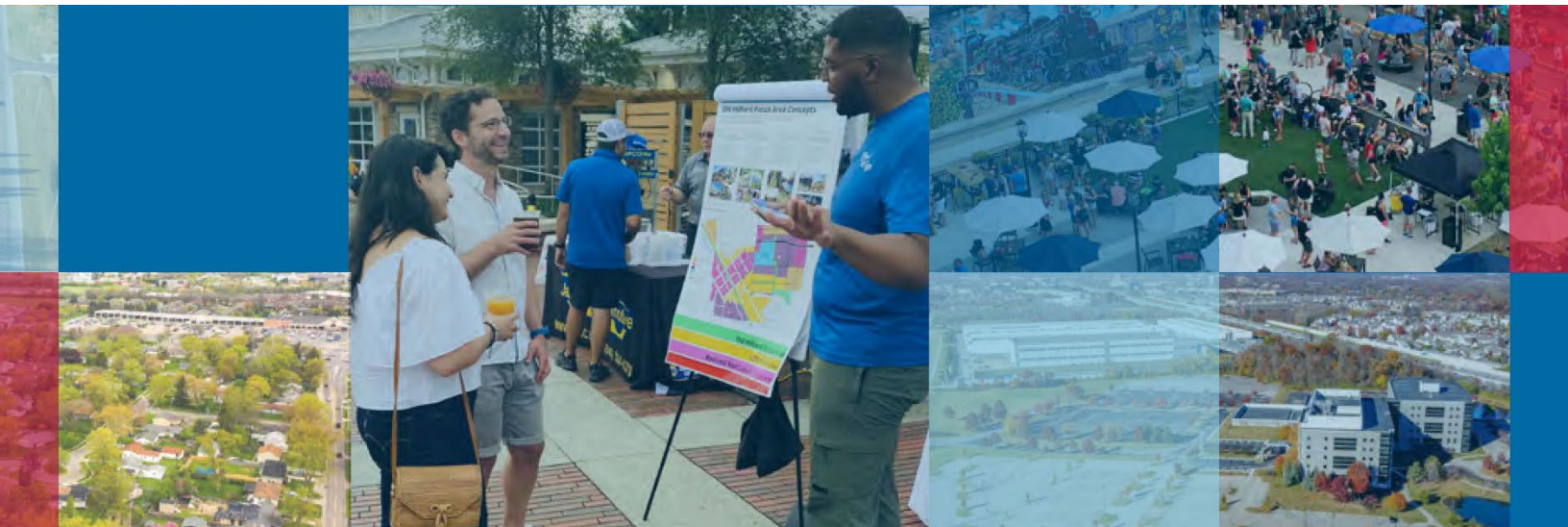
CITY OF HILLIARD OHIO • 1853

Hilliard Thoroughfare Plan

Version: Final 1/4/24



Contents

PLAN PURPOSE AND AUTHORITY

The City of Hilliard has established this Thoroughfare Plan to promote the safe and orderly movement of people and goods across a network of key travel corridors. Each corridor is classified based on its planned future development *context* as well as its intended *function* within the network. Combined, these classifications are used to prescribe each corridor's design characteristics and regulations, ensuring each corridor performs as intended as part of overall thoroughfare network.

Where applicable, both public and private development should comply with the recommendations of this plan. As capital and development projects progress through the design process, "planning level" recommendations herein may need to be revised to reflect special, unforeseen, or changing conditions. At its discretion, the City may amend this plan, or choose to deviate from or suspend specific plan recommendations and regulations.

RELATIONSHIP TO OTHER PLANS AND POLICIES

This plan was developed in tandem with the City's **2023 Comprehensive Plan Update** which establishes a vision, goals, and objectives for the City's development—coordinating land use, recreation, and transportation among other aspects. While the Comprehensive Plan provides general recommendations, the Thoroughfare Plan establishes specific, location-based recommendations to improve and regulate the City's street transportation network.

Other plans and policies reflected in this plan include the following:

Active Transportation Plan
Hilliard's *Active Transportation Plan*, which focuses on walking and biking in the City and includes recommendations for independent alignment trails.

Complete Streets Policy
This plan also reflects the City's Complete Streets Policy. This policy directs the City "to develop a safe, efficient, and balanced transportation network that provides all users with mobility choices, connects land uses, enhances the environment, and improves the quality of life for those who live and work in Hilliard." As such, this plan specifically refers to key travel corridors—a definition which includes streets as well as preferential corridors such as trails and transit rights-of-way.

Safe Streets for Hilliard Plan
Further, the focus of this plan is to establish planning principles that support and are consistent with the recommendations of the Safe Streets for Hilliard Plan, adopted by Hilliard City Council on September 12, 2022, which sets goals, priorities, strategies, and targets for eliminating serious injury and fatal crashes on Hilliard streets. Because vulnerable road users (pedestrians and bycyclists) are over represented in severe crashs, this Thoroughfare Plan specifically accommodates the needs of people walking and bicycling and prioritizes speed management over mitigation of vehicle congestion experienced during a few peak hours of a day.

THOROUGHFARE CORRIDOR CLASSIFICATION SYSTEMS

Key travel corridors are classified based on *context* and intended *function* within the transportation network. As such, travel corridors are therefore referred to as their context then function, by example a *Transitional Suburban Network Collector* or *Activity Center Major Arterial.*

1. Context Classifications

Land use density, mix, setbacks, and development patterns affect how travelers use adjacent travel corridors and as such, consideration is needed to ensure safe and orderly travel. A corridor's context affects a number of factors, including:

- The likely presence of pedestrians or bicyclists, also known as vulnerable road users (VRUs)
- The number of motorists, pedestrians, or bicyclists and likelihood for interactions
- The differential in speed between motorists, pedestrians, and bicyclists; and the density of trip destinations or mode change-over points such as where motorists park and walk to a destination.

In short, better speed management and better accommodations for pedestrians and bicyclists can improve corridor safety and operations and such investments are appropriate in contexts where higher levels of pedestrian and bicycling activity are expected. To this end, the following contexts have been established and are illustrated in Figures 4, 5, and 6 on pages 13 through 15. These contexts are based on planned future land uses—ensuring improvements are designed to meet the needs of future travelers and development context.

Transitional Suburban Context
This includes typically agricultural, open space, and large-lot rural homestead areas which are transitioning to low- to moderate-density residential uses with some neighborhood-serving commercial areas within a walkable distance to housing. Thoroughfare Plan streets in this context are mostly uncurbed and located within the Big Darby Watershed. Where these streets were township roads with rural speed limits (55 mph), annexation and development contribute to a

Figure 1 – Audubon Avenue, an example for Suburban Transition Context

transition to suburban character and a desire for safer operating speeds, preferably 35 mph or slower. Intentional changes to the roadside character are necessary to encourage a reduction in speed. Pedestrian and bicycle activity in these areas will begin to grow as development occurs. A shared-use path is required along one or both sides of the street, constructed with development or other street improvements. Connections between neighborhoods, including safe crossings of all streets, shall be planned and built with development. Intersections should generally be offset with medians installed between the streets along the Thoroughfare Plan street to provide for safe pedestrian crossings. Single lane or hybrid roundabouts should be considered along these corridors for higher volume intersections. Traffic signals should not be used on streets within the Transitional Suburban context.

