

Franklin County Public Health
Complete Streets Safety Audits

City of Grove City Walk Audit Summary Report

Stringtown Road at Parkway Centre



APRIL 2022

The Mid-Ohio Regional Planning Commission (MORPC) worked with the City of Grove City 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 Grove City conducted a walk audit along Stringtown Road and adjacent streets within Parkway Centre on Wednesday, February 23, 2022. The walk audit was conducted in the early afternoon from approximately 12:00 PM to 2:00 PM. This location was selected based on a history of crashes involving people walking and bicycling, and a desire to learn strategies for improving similar developments in the future. Weather conditions during the walk audit were cold (approximately 32 degrees) and cloudy.

Walk Audit Location

Parkway Centre is a major destination within Grove City 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 – Stringtown Road and Buckeye Parkway, both Level of Traffic Stress (LTS) 4. The area is expected to continue developing, growing, and attracting more activity in the future.

Walk Audit Team

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

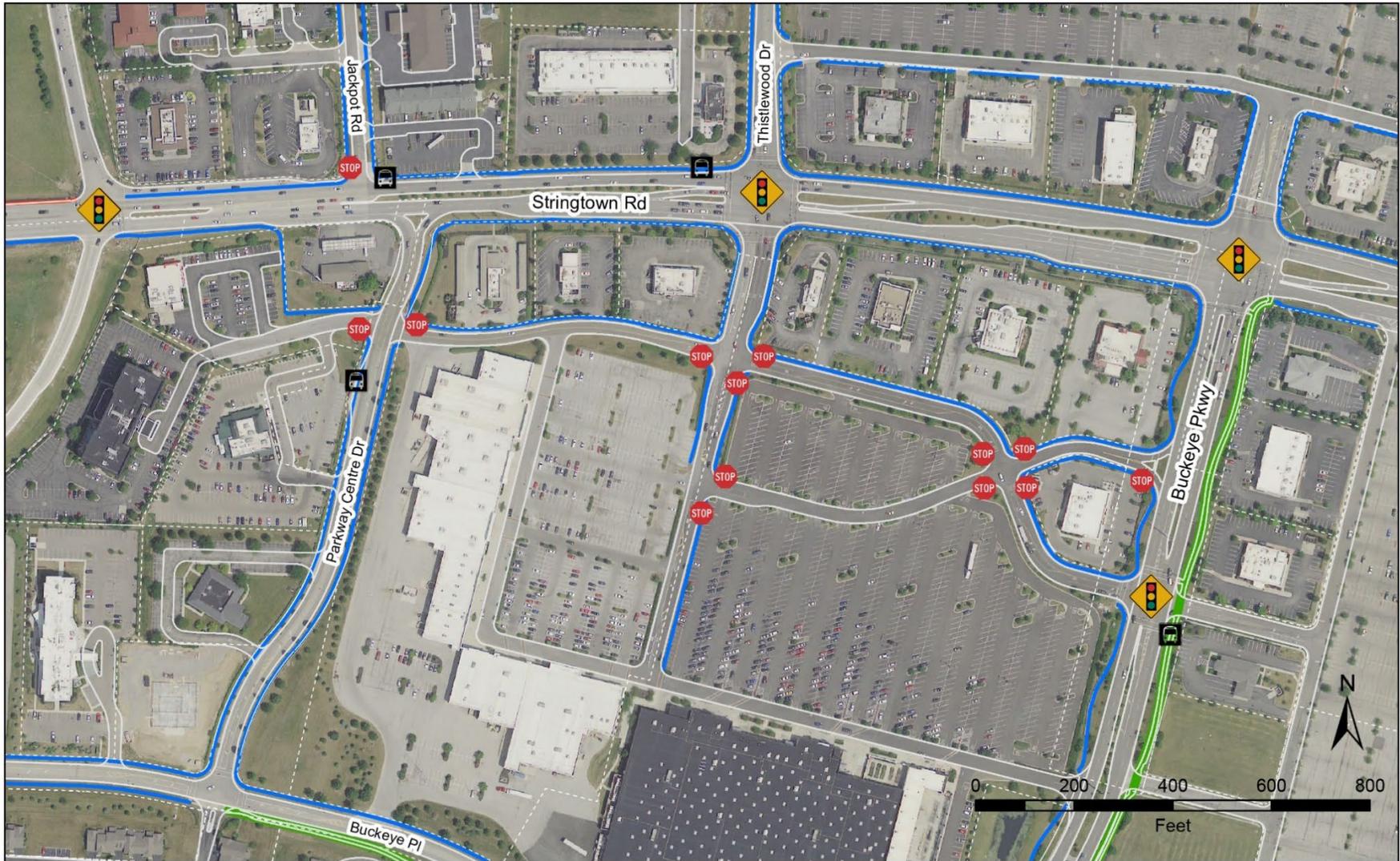
Figure 1 - Walk Audit Team

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Location Overview

The area of interest for this study included the general area within the southern section of Parkway Centre – Stringtown Road east of I-71 to Buckeye Parkway, including the area within the Walmart Supercenter development. The map in Figure 2 illustrates this study area. Stringtown Road is the primary corridor through the study area, but portions of Buckeye Parkway, Parkway Centre Drive, and the internal development access roads were also observed as part of this walk audit.

Figure 2 – Parkway Centre Overview Map



Legend

Intersection Traffic Control

-  Stop Sign
-  Existing Traffic Signal

-  COTA Bus Stops
-  Pavement Edge
-  Property Lines

Pedestrian Facilities

-  Multi-use Path
-  Sidewalk
-  No Sidewalk

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

3/23/2022



Roadway Cross-Sections

The following roadways were studied as part of the Stringtown Road at Parkway Centre Walk Audit. However, Stringtown Road and the adjacent Parkway Centre South development were the primary focus of the Walk Audit and related observations.

Stringtown Road

The Stringtown Road corridor is a minor arterial with a posted speed limit through the study area of 35 MPH. Data available through the Ohio Department of Transportation (ODOT) indicates that the Annual Average Daily Traffic (AADT) volumes along the corridor are around 30,000 vehicles per day. The corridor is primarily two vehicular travel lanes in each direction, with the addition of turn lanes at intersections. The vehicular lanes vary in width depending on location along the corridor, but in general are quite wide – ranging from 12 feet to 15 feet wide. For much of the corridor there is also a large center median with landscaping. The curb-to-curb width of the roadway ranges from approximately 68 feet at the narrowest point to 114 feet wide at the widest point. A narrow buffer of approximately 4 feet exists between the curb and the sidewalks on each side of the roadway. The existing sidewalks are approximately 5 feet wide on both sides.

Figure 3 – Google Streetview Image of Stringtown Road



Buckeye Parkway

Buckeye Parkway is also a minor arterial with a posted speed limit through the study area of 35 MPH. Data collected in June of 2021 indicates that the Annual Average Daily Traffic (AADT) volumes along the corridor are around 11,000-12,000 vehicles per day. The corridor is similar to Stringtown Road with primarily two vehicular travel lanes in each direction, and the addition of turn lanes at intersections. The vehicular lanes along Buckeye Parkway also vary in width depending on location along the corridor, ranging from 12 feet to 14 feet wide. Most of the corridor also has a large center median with landscaping. The curb-to-curb width of Buckeye Parkway is more consistent than Stringtown Road, at approximately 76 feet wide throughout the study area.

The design of this corridor is more of a “boulevard” and it includes more decorative landscaping and streetscape amenities than Stringtown Road. There is more of a buffer present along Buckeye Parkway between the curb and the walkways on each side of the roadway. There is also an 8-foot wide asphalt path along the east side of the roadway for shared use by pedestrians and bicyclists.

