September 2024

Thoroughfare Plan

NEWARK
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ACKNOWLEDGEMENTS

The 2024 City of Newark Thoroughfare Plan was developed by The City of Newark and Licking County Planning and Development in partnership with the Licking County Area Transportation Study (LCATS), Licking County Engineer's Office, and The Licking County Transportation Improvement District. The planning process was led by consulting firm Burgess & Niple.

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We would like to thank our Steering Committee members for their assistance in guiding this effort.

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INTRODUCTION

ABOUT THE PLAN

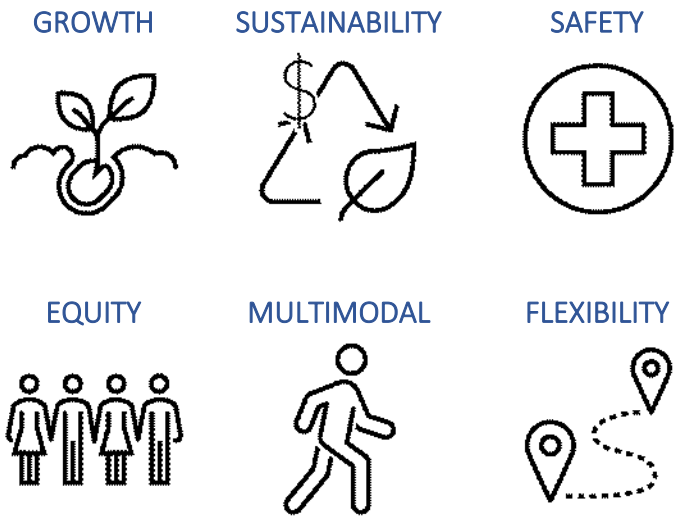
The City of Newark is the county seat of Licking County and is home to over 50,000 residents. Founded in 1802, Newark thrived in its proximity to the Ohio-Erie Canal, and the access to imports, news, and goods, as well as the ability to export consumer goods. In the decades since the transition from canal freight to railroads and freeways, the role of transportation has been crucial to the City of Newark and its residents.

This thoroughfare plan has been developed to guide transportation system investments for the City of Newark. The plan aligns with other local, county-wide, and regional economic development, planning, and engineering efforts and with input from varied stakeholders and data sources. With sound planning and targeted investments, we will strive to ensure safe and timely travel for people and goods.

This thoroughfare plan has been developed using analysis of available data, stakeholder engagement, and key planning considerations that were identified throughout the planning process. The plan includes guidance for right-of-way preservation and roadway design meant to inform subsequent planning and engineering processes on a project-level basis.

PLANNING CONSIDERATIONS

The following themes arose and were considered throughout the planning process in order to develop context-sensitive recommendations for the City of Newark Thoroughfare Plan.



Planning for Growth

Planning for sustainable growth preserves the usability of the roadway network, promotes economic development, and mitigates congestion. Growth planning can also help right size and direct investments where they are needed, while preserving rural character in other areas.

Sustainability

Understanding long-term transportation needs allows for decision makers to strive for fiscal sustainability and seek appropriate levels of project funding to maintain and improve the roadway network. Accommodating mobility options for transit riders, bicyclists, and pedestrians not only provides equitable and healthy modal options but can also help reduce greenhouse gas emissions over time.

Safety

Incorporating a safety lens into long range planning can help remediate existing safety concerns and prevent future roadway safety risks by understanding where and why crashes occur, and how infrastructure design impacts safety for all roadway users. This plan recommends policy, speed management, and design strategies that may be prioritized to help address roadway safety concerns.

Equity

The lens of equity applies to social equity and inclusiveness, including racial, social, and economic diversity. It also includes consideration of how planning practices affect climate resilience, economic development, access to housing, mobility, education, community, and healthcare. In the context of continued growth and economic development, equity considerations affect where and how investments are made in the transportation network to improve equitable access to resources.

Multimodal

An eye towards improving access for all modes aligns with safety approaches and helps support roadway users of all ages and abilities. Multimodal considerations improve accessibility and flexibility for roadway users, alleviating reliance on personal vehicles.

Flexibility

Long-range plans are most effective when a balance is struck between prescriptive recommendations and flexibility. Changing best practices, funding allocations and mechanisms, and policy directives may affect how

right-of-way is designed on a project-specific basis. This thoroughfare plan recommends potential conceptual design alternatives to be considered during the project development process for roadway design. Tradeoffs and decision making about modal priority, design speed, intersection design, growth, and density may affect how design recommendations are implemented.

PLAN PURPOSE & DEVELOPMENT

This plan has been developed as permitted by Ohio Revised Code 713.02, which gives City Planning Commissions the authority to make plans, maps, and recommendations concerning the physical, environmental, social, economic, and governmental characteristics, including transportation systems, and long range programming for capital projects and facilities.

The City of Newark has established this Thoroughfare Plan to:

- Promote the safe and orderly movement of people and goods throughout the City;
- Establish a roadway classification system that serves as a framework for how and where transportation investments are made;
- Set expectations about anticipated right-of-way needs to adequately maintain the transportation network;
- Understand the changing land use development contexts and unique transportation needs throughout the county; and
- Account for multimodal transportation needs, including transit, pedestrian, and bicycle access.

Where applicable, both public and private development should comply with the recommendations of this plan. Though thoroughfare plans serve as a framework to consider long-term transportation needs and investments, they do not commit local governments to specific alignments, roadway sections, timeframes, or roadway designs. The City may amend this plan periodically to align with regional goals, investments, and planning and engineering best practices.

Regional Planning Context

Metropolitan Planning Organizations (MPOs)

MPOs develop Metropolitan Transportation Plans (MTPs), Active Transportation Plans (ATPs), and other regional plans. MPOs also facilitate coordination between state and federal departments of transportation, as well as local jurisdictions. MTPs are updated every four to five years depending on air quality attainment status, and are based on a 20-year horizon. These documents make the planning region eligible to receive federal transportation funding to improve and maintain the multimodal transportation network. MPOs also coordinate with transit agencies, economic development and housing planning, sustainability programs, and with social services groups as it pertains to area transportation efforts.

MORPC is responsible for running the Travel Demand Model (TDM) for the Central Ohio Region including Licking County and the City of Newark, which is an input to the data and modeling portion of this plan.

The City of Newark lies within the Licking County Area Transportation Study (LCATS). LCATS develops an MTP to leverage federal transportation dollars allocated for improvements within their boundaries. LCATS coordinates with Licking County and MORPC on regional improvements and planning efforts. At the time this thoroughfare plan was being developed, MORPC was updating their 2024-2050 MTP, and LCATS was in the process of completing Launch LCA, its long-range transportation plan.

LCATS also coordinates with the Licking County Transportation Improvement District (LTID), including on the rapidly developing Intel area development site and associated projects. One of LTID's current initiatives includes helping to manage and direct investments in the area of impact of the Intel Site – also known as Silicon Heartland. The City of Newark, the Licking County Engineer, Licking County Planning Commission, and LCATS often collaborate on regional planning initiatives that affect travel through and around the City of Newark.

Thoroughfare Planning Process

The following planning process was performed to develop the Thoroughfare Plan:

1. **Stakeholder Identification and Coordination**
   - A steering committee was established, comprised of staff from the City of Newark, Licking County Planning Commission, LCATS, and the Licking County Engineer.
   - Additional focus group meetings and stakeholder interviews with local government officials, Ohio Department of Transportation

officials, local businesses, and economic development agencies were held to gather feedback from broader perspectives.
- Strategic needs and goals were identified through this process, including the identification of strategic projects, alignment between land use and transportation investments, congestion management, and multimodal transportation.

2. Existing Conditions Assessment
This includes the documentation of current congestion, existing rights-of-way, safety concerns, roadway network or amenity gaps, and development character conditions. The assessment is summarized and provided as Appendix F: Existing Conditions Memorandum.

The following elements were included in the assessment and summarized in the memo:
- A stakeholder engagement effort with focus groups and individual interviews to gather input from local government staff, ODOT District 5, local business, and economic development staff.
- A review of planning documents related to development and thoroughfare planning for City.
- An assessment of issues facing the transportation system within the City.

3. Data Analysis and Modeling
The following assessments were considered as part of the recommendations development process (for figures, see Appendix F):
- Identification of key travel corridors based on modeling and stakeholder feedback.
- Land use development contexts and existing supportive infrastructure for future development areas.
- Evaluation of Intel area growth and development impacts.
- Travel Demand Modeling and Quality Level of Service (QLOS) analysis.
- Vehicular and vulnerable roadway user (VRU) crash hot spots.

4. Development of this Thoroughfare Plan and recommendations for implementing long-term transportation improvements, including:
- A context sensitive approach that is comprised of Functional Classifications for the transportation network, and Development Context Classifications representing land use character and density.
- The Thoroughfare Plan Exhibit, showing classifications of area streets.
- Recommended right-of-way widths and corresponding conceptual roadway sections.

This planning process has been conducted to establish the recommendations herein. It is recommended that the City of Newark develop a process to periodically update the Thoroughfare Plan and its recommendations to respond to continued growth and development.

POLICY DIRECTION

In response to growing transportation safety concerns and higher rates of traffic-related deaths, more emphasis and funding has been directed at improving safety for all roadway users. This document reflects policy directives that are aligned with the City of Newark, Licking County, LCATS, MORPC, and transportation planning and engineering best practices promoted by ODOT and the Federal Highway Administration (FHWA).

Complete Streets

The public street network exists to facilitate safe and efficient transportation of people and goods, regardless of the mode of transportation—driving, walking, biking, taking transit, or freight. Street improvements should be designed to encourage mobility by safely accommodating people of all ages, incomes, and abilities. Implementing a Complete Streets approach can also benefit communities by aligning with project funding award metrics set forth by ODOT and FHWA.

The FHWA urges a three-pronged approach to Complete Streets[1]:

1. Make Complete Streets the default approach.
This can be done by adopting a Complete Streets policy at the City-level and by promoting the

[1] USDOT Federal Highway Administration. "Complete Streets in FHWA." Website: https://highways.dot.gov/complete-streets

benefits of Complete Streets for safety, modal choice, accessibility, and equity. The City of Newark has an existing Complete Streets policy adopted in 2011 which may be updated in alignment with the 2023 Smart Growth America Complete Streets Policy Framework[2].

2. **Leverage data analysis and implement planning and design methods that integrate safety for all road users.**
   An example of this can include developing a High-Injury-Network to understand where and how to prioritize investments or address safety concerns.

3. **Implement Complete Streets improvements whenever appropriate and feasible by designing, constructing, and operating roadway elements that are safe for all road users.**
   This could include using National Association of City Transportation Officials (NACTO) or American Association of State Highway and Transportation Officials (AASHTO) design guidance or by establishing roadway design criteria that incorporates Complete Streets principles.

