

## RECOMMENDATIONS

Recommendations for mobility within Pataskala include supporting roadway design in-line with the desired character of City streets, creating a bikeway network within the City, and mobility related goals, strategies, and actions to assist in implementation of the Plan.

## ROADWAY CHARACTER

As Pataskala continues to develop, the character of the roadway and the amenities offered within each roadway type should support the image of the City and create a complete network for all modes of travel. Although the five roadway character types are general to encompass all the roadways in the City, certain characteristics and amenities should be included to support the form and function of Pataskala's roadways in concert with the future land use map. Arterial roadways are meant to support heavier travel and provide access to commercial uses. Collectors and Rural Roadways have been identified by their natural or rural feel that should be preserved. Main Street and Local Roadways are more human-scale supporting pedestrians and a more urban feel.

### Arterial

Arterial roadways should accommodate high traffic volumes, including occasional turn lanes. A multiuse path should be included on one or both sides of the roadway and setback and buffered by plantings from the street, to create a safe and comfortable experience for pedestrians and bicyclists. Buildings may be setback from the street but parking lots should be screened from view and signage should match the architecture of the building. Frequent curb cuts are discouraged to increase safety and improve travel.



#### ROADWAY DATA

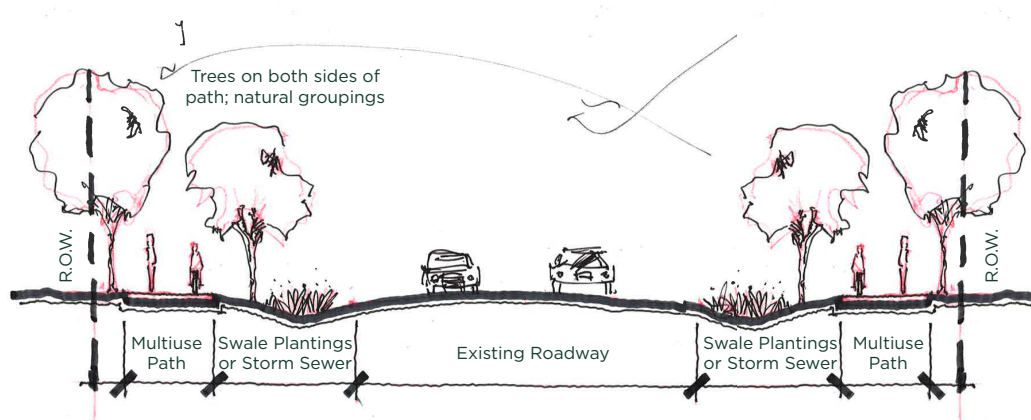
**Lanes:** 3-5 lanes

**Right-of-Way:** 120 feet minimum

**Pedestrian Realm:** Multiuse path on one/both sides, buffered by plantings

**Streetscape:** Low swale plantings; lawn/tree buffer

**Example Roadways:** Broad Street, S.R. 310



A. MOBILITY

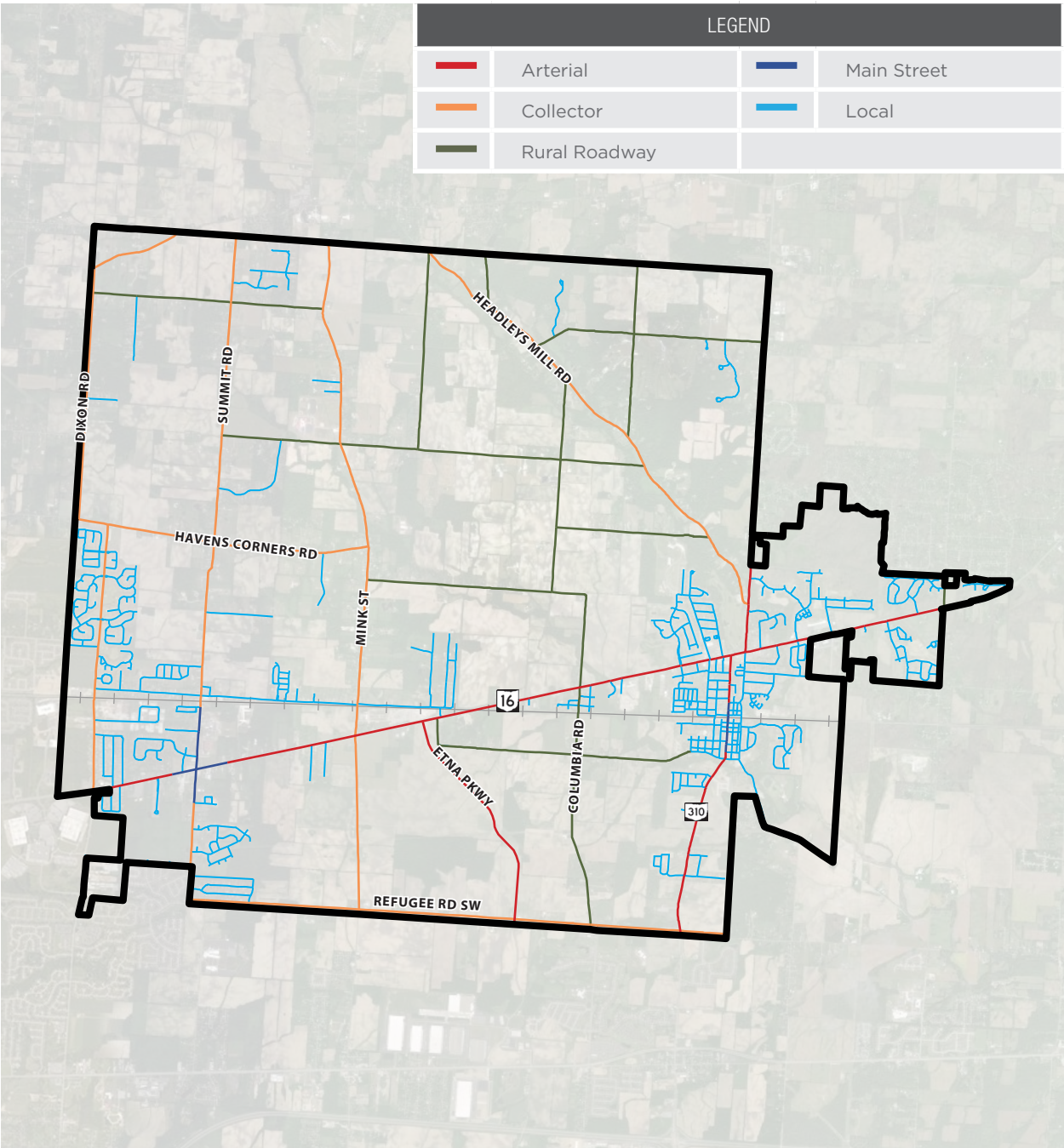
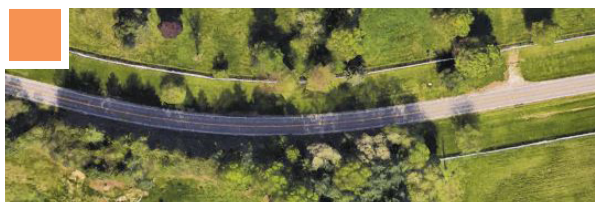