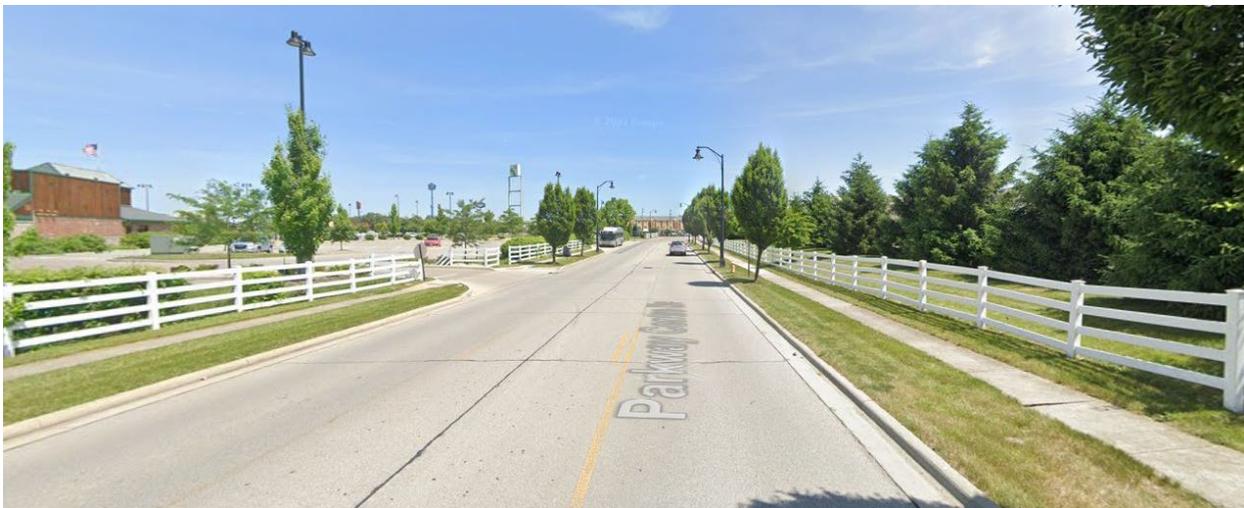
Figure 4 – Google Streetview Image of Buckeye Parkway



Parkway Centre Drive

Parkway Centre Drive is a local street with a posted speed limit through the study area of 35 MPH. Data on vehicular traffic volumes for this corridor was not available at the time of this study. This corridor is much narrower than the two previous, with only a single vehicular travel lane in each direction, and a center two-way left-turn lane. The vehicular lanes are each approximately 12 feet wide, and the corridor has a total curb to curb width of approximately 36 feet. A buffer of approximately 5 feet exists between the curb and the sidewalks on each side of the roadway. The existing sidewalks are approximately 4 feet wide on both sides.

Figure 5 - Google Streetview Image of Parkway Centre Drive



Available traffic count data can be found on MORPC's website at the link below:
www.morpc.org/tool-resource/traffic-counts

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 three (3) crashes involving people walking and bicycling within the study area during this period, with an overall injury rate of 100%. The locations of these crashes are shown on the map in Figure 8. Two (2) of these crashes involved people walking, while only one (1) crash involved someone bicycling. All three (3) crashes were reported as having occurred within a crosswalk, and all three (3) crashes occurred in 2019. Below is a brief summary and sample illustration of each crash.

- A crash involving someone bicycling resulted in a serious injury. This crash occurred at the intersection of the I-71 northbound exit ramp with Stringtown Road. The person bicycling was traveling eastbound on the sidewalk along the southern side of Stringtown Road and entered the intersection with the I-71 northbound ramp (potentially against the signal). A motorist exiting the freeway made a right-turn onto Stringtown Road and struck the person bicycling in the crosswalk. The person bicycling was reported as 57 years old, and the motorist was reported as 41 years old. The image in Figure 6 illustrates the scenario that occurred in this crash.

Figure 6 - Crash Type: Bicyclist Traveling on Sidewalk



- A crash involving someone walking at Stringtown Road and Thistlewood Drive resulted in a minor injury. The person walking was traveling southbound along the west side of Thistlewood Drive and crossed Stringtown Road with the pedestrian signal. A motorist traveling in the same direction made a right turn onto Stringtown Road and struck the person walking in the crosswalk. The person walking was reported as 62 years old, and the motorist was reported as 67 years old. The image in Figure 7 illustrates the scenario that occurred in this crash.

Figure 7 - Crash Type: Turning Vehicle at Intersection

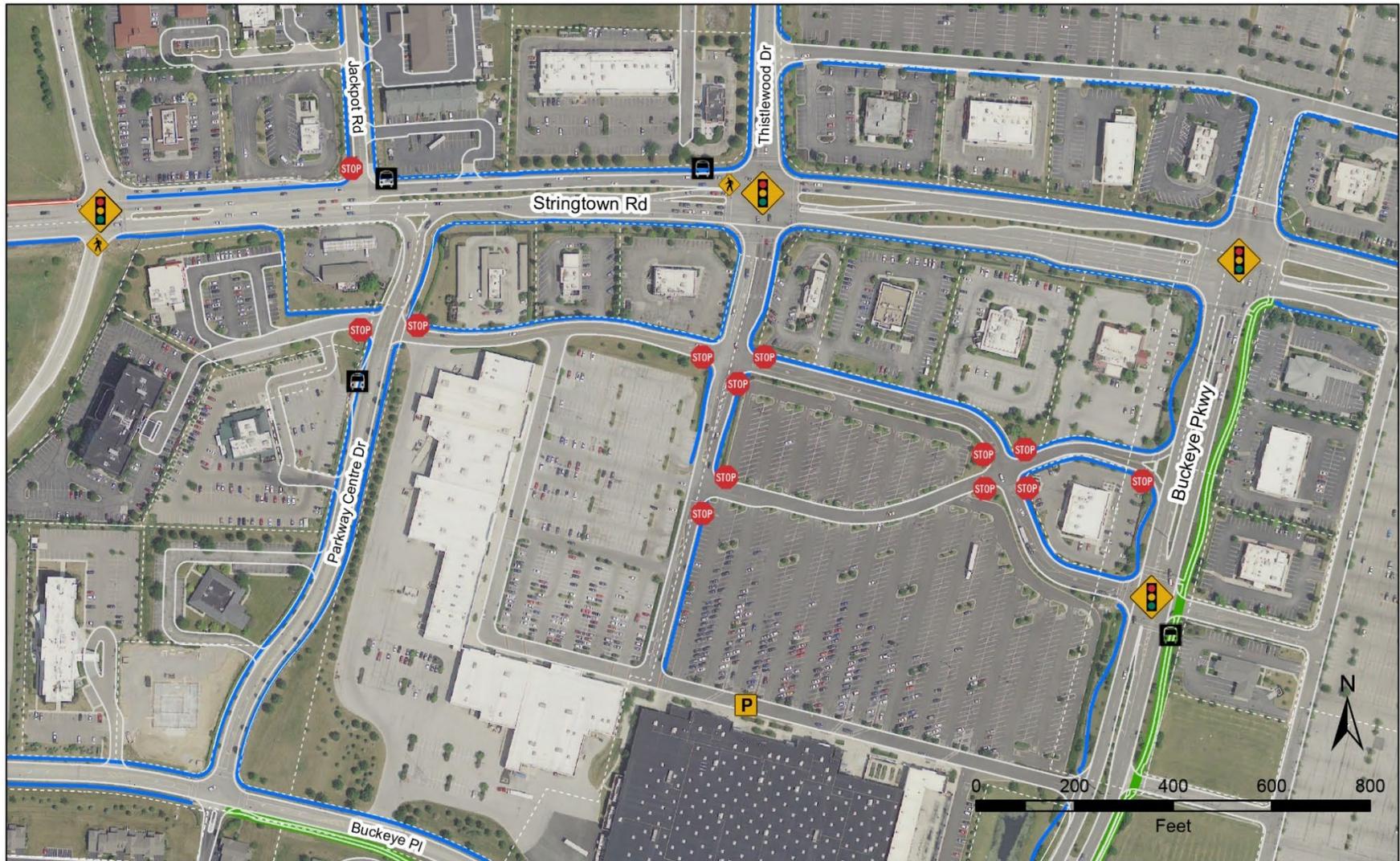


- A crash involving someone walking in the Walmart parking lot resulted in a possible injury. The location within the Walmart parking lot was not clearly stated in the crash report, but it was noted that the person walking was within a crosswalk in the parking lot. A motorist traveling through the parking lot made a left turn and struck the person walking in the crosswalk, then left the scene of the crash. The person walking was reported as 51 years old. No information was reported for the motorist.

