

GAHANNA BIKEWAY
MASTER PLAN

"When choosing business sites, employers strongly consider the quality of life provided by an area's park, recreation and cultural programs."

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ACKNOWLEDGEMENTS

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"Community pride is generated through leisure and park facilities. When communities compare themselves to one another, eager to improve, they almost always evaluate their levels of open space, recreation facilities and leisure program development."

SEPTEMBER, 1999

**GAHANNA BIKEWAY
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■ **PLAN PURPOSE**

The Gahanna Bikeway Master Plan was initiated by the Gahanna Parks and Recreation Department and the Bicycle Advisory Committee in 1998. The study area includes the entire City of Gahanna, with linkages to Columbus, Jefferson Township and New Albany. The purpose of the Bikeway Master Plan is to provide a framework for the development of a comprehensive bikeway system throughout the entire City of Gahanna. The system is designed to utilize City streets, sidewalks, paths and greenway corridors to provide safe linkages to schools, park and recreation facilities as well as major activity centers including Downtown Gahanna. It is recommended the Bikeway Master Plan be adopted by Council as the ideal for bikeway use, realizing that modifications may be necessary where other issues have priority.

■ **BIKEWAY DEFINITIONS**

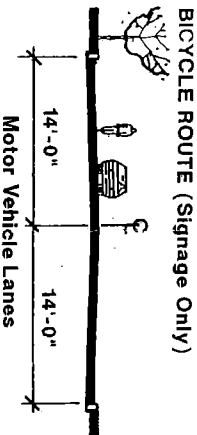
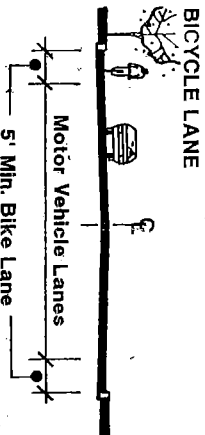
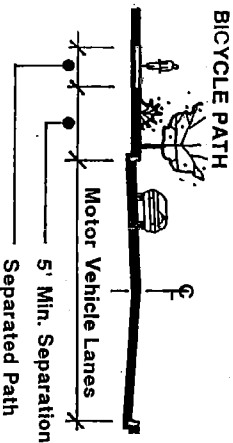
For purposes of this Master Plan, the following definitions shall apply.

- **Bicycle:** Every vehicle propelled solely by human power upon which any person may ride, having two (2) tandem wheels, except scooters and similar devices. The term bicycle may also include three (3) and four (4) wheeled human powered vehicles, but not tricycles for children.
- **Bicycle Lane:** A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicycles. Usually designed for one-way travel.
- **Bicycle Path:** A bikeway that is physically separated from motorized vehicular traffic by an open space or barrier and is located either within the highway right-of-way or within an independent right-of-way.

- **Bicycle Route:** A system of signed or mapped bikeways designated with appropriate directional and informational route markers with or without specific bicycle route numbers.

- **Bikeway:** A generic term for any road, street, path or way which in some manner is specifically designated as being open to bicycle travel. A bikeway may be designated for the exclusive use of bicycles or may be shared with other modes of transportation.

- **Contra Flow Lane:** A bicycle lane (designated in a portion of a roadway) accommodating bicycles moving against motorized traffic.



BIKEWAY TYPES

- **Shadow Route:** An alternative bicycle route which parallels an arterial or collector street which has extremely high traffic volumes. Shadow routes may be streets or sidewalks designated for bicyclists, designed to circumvent heavy vehicular traffic streets.

- **Sidewalk:** That portion of a highway/street between the curb lines or the lateral lines of a roadway and the adjacent property lines, intended for use by pedestrians. Sidewalks, other than in the Downtown area shall be a minimum of five (5') feet wide.

■ **EXISTING BIKEWAY SYSTEM**

Currently the City's existing bikeway system can be analyzed as serving three (3) geographical areas of the City: east of Big Walnut Creek, west of Big Walnut Creek and south of Adler Road, Granville Street and Havens Corners Road. The City's existing bikeway system is comprised of a series of on-street and/or sidewalk routes along with bicycle paths. There currently are no designated bicycle lanes within the City's system. The existing significant bikeway connectors are summarized by geographical area below.

- East of Big Walnut Creek
 - Shull Avenue: North/South Connector
 - Hamilton Road: North/South Connector
 - Lyncroft Drive: North/South Connector
 - Venetian Way: North/South Connector

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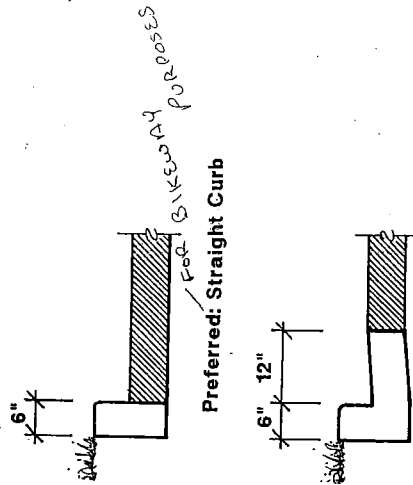
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- Cherry Bottom Road: North/South Connector
- Uxbridge Avenue: North/South Connector
- West of Big Walnut Creek
- Empire Drive: North/South Connector
- Chapelfield Road: East/West Connector
- Ridenour Road: North/South Connector
- Woodmark Run: North/South Connector
- Coronation Avenue: East/West Connector
- Forestwood Drive: East/West Connector
- Academy Park to Woodside Green Park: East/West Connector crossing Big Walnut Creek
- South of Agler Road, Granville Street and Havens Corners Road
- James Road: North/South Connector
- Rice Avenue: North/South Connector
- Flint Ridge Drive: North/South Connector
- Helmbright Drive: North/South Connector
- Spruce Hill Drive: North/South Connector
- Dunbarton Road: East/West Connector
- Rocky Fork Drive: East/West Connector
- Farm Creek Drive: North/South Connector
- Rocky Fork Boulevard: East/West Connector
- Caroway Boulevard: East/West Connector

Within the existing City system there appears to be adequate north/south bike-ways. However, the City's system is deficient in east/west connectors, particularly west of and across Big Walnut

Creek. The City's present system consists of just one (1) east/west crossing of Big Walnut Creek in the northern portion of the City from Academy Park to Woodside Green Park.

The City's current street standard for combined curb and gutter prohibits the utilization/conversion of many City streets for vehicles with bicycle lanes. In many subdivisions areas throughout Gahanna, sidewalks have been constructed. However, in many areas these sidewalk systems could be expanded to facilitate bicycle use.



Alternative: Combined Curb and Gutter

CURB TYPES FOR BICYCLE LANE/ BICYCLE ROUTE

Bikeways to serve the City's neighborhoods currently exist throughout the City. These systems typically utilize a combination of existing streets and/or sidewalks signed as a bike-way. In many areas where there is continuous and significant on-street parking, only the sidewalks can realistically be utilized for the bikeways.

However, not all street intersections where these sidewalks are used for bikeways have drop curbs or ramps from the sidewalk to the street elevation. Without a drop curb/ramp, crossings at intersections are difficult for bicyclists as well as pedestrians.

The City of Gahanna is fortunate to have a solid bike-way base plan to build upon. Currently, the City's forty (40) parks, fifteen (15) schools and major commercial nodes are either along or in close proximity to an existing bike-way. However, significant loop systems within the City are missing. Furthermore, connections to areas outside the City of Gahanna need to be established. These connections need to be established in cooperation with representatives of the City of Columbus, Jefferson Township and the Village of New Albany.



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■ **EXISTING CITY OF GAHANNA BIKEWAY SYSTEM**

● **EXISTING SIDEWALK BIKE ROUTES**

- Granville Street: Shull Avenue to Flint Ridge Drive
- Hamilton Road: Tresham Road to Rocky Fork Creek
- Hamilton Road: Beecher Road to Proposed Bike Path

● **EXISTING BIKE PATHS**

- Woodside Green Park
- Academy Woods Drive
- Ulverston Drive to Highpoint Elementary School
- Big Walnut Creek West to Agler Road: South of Cemetery
- Big Walnut Creek - West Side: Granville Street Bridge to Gahanna Swim Club

● **EXISTING ON-STREET OR SIDEWALK BIKE ROUTES**

- Dear Run
- Heil Drive
- Rice Avenue
- Shull Avenue
- Lyncroft Drive
- Brookhill Drive
- Irvington Place
- Barwood Drive
- Foxwood Drive
- Woodmark Run
- Highlands Drive
- Rimbey Avenue
- Sycamore Drive
- Skinner Avenue
- Dunbarton Road
- Helmbright Drive
- Spruce Hill Drive
- Chapelfield Road
- Carlin Court East
- Uxbridge Avenue
- Gamewood Drive
- Farm Creek Drive
- Lanewood Drive
- Ridge Crest Drive

- Forestwood Drive
- Kames Way Drive
- Ambassador Drive
- Lindenhaven Road
- Summer Hill Circle
- Pizzurro Park Drive
- Highmeadow Drive
- Coronation Avenue
- Caroway Boulevard
- Lansdowne Avenue
- Schillingwood Drive
- Hensel Woods Road
- Crossing Creek Way
- Crossing Creek North
- Denwood Drive North
- Rocky Fork Boulevard
- Academy Woods Drive
- High Street: Walnut Street to Town Street
- Goshen Lane: I-270 to Denison Avenue
- Agler Road: Stygler Road to Cemetery
- Walnut Street: Shull Avenue to Shull Park
- Shull Road: Morse Road to Kames Way Drive
- Ridenour Road: Route 62 to Carlin Court East
- James Road: Lansdowne Avenue to River Drive
- Daventry Lane: Imperial Drive to Empire Drive
- Venetian Way: Deer Run to Hensel Woods Road
- Carpenter Road: High Street to Shull Avenue
- Larry Lane: Johnstown Road to Lyncroft Drive
- Imperial Drive: Agler Road to Daventry Lane
- Empire Drive: Daventry Lane to Elkwood Place
- Tresham Road: Hamilton Road to Wickham Way
- Worman Drive: Heil Drive to Hamilton Road
- Deerwood Avenue: Elkwood Place to Barwood Drive
- Ridenour Road: Carlin Court East to Rimbey Avenue

