidewalks and crosswalks appropriately? <input type="checkbox"/> Y <input type="checkbox"/> N	Where are they <u>bicycling</u> ? <input type="checkbox"/> In a vehicular travel lane <input type="checkbox"/> In a bike facility <input type="checkbox"/> On the sidewalk
Did you observe children, elderly, or differently abled people using mobility devices along the route? <input type="checkbox"/> Y <input type="checkbox"/> N	
Did you observe people walking and/or bicycling experiencing any difficulties due to infrastructure conditions or otherwise (e.g., wheelchair stuck, no curb ramps, obstacles in their path, maintenance issues, etc.)? <input type="checkbox"/> Y <input type="checkbox"/> N	
TRAFFIC AND DRIVER BEHAVIOR	
Do drivers generally appear to be traveling at the posted speed limit? <input type="checkbox"/> Y <input type="checkbox"/> N	How does the speed and behavior of drivers affect your feeling of safety and comfort when walking in the area?
Did you observe drivers obeying all traffic control devices (stop signs and traffic signals)? <input type="checkbox"/> Y <input type="checkbox"/> N	
Did you observe drivers stopping at the stop bar and yielding to pedestrians? <input type="checkbox"/> Y <input type="checkbox"/> N	Overall, the quality and safety of <u>driver behavior</u> is (<i>circle your choice</i>): <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/>
Other observations:	



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ENVIRONMENT	
Who are the primary users of this route? Select all that apply.	<input type="checkbox"/> Pedestrians <input type="checkbox"/> Bicyclists <input type="checkbox"/> Vehicular Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Trucks and Freight <input type="checkbox"/> Other: _____
What are the nearby land uses? Select all that apply.	<input type="checkbox"/> Residential <input type="checkbox"/> Commercial/Retail <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Open/Green Space <input type="checkbox"/> Mixed Use <input type="checkbox"/> Other: _____
Are there adequate streetscape amenities along the route (shade trees, awnings, or other sun-protective elements, benches, etc.)? <input type="checkbox"/> Y <input type="checkbox"/> N	
Is there adequate street lighting along the route (for visibility of people walking and bicycling)? <input type="checkbox"/> Y <input type="checkbox"/> N	
Do the sidewalks feel sufficiently separated from the street (is there a buffer between the sidewalk and the curb)? <input type="checkbox"/> Y <input type="checkbox"/> N	
Is there transit service along the route? <input type="checkbox"/> Y <input type="checkbox"/> N	<i>If yes, are there appropriate accommodations for bus stops?</i> <input type="checkbox"/> Bus Shelter <input type="checkbox"/> ADA Bus Pad <input type="checkbox"/> Bench <input type="checkbox"/> Sidewalk Connectivity

ADDITIONAL COMMENTS AND OBSERVATIONS



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Walk Audit Assessment Form

AUDIT INFO	
Name:	Melissa Butler Bruce/Livingston
Organization:	City of Reynoldsburg
Date:	2-23-22
Start Time:	
End Time:	
Location:	Bruce / Livingston
Weather:	Cloudy, cold, windy

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS	
WALKING	
Are there sidewalks?	Notes:
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
If yes, select all that apply:	
<input type="checkbox"/> The sidewalk is <i>not</i> continuous. There are sections missing. <input checked="" type="checkbox"/> The sidewalk is too narrow to accommodate pedestrian traffic. Sidewalk width: _____ <input checked="" type="checkbox"/> The sidewalk is blocked by poles or other infrastructure. Describe: <u>at Bruce/Liv</u> <input type="checkbox"/> The sidewalk is not properly maintained. Describe: _____	
Overall, the quality and safety of the <u>walking infrastructure</u> is (circle your choice):	
BICYCLING	
Are there bike facilities?	Notes:
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
If yes, what type?	<input type="checkbox"/> Shared Lane, or "Sharrows" <input type="checkbox"/> Bicycle Lane <input type="checkbox"/> Buffered or Separated Bicycle Lane <input type="checkbox"/> Multi-Use Path
Overall, the quality and safety of the <u>bicycling infrastructure</u> is (circle your choice):	



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STREET CROSSINGS AND INTERSECTIONS

Are there driveways along the route that break up the sidewalk / make it uncomfortable or unsafe to walk? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
Are there <u>un-signalized / uncontrolled</u> pedestrian crossings along the route? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Do they feel safe to cross with the existing accommodations? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Are there <u>signalized</u> pedestrian crossings along the route? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Do they feel safe to cross with the existing accommodations? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Do the signalized pedestrian crossings have pedestrian push buttons? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Are the push buttons in an appropriate / accessible location? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Are the existing pedestrian crossings within a reasonable distance of each other (people do not have to walk far to cross the street)? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Are the pedestrian crossings designed with high visibility treatments? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Are the pedestrian crossings well maintained? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
At the signalized crossings, are the pedestrian signal phases long enough for slower pedestrians to cross safely? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Are there any obstacles (bumps, curbs, or gutters) that block the passage of people using wheelchairs or people with limited mobility? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Are there ADA curb ramps at all intersections, driveways, etc. as necessary along the route? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
Other observations: <i>Driveways are very close to intersections. Bus stops close to intersection cause cars speeding around</i>	Overall, the quality and safety of <u>street crossings and intersections</u> is (circle your choice): <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