An illustration is not available for the scenario that occurred in this crash.

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.

Figure 8 - Map of Crashes Involving People Walking and Bicycling 2016-2020



Legend

Crash Type

- Crash Occurred in Parking Lot
- Crash Occurred Within Crosswalk

Intersection Traffic Control

- Stop Sign
- Existing Traffic Signal

- COTA Bus Stops
- Pavement Edge
- Property Lines

Pedestrian Facilities

- Multi-use Path
- Sidewalk
- No Sidewalk

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

3/23/2022



Walk Audit

The walk audit was conducted in a loop along Parkway Centre Drive, Stringtown Road, Buckeye Parkway, and the parking lot access road just south of Stringtown Road. The map and materials used during the walk audit, as well as scanned copies of participant notes can be found in the 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 9 summarizes these observations and the map in Figure 10 illustrates the locations of each observation. Each observation is outlined in further detail on the following pages, along with recommendations for potential improvements.

Figure 9 - Walk Audit Observations

General Infrastructure Observations	
G.1	Tactile warning strips are present on all curb ramps at intersections, but are not present on curb ramps on driveways within the Parkway Centre development.
G.2	Parkway Centre Drive is approximately 36 feet wide, with three 12-foot vehicular travel lanes – including a center, two-way left-turn lane that only serves a couple of driveways.
G.3	Sidewalks throughout Parkway Centre are between 4-5 feet wide, depending on location. Some of the sidewalks internal to the development are less than 4 feet wide (not ADA compliant).
G.4	The only bicycle facility within the study area is a multi-use path along Buckeye Parkway. Where bicycle facilities are not present, bicyclists ride on the sidewalk or share the road with motorists.
G.5	There are only two marked/signalized pedestrian crossings along Stringtown Road throughout Parkway Centre: one at Thistlewood Drive and one at Buckeye Parkway.
G.6	The sidewalks along Stringtown Road are mostly continuous – the access management implemented with this development prevented sidewalks from being broken up frequently by driveways.
Crossings and Intersections Observations	
C.1	The intersection of Parkway Centre Drive and the parking lot access road south of Stringtown Road has ADA curb ramps, but no existing crosswalk markings.
C.2	The pedestrian signal phase countdown to cross Stringtown Road at Thistlewood Drive is approximately 28 seconds long. The crossing distance is 108 feet long. Crossing time is sufficient for able-bodied pedestrians, but not long enough for mobility-impaired pedestrians.
C.3	Intersections within the Parkway Centre development are marked with faded stop bars and/or “STOP” pavement markings, but many are missing the associated stop signs.
C.4	Crosswalk markings throughout are low visibility (standard) and faded in many locations
C.5	Pedestrian crossing signals are activated by pushbutton, but do not provide an audible signal for the visually impaired. <i>It was noted that some intersections were missing push buttons.</i>
C.6	The traffic signal pole on the south-west corner of the intersection at Buckeye Parkway and Stringtown Road is in the center of the sidewalk – this is an obstacle and barrier for mobility-impaired pedestrians and an ADA-accessible path does not exist in this location as a result.
C.7	There are two intersections with right-in-right-out access management that do not safely accommodate pedestrian crossing activity.
User Behavior Observations	
U.1	Pedestrians frequently cross Stringtown Road at Jackpot Road to reach the BP Station.
U.2	Vehicular travel speeds along Stringtown Road felt reasonable – traffic appeared to be regularly stopped and/or slowed by traffic signals through corridor. <i>However, some participants noted discomfort with the speeds along Stringtown.</i>
U.3	Motorists traveling along the access roads within the parking lot did not yield to pedestrians crossing; they are often distracted by oncoming traffic, and not anticipating pedestrians.

Environment Observations	
E.1	There is overhead street lighting along Stringtown Road and throughout much of the study area/parking lot access roads. The scale and style of lighting differs depending on location.
E.2	No streetscape amenities exist beyond overhead street lighting
E.3	The two COTA bus stops on Stringtown Road have signs, but no other amenities (no ADA boarding pad or pedestrian access to board, no benches or trash receptacles, etc.).
E.4	Adjacent land uses are primarily commercial/retail, with lots of surface parking; landscape buffers along Stringtown Road and Buckeye Parkway are a benefit (hide the parking lots)
E.5	Participants shared mixed feelings about the sidewalk buffers throughout the study area. There was general appreciation for the presence of the grass buffer, but also desire for them to be wider to feel more separated from traffic (particularly along Stringtown Road).

Stakeholder Comments

General comfort level walking the corridor was moderate:

- The separation/buffer from the street (Stringtown Road) 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

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

Figure 10 - Map of Walk Audit Observations



Legend

Intersection Traffic Control

-  Stop Sign
-  Existing Traffic Signal

-  COTA Bus Stops
-  Pavement Edge
-  Property Lines

Pedestrian Facilities

-  Multi-use Path
-  Sidewalk
-  No Sidewalk

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

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Walk Audit Summary Items

Observation #1: Narrow Sidewalk Widths

North Side of Stringtown Road (5-foot Sidewalk)



Parkway Centre South (< 4-foot Sidewalk)



Description:

The existing sidewalks *within* the Parkway Centre development are approximately 4 feet wide (sometimes less). This 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 more desirable for a major commercial corridor such as Stringtown Road.

Other Considerations:

Stringtown Road is identified in the GroveCity2050 plan as a “Parkway” classification and Buckeye Parkway is identified as a “Boulevard.” Both streets are within the larger context of a “Commercial Center” land use. According to these designations, both corridors should prioritize wide sidewalks (wider than 5 feet), as well as landscaping, street trees, and a buffer zone. Local streets, such as those within and around the Parkway Centre development, should have 5-foot wide sidewalks.

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 Stringtown Rd & Buckeye Pkwy



Intersection within Parkway Centre South



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. Additionally, there are many intersections throughout the Parkway Centre development that *do not currently have* pedestrian crossing pavement markings, though some are marked with “Stop Here for Pedestrians” signage.

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 Pedestrian Crossings

Stringtown Road Pedestrian Crossing Locations



I-71 Ramp Intersection
to Thistlewood Dr
1,200'

Jackpot Rd to
Thistlewood Dr
750'

Thistlewood Dr to
Buckeye Parkway
850'

Description:

There are only two existing marked/signalized pedestrian crossing locations along Stringtown Road through Parkway Centre – one at Thistlewood Drive and the other at Buckeye Parkway. The intersection of Stringtown Road with the I-71 access ramps currently prohibits pedestrians from crossing Stringtown Road at that location. The intersection of Stringtown Road with Jackpot Road or Parkway Centre Drive represents a potential location for an additional pedestrian crossing. Many people already use this location to cross the street.

Recommendation(s):

Most people will not walk more than three (3) minutes, or 600-800 feet, out of their direction of travel to cross the street. This is particularly true for people who need to cross the street to catch a bus, or who are crossing the street after exiting a bus. It is recommended that the City collaborate with ODOT to evaluate the potential to add a formal pedestrian crossing at Jackpot Road or Parkway Centre Drive.

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 the main 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 Stringtown Road, these crossings (and any mid-block 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: Parkway Centre Drive Opportunity

Parkway Centre Drive (facing north)



Description:

Parkway Centre Drive is approximately 36 feet wide from curb to curb and has three 12-foot wide vehicle lanes. The center lane is currently used for a continuous two-way left-turn lane that only serves a few driveways.

Recommendation(s):

The center turn lane, as well as excess width in the existing vehicle lanes, could be re-purposed for other opportunities, including the addition of center medians with landscaping, the addition of bicycle lanes to create an alternate connection through Parkway Centre for bicyclists, or other amenities in the right-of-way. Examples of a few potential design options for Parkway Centre Drive are shown on the next page.

Other Considerations:

Parkway Centre Drive is identified in the GroveCity2050 plan as a “Local Street” within a “Commercial Center” land use. According to these designations, the recommended width for vehicular travel lanes is between 9-11 feet wide. Additionally, priorities for this type of street include sidewalks with a minimum width of 5 feet, as well as street trees and other streetscape amenities. Medians and bicycle facilities are not indicated as high priorities, but are a logical consideration in the context of the larger Parkway Centre development and existing street design character and multimodal networks.