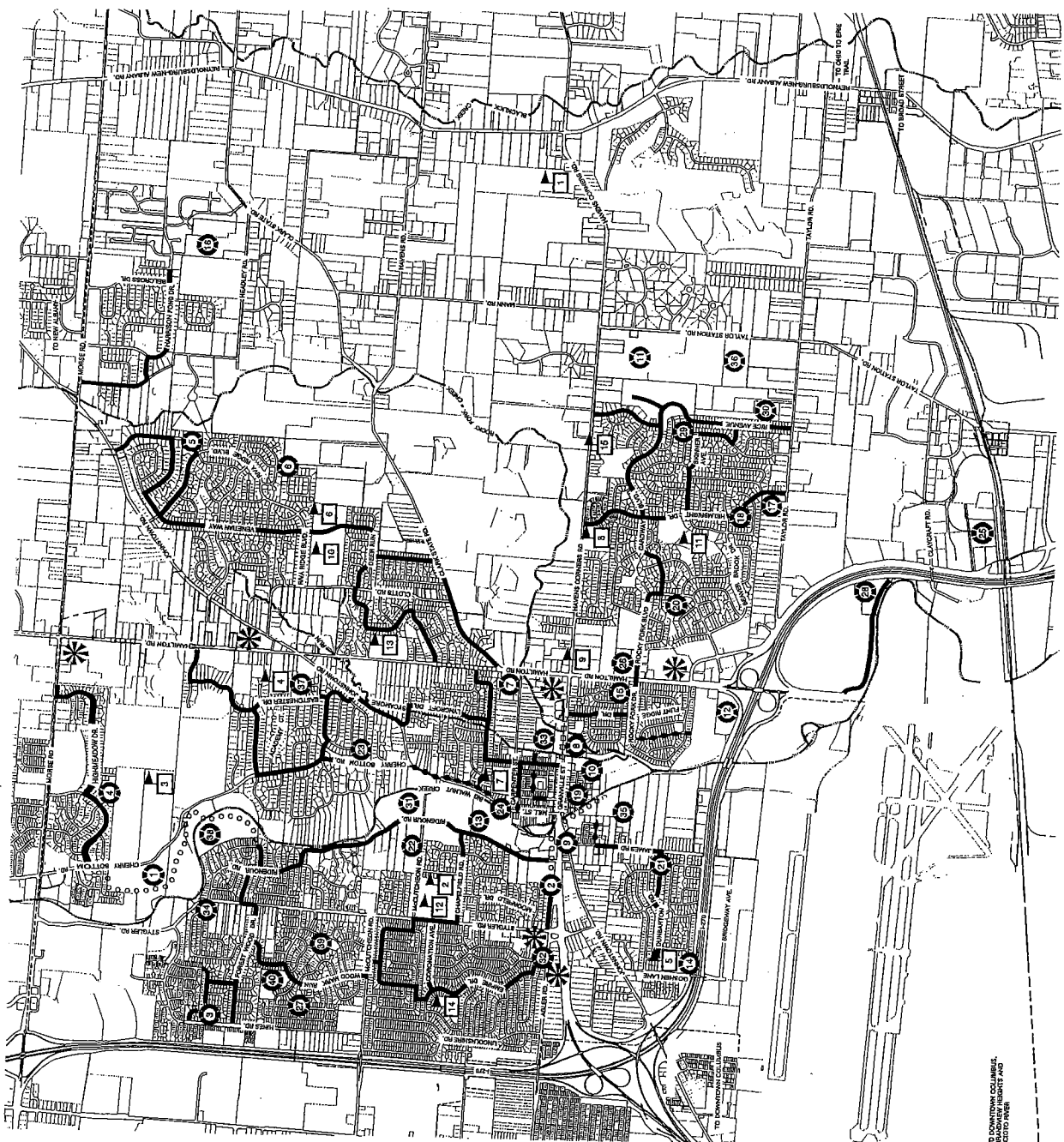
- Howland Drive: Rice Avenue to Skinner Avenue
- Wickham Way: Tresham Road to Sycamore Drive
- Stygler Road: McCutcheon Road to Chapelfield Road
- Cherry Bottom Road: Academy Park to Brookhill Drive
- Clark State Road: Hamilton Road to Uxbridge Avenue
- Beecher Road: Hamilton Road to Ridge Crest Drive
- Stygler Road: Rimbey Avenue to Woodmark Drive
- Elkwood Place: Empire Drive to Deerwood Avenue
- Johnstown Road: Crossing Creek North to Larry Lane
- Riva Ridge Boulevard: Venetian Way to Woodtown Drive
- McCutcheon Road: Woodmark Run to Lanewood Drive
- Pamela Drive: Johnstown Road to Hensel Woods Road
- Reece Ridge Road: Ridge Crest Drive to Eastchester Drive
- Sunption Drive: Ridenour Road to Woodside Green Park
- Harrison Pond Drive: Kames Way Drive to Harkers Court
- Rocky Fork Drive North: Flint Ridge Drive to Hamilton Road
- Flint Ridge Drive: Granville Street to Rocky Fork Drive North
- Cherry Bottom Road: Academy Woods Drive to Walnut Woods Court

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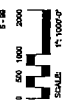
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- LEGEND:**
- LIBRARY
 - COMMUNITY PARK
 - MAJOR COMMERCIAL AREA
 - SCHOOL
 - EXISTING ON-STREET OR SIDEWALK BIKE ROUTE
 - EXISTING SIDEWALK BIKE ROUTE
 - EXISTING BIKE PATH
 - EXISTING ON-STREET OR SIDEWALK BIKE ROUTE
 - EXISTING BIKE PATH
 - PROPOSED BIKE ROUTE
 - CORPORATION LINE
 - TOWNSHIP LINE

- NO. COMMUNITY PARKS**
- 1. ACESBY PARK
 - 2. ACEY AND COMANS
 - 3. ASHBRUNN
 - 4. BIRTH LAKE WOODS
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- NO. SCHOOLS**
- 1. BLACKBURN ELEMENTARY SCHOOL
 - 2. COLUMBUS JAZZ ARTS SCHOOL
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EXISTING BIKEWAY PLAN

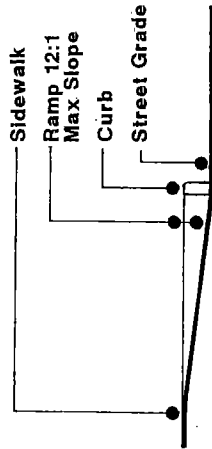
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■ PROPOSED BIKEWAY SYSTEM

Since the late summer of 1998, representatives of Edsall & Associates LLC have inventoried and analyzed the City of Gahanna's existing bikeway system. During this time, Edsall & Associates LLC has also met with and received input from representatives of the City of Gahanna Parks and Recreation Department, City Engineering Department, City Police Department, the Bicycle Advisory Committee, City of Columbus Public Service Department Traffic Engineering and Parking Division, Columbus International Airport, Jefferson Township and the Columbus Academy to build consensus and approval for the Bikeway Master Plan as it relates to the City of Gahanna and surrounding areas. As a result of this team approach, the following recommendations are made for the Gahanna Bikeway Master Plan.

● RECOMMENDATIONS

- A ten (10') foot minimum width is recommended for all two-way bicycle paths.

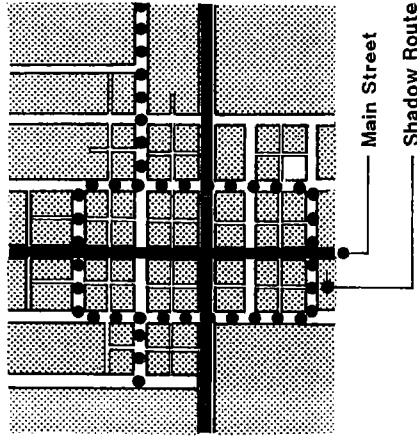


CURBED SIDEWALK BIKE ROUTE INTERSECTIONS

- As new streets are developed or old ones improved, all street intersections shall be made ADA compliant with drop curbs or ramps.
- When new commercial developments occur, bicycle parking facilities should be provided as a part of

the initial planning and construction, not as an afterthought.

- To minimize the conflict between vehicular and bicycle traffic, a shadow route through the Downtown is proposed along Carpenter Road, Town Street, High Street and Shull Avenue.
- As new streets are developed or existing streets improved, it is recommended that straight curbs, not combined curbs and gutters, be used along all existing and proposed bikeways.