ROADWAY USER BEHAVIOR

PEOPLE WALKING	PEOPLE BICYCLING
Did you observe people <u>walking</u> in the area? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Did you observe people <u>bicycling</u> in the area? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Are they using the sidewalks and crosswalks appropriately? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Where are they <u>bicycling</u> ? <input type="checkbox"/> In a vehicular travel lane <input type="checkbox"/> In a bike facility <input type="checkbox"/> On the sidewalk
Did you observe children, elderly, or differently abled people using mobility devices along the route? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Did you observe people walking and/or bicycling experiencing any difficulties due to infrastructure conditions or otherwise (e.g., wheelchair stuck, no curb ramps, obstacles in their path, maintenance issues, etc.)? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>I drive in this area and often see bicyclist pulled over when one is walking because the sidewalk is narrow</i>	
TRAFFIC AND DRIVER BEHAVIOR	
Do drivers generally appear to be traveling at the posted speed limit? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	How does the speed and behavior of drivers affect your feeling of safety and comfort when walking in the area? <i>Although they went the speed limit it felt like they were faster due to how close we were</i>
Did you observe drivers obeying all traffic control devices (stop signs and traffic signals)? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>run red lights</i>	
Did you observe drivers stopping at the stop bar and yielding to pedestrians? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Overall, the quality and safety of <u>driver behavior</u> is (circle your choice): 
Other observations: <i>A lot of cars honk their horn at other cars, Loud music. People yelling out of windows.</i>	

ENVIRONMENT

Who are the primary users of this route? Select all that apply.	<input checked="" type="checkbox"/> Pedestrians <input type="checkbox"/> Bicyclists <input checked="" type="checkbox"/> Vehicular Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Trucks and Freight <input type="checkbox"/> Other: _____
What are the nearby land uses? Select all that apply.	<input checked="" type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial/Retail <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Open/Green Space <input type="checkbox"/> Mixed Use <input type="checkbox"/> Other: _____
Are there adequate streetscape amenities along the route (shade trees, awnings, or other sun-protective elements, benches, etc.)?	
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>NO benches or stopping points</i>	
Is there adequate street lighting along the route (for visibility of people walking and bicycling)?	
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>At night this area is very dark</i>	
Do the sidewalks feel sufficiently separated from the street (is there a buffer between the sidewalk and the curb)?	
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <i>There is but I don't feel as if it's enough</i>	
Is there transit service along the route?	If yes, are there appropriate accommodations for bus stops?
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Bus Shelter <input type="checkbox"/> ADA Bus Pad <input type="checkbox"/> Bench <input type="checkbox"/> Sidewalk Connectivity

ADDITIONAL COMMENTS AND OBSERVATIONS

Walk Audit Assessment Form

AUDIT INFO

Name: *Keith Kundtz*

Organization: *City of Reynoldsburg*

Date: *2-23-22*

Start Time: *3pm*

End Time:

Location: *Brice / Livingston*

Weather: *clear/cold*

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS

WALKING

Are there sidewalks?

Y N

Notes:

Reynoldsburg does but Columbus side of Livingston does NOT.

If yes, select all that apply:

- The sidewalk is *not* continuous. There are sections missing. *Columbus*
- The sidewalk is too narrow to accommodate pedestrian traffic. Sidewalk width: _____
- The sidewalk is blocked by poles or other infrastructure. Describe: _____
- The sidewalk is not properly maintained. Describe: _____

Overall, the quality and safety of the walking infrastructure is (circle your choice):



BICYCLING

Are there bike facilities?

Y N

Notes:

Bike path on east side of Livingston, and north side of Brice.

If yes, what type?

- Shared Lane, or "Sharrows" Bicycle Lane
- Buffered or Separated Bicycle Lane Multi-Use Path

Overall, the quality and safety of the bicycling infrastructure is (circle your choice):



paths that are there were built in the last 8 years

STREET CROSSINGS AND INTERSECTIONS

Are there driveways along the route that break up the sidewalk / make it uncomfortable or unsafe to walk? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
Are there <u>un-signalized / uncontrolled</u> pedestrian crossings along the route? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Do they feel safe to cross with the existing accommodations? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Are there <u>signalized</u> pedestrian crossings along the route? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Do they feel safe to cross with the <u>existing</u> accommodations? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Do the signalized pedestrian crossings have pedestrian push buttons? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Are the push buttons in an appropriate / accessible location? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Are the existing pedestrian crossings within a reasonable distance of each other (people do not have to walk far to cross the street)? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
Are the pedestrian crossings designed with high visibility treatments? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Are the pedestrian crossings well maintained? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
At the signalized crossings, are the pedestrian signal phases long enough for slower pedestrians to cross safely? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Are there any obstacles (bumps, curbs, or gutters) that block the passage of people using wheelchairs or people with limited mobility? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N <i>Columbus side, +</i>	
Are there ADA curb ramps at all intersections, driveways, etc. as necessary along the route? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
Other observations:	Overall, the quality and safety of <u>street crossings and intersections</u> is (circle your choice): 