Observation #4 (continued): Parkway Centre Drive Opportunity

Cross-Section Design Potential:

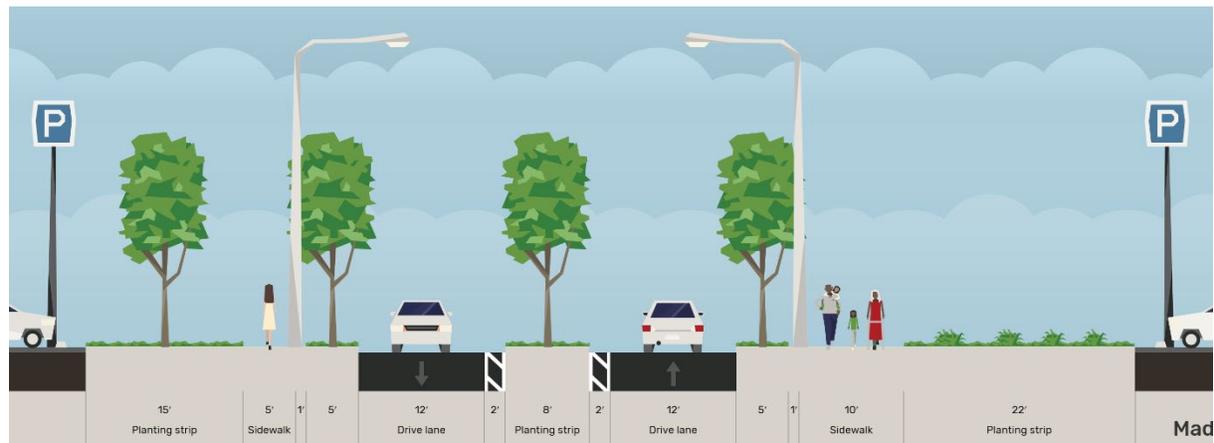
1. Addition of a center median with landscaping



2. Removal of center turn lane to accommodate bicycle lanes



3. Addition of a center median with landscaping and widening of existing sidewalks



The images above were created using www.streetmix.net

Observation #5: Accessibility Challenges

Intersection of Stringtown Road
and Buckeye Parkway



Driveway along internal access road
of Parkway Centre South



Description:

Traffic signal poles and other infrastructure placed within the right-of-way represent obstacles for those who are visually and/or mobility impaired. A traffic signal pole at the intersection of Stringtown Road and Buckeye Parkway was located such that an ADA-accessible route does not exist around the southwest corner of the intersection.

Tactile/detectable warning surfaces are present on existing curb ramps at most intersections throughout Parkway Centre, but do not exist at locations where sidewalks travel across internal driveways. There are curb ramps present in many of these locations, but no warning surfaces to indicate that a visually impaired person walking may encounter vehicular traffic. This can create potential conflicts, particularly at higher-volume driveways.

Additionally, the pedestrian crossing phases at existing signalized intersections are pushbutton activated and appear to be designed to accommodate the walking speed of an able-bodied pedestrian crossing the street. Pushbutton activation requires a pedestrian to push the button in order to receive a walk signal – even when the parallel vehicular traffic has a green light.

Recommendation(s):

Consideration should be given to the future placement of (and potential relocation of existing) signal poles and other infrastructure within the right-of-way to ensure that ADA-accessible paths (recommended minimum continuous sidewalk width of 4 feet) are provided with all sidewalk/pedestrian facilities.

At signalized intersections, most pedestrians who see a green light will use that opportunity to cross the street, even when the associated walk signal is not active. 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). Pedestrian signal locations throughout Parkway Centre 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.

Observation #5 (continued): Accessibility Challenges

Other Considerations:

Detectable Warnings should not be used indiscriminately, as that may create more confusion for those who are visually impaired. The ODOT MMDG recommends the use of Detectable Warnings at “driveways with heavy traffic, a signal, a stop sign, or a yield sign that make their crossing comparable to a street.” (4.5.9.4 *Detectable Warnings*)

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*)

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*)

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 #6: Channelized Right Turn Lanes

Right-turn only intersection at Stringtown Road and Parkway Centre Drive



Right-turn only intersection at Buckeye Parkway and Parkway Centre access road



Observation #6 (continued): Channelized Right Turn Lanes

Description:

The Parkway Centre development was designed with the principles of access management to control access into and out of the development onto the adjacent thoroughfares (Stringtown Road and Buckeye Parkway). These right-turn only access points allow for additional access to and from the development while mitigating potential conflicts with traffic on the major thoroughfares. The design of the existing access points serve this purpose of providing vehicular access without sacrificing motorist safety or traffic flow on the adjacent thoroughfares. However, they do not provide for the safe accommodation of pedestrian traffic. The current design encourages higher speed turning movements and does not promote yielding for pedestrians crossing at these locations.

Recommendation(s):

A narrower turning radius and/or a right-angle approach is preferred for these access points to encourage slower turning movements and better yielding behavior. This can also improve the motorist's view of people approaching on the sidewalk/crosswalk as well as other motorists approaching in the receiving lane of the main thoroughfare. Raised crosswalks can also be used at these locations to further slow turning speeds, increase visibility of pedestrians crossing, and improve yielding behavior of motorists.

If an additional pedestrian crossing is implemented at Jackpot Road or Parkway Centre Drive across Stringtown Road, it is recommended that the sidewalk and pedestrian pathway be continued along the south side of Stringtown Road across Parkway Centre Drive and in front of the BP Gas Station. This would require the addition of an appropriate pedestrian crossing through the Parkway Centre Drive access point and channelized turn lanes.

Other Considerations:

The ODOT MMDG provides guidance regarding the use and design of channelized right turn lanes (7.2.6. *Turning Lanes and Channelized Islands*) and raised pedestrian crossings (4.5.5. *Raised Crossings*). www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/multimodal

The ODOT L&D Manual Volume 1, Section 401.7.2, provides additional guidance on the design of channelized islands. www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/location-design-vol-1/0400/0400

Observation #7: Transit Services and Bus Stops

Bus Stop at Jackpot Road and Stringtown Road



Bus Stop at Buckeye Parkway and Intersection for Parkway Centre East



Description:

COTA Route 3 currently operates through the Parkway Centre area at a standard frequency of approximately 30-minute headways. It travels along Stringtown Road to Parkway Centre Drive, Buckeye Place, and Buckeye Parkway to loop back around and return north to Columbus. The busiest stop location in the area is at Parkway Centre Drive just after the bus turns off Stringtown Road. The stop amenities provided at this location reflect how busy the stop is. There is a bus pull-off with a sheltered waiting area, bench, and trash receptacle.

Additional bus stops throughout the area have lower passenger volumes and varying amenities. It is worth noting that the other bus stops do not currently have accessible boarding pads. This means that anyone boarding or alighting from the bus must pass through the grass strip between the sidewalk and the curb. This is not a desirable accommodation for transit users, and creates an obstacle for transit users who are mobility impaired.

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. This requires an area 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.

Other Considerations:

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

Overhead Lighting and Streetscape Conditions throughout Parkway Centre



Description:

Overhead street lighting exists throughout the Parkway Centre development, though the scale and style of lighting varies by location. Much of the overhead lighting is designed and oriented to light the roadway and/or parking areas. However, within the development itself, there is some smaller scale lighting that better serves the purpose of lighting the pedestrian walkways.

Large landscape buffers are present along the major thoroughfares and between most sidewalks and parking areas within the Parkway Centre development. These buffers provide aesthetic value for the development, but also serve to hide unsightly parking lots and provide comfortable buffers between walkways and parked vehicles. Slightly narrower buffers existing along Stringtown Road and Parkway Centre Drive between the sidewalks and the curb, but they still serve the desired purpose of separating pedestrians from adjacent vehicular traffic.

Sidewalks and accessible pathways exist within the Parkway Centre development, along the access roads and parking areas. These pathways provide connectivity for pedestrians to more comfortably access the retail locations throughout the development.

