VILLAGE OF GRANVILLE

Pathway Plan

December, 1994

Prepared by: Douglas Tailford Jr.
Village Planner
Planning & Zoning Department

RESOLUTION NO. 94-49

BY: Garrett

A RESOLUTION TO ADOPT THE GRANVILLE PATHWAY PLAN AS A PLANNING GUIDE WHEN REVIEWING AND APPROVING DEVELOPMENT AND/OR CAPITAL IMPROVEMENT PROJECTS.

WHEREAS, the Granville Pathway Plan will be used to determine when a pathway needs to be included in a development plan or as part of a Capital Improvement Project.

WHEREAS, the Granville Pathway Plan is an attempt to establish and enhance a pathway system to serve as an alternate transportation mode and as a vital recreational facility.

NOW, THEREFORE, be it resolved by the Village of Granville that:

Section I: The Granville Pathway Plan shall be used as a guide in establishing a pathway system throughout the Village of Granville.

Section II: Sponsors of development projects shall be required to provide pathways directly related to the Granville Pathway Plan and the proposed development project.

Section III: Capital Improvement Projects related to the Granville Pathway Plan shall include pathways within the project scope.

Section IV: The Granville Pathway Plan shall be amended at times as conditions change.

Section V: This resolution shall take effect and be in force immediately upon passage.

Passed this 21st day of December, 1994.

Mayor

Attest:

Clerk of Council

Approved as to Form:

Law Director

Village of Granville
Pathway Plan

The Pathway System shall be an alternate transportation mode within the Village of Granville. The Pathway System at the same time will serve as a vital recreational facility serving the entire community of the Village of Granville. The Pathway System shall be constructed as an improvement in all new developments. Within the developed parts of Granville, the Pathway System will be constructed as capital improvements projects.

PURPOSE

A pathway system represents safe and efficient means for high volumes of pedestrian/bicycle traffic. The pathways should be considered an ordinary part of the Municipal transportation system, complementary to the roads. At the same time, these pathways will be designed to serve the recreational needs of the community. This pathway system shall consist of sidewalks, pedestrian/bicycle pathways, pedestrian/bicycle lanes, wide-curb lanes, pedestrian/bicycle routes, and shared roadways.

PATHWAY FACILITY TYPE AND ROADWAY FUNCTION*

Selection of the appropriate facility type to meet the pedestrian pathway need is dependent on many factors. The following paragraphs describe the most common uses for each facility type.

Sidewalks (Figure 1.0)

Sidewalks will be provided in areas where bicycle travel can be provide separately or is discouraged altogether along the route. These areas are common where there are high residential access and crossings points located at intersections. Sidewalks need to be designed to discourage use by bicyclists.

Pedestrian/ Bicycle Pathways (Figures 2.0, 2.1, 6.0, 7.0, 8.0 & 8.1)

Generally, pedestrian/bicycle pathways are separate off-street paths which will be used to serve corridors not served by streets and highways or where wide rights-of-way exist permitting such facilities to be constructed away from the influence of parallel streets. Pedestrian/bicycle pathways should offer opportunities not provided by the road system. They can either provide a recreational opportunity or, in some instances, can serve as direct high-speed commuter routes if crossflow by motor vehicles can be minimized. The most common areas are along rivers, utility rights-of-way, abandoned railroad rights-of-way, within and between parks and other high pedestrian attractors. There may also be situations where such facilities can be provided as part of planned developments. Another common application is to eliminate impediments of pedestrian/bicycle travel caused by construction of freeways or the existence of natural barriers.

In some cases, pedestrian/bicycle pathways can be accommodated within the interstate rights-of-way, assuming applicable laws permit. Right-of-way widths would have to be such that adequate room exists for the separated facilities.

Pedestrian/Bicycle Lanes (Figures 4.0, 4.1, 4.2 & 4.3)

Pedestrian/bicycle lanes are a portion of the roadway which has been designated for the preferential or exclusive use by pedestrians and bicyclists. This designation includes striped lanes, diamond lanes and paved shoulders.

Pedestrian/bicycle lanes are established along streets in corridors where there is significant demand, and where there are distinct needs that can be served by them. The purpose is to improve conditions for pedestrian and bicyclists in the corridors and to better accommodate pedestrian and bicyclists through corridors which have insufficient room for safe travel on existing streets. Pedestrian/bicycle lanes are desirable when traffic volumes and/or speeds are such that wide curb lanes are not practical. Other corridors that may warrant pedestrian/bicycle lanes include:

1. Corridors with heavy traffic, where pedestrians/bicyclists must frequently pass each other traveling in the same direction.
2. Insufficiently lighted corridors on which frequent nighttime usage is expected (e.g., those with a nighttime entertainment/shopping/educational/recreational center as a common destination.)
3. Corridors on which lane designation is not complicated by frequent residential or commercial driveways or roadway intersections.

Additional measures that might not be possible on all streets can be implemented on streets with pedestrian/bicycle lanes to improve the situation for pedestrian/bicyclists (e.g., pavement surface improvements, stronger sweeping programs, pedestrian/bicycle-sensitive signal actuators, pavement markings, bicycle-safe stormwater drainage grates, etc.). Additional night lighting of extensively traveled pathways also increases safety and comfort.

Pedestrian/bicycle lanes can be provided by widening existing roadways, paving shoulder areas, and eliminating parking.

Wide Curb-Lanes (Figure 3.0)

Like pedestrian/bicycle lanes, wide curb-lanes are placed along streets in corridors where there is significant pedestrian/bicycle demand. Unlike pedestrian/bicycle lanes, however, wide curb-lanes are for shared use by pedestrians, bicycles and motorized traffic. The added lane width provides greater room for maneuvering and increases the lateral distance between pedestrians/bicyclists and other vehicles. Wide curb-lanes are appropriate where traffic speeds and volumes are tolerable for shared roadway facilities. Wide curb-lane facilities are used when there is insufficient room for a separate pedestrian/bicycle lane, yet significant demand exists for providing a facility of some kind.

Wide curb-lane facilities can be created by widening roadways, by narrowing traffic lanes, or a combination of both. It should be noted that both the American Association of State Highway Transportation Officials (AASHTO) and the National Advisory Committee on Uniform Traffic Control Devices have commented in favor of reducing vehicle lanes from 12 feet to 11 feet for the purpose of widening the rightmost curb-lane for bicycle use.

Pedestrian/Bicycle Routes (Figure 5.0)

Pedestrian/bicycle routes are shared facilities which serve either to: 1) provide continuity to other pedestrian/bicycle facilities; or 2) designate preferred routes through high-demand corridors. As with pedestrian/bicycle lanes, designation of pedestrian/bicycle routes should indicate to the pedestrians/bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to ensure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of pedestrians and bicyclists. Normally, pedestrian/bicycle routes are shared with motor vehicles.

