

GRANVILLE PATHWAYS



SUMMARY REPORT AND RECOMMENDATIONS

FROM THE

GRANVILLE PATHWAY ADVISORY COMMITTEE

GRANVILLE, OHIO ~ OCTOBER, 2009

Granville Pathway Advisory Committee

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Charter of the Pathway Advisory Committee

The charter of the Granville Pathway Advisory Committee (GPAC) was to evaluate current Granville Village and Township pathways and create a report of recommendations for additions and modifications to these pathways for the future. The goal of the recommendations is to enhance healthy, environmentally-friendly, and safe non-motorized transportation options for the Granville community in the hope of improving the quality of life for all Granville residents. GPAC's goal is to foster pathway use to connect scenic open spaces and natural areas with the developed environment, bringing residents and visitors to our local parks, shops, schools, and neighborhoods. GPAC seeks to reinforce the qualities of community (the sense of a common bond among people who live in geographic proximity), connectivity (the opportunities for linking people and resources), and character (the aesthetic qualities of the local environment, including cosmetic improvements that help orient prospective path users and identify particular locations).

Members of the Committee

The committee was assembled by a public call for volunteers listed in the Granville Sentinel in January, 2009. The members include residents and representatives of Granville (Village and Township), Granville school district, the Granville recreation district and Denison:

Abram Kaplan, chair	Fred Abraham	Paul Jenks
Mollie Prasher, secretary	Dennis Cauchon	Marilyn Jung
Alison Terry, village planner	Don Charlton	Susan Leithauser
Nettie Belson, intern	Chuck Dilbone	Ann Lighthiser
Emily Hammeren, intern	Adele Gorrilla	Tom Miller
	John Gorrilla	Doug Moreland
	Ben Hagstad	Jackie O'Keefe
	Don Holycross	John Schraufnagel
	Bill Hoffman	John Weigand
	Leonard Hubert	Pam Wilson

Charge to Granville Pathway Advisory Committee

1. Review the 2008 community pathway survey (www.granville.oh.us/cffm/custom/Pathways/PathwayResults01-07-09b.pdf)
2. Analyze cost information and possible funding sources for the potential pathway improvements
3. Solicit additional public comment on the proposed improvement
4. Develop a recommended 5 or 10 year plan for pathway improvements in the Village and Township

Background on Committee Process

GPAC met a total of eleven times between April 2nd and September 17th, 2009, with an average of 15 members in attendance. Through a combination of committee discussions, task force activities, and extensive background research by two committee interns, the group was able to move efficiently through a series of discussions. Using the community survey as a backdrop, the committee explored facets of 25 different pathway options, rated each on a series of criteria, and ultimately employed a means/weights system to develop priority rankings of the top paths under discussion. Simultaneously, the committee established a series of broader recommendations to facilitate future pathway decision making. The combination of phased

planning of specific path systems and criteria for future pathways, provides the foundations for a multi-year plan that should offer further improvements for Granville.

Recommendations

GPAC recommends the construction of an estimated four miles of paths over the next ten years at a cost of potentially \$4 million. The project would create a pathway system that connects all major population centers, commercial areas and cultural institutions, such as schools and parks. Given the scale and cost of the project, GPAC has identified five “clusters” of potential pathways to link the most frequented sites with the most densely populated areas. Although the clusters are recommended as large scale priorities due to their overall connectivity attributes, the other additions identified in this report should not be discounted in the process, and the committee intends that local jurisdictions give careful attention to these specific segments as well.