Observation #8: General Walking Environment

Recommendation(s):

As noted in GroveCity2050, the Parkway and Boulevard street types within the Commercial Context (e.g., Stringtown Road and Buckeye Parkway) should prioritize landscaping, street trees, buffer zones, wide sidewalks, medians, and separated bicycle facilities. The vehicular travel lanes on these corridors could also be much narrower (around 11 feet wide instead of 12-14 feet wide).

Recommendations for improvements to these corridors and/or design of similar corridors in future developments could include minimizing the width of the vehicular travel lanes to accommodate wider buffers with street trees and other amenities (wide sidewalks, separated bicycle facilities, etc.) as suggested in GroveCity2050.

Additionally, in future developments, consideration could be given to the design of street lighting to better serve the pedestrian pathways throughout the development and along the adjacent roadways.

Other Considerations:

GroveCity2050 notes the following for streets in a Commercial Context:

“Within a commercial context, street design could narrow travel lanes and provide space for landscaped medians and wide landscaped buffers to separate pedestrians and cyclists from motor vehicles.”

The GroveCity2050 Plan can be found on the City’s website at:

www.grovecityohio.gov/development/grovecity2050

A screenshot of the Street Types chart of Street Design Priorities is included in the appendix to this report.

Appendix

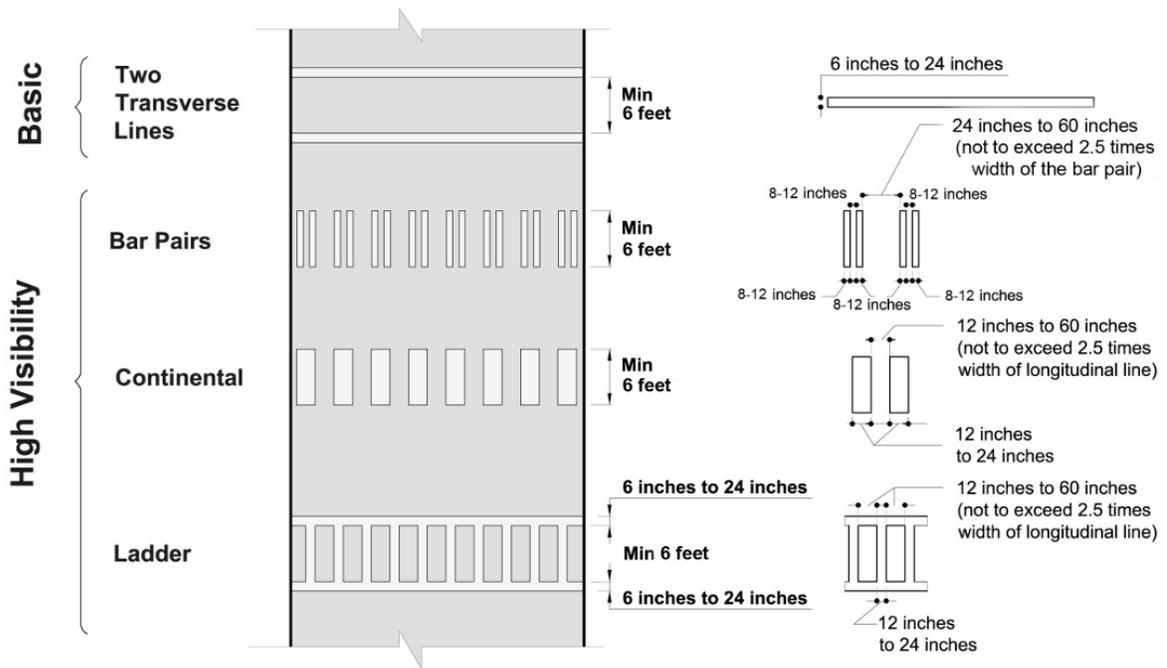
• Links and References	26
• Crosswalk Marking Types	27
• Ohio Revised Code – Definitions	28
• GroveCity2050 – Street Design Priorities: Commercial Context	29
• Walk Audit Map	30
• Walk Audit Assessment Form	31
• Walk Audit Participant Notes	35

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>
- GroveCity2050
<https://www.grovecityohio.gov/development/grovecity2050/>
- 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
- 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

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:

ncutcd.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>

GroveCity2050 – Street Design Priorities: Commercial Context

Street Type	Parkway	Boulevard	Avenue	Main Street	Neighborhood Connector	Local Street	Rural
Travel Zone Design							
Number of through lanes	4-6	3-4	2-4	2-4	2-4	2-3	2-3
Width of travel lanes (feet)	11'	10-11'	9-11'	10-11'	10-11'	9-11'	9-12'
Design for large vehicles	High	Medium	Medium	Medium	Low	Low	Medium
Intersection vehicular throughput	High	High	Medium	Medium	Low	Low	Low
On-street parking	none	Low	Low	Medium	High	High	Low
Pedestrian Zone Design							
Landscaping / Street Trees	High	High	Medium	High	Medium	Medium	Low
Buffer Zone	High	High	Medium	Medium	Low	Low	Low
Street Furniture	Low	Medium	Medium	Medium	Medium	Medium	Low
Wide sidewalks (>5')	High	transit stops	transit stops	Medium	Medium	Medium	Low
Standard sidewalks (5')	Low	Low	Low	High	High	High	Low
Other Design Characteristics							
Medians	High	High	Medium	Medium	Low	Low	Low
Bicycle Accommodation	separate	prefer separate	bike lanes / sharrows	bike lanes / sharrows	on-street	on-street	on-street or separate
Access Management	High	Medium	Medium	Low	Low	Low	Low
Transit Accommodation	High	Medium	Medium	Low	Low	Low	Low

Design Priority			
High	Medium	Low	

Items of "high" importance should be prioritized in the design process.

Franklin County Public Health | Complete Street Safety Audits

Stringtown Road Walk Audit



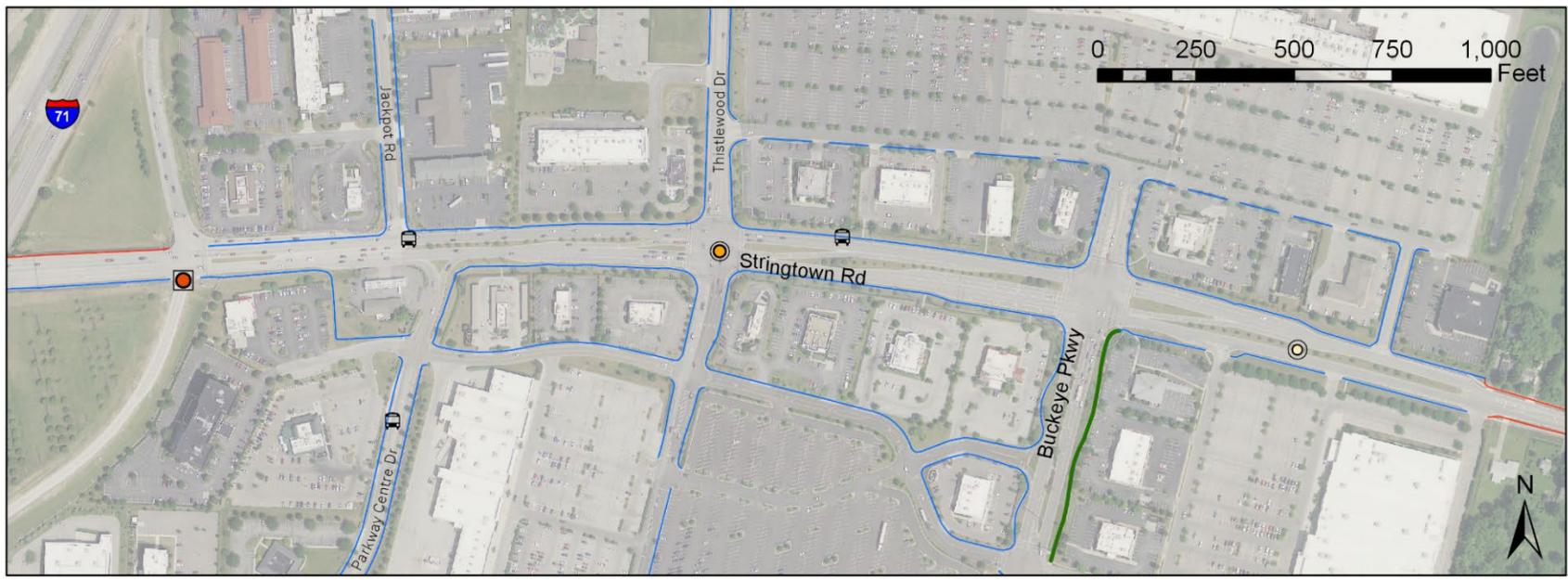
Notes:

