

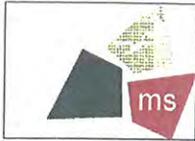
Marysville Thoroughfare Plan

City of Marysville, Ohio

November 10, 2011



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I. Executive Summary

The previous Marysville Thoroughfare Plan was prepared in the year 2000. Given the development and changes which have occurred in and around the City, it is time to take a second look, review past recommendations and assess the need for potential upgrades and connections.

It is important to remember that the 2009 Marysville Thoroughfare Plan is a planning tool containing concepts which require further development and detailed study. As such, it does not address specific alignments for new roadways, detailed design for existing road upgrades, or detailed analysis of intersection and road operation. It serves as the first step toward planning for a functional network of roadways to accommodate the traffic projected to occur 20 years in the future. The design year for the Marysville Thoroughfare Plan is 2030. The alternatives indicating proposed new corridors on this and any thoroughfare plan indicate a connection between two roadways – a transportation “link” -which must be further studied in the next step to determine where or if a preferred alignment may exist for a road.

Alternatives were identified for inclusion in the 2009 Marysville Thoroughfare Plan to provide improved road continuity, provide additional access to the major arterial system, provide a network around the City to relieve congestion on city streets, in particular the pinch point at Five Points intersection and support the developing areas and the north and east side of the City. The selection of a reasonable set of road network alternatives was a challenge due to Mill Creek surrounding the City and the CSX railroad which act as barriers to travel.

The road network corridors chosen for inclusion in the Marysville Thoroughfare Plan were assigned a functional classification. Functional classifications for existing City roads were reevaluated. The functional classification of roadways is the most fundamental and essential element of a thoroughfare plan. This classification system is the foundation for right-of-way, design and policy guidelines that are included in the Thoroughfare Plan. Typical right-of-way standards and cross-sections specified for each functional type of roadway are contained in the 2009 Marysville Thoroughfare Plan.

In summary, the purpose for updating the Marysville Thoroughfare Plan is to:

- Reassess transportation needs to provide a functional network of streets to handle existing and future traffic with safety and efficiency
- Protect and aid in right of way acquisition for future road corridors
- Serve as a guideline for public agencies and developers when establishing future access points and roadways
- Coordinate City transportation plans with adjacent Union County and township transportation plans and with the State and Federal Highway System
- Allow better integration between transportation and land use planning
- Promote and provide connectivity allowing bicycles and pedestrians to safely share the right-of-way.

- Reduce environmental impacts, such as air pollution, resulting from transportation travel modes

The 2009 Marysville Thoroughfare Plan ultimately provides a coordinated final plan to address future transportation needs in the region. It also lays the base for public agencies and constituents to continue working together to implement transportation improvements as growth continues over the next twenty years.

II. Background

The City of Marysville is located 25 miles northwest of Columbus along US 33 in Union County. Union County between the years 2000 to 2006 was the 4th fastest growing county in Ohio and 2nd fastest in Central Ohio. Although the economy has slowed in recent years, Marysville is projected to continue with steady growth after the significant spurt which occurred between the 1990 and 2000 census where population increased by two thirds.

Both industry and residential developers are attracted to Marysville due to convenient access to the metro area of Columbus and to nearby interstate routes. Honda of America Manufacturing, Scotts Miracle-Gro Company, Nestle, Veyance Technologies, Parker Hannifin Hydraulics, Univenture and other industries are currently located in close proximity or immediately adjacent to the Marysville city limits. The City has been proactive in bolstering planned area development through the Union County–Marysville Economic Development Partnership, creating, for example, the Marysville-Union County Port Authority. In 2006, Marysville was named one of the best five hometowns in Ohio by *Ohio Magazine*. In line with their pro-active attitude, Marysville realizes that the opportunity to plan for future roadways and improvements may diminish as development continues and contracted with **ms consultants, inc.** to update their current Thoroughfare Plan. The previous Marysville Thoroughfare Plan and Infrastructure Study was prepared in 2000 and is due for an update to provide for future transportation needs.

The Marysville Thoroughfare Plan is a conceptual document intended for use as a planning tool. As such, it does not address specific alignments for new roadways, detailed design for existing road upgrades, or detailed analysis of intersection and road operation. It serves as the first step toward planning for a functional network of roadways to accommodate the traffic projected to occur 20 years in the future. Prior to implementation of any of the recommendations contained in this plan, detailed design and alignment studies must be conducted which involve intensive public involvement programs to provide input and allow comment regarding all aspects of a specific road project. Although some or possibly many of the road network additions may not be built in the next 20 years, it is important to show the proposed corridors or interchange upgrades now and preserve right-of-way to avoid the future cost associated with congestion.

III. Study Purpose

Thoroughfare plans serve as the first step guide to plan for a transportation network to serve existing and projected land development. The magnitude of changes that have

occurred in the City of Marysville since the last Thoroughfare Plan was prepared over eight years ago necessitates a re-evaluation of the transportation needs and expansion to include transportation concerns in the surrounding area of projected growth. **Figure 1** shows the existing City limits and the projected growth area determined by the City/County Utility Agreement dated 2006.

The transportation system in the project planning area outside the central business district of Marysville today consists largely of narrow, two-lane county or township roads designed to serve low traffic volumes and rural conditions. The main roads in “Uptown Marysville” are lined with either residential units, office or retail buildings with sidewalks and an “old town” flavor cultivated by the City’s private/public partnership, the Uptown Renewal Team (URT). Widening such roadways to accommodate increases in traffic due to area growth is not an option as such improvements would potentially result in a loss of structures and a change in the atmosphere of the town. A significant constraint on traffic through the city area is the Five Points intersection, where Delaware Avenue, Columbus Avenue, North Cherry Street and East Fifth Street converge on the east side of town. The update to the existing Thoroughfare Plan seeks to address existing transportation constraints and plan for additional road capacity and connectivity which will work in conjunction with good urban planning to present a pleasing and efficient community, protecting the atmosphere of areas such as Uptown Marysville.

The importance of planning for future transportation projects cannot be understated. As it is costly and disruptive to purchase property to make roadway improvements after building or redevelopment has occurred, area officials look to the updated Marysville Thoroughfare Plan as their tool to protect sensitive corridors where roadway improvements will be needed and to require the necessary right-of-way to be dedicated for public use. It will serve as a guideline for City agencies and for developers when establishing future access points and roadways in the City. It will benefit public officials, developers, and area residents as it minimizes confusion and expedites plan submittal and approval process. It can serve as a basis for requiring that a roadway improvement identified in the thoroughfare plan is funded before full development of an area takes place.

In summary, the purpose for updating the Marysville Thoroughfare Plan is to:

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- Coordinate City transportation plans with adjacent Union County and township transportation plans and with the State and Federal Highway System
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- Promote and provide connectivity allowing bicycles and pedestrians to safely share the right-of-way.
- Reduce environmental impacts, such as air pollution, resulting from transportation travel modes

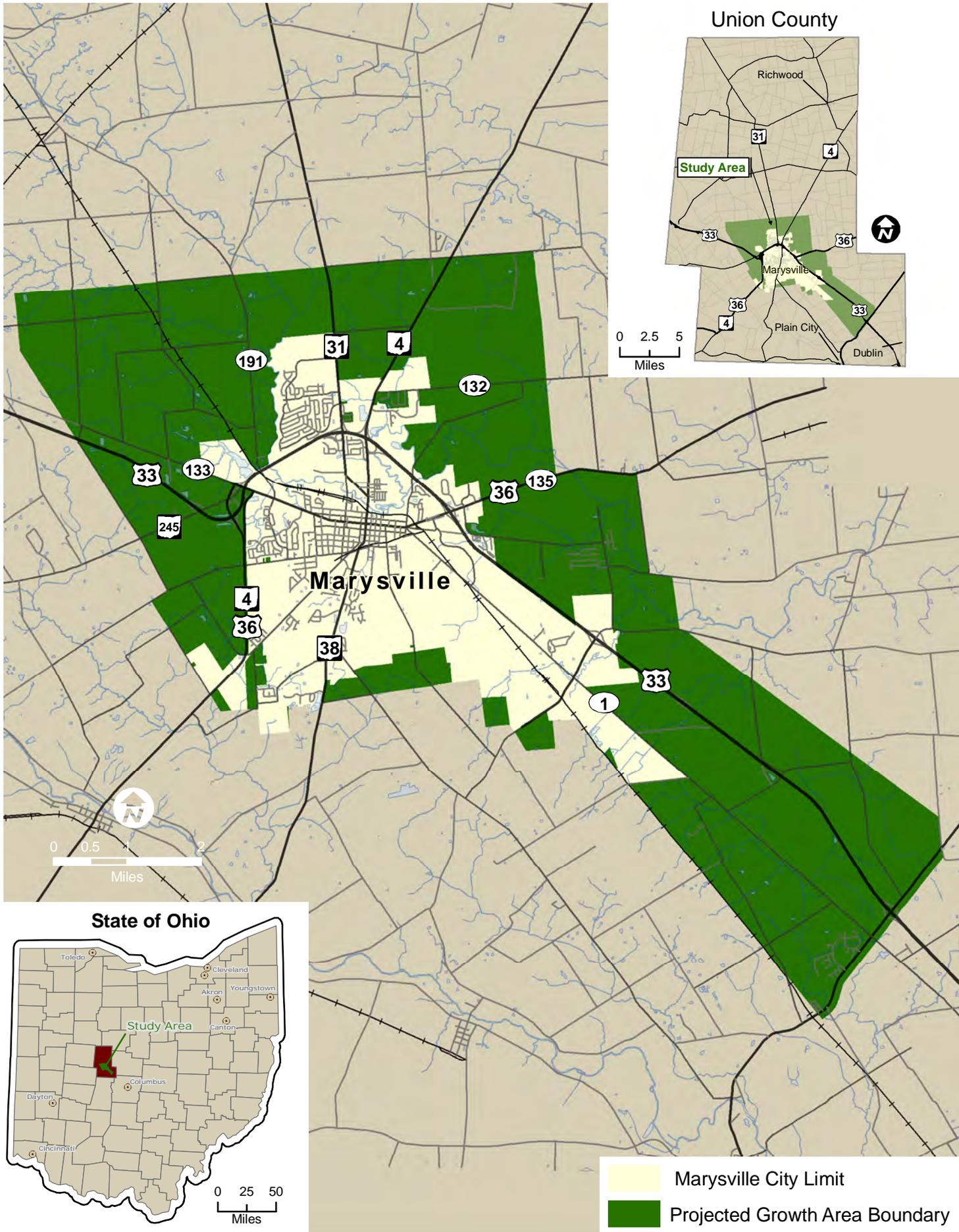


Figure 1
 Marysville Thoroughfare Plan
 Project Location Map



It is important to reiterate that road locations and layouts are not completely established in a thoroughfare plan. Proposed upgrades, new roads, and additional services are recommendations for elected officials and transportation departments to follow as development occurs. As the need for roadway upgrades and additions arise, additional site specific planning will be necessary.

IV. Study Overview

As shown in Figure 1, for the purpose of this plan, the study area for the City of Marysville is assumed to extend beyond the existing City limits to include the projected growth. The study year for the Thoroughfare Plan is 2030. The 2009 Marysville Thoroughfare Plan addresses the arterial and collector roadway system in the City. Smaller collector or local roads either existing or proposed in community or developer plans are not included in the scope of the Thoroughfare Plan update and will not be shown on the plan.

The 2009 Marysville Thoroughfare Plan provides the following:

- The existing transportation network and thoroughfare plan
- Existing traffic volumes and 2030 traffic projections
- General locations for new roadways and interchange upgrades
- Functional classification of roadways
- Roadway Cross sections

The study year 2030 traffic volumes were projected through use of a combination of historic growth rates, projected traffic volumes in recent traffic studies and a review of development projections prepared in 2007 for the City of Marysville Wastewater Master Study Update.

The Marysville Thoroughfare Plan update is provided as a text report supplemented with a digital representation of the plan in Geographical Information System (GIS) ARCVIEW format.

