

BIKE/WALK AUDIT: Grandin

Date: 14 January 2019

Time: 2:45 pm – 3:30 pm

Lighting: Overcast

Weather: Overcast, cool, 35°F, residual snow

Auditor	Mode
Erik Olsen	Bike
Wayne Wilcox	Walk
Lisa Wever	Bike
Rachel Ruhlen	Bike
Robert Robillard	Familiar with biking & walking the segment
Andrea Garland	Bike

This segment of Grandin Rd connects the Murray Run Greenway to the Mud Lick Creek. The Mudlick Creek Greenway is a Category 4 route in the Greenway Plan, to be addressed “as opportunity or resources arise”, with no land or funding resources identified yet. This segment of Grandin Rd was repaved in 2018 and therefore might not be eligible for bike lanes until after 2028. Therefore, it may be premature to examine this route for greenway connectivity or potential improvements.

This audit was for biking and walking. The walker also checked for issues that could be a challenge for a person with a disability.

Route: Bicycle – Grandin Rd from Avenel Ave to Dover Dr. Returned via Grandin Rd, left on Beverly Blvd, right on Westhampton Ave, left on Grandin Rd, to Avenel Ave. Westhampton Ave briefly parallels Grandin Rd and has no traffic and is flatter. It is convenient for westbound bicyclists who can make a right turn on and off Westhampton and may be appealing to eastbound bicyclists if traffic doesn’t make left turns difficult.

Walk – south sidewalk from Avenel Ave to where the sidewalk ends near Carlton Rd, north sidewalk from same location back to Avenel Ave.

Trip generators: High school, library, park, Murray Run Greenway, churches, bus stops, a few shops

Pavement condition: Road is recently paved and in good condition. Sidewalks have debris, vegetation, broken pavement, lips around storm inlets and drains that have sunk or risen.

Traffic: Traffic was moderate at the time of the audit. It may be heavier at peak travel.

Sidewalks: The sidewalk is five feet wide but the usable sidewalk is as narrow as two feet in places due to debris and vegetation and in some places is completely obscured by mud. There are rough patches of broken sidewalk and panels that have risen or sunk and are offset >1/4 inch.

Crosswalks: Crossing at Avenel is well marked on one leg only. The other legs are unmarked.

Curb ramps: Curb ramps are smooth. New curb ramps that are sloped radially only have the detectible warnings in one patch and according to the latest guidance should be continuous.

Parking: The parking lane may be underutilized. West of Guilford Ave SW, on the north side of Grandin Rd, there is evidence that cars park with one wheel on the sidewalk or the verge.

Signs: The wayfinding signage from both directions for Murray Run Greenway is good. A better sign near the tennis courts could help identify the Murray Run Greenway.

Other: The edge line looks and feels like a bike lane, although it is too narrow to count as a true bike lane. The parking lane appears to be a bike lane until encountering a parked car. This impression is true for both bicyclists and drivers, and drivers may expect bicyclists to be in the perceived bike lane, even though there isn't one.

The Murray Run Greenway is designed to be accessed from the parking lot. The alley to the parking lot is in terrible condition for someone trying to walk or bike.

Recommendations

Provide better access to Murray Run Greenway for people arriving by any means other than a car. For example, extending the Murray Run Greenway to the street or improving the alley on the west end of Shrine Hill Park (AllSports Café) would provide better access.

When the Mudlick Creek Greenway is built, use signage to direct bicyclists to use Westhampton Ave as it briefly parallels Grandin Rd. Some accommodation for pedestrians will be needed from the end of the existing sidewalk to the Mudlick Creek Greenway.

Biking: Signage alerting drivers to expect bicyclists. "Bikes May Use Full Lane" signs preferred. At the next repaving opportunity, seek public input on removing street parking and striping bike lanes.

Disability: Remove debris and vegetation from sidewalks. Repair broken sidewalk pavement. Grind down or repair pavement that is offset >1/4 inch.



Detectible warning should go all the way around the curve



Cracked sidewalk pavement like this is common on this segment of road



Debris and raised lip of storm inlet pose obstacles for wheelchairs



Muddy tracks from vehicles that parked with one side on the verge



Wayfinding sign