Benefits

Choosing to act on GPAC’s recommendations would provide the following:

Objective Benefits

1. Extend Granville's path system by approximately 75% in length
2. Provide direct access to a path for several hundred homes
3. Increase accessibility for existing pathways
4. Provide accessibility to Granville Intermediate School and Raccoon Valley Park, two critical community facilities for youths, for pedestrians and bicyclists without using roadways
5. Enhance safety for both motorists and non-motorized path users due to reduced overlap of lane utilization

Subjective Benefits

1. Create a more diverse and environmentally friendly transportation system
2. Expand recreational opportunities for people of all ages
3. Provide indirect safety gains, especially on heavily traveled roads, due to reduced non-vehicular traffic
4. Increase the opportunities for activities promoting positive health
5. Cut down on the need for travel by automobile in the Village and Township
6. Reduce demand for parking downtown, at schools and at ball fields
7. Increase property values
8. Weave the community together by connecting neighborhoods, commerce and civic institutions

Plan

During the fall, 2008, Granville community survey on pathways, 80% of respondents expressed interest in extending and adding pathways. GPAC has used this community feedback as a foundation to help create an actionable plan. Our discussions and analyses have reinforced the community’s views, and have built on the survey foundations to identify clusters of paths, which are specified in the following pages.

To help understand some of the reasoning behind the recommended clusters, it helps to understand GPAC’s goals of the clusters. As GPAC worked through the survey data and during the committee discussions, certain themes continued to emerge. The common themes were dubbed, “The Three C’s”:

1. Community - The overall impact on community and the chance to reinforce a holistic sense of togetherness among Village, Township, and School District residents
2. Connectivity - The degree of connectivity offered by pathways, both in terms of links between areas of interest and in terms of enhancing the loops and clusters of paths already considered

3. Character - The implications for character, from cosmetic signage and information directing prospective users toward pathways to participatory input and local events to reinforce the importance of non-motorized transportation

GPAC tried to use the Three C's when thinking about the 5-10 year plan and would recommend a continued use of these criteria when evaluating future pathway opportunities.

To ease some of the anxiety around the cost of the proposed pathways, GPAC started to view pathways as infrastructure improvements similar to roads, sewer, and water. Like the aforementioned items, pathways are an important asset to the long-term health of a community. They improve the current community as well as aid in the support of expansion. Because of that, developers will be required to pay the cost of the pathways on newly developed property. However, because most pathways will be built in areas already developed, local governments shall be the lead agency for pathways in their jurisdiction and shall have primary responsibility for determining how to finance the pathway improvements. Local funds should be supplemented with grants, state funds and other non-local sources.

Disclaimer and Assumptions

Engineering feasibility studies will be necessary to determine pathway placement, materials, etc. All specific details and hence the total costs of the various projects are subject to change. GPAC also acknowledges that there remain several uncertainties, not limited to future use of the pathways, funding sources, maintenance costs and community acceptance.

Next Steps

GPAC has outlined a timeline for pathway construction, but this timeline should be reviewed by and maintained by Granville Village and Township in consideration to other projects and funding.

The following pathway clusters require broad community financial support, as well as outside funding. The expense and difficulty of the projects may delay the start-dates, but this does not diminish the long-term importance of those projects. Ongoing efforts should be made to secure outside funding. The success in fundraising should determine future placement on the priority list.

The Pathway Advisory Committee plans to discuss its findings with the Granville governments to pursue further action in a timely manner.

Criteria

In addition to the Three C's (Community, Connectivity and Character), the following items should also be considered when proposing a pathway in Granville, the pathway's placement and design should consider each of the following criteria:

Safety Impact

Pathways should prioritize safety features to accommodate and encourage pedestrian interaction.

- Consider traffic patterns (speed limits, sightlines/visibility, traffic volume)
- Maximize visibility for both pathway user and driver
- Limit pedestrian and vehicle interaction (i.e. drive ways, intersections, parking and space between path and road)
- Minimize use of crosswalks, but when implemented, provide effective infrastructure (i.e. speed bumps, rumble strips, raised crosswalks, reflective paint and road reflectors, signage)
- Meet ADA requirements when possible (slope/incline of path, width of path, signage)

Environmental Impact

Pathways should support the health of both residents and the natural environment.

