



CHAPTER 4 OUTLINE

1. **Overview of Grove City's Trail System**
2. **Education and Encouragement**
3. **Bikeways by Planning Area**
4. **Regional Connectivity**
5. **Additional Considerations**
 - a. Trail Safety
6. **Goals, Objectives and Actions**

trails and connectivity

INTRODUCTION

As Grove City continues to grow, so should its trail system. Bike paths and pedestrian trails are not only great recreational assets, they can also be vital to the development of the community. According to the National Association of Homebuilders, trails are the number one amenity potential homeowners cite when asked what they would like to see in a new community.

Grove City currently has more than 30 miles of bikeways, in the form of recreational trails, bicycle lanes and bicycle boulevards. The future trail system for the City of Grove City will consist of a network of bikeways designed to create a legible, usable, extensive system that provides various recreational opportunities and connects to the regional system in central Ohio. Grove City's trail system has grown considerably in recent years, but there is room for improvement in order to create a community with a range of non-motorized transportation options.

The need for connectivity throughout the community, and the parks system in particular, was the most popular topic during the public input portion of the plan. Fewer than half of residents who attended a public meeting or completed an online survey felt that the city was well served by and accessible to trails.

By developing a complete and connected network of trails and bikeways, residents will have the ability to travel to parks, schools, and other local and regional destinations by bike or foot rather than relying on automobiles. In this chapter, trail connectivity will be examined from both a recreational perspective as well as a transportation perspective.

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OVERVIEW

The completed trail network for Grove City will:

1. Create a dynamic system that integrates easily into the surrounding regional systems.
2. Strengthen inter-neighborhood connectivity and connect parks through the city's trail network.
3. Provide bicycle and trail safety education opportunities for the community.

DEFINITIONS

Below are a series of definitions for trails and connectivity that will be referenced throughout the chapter.

Bikeways

Bikeways is a generic term for any road, street, path or way which in some manner is specifically designated as being open to bicycle travel. A bikeway may be designated for the exclusive use of bicycles or may be shared with other modes of transportation.

Shared Roadways

Bike Lane

Bike lanes are part of a roadway for exclusive use by cyclists. They are commonly used on higher volume streets that experience high demand due to multiple destinations being served. Space for a new bike lane may come from restriping the other lanes or removing parking.

Signed, Shared Roadway (Bicycle Route)

Bicycle routes are a system of on-street bikeways designated with appropriate directional and informational route markers in which the bicyclists shares the roadway with motor vehicles.

Bicycle Boulevard

Bicycle boulevards are low-volume roadways designed to give priority to bicyclists and pedestrians that have been modified to enhance bicycle safety and security.

Shared Lane (Sharrow)

Vehicular lanes marked with a "sharrow" symbol indicate that motor vehicles share the roadway with bicycles. Shared lanes are typically used when there is not adequate space for a separated bike lane.

Multi-Use Paths

Recreational Trail

A bikeway within its own right of way, separate from the road network. These paths may be used by walkers, runners, skaters, and wheelchair users in addition to cyclists.

PROXIMITY TO WORK

Market research shows that it takes approximately 14 percent of Grove City residents less than 10 minutes to get to work. About 87 percent of residents drive alone to work, and about 8 percent carpool. Less than 2 percent walk or take non-motorized transportation to work.



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Sidepath

A sidepath is a bikeway constructed on the side of the roadway within the street right of way, usually on only one side of the road.

OVERVIEW OF GROVE CITY'S TRAIL SYSTEM

Grove City has more than 30 miles of bikeways for residents to enjoy. The bikeways come in the form of recreational trails, sidepaths, bike lanes, signed shared roadways and bicycle boulevards. Most of the bikeways in the city are sidepaths, located along the roadway, but separated from the road by a landscape median. These bikeways are convenient because improvements are located within the existing road right of way and do not require easements over land or new land to be acquired for the sidepath. They are also a safer alternative to riding in the road for less advanced cyclists while allowing room for multiple users to enjoy the path at the same time.

Currently, many of Grove City's parks are connected to the bikeway network, offering a safe alternative to vehicular travel to parks. However, there are a number of parks that are not. Eighty percent of residents participating in the public input portion of the plan felt that having parks connected by trails was important to them. One of the goals of the Parks and Recreation Department is to have all parks connected to the bikeway network. This chapter will detail how this can be accomplished, through a unique network of bikeways that include sidepaths, shared use paths, bike routes and bike lanes.

Eighty percent of residents participating in the public input portion of the plan felt that having parks connected by trails was important to them.

Bikeways also provide safe access to schools. A number of schools in Grove City are connected to the bikeway system, including Buckeye Woods Elementary and Jackson Middle School from the Holton Road sidepath, Central Crossing High School and Holt Crossing Intermediate from the Big Run South sidepath, and Grove City High School from the Hoover Road sidepath.

Grove City's bikeway network does not currently tie into any of the existing or proposed central Ohio bikeways, yet the city is within a few miles of many existing and proposed regional trails. Extending our bikeways to tie into the regional system will give residents greater recreational and transportation options, as well as bring in tourists to the city that are traveling along the trails.

The need for connectivity throughout the community, and the park system in particular, was the most popular topic during the public input portion of the plan, with more than 120 comments generated about trails and connectivity.

OBJECTIVE 2

Strengthen inter-neighborhood connectivity and connect parks through the city's trail network.

There are a number of challenges that the City will face when planning for the expansion of the bikeway network. One of these challenges is Interstate 71. There are currently only three east/west connectivity points between Grove City, split by I-71: the Stringtown Road interchange, White Road and the London Groveport Road interchange. Hoover Road has an overpass allowing people to travel over I-71, but this road is oriented north/south and not east/west. Interchanges are often planned to increase the efficiency of traffic moving through it, meaning that cars and trucks

trails and connectivity

would move quicker and not necessarily be aware of pedestrians or cyclists. Although the Stringtown Road interchange has a sidewalk on the south side and the redesigned London Groveport Road interchange will have a sidepath on the south side over the bridge; additional points of connectivity should be sought to create a safer recreational experience for cyclists not comfortable utilizing the interchanges. The reconstruction of White Road will also include the installation of a sidepath on the north side of the road connecting McDowell Road to Buckeye Parkway.

EDUCATION AND ENCOURAGEMENT

Residents must be kept informed and taught the proper ways to use the completed network as Grove City's bikeway system is developed. Classes and guided tours of the trail system will teach potential trail users safe and effective trail and bikeway practices. Grove City residents will need to be educated on the different benefits and programs that trails can offer, as well as encouraged to use the trails properly.

It will also be important to keep the public informed and involved in the trail planning process. This can be done in a variety of ways, from keeping the city website updated, to giving the public the ability to voice opinions at various public meetings related to trail planning.

Online

A portion of the Grove City website provides a general overview of the existing trails in the city. Each trail is listed with information such as the distance, width and presence or absence of restrooms or parking along the trail. The official Grove City Trails Map and Directory is available on the website as well as the trail planning map. In the future, the City will continue to keep the website updated in order to keep residents informed of future trails as well as update information about the existing trails.

Maps

The Grove City Trails Map and Directory is available digitally and in print. As the trail system grows, the City will work to keep the map updated and available to the public. Furthermore, staff will work toward the creation of individual maps for the City's trails.

Boards and Commissions

Unless trails are proposed as part of a development plan, few public boards or commissions currently review plans for proposed trails. Having public boards or commissions review plans is important because these groups hold meetings open to the public where the public is welcome to voice their opinions. Another way to achieve consistent and continual trail education is by establishing a Trail or Bikeway Advisory Committee consisting of enthusiastic residents who monitor the educative initiatives.