Suburban Context

These contexts include areas developed at moderate densities, where pedestrian and bicyclist activity is expected. Thoroughfares will convey through travelers as well as local trips between subdivisions, schools, parks, retail, employment centers, and institutional uses. Shared use paths or sidewalks are required on both sides of the street and are intended to accommodate pedestrians, bicyclists, and users of micromobility devices on shared facilities. Care is required to ensure motorist speeds are 35 mph or less and adequate crossings are provided for travelers of varying age, ability, and group size—solo pedestrians to families bicycling together.

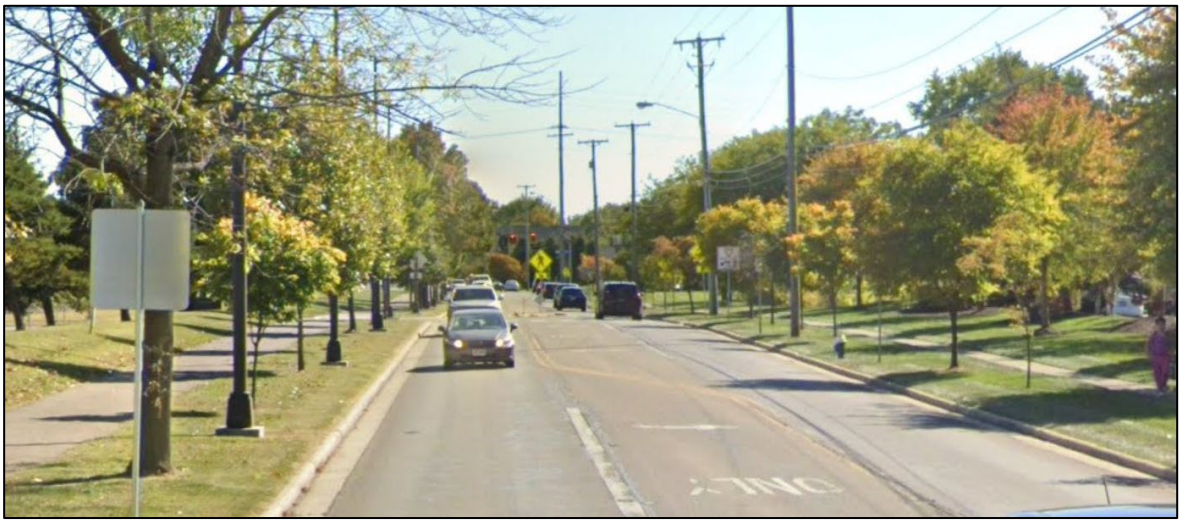


Figure 2 – Avery Road, an example of a Suburban context.

Activity Center Context

This context include areas with higher development densities, smaller building setbacks, and are often comprised of a mix of uses. Pedestrian activity along thoroughfares is expected to be high as motorists are likely to park their vehicles and walk to their destinations. Streets, driveways, and intersections shall be designed to create a network of streets with blocks faces ranging from 300 to 600 feet in length, and encourage vehicle operating speeds of 25 mph. Parallel on-street parking is encouraged, bump-outs and small turning radii should be used, and sidewalks or shared-use paths should be provided on both sides of the street. Given the amount of pedestrian activity, consideration should be given to providing dedicated space to separate pedestrian and bicycle/micro-mobility users or provide a combined facility that is wider to provide more space for all non-motorized user types. Care is required to reduce the difference between the speeds of motorist, pedestrians, and bicyclists; ensure safe pedestrian crossings; and manage vehicular access

points and movements. Vehicular access points should be as narrow as possible to control speed and to clearly communicate pedestrian priority at driveways. Capacity-related infrastructure modifications (i.e. turn lanes) should be carefully scrutinized due to the negative impact on speed and both pedestrian and bicycle safety. As development occurs in these areas like Old Hilliard, all streets shall include on-street parallel parking, sidewalks, and marked crossings to promote walkability, slow vehicle speeds, and to meet the public parking demand. Vehicular access to individual properties shall be from alleys or private "backage" drives; parking shall be behind buildings, and pedestrian access shall be provided between the fronting street and the front door of individual properties.

Figure 3 – E Main Street in Bexley, Ohio—an example of an Activity Center Context and street character.

2. Functional Classification for Streets

Functional classification defines how a street contributes to the overall thoroughfare network, and to what extent through travel is promoted over local access. To this end, the following *functional* classifications have been established.

Major Arterial

Major arterial corridors extend outside Hilliard to connect to other communities and will include design elements which help facilitate through travel. In Transitional Suburban and Suburban contexts, through travel may be prioritized over ample access to adjacent uses and streets. These corridors may have more than one travel lane in each direction and turn lanes. If a corridor contains closely spaced signalized intersections, they shall be coordinated to better accommodate rush hour traffic and manage vehicle speeds; as well as use access management strategies to improve safety. If on-street parking is allowed, it may be restricted during peak hours to provide additional capacity for those commuters. Speed management principals are critical on major arterial streets to ensure safety is not sacrificed.

In Activity Center contexts, a more balanced approach is required to accommodate traffic while providing necessary access and maximizing safety for all, particularly vulnerable road users such as

pedestrians and bicyclists. Peak hour congestion and delay should be expected and tolerated in order to provide a safe system for vulnerable road users during all hours of the day.

Minor Arterial
Minor arterial corridors serve to connect areas of development with major arterial corridors and create connections to help distribute commuting trips across the larger transportation network. Access management strategies may be used to improve safety near key intersections but with fewer restrictions than those applied to Major Arterial corridors. On minor arterial streets, medians may be used to slow vehicle speeds and provide opportunities for pedestrian crossings. Left turn lanes may be used on higher volume minor arterial streets; however, right turn lanes should rarely be used due to increased vehicle speeds at intersections or driveways.

Network Collector
Network collector corridors primarily provide access to adjacent property and serve local trips. While network collector corridors are regulated by the thoroughfare plan, they are not considered key travel corridors. Access to properties and slow vehicle speeds are prioritized over through movement of vehicular traffic. Turn lanes are generally not needed or recommended on network collector streets unless a school or other high trip-generating use is present along the street.

All other public streets located in the City of Hilliard are designated as local streets and are not governed by this Thoroughfare Plan.