Plan

SHADOW ROUTE ILLUSTRATED

- While sidewalk bike routes may be the only alternative for bike routes in existing developed areas, it is recommended new bike routes be designed as designated bicycle paths only.
- The speed limit on Shull Road should be lowered to 25 mph along the bikeway to encourage vehicular traffic to slow down. Along with the reduced speed limit, this area

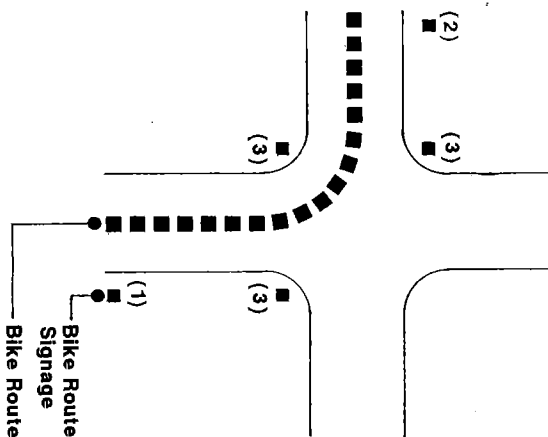
should be actively targeted by the police department for speed control.

- It is anticipated that Johnstown Road West from Agler Road south to the City limits shall be widened within the next five (5) years. As plans for this area are developed, it is recommended sidewalks be included on both sides of the road with a minimum width of five (5') feet to accommodate bicycle traffic.
- When future improvements occur in existing community parks and at public buildings, bicycle parking facilities should be encouraged and added where not already present. As these improvements take place, thorough site planning and design should be an integral part of the improvement process to accommodate safe bicycle access.
- As the existing electric line easement between Clark State Road and Havens Corners Road is planned and developed, the centerline location of the bridle/ bike path should be staked in the field for review by all necessary parties. This pre-layout should become a policy for both the Township and the City of Gahanna where potential natural features exist.
- As the Hamilton Road redevelopment and road widening occurs from Beecher Road north to Morse Road, five (5') foot wide sidewalks are recommended for both the east

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- South of the Junction of Big Walnut Creek and Sycamore Run
- McCutcheon Road Extension to Cherry Bottom Road at the Creek Elevation Only
- Ridenour Road East to the River Walk Development Along the East Side of Big Walnut Creek
- A key component of the Bikeway Master Plan is the development of a bicycle path along Big Walnut Creek from the McCutcheon Road extension south to the River Walk (currently under construction) and the proposed bicycle path from the Swim and Racquet Fields site. The implementation of these bicycle paths along with their accompanying creek crossings provides the essential bikeway connections to the downtown which the City's current system is lacking. As the Bikeway Master Plan is implemented in this area, it is recommended that more detailed site design, bikeway design, ecological studies and construction documents be prepared. This shall better ensure the natural beauty of the area is maintained and the highest level of bikeway design is achieved.
- In order to provide a complete bikeway system, signage must be provided to alert motorists and give direction to bicyclists. The City of Gahanna has developed a standard metal bikeway sign with white re-flectorized copy on a brown background that is posted throughout Gahanna. As a policy, all bikeway signs are placed on existing street sign poles, where possible, to help minimize costs and reduce any visual impacts. This policy is applauded and should be continued. However, for the signage system to be completely effective, signage must be placed at the beginning of all bikeways and at those points

- where a change in the bikeway direction occurs. Many areas currently have signage, however more signage needs to be added to complete the bikeway system.
- One of the City's critical north/south connectors west of Big Walnut Creek is Old Ridenour Road, extending from Agler Road north to Woodside Green Park and beyond. Due to Ridenour Road's narrow width and the natural setting it passes through, several recommendations are proposed.



Where Bike Route Signage is Needed:

1. At the Beginning of a Bike Route
2. At Regular Intervals Along the Bike Route
3. At Intersections or Other Locations Where a Bike Route Changes Direction

BIKE ROUTE SIGNAGE

- Ridenour Road be signed a scenic bikeway.
- Speed limits of 15 mph shall be enforced north of McCutcheon Road.
- Speed limits of 25 mph shall be enforced south of McCutcheon Road.
- As a measure to control future vehicular/traffic volumes, no new vehicular access points along Ridenour Road shall be permitted.

- A significant and necessary bikeway connection from Academy Park along the east side of Cherry Bottom Road, south to Academy Woods Drive should be developed. Because this section of Cherry Bottom Road is hilly and has many turns, sight visibility is a safety issue for bicyclists and motorists alike. To provide for the safety of bicyclists, the proposed bike path should be designed to travel along the fringe of the fields east of Cherry Bottom Road. To assure that all interests are represented, the City of Gahanna and Columbus Academy should continue working together to establish the final layout of the bike path in this area. It is also recommended that field staking be done at the Preliminary Design Phase to establish a more definitive bikeway alignment respectful of the scenic area for approval by both the City and representatives of Columbus Academy.

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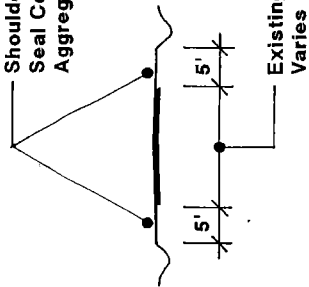
Another key component of the Bikeway Master plan is an east-west connector from Downtown Gahanna to the east side of Gahanna as well as to Jefferson Township. The proposed bikeway would begin at Walnut Street and run east through Shull Park, across Rocky Fork Creek, north of the Gahanna Library to Hamilton Road on the southern bank of Rocky Fork Creek. The bikeway would go under the Hamilton Road bridge over Rocky Fork Creek and then loop up to Hamilton Road. The path would then go north on Hamilton Road on either the existing bridge or on a specific bicycle bridge and connect to the Clark State Road Bikeway. The advantage of this bikeway would be to draw bicycle traffic from points east to the Library and Downtown while avoiding crossing Hamilton Road and by avoiding using Granville Road.

Township Recommendations:

Throughout the planning process, Jefferson Township officials have played an active role in developing the Bikeway Master Plan. This shared momentum between the City of Gahanna and Jefferson Township should continue as the Bikeway Master Plan is implemented. The Gahanna Bikeway Master Plan, when fully implemented, shall benefit both the residents of Gahanna and Jefferson Township.

Where bridle paths are developed within the Township in conjunction with bike paths, the paths should be paved with wood chips, gravel or fine compacted gravel. Asphalt should not be used as a paving material in any locations where

**Shoulder Expansion:
Seal Coat with
Aggregate Cover**



**Existing Road Width
Varies**

TOWNSHIP ROAD WIDENING

equestrian traffic is anticipated.

As bikeways are developed within the township, wood signage and a minor road shoulder widening as shown in the guidelines is recommended. This guideline is designed to maintain the desired township rural character. The wood signage as proposed in the guidelines is a reflection of the design character of existing township signage. The widening of the shoulders along township roads with an aggregate sometimes referred to as a prime and seal is designed to maintain the township's character while providing useable lanes for safe bicycling.

Along Clark State Road, east of the Gahanna corporation line, it is recommended that the traffic lanes be realigned to two (2) eleven (11') foot wide lanes with the remaining pavement width designated to the shoulders. With the selected shoulder improvement and slight widening, it is intended the impact on the landscape shall be minimal. It is also recommended

that Clark State Road be designated a Scenic Drive. A Scenic Drive designation would ensure the area in the township to:

- Maintain the current rural landscape character.
- Create a meaningful east/west connector for bicycle users in both the City and Jefferson Township.
- Widen the shoulders without needing to increase the road width to include full paved shoulder and curbing.

In addition to the preceding recommendations, the following on-street sidewalk bike routes, sidewalk bike routes and bike path additions and deletions are recommended to complete the City of Gahanna's bikeway system.

**PROPOSED BRIDLE/BIKE PATHS
(JEFFERSON TOWNSHIP)**

- Headley Heights Court to Darling Road
- Clark State Road to Havens Road; Along Electric Line Easement
- Havens Road to Havens Corners Road; Along Electric Line Easement

PROPOSED SIDEWALK BIKE ROUTES

- Hamilton Road; Tresham Road to Beecher Road
- Morse Road; Big Walnut Creek to Hamilton Road

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- Hamilton Road: Morse Road to Proposed Bike Path
- Hamilton Road: Rocky Fork Boulevard to Rocky Fork Creek
- **EXISTING ON-STREET OR SIDEWALK BIKE ROUTES TO BE ELIMINATED**
 - Cliffview Drive
 - Hell Drive: Shull Avenue to Mill Street
 - Carpenter Road: High Street to Mill Street
 - Town Street: High Street to Mill Street
 - Walnut Street: High Street to Shull Avenue
 - Mill Street: Johnstown Road to Carpenter Road
 - Rocky Fork Drive North: Flint Ridge Drive to Cliffview Drive
 - Cherry Bottom Road: Walnut Woods Court to Johnstown Road
- **PROPOSED BIKE PATH ADDITIONS**
 - Shull Park
 - Pizzurro Park to CSX Railroad
 - Shull Road to Bryn Mawr Park
 - Morse Road to Riva Ridge Road
 - Beecher Road to Dark Star Avenue
 - Harrison Pond Drive to Headley Park
 - Academy Woods Park to Morse Road
 - Morse Road: Shull Road to Evelynton Road
 - Uxbridge Avenue to Helmbright Drive
 - Orchard Hill Court to Big Walnut Creek
 - Hamilton Road East to Proposed Bike Path
 - Farm Creek Drive to Gahanna Woods Park
 - Shull Park Along Rocky Fork Creek to Hamilton Road
 - Big Walnut Creek Crossing - South to Cliffview Drive
 - Havens Road to Blacklick Elementary School
 - Granville Street to Friendship Park:

- Along Sycamore Run
- Big Walnut Creek Crossing - South to Pizzurro Park Drive
- Taylor Station Road: Taylor Road to Havens Corners Road
- Big Walnut Creek to Ridenour Road at Split in Big Walnut Creek
- Walnut Woods Court to McCutcheon Road Extension
- McCutcheon Road Extension: Ridenour Road to Big Walnut Creek
- Nob Hill Drive West to Woodside Green Park: Big Walnut Creek Crossing
- Cherry Bottom Road: Academy Woods Park Entrance to Academy Woods Drive
- CSX Railroad: East to Ohio to Erie Trail and West to Downtown Columbus and Scioto River
- Big Walnut Creek - West Side: Gahanna Swim Club to Proposed Big Walnut Creek Crossing - South
- Big Walnut Creek - North of Carpenter Road: McCutcheon Road Extension to City Parking Lot South of Granville Street

• **PROPOSED SIDEWALK ADDITIONS**

The following is a listing of recommended sidewalk additions which shall better facilitate the future development of Gahanna's bikeway system.