Adopt-A-Trail

An Adopt-A-Trail program will allow citizens to get more involved in the trail network, either through monetary contributions or trail cleanup. Trail "adoption" could be done by individuals, groups or organizations.

OBJECTIVE 3

A community knowledgeable of the city's trail network.

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Educational Opportunities

The City can also provide a number of educational opportunities for residents through formal classes that teach the benefits of active transportation, bicycle safety skills and traffic laws for cyclists. The City can also expand on events that promote walking and bicycling such as Bike to Work Week.

BIKEWAYS BY PLANNING AREA

PLANNING AREA A BIKEWAYS:

Recreational

0.8 miles

Sidepath

2.1 miles

Bike Lane

1.1 miles

Signed

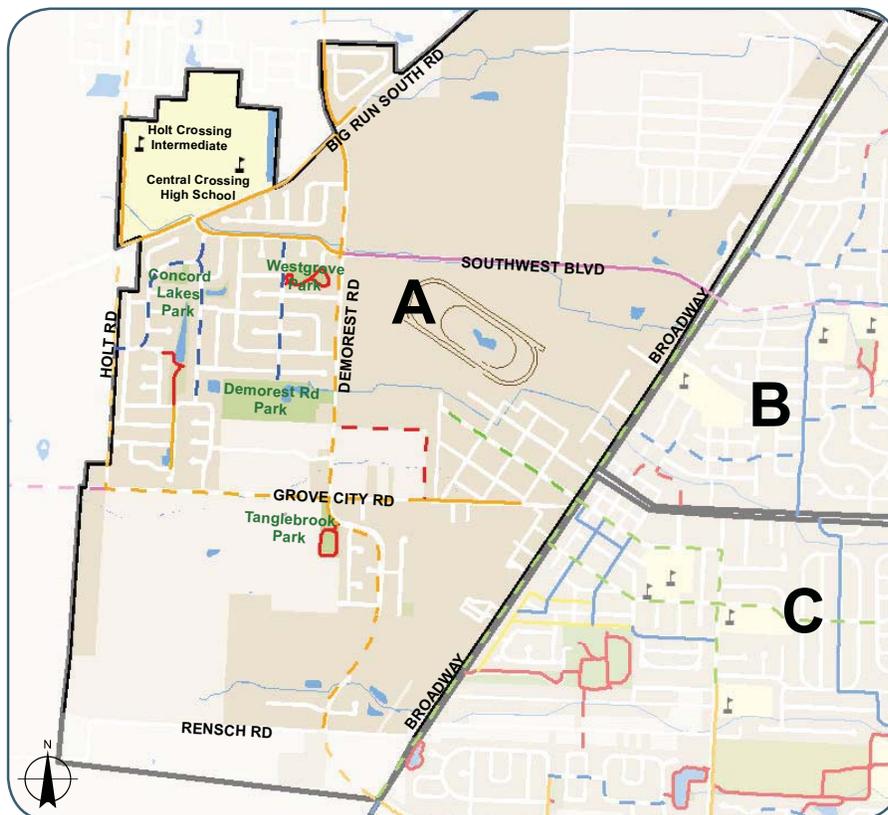
0 miles

Bicycle Boulevard

0 miles

Total Miles of Existing Bikeways: 4

PLANNING AREA A



Planning Area A has the fewest miles of bikeways, with only 4.5 miles of trails and bike routes. Sidepaths in this planning area exist along Southwest Boulevard, Holt Road, Big Run South Road, and Grove City Road. Additional recreational trails can be found in Westgrove Park and leading to the pond behind Carlotta Street. The Southwest Boulevard bike lane is also in this planning area.

Residents from Planning Area A who participated in the public input portion of the plan showed that they had a desire for the trail network to expand in their neighborhood. Almost half of the residents from this planning area that took the online survey or participated in the public meetings felt their neighborhood was not well served by or accessible to trails.

Legend

- Recreation Trail, Existing
- - - Recreation Trail, Proposed
- Sidepath, Existing
- - - Sidepath, Proposed
- Bicycle Lane, Existing
- - - Bicycle Lane, Proposed
- Bicycle Boulevard, Existing
- - - Bicycle Boulevard, Proposed
- Signed, Shared Roadway, Existing
- - - Signed, Shared Roadway, Proposed
- - - Sharrow, Proposed

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Planning Area A Existing Bikeways

The majority of bikeways in Planning Area A are sidepaths, within the right of way of roads. These sidepaths can be found along Southwest Boulevard, west of Demorest Road, along Grove City Road, Holt Road, and Big Run South Road. A small section of sidepath extends south on Demorest Road from the Big Run South sidepath; however it turns into a sidewalk before Westgrove North subdivision.

Grove City's only designated bike lane is located in Planning Area A, on Southwest Boulevard between Demorest Road and Broadway. A bike lane can be found for both directions of traffic. The bike lane ends at the start of the Southwest Boulevard sidepath to the west; however there is no bikeway connectivity at the east end of the bike lane at Broadway.

The Southwest Boulevard bikeway provides important access and a safe route to both Central Crossing High and Holt Crossing Intermediate for residents of Westgrove and Concord Lakes subdivisions. Expanding the bikeway network to include signed shared roadways on select residential streets such as Carlotta Street and Lake Mead Drive would help connect residents safely to the existing bikeway network.

Planning Area A Proposed Bikeways

Proposed Sidepaths

Demorest Road

A bikeway south along Demorest Road could connect both the Big Run South sidepath and the Southwest Boulevard sidepath and bike lane to the greater bikeway system.

Holt Road

A sidepath currently exists along Holt Road, north of Big Run South Road. Extending the sidepath south would allow connectivity to the future extension of the Grove City Road sidepath.

Proposed Recreational Trails

Westgrove Bike Paths

In addition to a proposed sidepath along Demorest Road, a trail is proposed to connect from Demorest Road east along a series of city-owned alleyways then south to the existing Grove City Road trail. This proposed trail will provide more direct connectivity between Grove City's Town Center and the Demorest Road Park. It will also separate bicycle traffic from vehicular traffic by taking advantage of existing right-of-ways for the exclusive use of bicycles.

“

I think it would be nice to have sidewalks connecting all the way from Southwest Boulevard to Grove City Road.

- Planning Area A Resident

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“

Our neighborhood has no safe access to downtown Grove City by walking or by bike.

- Planning Area A Resident

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Proposed Signed, Shared Roadways

Magnolia Street

Magnolia Street runs north/south between Southwest Boulevard and Demorest Road Park. Westgrove Park is located along this street, making this a very important connection route for area residents. Designating this road as a signed, shared roadway would alert motorists to the possibility of cyclists traveling from the various parks to the Southwest Boulevard sidepath.