Figure 4-6: Roadway Character



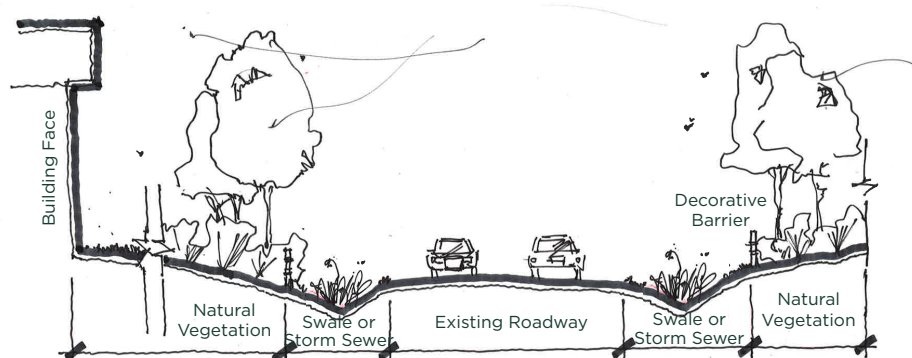
## Collector

Collectors are identified by their fast moving traffic and natural or pastoral character, usually serving agriculture or residential uses. Through large setbacks and decorative barriers such as consistent fencing, this pastoral feel should be preserved to support the character of the community. Intersections are usually signed but not signalized. Bicycle and pedestrian facilities, if included, should also sit back from roadway to increase safety and comfort and preserve the pastoral feel.



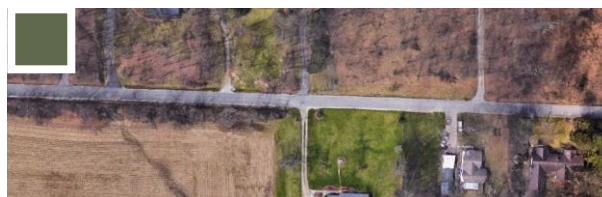
### ROADWAY DATA

**Lanes:** 2-3 lanes  
**Right-of-Way:** 90 feet minimum  
**Pedestrian Realm:** Option for recreational path setback from roadway  
**Streetscape:** Natural vegetation, lawn  
**Example Roadways:** Headley's Mill Road, Mink Street



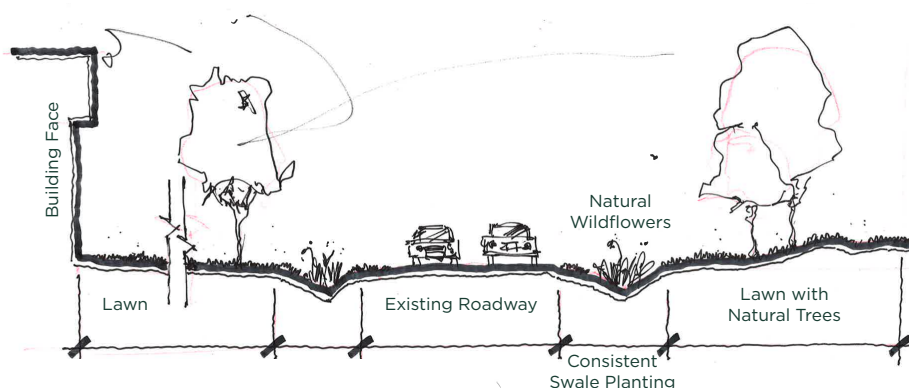
## Rural Roadway

Rural Roadways have moderately moving travel lanes and are usually located in agricultural or residential areas. With similar character to Collectors, large to moderate setbacks with consistent plantings are encouraged to preserve the natural and pastoral feel. Intersections are signed but not signalized. Bicycle and pedestrian facilities, if included, should be set back from the roadway due to increased traffic and speeds.



### ROADWAY DATA

**Lanes:** 2 lanes  
**Right-of-Way:** 60 feet minimum  
**Pedestrian Realm:** Multiuse path on one side, buffered by plantings  
**Streetscape:** Low swale plantings; lawn/tree buffer  
**Example Roadways:** Columbia Road, Clark State Road

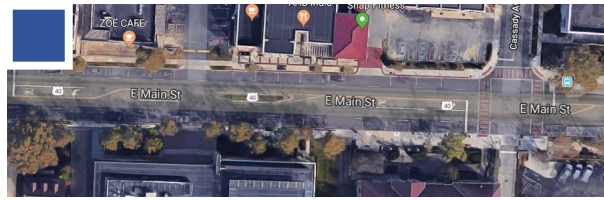




## A. MOBILITY

### Main Street

Main Street roadways are areas with a mix of uses where the pedestrian is given priority. Street amenities such as consistent premium landscaping, curbing, lighting, and surface treatments should be used. Two travel lanes with on-street parking, and wide sidewalks will slow traffic and improve the pedestrian experience. Signage should be pedestrian scale with projecting signs utilized in walkable areas.



