



Active Transportation Plan

Rural Corridor Segments

INTRODUCTION

The Rural Corridor type is marked by very low housing and job density, and the land use within it is generally mostly agricultural or industrial uses. It is not typically well served by regional transit service. Typically these corridors do not have curbs and gutters, and may not have paved shoulders. Housing types tend to be farmsteads and large-lot single family homes. Commercial uses are sparse, and may be concentrated at intersections.

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

Bus Stops

Bus stops are designated areas where buses stop for passengers to board or alight from a bus. They should be placed and designed within the policies and procedures of the local transit authority and, where possible, should have appropriate amenities based on the usage of that stop and the surrounding land use.

Conventional Bike Lanes

A bike lane is a portion of roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane.

Crosswalks

According to the Ohio Revised Code (§4511.01) every intersection (even if unmarked) is a legal crosswalk – unless signs specifically prohibit pedestrians from crossing. Safety can be improved at non-signalized crosswalks by striping the crosswalk and adding signs. If at all possible, crosswalks should be marked on the roadway and with signs instructing motorists to yield to pedestrians. On roads where intersections are far apart, mid-block non-signalized crosswalks can be marked on the roadway and with appropriate yield signs.



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.

Midblock Signalized Crossings

A signalized mid-block crosswalk is a signal that is activated by pedestrians when they want to cross the street. This can include pedestrian hybrid beacons (or HAWK), rectangular rapid flashing beacons (or RRFBs), and other treatments. Both types of beacons involve a push button trigger of flashing lights to warn motorists of pedestrians.

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.

Paved Shoulders

A paved shoulder is the part of the roadway that is adjacent and contiguous to the regular travel lanes. This portion of the roadway can be used by bicyclists. It can also accommodate stopped vehicles, emergency use, and pedestrians. Paved shoulders can be an appropriate bicycle facility along roadways that do not have curb and gutter but have open drainage. During roadway reconstruction activities or whenever land use or other changes occur, communities should consider upgrading paved shoulders to other bicycle and/or pedestrian facilities.

Shared Lane Markings

A shared lane marking (or sharrow) is a pavement marking symbol that indicates an appropriate bicycle positioning in a roadway used by motor vehicles and bicycles. Sharrows may be placed at the edge of the travel lane or at the center of the travel lane, depending on factors like on-street parking, width of travel lane, or posted speed.



Sidewalks

A sidewalk is a paved pedestrian path that is parallel and adjacent to the roadway. Sidewalk widths may vary, but typically are five feet, which allows two people – including wheelchair users – to pass comfortably or to walk side-by-side. They are measured in terms of “clear width” (the width that can be traveled freely, without obstacles). The clear width of a sidewalk does not include the area in which sign posts, street furniture, and other permanent or semi-permanent items are placed.

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.

Signalized Crosswalks

A signalized crosswalk has the same legal definition as any other crosswalk, except that it has signals to regulate the flow of vehicular and pedestrian traffic. It will have red/green traffic signals at all approaches, and may or may not have walk/don't walk signals or count-downs for pedestrians at crosswalks.