At the state level, ODOT defined a strategy in 2021 to convene a task force to develop and adopt a statewide Complete Streets policy.[3] Many county and local governments have also adopted Complete Streets policies to further safety, multimodal access, and environmental initiatives with the intent to provide bike and pedestrian facilities as new transportation projects are developed. Additionally, ODOT has published a Multimodal Design Guide, encouraging the use of context and speed sensitive roadway design for bicycle and pedestrian infrastructure, including transit supportive infrastructure.[4]

Vision Zero and Zero Deaths

Fatal and serious injury crashes are not inevitable, but in fact, are preventable. We resolve to prioritize the safety of those using our streets, including reactive and proactive approaches to eliminate these types of crashes.

The Vision Zero Network[5] has developed data informed strategies for making our roadway systems safer for all users, including vulnerable roadway users traveling by foot, by bike, motorcycle, or assistive devices that share space with motor vehicles. The Safe System Approach focuses on proactive, preventative, and human-centered measures. The key principles recognize that people make mistakes, human bodies are vulnerable in crash conditions, and proactive safety strategies should be leveraged to mitigate the risk for crashes.

Safe System Approach (SSA)

Building on Vision Zero principles, the Safe System Approach[6] is recognized by the FHWA as a multi-pronged approach to safer roadways involving those involved in planning, engineering, and traveling on our shared roadway and multimodal roadway network. The Safe System Approach acknowledges that even one death on the transportation network is too many, that humans make mistakes, and human bodies are vulnerable to injury and death.

Safe Systems are built by prioritizing the safety of all roadway users, working to make vehicles safer, setting appropriate speed limits and using effective roadway design to moderate motorists' speed, and using data to promote accountability in roadway design outcomes.

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[2] https://smartgrowthamerica.org/resources/elements-complete-streets-policy/

[3] ODOT (2021). "Walk Bike Ohio." Website: https://transportation.ohio.gov/static/Programs/StatewidePlanning/WBO_Final_lowres.pdf

[4] ODOT Multimodal Design Guide: https://www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/multimodal/01/01

[5] Vision Zero Network. "Fundamentals of the Safe System Approach." Website: https://visionzeronetwork.org/fundamentals-of-the-safe-system-approach/

[6] Safe System Approach: https://highways.dot.gov/safety/zero-deaths#:~:text=Applying%20the%20Safe%20System%20approach,a%20fatality%20or%20serious%20injury.

CLASSIFICATION SYSTEMS

The City of Newark Thoroughfare Plan incorporates two classification systems: development context classification and functional classification. While most thoroughfare planning has traditionally focused on function, the state of the practice is moving toward incorporating development context as it plays a larger role in determining street design. Functional classification is still important to understanding how and where streets are being used by travelers, but development context informs how roadways should be designed for travelers' mobility and safety.

Development Context Classification describes current and projected land use development, growth, and density. These characteristics are inherently connected to how the roadway network is used, including how many trips are generated, the types of expected roadway users and vehicles that are expected to use particular roadways, and how much travel demand to expect. Development Context Classification is important relative to Complete Streets policies, Vision Zero, and the Safe System Approach as it helps determine appropriate roadway design speeds, intersection and crossings treatments, and multimodal facilities such as sidewalks, shared use paths, transit, and curbside amenities.

Functional Classification is a description of how the street performs as part of the overall thoroughfare network. Functional classification is described as a continuum from expressways and interstates which limit access to facilitate efficient and safe regional trips, to major and minor collector roadways, to local streets which may be least efficient for long-distance trips but provide safe access to property.

The functional class of roadways subject to this plan were determined based on evaluating how the roadway is used for vehicular travel within the City, and relative roadway vehicular volumes. In some cases, the functional class assigned in this plan varies from ODOT's designated functional class to better characterize how the roadway functions within the City of Newark transportation network.

The development context classification system is adapted from the Transect[7] model, closely tied to the New Urbanist movement and tailored to the unique contexts of the City of Newark. This model characterizes types of development based on their form from rural agriculture and homesteads to developed town centers. The two development context classifications are described on the following page, and development context zones are presented in Exhibit 1 on page 16.

Figure 1. The Transect model and depictions of T(transect)-zones, developed by Duany Plater-Zyberk & Company (2003). The original T-zones range from natural zone to urban core zone. Development context classifications for the City of Newark include suburban transitional and town center. These classifications serve as a guideline for roadway design characteristics. Specific roadway design details may vary on a project by project basis.

[7] Duany Plater-Zyberk & Company Transect Model: https://transect.org/transect.html

Development Context Classifications

The following development context classifications have been established throughout the City of Newark and are shown in Exhibit 1 on page 14.[8]

Suburban Transitional

Suburban Transitional contexts may contain low-to-medium density residential developments, mixed use developments, or commercial zones; including regional retail and commercial activity or economic development sites, such as the Intel-area investments. These areas may have sidewalks or shared use paths that can be utilized by pedestrians and bikers, but by virtue of being lower density, containing large parking areas, and roadways with higher posted speed limits, many trips are still made by motor vehicle. However, redevelopment occurring within suburban contexts is a growing trend, adding denser housing, infill development, and mixed-use development resulting in more walkable, bikeable, and transit-oriented places.

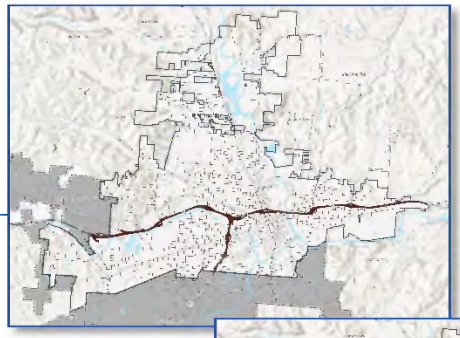
Town Center

Town Center contexts typically include a mix of land uses and a higher density, including multi-story development, where commercial and residential developments may be intermixed. Town Center areas tend to include historical downtowns and nearby, pedestrian-oriented neighborhoods. Since mixed use and higher density is innate to Town Center areas, the landscape is more amenable to people traveling by foot, bike, or micro-mobility device, and more serviceable by transit. In addition, these areas tend to have more compact, grid network streets with lower legal speed limits than suburban and rural areas, making non-vehicular travel safer for vulnerable roadway users.

[8] The development context classifications for City of Newark were developed in alignment with the Licking County Thoroughfare Plan.

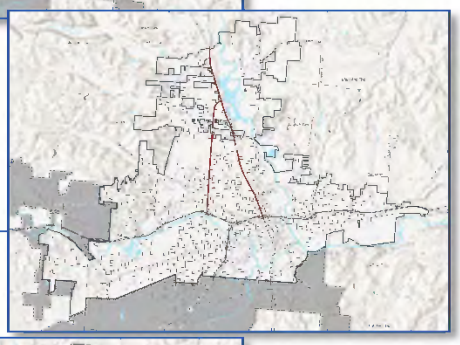
Functional Classifications

The following functional classifications have been established and roads throughout the City have been classified as seen in Exhibit 2 on page 15.



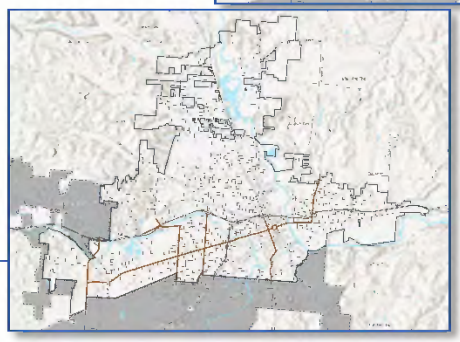
Expressway or Interstate

Highways which convey high volumes of traffic at high speeds, typically with controlled access provided at interchanges. This classification acknowledges existing highways that are generally state or federally designed, funded, and maintained. Examples are SR-16 and SR-79. These routes are under the jurisdiction of ODOT.



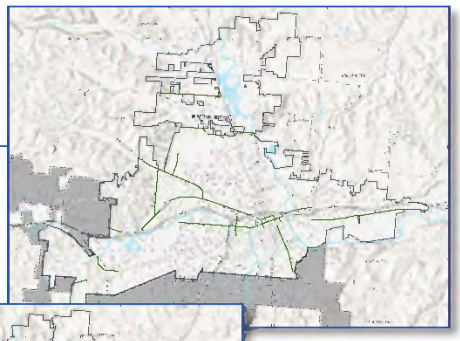
Major Arterial

Streets which convey county to county or city to city travel at relatively higher speeds and typically tightly regulated access. These streets are typically US highways or state routes. Examples include SR-13 and N 21st street. US and state routes are under the jurisdiction of ODOT. When maintained by the City, coordination with ODOT may be required for certain projects.



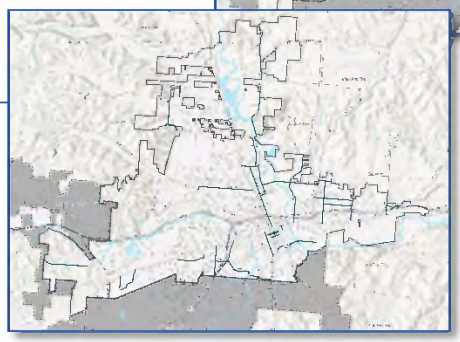
Minor Arterial

Intra-county and city corridors linking major arterials, interstates, and expressways with substantial areas of development, and/or conveying substantial traffic volumes. Examples include Main Street, portions of 4th Street, and North Cedar Street.



Major Collector

Streets which connect major and minor arterials to population and employment centers, serving more localized trips. Examples include Granville Road, Country Club Drive, Sharon Valley Road, and portions of East Main Street.



Minor Collector

Streets which predominantly connect local streets with higher classification routes. Examples include Union Street, Ohio Street, and Hudson Avenue.

IMPLEMENTATION

Types of Right-of-Way

The City of Newark Planning Commission has been allocated the authority to determine the appropriate amount of right-of-way to encumber as a requirement for applicant requests for development site plan approval, rezoning, and new subdivisions. Applicants are subject to providing the union of two types of right-of-way: 1) Corridor Right-of-Way and 2) Intersection Right-of-Way.

Corridor Right-of-Way

Corridor Right-of-Way is defined as land set aside to improve or widen a street corridor, including traffic lanes for vehicles, multimodal accommodations such as sidewalks and shared use paths, buffers between such for aesthetics and safety, and drainage. Table 1 outlines the recommended right-of-way contribution for street corridors based on Development Context Classification and Functional Class.

Intersection Right-of-Way

Where thoroughfares intersect with other thoroughfares or planned new streets as proposed by the applicant or others, additional intersection right-of-way may be required. Such right-of-way provides space for the construction of future intersection improvements such as traffic signals, roundabouts, other means of traffic control, and additional lanes to queue traffic or merge through traffic on departure from an intersection. In some cases, intersection right-of-way may require coordination with ODOT or adjacent incorporated areas. The City of Newark may consult with other agencies who may have interest in adjoining streets, including ODOT, Licking County, other municipalities, and townships to establish appropriate intersection right-of-way estimates.

Determining Corridor Right-of-Way Recommendations

This plan is to be referenced by the City of Newark to inform local-level planning efforts for visioning, long-range, and preliminary planning for capital improvements projects, public-private partnerships (3P), and private development adjacent to designated throughfares.

