



Active Transportation Plan

Divided Highway Corridor Segments

INTRODUCTION

The Divided Highway Corridor segment type has limited access points and more-channelized traffic, and does not allow non-motorized vehicles. These corridors require a different set of solutions. Because they have higher speeds and limited vehicle access, they are separated from the surrounding land uses, which could be urban, compact, standard, or rural in nature.

The following active transportation infrastructure facilities are appropriate for urban corridor segments.

Bus-only Lanes

Bus only lanes are restricted to the use of buses. They are most appropriate in areas with very frequent service.

Buses on Shoulders

This is a policy that can be used when freeways become congested during peak hours, and the freeway shoulder can be dedicated as a peak-hour bus lane when freeway speeds fall below 35 mph.

Intersection Treatments

Designs for intersections with bicycle facilities should reduce conflict between bicyclists (and other vulnerable road users) and vehicles by heightening the level of visibility, denoting a clear right-of-way, and facilitating eye contact and awareness with different modes. Intersection treatments can resolve both queuing and merging maneuvers for bicyclists, and are often coordinated with timed or specialized signals.

The configuration of a safe intersection for bicyclists may include elements such as color, signage, medians, signal detection, and pavement markings. Intersection design should take into consideration existing and anticipated bicyclist, pedestrian and motorist movements. In all cases, the degree of mixing or separation between bicyclists and other modes is intended to reduce the risk of crashes and increase bicyclist comfort. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used,



whether bicycle facilities are intersecting, the adjacent street function and land use.

Multi-Use Paths

A multi-use path (MUP) is a path physically separated from motor vehicle traffic by an open space or a barrier – either within the highway right-of-way or within an independent right-of-way. MUPs may be used by cyclists, pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. MUPs are typically designed for two-way travel and are paved. Central Ohio Greenways trails are multi-use paths that generally follow greenways or waterways. MUPs do not have to follow a greenway or waterway, and may be adjacent to a roadway.

Signage

Signs may be used to indicate the presence a bicycle, pedestrian, or transit facility or to designate certain areas for those uses. Signage can include way-finding and route signage, regulatory signage, and warning signage. Some specific signage exists to provide motorized traffic with information and instruction.