- Make sure there is land availability in the area of the proposed path
- Minimize disturbance of the natural state of an area

- Limit removal of trees and landscaping
- Be aware of runoff concerns and how to prevent flooding problems
- Consider grading of land and minimize deleterious impacts
- Avoid disruption of animal and plant habitats
- Work with existing infrastructure to minimize need to relocate water/electrical/gas lines
- Encourage the use of pathway materials that are comfortable for bicyclists, walkers, runners and inline skaters alike

Other Practical Considerations

Pathways should complement the values and interests of property owners and businesses in the Granville community.

- Match up pathway priorities with Comprehensive Plan
- Refer back to Community Pathway Survey
- Utilize the existing natural scenery to promote non-motorized transportation

The community should be informed on the layout and potential uses of the pathway system.

- Provide maps of complete network (“You are here” signs)
- Establish directional signs to specific paths/ destinations reachable by path
- Keep an updated guidebook of path system
- Highlight and schedule events to promote use and knowledge of path system

Pathway construction should be cost-effective and time efficient for Granville taxpayers.

- Consider funding options (ODOT, etc.)
- Choose materials and infrastructure based on a balance of cost, durability, and aesthetics
- Incorporate cost of annual maintenance into pathway planning

Valuable Resources

While there are a great many resources available to facilitate effective pathway planning, a few particular items merit notice. First, thanks to the efforts of the pathway interns who supported the work of the GPAC, there are a series of articles, references, ideas, and websites compiled in binders that have been provided to the Granville Village Planner and are available for anyone interested in additional information.

There are two websites which focus attention on pathways that we recommend as well:

- a) www.completestreets.org – a compendium of information and examples, home of the “National Complete Streets Coalition”
- b) www.walkable.org – the website of Walkable Communities, Inc., the brainchild of Dan Burden, nationally recognized expert on walkability. Dan spent a few days in Granville in 2004 and worked with local jurisdictions in establishing some initial steps toward traffic calming, walkability, and pathway accessibility.

Cluster Descriptions

The map below highlights five “clusters” of proposed pathways our committee recommends. The clusters are designed to coordinate a loop system that builds on the established residential, commercial, recreational areas in Granville. A list of other recommended pathways is listed in the following pages.



Costs and sources of capital by clusters

Please note that these cost estimates are for comparative and conceptual purposes. The estimates may not reflect final project costs.

	Burg - New Burg Cluster		River/Raccoon	Bryn Du	Wildwood	SW Granville	
	Burg	New Burg		Jones Rd			
Segments	B	C	A	D & E	I	N, U	F
Overall Price	\$1,064,000	\$855,400	\$712,600	\$501,000	\$44,300	\$95,300	\$2,000,000
Segment length	4410 ft	3395 ft	4070 ft	3620 ft	700 ft	1465 ft	5000 ft
Duration of project	90-120 days		60-90 days	30 days	45 days	Unsure	
Price per foot	\$241.00	\$252.00	\$175.00	\$138.00	\$63.00	\$65.00	\$400.00

Assumptions:

- Overall Price (for all except Southwest Granville) includes cost of clearing trees and shrubs, installing grading/retaining walls, placing gravel buffers, adding signage, replacing topsoil with grass seeds and relocating mailboxes, utility poles, and fences
- Length for the River/Raccoon Cluster excludes the bridge across Raccoon Creek; extends to proposed bridge at the ball fields.
- Materials used:
 - Aggregate base calculated with 8ft. width and 6in. depth at \$40/cubic yard
 - Asphalt surface calculated with 8ft. width and 2in. depth at \$68/cubic yard
 - Leveling cost based on \$20/linear foot
- No lighting on the pathways, except along the River/Raccoon cluster

- All paths stand at 8 ft wide except Southwest Granville, which stands at 10 ft; when possible, we recommend an 8 ft wide path, but recognize that this may not fit along certain roads

Source for Southwest Granville: Consultation with Jobs Henderson Associates (Newark), Gerken Paving, King Construction, ODOT District 5 (Randy Comisford) as received by Bill Hoffman.