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Secretary

ROADWAY USER BEHAVIOR

ROADWAY USER BEHAVIOR	
PEOPLE WALKING Did you observe people <u>walking</u> in the area? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	PEOPLE BICYCLING Did you observe people <u>bicycling</u> in the area? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>Not today</i>
Are they using the sidewalks and crosswalks appropriately? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Where are they <u>bicycling</u> ? <input type="checkbox"/> In a vehicular travel lane <input type="checkbox"/> In a bike facility <input checked="" type="checkbox"/> On the sidewalk
Did you observe children, elderly, or differently abled people using mobility devices along the route? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Did you observe people walking and/or bicycling experiencing any difficulties due to infrastructure conditions or otherwise (e.g., wheelchair stuck, no curb ramps, obstacles in their path, maintenance issues, etc.)? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
TRAFFIC AND DRIVER BEHAVIOR	
Do drivers generally appear to be traveling at the posted speed limit? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	How does the speed and behavior of drivers affect your feeling of safety and comfort when walking in the area? <i>The small grass strip helps between the sidewalk and street but the high volume of traffic with horns honking makes you jumpy. A wider bike path could help this instead of the narrow sidewalk.</i>
Did you observe drivers obeying all traffic control devices (stop signs and traffic signals)? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N <i>Most but not all.</i>	Overall, the quality and safety of <u>driver behavior</u> is (circle your choice): ☹️ ☹️ ☹️ ☺️ ☺️
Did you observe drivers stopping at the stop bar and yielding to pedestrians? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
Other observations:	

ENVIRONMENT

Who are the primary users of this route? Select all that apply.	<input checked="" type="checkbox"/> Pedestrians	<input checked="" type="checkbox"/> Bicyclists	<input checked="" type="checkbox"/> Vehicular Traffic
	<input checked="" type="checkbox"/> Transit	<input type="checkbox"/> Trucks and Freight	<input type="checkbox"/> Other: _____
What are the nearby land uses? Select all that apply.	<input checked="" type="checkbox"/> Residential	<input checked="" type="checkbox"/> Commercial/Retail	<input type="checkbox"/> Industrial
	<input checked="" type="checkbox"/> Institutional	<input type="checkbox"/> Open/Green Space	<input checked="" type="checkbox"/> Mixed Use
Are there adequate streetscape amenities along the route (shade trees, awnings, or other sun-protective elements, benches, etc.)?			
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N			
Is there adequate street lighting along the route (for visibility of people walking and bicycling)?			
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <i>Livingston, Columbus side could use more lighting.</i>			
Do the sidewalks feel sufficiently separated from the street (is there a buffer between the sidewalk and the curb)?			
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N			
Is there transit service along the route?	If yes, are there appropriate accommodations for bus stops? <i>Not much.</i>		
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Bus Shelter	<input type="checkbox"/> ADA Bus Pad	<input type="checkbox"/> Bench <input type="checkbox"/> Sidewalk Connectivity

ADDITIONAL COMMENTS AND OBSERVATIONS

I think a lot of issues could be solved by adding bike path/sidewalk on Livingston, Columbus side with street lights. Reynoldsburg side would benefit by changing one of the sidewalks along Brice Rd. to a bike path.



Notes:

is merchants a legal crossing?

15sec countdown @ channingway

low vis Xings
 sketchy development & transit
 speeds → high 30s to low 40s

* continuation of Brice Rd SUP
 S to overpass connection

* wayfinding signage for SUP

* get COTA data

Speedway bus break location

* Innovation district zoning

Pedestrian Facilities	Crash Severity
— Multi-use Path	● (1) Fatal
— Sidewalk	● (2) Serious Injury Suspected
— No Sidewalk	● (3) Minor Injury Suspected
Bikeways	● (4) Injury Possible
— Multi-use Path	● (5) PDO/No Injury
— Protected Bike Lane	□ Bicycle Crashes
— Bicycle Lane	○ Pedestrian Crashes
— Bicycle Boulevard	🚍 COTA Stops

The information shown on this map is compiled from various sources made available to MORPC, which we believe to be reliable.

2/16/2022



Walk Audit Assessment Form

AUDIT INFO	
Name:	Lauren
Organization:	MORPC
Date:	2/23
Start Time:	3:05 pm
End Time:	3:55 pm
Location:	Brice Rd
Weather:	cold!

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS	
WALKING	
Are there sidewalks? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Notes:
<i>If yes, select all that apply:</i>	
<input type="checkbox"/> The sidewalk is <i>not</i> continuous. There are sections missing. <input type="checkbox"/> The sidewalk is too narrow to accommodate pedestrian traffic. Sidewalk width: _____ <input type="checkbox"/> The sidewalk is blocked by poles or other infrastructure. Describe: _____ <input type="checkbox"/> The sidewalk is not properly maintained. Describe: _____	
Overall, the quality and safety of the <u>walking infrastructure</u> is (circle your choice):	
BICYCLING	
Are there bike facilities? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Notes: Brice N of Liv. / Liv. E of Brice
<i>If yes, what type?</i>	<input type="checkbox"/> Shared Lane, or "Sharrows" <input type="checkbox"/> Bicycle Lane <input type="checkbox"/> Buffered or Separated Bicycle Lane <input checked="" type="checkbox"/> Multi-Use Path
Overall, the quality and safety of the <u>bicycling infrastructure</u> is (circle your choice):	