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

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

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

2/23/2022



Walk Audit Assessment Form

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

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS	
WALKING	
Are there sidewalks? <input 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): ☹️ ☹️ ☹️ 😊 😊	



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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 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	
Other observations: 	Overall, the quality and safety of <u>street crossings and intersections</u> is (circle your choice): 



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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 (circle your choice): ☹️ ☹️ 😐 😊 😊
<u>Other observations:</u> 	



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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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Franklin County Public Health | Complete Street Safety Audits

Stringtown Road Walk Audit



Notes:

ADA curb ramps
@ driveway

- plany centre dr. does
not need TMR

Thistlewood —
20 sec red phase
1600' crossing
curb extensions?

* stop amenities
lacking on stringtown

< 4' sidewalk

* development access

Legend

- COTA Stops
- Pedestrian Crashes
- Bicycle Crashes

Crash Severity

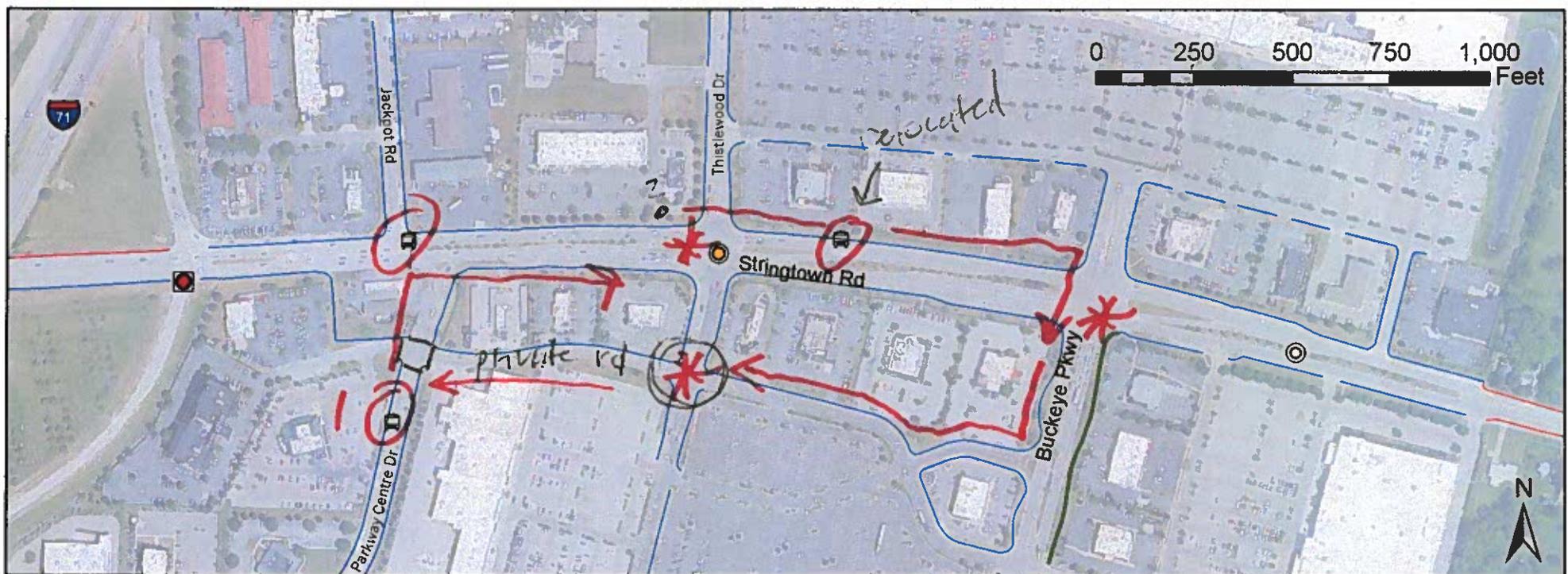
- (1) Fatal
- (2) Serious Injury Suspected
- (3) Minor Injury Suspected
- (4) Injury Possible
- (5) PDO/No Injury

Pedestrian Facilities

- Multi-use Path
- Sidewalk
- No Sidewalk

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

2/23/2022



Walk Audit Assessment Form

AUDIT INFO	
Name:	Lauren
Organization:	MORPC
Date:	
Start Time:	12:05 pm
End Time:	1:15 pm
Location:	Springtown Rd
Weather:	cold & windy

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS	
WALKING	
Are there sidewalks? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Notes:
If yes, select all that apply:	
<input checked="" 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: <u>< 4 ft</u>	
<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:
on Buckeye Pkwy only	
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 checked="" type="checkbox"/> Multi-Use Path
Overall, the quality and safety of the <u>bicycling infrastructure</u> is (circle your choice):	
crossings not great	

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? <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
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 type="checkbox"/> N <i>somewhat</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 <i>people cross</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 checked="" 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>mostly</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 type="checkbox"/> Y <input type="checkbox"/> N <i>intersections, but not driveways (tactile strips?)</i>	
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 checked="" 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?
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>not to me!!</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 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: _____
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>none</i>	
Is there adequate street lighting along the route (for visibility of people walking and bicycling)?	
<input type="checkbox"/> Y <input type="checkbox"/> N <i>potentially</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 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:

Patricia Kovacs

Organization:

Columbus Advisory
Committee Disability Issues

Date:

2/23/22

Start Time:

12

End Time:

1:30

Location:

Grove City
Stringtown near 71

Weather:

"cold"

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS

WALKING

Are there sidewalks?

Y N

Notes: But not between Parkway Center & 71 on south side where bridge sidewalk is on south side.

If yes, select all that apply:

The sidewalk is *not* continuous. There are sections missing. see above.

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

The sidewalk is blocked by poles or other infrastructure: Describe: Buckeye Parkway signal post does not leave 3' for wheelchair.

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:

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):



other parts of Grove City are much better.

Note: sidewalk ended on Thistlewood halfway to stores - e.g. Walmart.



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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 checked="" type="checkbox"/> N	
Are there <u>un-signalized / uncontrolled</u> pedestrian crossings along the route? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N bus stop on Parkway Center	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 type="checkbox"/> Y <input checked="" 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 checked="" type="checkbox"/> Y <input type="checkbox"/> N Thistlewood	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	
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? <i>but not for people with mobility disabilities</i> <input type="checkbox"/> Y <input type="checkbox"/> N 40 secs total is long enough for people without mobility disabilities	
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 like that 71 interchange has signals at entrance/exit. Needs crosswalk. Signal are safer for cyclists than slip ramps.	Overall, the quality and safety of <u>street crossings and intersections</u> is (circle your choice): <div style="display: flex; justify-content: space-around; align-items: center;"> ☹️ 😞 😐 🙂 😊 </div> Could have 2 signals with refuge island in median.