Source for all other estimates: Jerry Turner, engineer.

** Some of the additional costs not included in the Cost for Comparison are:

- Adjusting underground valves to the new slope
- Maintaining traffic during construction
- Legal and acquisition costs

Funding sources beyond local government:

1. **Land and Water Conservation Fund** - Licking county has \$23,429 available for 2009
2. **Ohio Department of Transportation** - Transportation Enhancement Funding
3. **American Hiking Society (AHS) National Trails Grant** - Awards typically range from \$500 to \$5,000 per project; <http://www.americanhiking.org/NTF.aspx>
4. **Natureworks Parks and Recreation (NPR)** - The NatureWorks program to date has provided for \$50 million in matching grants to local government entities for park and recreation projects. The local grant recipient must provide a 25 percent match. For the first four rounds, up to \$11 million per year, as appropriated by the Ohio General Assembly. Each county receives an allocation for political subdivisions within the county. The fifth round had \$3.1 million, and the sixth round had \$3.4 million. Future funding is anticipated to be between \$5 to \$10 million per funding cycle. <http://www.ohiodnr.com/Home/natureworks/parks/tabid/11090/Default.aspx>
5. **Scenic Byways:** <http://www.bywaysonline.org/grants/application/information/categories>
6. **Clean Ohio Trails Fund** - Local governments, park and joint recreation districts, conservancy districts, soil and water conservation districts, and non-profit organizations are eligible to receive grants for conservation projects from the Clean Ohio Fund. Applicants must provide a 25 percent local match, which can include contributions of land, labor, or materials. There is no funding available for the Clean Ohio Trails Fund grant program at this time. <http://clean.ohio.gov/RecreationalTrails/>
7. **Ohio Scenic Rivers Program** The program preserves water quality and public access to local rivers. Due to this tight economy, roughly \$500,000 in general revenue funding for the program is expected to be cut.
8. **Safe Routes to School** - Ohio was awarded \$6,577,188 in 2009; http://www.saferoutesinfo.org/legislation_funding/local.cfm
9. **Local Government cost-share provisions** – jurisdictional cooperation whenever possible
10. **Denison University** – for many path segments adjacent to the Denison campus and/or commonly utilized by members of the Denison community (e.g., athletes), the University should be approached for funding assistance
11. **Additional local organizations** – Granville Recreation Commission, Licking Foundation, etc.

Pathway Descriptions

It should be noted in the case of new pathways, the location on a specific side of the street is not indicated by the following illustrations.

Burg-New Burg Cluster



A: New Burg from Granville High School to Burg St. & Granville Intermediate School

The proposed path along New Burg would continue from the end of the existing path at the High School and continue to Burg. Engineering feasibility would need to be done to compare easier building on the south side with improved accessibility to New Burg communities on the north side. The path should continue North on Burg at least to the Intermediate School entrance.

B: Burg Street from Joy Lane to the Intermediate School

This section of Burg is a narrow two-lane asphalt roadway with no shoulder. This section of roadway begins at the Granville Village line and runs entirely in Granville Township. There are roughly 25 homes (and a couple of fields) along this stretch of Burg with access/side roads to many more homes. There are very few major obstructions or mature trees. However, the edge of the road does rise and fall away in several spots. The speed limit along this section of Burg is 40 mph.

C: Burg Street from West Gate of Denison University to Joy Lane

This section is within the Village of Granville with a speed limit of 25 mph. There are roughly 32 homes along this stretch and four side roads. The wider grassy areas along the two lane road alternate between the north and south sides. There are several mailboxes and groomed shrubbery along this portion of Burg.

V: Extension from Burg St. down Miller and across Denison property to New Burg St.

The area could provide a scenic path across a grassy field with a decent hill. This path is excluded from our cost estimates.

NB: Actual site design for pathway segments shall be specified by engineering studies and discussed with appropriate stakeholders prior to any implementation or construction stages.