3. Thoroughfare Plan Exhibit, Street Classification List, Design Characteristics and Example Cross Sections

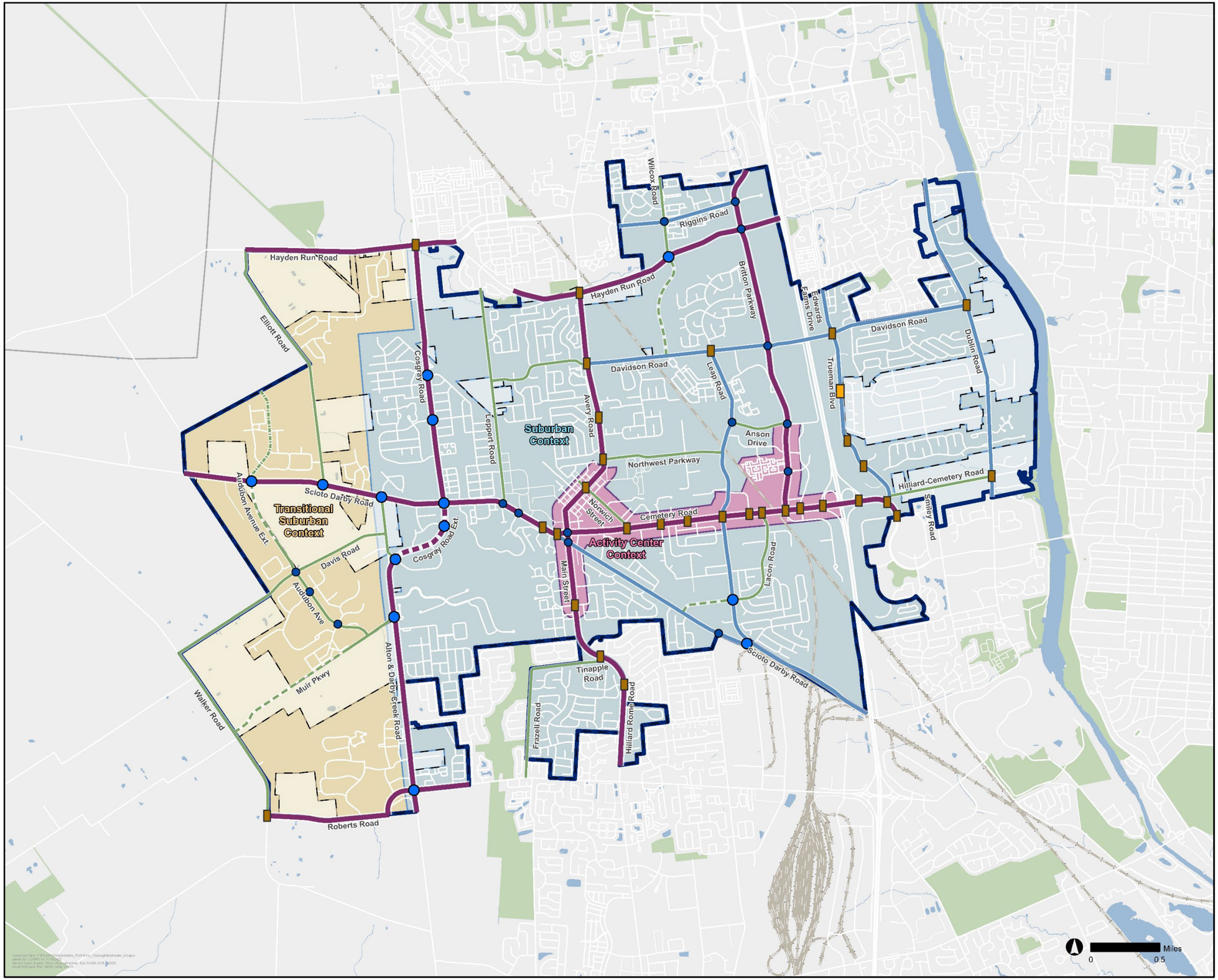
Exhibit 1, on the following page, provides an illustration of the City's Thoroughfare Plan, defining how thoroughfare streets are classified by context and function. Further, anticipated long-term lane configurations and right-of-way widths are also shown, as are thoroughfare intersections such as signals and roundabouts.

The above information are provided in a tabular format by thoroughfare street in Table 4, starting on page 9

Exhibit 1

Thoroughfare Plan

Context and Functional Classifications



Thoroughfare Intersections

- Existing Roundabout
- Proposed Roundabout
- Existing Signal
- Future Signal

Functional Classification and Status

	Built	Planned	Committed
Major Arterial	▬	▬ ▬	▬ ▬
Minor Arterial	▬	▬ ▬	▬ ▬
Network Collector	▬	▬ ▬	▬ ▬

Context Classification

- Activity Center
- Suburban
- Transitional Suburban

Reference

- Hilliard Corporation Limit
- Study Area Boundary

Last Updated: 11/10/2023

BURGESS & NIPLE

Table 1 – Thoroughfare Street Classification List, *Page 1 of 3*

Name	Begin	End	Context Classification	Functional Classification	Status	Existing Section	Full Build-Out Section	Minimum Right-of-Way Width (FT)
Alton & Darby Creek Road	Corp Limit s.o. Roberts Road	Cosgray Road Ext.	Suburban	Major Arterial	Built - Safety and Multimodal Enhancements Recommended	2/3	2D	120 FT
Alton & Darby Creek Road	Cosgray Road Ext.	Scioto Darby Road	Suburban	Network Collector	Built	2/3	2/3	100 FT
Anson Drive	Leap Road	Britton Parkway	Suburban	Network Collector	Built	2/3	2/3	80 FT
Audubon Ave	Muir Parkway	1,200 ft n.o. Davis Road	Transitional Suburban	Network Collector	Built	2	2	100 FT
Audubon Ave Ext.	1,200 ft n.o. Davis Road	Scioto Darby Road	Transitional Suburban	Network Collector	Planned, Developer Contributed	N/A	2	100 FT
Audubon Avenue Ext.	Scioto Darby Road	Hayden Run Road	Transitional Suburban	Network Collector	Committed, Developer Contribution	N/A	2	100 FT
Avery Road	Main Street	Davidson Road	Suburban	Major Arterial	Built	2/3	2/3	80 FT
Avery Road	Davidson Road	Hayden Run Road	Suburban	Major Arterial	Built	2/3	2/3	100 FT
Britton Parkway	Cemetery Road	Anson Drive	Activity Center	Major Arterial	Built	4D	4D	120 FT
Britton Parkway	Anson Drive	Davidson Road	Suburban	Major Arterial	Built	4D	4D	120 FT
Britton Parkway	Davidson Road	Hayden Run Road	Suburban	Major Arterial	Built - Safety and Multimodal Enhancements Recommended, Possible Widening with Curb and Gutter	2/3	4D	120 FT
Britton Parkway	Hayden Run Road	Tuttle's Brooke / Corp Limit	Suburban	Major Arterial	Built	4D	4D	120 FT
Cemetery Road	Scioto Darby Road	Main Street	Activity Center	Major Arterial	Built	4/5	4D	100 FT
Cemetery Road	Main Street	Norwich Street	Activity Center	Major Arterial	Built - Priority Safety and Multimodal Enhancements Recommended	2/3	2D	100 FT
Cemetery Road	Norwich Street	Britton Parkway	Activity Center	Major Arterial	Built - Priority Safety and Multimodal Enhancements Recommended	4/5	4D	120 FT
Cemetery Road	Britton Parkway	I-270	Activity Center	Major Arterial	To Be Improved - Priority Safety and Multimodal Enhancements, Long-Range Widening	4D	6D	140 FT
Cemetery Road	I-270	Trueman Blvd	Suburban	Major Arterial	To Be Improved - Priority Safety and Multimodal Enhancements, Long-Range Widening	4D	6D	140 FT
Cosgray Road Ext.	Alton & Darby Creek Road	Scioto Darby Road/Cosgray Road	Suburban	Major Arterial	Planned New Road, Priority Project	N/A	2D	160 FT
Cosgray Road	Scioto Darby Road	Hayden Run Boulevard	Suburban	Major Arterial	Built - Safety and Multimodal Enhancements Recommended	2	2D	120 FT
Davidson Road	Leppert Road	Avery Road	Suburban	Network Collector	Built	2	2	70 FT
Davidson Road	Avery Road	Britton Parkway	Suburban	Minor Arterial	Built	2/3	2/3	80 FT
Davidson Road	Britton Parkway	Trueman Parkway	Suburban	Minor Arterial	Built - Safety and Multimodal Enhancements Recommended	2/3	2/3	100 FT