Shared Roadway (No Design or Designation)

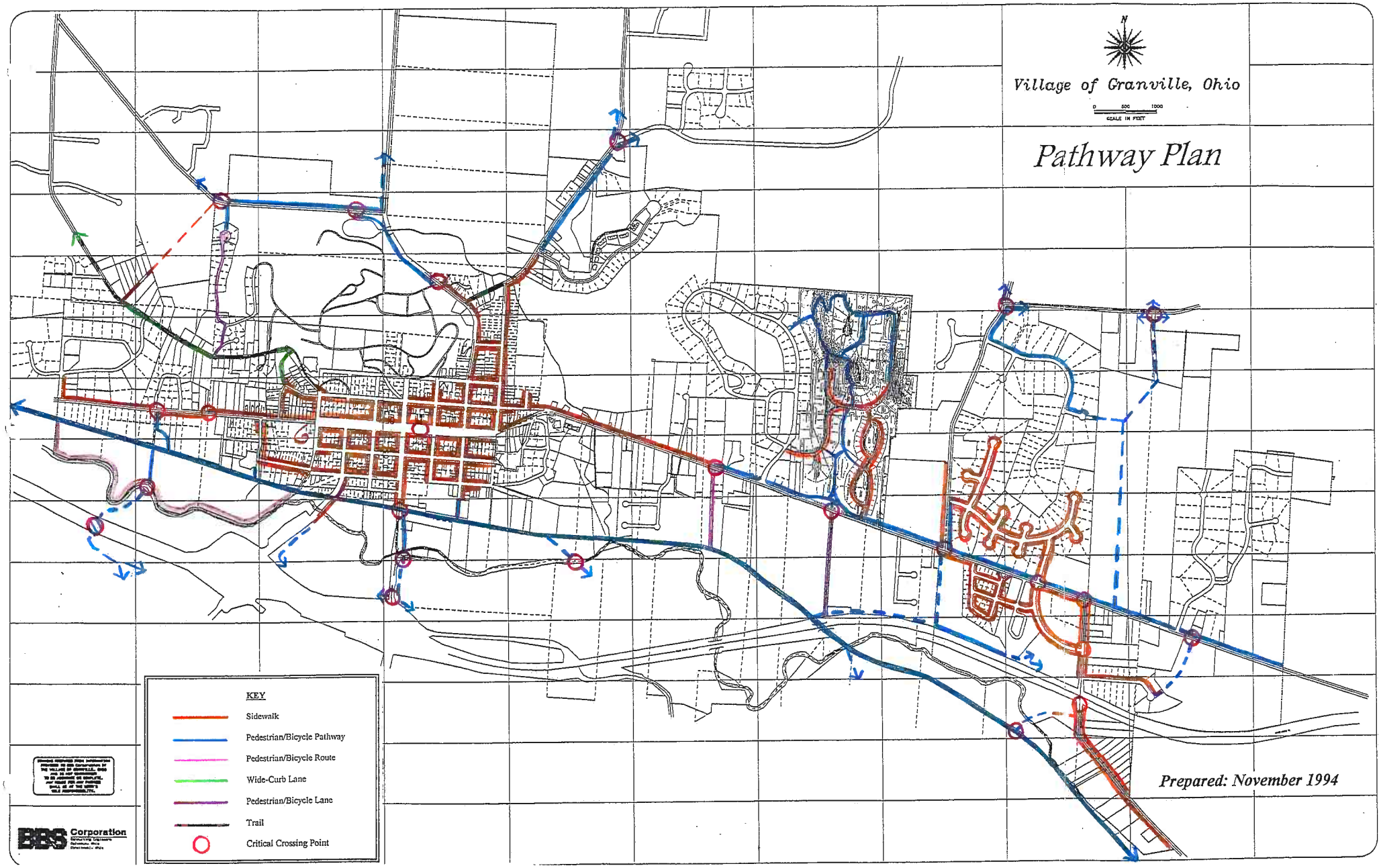
This basically means these routes will remain "as is" and the pedestrians and bicyclists will be traveling at their own risk. Most pedestrian/bicycle travel now occurs on streets without special designation. In some instances, entire street systems may be fully adequate for safe and efficient pedestrian/bicycle travel, and signing and striping for pedestrian/bicycle use may be unnecessary. In other cases, a street may be inherently unsafe for pedestrians/bicycle travel and it would be inappropriate for the Municipality to encourage additional pedestrian/bicycle travel by designating the street as a pathway.

Many rural roads are used by touring bicyclists for inter-city and recreational pedestrian travel. In most cases, it would be inappropriate to designate the roads as pathways because of the limited use and the lack of continuity with the pathway system.

Design

There is a wide range of facility improvements which can enhance pedestrian/bicycle transportation. Improvements can be simple and involve minimal design consideration (e.g., changing stormwater drainage grates) or involve a detailed design (e.g., providing a pedestrian/bicycle pathway). The controlling feature of the design of every pathway is its location (i.e., whether it is on the roadway or on an independent alignment). Roadway improvements such as pedestrian/bicycle lanes depend on the roadway's design.

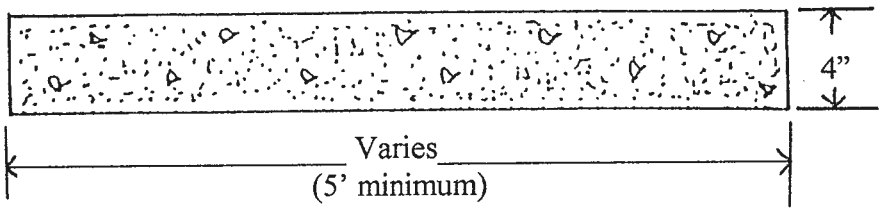
Note: *Much of the text for Bicycle Facility Type and Roadway Function, and for Design are from the Ohio Department of Transportation's manual on "Policy and Procedure For Implementation of Bicycle Project," Third Edition, September, 1985.*


Village of Granville, Ohio
0 500 1000
SCALE IN FEET
Pathway Plan
KEY
Sidewalk
Pedestrian/Bicycle Pathway
Pedestrian/Bicycle Route
Wide-Curb Lane
Pedestrian/Bicycle Lane
Trail
Critical Crossing Point
Prepared: November 1994
BBS Corporation

Village of Granville

CONCRETE SIDEWALK
Typical Section

FIGURE 1.0



NOTE:

1) Sidewalks to be 6" thick across driveways.

2) Concrete for sidewalks shall be CL. "C".

3) The surface of the sidewalk shall be divided into equally spaced blocks at approximately 5 foot intervals.

4) Construction joints shall be formed around all appurtenances such as manholes or utility poles extending into and through the sidewalk.

5) Expansion joint filler 1/4" thick shall be installed between the walk and any fixed structure extending the full depth of the walk.