STREET CROSSINGS AND INTERSECTIONS

Are there driveways along the route that break up the sidewalk / make it uncomfortable or unsafe to walk? <input type="checkbox"/> Y <input type="checkbox"/> N <i>in some areas</i>	
Are there <u>un-signalized / uncontrolled</u> pedestrian crossings along the route? <input type="checkbox"/> Y <input type="checkbox"/> N <i>* confirm</i>	Do they feel safe to cross with the existing accommodations? <input type="checkbox"/> Y <input type="checkbox"/> N
Are there <u>signalized</u> pedestrian crossings along the route? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Do they feel safe to cross with the existing accommodations? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>drivers don't yield</i>
Do the signalized pedestrian crossings have pedestrian push buttons? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Are the push buttons in an appropriate / accessible location? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Are the existing pedestrian crossings within a reasonable distance of each other (people do not have to walk far to cross the street)? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Are the pedestrian crossings designed with high visibility treatments? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Are the pedestrian crossings well maintained? <input type="checkbox"/> Y <input type="checkbox"/> N
At the signalized crossings, are the pedestrian signal phases long enough for slower pedestrians to cross safely? <input type="checkbox"/> Y <input type="checkbox"/> N <i>not great</i>	
Are there any obstacles (bumps, curbs, or gutters) that block the passage of people using wheelchairs or people with limited mobility? <input type="checkbox"/> Y <input type="checkbox"/> N	
Are there ADA curb ramps at all intersections, driveways, etc. as necessary along the route? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
Other observations:	Overall, the quality and safety of <u>street crossings and intersections</u> is (circle your choice): ☹️ ☹️ ☺️ ☺️ ☺️

ROADWAY USER BEHAVIOR

PEOPLE WALKING	PEOPLE BICYCLING
Did you observe people <u>walking</u> in the area? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Did you observe people <u>bicycling</u> in the area? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Are they using the sidewalks and crosswalks appropriately? <input type="checkbox"/> Y <input type="checkbox"/> N <i>sometimes</i>	Where are they <u>bicycling</u> ? <input type="checkbox"/> In a vehicular travel lane <input type="checkbox"/> In a bike facility <input type="checkbox"/> On the sidewalk
Did you observe children, elderly, or differently abled people using mobility devices along the route? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Did you observe people walking and/or bicycling experiencing any difficulties due to infrastructure conditions or otherwise (e.g., wheelchair stuck, no curb ramps, obstacles in their path, maintenance issues, etc.)? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N <i>no sidewalks on Liv. w of Brice</i>	
TRAFFIC AND DRIVER BEHAVIOR	
Do drivers generally appear to be traveling at the posted speed limit? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	How does the speed and behavior of drivers affect your feeling of safety and comfort when walking in the area?
Did you observe drivers obeying all traffic control devices (stop signs and traffic signals)? <input type="checkbox"/> Y <input type="checkbox"/> N	
Did you observe drivers stopping at the stop bar and yielding to pedestrians? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Overall, the quality and safety of <u>driver behavior</u> is (circle your choice): 
Other observations:	

ENVIRONMENT

Who are the primary users of this route? Select all that apply.	<input checked="" type="checkbox"/> Pedestrians <input type="checkbox"/> Bicyclists <input checked="" type="checkbox"/> Vehicular Traffic <input checked="" type="checkbox"/> Transit <input type="checkbox"/> Trucks and Freight <input type="checkbox"/> Other: _____
What are the nearby land uses? Select all that apply.	<input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial/Retail <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Open/Green Space <input type="checkbox"/> Mixed Use <input type="checkbox"/> Other: <u>Vacant / parking</u>
Are there adequate streetscape amenities along the route (shade trees, awnings, or other sun-protective elements, benches, etc.)?	
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Is there adequate street lighting along the route (for visibility of people walking and bicycling)?	
<input type="checkbox"/> Y <input type="checkbox"/> N <i>possibly</i>	
Do the sidewalks feel sufficiently separated from the street (is there a buffer between the sidewalk and the curb)?	
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Is there transit service along the route?	If yes, are there appropriate accommodations for bus stops?
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Bus Shelter <input checked="" type="checkbox"/> ADA Bus Pad <input type="checkbox"/> Bench <input checked="" type="checkbox"/> Sidewalk Connectivity <i>mostly</i>

ADDITIONAL COMMENTS AND OBSERVATIONS



William Murdock, AICP
Executive Director

Karen J. Angelou
Chair

Erik J. Janas
Vice Chair

Chris Amorose Groomes
Secretary



Notes:

38 / 39 MPH @ Brice/Merchant
 (Speed limit 35)
 68 ft crosswalk Brice @ Channingway
~~15~~ sec to cross ~~15~~ sec
 15 sec countdown, few sec before starts
 ~ 20 sec total (?)
 Check volume @ COTA stops residents
 say it's hi-volume.
 plans for overpass / link to bike paths
 ppl accessing COTA stops from mult.
 apts nearby
 70 ft across Livingston @ Brice SB
 car
 SW side of Brice sidewalks = 5ft; E = 4ft
 10ft cur Brice NB crosswalk
 ~ 12ft vehicle lanes 70ft WB Livingston
 crosswalk

Pedestrian Facilities	Crash Severity
— Multi-use Path	● (1) Fatal
— Sidewalk	● (2) Serious Injury Suspected
— No Sidewalk	● (3) Minor Injury Suspected
— Bikeways	● (4) Injury Possible
— Multi-use Path	● (5) PDO/No Injury
— Protected Bike Lane	□ Bicycle Crashes
— Bicycle Lane	○ Pedestrian Crashes
— Bicycle Boulevard	🚗 COTA Stops

The information shown on this map is compiled from various sources made available to MORPC, which we believe to be reliable.