Table 1 – Thoroughfare Street Classification List, *Page 2 of 3*

Name	Begin	End	Context Classification	Functional Classification	Status	Existing Section	Full Build-Out Section	Minimum Right-of-Way Width (FT)
Davidson Road	Trueman Parkway	Dublin Road	Suburban	Minor Arterial	Built - Safety and Multimodal Enhancements Recommended	2/3	2/3	80 FT
Davis Road	Walker Road	Alton & Darby Creek Road	Transitional Suburban	Network Collector	Built	2	2	100 FT
Dublin Road	Fishinger Road	Hayden Run Road	Suburban	Minor Arterial	Built - Safety and Multimodal Enhancements Recommended	2/3	2/3	100 FT
Edwards Farms Drive	Davidson Road	Corp Limit, 1,700 Ft. n.o. Davidson Road	Suburban	Minor Arterial	Built - Priority Safety and Multimodal, On-Street Parking, and Streetscape Enhancements Recommended	2D	2D	120 FT
Elliott Road	Hayden Run to Scioto Darby	Hayden Run to Scioto Darby	Transitional Suburban	Network Collector	Built	2	2	100 FT
Fishinger Boulevard	Trueman Boulevard	Park Mill Run Drive/Ridge Mill Drive	Suburban	Major Arterial	Built	4D	4D	120 FT
Frazell Road	Roberts Road	Tinapple Road	Suburban	Network Collector	Built	2	2	80 FT
Hayden Run Road	Elliott Road	Baldwin Road	Suburban	Major Arterial	Built	2	2	100 FT
Hayden Run Road	Baldwin Road	Spring River Avenue	Suburban	Major Arterial	Built	4D	4D	120 FT
Hayden Run Road	Corporation Limit west of Eventing Way	I-270	Suburban	Major Arterial	Built - Safety and Multimodal Enhancements Recommended (Hayden Run COG Trail)	2	2	100 FT
Hilliard Rome Road	Roberts Road	Heritage Club Drive S/Luther Lane	Suburban	Major Arterial	Built - Priority Safety and Multimodal Enhancements Recommended	4/5	4D	120 FT
Hilliard-Cemetery Road	Trueman Boulevard	Dublin Road	Suburban	Network Collector	Built	2	2	80 FT
Lacon Road Ext.	Scioto Darby Road	Leap Road	Suburban	Network Collector	Planned, Developer Contributed	N/A	2	80 FT
Lacon Road	Leap Road	Cemetery Road	Suburban	Network Collector	Built	2	2	70 FT
Leap Road	Scioto Darby Road	Cemetery Road	Suburban	Minor Arterial	Built - Priority Safety and Multimodal, On-Street Parking, and Streetscape Enhancements Recommended	2	2	80 FT
Leap Road	Cemetery Road	Brown Park Drive	Activity Center	Minor Arterial	Built	4/5	4D	100 FT
Leap Road	Brown Park Drive	Anson Drive	Suburban	Minor Arterial	Built	4/5	4/5	100 FT
Leap Road	Anson Drive	Davidson Road	Suburban	Minor Arterial	Built	2/3	2/3	100 FT
Leppert Road	Scioto Darby Road	Corp Limit n.o. Arcadian Avenue	Suburban	Network Collector	Built	2	2	100 FT
Main Street	Heritage Club Drive S/Luther Lane	Cemetery Road	Activity Center	Major Arterial	Built - Priority Safety and Multimodal Enhancements Recommended	4/5	4D	120 FT
Main Street	Cemetery Road	Avery Road	Activity Center	Major Arterial	Built	2	2	66 FT
Muir Parkway Ext.	Walker Road	Goldfinch Drive	Transitional Suburban	Network Collector	Planned, Developer Contributed	N/A	2	100 FT

Table 1 – Thoroughfare Street Classification List, *Page 3 of 3*

Name	Begin	End	Context Classification	Functional Classification	Status	Existing Section	Full Build-Out Section	Minimum Right-of-Way Width (FT)
Muir Parkway	Goldfinch Drive	Alton & Darby Creek Road	Transitional Suburban	Network Collector	Built	2	2	100 FT
Northwest Parkway	Avery Road	East end of fairgrounds	Suburban	Network Collector	Built	2/3	2/3	80 FT
Northwest Parkway	East end of fairgrounds	Leap Road	Suburban	Network Collector	Built	2	2	80 FT
Norwich Street	Cemetery Road	Grant Street	Activity Center	Network Collector	Built	2	2	66 FT
Riggins Road	Corp Limit w.o. Amber Lane	Wilcox Road	Suburban	Minor Arterial	Built	2/3	2/3	100 FT
Riggins Road	Wilcox Road	Britton Parkway	Suburban	Minor Arterial	Built	4/5	4D	100 FT
Roberts Road	Walker Road	Olde Roberts Road	Transitional Suburban	Major Arterial	Built	2	2	100 FT
Roberts Road	Olde Roberts Road	Alton & Darby Creek Road	Activity Center	Major Arterial	Built	2	2	100 FT
Roberts Road	Alton & Darby Creek Road	Corp Limit 2,100 Ft e.o. Alton & Darby Creek Road	Suburban	Major Arterial	Built	2D	2D	100 FT
Scioto Darby Road Reloc.	Walcutt Road	Leap Road	Suburban	Minor Arterial	Built	N/A	2	100 FT
Scioto Darby Road	Langton Road	Elliott Road	Transitional Suburban	Major Arterial	Built	2	2	100 FT
Scioto Darby Road	Elliott Road	Cosgray Road	Transitional Suburban	Major Arterial	Built	2/3	2/3	120 FT
Scioto Darby Road	Cosgray Road	Leppert Road	Suburban	Major Arterial	Built	2/3	2/3	120 FT
Scioto Darby Road	Leppert Road	Cemetery Road	Suburban	Major Arterial	Built	4/5	4D	120 FT
Scioto Darby Road	Cemetery Road	Heywood Drive	Activity Center	Minor Arterial	Built	2	2	100 FT
Scioto Darby Road	Heywood Drive	Jill Lane	Suburban	Minor Arterial	Built	2	2	100 FT
Scioto Darby Road	Jill Lane	Walcutt Road	Suburban	Minor Arterial	Built - Multimodal, On-Street Parking, and Streetscape Enhancements Recommended	2	2	100 FT
Scioto Darby Road	Leap Road	Dublin Road	Suburban	Minor Arterial	Built	2	2	90 FT
Tinapple Road	Frazell Road	Hilliard-Rome Road	Suburban	Network Collector	Built	2	2	80 FT
Trueman Blvd	Cemetery Road	Davidson Road	Suburban	Minor Arterial	Built	4D	4D	120 FT
Walker Road	Roberts Road	Davis Road	Transitional Suburban	Network Collector	Built	2	2	80 FT