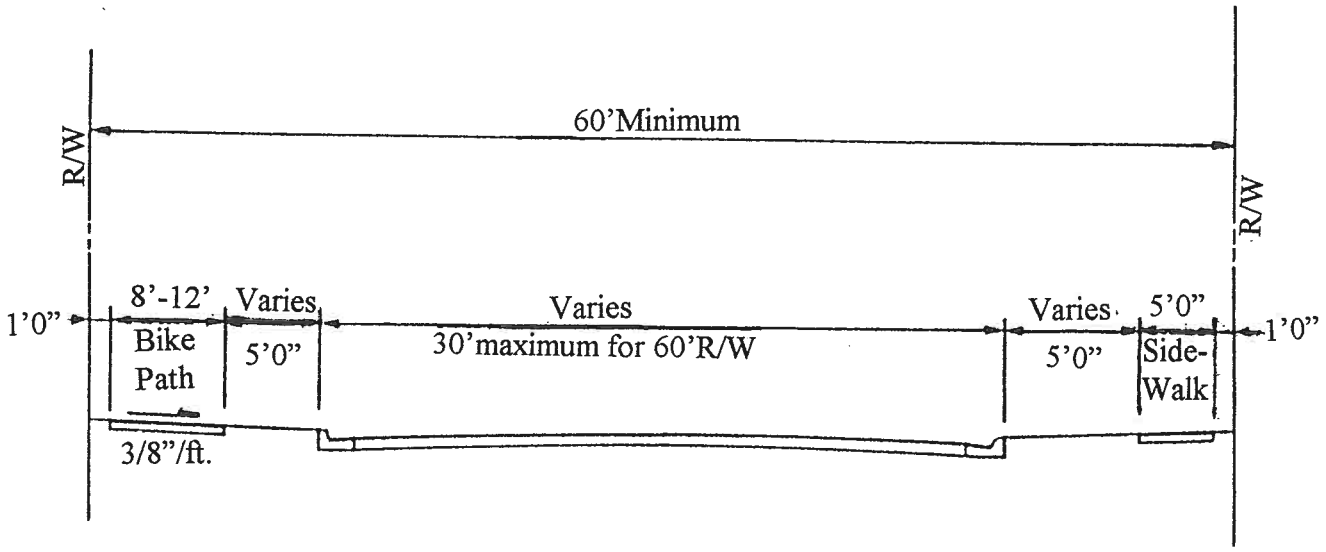
6) The surface of the sidewalk shall have a transverse slope of 3/8" per foot, with the low side adjacent to the road.

Revised: August, 1994.

Village of Granville

PEDESTRIAN/BICYCLE PATHWAY
Typical Section within Public Right-of-Way

FIGURE 2.1



NOTE:

1) Bikepath shall be 8' minimum width.

2) Located 1' from right-of-way.

3) Pathways will be 6" thick at all driveway crossings.

4) Ramps will be provided at all street crossings.

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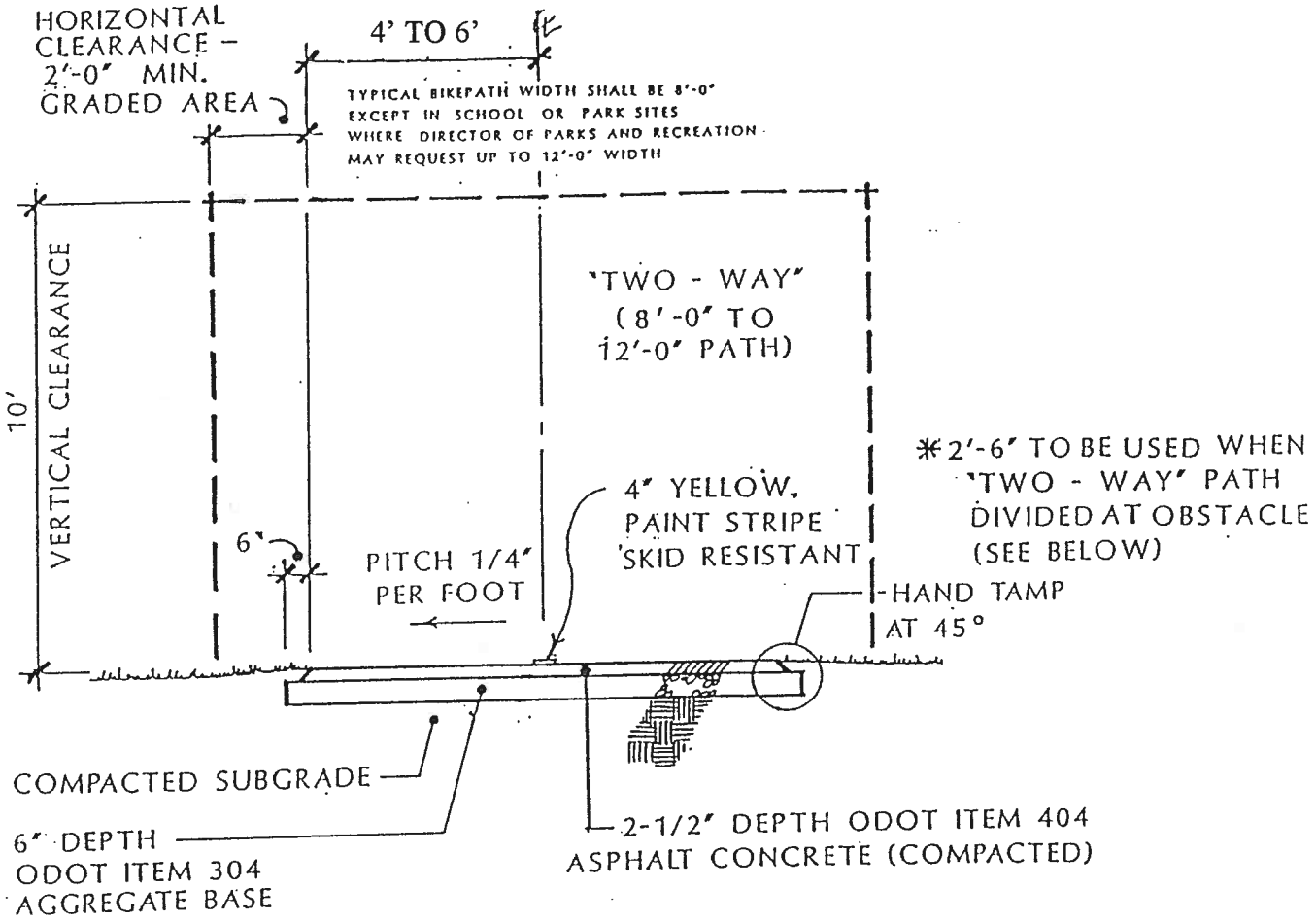
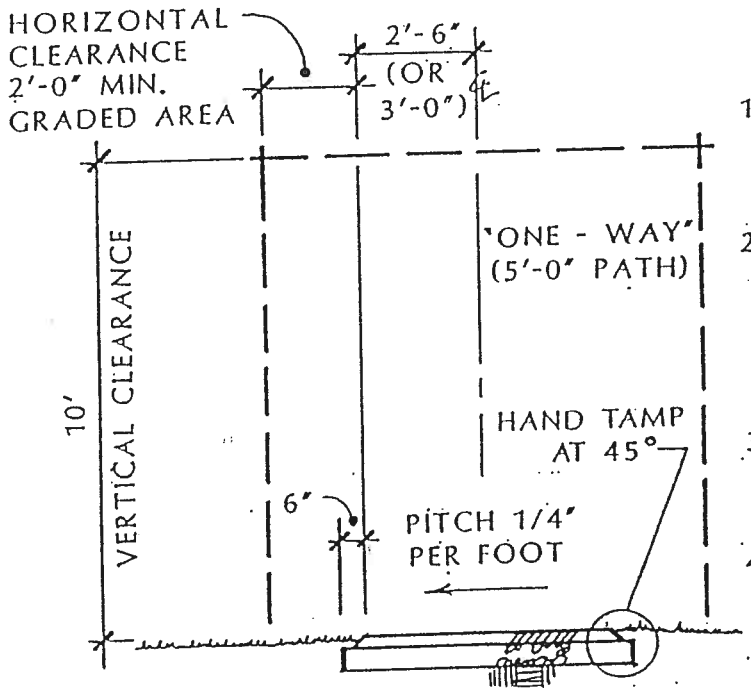
Village of Granville