2/16/2022



Walk Audit Assessment Form

AUDIT INFO
Name:
Organization:
Date:
Start Time:
End Time:
Location:
Weather:

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS	
WALKING	
Are there sidewalks? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Notes:
<i>If yes, select all that apply:</i>	
<input type="checkbox"/> The sidewalk is <i>not</i> continuous. There are sections missing. <input type="checkbox"/> The sidewalk is too narrow to accommodate pedestrian traffic. Sidewalk width: _____ <input type="checkbox"/> The sidewalk is blocked by poles or other infrastructure. Describe: _____ <input type="checkbox"/> The sidewalk is not properly maintained. Describe: _____	
Overall, the quality and safety of the <u>walking infrastructure</u> is (circle your choice):	
<i>decent buffer, crossings feel unsafe</i>	
BICYCLING	
Are there bike facilities? <input type="checkbox"/> Y <input type="checkbox"/> N	Notes:
<i>If yes, what type?</i>	<input type="checkbox"/> Shared Lane, or "Sharrows" <input type="checkbox"/> Bicycle Lane <input type="checkbox"/> Buffered or Separated Bicycle Lane <input type="checkbox"/> Multi-Use Path
Overall, the quality and safety of the <u>bicycling infrastructure</u> is (circle your choice):	

STREET CROSSINGS AND INTERSECTIONS

Are there driveways along the route that break up the sidewalk / make it uncomfortable or unsafe to walk? <input type="checkbox"/> Y <input type="checkbox"/> N	
Are there <u>un-signalized / uncontrolled</u> pedestrian crossings along the route? <input type="checkbox"/> Y <input type="checkbox"/> N	Do they feel safe to cross with the existing accommodations? <input type="checkbox"/> Y <input type="checkbox"/> N
Are there <u>signalized</u> pedestrian crossings along the route? <input type="checkbox"/> Y <input type="checkbox"/> N	Do they feel safe to cross with the existing accommodations? <input type="checkbox"/> Y <input type="checkbox"/> N
Do the signalized pedestrian crossings have pedestrian push buttons? <input type="checkbox"/> Y <input type="checkbox"/> N	Are the push buttons in an appropriate / accessible location? <input type="checkbox"/> Y <input type="checkbox"/> N
Are the existing pedestrian crossings within a reasonable distance of each other (people do not have to walk far to cross the street)? <input type="checkbox"/> Y <input type="checkbox"/> N	
Are the pedestrian crossings designed with high visibility treatments? <input type="checkbox"/> Y <input type="checkbox"/> N	Are the pedestrian crossings well maintained? <input type="checkbox"/> Y <input type="checkbox"/> N
At the signalized crossings, are the pedestrian signal phases long enough for slower pedestrians to cross safely? <input type="checkbox"/> Y <input type="checkbox"/> N	
Are there any obstacles (bumps, curbs, or gutters) that block the passage of people using wheelchairs or people with limited mobility? <input type="checkbox"/> Y <input type="checkbox"/> N	
Are there ADA curb ramps at all intersections, driveways, etc. as necessary along the route? <input type="checkbox"/> Y <input type="checkbox"/> N	
<u>Other observations:</u> 	Overall, the quality and safety of <u>street crossings and intersections</u> is (circle your choice): ☹️ ☹️ 😐 😊 😊

Walk Audit Assessment Form

AUDIT INFO	
Name:	Patricia Kovacs
Organization:	Columbus Disability Issues Advisory Committee
Date:	2/23/22
Start Time:	3 PM
End Time:	4 PM
Location:	Brice at Livingston
Weather:	Cold

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS	
WALKING	
Are there sidewalks? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Notes:
<i>If yes, select all that apply:</i>	
<input type="checkbox"/> The sidewalk is <i>not</i> continuous. There are sections missing. <input type="checkbox"/> The sidewalk is too narrow to accommodate pedestrian traffic. Sidewalk width: _____ <input checked="" type="checkbox"/> The sidewalk is blocked by poles or other infrastructure. Describe: <i>just one pole. In general good.</i> <input type="checkbox"/> The sidewalk is not properly maintained. Describe: _____	
Overall, the quality and safety of the <u>walking infrastructure</u> is (circle your choice):	
BICYCLING	
Are there bike facilities? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Notes:
<i>If yes, what type?</i>	<input type="checkbox"/> Shared Lane, or "Sharrows" <input type="checkbox"/> Bicycle Lane <input type="checkbox"/> Buffered or Separated Bicycle Lane <input checked="" type="checkbox"/> Multi-Use Path
Overall, the quality and safety of the <u>bicycling infrastructure</u> is (circle your choice):	
 <i>on Livingston, not Brice</i>	