Street Design Characteristics

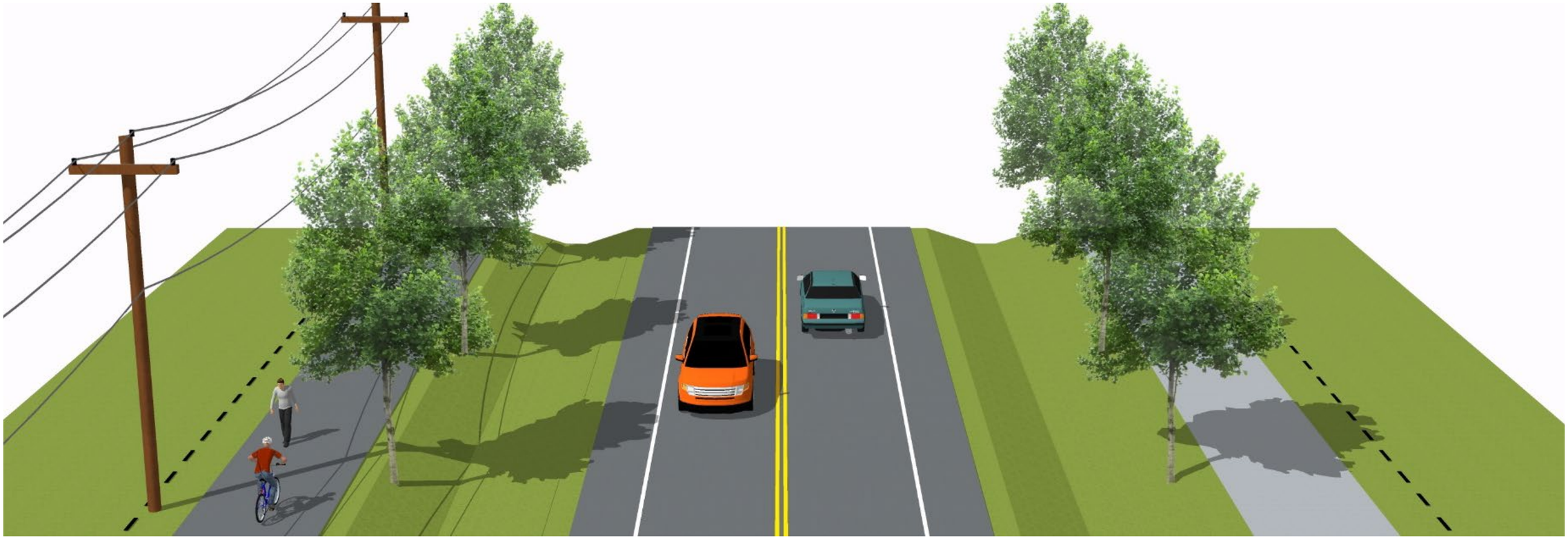
Table 2 – Typical Design Characteristics Table for Streets

Corridor Classifications (Context + Function)	Maximum Operating Speeds[1]	Travel Lane Width[2]	Continuous Median [3]	On-Street Parking	Multimodal Facilities [4, 5]	Street Trees/ Tree Lawn Width[6]	Preferred Drainage Method	Lighting Standard
Transitional Suburban Network Collector	35 MPH	11 feet	Usually Not	No	10-foot trail[8] where identified, 2-foot paved shoulder	Yes, behind ditch	Swale and Enclosed	Intersections Only Conservation District Poles and Luminaires (SL-13, SL-14)
Transitional Suburban Minor Arterial	35 MPH	11 feet Error! Bookmark not defined.	TWLTL near drives/ intersections	No	10-foot trail[8], 2-foot paved shoulder	Yes, behind ditch	Swale and Enclosed	
Transitional Suburban Major Arterial	35 MPH	11 feet Error! Bookmark not defined.	Physical, 15 feet with turn lanes	No	10-foot trail[8], 5-foot paved shoulder	Yes, behind ditch	Swale and Enclosed	
Suburban Network Collector	25 MPH	10 feet	TWLTL near drives/ intersections	Not normally	A 5-foot sidewalk[7] and an 10-foot trail[8]	Yes, 8 feet	Enclosed	Continuous and Decorative Local Street – Residential – Commercial/Mixed Use Poles and Luminaires (SL-8)
Suburban Minor Arterial	35 MPH	10 to 11 feet Error! Bookmark not defined.	TWLTL near drives/ intersections	No	10-foot trail[8], both sides[9]	Yes, 8 feet	Enclosed	Continuous, Designed Thoroughfare Street Poles and Luminaires (SL-3, SL-4)
Suburban Major Arterial	35 MPH	10 to 11 feet Error! Bookmark not defined.	Physical, 15 feet with turn lanes	No	10-foot trail[8], both sides[9]	Yes, 8 feet	Enclosed	
Activity Center Network Collector	25 MPH	10 feet	Usually Not	Yes	6-foot sidewalk, both sides	Yes, 8 feet	Enclosed	Continuous, Designed In Old Hilliard, use Old Hilliard Street Pole Base, Pole, and Luminaire (SL-16) Elsewhere, at intersections use Thoroughfare Street Poles and Luminaires (SL-3, SL-4). Between intersections, use Local Street – Residential Commercial/Mixed Use Poles and Luminaires (SL-8)
Activity Center Minor Arterial	25 MPH	10 feet	Physical, 10 feet	Yes	12-foot trail or wide sidewalk, both sides	Yes, 8 feet	Enclosed	
Activity Center Major Arterial	25 MPH	10 feet	Physical, 10 feet	Yes	12-foot trail or wide sidewalk, both sides	Yes, 8 feet	Enclosed	

[1] Preferred maximum operating speed. Some streets may have speed limits in excess of these values.
[2] Where posted speed limit and/or preferred operating speeds are 35 MPH or greater, 11-foot wide travel lanes are recommended.
[3] Medians are an important safety and access management tool. Right-of-way should be encumbered and streets designed to allow for future medians on non-local roads. The decision to include one, its type and width, should be evaluated as part of every street improvement project.
[4] See Active Transportation Network to determine where trails are identified for inclusion along street corridors.
[5] Identified widths for sidewalks and trails are "clear widths" free of obstructions such as patio seating, bike parking, poles, railings, curbs, etc. Vertical obstructions such as these constitute a hazard to bicyclists and those with impaired vision. Where trails are provided, 5-foot graded shoulders should be provided, including 2-foot clear zone from hazards. This may be reduced to 1-foot to accommodate short constraints such as across a bridge.
[6] Tree lawn widths may be reduced to 5 feet to provide more room for sidewalks and trails; however, trees planted in narrow tree lawns may require care to reduce long-term maintenance issues. Where widths are substantially constrained, a tree lawn width of 2-feet may be considered.
[7] A 6-foot sidewalk is recommended in school zones.
[8] Where street right-of-way is or will be constrained, a narrower 8-foot trail(s) may be permitted. This exception does not apply to trails or streets constructed as part of new development.
[9] Where street right-of-way is or will be constrained, 5-foot sidewalks may be permitted in lieu of one or both 10-foot trails. This exception does not apply to trails or streets constructed as part of new development.