PEDESTRIAN/BICYCLE PATHWAY

Typical Section

FIGURE 2.0





NOTES:

1. STERILIZER SHALL BE APPLIED PRIOR TO THE PLACEMENT OF BASE MATERIAL.
2. ALL TOPSOIL SHALL BE REMOVED AND REPLACED WITH COMPACTABLE GRANULAR LOAD BEARING MATERIAL. EXCESS MATERIAL SHALL BE REMOVED FROM THE SITE.
3. ALL DISTURBED AREAS, INCLUDING FILLS, SHALL BE SEEDED. MIXTURE TO BE APPROVED BY PARKS DIRECTOR.
4. PAVEMENT MARKINGS AND SIGNAGE SHALL CONFORM TO OHIO AND FHA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

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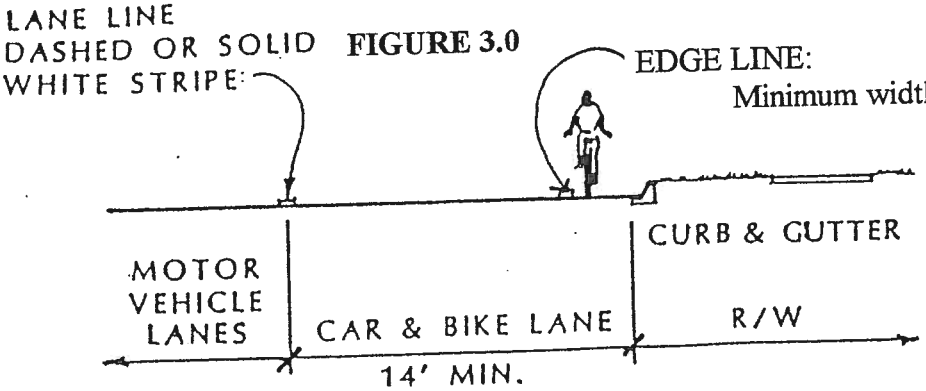
Village of Granville

WIDE CURB LANE

Typical Section

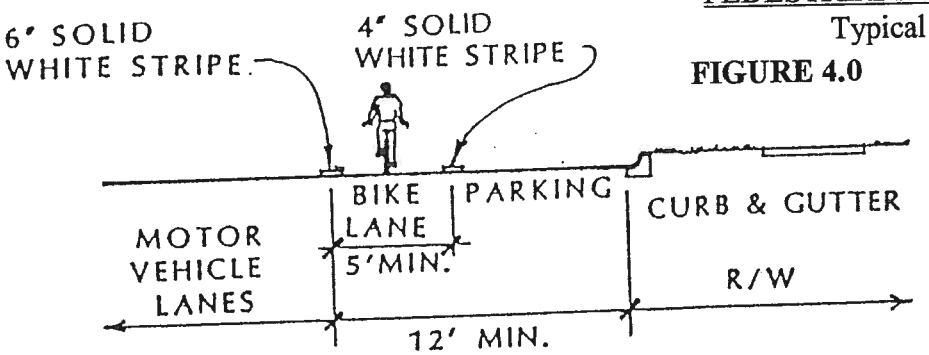
FIGURE 3.0



PEDESTRIAN/BICYCLE LANES

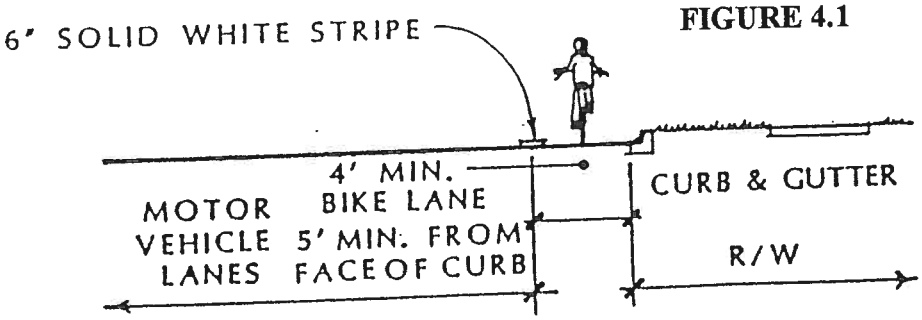
Typical Section

FIGURE 4.0



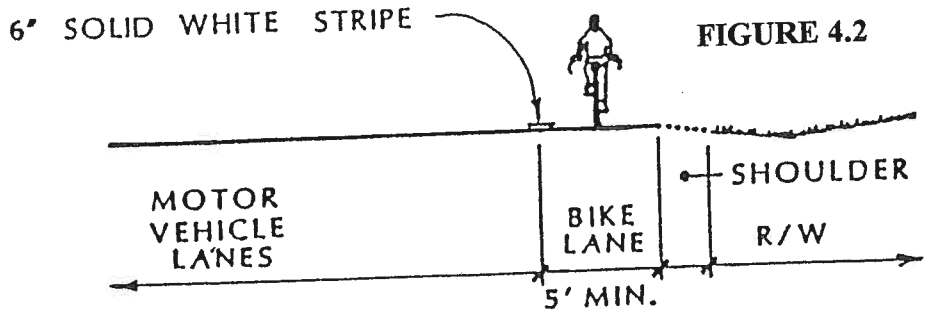
CURBED STREET
WITH STRIPED PARKING

FIGURE 4.1



CURBED STREET WHERE
PARKING IS PROHIBITED

FIGURE 4.2



STREET WITHOUT
CURB OR GUTTER

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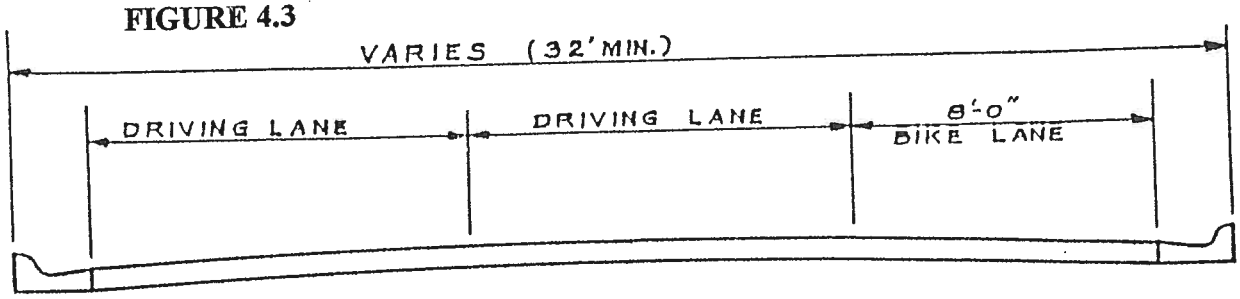
PEDESTRIAN/BICYCLE LANE