V. Existing Transportation Conditions

The transportation conditions in City of Marysville were inventoried during the year of 2008. **Figure 2** shows the existing zoning in City. **Figure 3** identifies points of interest and railroad locations within the City limits and the projected growth area boundary. **Figure 4** identifies the existing traffic signal locations in the City and the number of travel lanes on the collector and arterial roadways. Detailed information regarding the traffic signals operated by the City of Marysville can be obtained in the *Traffic Signal Study* by **ms consultants** February 26, 2009. Mechanical 24 hour traffic counts were provided by the City of Marysville during 2007 and 2008. Traffic counts on state routes were obtained from ODOT. **Figure 5** shows the existing traffic volumes on the roadways as Average Daily Traffic Volumes (ADT). The 2000 Marysville Transportation Infrastructure Study Thoroughfare Plan, is shown in **Figure 6**.

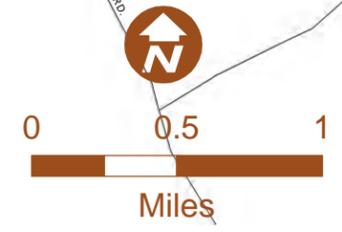
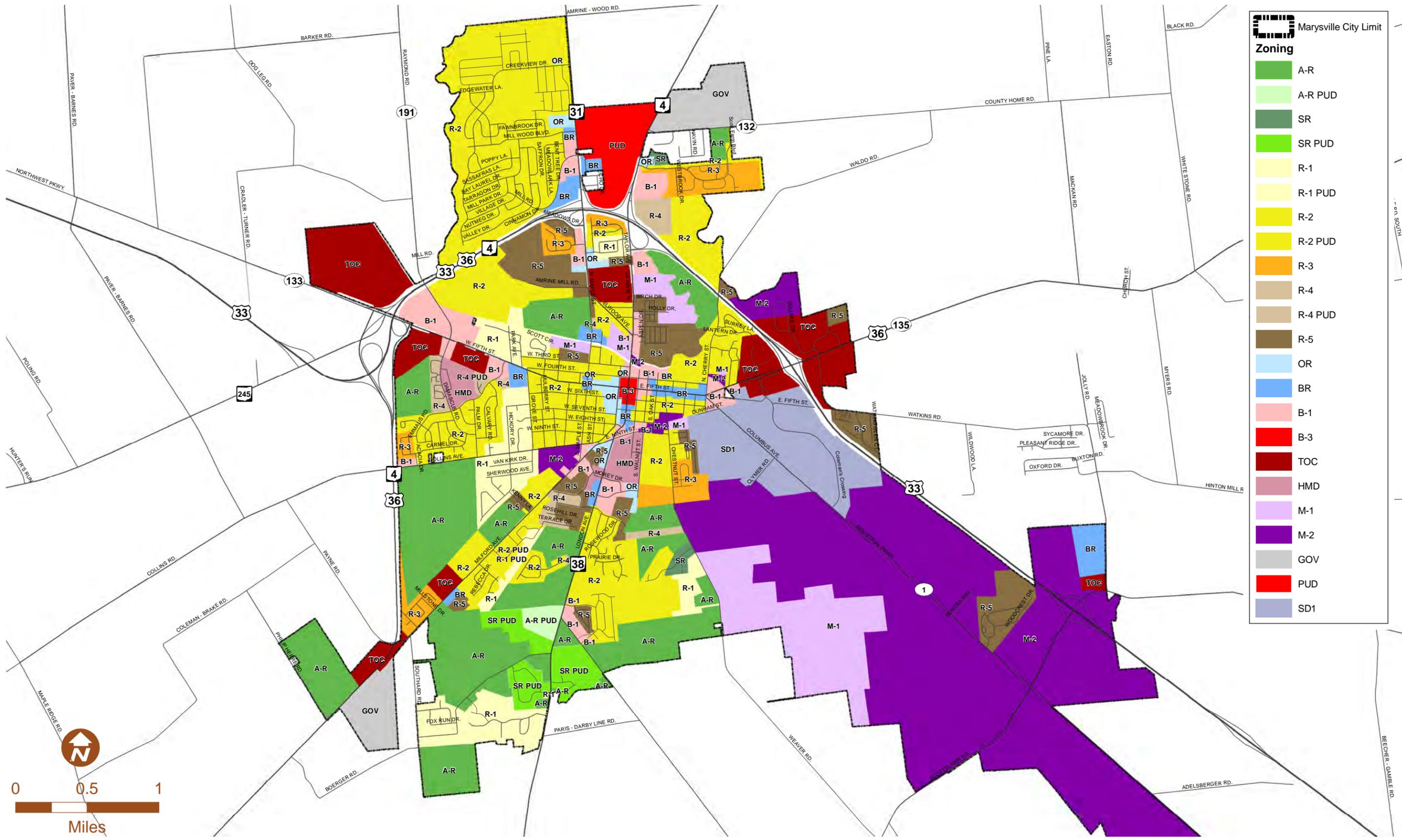
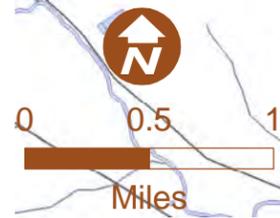
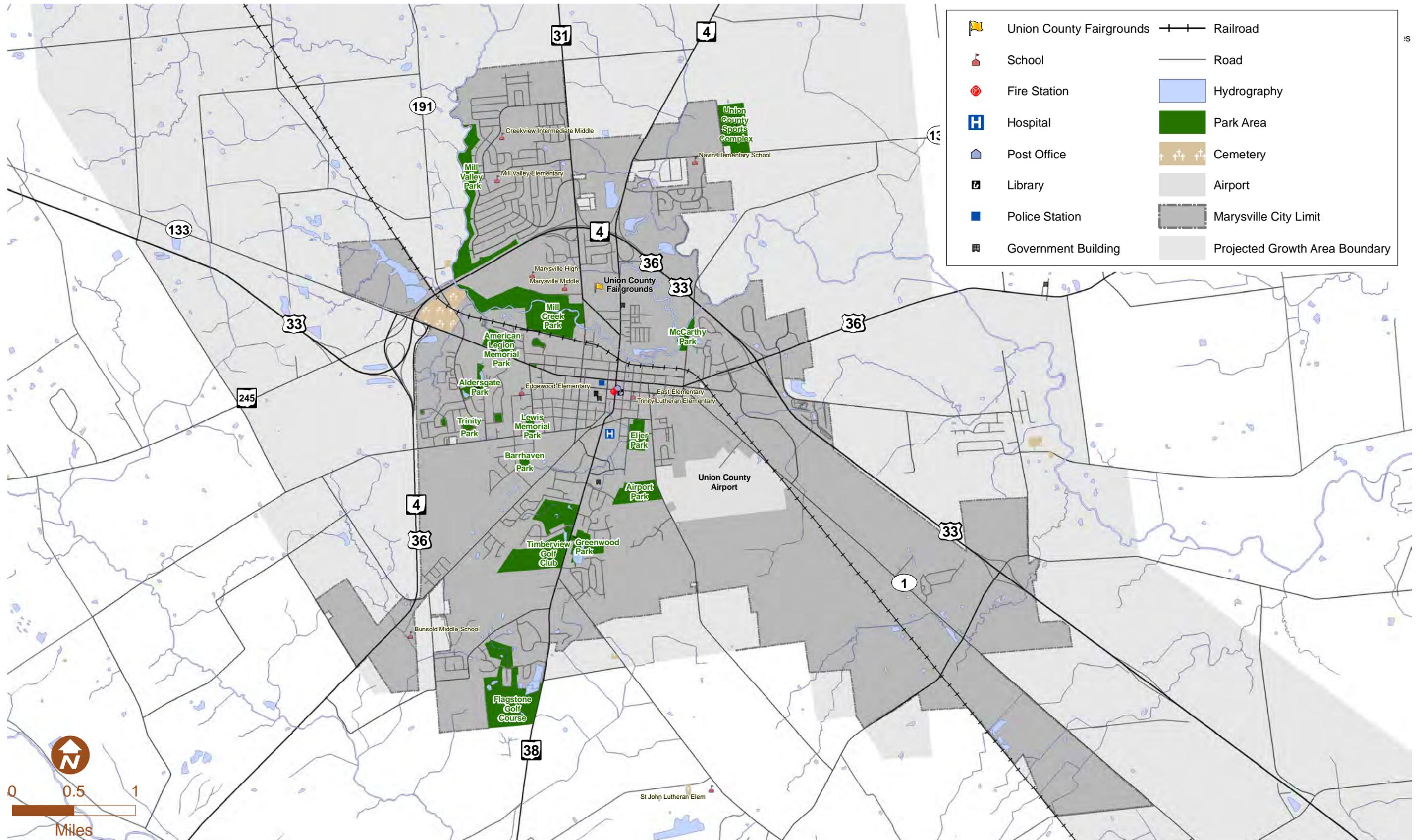
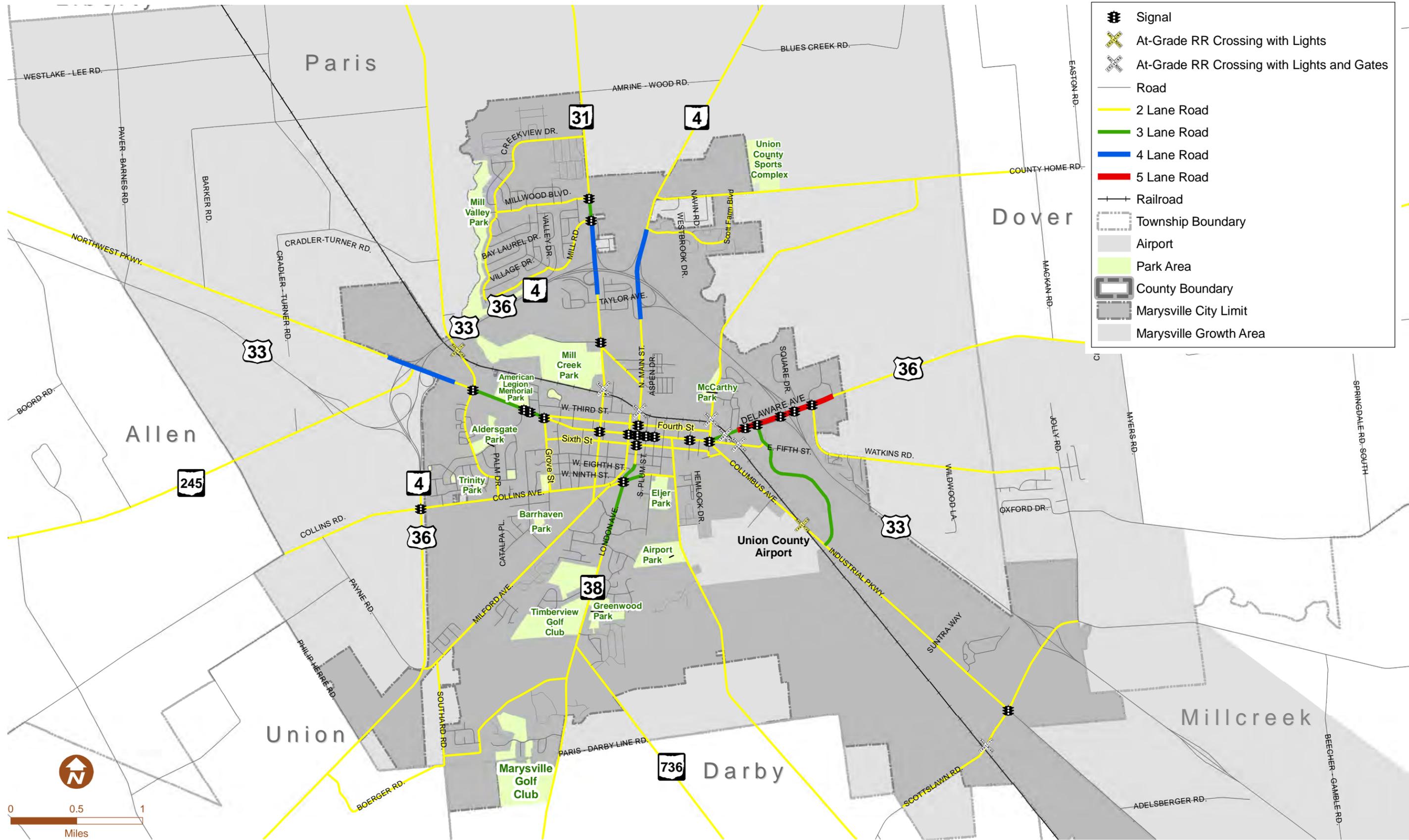
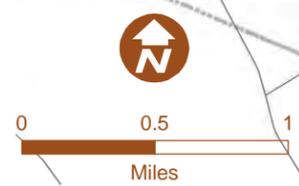