In the case of publicly funded roadway improvements, Functional Classification and Development Context Classification serve as guidance for roadway planning, and design criteria may be further refined during the project development process. For privately funded developments that trigger zoning or use changes and Planning Commission review, the City may reference this plan to guide site review processes, suggested right-of-way contributions to accommodate increased multimodal trip generation, and construction of pedestrian and bike facilities.

- To determine recommended right-of-way for a given roadway segment, reference both the development context classification (Exhibit 1) and functional classification designation (Exhibit 2). These classifications are shown as combined on Exhibit 3.
- The resulting right-of-way recommendation is shown in Table 1 below. A comprehensive table of roadway segments with corresponding right-of-way recommendations is located in Appendix C.
- Project-specific design criteria is to be determined through the project development process, which includes scoping, site survey and right-of-way analysis, alternatives analysis, conceptual design, and detailed engineering. The recommendations in Table 1 serve as a guideline, and project-level scope requirements may result in deviations from the table below. Tradeoffs between design elements and modal priorities may necessitate various lane configurations, shown in Appendix A.

TABLE 1 – RECOMMENDED TYPICAL RIGHT-OF-WAY WIDTHS

		DEVELOPMENT CONTEXT CLASSIFICATION	
		SUBURBAN TRANSITIONAL	TOWN CENTER
FUNCTIONAL CLASS	MAJOR ARTERIAL	110 Feet	100 Feet
	MINOR ARTERIAL	100 Feet	80 Feet
	MAJOR COLLECTOR	90 Feet	80 Feet
	MINOR COLLECTOR	80 Feet	80 Feet
	LOCAL	60 Feet	60 Feet

Notes: *Recommended right-of-way widths are based on maximum typical sections and may be adjusted based on project requirements. Additional right-of-way may be required for grading, maintenance, or corridor-specific reasons. The City of Newark may deviate from width and typical section recommendations refined through the project specific alternatives analysis and design process. While recommended thoroughfare right-of-way widths do not correspond directly to the number of vehicular travel lanes or type of multimodal facilities to be designed, each corridor type width is based on recommended typical section designs appropriate for the classification.*

Design Guidance and Typical Sections

The typical sections shown in Appendix A represent different design options for thoroughfares, grouped by functional classification and development context. These typical sections are generic representations based on ODOT's Location and Design Manual and NACTO design guidance, and do not represent corridor or site-specific designs.

Elements that dictate roadway design within the recommended right-of-way widths include:

Complete Streets and multimodal facilities: Complete Streets policies and design efforts align with Federal and State best practices for roadway design, specifically in urban and suburban environments where vulnerable roadway users are likely to be sharing the roadway with motor vehicles. According to NACTO, throughput of people per hour by mode varies within the same given 10 feet of right-of-way, as shown in Figure 2.

The type of multimodal infrastructure to be incorporated into project-specific designs often relies on existing conditions and connecting facilities, design speed, number of required vehicular travel lanes, how access is managed, right-of-way constraints, grading, drainage and sewerage infrastructure, and related active transportation and transit plans. While all projects should seek to incorporate Complete Streets principles, the determination of roadway-specific facility type is not designated in this thoroughfare plan. Exhibit 4 on page 18 depicts existing and proposed active transportation infrastructure, including bikeway facilities. The eventual design for each of these recommended facilities will be determined through the project development process, and depend on vehicular volumes, design speed, and other roadway design requirements.

Generally, separated pedestrian and bike facilities are preferred whenever feasible and especially where posted speeds exceed 35 miles per hour. Wide shoulders can also enhance shy distance for wider loads or passing vehicles where additional lanes cannot be constructed. Preliminary city-wide active transportation plan recommendations are shown on Exhibit 4.

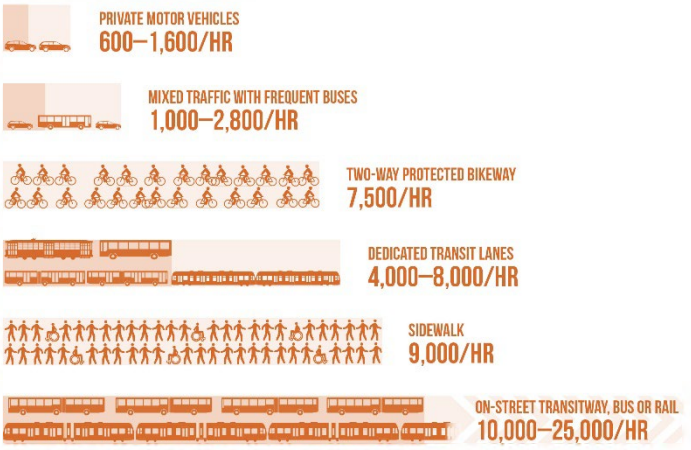


Figure 2. *Capacity of 10 feet of right-of-way allocated by mode (people per hour) from NACTO's Transit Street Design Guide[9].*

[9] NACTO Transit Street Design Guide. Website: https://nacto.org/publication/transit-street-design-guide/introduction/why/designing-move-people/

Standard Street Configuration – Major Arterial 120' ROW

Complete Street Configuration – Major Arterial 120' ROW

Figure 3. *Example of how right-of-way may be configured differently in the same setting depending on project-level alternatives analysis and design.*

Future roadway planning needs should consider potential transit-related improvements or amenities including stop and station placement and associated ADA access, lane widths and allocations, and pavement markings. Existing transit lines for Licking County Transit and COTA are shown on Exhibit 5.

As transit planning advances in Licking County, consideration should be given to roadway design elements that affect traffic operations and roadway design, including transit signal priority (TSP), bus bays and shelters, and the placement of stops in relation to intersections, including signals and roundabouts. Coordination with local and regional transit agencies should be incorporated into roadway project planning where projects align with existing or future transit routes.

Access management[10] and traffic impact studies[11]: Adhering to access management and traffic impact studies guidelines helps to preserve capacity of roadways, manage congestion, and reduce potential conflicts and crashes. Access management and traffic impact studies present opportunities during site plan review to reduce conflict points for vehicles and vulnerable roadway users by consolidating driveways and considering optimal placement. Focus areas for access management in the City of Newark include:

- North 21st Street & South 21st Street
- Mount Vernon Road
- East Main Street & West Main Street

These focus areas have opportunities to carefully manage access for new development or redevelopment that consolidate driveways or implement signals that improve roadway capacity and safety.

Private development: While capital improvement projects make up a large portion of multimodal projects, incremental development of the transportation network also occurs through private development. When development proposals and site plans are reviewed, consideration to multimodal elements like sidewalks and shared use paths should be considered in relation to how they connect to and complement the overall transportation network. Encouraging walking, biking, and transit use promotes sustainable, equitable, and healthy travel options and reduces reliance on personal vehicle use and parking.

When plans include sidewalks or shared use paths that are adjacent to or within the right-of-way, these facilities should be designed in a manner consistent with current design best practices, existing plans including multimodal or active transportation plans, and be accessible to the public who may be traveling past the site, in addition to serving the site itself. Sidewalks and paths adjacent to the roadway network should:

- Meet minimum ADA design requirements,
- Include consideration of lighting elements, and
- Be visible to the traveling public.

Design speed and posted speed limit: Statutory speed limits are established by Ohio Revised Code (ORC) 4511.21. Changes to speed limits and exceptions where posted speeds deviate from statutory standards are overseen by ODOT. In areas where the statutory speed limit may not be appropriate, ODOT's Safe Speed Zone process may be utilized to set context-sensitive speed limits that consider the development of the area, roadway design and character, presence of vulnerable roadway users, and other factors. This process may help resolve safety concerns in recently developed or annexed areas where the land use context is changing, areas where infill or redevelopment is taking place, or where the legacy posted speed is higher than other roadways with similar function and character.

Town Center and Suburban Transitional zones will typically have lower legal speed limits than freeways, interstates, state highways, and city roads. Current safety best practices generally recommend designing to the posted speed limit, and not above it, as past practice of designing roadways for 5-10 miles per hour higher than the posted speed resulted in driver's traveling at speeds

[10] See Appendix D

[11] See Appendix E

greater than what is posted. Lower design speeds permit narrower travel lanes and tighter turning radii, which promote slower and safer travel speeds for more urbanized areas where vulnerable roadway users are likely to be present.

For existing roadways, modifications to the roadway character in the form of road diets, lane narrowing, and vertical or horizontal elements can impact driver behavior and typical travel speeds. Deliberate design changes and subsequent speed studies may be used to lower the posted speed limit on roadways that must be coordinated with ODOT. In areas where land use context and density of driveways and intersections changes sight distance and driver behavior, posted speed limits may be able to be lowered through coordination with ODOT through either their Safe Speed Zone process or through a traditional speed study. Special consideration should be given to locations that are expected to be developed from rural and agricultural existing land uses to more suburban contexts, as increasing housing density or commercial activity will also increase the likelihood of vulnerable roadway users being present. In these locations, a lower targeted design speed may be appropriate, regardless of whether the site is in an unincorporated area at the time of design.

Number of vehicular travel lanes: The number of eventual vehicular travel lanes recommended can be estimated through the thoroughfare planning process, though fiscal constraints, right-of-way limitations, travel pattern changes, and the degree of regional congestion management strategies employed can affect the likelihood that roads will be widened. While average daily traffic (ADT) volume projections are helpful, they do not reliably indicate the number of travel lanes needed to manage congestion. Intersection frequency, treatment, signal timing, and other roadway characteristics affect level of service and the efficiency of a given corridor. Unexpected development or travel pattern changes, and the degree of regional congestion management strategies employed, affect the likelihood that roads will be widened. Therefore, final lane configurations are determined on a project-level basis, using this plan as input to the project development process. Factors other than ADT also affect the feasibility of roadway widening projects, including cost and funding availability, inter-jurisdictional coordination, right-of-way constraints, and tradeoffs between mode, speed, safety, and roadway character.

Width of vehicular travel lanes and curb-to-curb distance: Lane width is determined by prevailing design guidance for posted speed and jurisdictional oversight. In higher speed, rural areas, or for state routes, 12 foot lanes may be required. For urban and suburban areas with lower posted speeds or lower vehicular volumes, 10 or 11 foot lanes may be permitted, though routing of transit lines may result in 12 foot curbside lanes in some contexts.

Intentionally designing roadways with narrower lanes has been shown to reduce vehicular travel speeds. Lower travel speeds are safer for all roadway users, including vulnerable roadway users. Narrower and fewer travel lanes result in shorter curb-to-curb crossing distances for pedestrians, reducing the crossing distance and increasing the likelihood of people being able to cross the street before the signal phase changes. Lane width reductions and road diets to reduce the number of motor vehicle lanes are strategies that align with the Safe System Approach and Complete Streets.

Intersection design: The type of intersection treatment planned and design of intersection approaches affect required right-of-way. Design speed, number of lanes, presence of bike or pedestrian infrastructure, intersection treatment (signalized or roundabout), grade, and angle of approach affect the amount of intersection right-of-way that may be needed to accommodate the desired design.

When reviewing proposed developments or capital improvements projects, consideration of these factors during project planning and conceptual design helps set expectations for desired development setbacks and right-of-way acquisition estimates.