Figure 4

Transitional Suburban Cross Section

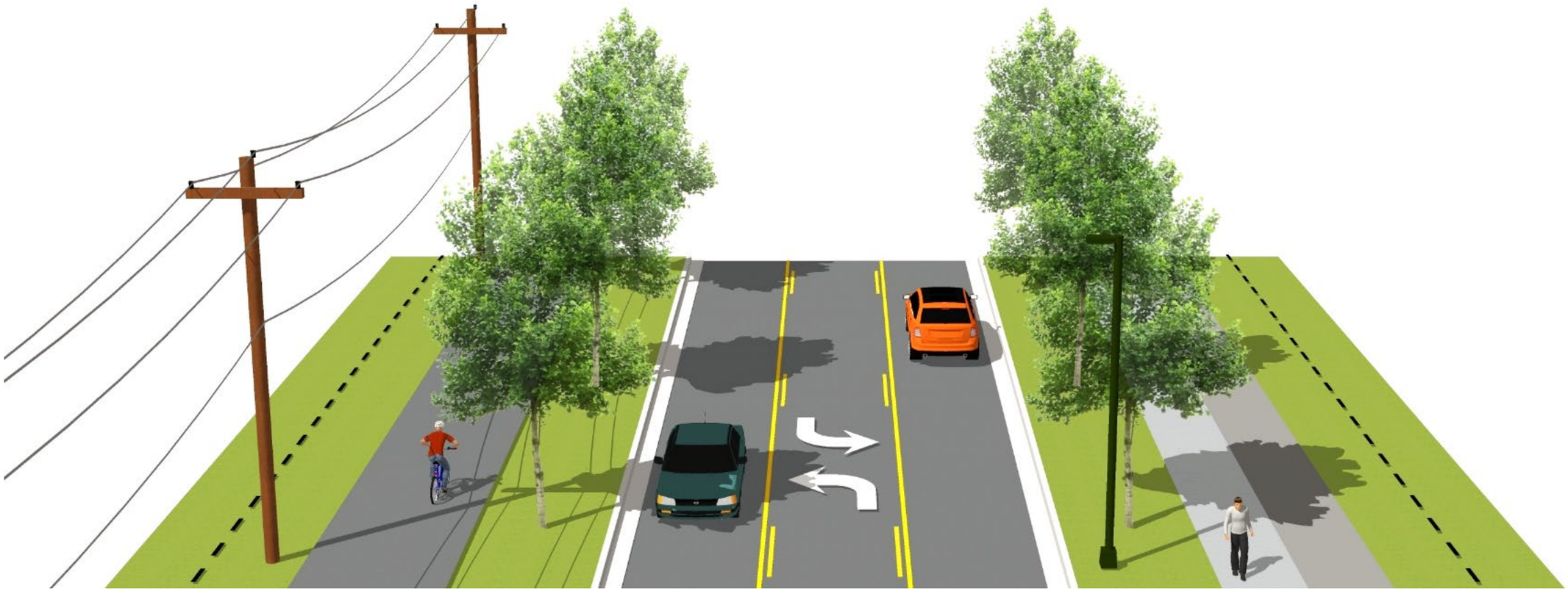


Edge of R/W	Shared-Use Trail, Street Trees, and Utilities	V Swale Over Culvert	Shoulder	Travel Lanes	Shoulder	V Swale Over Culvert	Future Trail or Sidewalk, Street Trees and Utilities	Edge of R/W
	Trees planted 18′ min. off edge line 10′ Trail with 2′ clear shoulders 8′ Utility Zone (overlaps trail)	Varies (As shown 14′)	2′ to 5′ Asphalt	10′ to 11′ wide lanes Optional: Two way left turn lane or raised median	2′ to 5′ Asphalt	Varies (As shown 14′)	Trees planted 18′ min. off edge line 11′ future trail with 2′ clear shoulders 8′ Utility Zone (overlaps future trail)	

110-Feet (as shown)

Figure 5

Suburban Cross Section



Edge of R/W	Shared-Use Trail and Utilities	Tree Lawn	Travel Lanes	Tree Lawn	Sidewalk	Width for future Shared-Use Trail and Utilties	Edge of R/W
	10’ Trail with 2’ clear shoulders overlapping tree lawn and utility zone. 8’ aerial utility zone (overlaps trail)	10’ (as shown) Trees planted 5’+ behind face of curb	10’ to 11’ wide lanes Optional: Two way left turn lane (shown) or raised median 2’ Curb and Gutter	10’ (as shown) Trees planted 5’+ behind face of curb	5’ (as shown)	5’ additional width for trail 8’ aerial utility zone (overlaps trail)	

90-Feet (as shown)

Figure 6

Activity Center Cross Section

Edge of R/W	Frontage Zone	Trail or Sidewalk Clear Zone	Tree Lawn	Vehicular Travel Lanes	Median or Turn Lane	Vehicular Travel Lanes	Tree Lawn	Shared-Use Trail or Sidewalk	Frontage Zone	Edge of R/W
	Varies *5' (as shown)* *Encroachments as permitted*	12' *Exclusive of 2' trail clear shoulders which overlap tree lawn and frontage zone*	Varies *5' (as shown)*	10' to 11' wide lanes Off-peak hour parking in curb lane	*11' (as shown)* *17' preferred*	10' to 11' wide lanes Off-peak hour parking in curb lane	Varies *5' (as shown)*	12' *Exclusive of 2' trail clear shoulders which overlap tree lawn and frontage zone*	Varies *5' (as shown)* *Encroachments as permitted*	

100-Feet (as shown)

110-feet to 120-feet preferred for five lane boulevard
120-feet to 130-feet for five lane boulevard plus full-time parking lanes

TRAIL AND SHARED-USE PATH CLASSIFICATION SYSTEM

Similar to the Functional Classification of streets, the following functional classifications are established for trails and shared-use paths. Exhibit 2 on the following page illustrates the locations of these classifications. Suggested design criteria are presented for each class in Table 3.

Central Ohio Greenways (COG) Regional Trail
COG regional trails are designated as a Trails of Regional Significance on the COG Trail Vision Plan. These include the Heritage Trail, the Hellbranch Trail, and the Hayden Run Trail. These trails are predominantly off-street, multi-jurisdictional, and connect people to major destinations. These trails have a well maintained, improved surface and should prioritize comfort and safety of all trail users. In locations where COG regional trails intersect or conflict with vehicular traffic, the trail should be emphasized as highly as practicable. Enhanced crosswalks shall be provided for all COG regional trails at crossings of Thoroughfare Plan streets. Wayfinding, snow and ice removal, maintenance, and 24/7 access are critical on COG regional trails to ensure reliable and equitable access is provided to all users. These trails are located predominantly in parkland or independent public trail corridors but may be located within street right-of-way to ensure connectivity. Where these trails traverse through private property, a 50-foot or wider easement is recommended, demarcated to minimize encroachments.

Community Regional Trails/COG Connector Trails
Community regional trails are linear shared-use paths within the City of Hilliard and are typically identified as COG Connector Trails (secondary trails) within the Central Ohio Greenways regional trail network. These include shared-use paths along Thoroughfare Plan streets and other linear trails through neighborhoods that connect to destinations within Hilliard, such as schools, parks, and key commercial areas. Snow and ice removal are important on these trails, particularly within school walk zones or other key commercial areas. These trails are located either within public street right-of-way, public parkland, or public easements. Easements shall be 30’ minimum to ensure proper maintenance and operations of community regional trails. Because many of these trails are located within street right-of-way, oversight and management of utility work activities are critical to ensure proper maintenance, repair, and access of these trails. In high-demand utility corridors, a concrete surface for these trails may be appropriate. Where these trails cross moderate to high volume driveways, enhancements to the trail should be provided to signify trail priority. Driveway design and placement of landscape features should be scrutinized to ensure slow vehicle operations, proper motorist yielding, and good sight lines.