Lake Mead Drive

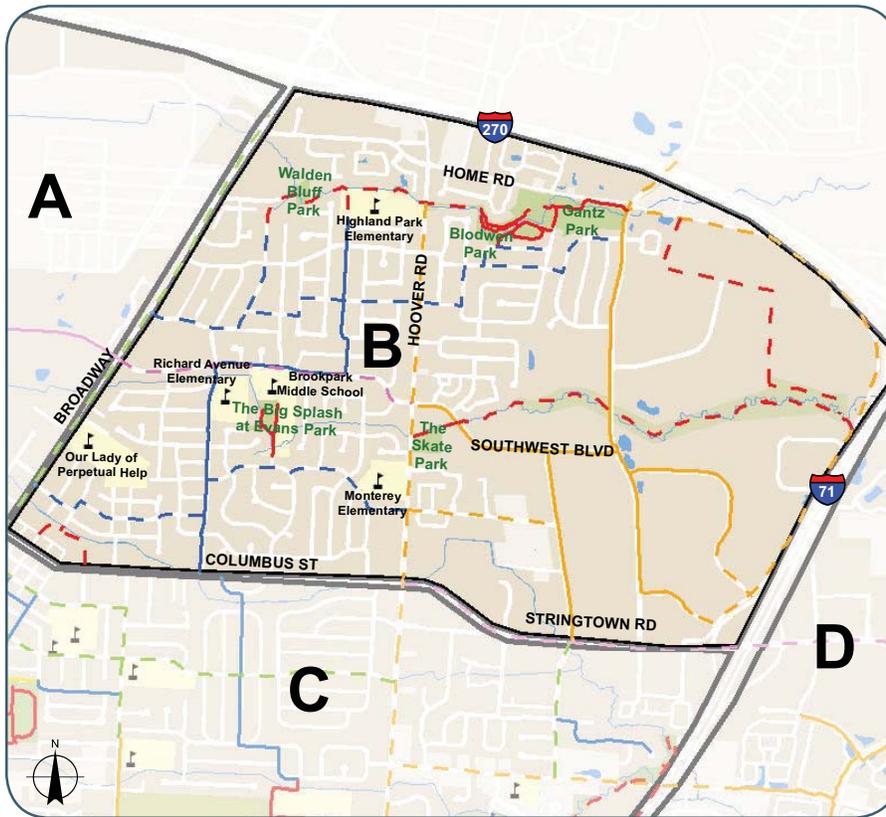
Lake Mead Drive is a residential street that connects to Southwest Boulevard. Designating this road as a signed shared roadway would connect Concord Lakes Park into the bikeway network and would also provide a safe, designated route for school age residents to travel to either Central Crossing High School or Holt Crossing Intermediate.

Proposed Sharrows

Parks Street would be an ideal road to designate for shared traffic between cyclists and motorists, with sharrows. The road west of Broadway is lightly traveled and wide enough to accommodate cyclists and motorists.

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PLANNING AREA B



PLANNING AREA B BIKEWAYS:

Recreational

1.3 miles

Sidepath

3.0 miles

Bike Lane

0 miles

Signed

1.5 miles

Bicycle Boulevard

0 miles

Total Miles of Existing Bikeways: 5.8

Legend

- Recreation Trail, Existing
- - - Recreation Trail, Proposed
- Sidepath, Existing
- - - Sidepath, Proposed
- Bicycle Lane, Existing
- - - Bicycle Lane, Proposed
- Bicycle Boulevard, Existing
- - - Bicycle Boulevard, Proposed
- Signed, Shared Roadway, Existing
- - - Signed, Shared Roadway, Proposed
- - - Sharrows, Proposed

Planning Area B has almost six miles of bikeways, through a combination of recreational trails, sidepaths, and bike routes. The Southpark Trail network is located in this planning area, as well as the extensive trails found in Gantz Park. Castleton Street, Richard Avenue and Southwest Boulevard have all been designated as bike routes in this area.

During the public input portion of the plan, residents from Planning Area B had mixed feelings on how well their neighborhood was served by trails. While 41 percent of responders from this planning area felt their neighborhood was not well served by trails, more than 30 percent felt they were well served. The remainder of residents were indifferent and did not feel strongly one way or the other.

Planning Area B Existing Bikeways

Recreational Trails

The Gantz Park Trails

The Gantz Park Trails feature a network of trails over rolling terrain and through wooded areas near a flowing river/stream. Along the trail is an herb garden, arboretum, and gazebo. This trail covers a total distance of .88 miles, and is 8 feet wide equipped with parking and restrooms.

trails and connectivity



The Gantz Park Trails offer some of the most scenic views and challenging topography of any of Grove City's trails. They also offer a convenient and safe way for residents to explore Gantz Park. The trails currently connect to the Gantz Road trail at the intersection of Home Road and Gantz Road, providing connectivity to the Southpark area and another unique trail network. There is potential to extend the Gantz Park Trail to the west to Hoover Road along Marsh Run. This trail could eventually, if continued along the stream, connect to schools and other parks in the city.

Sidepaths

The Southpark Trails

The Southpark Trails wind through Grove City's premier industrial park, providing important connections between residential subdivisions to the west and commercial establishments on Stringtown Road, in addition to access to Gantz Park. Off Road sidepaths can be found along Southwest Boulevard, Gantz Road, McDowell Road, Brookham Drive, and Ohio Drive within this network of trails which covers a total distance of 2.5 miles. They provide connectivity between Gantz Park and the Grove City Skate Park as well as many subdivisions and other residential developments. The McDowell sidepath currently ends at Stringtown Road, which will be the location of a designated bike lane west to Hoover Road.



Planning Area B Proposed Bikeways

Proposed Bike Lanes

Stringtown Road

As part of improvements to Stringtown Road between Hoover Road and McDowell Road, bike lanes will be installed for both east-bound and west-bound riders. The lanes will be clearly marked and provide a designated lane for bicyclist along this portion of Stringtown Road. The improvements end at McDowell Road, which offers an existing sidepath to the north and the potential for a bikeway to the south, leading to the existing bike route along Shirlene Drive and Michelle Drive leading to Keller Farms Park. The proposed bike lanes on Stringtown Road will create a key point of connectivity as well as set an example of how future roadways should be developed, with non-motorized transportation in mind.

Proposed Sidepaths

Hoover Road

Hoover Road currently has a sidepath, south of White Road near Grove City High School. Extending this sidepath north to Home Road would allow the neighborhoods in Planning Area B the ability to safely travel to a variety of destinations without a motor vehicle.

Sonora Road

A sidepath along Sonora Road would provide connectivity between the existing McDowell Road sidepath, part of the Southpark Trails, to the proposed Hoover Road sidepath.

trails and connectivity

Proposed Recreational Trails

Marsh Run

Marsh Run flows south along Walden Bluff Park, creates the northern boundary of the Highland Park Elementary school property, and eventually flows through Gantz Park. Creating a trail along the streams would connect the parks and school, as well as create additional points of access for residents to safely travel to these destinations. Currently, residents to the south of Walden Bluff Park cannot access the park. Creating this trail and other related improvements could allow this park to serve its full potential service area. The park currently extends west to Harrisburg Station Lane. Creating a trail that extends to this road would provide an important access point to Broadway. There is evidence that residents currently walk along the northern edge of Highland Park Elementary as an informal trail, so a trail in this location would likely be well utilized. Gantz Park property currently extends west to Hoover Road; however the trail currently ends before the property boundary. Improving this land would allow for the extension of the Gantz Park Trails and would tie the park further into the greater Grove City bikeway system.



Brown Run

Brown Run forms the northern boundary of the Skate Park and then flows through a series of greenways until it crosses Interstate 71. This trail would provide connectivity to the existing trails through the Southpark industrial center, as well as the existing Gantz Road sidepath that leads north to Gantz Park. This trail would be primarily recreational, creating a series of trails for residents wishing to enjoy the scenic views of the natural Brown Run corridor.



Proposed Signed Shared Roadways

Salem Avenue/Blodwen Circle

Designating Salem Avenue, Blodwen Circle and the connecting roadways between Hoover Road and Gantz Road as shared roadways would tie Blodwen Park into the bikeway network. Using these residential roads would also connect residents to Gantz Park, through the sidewalk connection from Blodwen Park.