Figure 2
Marysville Thoroughfare Plan
Marysville Zoning Map



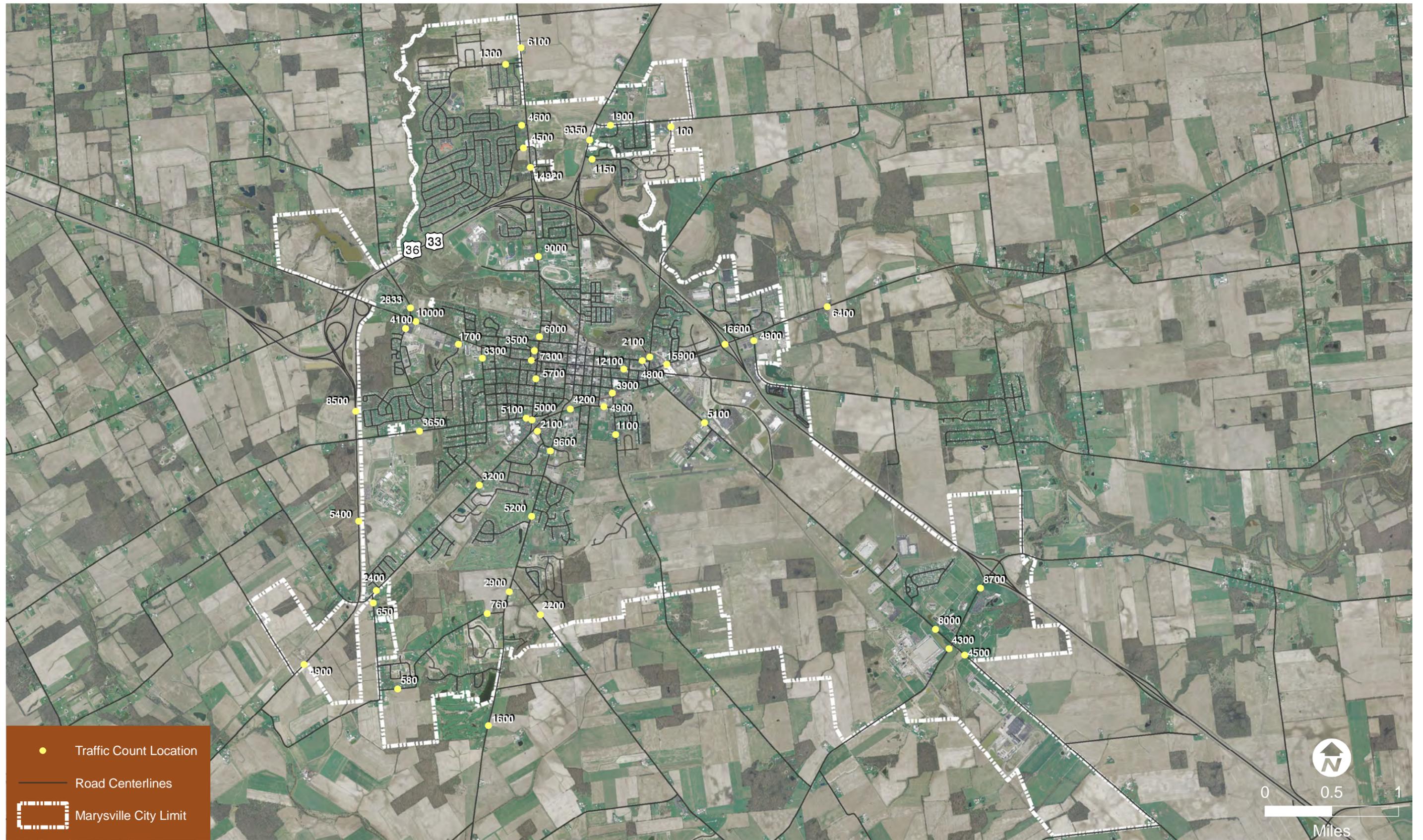


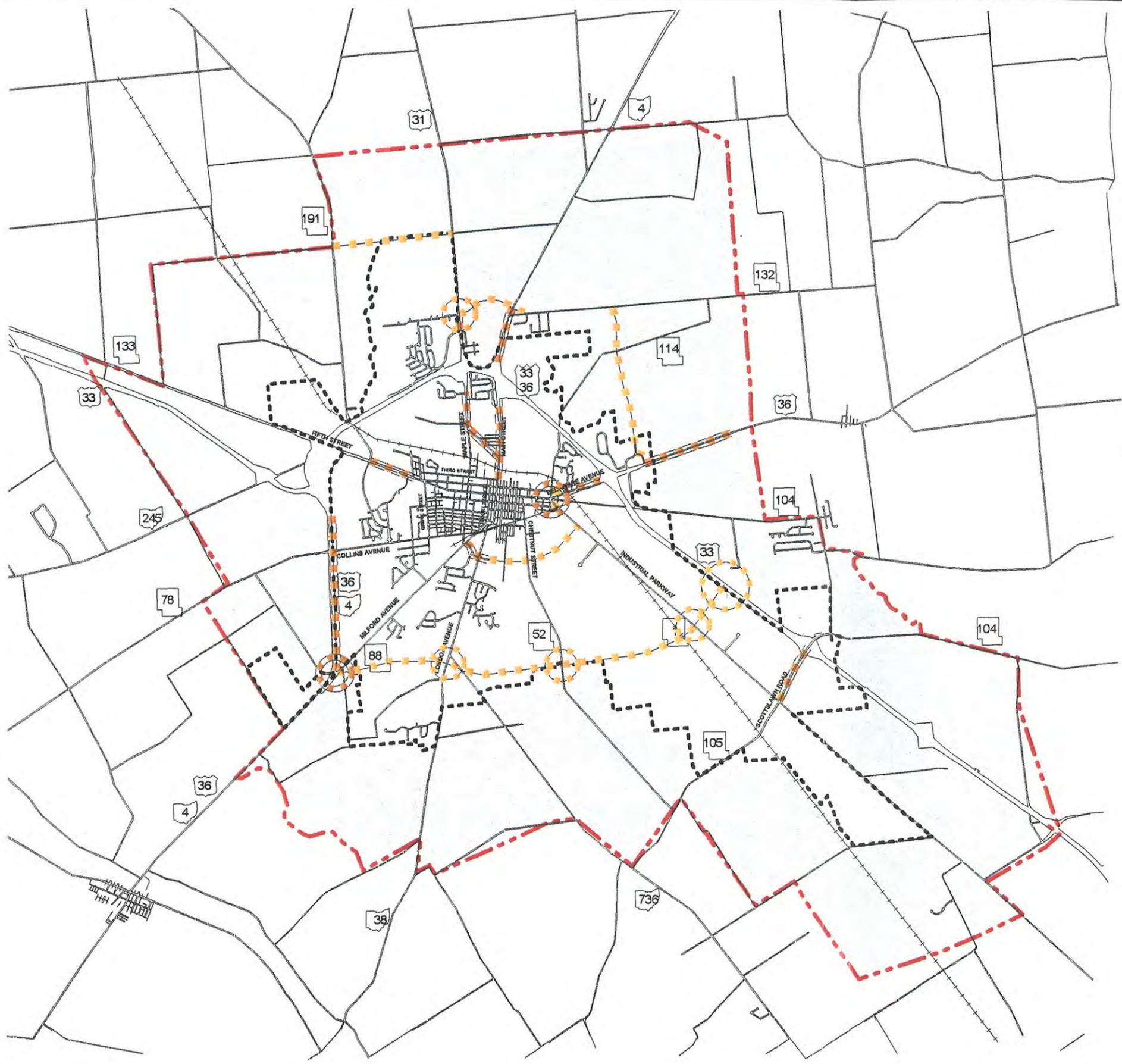
- Signal
- At-Grade RR Crossing with Lights
- At-Grade RR Crossing with Lights and Gates
- Road
- 2 Lane Road
- 3 Lane Road
- 4 Lane Road
- 5 Lane Road
- Railroad
- Township Boundary
- Airport
- Park Area
- County Boundary
- Marysville City Limit
- Marysville Growth Area



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Figure 4
Marysville Thoroughfare Plan
Travel Lanes - Existing





Legend

-  External Study Area Boundary
-  City Boundary
-  Improvements to Existing Road
-  Future Road
-  Future Signalized Intersection
-  Improvement to Existing Intersection

City of Marysville, Ohio
 Transportation Infrastructure Study
 Figure 6 - 2000 Thoroughfare Plan

0 1.0 2.0 Miles

 Pflum,
 Klausmeier & Gehrum
 Consultants, Inc.

June 2000 

VI. Future Conditions

Future traffic conditions for the study year of 2030 were projected using historic growth rates from past traffic volumes obtained from the City of Marysville for local routes, from ODOT for state routes and population rates from the 2005 Marysville Water Master Study. For the design year (2030) traffic, a linear growth rate of 1.5% per year was applied to the existing volumes along arterial city corridors. Using data from the Marysville Water Master Study, a 1.5% growth rate was developed in previous traffic studies as a growth rate for the city with a 0.6% growth rate on downtown city streets. **Figure 7** shows the projected 2030 future traffic volumes. These volumes are planning level volumes only and are intended to provide a general idea of traffic growth on City streets and are not intended for design.

A. Future Travel Lanes

The roadways in the City of Marysville were reviewed to determine which areas might require upgrades to improve future traffic flow. Maximum use of existing facilities by improvement such as signal timing, turn lanes or access management rather than constructing new highway network links is recommended. Roadways or sections of roadways which may require improvement due to a future increase in traffic volumes were identified by a comparison of projected 2030 Average Daily Traffic (ADT) volumes with the threshold at which the conditions of a roadway will typically deteriorate from an acceptable to a poor level of service. **Figure 8** shows the locations within the City of Marysville study area which may benefit from lane additions.

There are some City roadways particularly in the Uptown area, which are projected to experience congestion by the year 2030 but, due to right of way constraints, lane additions or widening is not feasible nor is it desired by the City for overall ambiance purposes. Lane additions at significant intersections may be possible, but reduction of traffic volumes on these urban core roadways will be dependent upon the completion of network additions of alternative routes noted on the update to the Thoroughfare Plan discussed in the next section of this report.