STREET CROSSINGS AND INTERSECTIONS

Are there driveways along the route that break up the sidewalk / make it uncomfortable or unsafe to walk?	
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>Not Saf Livingston, but lots Not Livingston.</i>	
Are there <u>un-signalized / uncontrolled</u> pedestrian crossings along the route?	Do they feel safe to cross with the existing accommodations?
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Are there <u>signalized</u> pedestrian crossings along the route?	Do they feel safe to cross with the existing accommodations?
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Do the signalized pedestrian crossings have pedestrian push buttons?	Are the push buttons in an appropriate / accessible location?
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Are the existing pedestrian crossings within a reasonable distance of each other (people do not have to walk far to cross the street)?	
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>Too far from Livingston to Channingway</i>	
Are the pedestrian crossings designed with high visibility treatments?	Are the pedestrian crossings well maintained?
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
At the signalized crossings, are the pedestrian signal phases long enough for slower pedestrians to cross safely?	
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>Too short ~ 20 secs total Also Brice & Livingston only ~ 24 secs</i>	
Are there any obstacles (bumps, curbs, or gutters) that block the passage of people using wheelchairs or people with limited mobility?	
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <i>ped signal post in center of sidewalk at Brice & Livingston</i>	
Are there ADA curb ramps at all intersections, driveways, etc. as necessary along the route?	
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
Other observations:	Overall, the quality and safety of <u>street crossings and intersections</u> is (circle your choice):
<i>Lots of big ricks on ramp at Peppers entrance.</i>	<input type="radio"/> ☹️ <input type="radio"/> 😞 <input type="radio"/> 😐 <input checked="" type="radio"/> 😊 <input type="radio"/> 😄

*Sign on ped signal at Channingway was faded (unreadable) & Livingston 2 Brice
Signals are not available.*

ROADWAY USER BEHAVIOR

PEOPLE WALKING	PEOPLE BICYCLING
Did you observe people <u>walking</u> in the area? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Did you observe people <u>bicycling</u> in the area? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Are they using the sidewalks and crosswalks appropriately? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Where are they <u>bicycling</u> ? <input type="checkbox"/> In a vehicular travel lane <input type="checkbox"/> In a bike facility <input type="checkbox"/> On the sidewalk
Did you observe children, elderly, or differently abled people using mobility devices along the route? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Did you observe people walking and/or bicycling experiencing any difficulties due to infrastructure conditions or otherwise (e.g., wheelchair stuck, no curb ramps, obstacles in their path, maintenance issues, etc.)? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
TRAFFIC AND DRIVER BEHAVIOR	
Do drivers generally appear to be traveling at the posted speed limit? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>speeding in 35 zone</i>	How does the speed and behavior of drivers affect your feeling of safety and comfort when walking in the area? <i>Sidewalk pretty close to road on W side.</i>
Did you observe drivers obeying all traffic control devices (stop signs and traffic signals)? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
Did you observe drivers stopping at the stop bar and yielding to pedestrians? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>right turn didn't yield to peds</i>	Overall, the quality and safety of <u>driver behavior</u> is (circle your choice): 
Other observations:	

ENVIRONMENT

Who are the primary users of this route? Select all that apply.	<input checked="" type="checkbox"/> Pedestrians	<input type="checkbox"/> Bicyclists	<input checked="" type="checkbox"/> Vehicular Traffic
	<input type="checkbox"/> Transit	<input type="checkbox"/> Trucks and Freight	<input type="checkbox"/> Other: _____
What are the nearby land uses? Select all that apply.	<input type="checkbox"/> Residential	<input checked="" type="checkbox"/> Commercial/Retail	<input type="checkbox"/> Industrial
	<input type="checkbox"/> Institutional	<input type="checkbox"/> Open/Green Space	<input type="checkbox"/> Mixed Use
Are there adequate streetscape amenities along the route (shade trees, awnings, or other sun-protective elements, benches, etc.)?			
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N			
Is there adequate street lighting along the route (for visibility of people walking and bicycling)?			
<input type="checkbox"/> Y <input type="checkbox"/> N <i>unsure</i>			
Do the sidewalks feel sufficiently separated from the street (is there a buffer between the sidewalk and the curb)?			
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N			
Is there transit service along the route?	If yes, are there appropriate accommodations for bus stops?		
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Bus Shelter	<input type="checkbox"/> ADA Bus Pad	<input type="checkbox"/> Bench
	<i>Some need shelters.</i>		
	<input type="checkbox"/> Sidewalk Connectivity		

ADDITIONAL COMMENTS AND OBSERVATIONS

Walk Audit Assessment Form

AUDIT INFO

Name:

Chace Bryan

Organization:

Trus Township FD

Date:

23 Feb 22

Start Time: 1500

End Time:

Location:

Brice & Livingston

Weather:

Clear / Cold 32°

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS

WALKING

Are there sidewalks?

Y N

Notes:

If yes, select all that apply:

The sidewalk is *not* continuous. There are sections missing. Livingston (west of Brice)

The sidewalk is too narrow to accommodate pedestrian traffic. Sidewalk width: _____

The sidewalk is blocked by poles or other infrastructure. Describe: _____

The sidewalk is not properly maintained. Describe: Livingston (west of Brice)

Overall, the quality and safety of the walking infrastructure is (circle your choice):



BICYCLING

Are there bike facilities?

Y N

Notes:

Some areas (Livingston Ave east of Brice)

If yes, what type?