River Road/Raccoon Valley Park Cluster



D: River Road to Raccoon Valley Park

The half-mile route along River Road from Main Street to Raccoon Valley Park is relatively flat and unobstructed. Along this flat segment, there are some trees and several telephone poles (most set back 11 feet) on both sides. A knoll occurs halfway between the creek and River Road. On north side, there is a 50 foot swale, some overhanging bushes, intermittent mailboxes (setback 4.5 feet) and 11 driveway cuts. On the south side are nine driveway cuts, some trees (setback seven feet) and a wood fence. Businesses and residences are well set back from both sides of the road. The land has multiple property owners. The road and right-of-way is controlled by the Ohio Department of Transportation and Granville Township.

E: Main Street to River Road

From the new bridge across the Creek (adjacent to the Main Street vehicular bridge), the path could go east to Lake Hudson and south to River Road. The bridge project calls for a 50-foot path that stretches to Old River Road, a narrow two-lane asphalt road that leads to several businesses and Lake Hudson. Long-term, rather than using River Road to access Lake Hudson, a path along Raccoon Creek may make sense. A scenic, creek side path could connect the TJ Evans path to Raccoon Valley Park. The topography is largely flat and undeveloped. However, a path would need to be coordinated with multiple land owners and incorporated into a development plan for the area.

K: Bridge and Pathway Connecting the TJ Evans Path to Raccoon Valley Park

This project has already been researched by the Rotary Club of Granville, in conjunction with the Village of Granville, the Township Trustees, the Granville Recreation Commission, the Licking County Parks District and the Licking County Commissioners Office. A site has been actively discussed to cross Township land at the point where Raccoon Creek bends to the south and runs along the eastern border of the park. The Rotary Club of Granville has committed up to \$150,000 for this project as long as the funds can be obligated by December, 2010, with the help of local governmental jurisdictions. Rotary has organized stakeholder meetings to further the efforts on this project. We have included the path to illustrate the loop to connect the TJ Evans trail, Raccoon Valley Park and River Road/Main Street commercial sites. This path is excluded from our cost estimates.

SW Granville Cluster

Image Forthcoming

F: Southwest Granville Access: Bridge/Pathway from TJ Evans to Granview Road at Kendal