Lotz Drive/Gunderman Avenue/Dennis Lane

Lotz Drive and Gunderman Avenue provide connectivity between Broadway and the existing bike route on Richard Avenue. Designating Dennis Lane as a shared roadway would provide connectivity between the Richard Avenue bike route and the proposed extension of the Hoover Road sidepath. More importantly, this road provides access to the trail leading to the Big Splash.

GREENWAY TRAILS

The city owns acres of land along streams such as Brown Run and Grant Run in the form of natural greenways. These areas are prime locations for recreational trails because they are already city-owned and will allow trail users to enjoy natural areas previously inaccessible to residents.

trails and connectivity

PLANNING AREA C BIKEWAYS:

Recreational

4.7 miles

Sidepath

3.9 miles

Bike Lane

0 miles

Signed

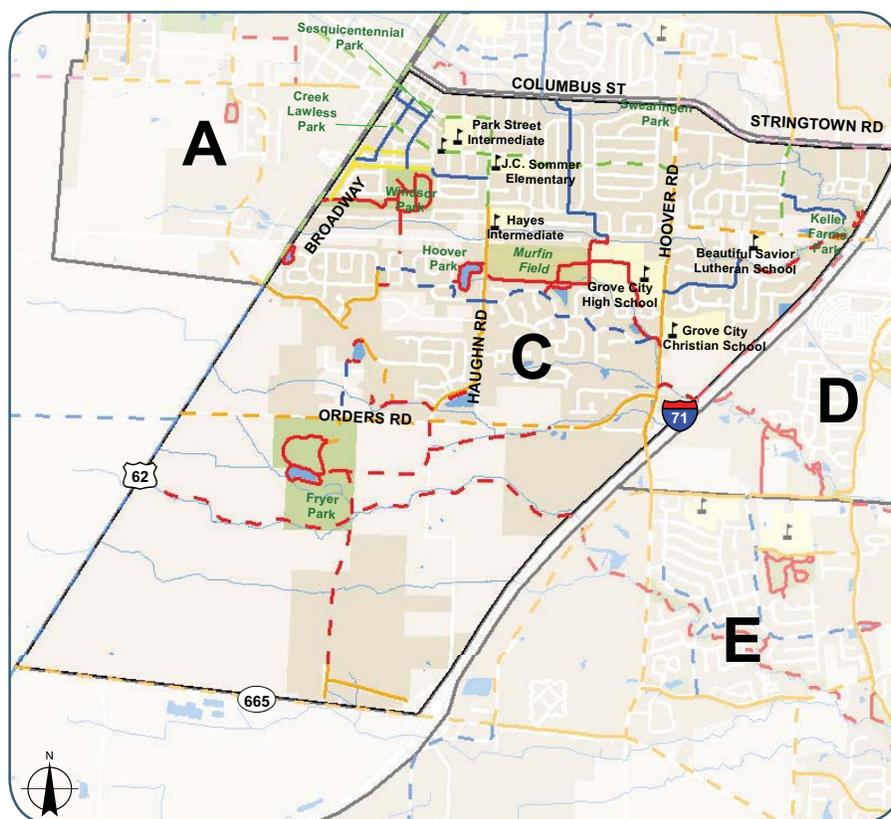
2.8 miles

Bicycle Boulevard

0.9 miles

Total Miles of Existing Bikeways: 12.3

PLANNING AREA C



Planning Area C has the most bikeways out of all the planning areas, with more than 11 miles of combined trails, bike routes, and bicycle boulevards. The Town Center trail network is located in this planning area, as are the Hoover Road and Haughn Road sidepaths. Trails can also be found in the Holton Run subdivision and Murfin Field. The Fryer Park and Hoover Park trails are also included in this area.

Even though this planning area has the most miles of bikeway, 40 percent of residents from this planning area that responded to the online survey and participated in the public meetings felt their neighborhood was not well served by or accessible to trails. This shows the need for additional connectivity s in the area, to provide access for area residents to the trail network in the area.

“

Many of the bike trails go nowhere and present traffic hazards to riders.

- Planning Area C Resident

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Planning Area C Existing Bikeways

Recreational Trails

Fryer Park Trail

The Fryer Park Trail circles Rotary Lake and the Grove City YMCA. This trail covers a total distance of 1.1 miles and is 9 feet wide, equipped with restrooms and ample parking along the way.

Although the Fryer Park Trail is a beneficial feature for the park, the trail has no connectivity to the greater Grove City bikeway system. By extending a trail out to Orders Road to connect to the proposed Orders Road sidepath and extending additional trails out from the park, more residents could safely

trails and connectivity

travel to Fryer Park to enjoy the Fryer Park Trail without having to travel to the park by car.

Murfin Field Trails

The Murfin Field Trails provide a connection between the Haughn Road Trail and the Hoover Road Trail. Access to Grove City High School and the amenities at Murfin Field are also available along this trail. The trails throughout the park cover a distance of about 1.4 miles and provide a point of connection to Clark Drive and the Grove City Heights subdivision.

The Murfin Field Trails connect to the existing bike route on Brookpark Drive from the access onto Clark Drive. Another trail stems to the south, providing access to the Hoover Crossing subdivision. By targeting roads such as Dunmann Way, Hoover Crossing Way, and Longridge Way as potential bike routes, additional connections could be made to the Hoover Road and Haughn Road Trails, as well as provide safe access to schools and parks for many residents.

Windsor Park Trails

These trails circle the features of Windsor Park such as the ball diamonds, tennis courts and play areas, and connect to the Town Center bikeways.

The Windsor Park Trails are well connected to the Grove City Trail system with the connection to the Town Center bikeways as well as a designated bike route on Angela Drive, providing access to the Haughn Road Trail. Improvement to Broadway would create the potential for future bikeways connecting to the Holton Road Trail and the existing sidepaths along Demorest Road and Edgerton Drive.

Sidepaths

Haughn Road Trail

The Haughn Road Trail starts at Hayes Intermediate School and runs south to Orders Road. Both Murfin Field and Hoover Park, offering additional trails and recreational opportunities, are located along this sidepath. The trail is approximately 1 mile in length.

The location of the Haughn Road Trail has great potential for further connectivity in the trail system, including connections to a future Orders Road sidepath. A designated bike route on Angela Drive currently stems from this sidepath and leads to Windsor Park and the Town Center trail network. Extending the Haughn Road Trail north could provide residents with safe access to J.C. Sommer Elementary School.

Hoover Road Trail

This trail leads cyclists from Grove City High School south to Orders Road. A separate trail through Murfin Field connects this 1-mile trail to the Haughn Road Trail.



trails and connectivity

The Hoover Road Trail's central location already offers connectivity to Grove City Christian High School, Grove City High School and Murfin Field. By expanding this centrally located trail to the north along Hoover Road, many subdivisions and city parks could be connected to the bikeway system. This trail could also expand to the south, over Interstate 71, to connect to the Holton Road Trail, Meadow Grove Park and London Groveport Road.



Signed Shared Roadways

Town Center Bikeways

A number of residential streets within Grove City's Town Center are designated bike routes, including Arbutus Avenue, Dudley Avenue, and Civic Place. These bikeways provide connectivity between Windsor Park and the shopping and restaurants in the city's historic core.

Bicycle Boulevards

Residential alleyways behind Woodlawn Avenue and other area streets provide bicycle boulevards that connect to Windsor Park and designated bike routes leading to the city's Town Center.