Local Trails
Local trails are shared-use paths that serve either to connect to the higher-level trail network, provide short connections to destinations, or loop trails within a neighborhood or parkland. These trails are not identified on the Central Ohio Greenways regional trail network but are identified within the Comprehensive Plan. Within developments, local trails may be owned and maintained by Homeowner Associations, Condo Owner Associations, or other private entities.

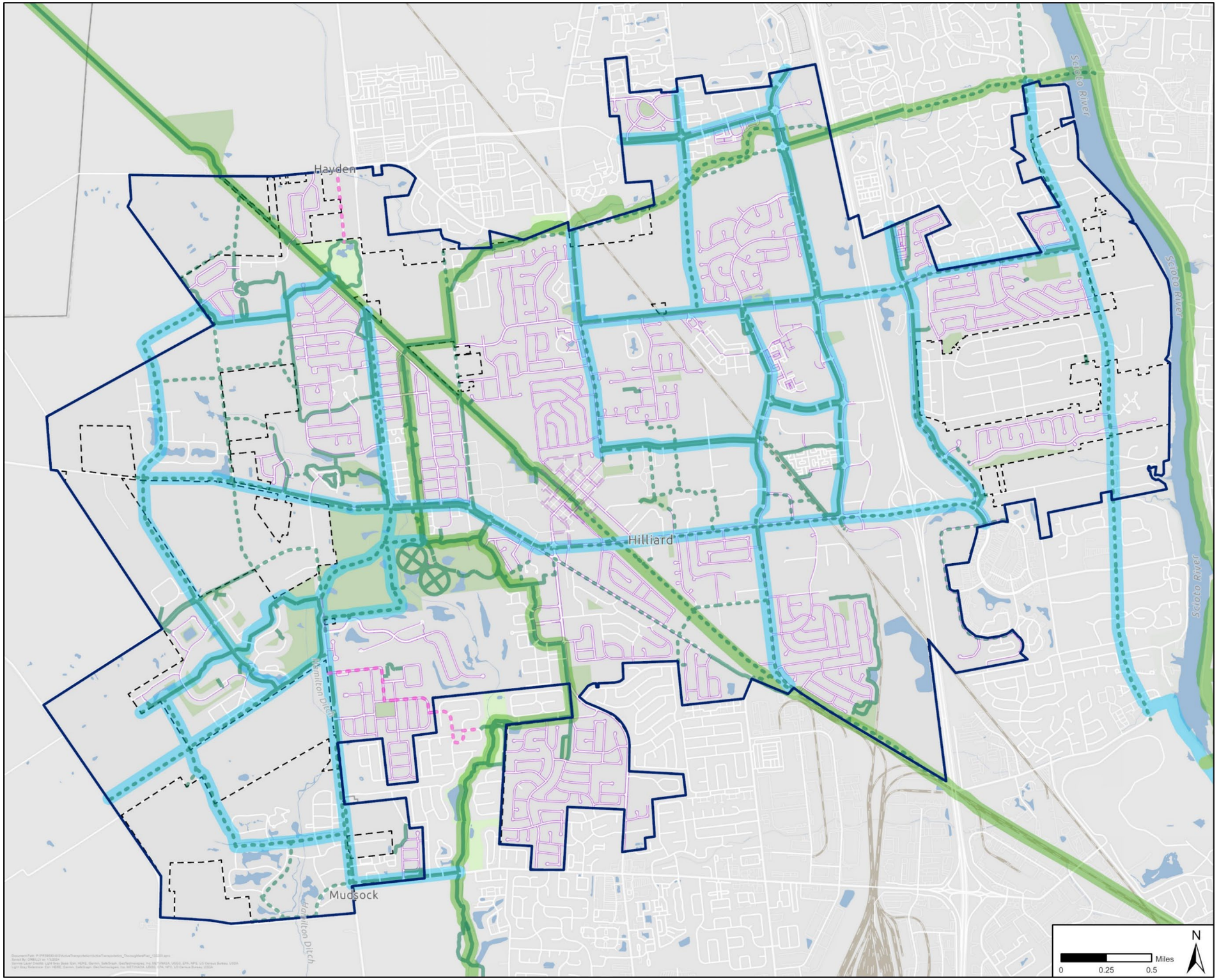


Exhibit 2

Active Transportation Thoroughfare Plan

Existing and Proposed Shared-Use Paths With Trail Classification

Active Transportation Infrastructure

- Proposed, Planned, or In Construction Shared-Use Paths
- Existing Shared-Use Paths
- Enhanced Bike Wayfinding Route
- Proposed Sidewalk
- Existing Sidewalks

Trail Classification

- Central Ohio Greenway (COG) Regional Trail
- Community Regional Trail/ COG Connector Trail

Boundaries

- Planning Area Boundary
- Hilliard City Limits

Last Updated: 1/3/2024

BURGESS & NIPLE

Trail Design Characteristics

Table 3 – Typical Design Characteristics Table for Trails

Corridor Classifications	Maximum Operating Speeds	Trail Width[1]	Minimum Treelawn or Landscape Buffer	Lighting Standard
Central Ohio Greenways (COG) Regional Trails	15 MPH	Trail width: 12 to 20 feet per FHWA SUP LOS calculator	12 feet from adjacent street, features, or right-of-way. (6 foot in Activity Center contexts)	Activity Center: Continuous Other Contexts: Intersections Only
Community Regional Trails/COG Connector Trails	15 MPH	Trail Width 10 to 12 feet	6 feet from adjacent street, features, or right-of-way	Intersections Only
Local Trails	15 MPH	Trail Width 8 to 10 feet	6 feet from adjacent street, features, or right-of-way	Intersections Only

[1]Narrower widths may be permissible for constrained-width retrofit projects.

ACCESS MANAGEMENT

A common cause of crashes and congestion on thoroughfares is motorists turning into and out of driveway access points. Access Management regulations are how access points are regulated to balance the need for access with the need for safe and efficient travel. This is particularly important along major arterial streets and along lower classification streets near major intersection. The authority to enforce access management guidelines is granted by the State of Ohio to the City of Hilliard by Section 713.02 of the Ohio Revised Code. This code authorizes the planning commission of municipal corporations to plan aspects of their community, including aspects of their transportation system and development.

The City of Hilliard herein establishes its access management regulations, which reflect the following principles.

- To slow vehicle speeds which can result in fatal or serious injury crashes.
- To reduce driveway conflicts which can result in fatal or serious injury crashes.
- To provide necessary and safe access to property.
- To promote the use of non-vehicular modes to safely access private property by utilizing medians for pedestrian and bicycle refuge.
- To minimize costs by making more efficient use of existing and proposed roadways.