- Hell Drive - North Side: Milian Drive to Sycamore Run
- Carpenter Road - South Side: High Street to Shull Avenue
- Sycamore Drive - North Side: Sycamore Court to Clotts Road
- Helmbright Drive - West Side: Surtton Drive to Taylor Road
- Harrison Pond Drive - South Side: Creswell Drive to Headley Park
- Hamilton Road: West Side from Clark State Road to Vista Drive
- Worman Drive - North Side: Extend Existing Walk to Hamilton Road
- Larry Lane - South Side: Extend

- Existing Walk to Johnstown Road
- Helmbright Drive - East Side: Extend Existing Walk to Taylor Road
- Harrison Pond Drive - North Side: Extend Existing Walk to Retreat Lane
- Dark Star Avenue - South Side: Extend Existing Walk to Johnstown Road
- Uxbridge Avenue - West Side: Extend Existing Walk to Clark State Road
- Wickham Way - North Side: South of Millwood Court to Sycamore Place
- Rocky Fork Boulevard - South Side: From La Petite Academy to Landover Place
- Lansdowne Avenue - North and South: Extend Existing Walks to James Road
- Denison Avenue - North and South Sides: Bowling Green Place to Goshen Lane
- Academy Woods Drive - North Side: Extend Existing Walk to Cherry Bottom Road
- Helmbright Drive - East and West Sides: Extend Existing Walk to Havens Corners Road
- Hamilton Road: East Side from Clark State Road to Morse Road (Exclusive of infrequent stretches of sidewalk along Hamilton Road)

• **PROPOSED ON-STREET OR SIDEWALK BIKE ROUTES**

- Jennie Drive
- Invicta Place
- Colony Place

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MASTER PLAN**

OHIO
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BIKE ADVISORY COMMITTEE

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- Research Road
- Moorfield Drive
- Blatt Boulevard
- Poppy Hills Drive
- Lincolnshire Road
- Wittenberg Street
- Jensen Park Drive
- Oklahoma Avenue
- Bowling Green Place
- Challis Springs Drive
- Walnut Street: High Street to Mill Street
- Town Street: High Street to Shull Avenue
- Morse Road: Johnstown Road to Shull Road
- Nob Hill Drive North to Nob Hill Drive West
- Johnstown Road: Pamela Drive to Morse Road
- Andalus Drive: Invicta Place to Jennie Drive
- Darling Road: Clark State Road to Havens Road
- High Street: Granville Avenue to Clark Street
- Stygler Road: Agler Road to Amfield Court
- McCutcheon Road: Stygler Road to Ridenour Road
- Amfield Court: Stygler Road to Moorfield Drive
- High Street: Walnut Street to Carpenter Road
- Hermitage Road: Wittenberg Street to Goshen Lane
- Taylor Station Road: Research Road to CSX Railroad
- Dark Star Avenue: Hamilton Road to Venetian Way
- Riva Ridge Road: Johnstown Road to Venetian Way
- James Road: River Drive to Johnstown Road
- Goshen Lane: Hermitage Road to Johnstown Road
- Clark Street: High Street to Oklahoma Avenue
- Denison Avenue: Goshen Lane to Bowling Green Place
- Johnstown Road: I-270 to

- Discovery Point Park
- Harrison Pond Drive: Harkers Court to Jensen Park Drive
- Johnstown Road: Cherry Bottom Road to Colony Place
- McCutcheon Road: Lincolnshire Road to Woodmark Run
- Riva Ridge Boulevard: Venetian Way to Woodtown Drive
- Rocky Fork Drive South: Cliffview Drive to Flint Ridge Drive
- Taylor Road: Heimbright Road to Reynoldsburg-New Albany Road
- Havens Road: Clark State Road to Reynoldsburg-New Albany Road
- Flint Ridge Drive: Rocky Fork Drive North to Rocky Fork Drive South
- Clark State Road: Uxbridge Avenue to Reynoldsburg-New Albany Road
- Havens Corners Road: Farm Creek Road to Reynoldsburg-New Albany Road
- Reynoldsburg-New Albany Road: Havens Corners Road to Clark State Road
- Reynoldsburg-New Albany Road: Havens Corners Road to Broad Street
- Jefferson Meadows Drive: Poppy Hills Drive to Reynoldsburg-New Albany Road

• **PROPOSED STREET INTERSECTION IMPROVEMENTS**

Numerous intersections along existing and proposed bikeways are not ADA compliant and require ramps or drop curbs at all corners unless indicated by a specific number. (1) = Number of Ramps or Drop Curbs Required.

- Larry Lane/Anthony Court
- Ridenour Road/Rugby Lane
- Moorfield Drive/Rugby Lane
- Lyncroft Drive/Cadbury Drive
- Goshen Lane/Hermitage Road
- Tresham Road/Wickham Way
- Lyncroft Drive/Lyncroft Court
- Hamilton Road/Worman Drive
- Uxbridge Avenue/Torch Court

- Spruce Hill Drive/Rice Avenue
- Goshen Lane/Denison Avenue
- Tresham Road/Tresham Court
- Amfield Court/Moorfield Drive
- Moorfield Drive/Marquis Court
- Wickham Way/Stedway Court
- Stygler Road/Johnstown Road
- Wickham Way/Millwood Court
- Moorfield Drive/Embassy Court
- Barwood Drive/Flintwood Drive
- Moorfield Drive/Cotswold Place
- Wickham Way/Haversham Drive
- Uxbridge Avenue/Picadilly Court
- Sycamore Drive/Sycamore Place
- Uxbridge Avenue/Theori Avenue
- Moorfield Drive/Dunchurch Road
- Shull Avenue/Carpenter Road (1)
- Barwood Drive/Deerwood Avenue
- Riva Ridge Boulevard/Pimlico Drive
- Uxbridge Avenue/Clark State Road
- Venetian Way/Hensel Woods Road
- Lincolnshire Road/Kenilworth Court
- Venetian Way/Riva Ridge Boulevard
- Lansdowne Avenue/James Road (1)
- Eastchester Drive/Eastchester Court
- Uxbridge Avenue/Parliament Avenue
- Forestwood Drive/Irvington Place (1)
- Spruce Hill Drive/Caroway Boulevard
- Dunbarton Road/Lansdowne Avenue (1)
- Moorfield Drive/White Swan Court (1)
- Elkwood Place/Deerwood Avenue (1)
- Eastchester Drive/Academy Court (1)
- Johnstown Road/Dark Star Avenue (1)
- Eastchester Drive/Academy Woods Drive

**GAHANNA BIKEWAY
MASTERS PLAN**
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- LEGEND:**
- STAGING AREA
 - LIBRARY
 - COMMUNITY PARK
 - MAJOR COMMERCIAL AREA
 - SCHOOL
 - EXISTING ON-STREET OR SIDEWALK BIKE ROUTE
 - EXISTING SIDEWALK BIKE ROUTE
 - EXISTING BIKE PATH
 - PROPOSED ON-STREET OR SIDEWALK BIKE ROUTE
 - PROPOSED SIDEWALK BIKE ROUTE
 - PROPOSED BIKE PATH
 - PROPOSED BIKEWAY BIKE PATH
 - PROPOSED BIKEWAY BIKE ROUTE TO BE ELIMINATED
 - COOPERATION LINE
 - TOWNSHIP LINE

NO. COMMUNITY PARKS

- 1 ACADEMY PARK
- 2 HILLTOP PARK
- 3 AMBASSADOR COMMONS
- 4 ASHBRUNNAN
- 5 BRYN LAWR WOODS
- 6 BRYN LAWR WOODS
- 7 COMMUNITY GARDENS
- 8 FRENCHSHIP PARK
- 9 GAHANNA WOODS
- 10 GAHANNA WOODS
- 11 GOLF COURSE PARK
- 12 GOLF COURSE PARK
- 13 GOLF COURSE PARK
- 14 HIGHLAND WOODS
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- 39 HIGHLAND WOODS
- 40 HIGHLAND WOODS

NO. SCHOOLS

- 1 BLUCKHOE ELEMENTARY SCHOOL
- 2 COLUMBIA JUNIOR HIGH SCHOOL
- 3 COLUMBIA JUNIOR HIGH SCHOOL
- 4 GOSHEN LAKE ELEMENTARY SCHOOL
- 5 GOSHEN LAKE ELEMENTARY SCHOOL
- 6 JEFFERSON ELEMENTARY SCHOOL
- 7 JEFFERSON ELEMENTARY SCHOOL
- 8 LINCOLN HIGH SCHOOL
- 9 LINCOLN HIGH SCHOOL
- 10 LINCOLN HIGH SCHOOL
- 11 MIDDLE SCHOOL EAST
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- 13 MIDDLE SCHOOL WEST
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PROPOSED BIKEWAY PLAN

GAHANNA BIKEWAY MASTER PLAN
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- Bowling Green Place/Muskingum Drive
- Denison Avenue/Bowling Green Place
- Hensel Woods Road/Hensel Woods Court
- Denwood Drive North/Canterwood Court
- Lindenhaven Road/Lindenhaven Court
- Lancewood Drive/Denwood Drive North
- Johnstown Road/Crossing Creek South
- Bowling Green Place/Dunbarton Road (1)
- Denwood Drive North/Dovewood Drive (1)
- Sumption Drive/Woodside Green Park Entry (1)

■ BICYCLE FRIENDLY COMMUNITY

- In recent years the City of Gahanna has taken great strides to promote bicycling within its community and develop the infrastructure to support and educate its bicycling users. This commitment is evident in the forming of a citizen's Bicycle Advisory Committee developing a comprehensive Bikeway Master Plan and conducting educational programs such as Safety Town.