#### ROADWAY DATA

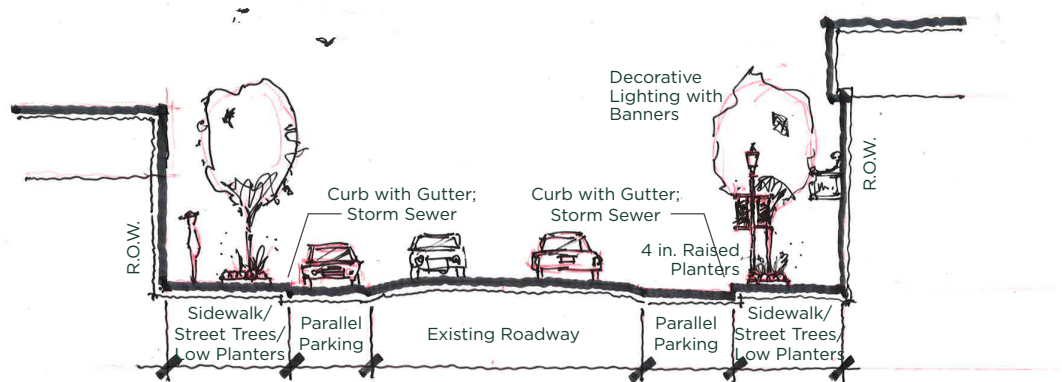
**Lanes:** 2 lanes; 2 park lanes

**Right-of-Way:** 90 feet minimum

**Pedestrian Realm:** Sidewalk

**Streetscape:** Street trees; low planters; decorative lighting, banners

**Example Roadways:** Main Street, Broad Street (some sections)



### Local

Local roadways are largely residential in nature with two lanes and optional parking on either side. Consistent amenities such as tree lawns and decorative lighting should buffer sidewalks from the roadway, creating a comfortable pedestrian experience and improving the neighborhood aesthetic. Bicycle lanes may be accommodated on busier roadways with striping and/or barriers.



#### ROADWAY DATA

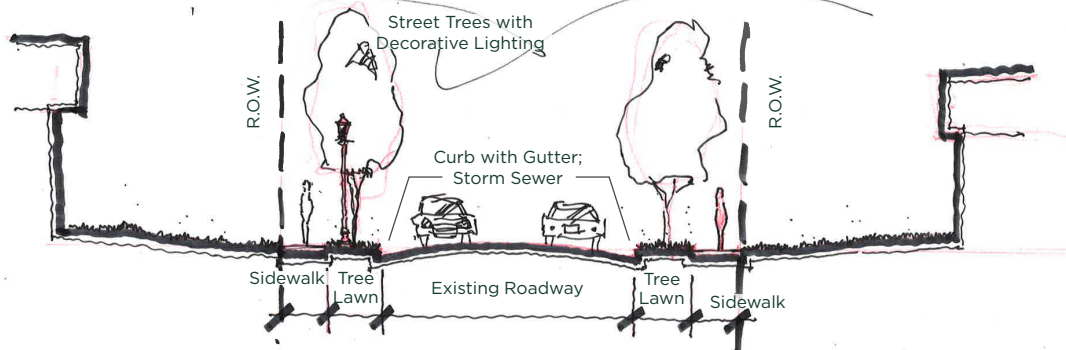
**Lanes:** 2 lanes

**Right-of-Way:** 50-60 feet minimum

**Pedestrian Realm:** Sidewalks on both sides of the street

**Streetscape:** Low swale plantings; lawn/tree buffer

**Example Roadways:** Brooksedg Drive, Cedar Street





## BIKEWAY NETWORK

Creating a bikeway network requires a long-term effort by the public and City Staff, including planning, funding, and implementation of bikeways throughout the City. As additional housing and businesses are built, developers should incorporate the planned bikeway network into their developments.

Proposed bikeways in the City are of two main types: recreational paths and off-street multi-purpose paths.

Recreational paths are primarily intended for recreational purposes, to connect park spaces and to follow natural areas like streams and woodlands. These trails are mainly an amenity for residents and visitors but can also better connect people to destinations.