Curbside amenities: Curbsides serve multiple roadway user types, especially in urban and suburban areas where ride hail, parking, transit stops, and shared micro-mobility stations for e-bikes or scooters may be located. Determination of appropriate curbside amenities is best made on a project-by-project basis and with reference to the planned active transportation network, ongoing transit agency coordination, and with regard to corridor specific adjacent land uses. Technological changes have made ride hail services like Uber and Lyft more prevalent and led to the recent adoption of e-bikes and scooters. Autonomous and connected vehicle technologies are also changing assumptions about how infrastructure is designed. Curbsides are a shared resource where this right-of-way may be allocated differently over time based on changing conditions.

THOROUGHFARE PLAN EXHIBITS

These exhibits are based on analysis of existing conditions, stakeholder engagement, inter-agency coordination, and previous planning efforts related to transportation and land use planning. Assessments of current and future congestion, safety, and development character conditions were conducted to develop these exhibits. Future congestion is based on projected traffic volumes in 2050 modeled by MORPC for Licking County and QLOS analysis conducted for this thoroughfare plan. Additional information about the QLOS analysis is provided in the Existing Conditions Memorandum provided in Appendix F.

Exhibit 1 [page 16] provides an illustration of the City's Development Context Classifications, depicting the designated land use contexts throughout the City.

Exhibit 2 [page 17] provides an illustration of the City's Functional Class, defining how thoroughfare streets are classified by function.

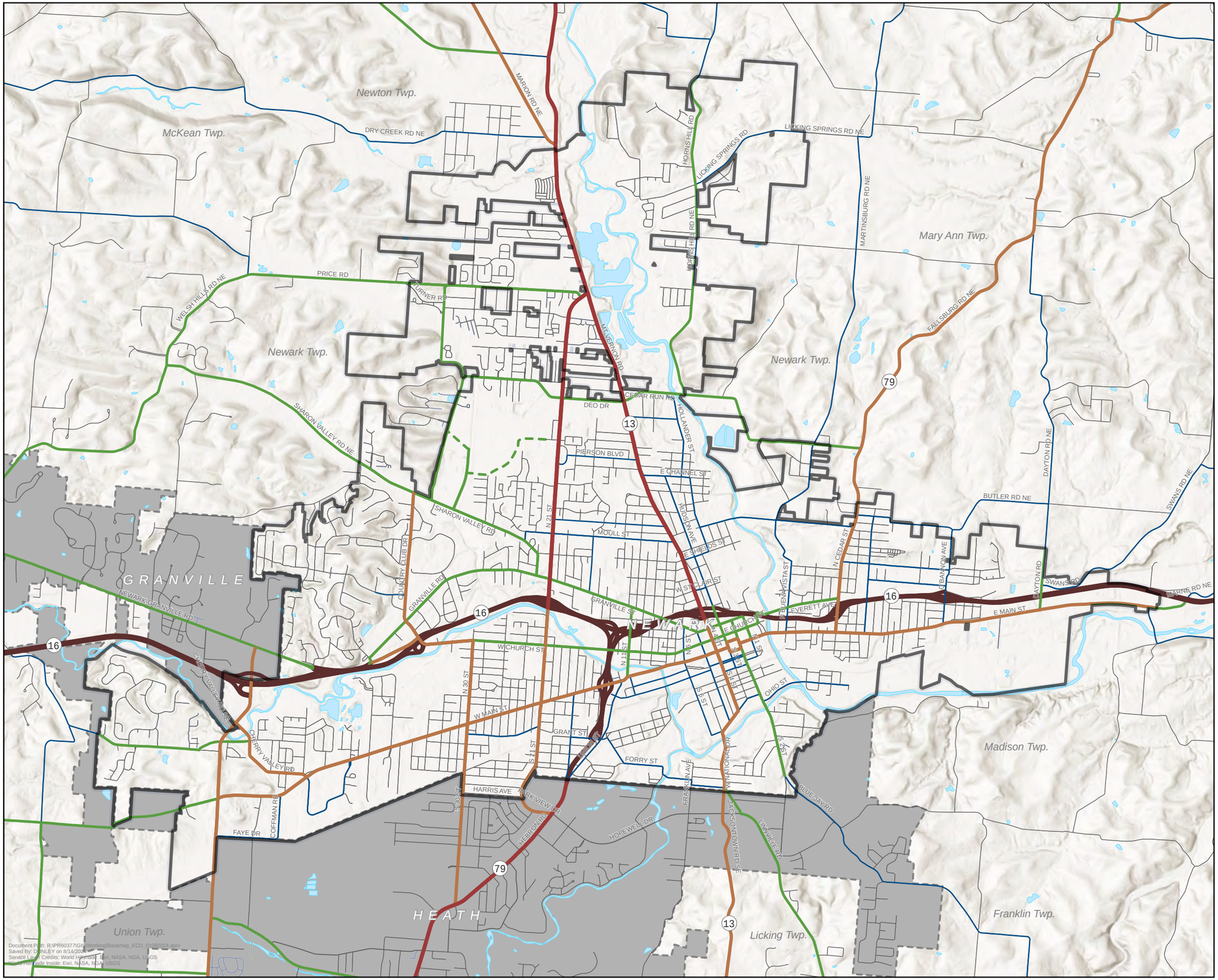
Exhibit 3 [page 18] combines the City's Functional Classification for roadways with assigned land use context.

Exhibit 4 [page 19] incorporates preliminary recommendations from the City of Newark and the LCATS Active Transportation Vision plan, including potential in-street and separated multimodal facilities.

Exhibit 5 [page 20] depicts current Licking County Transit routes. There is on-going regional coordination to connect Central Ohio Transit Authority (COTA) services with Licking County Transit (LCT) in the future, though specific routes are unknown at this time.

Exhibit 1

Functional Classification



Functional Classification

- Expressway or Interstate
- Major Arterial
- Minor Arterial
- Major Collector
- Proposed Major Collector
- Minor Collector
- Local

Reference Layers

- Newark Boundary
- Other Communities
- Unincorporated Areas

Burgess & Niple does not guarantee the accuracy or completeness of the data and is not responsible for any errors, omissions, or discrepancies that may appear on the map. Jurisdictional boundaries subject to change.

0 0.5 1 Miles

Last Updated: 8/14/2024

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Document Path: R:\PR60377\GIS\Working\Basemap_ECD_01052024.aprx
Saved By: DJONLEY on 8/14/2024
Service Layer Credits: World Hillshade, Esri, NASA, NGA, USGS
Map Unit: Feet
Made Inside: Esri, NASA, NGA, USGS

Exhibit 2

Context Classification

Context Classification

- Suburban Transition
- Town Center

Reference Layers

- Newark Boundary
- Other Communities
- Unincorporated Areas

Burgess & Niple does not guarantee the accuracy or completeness of the data and is not responsible for any errors, omissions, or discrepancies that may appear on the map. Jurisdictional boundaries subject to change.

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Last Updated: 8/14/2024

BURGESS & NIPLE

Exhibit 3

Functional and Context Classification

Functional Classification

- Expressway or Interstate
- Major Arterial
- Minor Arterial
- Major Collector
- Proposed Major Collector
- Minor Collector
- Local

Context Classification

- Suburban Transition
- Town Center

Reference Layers

- Newark Boundary
- Other Communities
- Unincorporated Areas

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Exhibit 4

Active Transportation Vision

Newark-Heath ATP

Existing Proposed

- Bikeway
- Multi-use Path
- Conceptual

Reference Layers

- Newark Boundary
- Other Communities
- Unincorporated Areas

The routes depicted on this map are based on existing MORPC data and preliminary proposals from the Newark-Heath Active Transportation Plan. They are intended for planning purposes only and may not reflect final implementation. Actual routes could differ due to future adjustments or changes in planning strategies. Burgess & Niple does not guarantee the accuracy or completeness of the data and is not responsible for any errors, omissions, or discrepancies that may appear on the map.

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Last Updated: 8/14/2024

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Service Layer Credits: World Hillshade Esri, NASA, NGA, USGS, FEMA
World Topo Map Esri, NASA, NGA, USGS, FEMA

Exhibit 5

Transit Routes and Potential Future Connections

Current Transit

- RED #1 (Main St)
- BLUE #2 (21st St)
- GREEN #3 (Granville)
- ORANGE #4 (Heath/Hebron)
- YELLOW #5 (Circulator)
- GRAY #6 (Mt. Vernon Rd.)

ODOT Transit Analysis

- Proposed New Transit Routes

Reference Layers

- Newark Boundary
- Other Communities
- Unincorporated Areas

The routes depicted on this map are based on Licking County Transit and proposals from the ODOT Transit Analysis. They are intended for planning purposes only and may not reflect final implementation. Actual routes could differ due to future adjustments or changes in planning strategies. Burgess & Niple does not guarantee the accuracy or completeness of the data and is not responsible for any errors, omissions, or discrepancies that may appear on the map. Jurisdictional boundaries subject to change.

0 0.5 1 Miles

Last Updated: 5/16/2024

BURGESS & NIPLE

APPENDICES

APPENDIX A: TYPICAL SECTIONS
APPENDIX B: SUPPLEMENTAL DESIGN GUIDELINES
APPENDIX C: RIGHT-OF-WAY TABLES
APPENDIX D: ACCESS MANAGEMENT REGULATIONS
APPENDIX E: TRAFFIC IMPACT STUDIES GUIDELINES
APPENDIX F: EXISTING CONDITIONS MEMORANDUM

Appendix A: Typical Sections

Page 24 – Suburban Transitional
Page 26 – Town Center

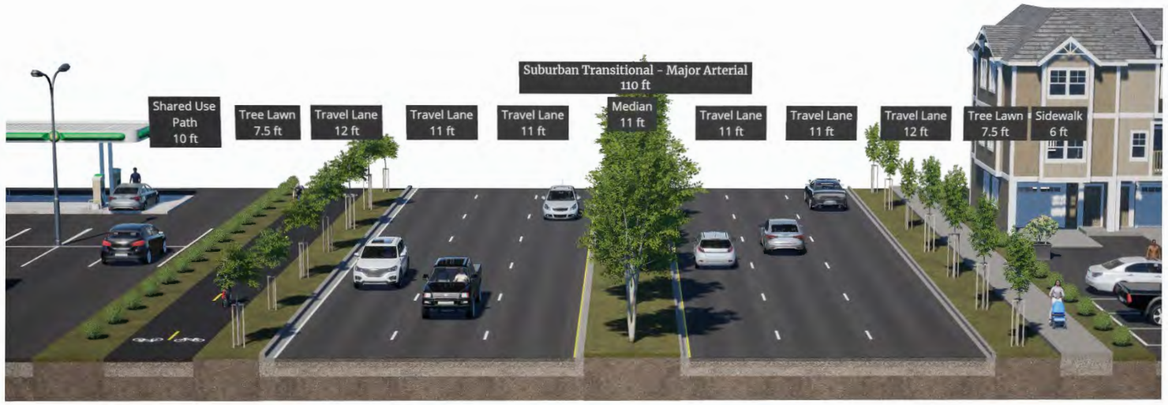
Applying Typical Sections

This appendix contains typical section concepts that may be adapted on a project-by-project basis to meet project need, scope, and site-specific conditions. Consideration should be given to planned multimodal facilities when designing infrastructure for pedestrians, cyclists, and transit operations.