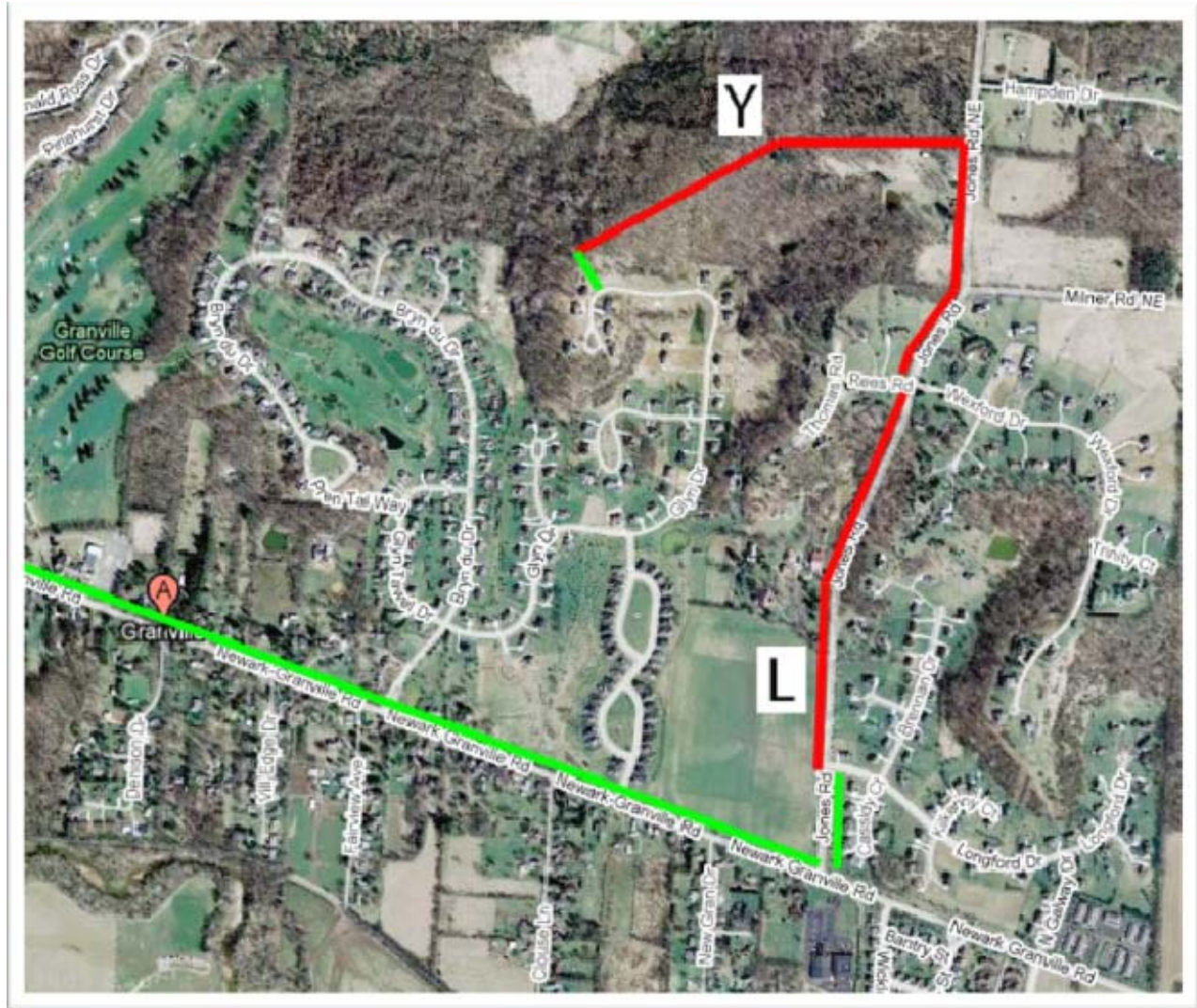
The landscape is relatively flat, a rise variation of approximately 20 feet over its one mile length. The path must cross two major barriers: 1) Raccoon Creek and 2) SR 37/161. Raccoon Creek will be spanned by a bridge and SR 37/161 by either a bridge or two box tunnels. The Kendal Group has discussed plans with ODOT and with Raccoon Creek LLC. The proposed pathway across Raccoon Creek LLC property would follow the Raccoon Creek bridge connector and the old road, more or less, to the TJE path.

Doug Helman, Executive Director of Kendal at Granville, is preparing a formal letter to ODOT asking if they have a preference for a bridge or a tunnel to cross SR 37/161. The Village is hoping to secure monetary support from The Granville Foundation and from Kendal Charitable Funds (Kennett Square, Philadelphia) to pursue further engineering and acquisition options.

X: Extension across SR 16 from Kendal Entrance to Spring Valley Nature Preserve

The general route of a pathway from the crossroads (SR 16/Granview Road/Kendal Entrance) to the Nature Preserve at Spring Valley is desired by Kendal residents, the local community and Owens Corning. The land lying South of Sunset Street private properties is owned by Granville Township and is contiguous with the Nature Preserve. The major barrier, i.e., crossing of SR 16 (from the Kendal entrance to Granview Road) could be met; 1) with a cross-hatched pedestrian walk way, 2) a traffic light or punch light (requested by Kendal and refused by ODOT), 3) a box tunnel. This link is not part of our cost estimate.