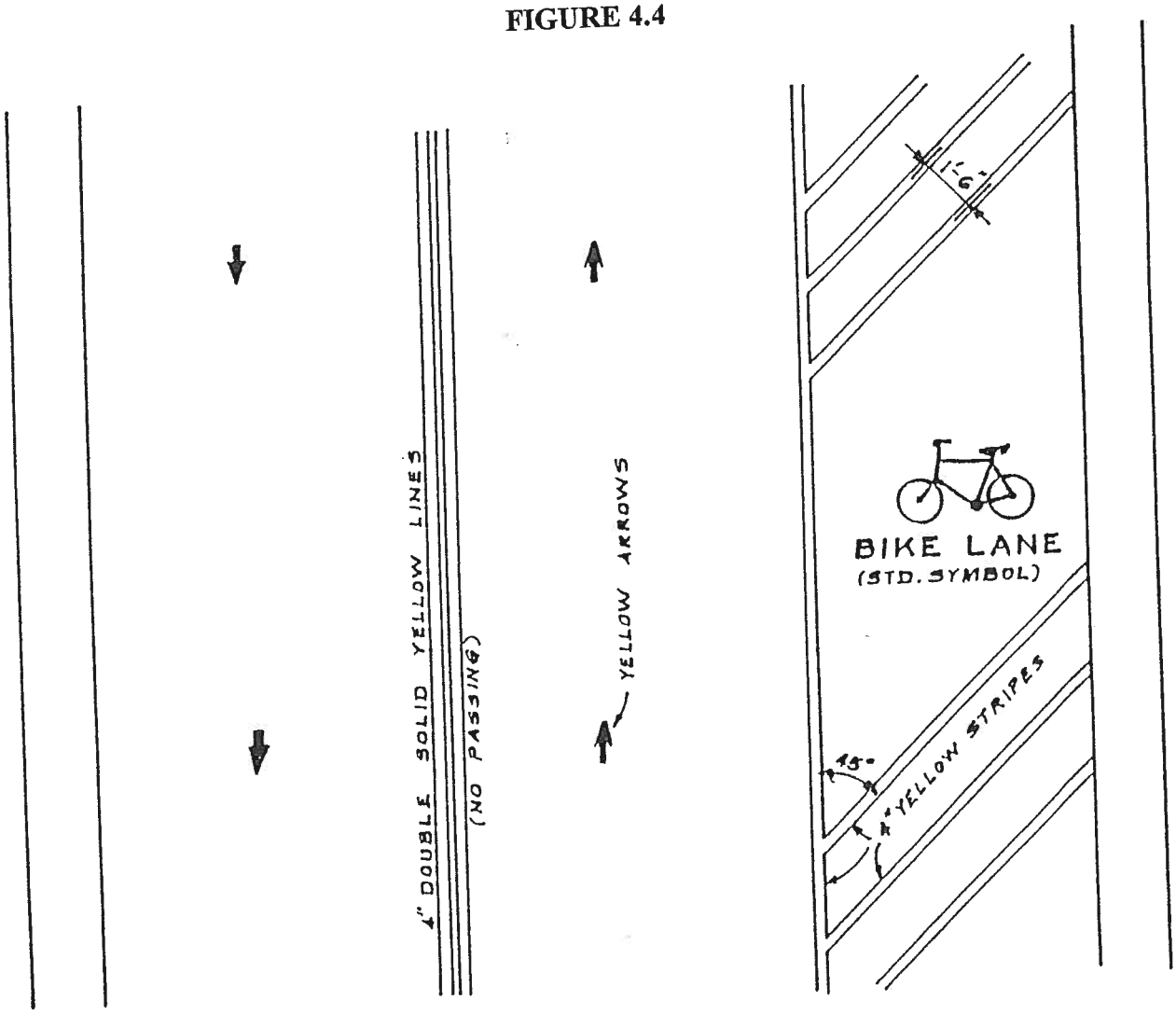
Pavement Section

FIGURE 4.3



PAVEMENT PLAN

FIGURE 4.4



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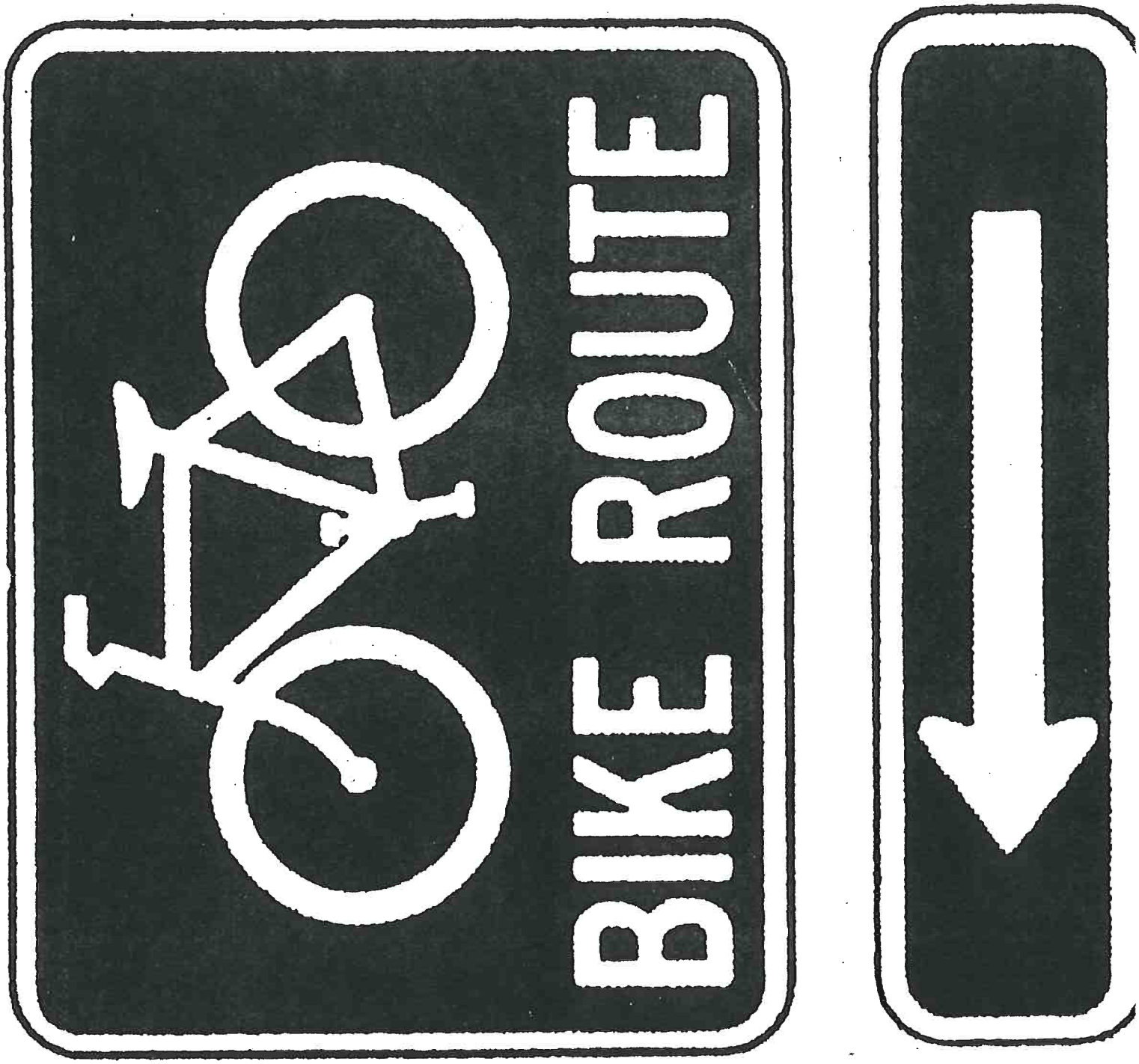
Village of Granville