- As a logical progression, the City should take measures to become a Bicycle Friendly Community. Established and governed by the League of American Bicyclists, a Bicycle Friendly Community is one which meets prescribed criteria for creating advisory and decision-making structures to promote bicycle education and safety.

- To become a Bicycle Friendly Community, the City of Gahanna must complete an application provided by the League of American Bicyclists and meet all of the following primary criteria and two (2) of the four (4) secondary criteria.

- Primary Criteria:
 - Community budgets which spend \$1.00 per capita per year on bicycle facilities and events.
 - Governing body establishes a written policy designed to develop and maintain "bicycle safe" streets and pathways.
 - Community establishes a Bicycle Advisory Committee and designates a bicycle issues contact person on government staff.
 - Governing body passes an annual proclamation recognizing May as National Bicycle Month and encourages citizens to observe Bike to Work Day.

- Secondary Criteria:
 - Community sponsors annual cycling event.
 - Community police teach bicycle safety in schools, stressing the wearing of helmets.
 - Community publishes bicycling information, identifying suggested routes and stressing safety.
 - Community provides public bicycle parking facilities and encourages private bicycle parking facilities.

- Currently the City of Gahanna meets three (3) of the four (4) primary criteria and all of the secondary criteria. Once the Bikeway Master Plan and Guidelines are completed, the City should meet all of the primary criteria set forth by the League of American Bicyclists. In recognition of becoming a Bicycle Friendly Community, the City of Gahanna shall receive a certificate, plaque and two (2) street signs proclaiming the City a Bicycle Friendly Community. Also, the City shall receive a newsletter updating and reporting on other Bicycle Friendly Communities.

■ DEVELOPMENT GUIDELINES

- **MAXIMUM LONGITUDINAL BIKEWAY SLOPES**
 - Maximum bikeway/longitudinal slope shall be 5%.
- **BICYCLE PATH PAVEMENT**
 - Subgrade and aggregate base must be compacted thoroughly to avoid differential settlement.
- **PREFERRED CROSS SLOPES**
 - Minimum bikeway width is 10'-0".
 - Maximum bikeway width is 12'-0".
 - Maximum bikeway cross slope shall be 2%.

• BICYCLE STAIRS

- Bicycle stairs are appropriate when slopes do not permit bikeways to be developed within maximum longitudinal slopes.

• CONTRA FLOW BICYCLE LANE

- Contra flow bicycle lanes shall be avoided.
- Conflicts occur with contra flow lanes at turning movements at inter-sections.

• PAVEMENT MARKINGS

- Painted pavement markings are recommended for bikeway pavement markings.

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MASTER PLAN**
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- Thermoplastic line striping becomes slippery when wet and shall be avoided for bikeways.

• **CURB TYPES**

- Combined curb and gutter on streets designated for bicycle lanes should be avoided. Differential settlement between the street and along the joint between the roadway surface and the gutter surface or asphalt layer build up occurs over time, prohibiting utilization of streets for bike lanes.

• **BIKEWAY PATH LIGHTING**

- All bikeway lighting shall meet Light Pollution Standards, shall direct light to the bikeway, not to the sky or side yards.
- Bikeway path lighting should be provided in all areas where:
 - Security lighting is required.
 - Night time use of bikeways is encouraged.

• **BIKEWAY/TRAIL ACCESS TO BUSINESSES**

- A three (3') foot minimum clear or open area between the edge of a bikeway and a vertical obstruction is recommended.
- A five (5') foot minimum paved connection is recommended from a bikeway to adjacent businesses for one-way path, ten (10') feet for two-way.

• **BICYCLE SAFE GRATES**

- Bicycle safe grates are any grate over which a bicyclist can ride safely.
- Bicycle safe grates typically have some or all of the following characteristics:
 - Reduced width of slats to one (1") inch.

- Grate bars transverse to the direction of bicycle traffic.
- Diagonal grate bars at 45° to the direction of bicycle traffic.

• **BIKEWAY CONNECTION**

- Landscape buffers should be provided to separate a bikeway and adjacent properties.
- A twenty-two (22') foot minimum area is required for bikeway connections/assessments.
- A four (4') foot minimum wide landscape buffer is suggested between private property and a bikeway.
- A three (3') foot minimum clear or open area between the edge of bikeway and any landscape buffer is recommended.

• **BICYCLE PARKING STANDARD**

- Parallel bicycle parking within one (1) vehicular parking bay accommodates six (6) bicycles.
- Perpendicular bicycle parking within vehicular parking bays accommodates eight (8) bicycles.
- When bicycle parking is provided within vehicular parking bays, an 11' x 19' area shall be designated.
- Precast concrete parking blocks or concrete curbing is recommended around bicycle parking areas within parking areas. This curbing provides both a visual marker and physical barrier to motorists.

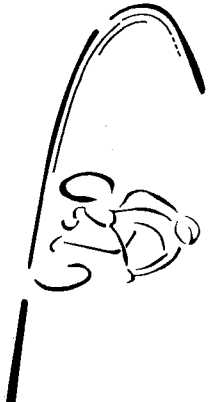
• **BICYCLE PARKING NEAR BUILDING ENTRANCES**

- A six (6') foot minimum depth is required for bicycle parking adjacent to sidewalks.
- When possible landscape buffering is recommended to be provided around bicycle parking areas.
- Ramps or drop curbs should be provided from sidewalks/plaza/bicycle

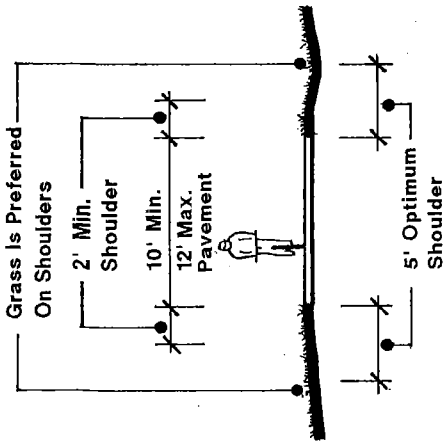
- parking areas located near building entrances.
- All bicycle parking near building entrances must permit clear pavement areas to entrances for safe pedestrian use.

• **BICYCLE PARKING AREAS**

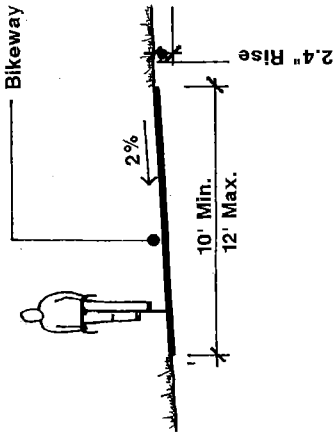
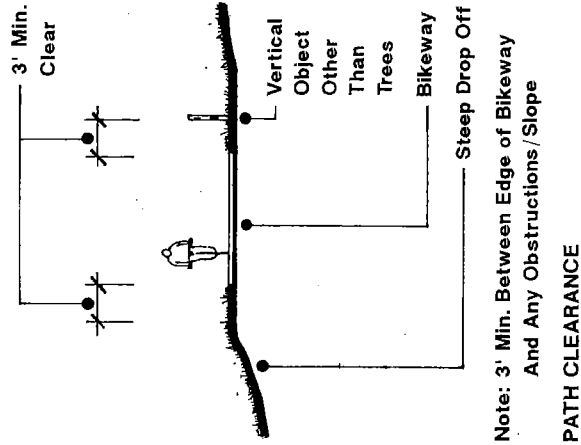
- 24 S.F. of paved area is required per bicycle rack.
- 54 S.F. of paved area is required per two (2) bicycle racks.
- A five (5') foot minimum clear area is required between each bicycle parking rack.
- 2-6" minimum is required from front of bicycle rack to adjacent walkways or drives.
- 18" long hairpin bicycle racks are recommended which can accommodate two (2) bicycles per rack.
- A two (2') foot minimum area is required from back of each bicycle rack to adjacent walkways or drives.