Bryn Du Cluster



L: Jones Road from Longford Drive to Bryn Du Mansion entrance

There is a quarter-mile narrow asphalt path on the east side of Jones Road from Newark-Granville Road to Longford Drive. It may be preferable to run the path from Newark-Granville Rd up to the mansion entrance on the *west* side, so as not to have a road crossing at Longford and to maximize direct access between Newark-Granville and the Bryn Du mansion entrance. There are three impediments to this idea: a) cars are often parked on the west side for various sporting events on the polo field, b) there are numerous small trees planted on the west side which will undoubtedly be harmed by additional pavement, and c) there may be restrictions on locating a pathway on the inside of the polo field fence where more room is available.

Y: Extension from Bryn Du Mansion along Jones Road through Fanchion Lewis Park back to Glyn Tawel Drive in the Bryn Du Subdivision

This pathway would run from the entrance of the Bryn Du Mansion north on Jones Road to Fanchion Lewis Park, which is a distance of 0.6 miles. Between the mansion and the park, the pathway would also connect to Wexford Drive, Rees Road, and Milner Road. Sections of this area are fairly steep and the pathway would require retaining walls and/or fill in several areas. The pathway would connect to informal nature paths in Fanchion Lewis Park. At the southwest corner of Fanchion Lewis Park, a pathway is proposed to connect the park to Glyn Tawel Drive. There is an existing path at that location but it does not line up with Fanchion

Lewis Park, so an easement over private property may be necessary to finish the connection. This path is excluded from our cost estimates.

Wildwood Cluster



M: West Broadway: Wildwood Park to TJ Evans Bike Trail where it crosses Broadway

It's almost exactly 1/2 mile from the Wildwood entrance to where the trail crosses Broadway, and it does not look difficult (engineering-wise) to continue the path on the South side of Broadway. There's one private property w/ two driveways that could be a factor, and some slope issues along the fields.

N: Wildwood Park south, W. Broadway to TJ Evans Bike Trail (by Wildwood parking lot)

This presumably involves a paved path that could go along the edge of the community garden so that it's easy for people on the existing Broadway path to get to the TJ Evans path. Right now they have to walk/ride through the gravel parking lot at Wildwood. It's all flat, so the issue is one of where the safest/most direct line can be drawn across that 1/4 mile (or less). This path is excluded from our cost estimates.

U: West Broadway extension to Wildwood Park

The path is on the N side of Broadway (sidewalk, mostly) from Plum to the Frolking's house (605 W. Broadway), where it crosses on a slight angle to the S side and then continues to the Wildwood entrance.

Proposed Pathways Outside of the Clusters

Newark–Granville Rd extension on north side to Westwood entrance

Currently the Newark-Granville Rd pathway stops approximately ½ mile east of the point where Cherry Valley Road intersects Newark-Granville Road. The path literally dead-ends in the front yard of a residence. One option is to extend the path eastward about 2/10 mile to intersect with Westwood Drive at the entrance to the Westwood subdivision. Most of the remaining 2/10 mile is along the edge of a farm field, although the pathway would cross at least two private residences at the east and west ends of the extension. Moving west to east, the path would be flat until it approaches the Westwood entrance, at which point the path would incline to the top of a knoll where Westwood intersects Newark-Granville Rd.

Newark-Granville Road crosswalks from pathway to south side of street – various locations

Possible connections (crosswalks) from the pathway on the north side of Newark-Granville Road to the streets on the south side of Newark-Granville Road at the following locations: Villedge Drive, Fairview Avenue, Clouse Lane, Jones Road, Galway Drive, Either Wicklow Drive or Kildare Street. In addition, sidewalk or pathway extensions may be necessary on the south side of Newark-Granville Road to connect to the crosswalks. All of these locations are flat with no significant obstacles.