BICYCLE ROUTE SIGN
Typical Design

FIGURE 5.0



NOTE: Sign color shall be ODOT Standard Green
or other color approved by Service Director.

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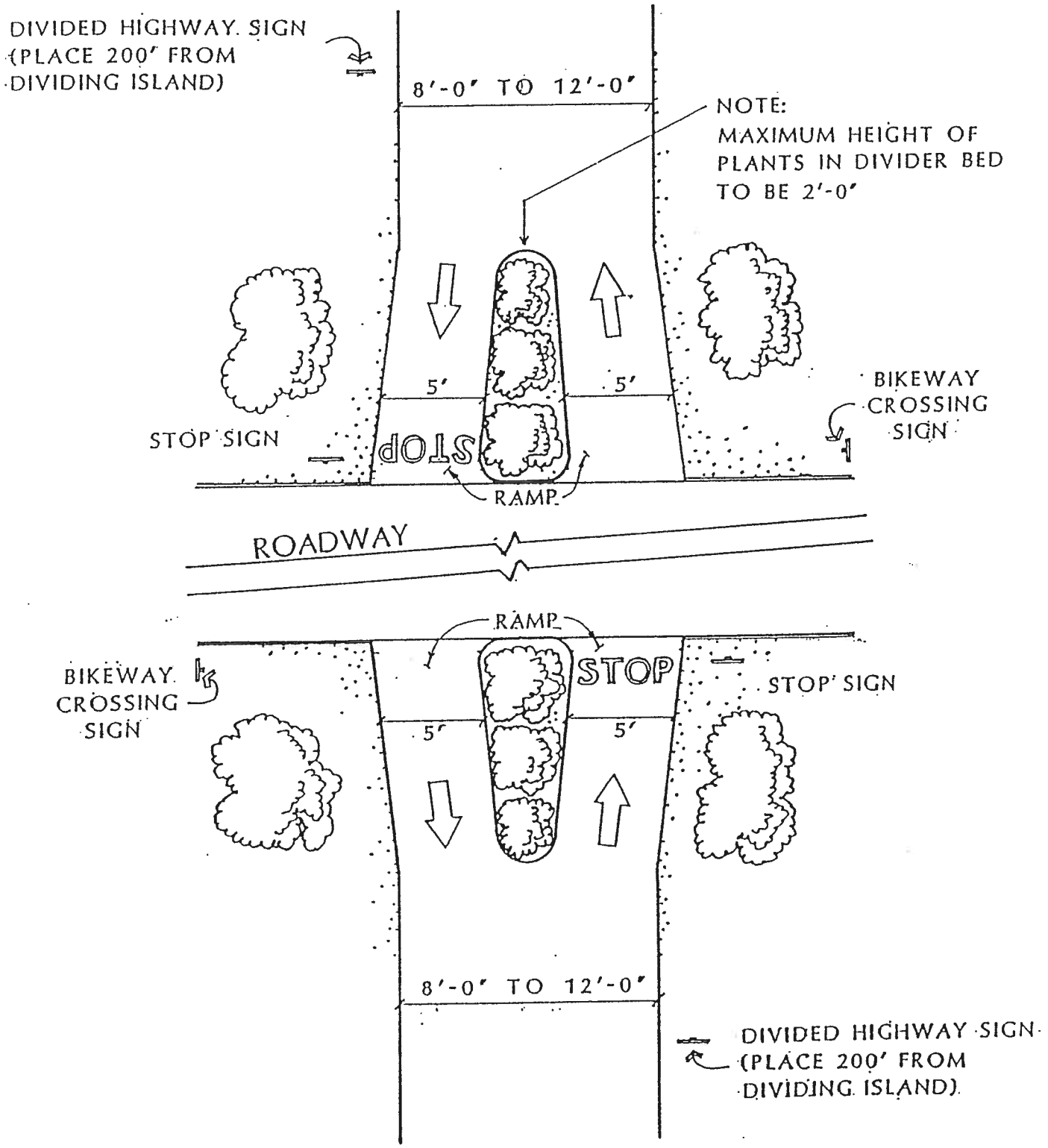
Village of Granville

PEDESTRIAN/BICYCLE PATHWAY

Restricted Entry Design

FIGURE 6.0



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SOURCE:ODOT POLICY AND PROCEDURE FOR IMPLEMENTATION OF BICYCLE PROJECT