Shared Lane, or "Sharrows"

Bicycle Lane

Buffered or Separated Bicycle Lane

Multi-Use Path

Overall, the quality and safety of the bicycling infrastructure is (circle your choice):



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

William Murdock, AICP
Executive Director

Karen J. Angelou
Chair

Erik J. Janas
Vice Chair

Chris Amorose Groomes
Secretary

STREET CROSSINGS AND INTERSECTIONS

Are there driveways along the route that break up the sidewalk / make it uncomfortable or unsafe to walk? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N <i>Brice Rd North of Livingston</i>	
Are there <u>un-signalized / uncontrolled</u> pedestrian crossings along the route? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Do they feel safe to cross with the existing accommodations? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Are there <u>signalized</u> pedestrian crossings along the route? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N <i>Not enough</i>	Do they feel safe to cross with the existing accommodations? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Do the signalized pedestrian crossings have pedestrian push buttons? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N <i>Some</i>	Are the push buttons in an appropriate / accessible location? <input type="checkbox"/> Y <input type="checkbox"/> N
Are the existing pedestrian crossings within a reasonable distance of each other (people do not have to walk far to cross the street)? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>over 500ft apart</i>	
Are the pedestrian crossings designed with high visibility treatments? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Are the pedestrian crossings well maintained? <input type="checkbox"/> Y <input type="checkbox"/> N
At the signalized crossings, are the pedestrian signal phases long enough for slower pedestrians to cross safely? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Are there any obstacles (bumps, curbs, or gutters) that block the passage of people using wheelchairs or people with limited mobility? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Are there ADA curb ramps at all intersections, driveways, etc. as necessary along the route? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
Other observations:	Overall, the quality and safety of <u>street crossings and intersections</u> is (circle your choice): ☹️ ☹️ ☹️ 😊 😊

ROADWAY USER BEHAVIOR

PEOPLE WALKING	PEOPLE BICYCLING
Did you observe people <u>walking</u> in the area? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Did you observe people <u>bicycling</u> in the area? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Are they using the sidewalks and crosswalks appropriately? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Where are they <u>bicycling</u> ? <input type="checkbox"/> In a vehicular travel lane <input type="checkbox"/> In a bike facility <input type="checkbox"/> On the sidewalk
Did you observe children, elderly, or differently abled people using mobility devices along the route? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Did you observe people walking and/or bicycling experiencing any difficulties due to infrastructure conditions or otherwise (e.g., wheelchair stuck, no curb ramps, obstacles in their path, maintenance issues, etc.)? <input type="checkbox"/> Y <input type="checkbox"/> N	
TRAFFIC AND DRIVER BEHAVIOR	
Do drivers generally appear to be traveling at the posted speed limit? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	How does the speed and behavior of drivers affect your feeling of safety and comfort when walking in the area? <div style="text-align: center; font-family: cursive;">messy</div>
Did you observe drivers obeying all traffic control devices (stop signs and traffic signals)? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
Did you observe drivers stopping at the stop bar and yielding to pedestrians? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Overall, the quality and safety of <u>driver behavior</u> is (circle your choice): <div style="display: flex; justify-content: center; gap: 10px;"> ☹️ 😞 😐 🙂 😊 </div>
Other observations: 	

ENVIRONMENT

Who are the primary users of this route? Select all that apply.	<input checked="" type="checkbox"/> Pedestrians	<input type="checkbox"/> Bicyclists	<input checked="" type="checkbox"/> Vehicular Traffic
	<input checked="" type="checkbox"/> Transit	<input type="checkbox"/> Trucks and Freight	<input type="checkbox"/> Other: _____
What are the nearby land uses? Select all that apply.	<input checked="" type="checkbox"/> Residential	<input checked="" type="checkbox"/> Commercial/Retail	<input type="checkbox"/> Industrial
	<input type="checkbox"/> Institutional	<input checked="" type="checkbox"/> Open/Green Space	<input checked="" type="checkbox"/> Mixed Use
	<input type="checkbox"/> Other: _____		
Are there adequate streetscape amenities along the route (shade trees, awnings, or other sun-protective elements, benches, etc.)?			
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N			
Is there adequate street lighting along the route (for visibility of people walking and bicycling)?			
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N			
Do the sidewalks feel sufficiently separated from the street (is there a buffer between the sidewalk and the curb)?			
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>some places</i>			
Is there transit service along the route?	If yes, are there appropriate accommodations for bus stops?		
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Bus Shelter	<input checked="" type="checkbox"/> ADA Bus Pad	<input checked="" type="checkbox"/> Bench
<input checked="" type="checkbox"/> Sidewalk Connectivity			

ADDITIONAL COMMENTS AND OBSERVATIONS

Merchants Dr cross walk was faded out, unable to see.



Notes:

- ① could put crosswalk here
- ② too many high volume stops, don't have the facilities of high volume stop

Very nice landscape

Pedestrian Facilities	Crash Severity
Multi-use Path	(1) Fatal
Sidewalk	(2) Serious Injury Suspected
No Sidewalk	(3) Minor Injury Suspected
Bikeways	(4) Injury Possible
Multi-use Path	(5) PDO/No Injury
Protected Bike Lane	Bicycle Crashes
Bicycle Lane	Pedestrian Crashes
Bicycle Boulevard	COTA Stops

The information shown on this map is compiled from various sources made available to MORPC, which we believe to be reliable.

2/16/2022





Notes:

MORPC
Meeting w/ FCPH + City of Key
Not a risk for Brice Channingway

Pedestrian Facilities	Crash Severity
— Multi-use Path	● (1) Fatal
— Sidewalk	● (2) Serious Injury Suspected
— No Sidewalk	● (3) Minor Injury Suspected
Bikeways	● (4) Injury Possible
— Multi-use Path	● (5) PDO/No Injury
— Protected Bike Lane	□ Bicycle Crashes
— Bicycle Lane	○ Pedestrian Crashes
— Bicycle Boulevard	🚗 COTA Stops

The information shown on this map is compiled from various sources made available to MORPC, which we believe to be reliable.