Planning Area C Proposed Bikeways

Proposed Bike Lanes

Stringtown Road Bike Lanes: As part of improvements to Stringtown Road between Hoover Road and McDowell Road, bike lanes will be installed for both east-bound and west-bound riders. The lanes will be clearly marked and provide a designated lane for bicyclist along this portion of Stringtown Road. The improvements end at McDowell Road, which offers an existing sidepath to the north and the potential for a bikeway to the south, leading to the bike route along Shirlene Drive and Michelle Drive leading to Keller Farms Park. The proposed bike lanes on Stringtown Road will create a key point of connectivity as well as set an example of how future roadways should be developed, with non-motorized transportation in mind.

Proposed Sidepaths

White Road

As part of improvements to White Road east of McDowell Road, a sidepath is being installed on the north side of the road that will connect to the existing path west of Buckeye Parkway. The path is proposed to connect to the Keller Farms entrance off of Michelle Court. This path will be a vital connection between the west and east sides of Grove City and will help make Keller Farms more accessible to nearby residents.

Orders Road

A sidepath currently exists along a portion of Orders Road, west of Hoover Road. Extending the sidepath west would provide connectivity to both the Haughn Road sidepath, and Broadway. Most importantly, this sidepath would provide safe access to Fryer Park, currently not connected to the bikeway network.

trails and connectivity

Proposed Recreational Trails

Holton Run Trails

As part of the development plan for the Holton Run subdivision, a sidepath will be extended along Demorest Drive (east of Broadway) connecting to the Claybrooke Crossing subdivision and Haughn Road. Additional trails are proposed off of this sidepath that loop around ponds and connect to Southern Grove Drive, directly across Orders Road from the entrance to Fryer Park. Providing this connection will be an important step in giving residents safe non-motorized transportation options to Fryer Park.

Mulberry Run

To the west of Hunting Creek Drive, Mulberry Run flows across city-owned greenways until just before it crosses White Road. This greenway is located behind the properties fronting Geyerwood Court and Presley Drive. This recreational trail could provide a safe connection to Keller Farms if a safe crossing is established across White Road. This recreational trail, combined with the existing bike route on Gershwin Avenue and Hunting Creek Drive would offer a safe route to Grove City High School and the Hoover Road Trail.

Republican Run

Creating a shared use recreational path along Republican Run, between McDowell Road and Keller Farms Park would provide an alternative to cycling on McDowell Road to gain access to Keller Farms and the proposed White Road sidepath. The majority of land along this portion of Republican Run is privately-owned yet undeveloped land. By obtaining a series of easements or acquiring the property along the stream, an additional half mile of recreational trails could be added to Grove City's trail network.

Proposed Sharrows

Kingston Avenue

Kingston Avenue provides wide lanes and ample room for cyclists comfortable riding with traffic between Broadway and Hoover Road. This bikeway would provide key connectivity to Grove City's Town Center.

Proposed Signed, Shared Roadways

Summer Glen Drive / Longridge Way

Summer Glen Drive and Longridge Way in the Hoover Park subdivision are residential roadways that would be appropriate as designated bike routes. This bikeway would provide connectivity from the existing Edgerton Drive sidepath to the Haughn Road sidepath, and provide access to Hoover Park.

Wynridge Drive/Dunmann Way/Hoover Crossing Way

These three roads in the Hoover Crossing subdivision would provide connectivity between the Haughn Road and Hoover Road sidepaths. A recreational trail leading to the Murfin Field trails extend from Dunmann Way, making this an access point to reach either the park or Grove City High School.



Trails within ODOT's Right-of-Way: Interstate 71

Grove City is bisected by Interstate 71, which creates a challenge for bikeway planning. With a right-of-way that extends as many as 80 feet back from the roadway, space exists to install a trail along I-71 that would create an important point of connectivity in Grove City. Several examples of trails within the Ohio Department of Transportation's highway right-of-way can be found in central Ohio, including along I-670 and SR 315. Proper screening between the highway and the trail would be important to make the trail safe and welcoming for cyclists.

trails and connectivity

PLANNING AREA D BIKEWAYS:

Recreational

0.9 miles

Sidepath

4.4 miles

Bike Lane

0 miles

Signed

0 miles

Bicycle Boulevard

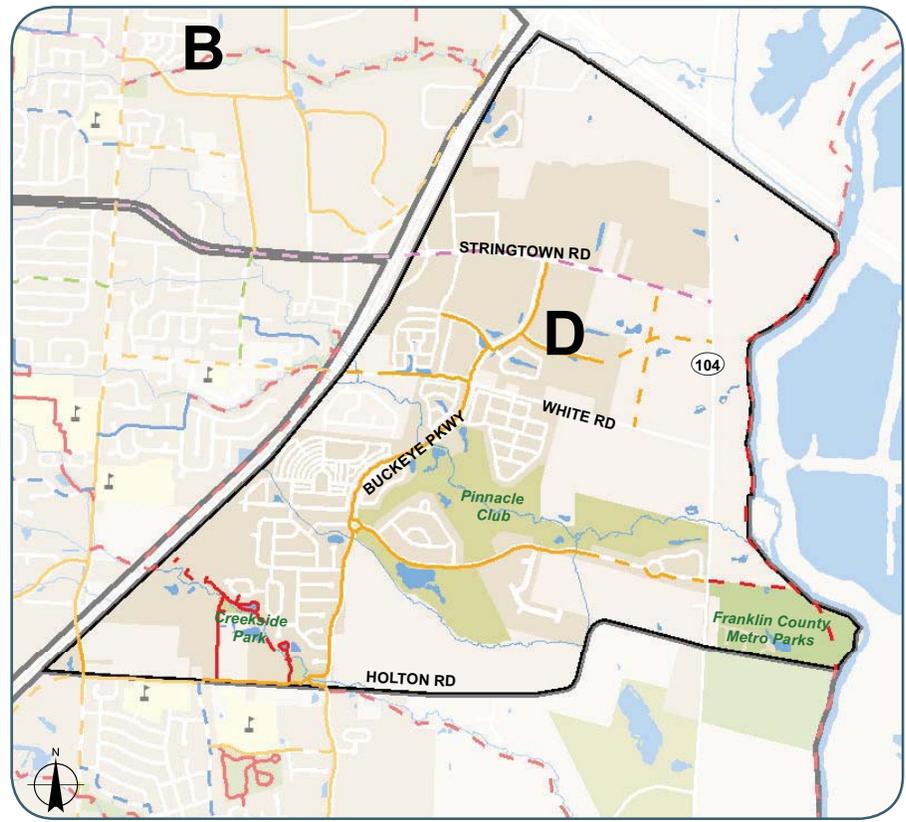
0 miles

Total Miles of Existing Bikeways: 5.3

Legend

- Recreation Trail, Existing
- - - Recreation Trail, Proposed
- Sidepath, Existing
- - - Sidepath, Proposed
- Bicycle Lane, Existing
- - - Bicycle Lane, Proposed
- Bicycle Boulevard, Existing
- - - Bicycle Boulevard, Proposed
- Signed, Shared Roadway, Existing
- - - Signed, Shared Roadway, Proposed
- - - Sharrow, Proposed

PLANNING AREA D



Planning Area D has more than five miles of bikeway. This includes the Buckeye Parkway Trail north of Holton Road, the Pinnacle Club Drive trail east of the roundabout and private trails located in the Creekside subdivision.

Planning Area D had the overall best response from residents during the public input portion of the plan. About 45 percent of residents that participated in the online survey and public meetings felt their neighborhood was well served or very well served by trails. Many of the subdivisions in this planning area are oriented off of Buckeye Parkway, giving easy access to the Buckeye Parkway Trail.