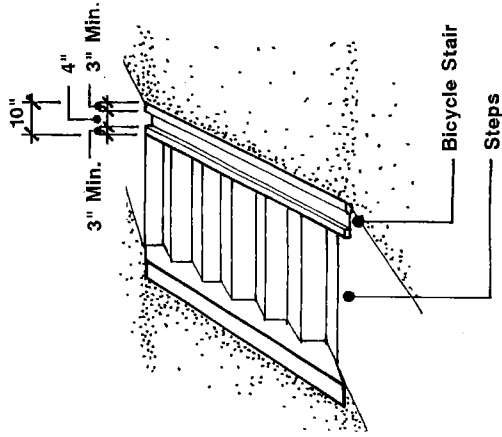
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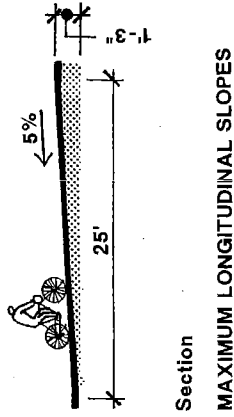
BIKEWAY WIDTH



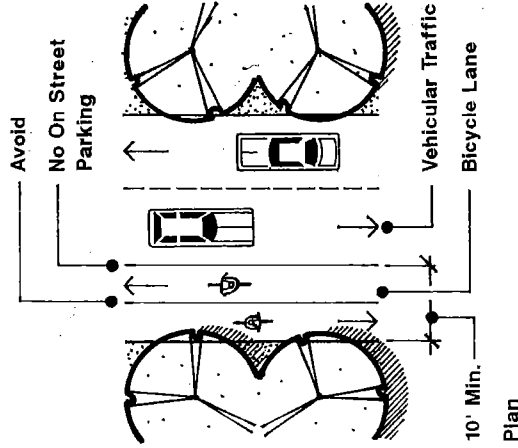
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PREFERRED CROSS SLOPE



BICYCLE STAIR

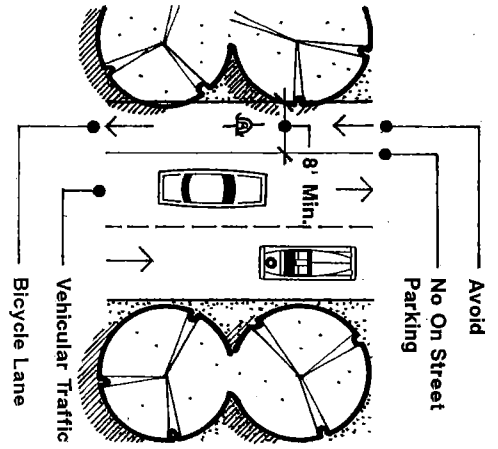


Section
MAXIMUM LONGITUDINAL SLOPES

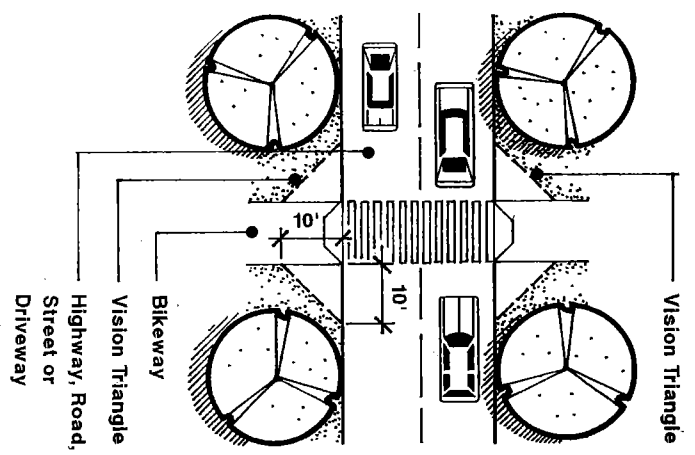


Plan
CONTRA FLOW BICYCLE LANE

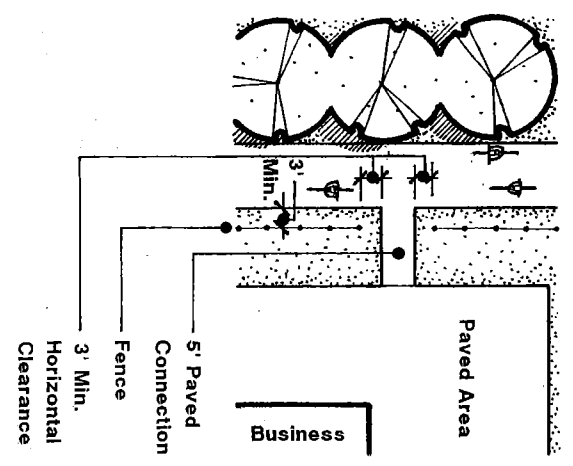
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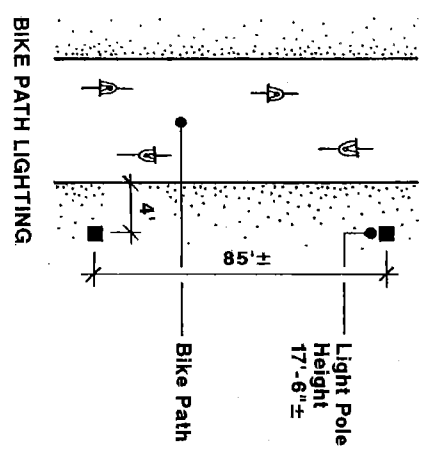
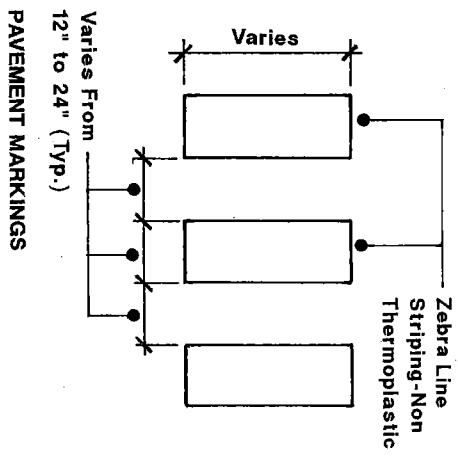
Plan
CONTRA FLOW BICYCLE LANE



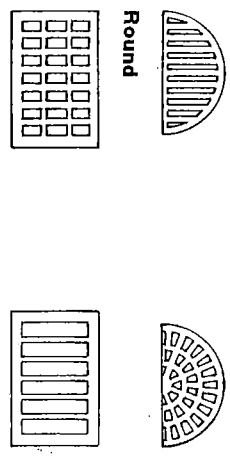
Plan
VISION CLEARANCE WITH VEHICULAR ACCESS



Plan
TRAIL ACCESS FOR BUSINESSES

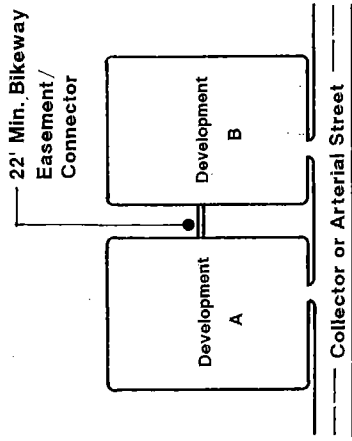


BIKE PATH LIGHTING



Rectangular
BICYCLE SAFE GRATES

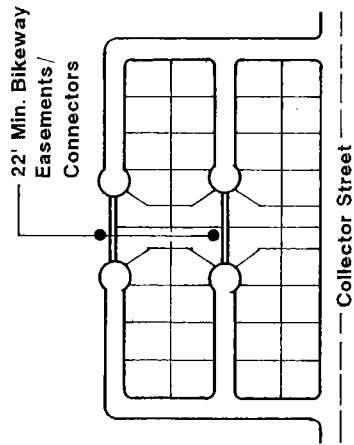
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Bicycle and Pedestrian Connections Between Adjacent Developments

Plan

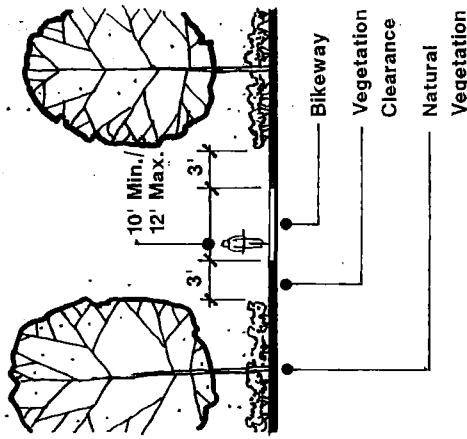
OFF-STREET CONNECTIONS



Bicycle and Pedestrian Connections Between Cul-de-Sac Streets

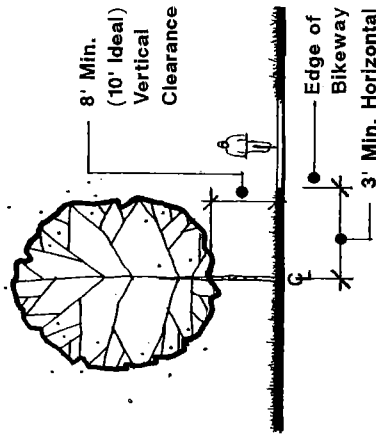
Plan

OFF-STREET CONNECTIONS

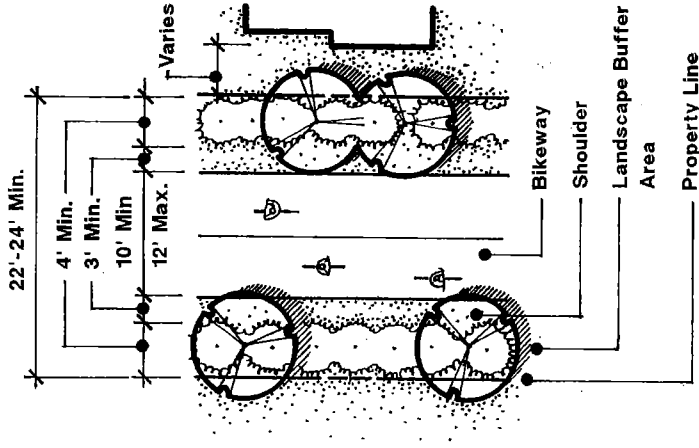


Section

VEGETATION CLEARANCE



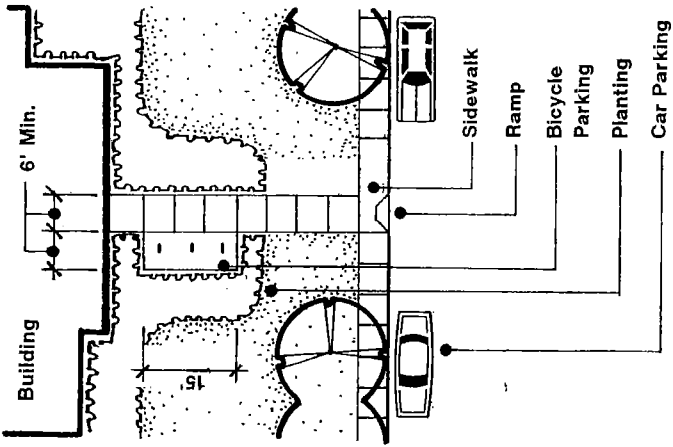
CLEARANCE FOR TREES



Plan

BIKEWAY CONNECTION

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Plan
BICYCLE PARKING NEAR BUILDING
ENTRANCE