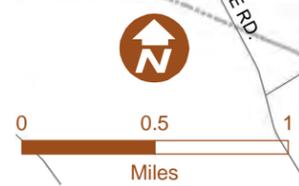
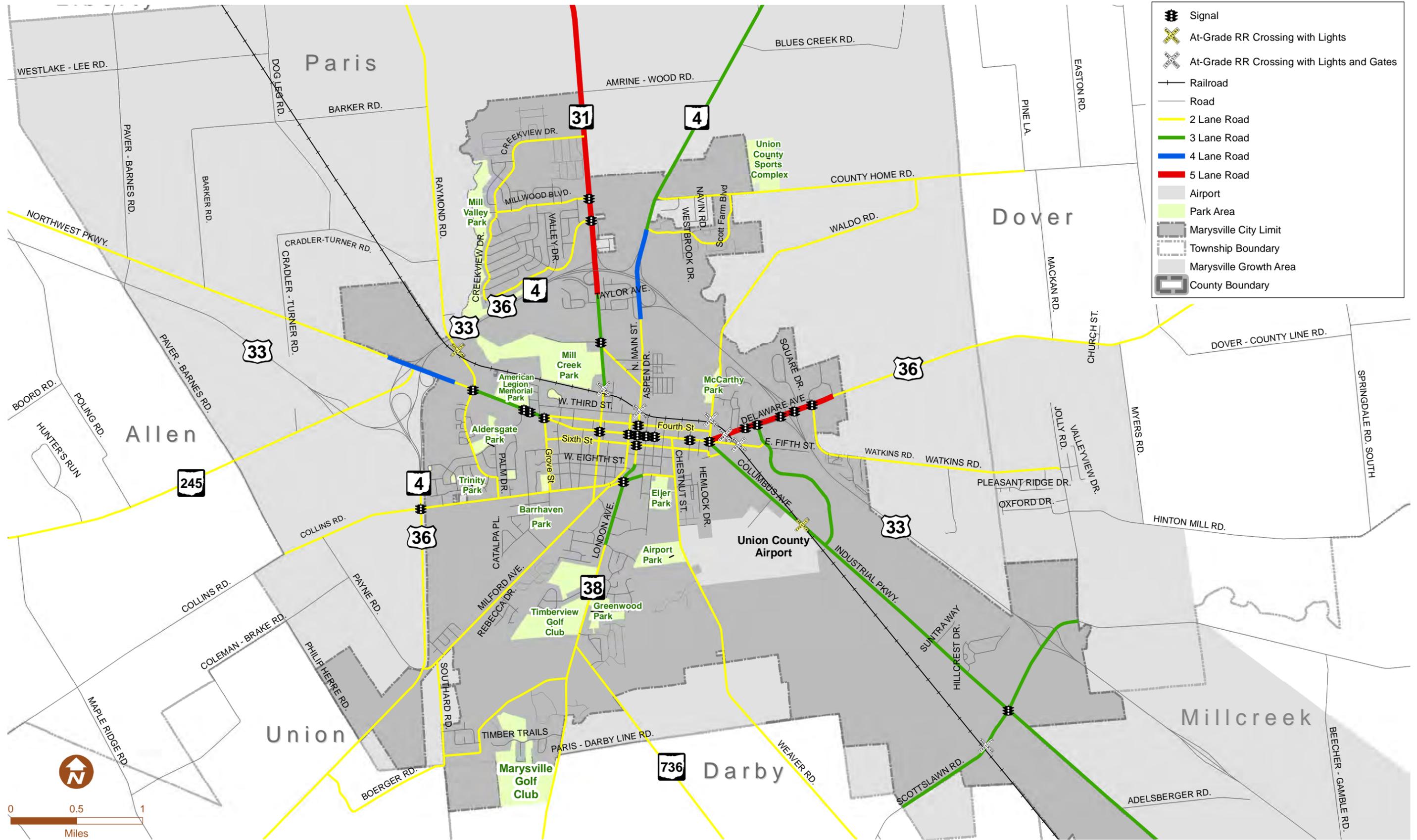
B. Future Signal Control

The projected 2030 ADT volumes for the streets in the City of Marysville were compared with the daily traffic volumes typically experienced by intersections which meet Warrant 1 or Warrant 2 of the traffic signal guidelines contained in the *Ohio Manual of Uniform Traffic Control Devices for Streets and Highways*. City of Marysville intersections which may warrant future signal control are listed below. As the projected traffic volumes are for planning purposes only, a traffic study including traffic counts should be performed in the future to determine if approach volumes at any intersection have increased to meet Traffic Signal Warrants.

Future Possible Signal Locations

County Home Road and SR 4 – when fourth leg of intersection is constructed
SR 31 at US 33/US 36 Eastbound ramp terminal
SR 31 at US 33/US 36 Westbound ramp terminal
Scottslawn Road & US 33 – Ramp terminal intersections
US 36/SR 4 & Milford Avenue





Coleman's Crossing Boulevard & East Fifth Street/Charles Lane
Coleman's Crossing Boulevard & Industrial Parkway
Coleman's Crossing Boulevard & Wal-Mart driveway

VII. Network Alternatives and Functional Classifications

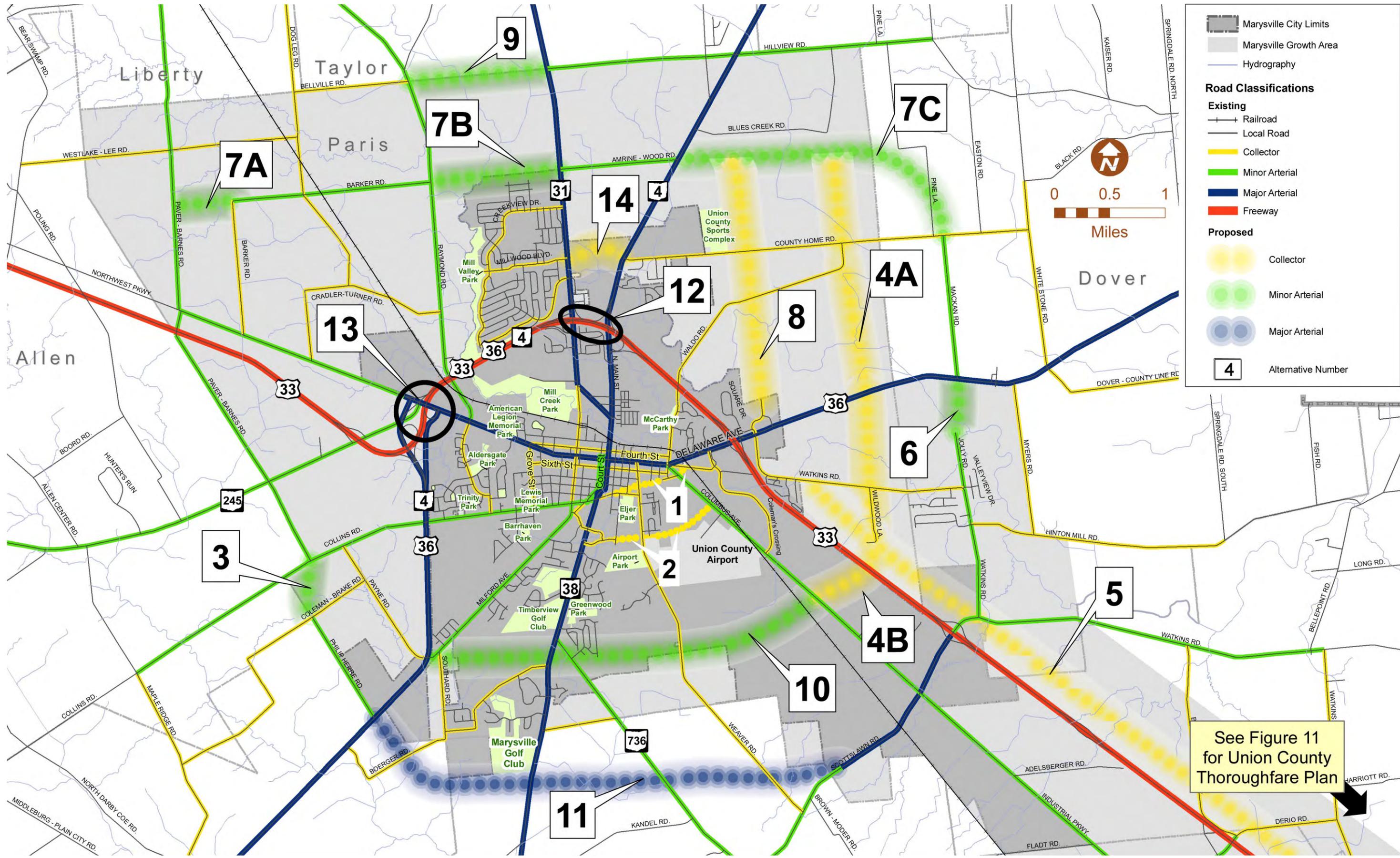
The road network alternatives developed in this planning level study indicate the location of a “corridor” and not a specific roadway alignment. The connection between two roadways and the resultant completion of the overall network and the transportation demand for such a connection is the key issue in thoroughfare planning. A thoroughfare plan is the first step toward planning a future road network to address transportation goals and concerns for a region. Identified roadway connections which address these issues are included in the Thoroughfare Plan. Specific details regarding where or if such a connection is feasible are addressed in subsequent detailed design and alignment studies. The preliminary set of road network alternatives developed for the City were also correlated with information contained in the previous Thoroughfare Plan and plans provided by Union County. The alternatives are labeled with numbers for reference purposes. The number assigned to an alternative does not depict a priority or hierarchy and were assigned at random. Alternatives with sequential corridor options are sub-labeled with a letter such as **4A** and **4B**.

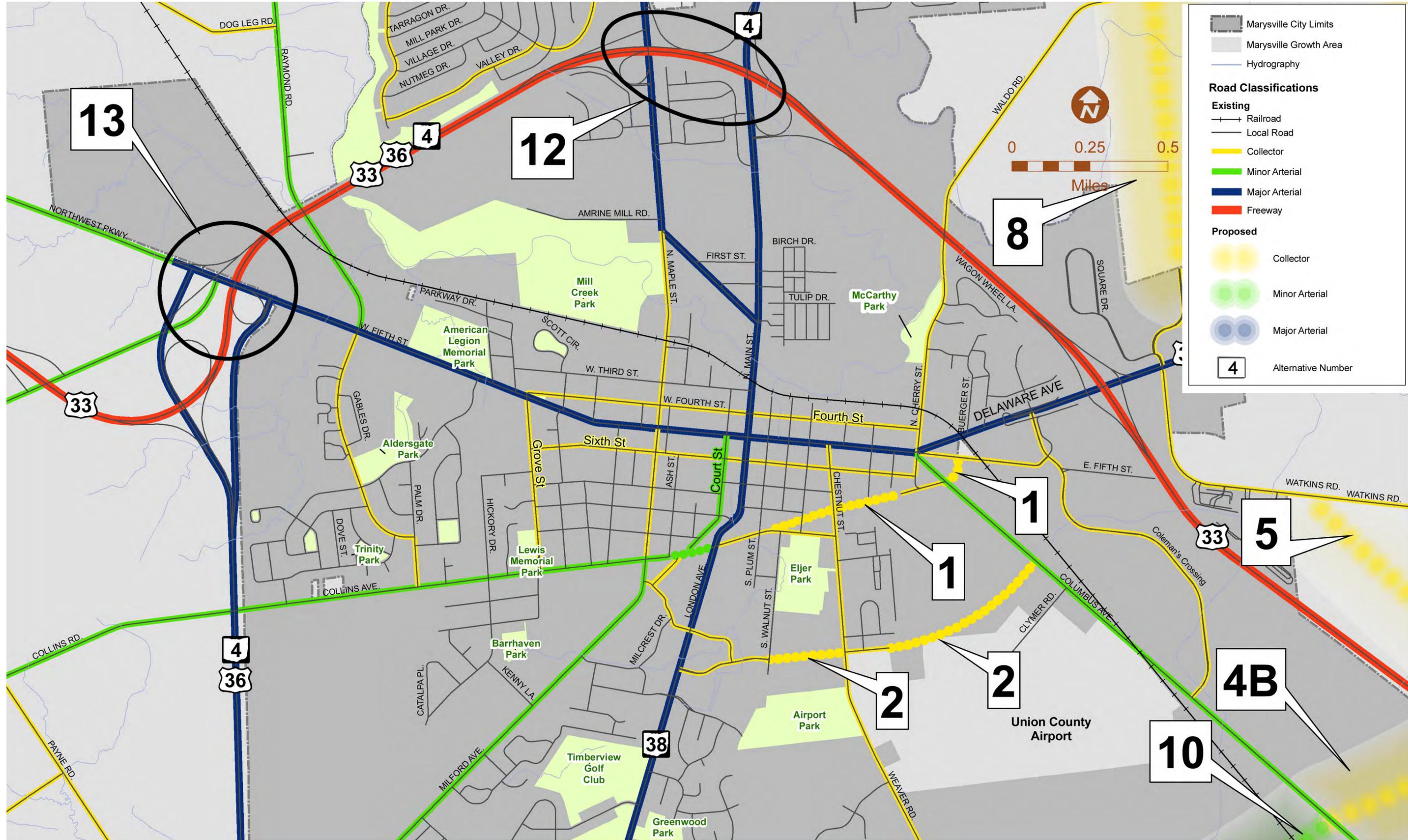
The network of alternatives meriting further study and placement in the Thoroughfare Plan update are shown in **Figure 9**. A close up view of the downtown area of Marysville with the road network alternatives is shown in **Figure 10**. **Figure 11** shows how the southeastern portion of the study area meshes with the southern Union County Thoroughfare plan in Jerome Township. The road network alternatives contained in the Thoroughfare Plan are as follows:

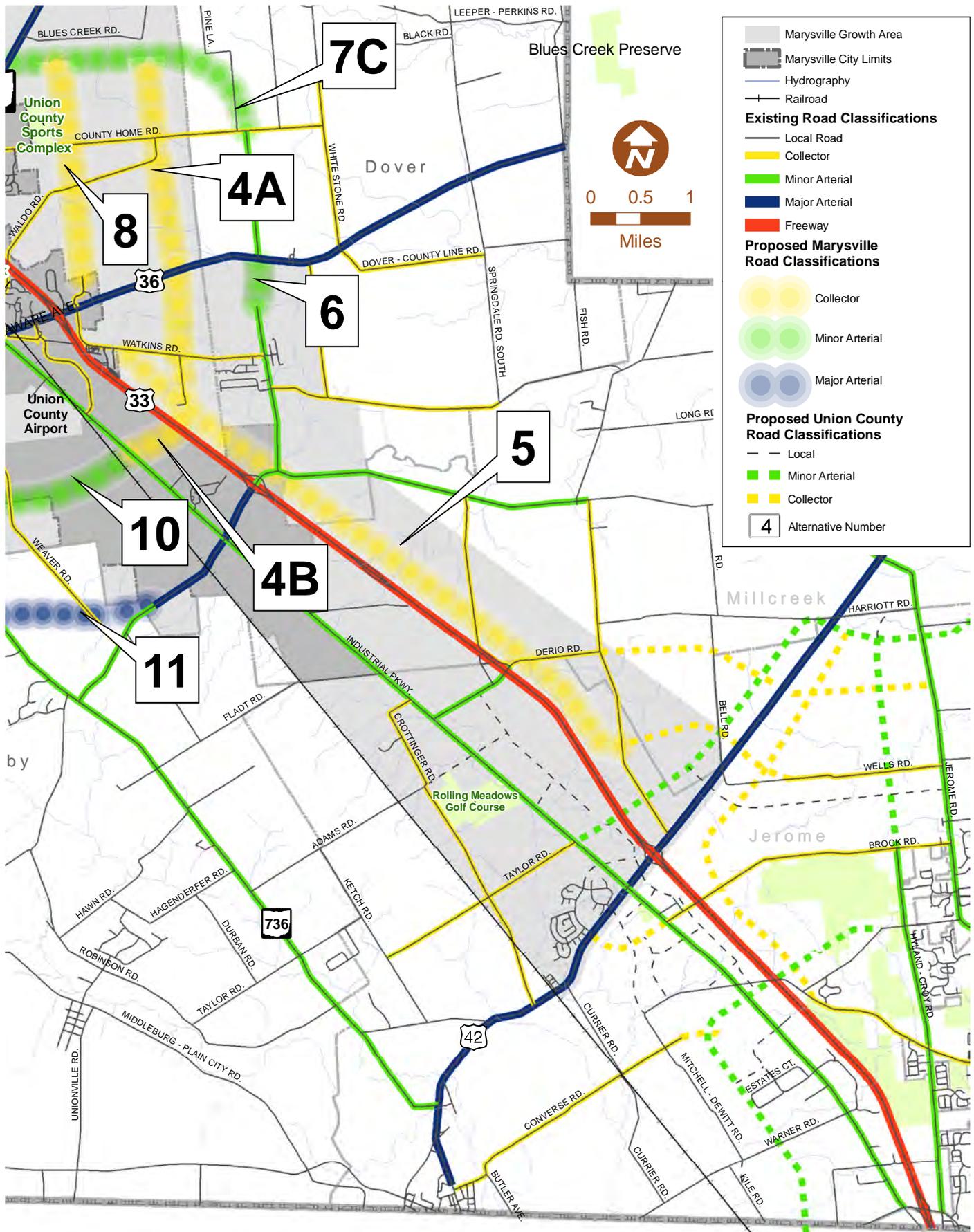
Alternative 1

This alternative was identified as a potential advantageous addition to the City road network during the analysis of the Five Points intersection. The connection of East Fifth Street to Dunham Street and the extension of Dunham Street to Ninth Street provides an alternate route from the Coleman's crossing commercial development area to the south side of the city. This removes one of the legs at the Five Points intersection, thus improving traffic flow. At this time, the connector is noted as a collector roadway. Realigning the Collins Avenue and Milford Avenue intersection such that Collins Avenue serves as the through route, extending east to Ninth Street is a beneficial change in that it extends the Fifth Street/Dunham Street/Ninth Street providing a continuous regional east west connection along the southern side of the City.









04-23-2009

Figure 11
 Marysville and Union County Thoroughfare Plan
 Roadway Classifications

Alternative 2

Professional Parkway currently extends east from London Avenue south of Memorial Hospital and Eljer Park on the south side of the city. The intent is for this road to



continue east to connect with Columbus Avenue just north of the Union County Airport. This alternative provides a direct connection from London Avenue to Columbus Avenue where there currently are no nearby alternative direct routes. This route was noted in the

previous 2000 Thoroughfare Plan with the extension continuing west from London Road to Milford Avenue (US 36/SR 4). However, the opportunity for the extension from London Road to Milford Avenue is no longer possible due to development. However there is the nearby option of Stocksdale Drive which extends from London Road to Milford Avenue.

Alternative 3

The extension of Paver Barnes Road south to connect with Phillip-Herre Road allows future regional connectivity from the west side of Marysville north to the town of Raymond and beyond. This alternative also connects to Alternative 11 which provides access to the US 33/Scottslawn interchange.



Alternative 4A and 4B

Alternative 4A provides a north-south connection from Watkins Road to the vicinity of County Home Road or Alternative 7. It provides an alternative route on the east side of the City in place of travel on US 33 or US 36, however it does require crossing two creeks. Alternative 4B connects Industrial Parkway across US 33 to connect in the vicinity of Wildwood Lane. This alternative allows an additional opportunity to cross the barrier of US 33, an interstate look alike, rather than utilizing either US 36 to the north or Scottslawn Road to the south. Alternative 4B was noted on the previous 2000 Thoroughfare Plan.

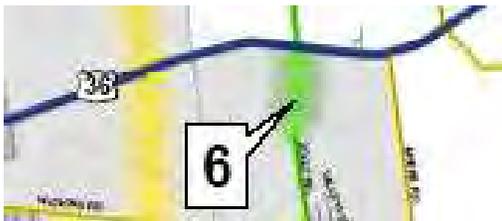


Alternative 5



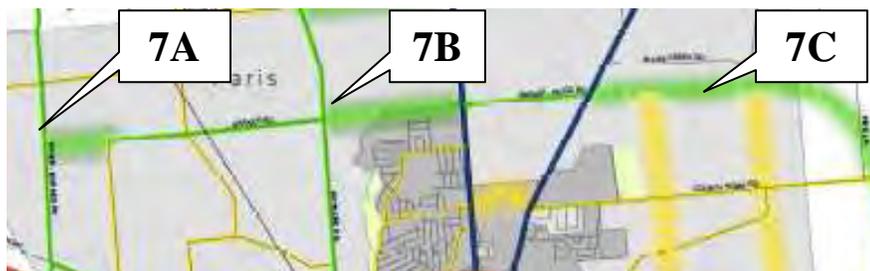
Alternative 5 connects Watkins Road south, paralleling the east side of US 33 from Marysville to Dublin, similar to what the Columbus Avenue/Industrial Parkway corridor provides on the east side of US 33. Such parallel routes are important in many ways. They provide alternative routes for more local travel, relieving US 33, and also provide options when emergencies block travel on US 33. This alternative connects to routes planned in the Union County Thoroughfare Plan as shown in Figure 11.

Alternative 6



Alternative 6 provides an option for a connection on the east side of the city between Jolly Road and the US 36/Mackin Road intersection. This would provide a connection between US 36 and the US 33/Scottslawn interchange. There are wetlands areas in the study area for this corridor and a creek crossing which will require further study during any future feasibility study for this option.

Alternative 7A, 7B and 7C



The combination of Alternative 7A, 7B, and 7C create a continuous route along the northern edge of the projected city growth boundary. Alternative 7A connects Barker Road to Paver-Barnes Road. Alternative 7B, a connection of Barker Road and Amrine-Wood Road, was noted on the previous 2000 Thoroughfare Plan. Alternative 7B would allow drivers in areas northwest of Marysville access to the growing commercial SR 31 corridor. Alternative 7C, in conjunction with Alternative 6, would provide access to the northeastern growth areas from the US 33/Scottslawn interchange. All of these alternatives require creek crossings.

Alternative 8

Alternative 8 extends from the area of US 36/Watkins Road north to County Home Road and beyond to the proposed Alternative 7C corridor. This alternative provides a north-south connection on the east side of the city, west of Alternative 4A and Alternative 6. Similar to Alternatives 4A and 6, Alternative 8 requires crossing a creek to extend to Waldo Road and then north past County Home Road. Alternative 8 was noted on the previous 2000 Thoroughfare Plan.



Alternative 9

Alternative 9 connects Bellville Road with Hillview Road along the northern edge of the projected growth area boundary for the City of



Marysville. Like Alternative 7B, this connection allows motorists a connection between Raymond Road, SR 31, and SR 4. This alternative requires two creek crossings.

Alternative 10

Alternative 10 provides a connection from the US 36/SR 4/Milford Avenue intersection to Industrial Parkway along the south side of the city. This alternative has the opportunity to extend further east across US 33 through a potential connection to Alternative 4B. Alternative 10 would provide another access route for the new schools in the US 36/SR 4/Milford Avenue area. Issues with the intersection of US 36/SR 4 & Payne Road will need to be worked out with any further study of this alternative along with the need for a railroad crossing just east of the intersection of Industrial Parkway and Coleman's Crossing Boulevard. Alternative 10 was noted on the previous 2000 Thoroughfare Plan.



Alternative 11

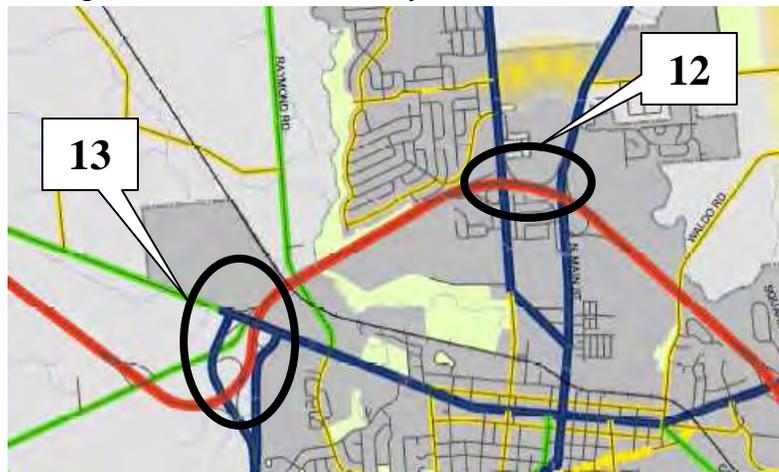
Alternative 11 connects US 36/SR 4 to Scottslawn Road along the southern edge of the city. This alternative provides the southern and southwestern parts of the city with

a direct connection to the freeway via the US 33 & Scottslawn interchange 36/SR 4. With Alternative 10, trucks in the Industrial Parkway/ Scottslawn Road vicinity could more easily access US 36/SR 4 to head toward Springfield or other destinations southwest of the city.



Alternative 12

The US 33/SR 31/SR 4 interchange has an identified safety concern associated with geometric deficiencies. The substandard horizontal curve and the short left turn lane storage on the westbound US 33 exit ramp to SR 31, along with the westbound weave on the ramp system between SR 4 and SR 31, all contribute to the high crash rates at this location. A traffic study was conducted in 2008 and



funding options are being explored to upgrade this interchange. Planned development north of this interchange will increase traffic volumes further, creating added safety concerns. It should be noted that a safety study, dated September 8, 2009 for the US 33/US36 interchange with SR 4 and SR 31 was submitted to ODOT to compete for safety funds to construct improvements. This interchange ranked as #186 on the 2008 Highway Safety Program (HSP) list for freeway locations at the time of the application. Due to competition with higher ranking HSP locations in more highly populated urban areas, funding was not available for the desired improvements at that time. The City of Marysville continues to identify this location as their top safety priority. The City is currently working with ODOT on short term concepts to improve safety at this interchange.