Planning Area D Existing Bikeways

Recreational Trails

Buckeye Parkway Trail

The Buckeye Parkway Trail is a 3.7 mile long trail that runs from Stringtown Road to London Groveport Road, giving cyclists access to the shopping and dining opportunities at Parkway Centre as well as provide important connections to city parks and schools. This trail also provides users with scenic views of The Pinnacle community and golf course as well as a connection to many residential subdivisions including Pinnacle, Creekside, Meadow Grove and Indian Trails. The Buckeye Parkway Trail also leads to Indian Trails Park and Henceroth Park.

trails and connectivity

The Buckeye Parkway Trail is the longest trail in Grove City, and connects to a variety of destinations such as parks and other trails. Improved connections between this trail and surrounding trails and residential streets will allow more residents to utilize the trail for non-motorized transportation to shopping and dining destinations, or for recreational purposes.

Holton Road Trail

The Holton Road Trail leads from the Buckeye Parkway Trail to Hoover Road and provides access to Buckeye Woods Elementary and Jackson Middle School. Separate trails leading into the Creekside subdivision and Creekside Park branch off this trail. The Holton Road Trail has very good connectivity to the existing trail network, with its connection to the Buckeye Parkway Trail. An extended Hoover Road sidepath would provide even greater connectivity to southern Grove City on the trail network.



Planning Area D Proposed Bikeways

Proposed Sidepaths

White Road

As part of improvements to White Road east of McDowell Road, a sidepath is being installed on the north side of the road that will connect to the existing path west of Buckeye Parkway. The path is proposed to connect to the Keller Farms entrance off of Michelle Court. This path will be a vital connection between the west and east sides of Grove City and will help make Keller Farms more accessible to nearby residents.

Proposed Recreational Trails

Pinnacle Trails

Leisure trails are proposed along Republican Run east of Interstate 71, along the southern boundary of "The Greens" subarea of The Pinnacle Club of Grove City. The trail will connect to the existing Creekside subdivision trails, giving residents in Pinnacle the ability to connect to both the Holton Road trail and the Buckeye Parkway Trail.

trails and connectivity

PLANNING AREA E BIKEWAYS:

Recreational

1.7 miles

Sidepath

5.4 miles

Bike Lane

0 miles

Signed

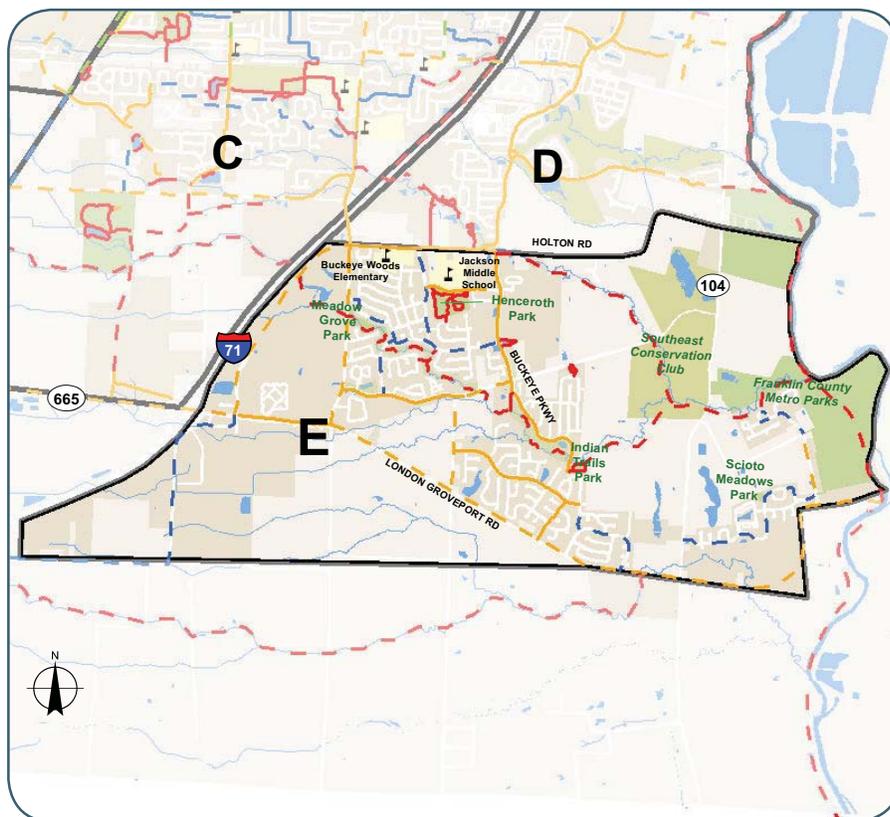
0 miles

Bicycle Boulevard

0 miles

Total Miles of Existing Bikeways: 7.1

PLANNING AREA E



Planning Area E has the second most trails of all the planning areas with more than six miles of bikeways. The Buckeye Parkway Trail south of Holton Road is in the area, as is the Holton Road trail. Sidepaths are also present along portions of Quail Creek Drive and Hawthorne Parkway. The trails within Indian Trails Park and Henceroth Park offers an additional 1.5 miles of trails.

Trails in Planning Area E received the lowest rating from area residents during the public input portion of the plan, with more than half of the responders saying they felt their neighborhood was not well served by or accessible to trails. Although there are many trails in this planning area, Planning Area E is considerably larger than any other planning area. So while there may be many trails in the area, they are not necessarily accessible to residents.

Legend

- Recreation Trail, Existing
- - - Recreation Trail, Proposed
- Sidepath, Existing
- - - Sidepath, Proposed
- Bicycle Lane, Existing
- - - Bicycle Lane, Proposed
- Bicycle Boulevard, Existing
- - - Bicycle Boulevard, Proposed
- Signed, Shared Roadway, Existing
- - - Signed, Shared Roadway, Proposed
- - - Sharrow, Proposed

“

There isn't one large space that's committed to a natural area and is trail based.

- Planning Area E Resident

”

Planning Area E Existing Bikeways

Recreational Trails

Henceroth Park Trail

The Henceroth Park Trail circle this “green” park’s butterfly and herb gardens, as well as fitness stations for those seeking additional fitness opportunities. This trail covers a total distance of 0.7 miles.

The Henceroth Park Trail is well connected to the Grove City trail system. A trail along Mallow Lane connects the park to the Buckeye Parkway Trail and a trail to the south leads to a series of residential streets in the Meadow Grove

trails and connectivity

subdivision. This trail is also very near to the Holton Road Trail, providing access to both Buckeye Woods Elementary and Jackson Middle Schools.

Sidepaths

Buckeye Parkway Trail

The Buckeye Parkway Trail is a 3.7 mile long trail that runs from Stringtown Road to London Groveport Road, giving cyclists access to the shopping and dining opportunities at Parkway Centre as well as provide important connections to city parks and schools. This trail also provides users with scenic views of The Pinnacle community and golf course as well as a connection to many residential subdivisions including Pinnacle, Creekside, Meadow Grove and Indian Trails. The Buckeye Parkway Trail also leads to Indian Trails Park and Henceroth Park.

The Buckeye Parkway Trail is the longest trail in Grove City and connects numerous to a variety of destinations such as parks, and other trails. Improved connections between this trail and surrounding trails and residential streets will allow more residents to utilize the trail for non-motorized transportation to shopping and dining destinations, or for recreational purposes.



Holton Road Trail

The Holton Road Trail leads from the Buckeye Parkway Trail to Hoover Road and provides access to Buckeye Woods Elementary and Jackson Middle School. Separate trails leading into the Creekside subdivision and Creekside Park branch off this trail.

The Holton Road Trail has very good connectivity to the existing trail network, with its connection to the Buckeye Parkway Trail. An improved Hoover Road trail would provide even greater connectivity to southern Grove City on the trail network.