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 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 checked="" 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 <i>NOT Sure</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			
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 <input type="checkbox"/> Sidewalk Connectivity

ADDITIONAL COMMENTS AND OBSERVATIONS

ROADWAY USER BEHAVIOR

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 <i>crossing without signals - but too far away.</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>Not enough gaps in traffic - but at least NO roundabouts</i>	
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>unsafe - too fast!</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>Didn't yield to Lauren in unmarked X walk</i>	Overall, the quality and safety of <u>driver behavior</u> is (circle your choice): ☹️ ☹️ 😐 😊 😊
Other observations:	



Stringtown Road Walk Audit

Notes:

① unmarked crosswalk on parking lot.
 ② zig zag crossing pattern on parking lot needs to be an island
 ③ such a large intersection - barely make it across as available buffered, physical
 ④ (any walking) or through on the Buckeye Hwy
 ⑤ trucks sig. blocking ADA compliant sidewalk
 ⑥ Very bad
 ⑦ being around and so close to it flat exhaust not good for health

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

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

2/23/2022



Stringtown Road Walk Audit

Notes:

bus stop in front of town
 roadhouse does have sidewalks,
 but not connected to
 shopping center.
 no pet crossing signs
 pets crossing in front of
 BP because of no crosswalk

~~the COTA bus stop~~
~~traveling west on 35~~
 traffic coming eastbound on
 Stringtown traveling faster than
 35 mph

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

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

2/23/2022



Walk Audit Assessment Form

AUDIT INFO

Name:	Drew Merrill
Organization:	COTA
Date:	2-23-22
Start Time:	
End Time:	
Location:	Stingtown Rd, Grace City
Weather:	

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS

WALKING	
Are there sidewalks? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Notes:
If yes, select all that apply:	
<input checked="" 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 checked="" type="checkbox"/> N	Notes:
no multi-use paths on stingtown and no bike lane	
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):	

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 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 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 checked="" 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	
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): <div style="text-align: center;"> </div>

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 checked="" 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 checked="" 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 checked="" 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 (<i>circle your choice</i>): 
Other observations:	

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?	<i>If yes, are there appropriate accommodations for bus stops?</i>		
<input 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



Stringtown Road Walk Audit

Notes:

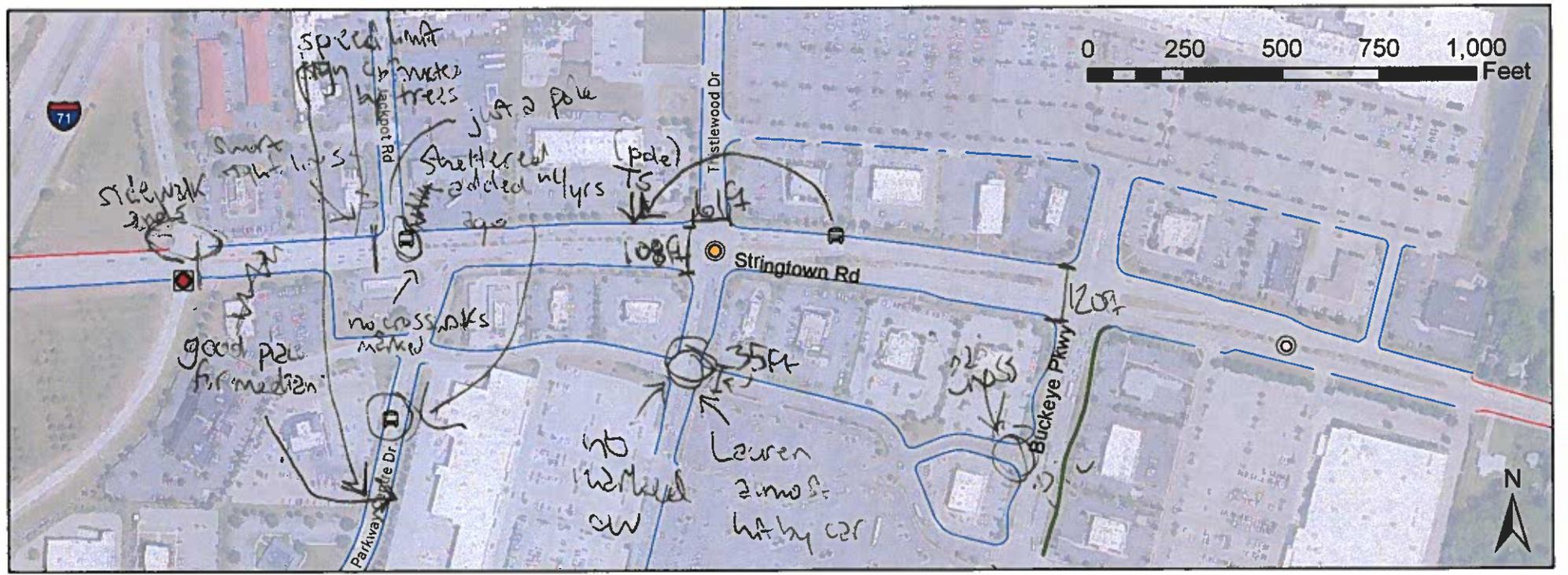
• ~4 people have crossed "illegally" in abt. 60 min @ intsrxn of Hwy & ST

• Observed a driver turn R from left-most lane on ST into TW dr.

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

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

2/23/2022



Walk Audit Assessment Form

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

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS	
WALKING	
Are there sidewalks? <input type="checkbox"/> Y <input type="checkbox"/> N	Notes:
<i>If yes, select all that apply:</i>	
<input checked="" 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 (<i>circle your choice</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 (<i>circle your choice</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 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> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	Overall, the quality and safety of <u>street crossings and intersections</u> is (circle your choice): <div style="text-align: center;">  </div>

Walk Audit Assessment Form

AUDIT INFO	
Name:	MARK SGRIST
Organization:	GC CITY Council
Date:	2/23/2022
Start Time:	12 noon
End Time:	
Location:	
Weather:	32F

WALKING & BICYCLING INFRASTRUCTURE CONDITIONS	
WALKING	
Are there sidewalks? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Notes:
If yes, select all that apply:	
<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 checked="" type="checkbox"/> N	Notes:
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):	

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 NOT SIGNALIZED IN MANY PLACES	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 checked="" 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 N/A	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 NO STRINGSBOWN RD BETWEEN HATHSTEWOOD AND 571. NOT GOOD	
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 checked="" type="checkbox"/> Y <input type="checkbox"/> N ELEGANT W/ 16 FT SIGNAL	
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	
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 CHECK OFF SLAMBER	Overall, the quality and safety of <u>street crossings and intersections</u> is (circle your choice): <div style="display: flex; justify-content: space-around; align-items: center;"> ☹️ 😞 😐 🙂 😊 </div>

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 <i>crossing w/o crosswalks</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 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>often they go fast, it's unsafe cross street is no traffic.</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 type="checkbox"/> N	Overall, the quality and safety of <u>driver behavior</u> is (circle your choice): 
Other observations: <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	

ENVIRONMENT

Who are the primary users of this route? Select all that apply.	<input 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 NO			
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 checked="" type="checkbox"/> Y <input 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 type="checkbox"/> ADA Bus Pad	<input type="checkbox"/> Bench
<input checked="" type="checkbox"/> Sidewalk Connectivity			

ADDITIONAL COMMENTS AND OBSERVATIONS

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Stringtown Road Walk Audit

Notes:

~~IGNORE~~

No partition ramp between
Mattress Firm + Senic

No CW markings at *
↳ also debris
in roadway

EVERY corner
should have
red push buttons

nice to
have a
long island
long island

CW marks
faded

could lanes
be narrower?

could
be narrower?