Alternative 13

The configuration of the US 33/US 36/SR 4 interchange with West Fifth Street and SR 245 was designed years ago in an attempt to provide high-speed access from US

33/US 36 to US 36/SR 4. Connections are also provided between US 36/SR 4 and West Fifth Street/SR 245, including an extremely long exit ramp that serves low traffic demand. While this interchange has sufficient capacity for current traffic volumes, it does present wayfinding confusion for travelers outside of the local area. The current design also features a long horizontal curve on the US 33 freeway that can be difficult to negotiate under slippery roadway conditions. Future consideration should be given to simplifying the ramping at this interchange.

Alternative 14

The connection between County Home Road and Mill Wood Boulevard north of the US 33/SR 31/SR 4 interchange was noted on the previous 2000 Thoroughfare Plan. This connector is currently planned to be constructed as part of the Cook's Point development.



Functional classifications were assigned to the existing roadway system and the above described alternatives. The classification of roadways based on their function and purpose is the most fundamental and essential element of a thoroughfare plan. Functional classifications were assigned to the City's roadway system, both existing and proposed, as part of the Marysville Thoroughfare Plan update. This classification system is the foundation for any right of way, design or policy guidelines that are included in the Thoroughfare Plan. Establishing the classification of the roadways may also elicit future discussion between public agencies in regards to routes included in adjacent county or township thoroughfare plans.

Generally, roads are grouped into three major categories depending on the function they serve: local, collector and arterial.

Local streets are low traffic volumes roadways serving local access needs with little or no through traffic. They generally serve lower traffic density residential, industrial and commercial areas but are most commonly associated with residential neighborhoods.

Collector roads link local streets with the arterial street system. Collector roadways are intermediate volume roadways which carry through traffic in addition to providing for local access needs. The through traffic movement on collector roads is for moderate to short distances. Collector roads serve as a conduit between local streets and the arterials. Collector roadways are subdivided into major collectors and minor collectors.

Arterial roads carry the heaviest traffic volumes for the longest distances at the highest speeds. Their primary function is to provide for through movement of vehicles, not to provide access to adjacent properties. The arterial classification is further subdivided into freeways, major arterials, and minor arterials which identifies the level of control of access to the roadway.

Functional classifications were assigned to City of Marysville roadways based upon their regional significance and not necessarily upon existing or projected traffic volumes. For example, Columbus Avenue links continues south as Industrial Parkway linking Marysville to Dublin and Columbus while Watkins Road connects with the Scottslawn interchange at US 33 and continues east to intersect with US 42 and with SR 745. Such routes with regional connectivity are assigned with an arterial roadway functional classification.

VIII. Right of Way and Cross Sections

For the purpose of design, right of way and pavement width design values are specified for each functional type of roadway. The basic design elements for arterial, collector and local streets are shown in **Figures 12** through **15**, respectively.

IX. Pedestrian Connectivity

Pedestrian and Bicycle Connectivity

Marysville is currently updating the bicycle plan and pedestrian amenities for their city as a separate document. The location of existing sidewalk and bike paths in the City as inventoried in 2009 are shown in **Figure 16**. As part of the Marysville Thoroughfare Plan, overall connectivity of these facilities were reviewed and planning level recommendations are made to improve connectivity

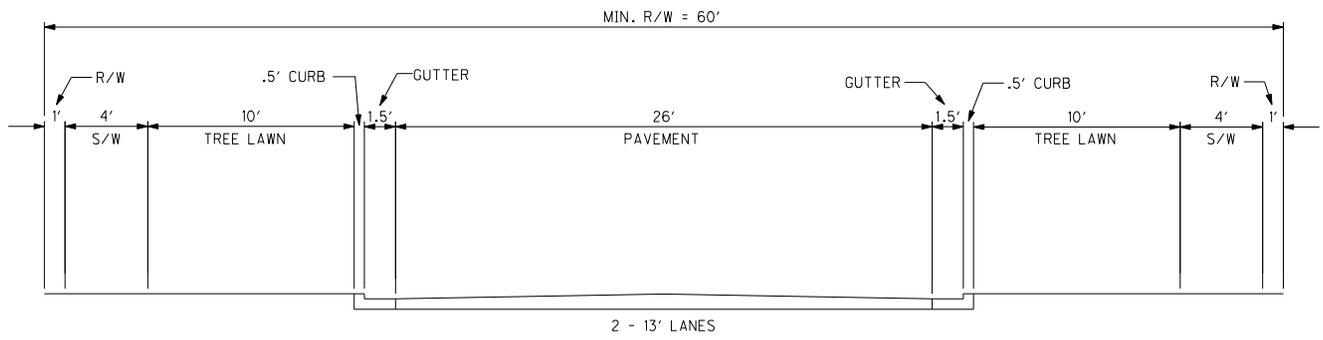
The existing locations of sidewalks and bike paths were reviewed as part of this study with the following recommendations provided to improve connectivity and promote use of active travel modes into the daily lives of Marysville citizens. This assessment provides an overview of potential connectivity for the City of Marysville and not details relating to sidewalk conditions or rideability of bike paths or lanes, such as catch basins or other 'smooth ride' detriments.

A. Bicycle / Pedestrian Paths

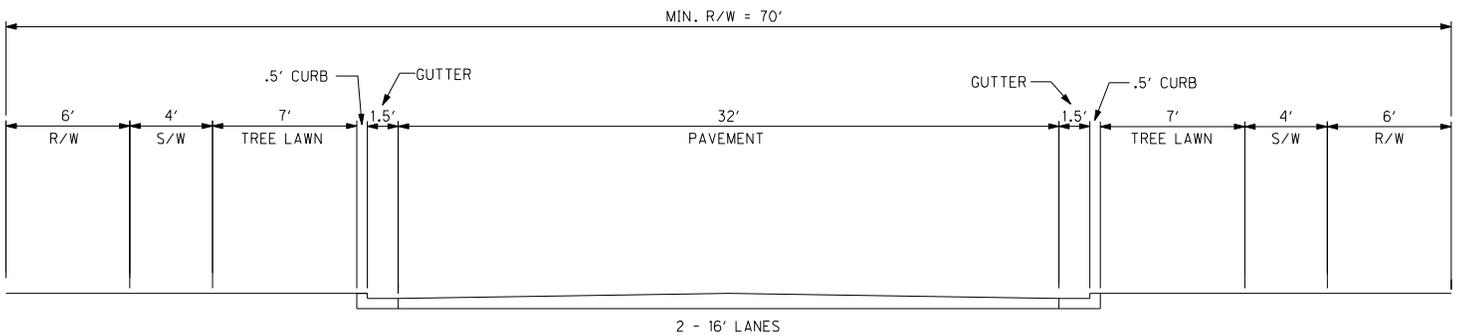
Separate bike paths are the preferred choice for all riders, the inexperienced in particular. The more realistic result is a combination of bike paths and on street bike lanes utilizing the preferred path based on engineering assessments.

The existing bicycle paths in Marysville are in parks. These paths can provide the base to build local and regional connections to other areas of interest in the city and surrounding area in particular schools but also retail centers, Uptown Marysville and major business centers. The following are descriptions of proposed bike paths or lanes, connecting existing paths to key areas in Marysville:

- 1. Uptown** – Connections to Uptown Marysville from the north can build off the paths at Mill Creek Park and McCarthy Park with future on street bike lanes along Maple Street and Main Street. On-street bike lanes on Fourth Street and Sixth Street could provide east west connectivity on relatively low volume residential roadways. Bike lanes are not feasible on Fifth Street because of the existing constraints on the road right of way width due to structures and on street parking.



26' WIDTH LOCAL - PARKING ONE SIDE



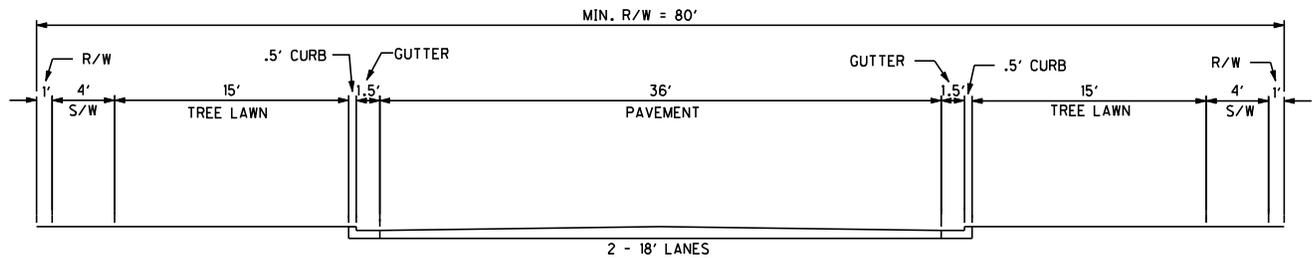
32' WIDTH - LOCAL WITH PARKING BOTH SIDES
OR COLLECTOR WITH PARKING LIMITATIONS

FIGURE 12

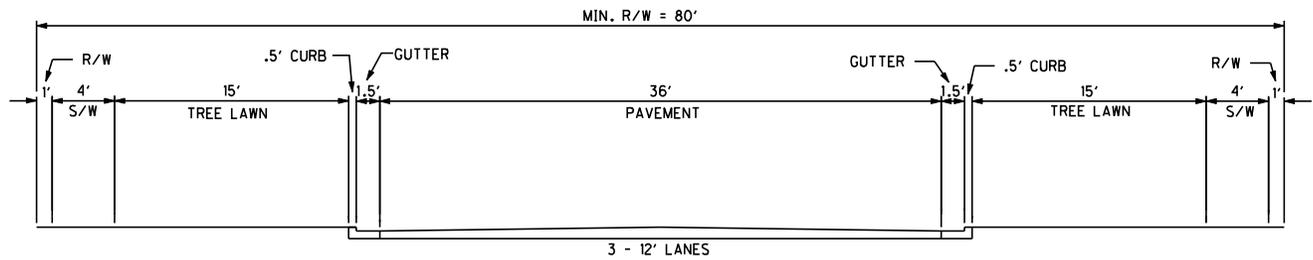
LOCAL & COLLECTOR ROAD TYPICAL CROSS SECTION