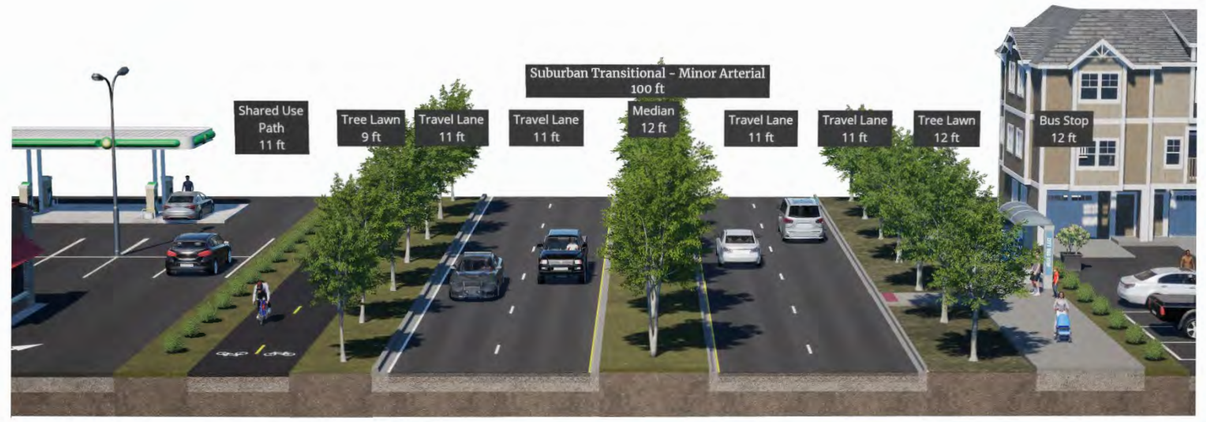
For corridors mapped on Exhibits 4 and 5, it is recommended that the City of Newark coordinate with LCATS, Licking County, and Licking County Transit as appropriate during project scope development to confirm desired facility type and requirements. For thoroughfares mapped on Exhibits 1 – 3 that continue beyond the City of Newark boundary, coordination with Licking County, LCATS, Licking County Transit, key stakeholders, and adjacent jurisdictions is recommended to align facility location, type, and design will inform project-level design criteria.

While typical sections are associated with functional class and recommended right-of-way widths, corridors may be designed with a lower functional class if appropriate, taking into account constraints related to right-of-way, traffic volume, and specific site conditions. For instance, a corridor that is mapped as a major collector may be designed as a