Legend

- COTA Stops
- Pedestrian Crashes
- Bicycle Crashes

Crash Severity

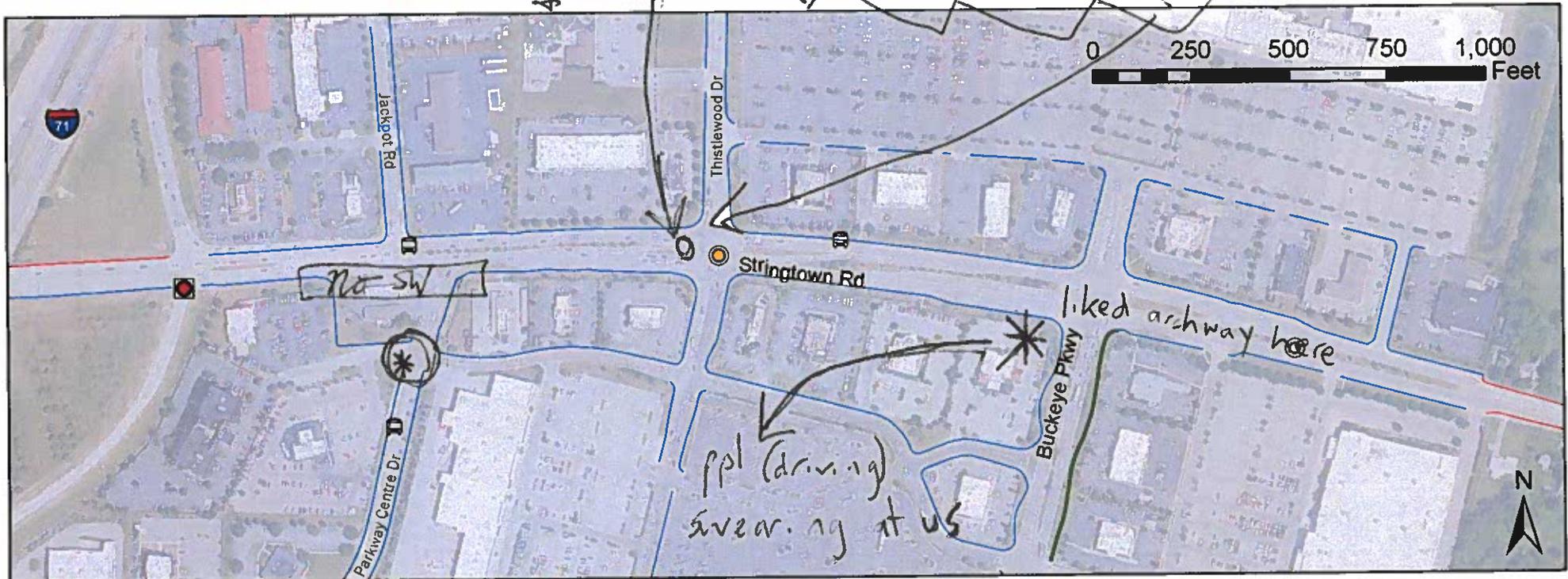
- (1) Fatal
- (2) Serious Injury Suspected
- (3) Minor Injury Suspected
- (4) Injury Possible
- (5) PDO/No Injury

Pedestrian Facilities

- Multi-use Path
- Sidewalk
- No Sidewalk

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

2/23/2022



ENVIRONMENT

Who are the primary users of this route? Select all that apply.	<input type="checkbox"/> Pedestrians <input type="checkbox"/> Bicyclists <input checked="" 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 <i>unknown - would want to return @ dusk to check</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	
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 <input type="checkbox"/> Sidewalk Connectivity

ADDITIONAL COMMENTS AND OBSERVATIONS

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 checked="" type="checkbox"/> N
Are they using the <u>sidewalks</u> 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	
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>congestion helps</i>	How does the speed and behavior of drivers affect your feeling of safety and comfort when walking in the area? <i>ppl yelling</i>
Did you observe drivers obeying all traffic control devices (stop signs and traffic signals)? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Did you observe drivers stopping at the stop bar and yielding to pedestrians? <input checked="" type="checkbox"/> Y <input checked="" type="checkbox"/> N	Overall, the quality and safety of <u>driver behavior</u> is (<i>circle your choice</i>): 
Other observations:	

Walk Audit Assessment Form

AUDIT INFO

Name: Ronni Nims

Organization: FCEO

Date: 2/23/2022

Start Time:

End Time:

Location: Stringtown

Weather: Cold + grey
no precip

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.

The sidewalk is too narrow to accommodate pedestrian traffic. Sidewalk width: 45'

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):

Nothing to write home abt

BICYCLING

Are there bike facilities? Y N Notes:

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):

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 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 existing accommodations? <input 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 <i>Some have / not 2</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	
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>unsure</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	
Are there ADA curb ramps at all intersections, driveways, etc. as necessary along the route? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
Other observations:	Overall, the quality and safety of <u>street crossings and intersections</u> is (circle your choice): <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/>

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Stringtown Road Walk Audit

Notes:

① Parkway Centre Dr - No crosswalks into Parkway Centre - COTA Stop

③ Wide buffer/leas between sidewalk & Stringtown to improve separation

② Thistlewood at Stringtown - Wide Crossing Median in Middle for Slow/disabled Pedestrian Safety - Cars turning left how to make sure yield? Pedestrian Signage? Leading Pedestrian Intersects?

Legend

- COTA Stops
- Pedestrian Crashes
- Bicycle Crashes

Crash Severity

- (1) Fatal
- (2) Serious Injury Suspected
- (3) Minor Injury Suspected
- (4) Injury Possible
- (5) PDO/No Injury

Pedestrian Facilities

- Multi-use Path
- Sidewalk
- No Sidewalk

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

2/23/2022



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>~3-4 ft</u>	
<input checked="" type="checkbox"/> The sidewalk is blocked by poles or other infrastructure. Describe: <u>Buskey Pkwy - Light Pole</u>	
<input type="checkbox"/> The sidewalk is not properly maintained. Describe: <u>Mud/debris</u>	
Overall, the quality and safety of the <u>walking infrastructure</u> is (<i>circle your choice</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 (<i>circle your choice</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 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 type="checkbox"/> Y <input type="checkbox"/> N	<input 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 type="checkbox"/> Y <input type="checkbox"/> N	<input 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 type="checkbox"/> Y <input type="checkbox"/> N	<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?	Are the pedestrian crossings well maintained?
<input type="checkbox"/> Y <input 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 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	
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 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 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 (circle your choice): ☹️ ☹️ 😐 😊 😄
<u>Other observations:</u> 	

ENVIRONMENT

Who are the primary users of this route? Select all that apply.	<input type="checkbox"/> Pedestrians <input type="checkbox"/> Bicyclists <input checked="" 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 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 checked="" type="checkbox"/> Y <input type="checkbox"/> N <i>~ 3' grass - could be more divided / buffer - trees</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

Franklin County Public Health | Complete Street Safety Audits

Stringtown Road Walk Audit



Notes:

ADA missing across road at Mathress
 front

Refuge island at Stringtown Rd
 & Thistlewood Dr

2 Pedestrian push buttons on
 Stringtown rd & Thistlewood Dr
 missing west side

Is the lighting good enough?

Legend

- COTA Stops
- Pedestrian Crashes
- Bicycle Crashes

Crash Severity

- (1) Fatal
- (2) Serious Injury Suspected
- (3) Minor Injury Suspected
- (4) Injury Possible
- (5) PDO/No Injury

Pedestrian Facilities

- Multi-use Path
- Sidewalk
- No Sidewalk

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

2/23/2022



Walk Audit Assessment Form

AUDIT INFO	
Name:	Edith Kwaw
Organization:	FCEO
Date:	
Start Time:	12 pm
End Time:	2 pm
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 checked="" type="checkbox"/> The sidewalk is too narrow to accommodate pedestrian traffic. Sidewalk width: <u>4-5 ft</u> <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 (<i>circle your choice</i>):	
BICYCLING	
Are there bike facilities? <input type="checkbox"/> Y <input checked="" 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 (<i>circle your choice</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	
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 type="checkbox"/> Y <input type="checkbox"/> N
Are there <u>signalized</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 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 <i>missing one at Springtown's Thistlewood</i>
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>people crossing a</i>	
Are the pedestrian crossings designed with high visibility treatments? <input type="checkbox"/> Y <input type="checkbox"/> N <i>omit left</i>	Are the pedestrian crossings well maintained? <input type="checkbox"/> Y <input checked="" 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 <i>a few missing</i>	
Other observations:	Overall, the quality and safety of <u>street crossings and intersections</u> is (circle your choice): <div style="display: flex; justify-content: center; gap: 10px;"> ☹️ 😞 😐 🙂 😊 </div>

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 checked="" 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 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 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 checked="" 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 checked="" 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
Are there adequate streetscape amenities along the route (shade trees, awnings, or other sun-protective elements, benches, etc.)?			
<input checked="" 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 <i>Unknown</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			
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 checked="" type="checkbox"/> Bus Shelter	<input type="checkbox"/> ADA Bus Pad	<input type="checkbox"/> Bench <input type="checkbox"/> Sidewalk Connectivity

ADDITIONAL COMMENTS AND OBSERVATIONS