Cherry Valley Road--North section, Newark-Granville Road (Fackler's) to Highway 16 (Wendy's)

The west side of Cherry Valley is most suitable for a path. It is flat, grassy and undeveloped. Ornamental trees have been planted 17 feet from the western edge of Cherry Valley. A path could be placed inside or outside the tree line. On the eastern side of Cherry Valley, a narrow three-foot strip separates the road from Fackler's fence, leaving little room for a path without relocating the fence. Moving south toward Highway 16, the land is flat and vacant, part of large front lawns of several homes and a small front lawn of a realtor's office. It is important to remember that the Highway 16/Cherry Valley entrance is scheduled to be closed in several years. The interchange will be moved about a half-mile east and connect Highway 16 to Newark-Granville Road on ODOT-owned land next to the Welsh Hills School. (The exit onto Highway 16 at the end of Newark-Granville Road also will be closed.) The practical effect is that Cherry Valley will not be a long-term connector to Highway 16. The road will dead-end at the highway and not be a through road. The approximately 30 acres of vacant land are expected to be a relatively dense area with offices, homes, retail or institutional uses. Thus, this area should be considered as future multi-use neighborhood, not a thoroughfare. The path should be integrated into the neighboring housing development and Newark-Granville Road. An arc-shaped, three-laned road (Galway) connects Newark-Granville Road to Cherry Valley. Galway is undeveloped, except for the medical office building, but is prepared for development. Galway has five-foot sidewalks on both sides, plus six-foot strips of grass between the sidewalk and curb. Ornamental trees are planted in the green space to create a tree-lined road. No sidewalk or path exists on Newark-Granville Road between Galway and Cherry Valley.

Cherry Valley Road, south section, from Highway 16 to T.J. Evans bike path

This section starts at the Speedway gas station and runs 0.8 miles to the T.J. Evans bike path south on Cherry Valley. The land near Speedway and Bob Evans is flat, with manicured lawns with a partially built five-foot sidewalks and a cross-walk on Cherry Valley at the intersection with Speedway Drive. Speedway Drive runs west, next to the gas station to Arby's and a future retail center. It has some sidewalk sections. The east side (Bob Evans) is flat and runs through small front yards of homes and businesses. The west side (Speedway) has challenging, sloping terrain and, as the lowest point in Granville, is prone to flooding. A Cherry Valley path could connect to the T.J. Evans bike path on the east side, at a white railroad bridge that crosses Raccoon Creek. Alternatively, a less scenic path could run along the west side of Cherry Valley to a parking lot located 0.8 miles away, next to the bike path. There is currently no safe way to cross Highway 16 from north to south Cherry Valley Road. ODOT should be strongly encouraged to create access across the highway when the interchange is redone several years from now.

Signage and Pavement Marking Improvements

Samson Place/Chapin Place from Burg Street to Chapin Circle
Vill-Edge Drive from Newark-Granville Road to TJ Evans Bike Trail
Fairview Avenue from Newark-Granville Road to TJ Evans Bike Trail
Clouse Lane from Newark-Granville Road to TJ Evans Bike Trail

Bridge or Underpass connecting River Road to the Millrace Development (re-establishing a River Road link)

There is a large safety issue of traversing Route 16. There is an overpass where Raccoon Creek runs under the highway where the Township has investigated the construction of a path, however at this time ODOT has not been in support of the concept due to safety concerns. A pedestrian bridge overpass could be another solution but this would need to successfully span the 4 lanes and median. It is likely that this would be an expensive project and would require coordination with ODOT, Licking County and the Township.

North Pearl Street- western extension from existing sidewalk to Denison University east entrance

This sidewalk would extend from where the current sidewalk ends on the west side of North Pearl Street (near Spellman Street) to the east entrance at Denison. This potential sidewalk extension would require extensive retaining walls and likely removal of several mature trees. The distance is approximately four tenths of a mile.

TJ Evans Path to McPeek Lodge with connection to Loudon St. and back entrance to GIS

Path description: Create a path connection from the TJ Evans leisure path to McPeek Lodge facility providing a connection to Loudon. McPeek Lodge is located on the TJ Evans path, but is not accessible through the woods separating the lawn of the lodge to the path. A connection from the bike path to Loudon St. through the McPeek facility would give connection from the bike path to North-West Granville via Loudon. A pathway along Loudon Street would connect to the back entrance of the Granville Schools property and give access from the bike path network.