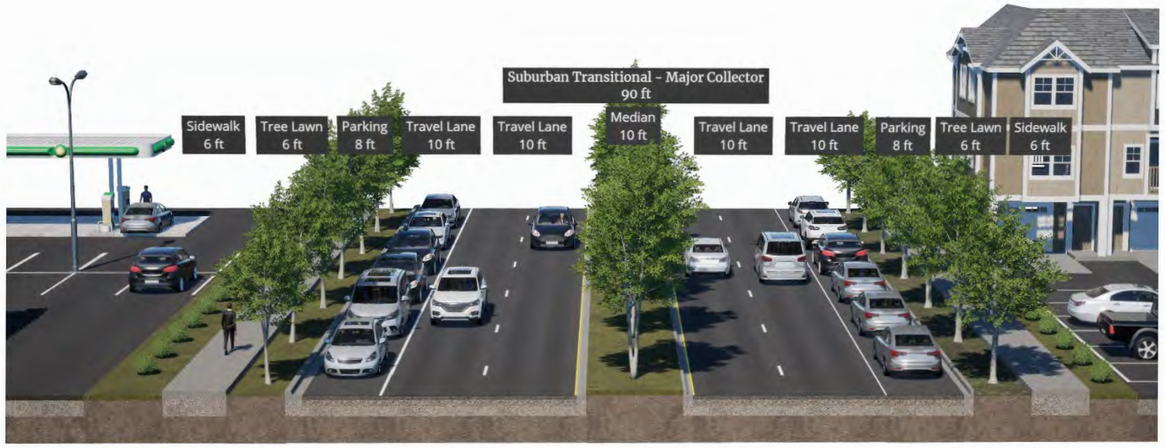
Suburban Transitional



ST 1 – Major Arterial



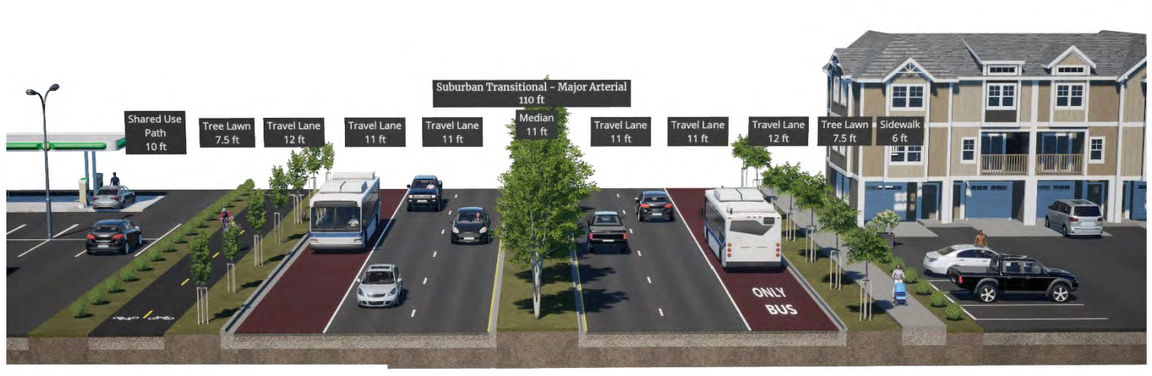
ST 2 – Minor Arterial



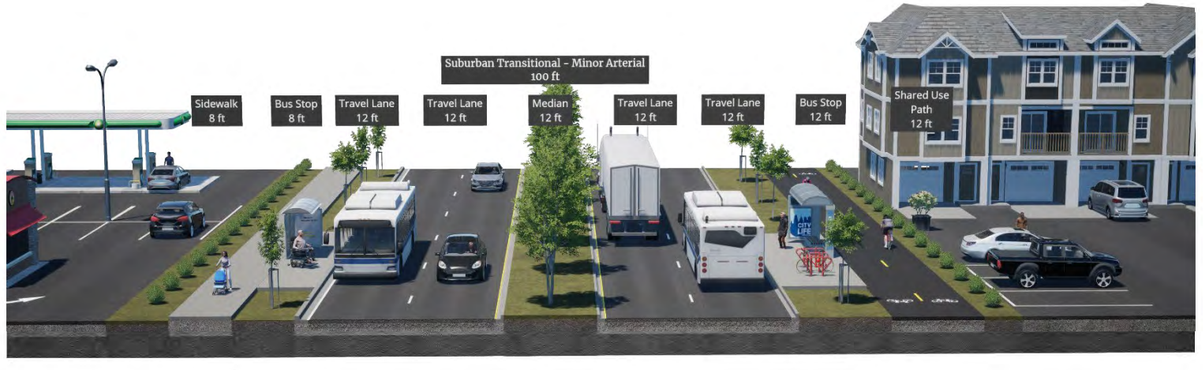
ST 3 – Major Collector

ST 4 – Minor Collector

Suburban Transitional – Transit Amenities

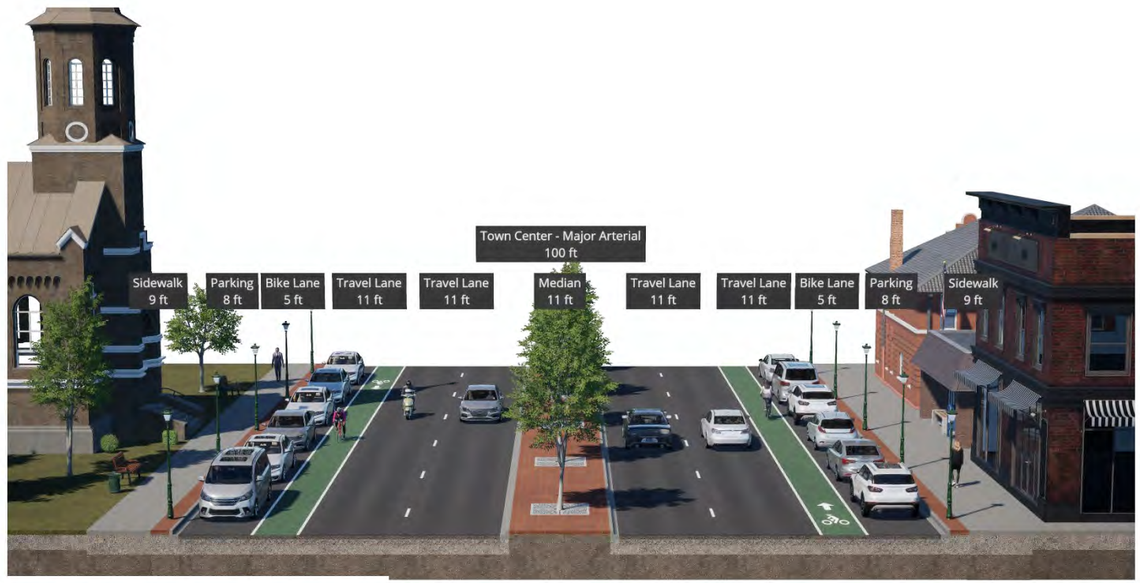


ST 5 – Major Arterial

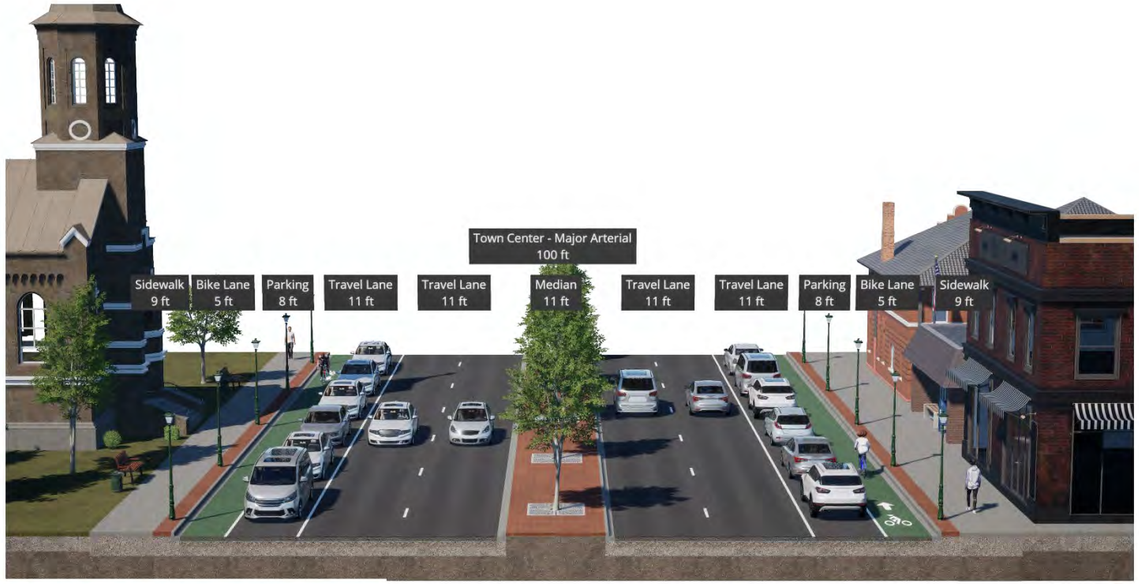


ST 4 – Minor Arterial

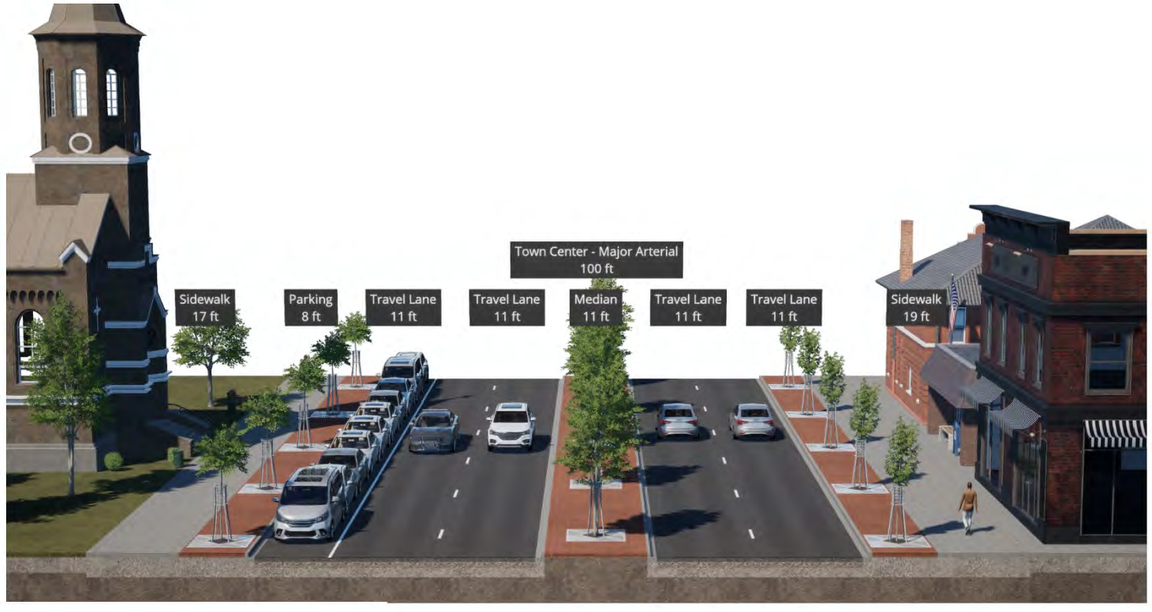
Town Center



TC 1 – Major Arterial



TC 2 – Major Arterial



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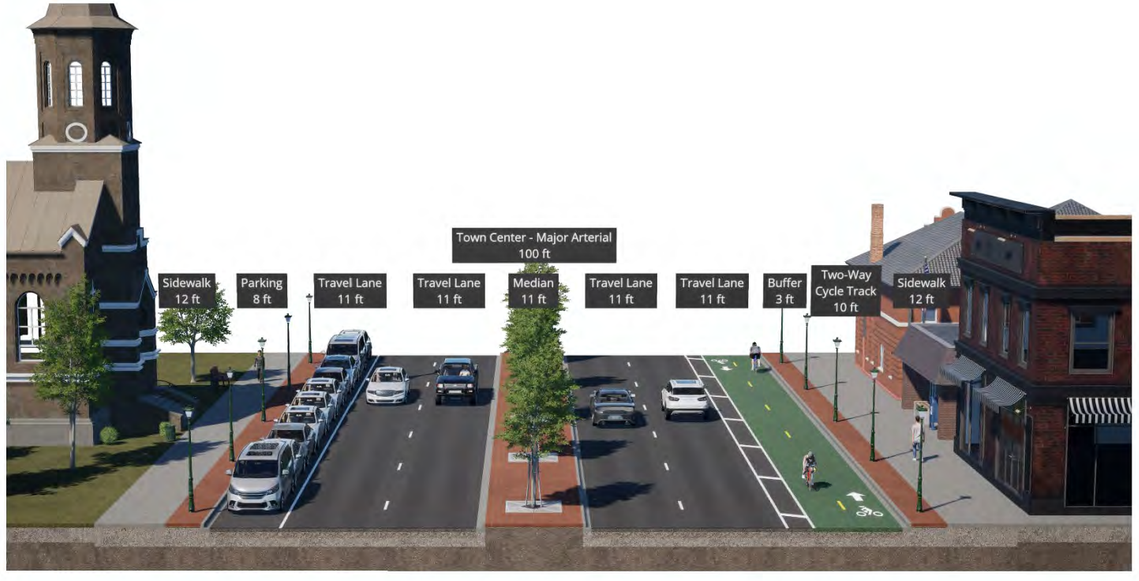
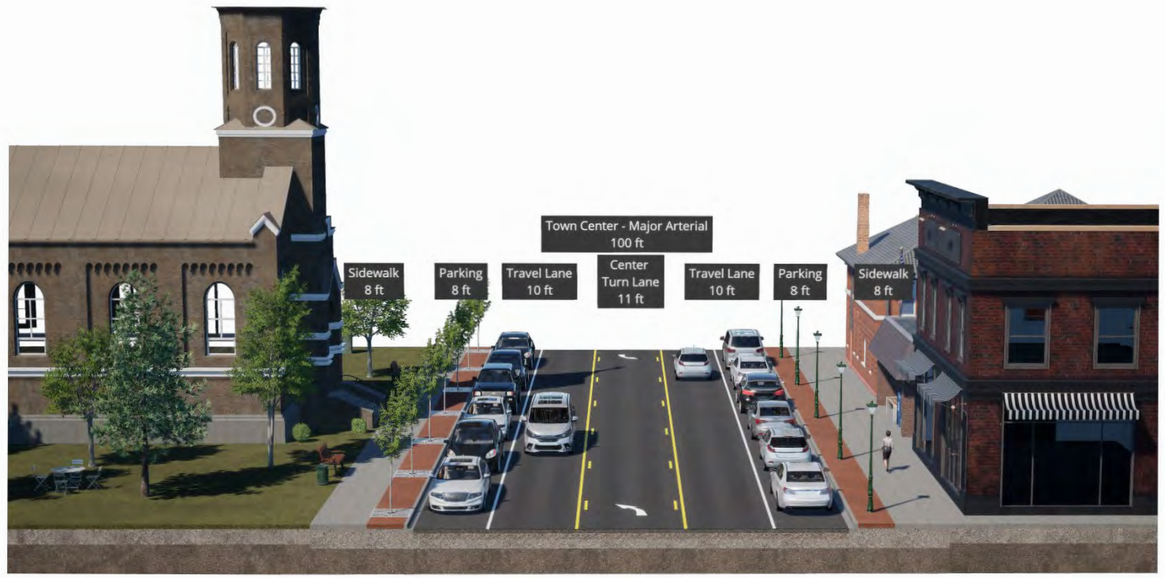
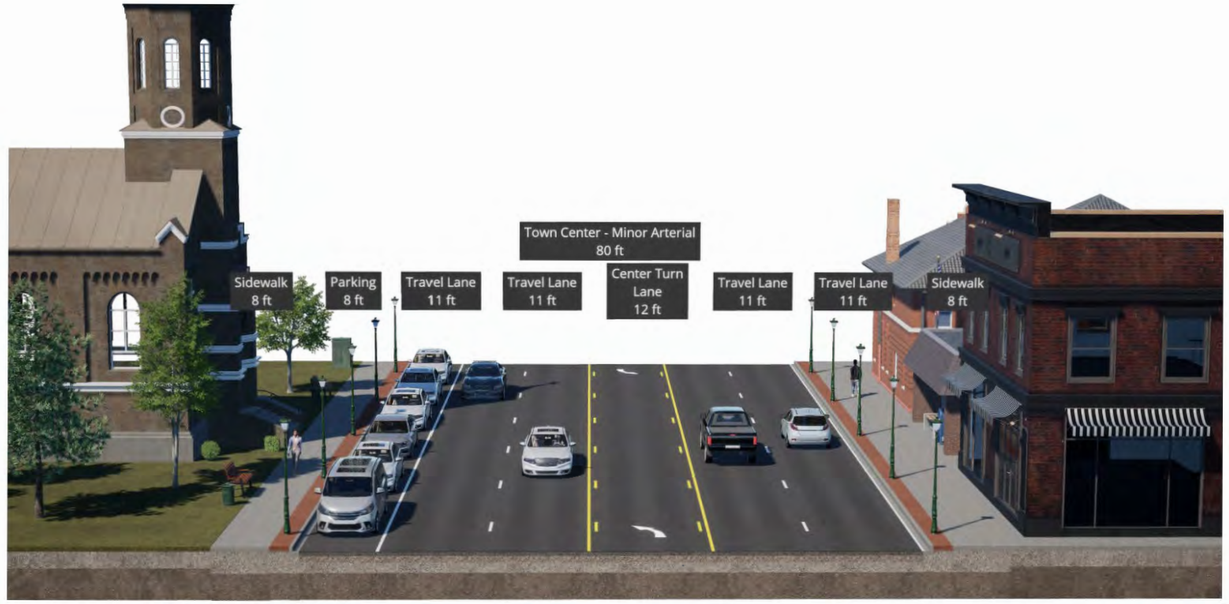