Proposed Bikeways

Proposed Recreational Trails

Grant Run

Grant Run offers tremendous connectivity and recreational opportunities for the city. By creating a recreational trail along the stream starting at Hoover Road, residents could travel from Meadow Grove Park to Indian Trails Park without getting on the road. Public greenways currently border Grant Run between Hoover Road and Borror Road, and a majority of the land between Borror Road and Buckeye Parkway is also public greenway. There is also potential to extend the trail east of Buckeye Parkway along Grant Run to provide connectivity to the Franklin County Metro Park located along the Scioto River (the former Talbott Park).



trails and connectivity

TRAIL MARKINGS

When relying on markings to guide trail or roadway traffic, proper maintenance is a vital component to maintain their effectiveness, especially in the case of painted markings. Proper and consistent debris (snow, leaves, water, dirt, etc) removal is necessary to ensure visibility of markings. Marking durability is also subject to inevitable 'wear and tear' due to traffic volumes, weather, and location. Therefore, markings should be maintained to reduce the lack of visibility due to fading.

Proposed Signed Shared Roadway

Meadow Grove Drive

Meadow Grove Drive connects Stargrass Avenue and Holton Road and is an important access road for many residents in the Meadow Grove Subdivision. Increased signage would alert motorists to the cyclists that would utilize this road for connectivity to the Holton Run sidepath, or the Mallow Lane sidepath, both of which provide access to area schools Buckeye Woods Elementary and Jackson Middle School.

Springhill Road/Stargrass Avenue

Designating Springhill Road and Stargrass Avenue as bike routes would provide connectivity between a future Hoover Road sidepath and the existing Buckeye Parkway sidepath. This route would also connect Meadow Grove Park to the bikeway system.

Rising Sun Drive/River Trail Drive

Indian Trails subdivision east of Buckeye Parkway currently does not have access to any bikeways. Designating Rising Sun Drive and River Trail Drive as bike routes would connect the subdivision to the proposed extension of the Hawthorne Parkway and London Groveport Road sidepaths.

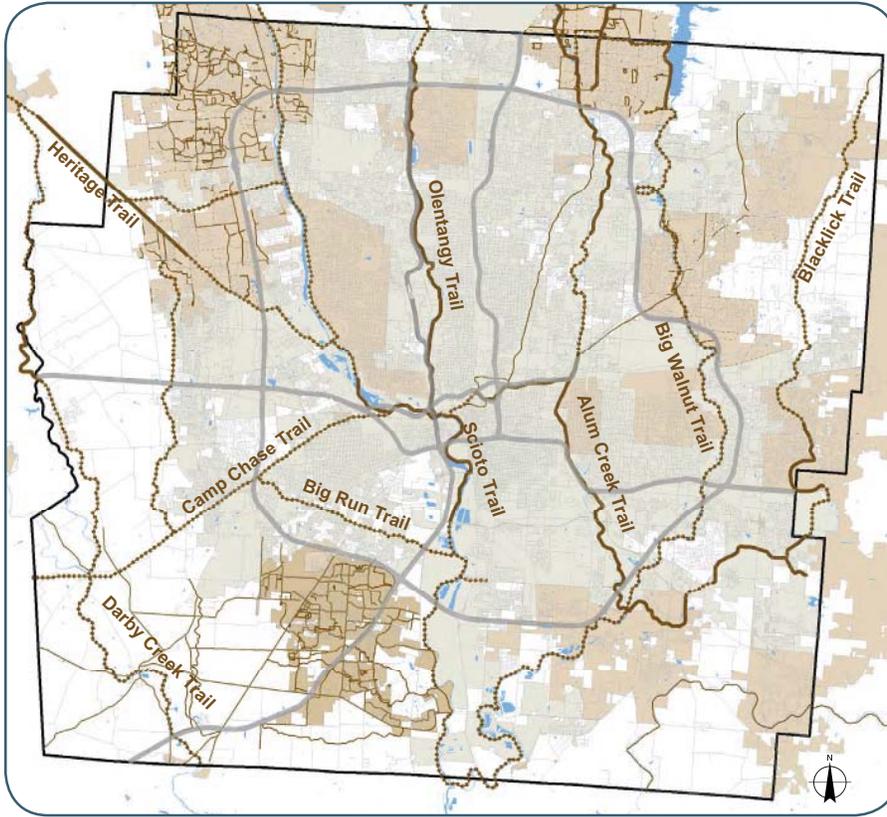
Grant Run Recreational Trail

The construction of the Grant Run Recreational Trail would connect residents to the greater trail network with few remaining constraints to limit the city's ability to complete this effort. Much of the land needed to create the proposed recreational trail between Meadow Grove Park and Indian Trails Park is already held by the city in the form of public greenways. Furthermore, the Buckeye Parkway bridge over Grant Run was installed with a separate bikeway underpass from the stream.

The Grant Run Recreational Trail can be easily divided into multiple phases for further expansion to connect from Indian Trails Park east to the future Metro Park between SR 104 and the Scioto River (former Talbott Park), extending the trail to the west over I-71 toward Fryer Park.



trails and connectivity



REGIONAL CONNECTIVITY

A successful trail network should also connect to the regional system. Grove City is fortunate to be located within close proximity to the growing network of trails in Columbus and Franklin County, many of which are within a few short miles of Grove City's boundaries. By tying into these trails, residents will have greater transportation and recreational opportunities. However, this connectivity will require careful coordination with other jurisdictions such as Jackson and Pleasant Townships and the City of Columbus, and regional agencies such as the Mid-Ohio Regional Planning Commission, Franklin County Metro Parks, Ohio Department of Natural Resources, Ohio Department of Transportation and the Central Ohio Greenways Committee.

Camp Chase Trail

Part of the Ohio to Erie Trail, the Camp Chase Trail is a trail created from an abandoned railroad right-of-way. The trail starts in Madison County, west of the Battelle Darby Creek Metro Park and extends to the northeast ending slightly north of Hellbranch Run. The next proposed phase of the trail will continue it northeast to Sullivant Avenue. This portion of railway is currently still in use. There are multiple opportunities for Grove City to tie into this trail, including extending the Grove City Road sidepath to the west. Tying into this trail would provide cyclists the opportunity to travel on the Ohio to Erie trail that connects Cleveland to Cincinnati in a network of bikeways.

“

I would like to see Grove City connected to the big bike trail from downtown Columbus to campus and on to Worthington.

- Planning Area C Resident

”



I think our trail system is too small and disconnected compared to other communities. As we try to get people to exercise more, live [a] healthier lifestyle and be more green environmentally, it's important that we have a strong trail system. If I want to go on a 20-25 mile bike ride without worrying about traffic dangers, I should be able to. We must also connect to regional trails or... fewer people will be interested in living here.

Planning Area C Resident



trails and connectivity

Scioto River Trail

Much of the land has been committed for the creation of the Scioto River Trail, to be located on the western banks of the Scioto River. This trail will continue through the new Franklin County Metro Park, the former Talbott Park. The Scioto River Trail will provide direct access for cyclists to downtown Columbus and connectivity to other Columbus trails such as the Olentangy Trail.

Big Run Trail

The Big Run Trail is proposed to connect the Scioto Trail to the Camp Chase Trail, north of I-270. Extending a trail north along Demorest Road could provide connectivity to this trail.

Darby Creek Trail

The Darby Creek Trail follows the stream and extends through the Darby Creek Metro Park. Points of connectivity to this trail could be taken in a number of forms, potentially southwest along Broadway, west along the county line, or from London Groveport Road.