Village of Granville

PEDESTRIAN/BICYCLE BRIDGE

Typical Section

FIGURE 7.0

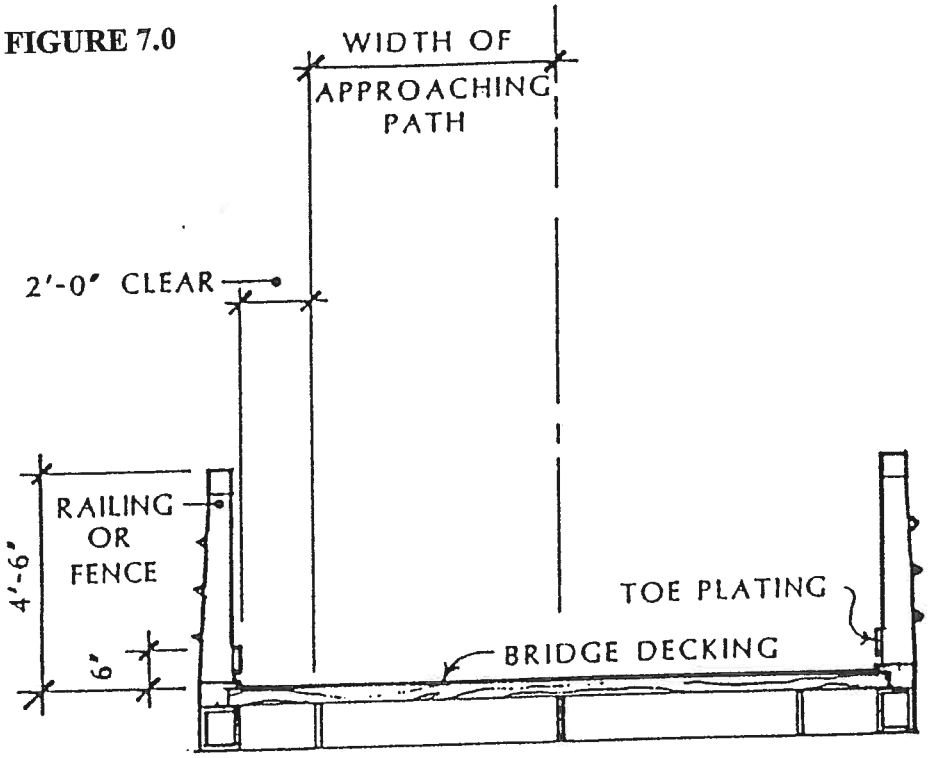
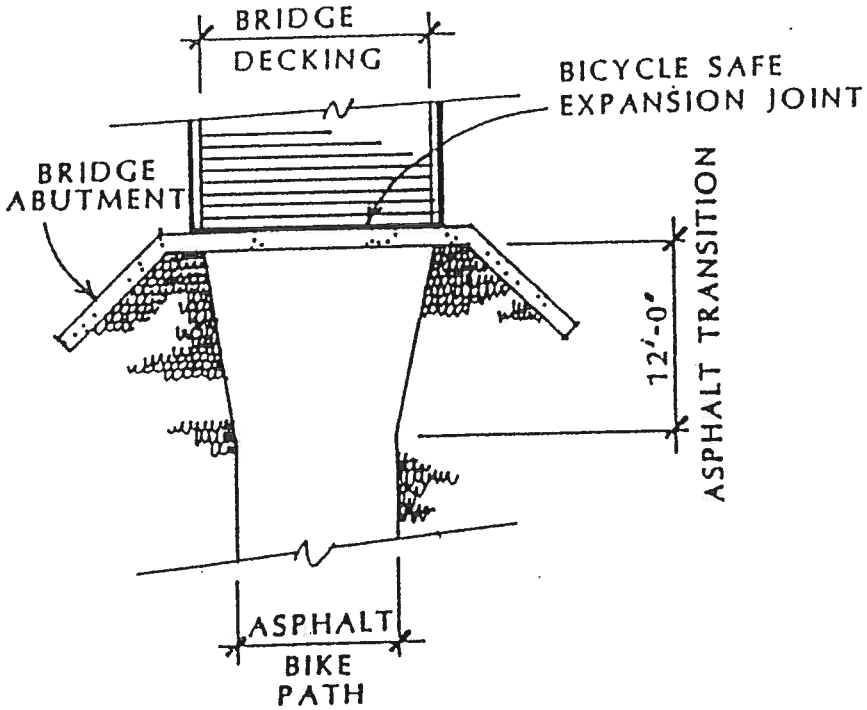


FIGURE 7.1



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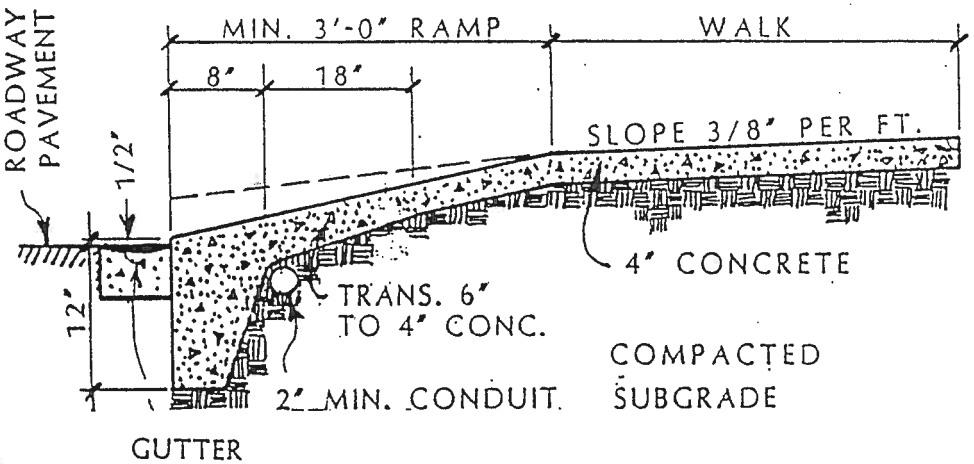
Village of Granville