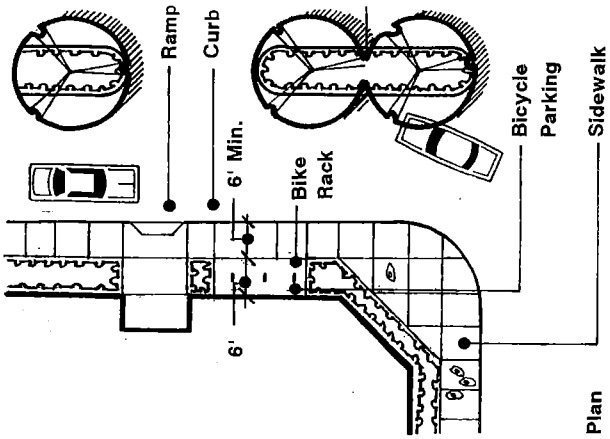


Appropriate

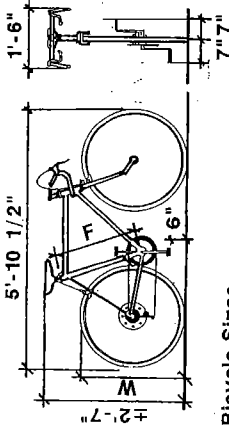


Inappropriate

BICYCLE RACKS



Plan
BICYCLE PARKING NEAR BUILDING
ENTRANCE

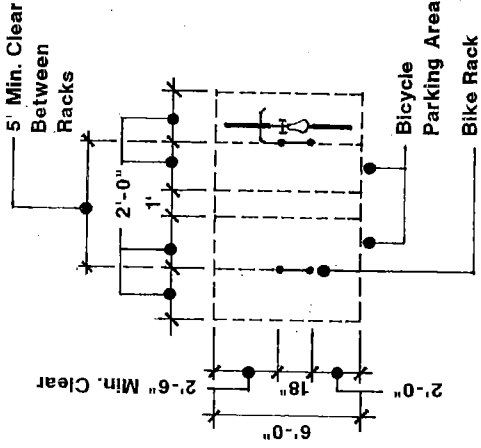


Bicycle Sizes

Frame Size "W"	Frame Size "F"
16"	12"
20"	13"
24"	16" Boys 15" Girls
26"	18", 19", 21", 23"
27"	19", 21", 23"

BICYCLE SIZE STANDARDS

19

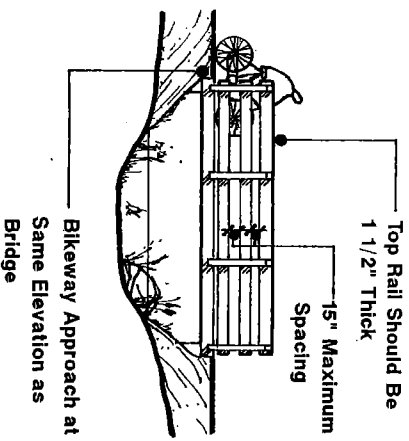
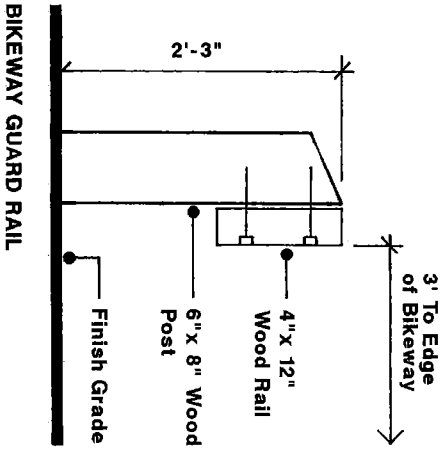
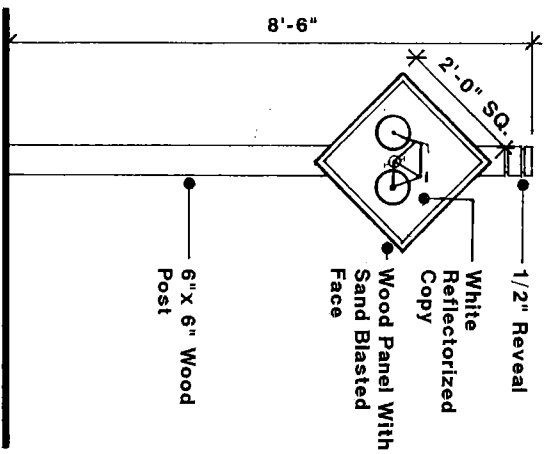
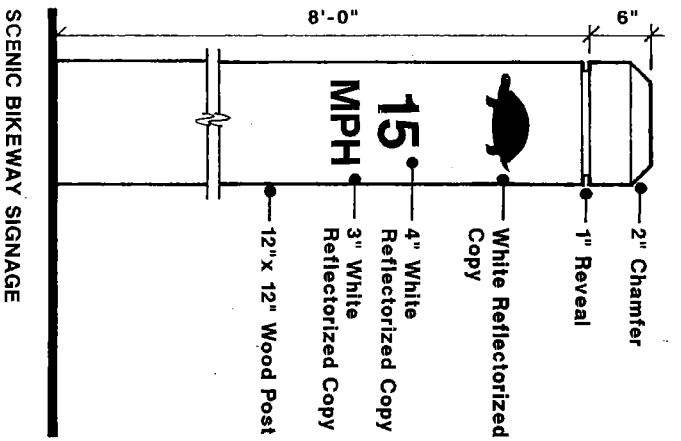
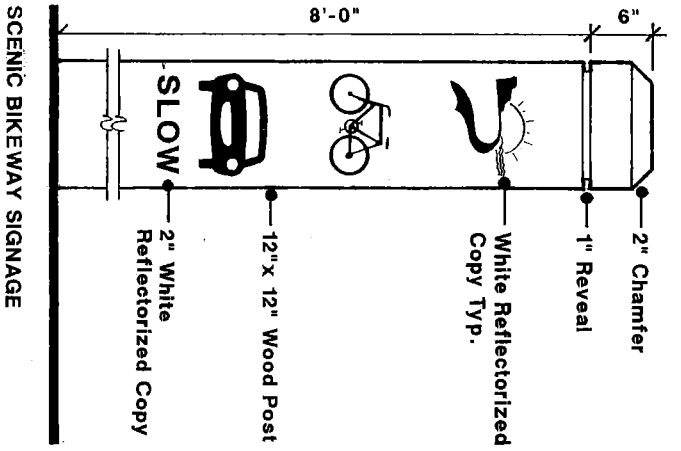


Note: Bicycle Parking Area - 2'x6'
Per Bike

Plan

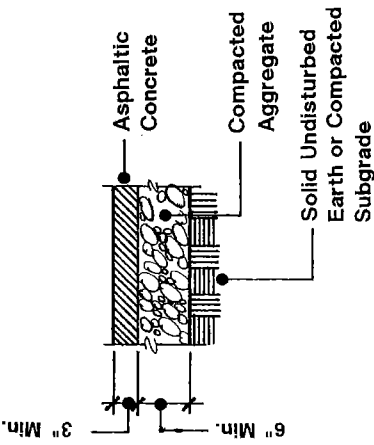
BICYCLE PARKING AREA

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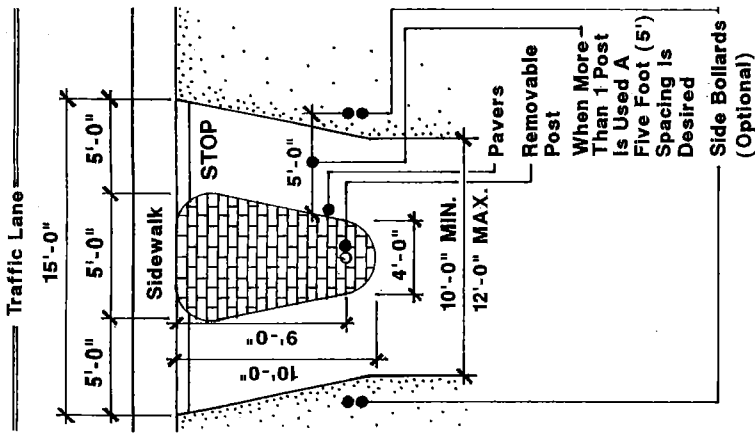