TC 4 – Major Arterial

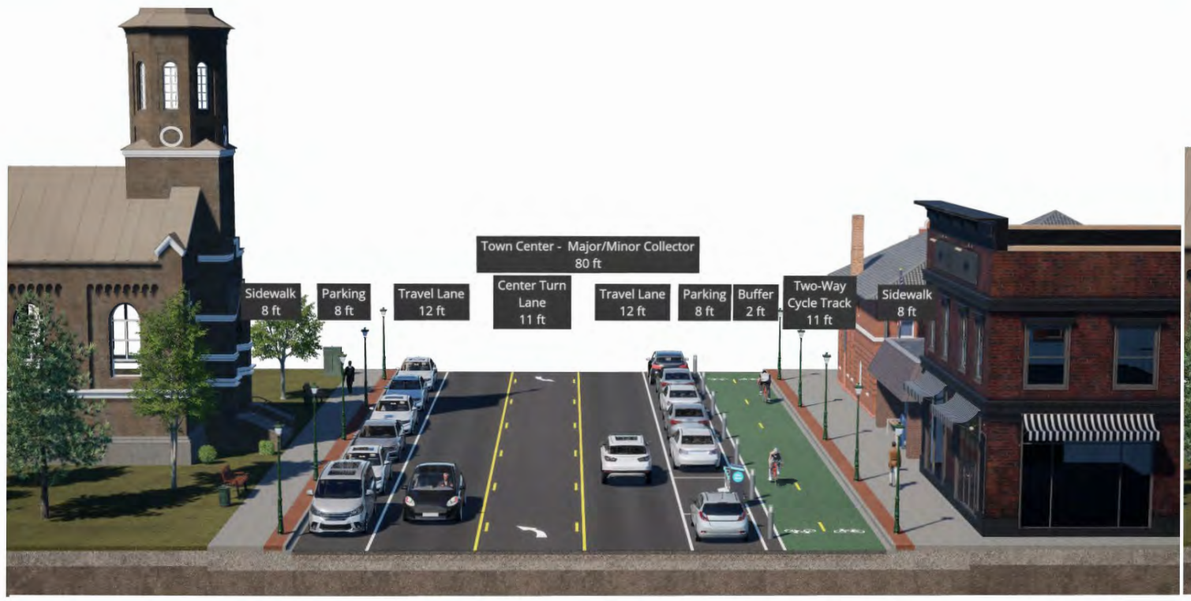
Town Center



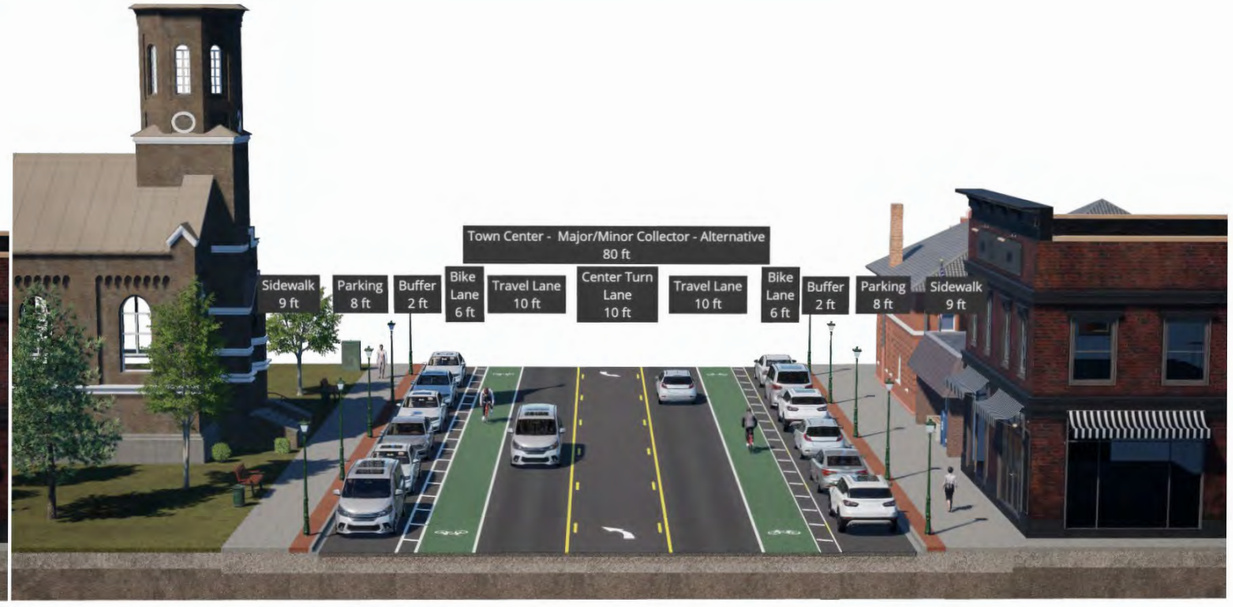
TC 5 – Major Arterial



TC 6 – Minor Arterial

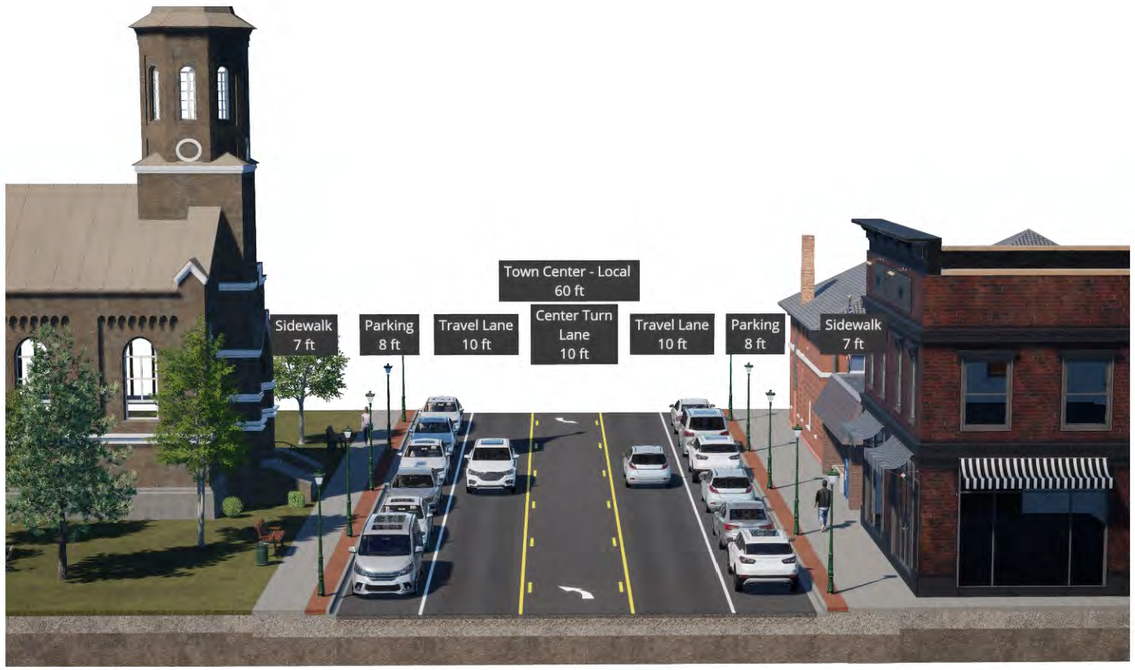


TC 7 – Major/Minor Collector



TC 8 – Major/Minor Collector

Town Center



TC 9 – Local

TC 10 – Local

Appendix B: Supplemental Design Guidelines

TABLE 2 - DEVELOPMENT CONTEXT DESIGN CHARACTERISTICS AND STREETSCAPE FEATURES

	SUBURBAN TRANSITIONAL	TOWN CENTER
DESIGN CHARACTERISTICS		
Typical Range of Posted Speeds	25-55 MPH	25-35 MPH
Target Speed to Improve Safety[12]	25-45 MPH	25 MPH
Typical Lane Configurations[13]	2-Lane Road, 2-Lane Road with Two-Way Left-Turn Lane, 4-Lane Blvd, 4-Lane with Two-Way Left-Turn Lane	2-Lane Road, 2-Lane Road with Two-Way Left-Turn Lane, 4-Lane Blvd, 4-Lane with Two-Way Left-Turn Lane
Lane Width **TNN[14]:** **Arterials:** **Collectors:**	 12-Feet 11-Feet 10-Feet	 12-Feet 11-Feet 10-Feet
Treated Shoulder[15]	Per L&D Vol. 1 or Parking Bay, depending on adjacent land uses	Parking Bay or Loading Zone/Curbside Mgmt.
Medians[16]	Yes, for access control and speed management on 4-lane streets	Yes, for access control and speed management on 2 and 4-lane streets
On-Street Parking	At times, depending on context	At times, depending on context
Multimodal Accommodation	5-foot sidewalk, and/or 8-11 foot SUP, sometimes buffered bike lanes	Protected bike-lanes, 6 to 10-foot sidewalks
Streetscape Elements		
Tree Lawn	Yes, with street trees	Yes, with street trees
Street Illumination	Intersections at times, or continuous	Continuous
Drainage[17]	Varies or curb and gutter	Curb and gutter or straight curb

[12] Target speed is defined as the preferred operating speed to improve safety, implemented with speed management methods.
[13]Other configurations are possible. Tradeoffs and safety considerations should be made in regards to access management and vulnerable roadway users.
[14] Routes on The National Network (23 CFR 658) require 12-foot travel lanes unless a design exception is permitted.
[15] Where medians are used on two-lane roads, accommodation of emergency vehicles may require treated shoulders though these may take the form of parking lanes, bike lanes, reinforced turf behind a roll curb, or similar.
[15] Drainage requirements will vary depending on site-specific conditions and curb specifications.
[16] Medians shown on typical sections may not be continuous or may be replaced in some cases with a two-way left-turn lane where appropriate.

Appendix C: Right-of-Way Tables

Where a roadway segment separates multiple context classes, the higher right-of-way width is assumed, unless jurisdictional coordination determines otherwise. The map shown as Exhibit 3 and associated GIS files serve as the official record, should ambiguity arise in the following table. Please contact the Licking County Planning Commission for more information or with questions. Recommended right-of-way (ROW) width desired to accommodate typical sections is shown in the last column.