Prepared by
ms consultants, inc.
Columbus, Ohio



2 LANE, 36' WIDTH RESIDENTIAL COLLECTOR - WITH PARKING BOTH SIDES



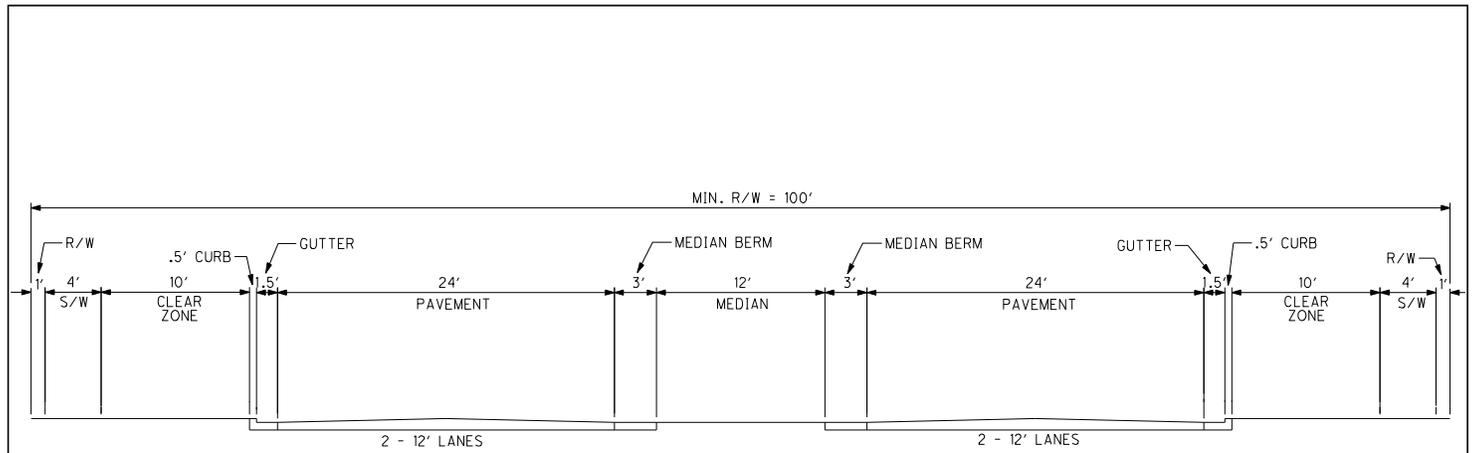
3 LANE, 36' WIDTH COMMERCIAL ARTERIAL/COLLECTOR - WITH NO PARKING

FIGURE 13

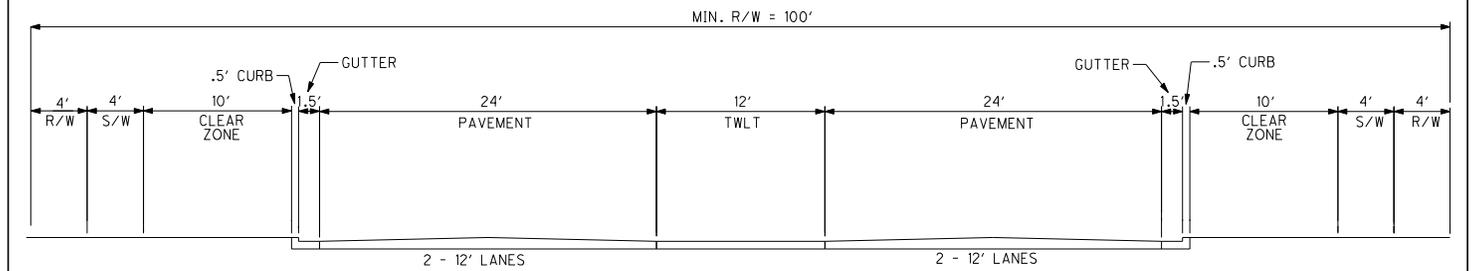
ARTERIAL/COLLECTOR ROAD TYPICAL CROSS SECTION



Prepared by
 ms consultants, inc.
 Columbus, Ohio



4 LANE ARTERIAL/COLLECTOR - NO PARKING



4 LANE COLLECTOR - WITH TWLT* - NO PARKING

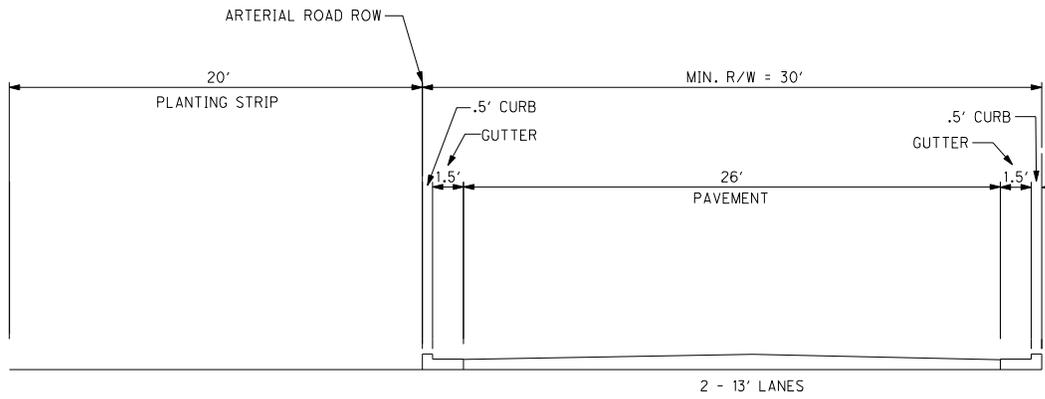
* TWLT = TWO-WAY LEFT TURN LANE

FIGURE 14

ARTERIAL ROAD TYPICAL CROSS SECTION



Prepared by
ms consultants, inc.
Columbus, Ohio



26' WIDTH MARGINAL ACCESS ROAD - NO PARKING

FIGURE 15

MARGINAL ACCESS ROAD TYPICAL CROSS SECTION



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 ms consultants, inc.
 Columbus, Ohio

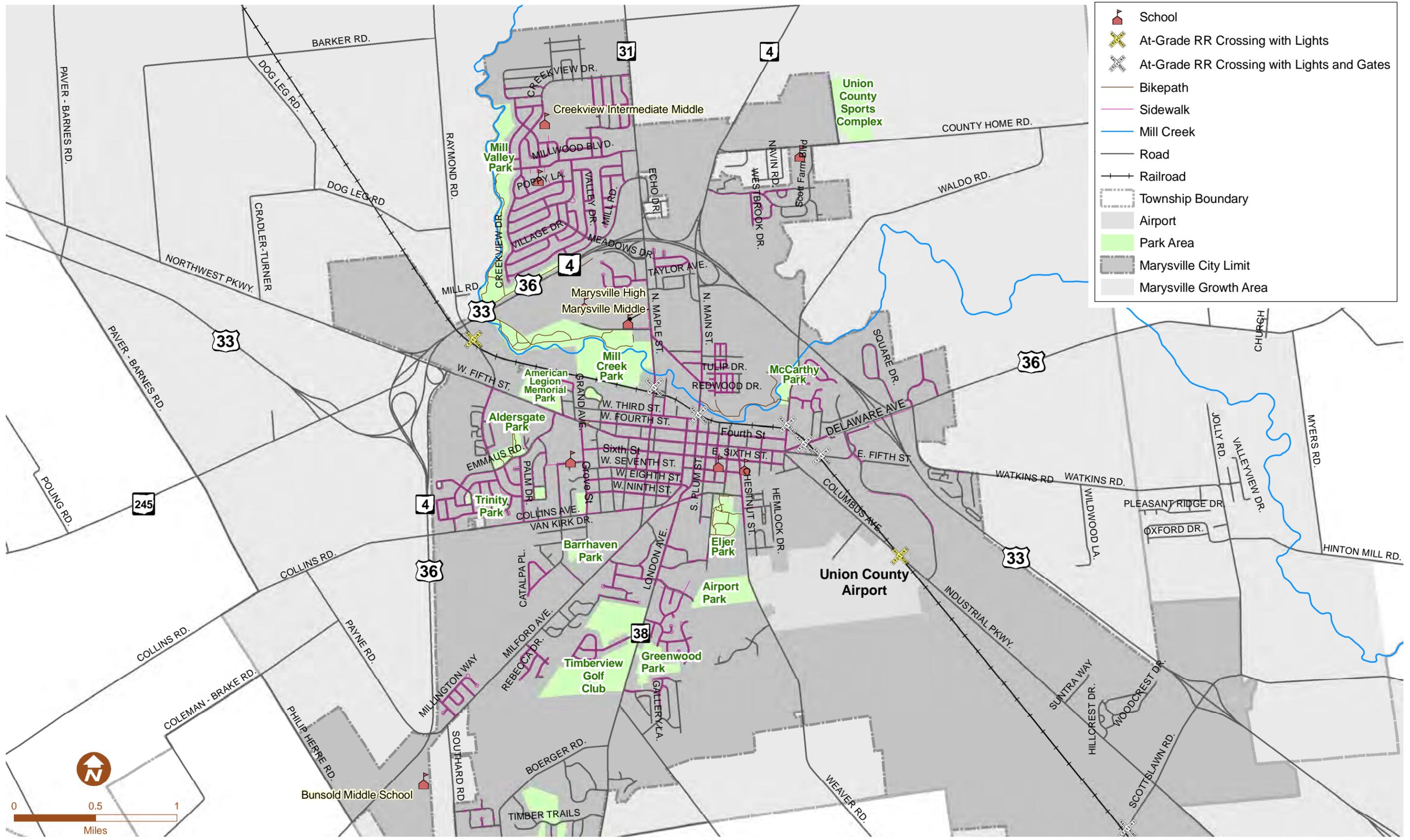
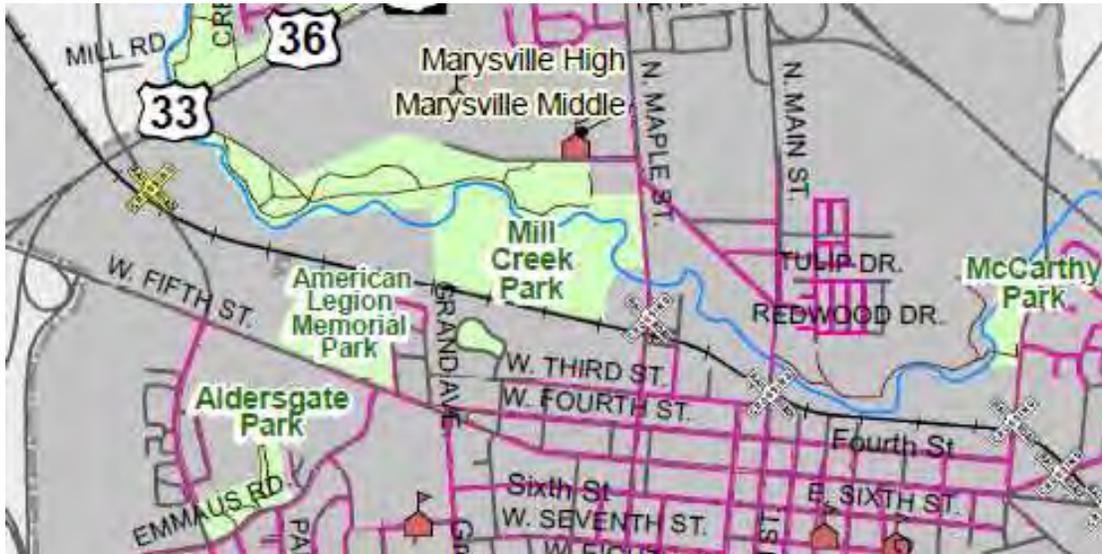


Figure 16
 Marysville Thoroughfare Plan
 Existing Sidewalks and Bike Paths

2. Bicyclists on Fifth Street would share travel lanes with motor vehicles. Bike lanes in the uptown area such as along Fourth Street, Fifth Street and Sixth Street would



also provide connection for citizens to the American Legion Memorial Park pool and recreation area, as well as the retail destinations – including the shopping center, located on Fifth Street on the west side of town. Bike lanes from Fourth Street and Sixth Street would continue along Grove Street and Fifth Street west of the Fifth Street/Grove Street/Fourth Street intersection to provided improved connectivity to these destinations.

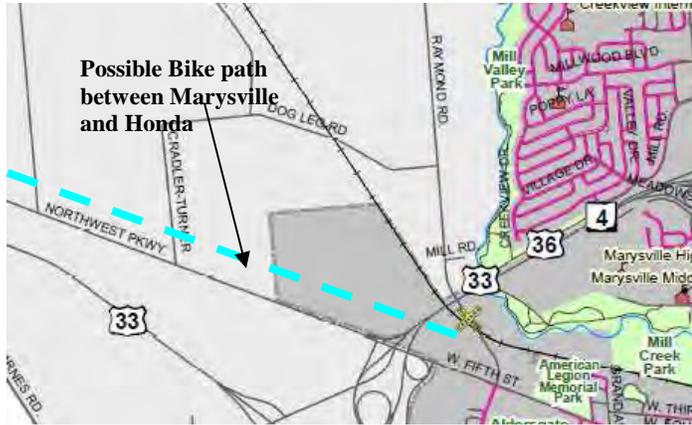
3. **Northwest and Southeast** – Given the proximity of major employers such as Scotts Miracle-Gro and Honda, it would be advantageous to provide bike path connections to and from the city linking these key work centers.

A path following the alignment of Columbus Avenue and Industrial Parkway on the southeast side of Marysville would connect to Scotts Miracle-Gro. It could also utilize Coleman’s Crossing Boulevard and provide connections to the YMCA and the Coleman’s Crossing retail area. Given that that Scotts Miracle-Gro would be a relatively short (approximately three mile) and easy ride from Marysville, this could likely be a well-utilized path.



