



Sidewalk includes no buffer from curbline and no painted shoulder resulting in uncomfortable walking conditions. Driveway aprons to non-existent driveways are prevalent, creating uncomfortable walking conditions and drainage issues. Some existing driveways appear unnecessarily large. For example, the Dunkin' exit driveway serves egress movements only and could be narrowed. Similarly, the Blue Sky Liquor store has two driveways which could either be narrowed or consolidated.

Inlets along Central Ave at this signalized midblock crossing are located immediately downstream of the crosswalk, meaning students must cross a stream in the rain. Inlets should be upstream of curb ramps. Also, push buttons appeared to be non-compliant for the minimum 10-inch reach requirements.

Travel lanes appeared to be wider in this section of Central Ave compared to those further East of Cabin Branch Rd. This would be less noticeable if a sidewalk buffer or painted shoulder were provided.

Intersection of Cabin Branch/Soper Ln & Central Ave:

- 1) No crossing provided across Central Ave despite presence of bus stop on North side. Location would benefit from signalization. Drivers trying to turn left from Cabin Branch have long delays and are making risky turns to accept small gaps in traffic.
- 2) Corner radii and crossing distances are overly large allowing higher speed motorist turns and longer pedestrian crossing distances

Intersection of Cindy Ln and Central Ave:

- 1) Intersection would benefit from pedestrian refuge medians.
- 2) All push buttons at this intersection appear to be non-ADA compliant for the minimum 10-inch reach requirements.
- 3) Debris in SE curb ramp is indicative of stormwater inundating this ramp during storms

Sidewalks are narrow with a narrow grass buffer and painted shoulder. Could benefit from additional sidewalk width.

missing sidewalk segment on east side of street. Utility pole locations imply that right-of-way is available for installation. Existing street is overly wide, so sidewalk could also be constructed within the existing curblines, and a temporary walkway could be provided with paint and flexible delineator posts as an interim condition. Upon conclusion of the walkshop, students were observed walking in the street and in the grass within this missing sidewalk demonstrating a clear need for facilities.

Intersection of Addison Rd and Central Ave:

- 1) Diagonal curb ramp (i.e. one curb ramp that serves both directions of travel) exists on the Southwest corner. Diagonal ramps are not permitted by the ADA unless two separate ramps or a blended transition are technically infeasible. Appears curb radius could be reduced to provide separate ramps.
- 2) Most push buttons at this intersection appear to be non-ADA compliant for the minimum 10-inch reach requirements.
- 3) Pole in middle of sidewalk, and narrow widths, on the Northeast corner make conditions uncomfortable for pedestrians.

no bus stop amenities. students observed sitting in the grass

Sidewalk is provided on east side, but only 4' wide. Not ADA compliant as currently provided

sidewalk on west side appears to be 4' wide. Not ADA compliant and not comfortable for the volume of students who must use this facility

sidewalk along this portion has no sidewalk buffer (i.e. is constructed against the curb) and is narrow. At dismissal students are partially walking in the grass due to the inadequate widths.

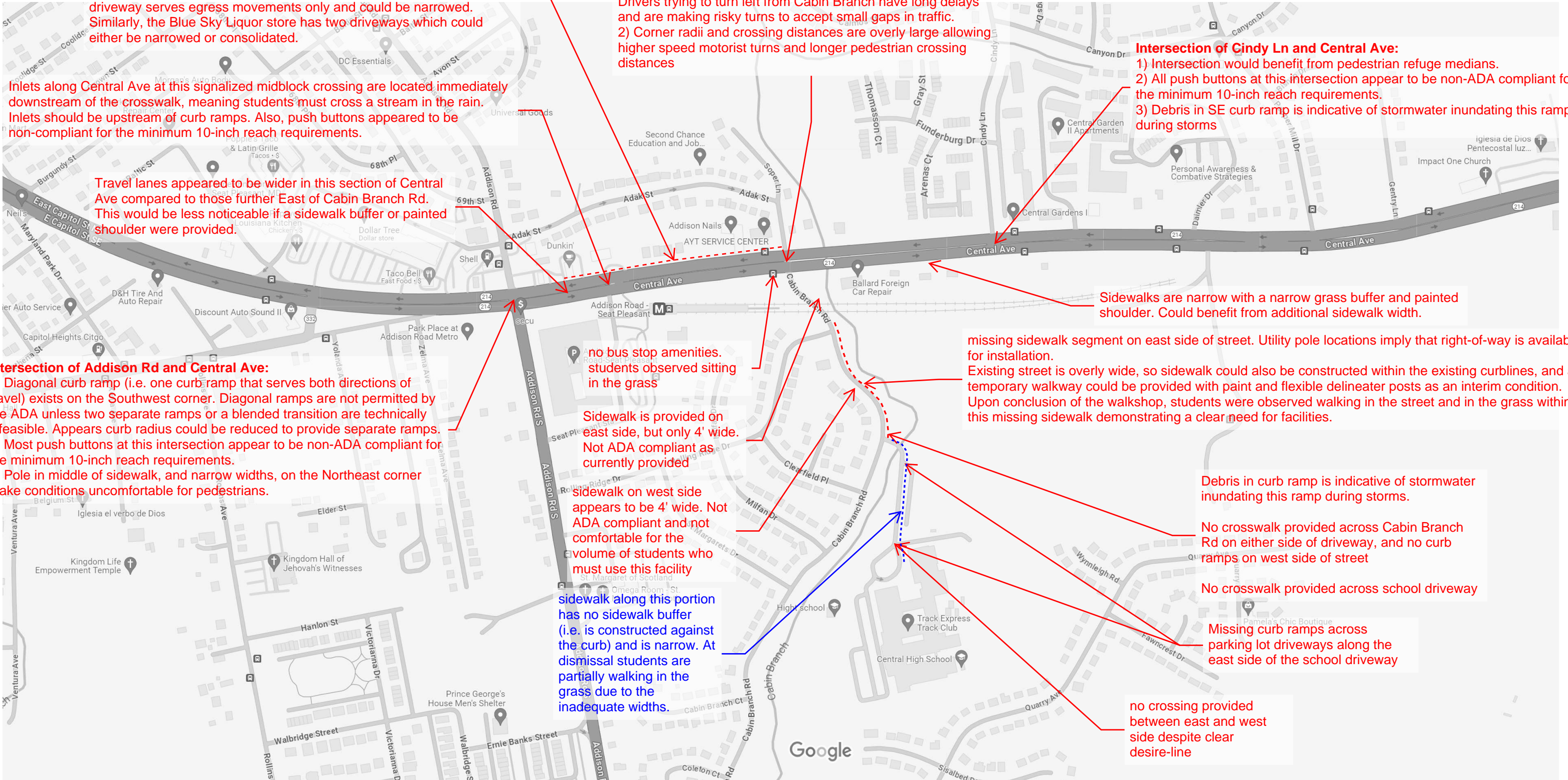
Debris in curb ramp is indicative of stormwater inundating this ramp during storms.

No crosswalk provided across Cabin Branch Rd on either side of driveway, and no curb ramps on west side of street

No crosswalk provided across school driveway

Missing curb ramps across parking lot driveways along the east side of the school driveway

no crossing provided between east and west side despite clear desire-line



Notes prepared by Jeremy Chrzan, PE during the May 6, 2024 walk audit from Central High School