PEDESTRIAN/BICYCLE RAMP

Typical Section

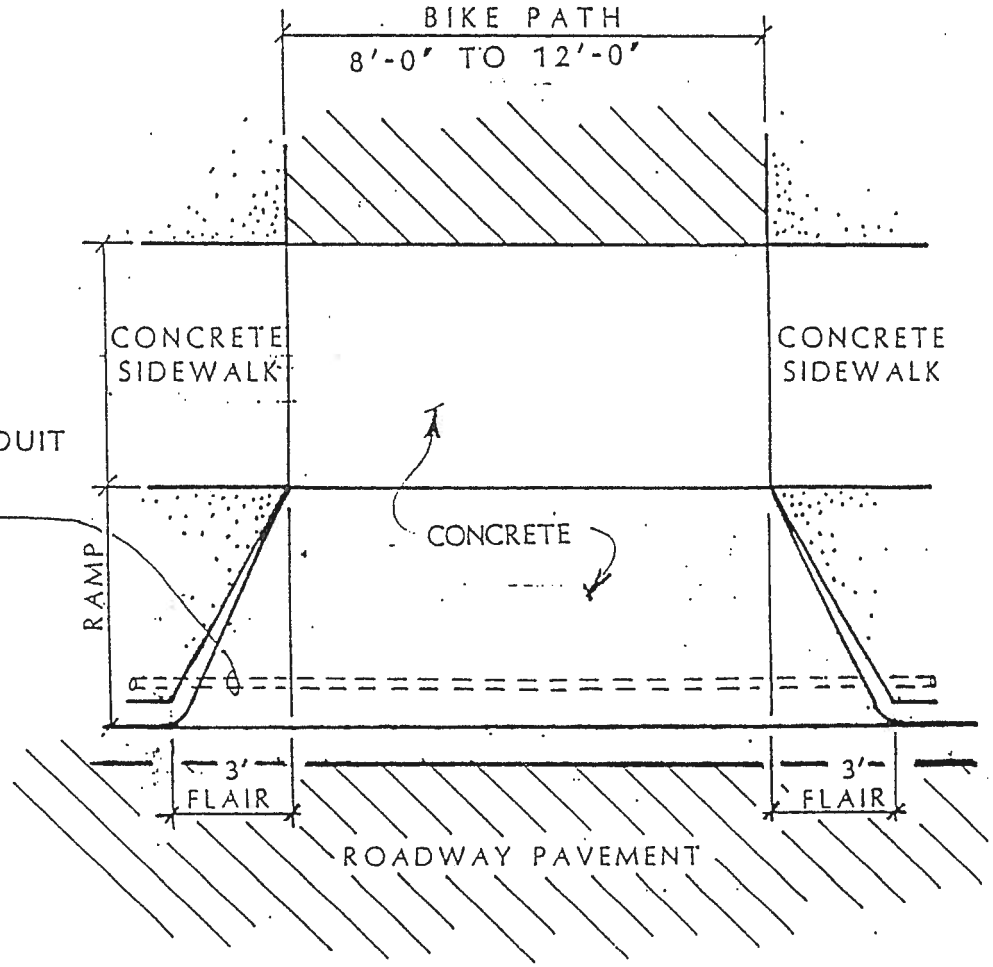
FIGURE 8.1



SECTION

NOT TO SCALE

FIGURE 8.0



2" MIN. NON - METALLIC CONDUIT TO PROVIDE ENCASEMENT FOR STREET LIGHTING CABLE

PLAN VIEW

SCALE: 1/4" 1'-0"

NOTES:

* FILLS, IF REQUIRED, SHALL BE OF EARTH COMPACTED IN 2" LAYERS, OR O.D.O.T. ITEM 310, SUBBASE COMPACTED IN LAYERS NOT EXCEEDING 4".

* BIKE PATH RAMP SHALL BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE.

* STANDARD CURING COMPOUND SHALL BE PROPERLY APPLLIED IMMEDIATELY AFTER FINISH

Revised: August, 1994.

Village of Granville
Pathway Implementation Plan

The following is a suggested schedule for implementation of the plan. This schedule will be used as a guide when planning capital improvement projects. This schedule is subject to change whenever conditions and opportunities change that would be beneficial to the overall completion of the Pathway Plan.

PROJECT	EXTENTS	TYPE	SUGGESTED SCHEDULE
West Broadway	600 W. Broadway to Wildwood Park	Sidewalk	1994
New Burg Street	School's east driveway to west driveway	Pathway	1995
South Pearl Street	End of Pearl to TJ Evans Bikepath	Pathway	1995 - Township
South Main Street	TJ Evans Bikepath to IGA entrance	Pathway	1995
TJ Evans Bikepath	South Pearl to South Mulberry Street	Pathway	1996 - Improvement
Newark-Granville Road	Sunrise Street to Welsh Hills School	Sidewalk/Path	1996
Vill-Edge Designation	Newark-Granville to TJ Evans Bikepath	Ped/Bike Route	1996 - Township
Chapin Place Connector	Chapin Place to New Burg Street	Pathway	1997
Samson/Chapin Designation	Burg Street to End	Ped/Bike Route	1997
New Burg Street	School's west driveway to Corporate Limit	Pathway	1997
SR16 Pathway	TJ Evans to Erinwood Commercial	Pathway	1998
Spring Hills Connector	N-G Road to SR16 Pathway	Easement/Path	1998
Clouse Designation	N-G Road to SR16 Pathway	Ped/Bike Route	1998 - Township
Newark-Granville Road	Jones Road to Wicklow Drive	Sidewalk/Path	1998
Cedar Street	Pearl Street to Granger Street	Wide-Curb Lane	1999
Thresher and Burg Streets	West College to Corporate Limit	Wide-Curb Lane	2000

The following projects are to be constructed by developers as the particular area is developed. If the project is not already part of a development plan, it will be a requirement for future development plan approval. There is no time schedule for the following projects.

PROJECT	EXTENTS	TYPE
SuperAmerica Pathway	TJ Evans Bikepath to S/A property	Pathway/Bridge
Cherry Valley south of SR16	SR16 to Corporate Limits	Sidewalk/Crosswalk
Cherry Valley north of SR16	Newark-Granville Road to SR 16	Sidewalk
Welsh Hills School	Newark-Granville Road to Westgate Drive	Easement/Pathway
The Glen at Erinwood	Throughout entire development	Sidewalk
The Village Green at Erinwood	Throughout entire development	Sidewalk
Reese Property	Newark-Granville Road to Trinity Court and to Milner Road	Pathway
Newark-Granville Road	Fern Hill Drive to east to Corporate Limit	Pathway
South Connector	TJ Evans Bikepath to Gebhard Keny Property	Pathway
Bryn Du Woods IV	Throughout entire development	Sidewalk/Pathway
Shepardson Condos	Condos to TJ Evans Bikepath	Pathway
Jones Road	Newark-Granville Road to Longford Drive	Pathway

The following projects are part of the Pathway Plan, but remain undetermined as to when construction will begin. However, this does not mean that all scheduled projects should be built before these projects can go forward. These projects will be part of any reconstruction projects or new development plans are presented to be constructed.

PROJECT	EXTENTS	TYPE
Jones Road	Newark-Granville Road to Mansion entrance	Sidewalk
Quisenberry Path	TJ Evans Bike Path (Wildwood Park) to Quisenberry property to South of SR16 to Krupman property	Pathway/Bridge/Underpass
Wildwood Park	Newark-Granville Road to TJ Evans Bikepath	Pathway
Shepardson Court	West Broadway to West Maple Street	Sidewalk
The Highland at Erinwood	Trinity Court to Wexford Drive to Jones Road	Pathway
West Broadway/Thornewood	Wildwood Park to Beechwood Drive	Sidewalk
Jones Road	Wexford Drive to Milner Road	Pathway
Jones Road	Corporate Limit north outside Village	Pathway
Milner Road	Jones Road to Corporate Limit	Pathway
Westgate Drive	Cherry Valley Road to End	Sidewalk
Township Park Connector	TJ Evans Bikepath to future Township Park	Pathway
Welsh Hills Road	Pinehurst Drive to Corporate Limit	Pathway
Welsh Hills Road	Corporate Limit north outside Village	Pathway
Wilkinson Road	Corporate Limit north outside Village	Pathway
South Main Street	IGA entrance to Raccoon Creek	Pathway/Bridge
Lancaster Road	Raccoon Creek south outside Village	Pathway/Bridge
West Maple Street	Mulberry Street to Shepardson Court	Sidewalk
Miller Road	Burg Street to New Burg Street	Sidewalk
Burg Street	Corporate Limit north outside Village	Wide-Curb Lane
New Burg Street	Corporate Limit north outside Village	Pathway
SR661 (North)	From New Burg north outside of Village	Pathway
East Elm Street	In front of Williams and Raker Properties	Sidewalk
Spellman Street	Pearl Street to Granger Street	Sidewalk