Off-street multi-purpose paths, like the Taylor Road path, are separated bikeway facilities that run along roadways. These can be used recreationally, but are primarily intended as a means of transportation for residents to travel to schools, work, services, and for shopping.

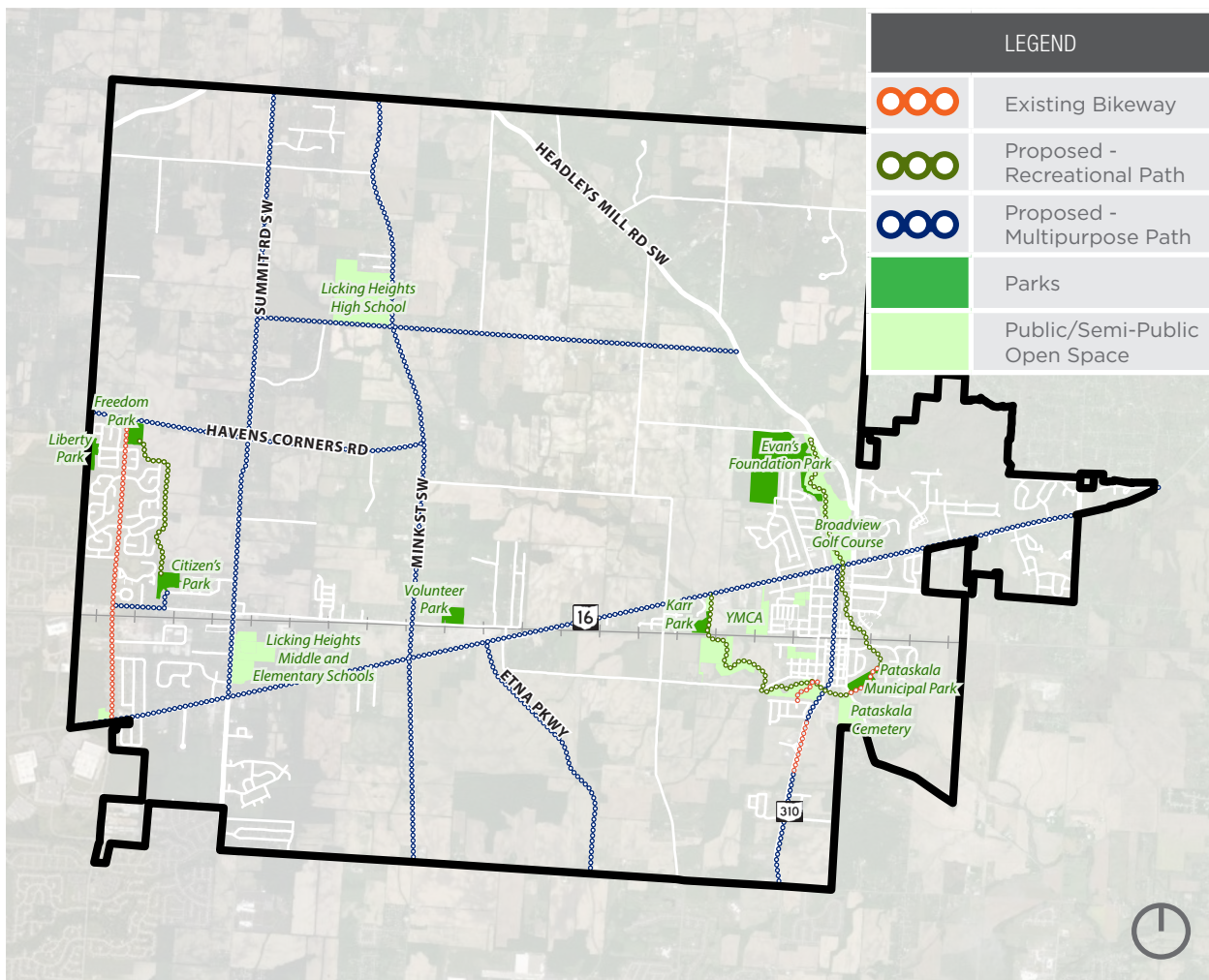


Figure 4-7: Citywide Bikeway Network