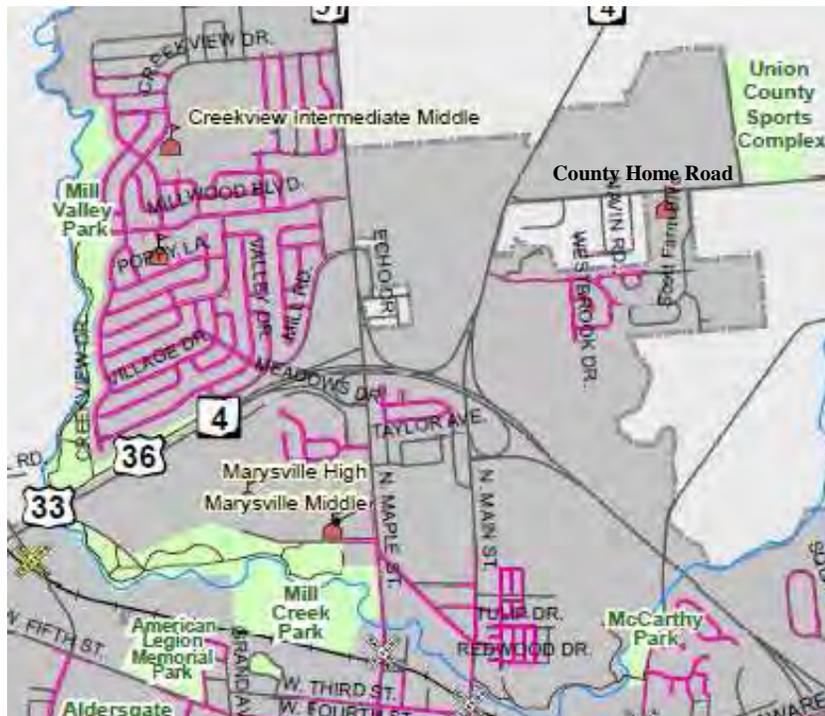
A path along Northwest Parkway could extend to Honda. Access from a path along Northwest Parkway to north areas of the city would be via Raymond Road and the existing paths at Mill Valley Park. Connection from Raymond Road to the Mill Valley Park paths would require a structure over Mill Creek. Access to south areas of the city would be via Damascus Road.

The proposed paths along Northwest Parkway and Industrial Parkway would serve a dual role in providing connection to major employers and key city areas such as the American Legion Park, schools, Uptown Marysville and retail centers for those living on the outskirts of the city and beyond.



- 4. North** - The bike paths at Mill Valley Park connect under US 33 via an underpass to the bike paths of Mill Creek Park. It should be noted that seasonal flooding of the underpass is a major problem with this path connection. Options for an overhead connection

across US 33 are under consideration. The Mill Creek Park bike paths are adjacent to Marysville High School and offer a perfect opportunity to connect the park paths to the high school grounds, allowing off road active travel modes to and from the north side of town.



Once south of US 33, the Mill Creek Trails and Amrine Mill Road provide connections east to the Union County Fairgrounds. Connection via a structure over Mill Creek to connect the Mill Creek Park paths with the American

Legion Memorial Park would also be beneficial as a connection between key city areas.

The planned roadway connection between Millwood Boulevard and County Home Road is an opportunity to extend amenities to promote walking and biking across Maple and Main Streets extending east to the Union County Sports Complex. Connections south along Maple Street and Main Street could be considered. However, utilizing the bike path tunnel or the proposed bike overpass from Mill Valley Park would be preferable and safer than crossing north to south through the US 33/SR 31/SR 4 interchange area.

East-west connectivity just north of Uptown Marysville can be achieved utilizing the bike paths in Mill Valley Park, crossing between Maple Street and Main Street via Elmwood Avenue. Future bike paths could be considered to provide the connection between existing paths in Mill Creek Park and McCarthy Park in this area just south of Elmwood Avenue possibly utilizing City of Marysville property along the creek just north of the railroad tracks. The McCarthy Park trail ends at Cherry Street. Connectivity east past Cherry Street to access the retail areas along Delaware Avenue and south to Coleman's Crossing would utilize the residential roadways of Berger and Connelly Streets via Lakeview Drive.



US 33 serves as a barrier to connections further east from the Delaware Avenue/Coleman's Crossing area on the north side of Marysville. Cherry Street does continue north and underpasses US 33 as Waldo Road. A bike path or lane along Cherry Street continuing along Waldo Road could provide connection to the growing residential area on the northeast side of the city. It would have the potential for further connectivity to the Scotts Farm development and to the Mill Valley Park to the west, creating a continuous link around the city. A bike path connecting south from Waldo Road to areas of Marysville east of US 33 would require a structure crossing Mill Creek.

Additional connections east past US 33 are more difficult. On street bike lanes on Delaware Avenue provides the only other option to connect from the Cherry Street

area east across US 33. However, crossing the high volume US 33/Delaware Avenue interchange area is required. Once east of US 33, existing bike paths are not present. Future connectivity for hike/bike paths east of US 33 should be considered in planning efforts to preserve right of way. The suggested connection provided by Alternative 4B could be constructed to provide a potential bike/pedestrian connection over US 33.

- 5. South** – A hike/bike path or at minimum sidewalks along Milford Avenue and London Avenue south of Collins Avenue would be advantageous to promote active travel modes and north-south connectivity in south Marysville.

The developing network of local roadways with sidewalks on the south end of town provides east west connectivity between the major north south routes and areas of interest in particular schools and parks. As mentioned previously in the discussion of Northwest/Southeast connections, a hike/bike path is recommended connecting the central part



of Marysville with Scottslawn Road following along the alignment Industrial Parkway

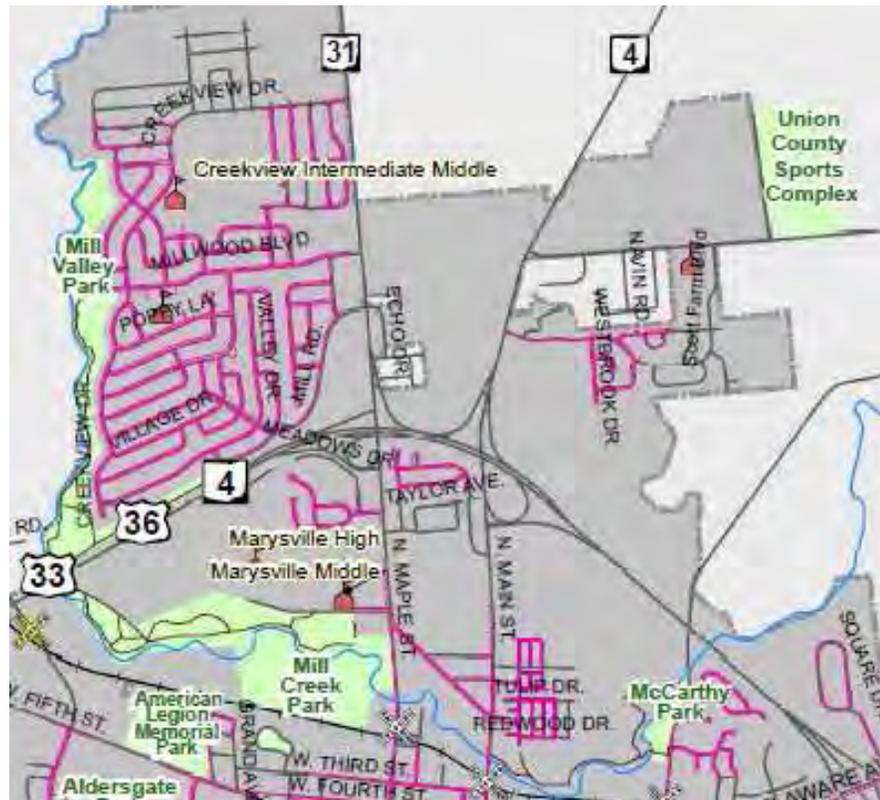
B. Sidewalks

Marysville is fortunate in that many of their local streets already have sidewalks in place. There are a few locations which could benefit from sidewalk installation to improve connectivity between land uses and encourage walking.

- 1. North** – North of US 33, Sidewalks connect Mill Valley Park paths to the neighborhoods via Millwood Boulevard north of US 33. These neighborhoods were designed to provide local roads access between neighborhoods so residents are not forced out onto arterials for internal trips. As the planned connection is constructed between Millwood Boulevard and County Home Road, the pedestrian amenities can continue east connecting to the Union County Sports Complex and also south along SR 31 and SR 4 to retail establishments. The residential streets on the southeast corner of SR 4 and County Home Road do not have sidewalks and do not have an existing connection to the Scott Farms neighborhood to the south. As this area is currently not incorporated into the City of Marysville, this is noted purely to allow discussion of sidewalk connections for future consideration. As development progresses, connections for residential areas south of Scott Farms

Boulevard to the Union County Sports complex will be via Scott Farms Boulevard and County Home Road.

South of US 33, Maple Street from the Union County Fairgrounds north to just south of Quail Hollow is missing a sidewalk connection on the west side of the road. Taylor Avenue, a residential connection between



Maple Street and Main Street is also lacking sidewalks. Sidewalks along the west side of Main Street connect south but sidewalks connecting to the neighborhoods just north do not have the benefit of sidewalks. Adding these sidewalk links will add to the good connectivity that exists between the schools, parks Fairgrounds and Uptown Marysville. Adding the previously mentioned link between the American Legion Memorial Park and Mill Creek Park would further add to the connectivity between key areas of the city.

- 2. South of Uptown** – The streets in Uptown Marysville and immediate vicinity are laid out in a grid pattern which allows for good connectivity between destinations. Areas just west and south of Uptown are connected to the City area by sidewalks on most local roads. Emmaus Road connects Trinity Park and Aldersgate Park and the southwest area of the city to the American Legion Memorial Park. Edgewood Road connects to Emmaus Road via a walkway to Wilderness Road. Following Emmaus Road north connects to Fifth Street which can be crossed to Park Avenue to connect to the American Legion Memorial Park recreation area. Edgewood Drive has sidewalks along the north side. Hickory Drive, which connects Edgewood Drive to neighborhoods to the south would benefit from the addition of sidewalks.

Millwood Avenue sidewalks end just south of Windmill Drive. Extending sidewalks south to provide walking amenities to Bunsold Middle School would be

X. Conclusion

While many regions of the state are declining in population growth, the City of Marysville and the surrounding Union County area is continuing to grow. The area has become a business and industrial hub given its proximity to Columbus, the state capital, and nearby access to interstate routes. The desire is to continue to grow, but to do so with a well thought out plan to attract development while maintaining the quality of life for their residents.

Readiness is very important to attract desired development and maintain the vitality of the community. The update to the Marysville Thoroughfare Plan is an important piece of the proactive plan for the City. The focal point of the Marysville Thoroughfare Plan is the functional classification of roadways and road network additions to support future development. Assignment of functional classifications to all City of Marysville major roadways assists agencies with right-of-way, design or policy decisions regarding roadway improvements. Additions to the transportation network included in the Thoroughfare Plan were made based on a collective assessment of technical data, terrain, geographic area and public contributions. The identified road network additions represent corridors and not specific alignments as the Marysville Thoroughfare Plan is a conceptual document, the first step in road planning.

Future decisions on transportation improvements, in particular those involving interchange upgrades or major new corridor construction, will have to be made based on balancing the need for a road addition or upgrade with project costs and impacts to structures and the environment. A network addition which seems invasive today may, in 20 years with a progression of development, be seen by a majority as a required transportation need. There are other times when the need for a road addition may never materialize due to changes in development. However it is important to include identified transportation needs now on the Thoroughfare Plan to allow progression, when and if required, to the second step, a detailed corridor study and evaluation of costs and benefits for a potential road project.

It is important to remember that vehicular mobility should not dominate the overall plan for a community. Road network alternatives should be coordinated with zoning and land use planning to promote the connectivity and active modes of transportation such as walking and biking desired by Marysville to continue its reputation as one of Ohio's best hometowns.