Further, this access management policy considers (1) modifications to existing roadways to provide better access management, (2) proper access management along all new roadways, and (3) proper management and design of site access and circulation systems associated with new and infill development. The following sets forth the guidelines associated with the location and design of driveways. In terms of this Access Management Plan, a *driveway* is a point of vehicular access connecting adjacent property to a public roadway.

Driveway Types

- Full-Access Driveways – Driveways which allow motorists to enter or exit in any direction.
- Right-Turn Only (RTO) Access Driveways – Driveways which restrict left turn movements to improve roadway safety and reduce congestion. RTO driveways are rarely effective without the presence of a physical raised median along the primary street; therefore, the use of driveway islands and/or signage alone to control access is discouraged.

Driveway Location and Spacing

The following strategies and guidance should be followed by those requesting access points.

1. Access shall be provided by an existing (or developer proposed) rear or side access drive or street in Activity Center contexts. Rear or side access is recommended in other contexts on major arterial streets where feasible.

- One driveway is permitted per parcel, or group of parcels of common ownership and/or development. Additional access may be permitted if a) the access will not adversely affect the safety and operation of the street, b) such access is necessary for the safe and efficient

use of the property, and c) such access will not adversely affect access to adjacent or nearby properties.

2. Access for multiple properties shall be combined where feasible. Where adjacent properties are developable, shared driveways and cross-access easements shall be established to permit combining of access points when those properties redevelop.
3. Driveways and parking areas shall be interconnected for existing and future adjacent developments, including non-residential uses as well as mixed-use developments with or without residential uses. This does not apply to secured parking areas such as truck or equipment yards.
4. For safety, intersection sight distance (ISD) should be provided for driveways allowing vehicles to turn onto any street. Driveway locations are not permitted where stopping-sight distance (SSD) is not feasible. SSD is the recommended distance for a driver to stop when encountering a stopped vehicle or a vehicle entering or exiting the roadway. Values for SSD and ISD are provided in Table 5 on the following page.

Maximizing the spacing of driveways helps drivers maintain adequate attention for potential vehicular conflicts at upcoming driveways, and the presence of pedestrian and/or bicycle traffic that might be crossing or using these driveways. Yet, property access is also an important need. The City has established a balanced approach to driveway spacing presented in Table 4 on the following page and are measured as indicated by Figure 7 below.

Figure 7 – Driveway Spacing Method of Measurement

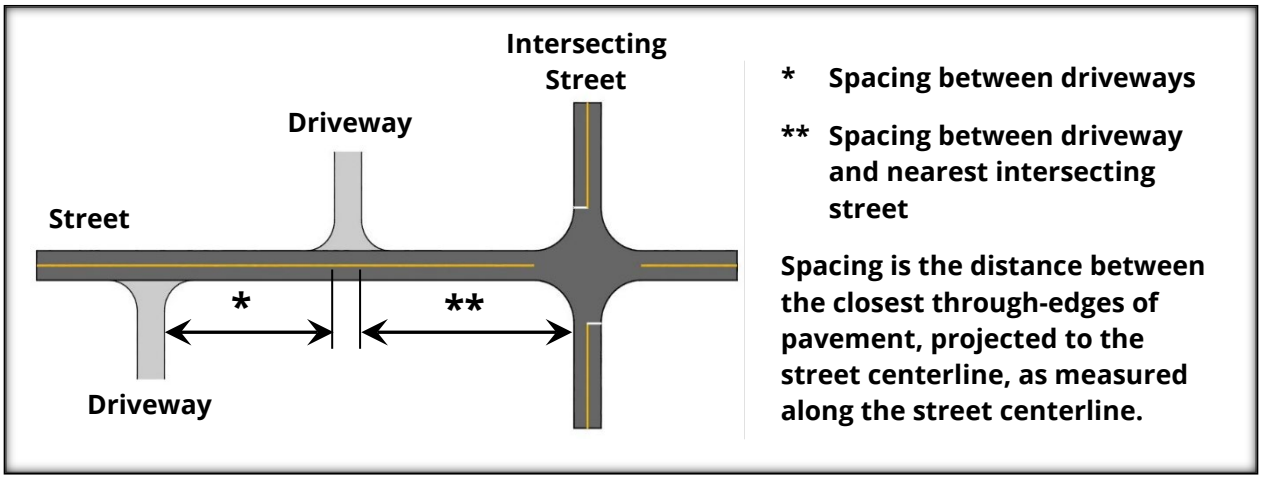


Table 4 – Driveway Spacing Criteria[1,2]

Driveway by Volume Classifications	Minimum Spacing by Driveway Type		Traffic Control
	Full Access Driveways[3]	RTO Driveways	
Lower Volume Driveway Zero to five vehicles in peak hour	Direct access is discouraged[4]	N/A	Driveway Stop
Moderate Volume Driveway Six to 100 vehicles in peak hour	300 feet, Outside influence area of major intersections	Allowed with physical median, outside of intersection area of influence	Driveway Stop
Higher Volume Driveways Over 100 vehicles in peak hour	400 feet in Activity Center 900 feet in other contexts Outside influence area of major intersections	Allowed with physical median, outside of intersection area of influence	Driveway Stop, Roundabout or Signal[5,6]

Table 1 Notes:
[1]Driveway Spacing Criteria correspond to typical conditions. The City reserves the right to call for greater spacing, allow tighter spacing, or prohibit specific movements based on site conditions, safety, congestion, and other factors.
[2]Spacing between driveways of different volume classifications should provide the greatest applicable spacing criteria. Activity Center contexts may vary, where street blocks are encouraged with block faces of 300-600 feet in length to encourage walkability as well as development and backage drives/alleyways behind frontage properties.
[3]Full-access driveways are discouraged within the influence area of adjacent intersections. Areas of influence are assumed to be 600 feet for signals and 400 feet for roundabouts unless shown to be less by a Traffic Impact Study.
[4] Where possible, alleyways, local streets, and shared-access drives are recommended to consolidate low volume access points, particularly on Major Arterials.
[5]Where possible, access should be accommodated at an existing or planned side-street location, not directly to Major Arterials. Higher Volume Driveways on major arterials should be assumed to require roundabout or traffic signal control. Adequate distance is required to allow for the development of turn lanes and storage length between such intersections.
[6]The City prefers the use of roundabouts over signals to manage high volume driveway access due to the reduction in crash severity and improvements to safety. Proposals for a new signal must include analysis of a roundabout alternative, show the signal meets signal warranting criteria per the Ohio Manual of Uniform Traffic Control Devices (OMUTCD), and show the proposed signal will not degrade performance of nearby signals and coordinated signal corridors. The City reserves the right to waive these requirements when appropriate.

Table 5 – Minimum Sight Distance

Posted Speed Limit	Intersection Sight Distance (ISD) Required where vehicles turn onto streets	Stopping Sight Distance (SSD) Required at all driveways
25	280	155
30	335	200
35	390	250
40	445	305
45	500	360

At minimum, intersection and stopping sight distances are required at all driveways, primarily pertaining to horizontal and vertical curvature as well as placement of hardscape, landscape, and buildings. Intersection sight distance is required where motorists enter a road, ensuring motorists can sufficiently see far enough down the road to find a gap in traffic sufficient to safely turn onto the road, as well as sufficient visibility to stop for other motorists who may be queued or otherwise blocking the street at a driveway (SSD).