ROAD NAME	FROM	TO	FUNCTIONAL CLASS	CONTEXT CLASS	RIGHT-OF-WAY (FT.)
BLUE JAY RD	HEATH BOUNDARY	S 2ND ST	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
BRYN MAWR DR	W CHURCH ST	GRANVILLE RD	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
BUCKEYE AVE	S 21ST	S 30TH ST	MINOR COLLECTOR	TOWN CENTER	80
BUENA VISTA ST	CONTEXT CLASS BOUNDARY	CITY BOUNDARY	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
BUENA VISTA ST	E MAIN ST	CONTEXT CLASS BOUNDARY	MINOR COLLECTOR	TOWN CENTER	80
CALBURN ST	NATIONAL DR	S 6TH ST	MINOR COLLECTOR	TOWN CENTER	80
CANAL ST	S 2ND ST	S 3RD ST	MINOR COLLECTOR	TOWN CENTER	80
CEDAR ST	GARFIELD AVE	CITY BOUNDARY	MINOR ARTERIAL	SUBURBAN TRANSITIONAL	100
CEDAR ST	MAIN ST	GARFIELD AVE	MINOR ARTERIAL	TOWN CENTER	80
CHANNEL ST	MAPLE AVE	MOUNT VERNON RD	MINOR COLLECTOR	TOWN CENTER	80
CHERRY VALLEY RD	W MAIN ST	CITY BOUNDARY	MINOR ARTERIAL	SUBURBAN TRANSITIONAL	100
CHURCH ST	FRONT ST	N 30TH ST	MAJOR COLLECTOR	TOWN CENTER	80
CHURCH ST	N 30TH ST	COUNTRY CLUB DR	MINOR ARTERIAL	SUBURBAN TRANSITIONAL	100
COFFMAN RD	FAYE DR	W MAIN ST	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
COUNTRY CLUB DR	GRANVILLE RD	SHARON VALLEY RD	MINOR ARTERIAL	SUBURBAN TRANSITIONAL	100
COUNTRY CLUB DR	W CHURCH ST	GRANVILLE RD	MINOR ARTERIAL	SUBURBAN TRANSITIONAL	100
DAYTON RD	E MAIN ST	SWANS RD	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
DEO DR	MT. VERNON RD	N 21ST ST	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
EVANS BLVD	SHARON VALLEY RD	PROPOSED CONNECTOR	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
EVERETT AVE	N CEDAR ST	N FRONT ST	MAJOR COLLECTOR	TOWN CENTER	80
FAYE DR	COFFMAN RD	THORNWOOD DR	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
FORRY ST	ORCHARD ST	WEHRLE AVE	MINOR COLLECTOR	TOWN CENTER	80
FRANKLIN AVE	ORCHARD ST	ORCHARD ST	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
FRONT ST	CHURCH ST	EVERETT AV	MAJOR COLLECTOR	TOWN CENTER	80
GARFIELD AVE	O'BANNON AVE	CONTEXT CLASS BOUNDARY	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
GARFIELD AVE	CONTEXT CLASS BOUNDARY	N CEDAR ST	MINOR COLLECTOR	TOWN CENTER	80
GOOSE POND RD	N 21ST ST	CITY BOUNDARY	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
GRANT ST	UNION ST	S WILLIAMS ST	MINOR COLLECTOR	TOWN CENTER	80
GRANVILLE ST	N 11TH ST	CITY BOUNDARY	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
GRANVILLE ST	N 5TH ST	N 11TH ST	MAJOR COLLECTOR	TOWN CENTER	80
HAMILTON AVE	SHARON VALLEY RD	MOULL ST	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
HOLLANDER ST	CONTEXT CLASS BOUNDARY	CEDAR RUN RD	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
HOLLANDER ST	E CHANNEL ST	CONTEXT CLASS BOUNDARY	MINOR COLLECTOR	TOWN CENTER	80
HORNS HILL RD	CEDAR RUN RD	CITY BOUNDARY	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
HUDSON AVE	LOCUST ST	WYOMING ST	MAJOR COLLECTOR	TOWN CENTER	80
HUDSON AVE	WYOMING ST	E CHANNEL ST	MINOR COLLECTOR	TOWN CENTER	80
JAMES RD	THORNWOOD DR	CITY BOUNDARY	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
JEFFERSON RD	MIKES LN	N 21ST ST	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
JEFFERSON RD	MOUNT VERNON RD	MIKES LN	MINOR COLLECTOR	TOWN CENTER	80
KING AV	GRANVILLE ST	MOULL ST	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80

ROAD NAME	FROM	TO	FUNCTIONAL CLASS	CONTEXT CLASS	RIGHT-OF-WAY (FT.)
KING RD	SHARON VALLEY RD	PRICE RD	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
LICKING SPRINGS RD	CITY BOUNDARY	HORNS HILL RD	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
LINNVILLE RD	MORGAN AVE	ORCHARD ST	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
LOCUST ST	N 1ST ST	GRANVILLE ST	MAJOR COLLECTOR	TOWN CENTER	80
LONDONDALE PKWY	COUNTRY CLUB DR	CARRIAGE CT	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
MAIN ST	CITY BOUNDARY	LIBERTY AVE	MINOR ARTERIAL	SUBURBAN TRANSITIONAL	100
MAIN ST	LIBERTY AVE	N 30TH AVE	MINOR ARTERIAL	TOWN CENTER	80
MAIN ST	N 30TH ST	THORNWOOD DR	MINOR ARTERIAL	SUBURBAN TRANSITIONAL	100
MANNING ST	N CEDAR ST	CONTEXT CLASS BOUNDARY	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
MANNING ST	CONTEXT CLASS BOUNDARY	MAPLE AVE	MINOR COLLECTOR	TOWN CENTER	80
MAPLE AVE	E SHIELDS ST	E CHANNEL ST	MINOR COLLECTOR	TOWN CENTER	80
MCKINLEY AVE	O'BANNON AVE	MADISON AVE	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
MCKINLEY AVE	MADISON AVE	OAKWOOD AVE	MINOR COLLECTOR	TOWN CENTER	80
MOULL ST	CONTEXT CLASS BOUNDARY	HAMILTON AVE	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
MOULL ST	MT. VERNON RD	CONTEXT CLASS BOUNDARY	MINOR COLLECTOR	TOWN CENTER	80
MT. VERNON RD	ANTHONY DR	CITY BOUNDARY	MAJOR ARTERIAL	SUBURBAN TRANSITIONAL	110
MT. VERNON RD	LOCUST ST	ANTHONY DR	MAJOR ARTERIAL	TOWN CENTER	100
NATIONAL DR	CITY BOUNDARY	CALBURN ST	MINOR ARTERIAL	SUBURBAN TRANSITIONAL	100
NATIONAL DR	CALBURN ST	S 4TH ST	MINOR ARTERIAL	TOWN CENTER	80
NATIONAL DR	S 4TH ST	S 2ND ST	MAJOR COLLECTOR	TOWN CENTER	80
N 1ST ST	E MAIN ST	E LOCUST ST	MAJOR COLLECTOR	TOWN CENTER	80
N 2ND ST	S 2ND ST	E LOCUST ST	MAJOR COLLECTOR	TOWN CENTER	80
N 2ND ST	N PARK PL	E CHURCH ST	MAJOR COLLECTOR	TOWN CENTER	80
N 2ND ST	S 2ND ST	E LOCUST ST	MAJOR COLLECTOR	TOWN CENTER	80
N 2ND ST	N PARK PL	E CHURCH ST	MAJOR COLLECTOR	TOWN CENTER	80
N 3RD ST	N PARK PL	E LOCUST ST	MAJOR COLLECTOR	TOWN CENTER	80
N 4TH ST	W MAIN ST	SR-16	MINOR ARTERIAL	TOWN CENTER	80
N 5TH ST	W MAIN ST	W LOCUST ST	MINOR COLLECTOR	TOWN CENTER	80
N 6TH ST	W MAIN ST	GRANVILLE ST	MINOR COLLECTOR	TOWN CENTER	80
N 11TH ST	W MAIN ST	GRANVILLE ST	MAJOR COLLECTOR	TOWN CENTER	80
N 21ST ST	SR-16	MT. VERNON RD	MAJOR ARTERIAL	SUBURBAN TRANSITIONAL	110
N 21ST ST	W MAIN ST	SR-16	MINOR ARTERIAL	TOWN CENTER	80
N 30TH ST	W MAIN ST	W CHURCH ST	MINOR ARTERIAL	TOWN CENTER	80
N PARK PL	N 2ND ST	N 3RD ST	MINOR ARTERIAL	TOWN CENTER	80
NEW HAVEN AVE	CONTEXT CLASS BOUNDARY	N CEDAR ST	MINOR COLLECTOR	TOWN CENTER	80
OAKWOOD AVE	E MAIN ST	NEW HAVEN AVE	MINOR COLLECTOR	TOWN CENTER	80
O'BANNON AVE	E MAIN ST	CONTEXT CLASS BOUNDARY	MINOR COLLECTOR	TOWN CENTER	80
O'BANNON AVE	CONTEXT CLASS BOUNDARY	CITY BOUNDARY	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
OHIO ST	DOWNEY ST	CONTEXT CLASS BOUNDARY	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
OHIO ST	CONTEXT CLASS BOUNDARY	S 2ND ST	MINOR COLLECTOR	TOWN CENTER	80
ORCHARD ST	W NATIONAL DR	FORRY ST	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
PIERSON DR	PIERSON BLVD	N 21ST ST	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
PIERSON BLVD	MT. VERNON RD	PIERSON DR	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
PRICE RD	N 21ST ST	TURNER RD	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
REDDINGTON RD	CHERRY VALLEY RD	RIVER ROAD	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
RIVER RD	REDDINGTON RD	CITY BOUNDARY	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90

ROAD NAME	FROM	TO	FUNCTIONAL CLASS	CONTEXT CLASS	RIGHT-OF-WAY (FT.)
RIVERVIEW ST	HOLLANDER ST	MT. VERNON RD	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
S 1ST ST	SCHEIDLER ST	E MAIN ST	MINOR COLLECTOR	TOWN CENTER	80
S 2ND ST	BLUE JAY RD	OHIO ST	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
S 2ND ST	OHIO ST	N PARK PL	MAJOR COLLECTOR	TOWN CENTER	80
S 3RD ST	S PARK PL	N PARK PL	MINOR ARTERIAL	TOWN CENTER	80
S 4TH ST	W NATIONAL DR	W MAIN ST	MINOR ARTERIAL	TOWN CENTER	80
S 6TH ST	CALBURN ST	W MAIN ST	MINOR COLLECTOR	TOWN CENTER	80
S 11TH ST	WILSON ST	W MAIN ST	MINOR COLLECTOR	TOWN CENTER	80
S 21ST ST	HARRIS AVE	W MAIN ST	MINOR ARTERIAL	TOWN CENTER	80
S 30TH ST	HARRIS AVE	W MAIN ST	MINOR ARTERIAL	TOWN CENTER	80
S PARK PL	S 2ND ST	S 3RD ST	MINOR ARTERIAL	TOWN CENTER	80
S TERRACE AVE	S TERRACE CT	W MAIN ST	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
SCHEILDER ST	S 1ST ST	S 2ND ST	MINOR COLLECTOR	TOWN CENTER	80
SHARON VALLEY RD	GRANVILLE RD	CITY BOUNDARY	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
SHIELDS ST	MAPLE AVE	MT. VERNON RD	MINOR COLLECTOR	TOWN CENTER	80
ST. CLAIR ST	HUDSON AVE	MT. VERNON RD	MINOR COLLECTOR	TOWN CENTER	80
TAMARACK RD	S TERRACE AVE	W MAIN ST	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
TERRACE AVE	TAMARACK RD	W MAIN ST	MINOR COLLECTOR	SUBURBAN TRANSITIONAL	80
THORNWOOD DR	W MAIN ST	REDDINGTON RD	MINOR ARTERIAL	SUBURBAN TRANSITIONAL	100
THORNWOOD DR	CITY BOUNDARY (SOUTH)	CITY BOUNDARY (NORTH)	MINOR ARTERIAL	SUBURBAN TRANSITIONAL	100
THORNWOOD CROSSING	CITY BOUNDARY	OH-16	MINOR ARTERIAL	SUBURBAN TRANSITIONAL	100
UNION ST	CITY BOUNDARY	W MAIN ST	MINOR COLLECTOR	TOWN CENTER	80
WALNUT ST	S 2ND ST	S 4TH ST	MINOR COLLECTOR	TOWN CENTER	80
WATERWORKS RD	CITY BOUNDARY	MT. VERNON RD	MAJOR COLLECTOR	SUBURBAN TRANSITIONAL	90
WEHRLE AV	FORRY ST	UNION ST	MINOR COLLECTOR	TOWN CENTER	80
WILLIAMS ST	CITY BOUNDARY	W MAIN ST	MINOR COLLECTOR	TOWN CENTER	80
WILSON ST	S 5TH ST	UNION ST	MINOR COLLECTOR	TOWN CENTER	80