TOWNSHIP BIKEWAYS

Pleasant Township

The Pleasant Township Comprehensive Plan targets a network of proposed bikeways, including shared use paths, bicycle lanes or paved shoulders, and signed shared roadways. A shared use path is proposed along Hellbranch Run, with a separate shared use path along London Groveport Road feeding into it. Pleasant Township identifies Grove City Road as a candidate for a bicycle lane, while Beatty Road is targeted as a signed shared roadway. Harrisburg Pike has also been identified as an appropriate signed shared roadway.

Jackson Township

In the Jackson Township Comprehensive Plan, a trail is planned along Plum Run from Zuber Road to London Groveport Road. Many of the sidepaths and recreational trails proposed within this chapter are supported by the Jackson Township Comprehensive Plan.

ECONOMIC BENEFITS OF REGIONAL BIKEWAYS
 Regional bikeways provide important economic benefits. According to MORPC, visitors to the Little Miami Scenic Trail spend \$13.54 per person per visit, or \$2.4 million on trip-related expenses.

ECONOMIC BENEFITS

In addition to the recreational benefits regional connectivity would provide, this potential network of trails that connects Grove City to the region would also provide many economic benefits. As the Metro Park develops along the Scioto River (the former Talbott Park), Grove City has an opportunity to create a connection between this park and the Battelle Darby Creek Metro Park. This connection would no doubt be an attractive feature for cyclists and could bring an impressive economic benefit to Grove City, as cyclists will likely stop to enjoy amenities along their journey between the two Metro Parks. A connection to the Camp Chase Trail would provide the same benefits, by tying into the Ohio to Erie Trail. Providing convenient access for trail users from the potential regional

trails and connectivity

connection points to Grove City's historic Town Center would encourage cyclists to stop and enjoy the restaurants and shops offered.

ADDITIONAL CONSIDERATIONS

TRAIL SAFETY

Effective safety measures for both on-street and off-street bikeways that include natural surveillance and signage will need to be incorporated into the design of the bikeway system to ensure a safe experience for all types of trail users and residents.

Natural Surveillance

Ensuring public visibility will create around-the-clock surveillance for trails. When users understand they are under watch, they tend to restrain from unsafe behavior. Thick brush or solid fences restrict natural surveillance while providing potential criminals with someplace to hide. It is important that nearby residents can see onto a path, which allows them to intervene, act as witnesses, or call for help at the sight of unwanted or suspicious activity. Trail design and lighting are two elements that create natural and consistent surveillance to enhance trail safety. Lighting along trails should illuminate the area on each side of the path, and should be shielded so that light goes where it is needed. If path users feel safer, they will be more inclined to visit and the more people that are using the path, the safer it becomes.

Territoriality

Much like other public amenities, trails can be designed to attract different users and ultimately promote a desired activity. For example, a trail with benches and barbecue grills will likely attract groups who will stop along the trails and spend time in the area. Trails with little to no amenities along the way will be used as connections between destinations, with little to no lingering along the way. A strong functional design incorporated into a trail system generates a sense of ownership by trail users, encouraging positive behavior and stewardship related to the trail network.

Informational and Directional Signage

All path users, including the elderly, children, tourists, and non-residents should be able to easily understand where they are on the path. For more complex trails, signage should be installed along the trail clearly showing where the viewer is on the trail. Intersections should be marked with arrows pointing toward rest rooms, emergency telephones, emergency assistance, cross streets, and other useful services along or near the path.

Vandal Deterrent Signage

Signage must be clearly identifiable, include specific vandal-resistant language to deter unwanted behavior, provide critical information for preventing problems, and aid in rescuing the lost or injured. Signage that suggests video will deter potential vandals. Emergency call stations are another measure to ensure safety.

trails and connectivity

POLICY FOUNDATION DEFINITIONS

Goal

A goal is a broad policy statement expressing a desired outcome in simple terms.

Objective

An objective is a refinement of the goal necessary to give more detailed policy direction to strategies to implement the goal.

Action

An action is a detailed action step, program, project, or policy necessary to initiate and complete an objective.

GOALS, OBJECTIVES AND ACTIONS FOR TRAILS AND CONNECTIVITY

G1. **A network of trails providing residents with connectivity to important elements throughout the community and surrounding region.**

Residents appreciate the small town atmosphere of Grove City and the variety of entertainment and recreational opportunities available in the city and in the greater Columbus region. Expanding the inter-city trail network and connecting Grove City's network to the regional network will allow residents to safely travel to destinations both in Grove City as well as the central Ohio area.

O1. **Create a dynamic system that integrates easily into the surrounding regional systems.**

Central Ohio is home to a great variety of regional parks and trails. Making connections to the regional trail network will give residents more opportunities to travel to these destinations in a non-motorized manner and experience the recreational opportunities offered through a regional trail network.

A1. Connect to the Scioto River Trail

A2. Connect to the Darby Creek Trail System

A3. Maintain dialogue between other local trail agencies such as MORPC, City of Columbus Recreation and Parks, Franklin County Metro Parks, ODNR, ODOT and the Central Ohio Greenways Committee

O2. **Strengthen inter-neighborhood connectivity and connect parks through the city's trail network.**

The Parks and Recreation Department strives to provide safe access to parks for all residents. The city's trail network is steadily growing and many of Grove City's parks contain trails or are currently connected to the trail network; however there is still room to grow. The variety of parks and neighborhoods developed in the city over time will require a unique blend of trails to provide non-motorized transportation options to all residents.

A4. Adopt a complete streets policy and standards

A5. Adopt Code revisions for bikeway definitions

A6. Connect all parks with the trail network

A7. Create a Grant Run Recreational Trail connecting Meadow Grove Park to the future Scioto River Metro Park (former Talbott Park)

A8. Create a Brown Run Recreational Trail utilizing the city's existing public greenways

trails and connectivity

G2. **A community knowledgeable of the city's trail network.**

As the city's trail network expands, it will be important to keep the community informed of where the trails currently exist, where they are growing, and how they can help in future trail planning. It is also important that the trails are used properly to ensure that the community feels safe using the expanded network.

O3. **Keep the public informed and involved in the trail planning process.**

Keeping the public involved in the trail planning process will be key to the success of the trail network's expansion. Allowing the public to give input will give them a feeling of ownership in the network and will likely improve the utilization of the trails.

A9. Keep the trails portion of the city website and other electronic and social media updated with news and public input options

A10. Have the Grove City Trails Map available for distribution at City Hall and in select parks

A11. Involve the Park Board and Planning Commission in the review of trails

A12. Initiate an "Adopt a Trail" program allowing citizens or organizations to get involved in the trail network

O4. **Provide bicycle and trail safety education opportunities.**

As the trail network expands, it will be important to provide educational opportunities for residents utilizing the trails. Safe riding habits will help the community feel more confident in the trails and will ensure that the trails are used properly.

A13. Offer classes for bicycle safety

A14. Install signage along trails with safety tips



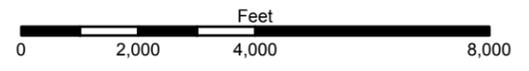
Bikeway Planning Map

Grove City, Ohio



Legend

- Recreation Trail, Existing
- Recreation Trail, Proposed
- Sidepath, Existing
- Sidepath, Proposed
- Bicycle Lane, Existing
- Bicycle Lane, Proposed
- Bicycle Boulevard, Existing
- Bicycle Boulevard, Proposed
- Signed Shared Roadway, Existing
- Signed Shared Roadway, Proposed
- Sharrow, Proposed
- Public Park
- Private Park
- Public Open Space



Disclaimer

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