2/16/2022



Walk Audit Assessment Form

AUDIT INFO

Name:
Organization:
Date:
Start Time:
End Time:
Location:
Weather:

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS

WALKING

Are there sidewalks? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Notes:
<i>If yes, select all that apply:</i>	
<input type="checkbox"/> The sidewalk is <i>not</i> continuous. There are sections missing.	
<input type="checkbox"/> The sidewalk is too narrow to accommodate pedestrian traffic. Sidewalk width: <u>narrow</u>	
<input type="checkbox"/> The sidewalk is blocked by poles or other infrastructure. Describe: _____	
<input type="checkbox"/> The sidewalk is not properly maintained. Describe: <u>Cross</u>	

Overall, the quality and safety of the walking infrastructure is (circle your choice):



BICYCLING

Are there bike facilities? <input type="checkbox"/> Y <input type="checkbox"/> N	Notes:
	<u>Multi purpose path on west side of Brice, north on Livingston</u>
<i>If yes, what type?</i>	<input type="checkbox"/> Shared Lane, or "Sharrows" <input type="checkbox"/> Bicycle Lane <input type="checkbox"/> Buffered or Separated Bicycle Lane <input checked="" type="checkbox"/> Multi-Use Path <u>in place</u>

Overall, the quality and safety of the bicycling infrastructure is (circle your choice):



STREET CROSSINGS AND INTERSECTIONS

Are there driveways along the route that break up the sidewalk / make it uncomfortable or unsafe to walk?	
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Are there <u>un-signalized / uncontrolled</u> pedestrian crossings along the route?	Do they feel safe to cross with the existing accommodations?
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Are there <u>signalized</u> pedestrian crossings along the route?	Do they feel safe to cross with the existing accommodations?
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <i>short signals</i>	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Do the signalized pedestrian crossings have pedestrian push buttons?	Are the push buttons in an appropriate / accessible location?
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Are the existing pedestrian crossings within a reasonable distance of each other (people do not have to walk far to cross the street)?	
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Are the pedestrian crossings designed with high visibility treatments?	Are the pedestrian crossings well maintained?
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N
At the signalized crossings, are the pedestrian signal phases long enough for slower pedestrians to cross safely?	
<input type="checkbox"/> Y <input type="checkbox"/> N	
Are there any obstacles (bumps, curbs, or gutters) that block the passage of people using wheelchairs or people with limited mobility?	
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <i>fract</i>	
Are there ADA curb ramps at all intersections, driveways, etc. as necessary along the route?	
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
Other observations:	Overall, the quality and safety of <u>street crossings and intersections</u> is (circle your choice):
	<input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/>

ROADWAY USER BEHAVIOR

PEOPLE WALKING	PEOPLE BICYCLING
Did you observe people <u>walking</u> in the area? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Did you observe people <u>bicycling</u> in the area? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Are they using the sidewalks and crosswalks appropriately? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Where are they <u>bicycling</u> ? <input type="checkbox"/> In a vehicular travel lane <input type="checkbox"/> In a bike facility <input type="checkbox"/> On the sidewalk
Did you observe children, elderly, or differently abled people using mobility devices along the route? <input type="checkbox"/> Y <input type="checkbox"/> N <i>fast walk signs</i>	
Did you observe people walking and/or bicycling experiencing any difficulties due to infrastructure conditions or otherwise (e.g., wheelchair stuck, no curb ramps, obstacles in their path, maintenance issues, etc.)? <input type="checkbox"/> Y <input type="checkbox"/> N	
TRAFFIC AND DRIVER BEHAVIOR	
Do drivers generally appear to be traveling at the posted speed limit? <input checked="" type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>a little faster than speed limit</i>	How does the speed and behavior of drivers affect your feeling of safety and comfort when walking in the area? <i>Not safe sidewalk very close to street</i>
Did you observe drivers obeying all traffic control devices (stop signs and traffic signals)? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Overall, the quality and safety of <u>driver behavior</u> is (circle your choice): <input type="radio"/> ☹️ <input type="radio"/> ☹️ <input type="radio"/> 😐 <input type="radio"/> 😊 <input type="radio"/> 😊
Did you observe drivers stopping at the stop bar and yielding to pedestrians? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N <i>We had the signal right + driver still turned right</i>	
Other observations:	

ENVIRONMENT

Who are the primary users of this route? Select all that apply.	<input checked="" type="checkbox"/> Pedestrians <input type="checkbox"/> Bicyclists <input type="checkbox"/> Vehicular Traffic <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Trucks and Freight <input type="checkbox"/> Other: _____
What are the nearby land uses? Select all that apply.	<input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial/Retail <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Open/Green Space <input type="checkbox"/> Mixed Use <input type="checkbox"/> Other: _____
Are there adequate streetscape amenities along the route (shade trees, awnings, or other sun-protective elements, benches, etc.)?	
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Is there adequate street lighting along the route (for visibility of people walking and bicycling)?	
<input type="checkbox"/> Y <input type="checkbox"/> N	
Do the sidewalks feel sufficiently separated from the street (is there a buffer between the sidewalk and the curb)?	
<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Is there transit service along the route?	<i>If yes, are there appropriate accommodations for bus stops?</i>
<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Bus Shelter <input type="checkbox"/> ADA Bus Pad <input type="checkbox"/> Bench <input type="checkbox"/> Sidewalk Connectivity

ADDITIONAL COMMENTS AND OBSERVATIONS