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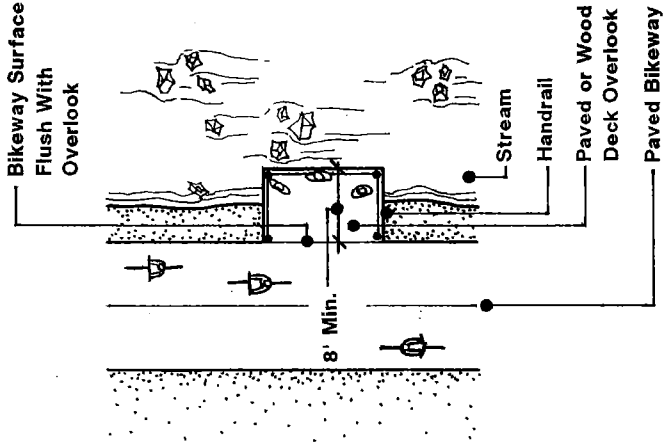
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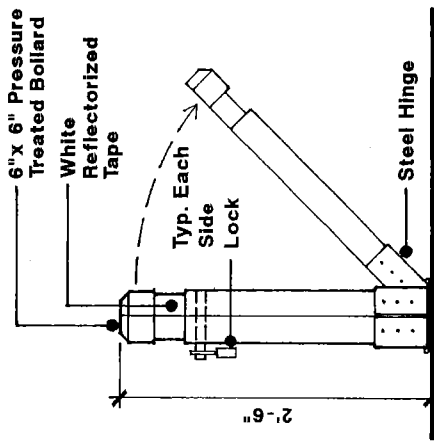
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BICYCLE PATH PAVEMENT



URBAN STREET CROSSING



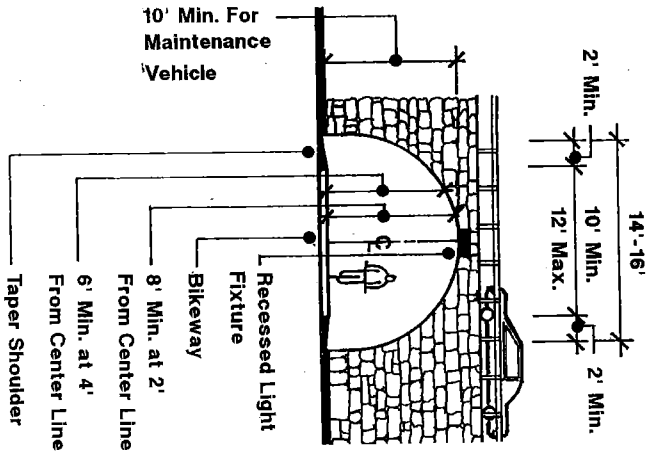
Plan
OVERLOOK PROTOTYPE



COLLAPSIBLE WOOD BOLLARD

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Section
UNDERPASS STANDARD

- 10' Min. For Maintenance Vehicle

2' Min. 10' Min. 12' Max. 2' Min.

14'-16'

Recessed Light Fixture

Bikeway

8' Min. at 2' From Center Line

6' Min. at 4' From Center Line

Taper Shoulder
- SUBDIVISION REGULATIONS AMENDMENTS**

The following items are suggested to be incorporated into the City of Gahanna's Subdivision regulations as a part of their Streets and Thoroughfare standards.

 - Conformance with the Bikeway Master Plan
 - The arrangement, character, extent, width and location of all bikeways shall conform to the City's May, 1999 Bikeway Master Plan.
 - Standards for pavements, type, width and development guidelines shall conform to those outlined in

the City's May, 1999 Bikeway Master Plan.

- Where concrete sidewalks are used as a bikeway, a minimum width of five (5') feet is recommended, subject to final review and approval. The sidewalk should be separated from the street with a tree lawn.

■ FUNDING RECOMMENDATIONS

It is anticipated the Gahanna Bikeway shall be funded through numerous funding mechanisms including Regulatory Techniques, Primary and Secondary Funding Sources.

- Regulatory Techniques include:
 - Property Acquisition
 - Subdivision Regulations
 - Code/Ordinance Revisions
 - Interdepartmental Policies
- Property Acquisition: This technique may be accomplished through a number of means and methods:
 - Lease: Short or long term rental of land or property.
 - Bequest/Life Estate: Land owner retains ownership until death.
 - Fee Simple Ownership: Full title to land and all rights associated with the land.
 - Outright Donation: A donation by property owner of all interest in a particular property.
 - Fee Simple/Leaseback: Purchase of full title and leaseback to previous owner or other, subject to restrictions.
 - Property Exchange: Exchange of developed or undeveloped prop-

erty for property which has specific bikeway value.

- Donation With Reserved Life Estate:** Land owner donates during their lifetime, but retains their lifetime use of property.
- Eminent Domain:** The right of government to take private property for public purpose upon payment of just compensation.
- Nonprofit Conveyance to Public Agency:** Nonprofit acquires and holds land until Parks and Recreation Department is able to purchase or gives to Department.
- Subdivision Regulations:** Existing regulations need to be revised to ensure the preservation of bikeway corridors depicted in the Plan and incorporation of the Bikeway Guidelines.
- Agency Transfer (Governmental):** Certain governmental agencies may have surplus property inappropriate for their needs that could be transferred to the Parks and Recreation Department for bikeway use.
- Conservation/Easement/Development Rights:** A partial interest in property transferred to an appropriate non-profit or governmental entity either by gift or purchase. As ownership changes, the land remains subject to the easement restrictions.

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- **Code/Ordinance Revisions:** Existing City ordinances need to be modified to incorporate suggested bikeway development guidelines as suggested in the Bikeway Master Plan.
- **Interdepartmental Policies:** Various City Departments may share in and even assist with the financing of bikeway improvements. This may be done through addition to City-wide paving/construction contracts, acquiring of easements or shared construction costs for multi-departments' benefits such as utility easements.

• PRIMARY FUNDING SOURCES

- City Bond Issue
- City Capital Improvement Program
- **City Capital Improvement Program:** Yearly, regularly scheduled appropriation of City Capital Improvement (CIP) monies for bikeway improvements. Should include a CIP maintenance fund for regular maintenance of bikeways as well.
- **City Bond Issue:** Based on voter approval, this funding technique could permit the City to borrow money through the issuance of bonds. The money is repaid through income earned from the operation of improvements or from the City's budget.

• SECONDARY FUNDING SOURCES

- Partnerships
- Gifts Catalog
- "Adopt A Trail" Program
- Business Sponsorships/Donations
- Capital Campaigns/Challenge Grants
- Establishment of a Parks and Recreation Foundation
- **Gifts Catalog:** A Gifts Catalog is a

booklet/brochure which illustrates, describes, itemizes and prices specific bikeway trail needs.

- **Partnerships:** Partnerships may involve other public authorities, educational institutions or private entities. Partnerships may entail land, joint fund raising, joint construction or joint facility usage/maintenance.

- **Establishment of a Parks and Recreation Bikeway Foundation:** Establishment of a specific Foundation for donors to donate land and/or money to the City specifically for bikeway improvements.

- **Business Sponsorships/Donations:** Similar to an "adopt a park" program, individual businesses or as a group may sponsor improvements and/or programs or maintenance through donations to the City Parks and Recreation Department.

- **"Adopt a Trail" Program:** This is another vehicle for seeking donations for either construction improvements and/or maintenance of a trail or portion of a trail. This program may be attractive to businesses, individuals or organizations.

- **Capital Campaign/Challenge Grants:** This approach may be targeted for a specific improvement which may involve a one-time donation. Monies may be established initially by Council, an organization or business for others to match a specified amount.

- **Grant Opportunities:** While grant sources have been limited there are several grant opportunities as summarized below.

- **Governor Taft's proposed Ohio Environmental Preservation Fund** of \$200 million over the next two (2) biennial budgets. Ten (10%) percent of the fund along with earmarked federal dollars shall be used to create new and improve existing trails across Ohio.

- **Ohio's NatureWorks Program** was created through passage of State Issue #1 in November 1993 and passage of House Bill 790 in 1994. The General Assembly has continued the County allocation of funds. \$3.1 million is estimated to be available per year in 1999 and 2000. Grant application deadline is July 1. The program is administered by the Ohio Department of Natural Resources. Distribution of funds is per County share up to seventy-five (75%) percent of project costs.

- **Ohio's Recreational Trails Program** has been extended with the passage of the Transportation Equity Act for the 21st Century, commonly called TEA-21. This program replaces the Symms National Recreational Trails Fund. This program is administered by the Ohio Department of Natural Resources. In Ohio, approximately \$1.04 million is available in 1999 and

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\$1.3 million for each year 2000-2003. Distribution of funds is on a statewide competitive basis for up to eighty (80%) percent of project costs.

- TEA-21 Funds administered by the Ohio Department of Transportation. Political subdivisions inside a MPO (Metropolitan Planning Organization) apply through their planning agency. Provisions of facilities for pedestrians and bicycles related to surface transportation are eligible. Up to eighty (80%) percent of the project construction costs are eligible in this six (6) year program. In addition to the twenty (20%) percent match, the applicant is responsible for construction documents, environmental assessment studies, right-of-way plans, right-of-way purchase and environmental remediation, as required.



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\$1.3 million for each year 2000-2003. Distribution of funds is on a statewide competitive basis for up to eighty (80%) percent of project costs.

- TEA-21 Funds administered by the Ohio Department of Transportation. Political subdivisions inside a MPO (Metropolitan Planning Organization) apply through their planning agency. Provisions of facilities for pedestrians and bicycles related to surface transportation are eligible. Up to eighty (80%) percent of the project construction costs are eligible in this six (6) year program. In addition to the twenty (20%) percent match, the applicant is responsible for construction documents, environmental assessment studies, right-of-way plans, right-of-way purchase and environmental remediation, as required.



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