BIKE NEW ALBANY

City of New Albany, Ohio

BIKE
New Albany

acknowledgements

Bike New Albany Steering Committee
Sloan Spalding, Council Liaison
Craig Mohre
Todd Brubaker
Lisa Hinson
Geoff Clark
Bill Barrett
Peter Horvath
Larry Lewellen
Jon Morgan
Chris Ginder
Don Ginder
Ben Martin
Dave Wharton
Brad Fischer
Kasey Kist
JoAnn Cummings

City of New Albany
Jennifer Chrysler, Director of Community Development
Adrienne Joly, Deputy Director of Community Development
Stephen Mayer, Community Development Planner

MKSK
Chris Hermann, Principal
Aron Fraizer, Associate
Danielle Myers, Planner

MKSK

TABLE OF CONTENTS

SECTION 1
INTRODUCTION

SECTION 1: INTRODUCTION

Introduction

The popularity of cycling as a means of exercise, transportation, and recreational activity has been growing exponentially in recent years. In fact, according to the League of American Bicyclists, since 2001 there has been a 39% national increase in cycling, with a 60% increase in people cycling to work. This growth has led to cities nationwide undertaking planning efforts to understand how to best accommodate the growing number of cyclists on their streets and trails.

In New Albany, the growing popularity of cycling has become obvious with the increasing number of cyclists along the City's road corridors and leisure trails. In order to accommodate and safely plan for these growing number of cyclists, the City initiated a bicycle master planning effort. The Bike New Albany master plan examines the existing cycling conditions and trends within New Albany, and presents a comprehensive approach that includes infrastructure, design, education, and policy, in order to further integrate cycling into the City.

Plan Purpose & Process

In 2014 the city of New Albany completed the most recent update to its Strategic Plan. As part of this, a transportation study was conducted that evaluated all modes of transportation within New Albany, including cycling. In addition to confirming the important role New Albany's leisure trails play for families and leisure riders, the study also revealed that in recent years there had been a large amount of growth in the number cyclists and cycling clubs using the city's rural road corridors for longer, faster group rides. The increasing presence of these different types of riders, along with the city's participation in regional cycling events such as Pelotonia, was transforming New Albany into an important cycling hub in Central Ohio.

While New Albany embraced the growing presence and influence cycling was having in the community, the transportation study revealed that an additional planning study would be needed to understand how to safely and comfortably accommodate cyclists along the city's roads. This led to the Bike New Albany master planning efforts.

The Bike New Albany plan is the product of a five month public planning process. The Planning Team, consisting of Community Development Staff and consultants MKSK, evaluated the existing cycling conditions in the city, and worked with residents and the cycling community to understand the needs of cyclists in New Albany.

In order to gather public input, the Planning Team hosted a public workshop, in which approximately 50 people participated in a community ride along the city's roads and leisure trails. Participants discussed their feelings on riding along these different road and trail conditions, and shared ideas about what type of bicycle accommodations they would like to see in New Albany.

Additionally, the bikenewalbany.mindmixer.com website provided another opportunity for public input. Participants could share ideas, comment on other's ideas, start discussions, and provide input on the plan's proposed recommendations. The website generated 95 interactions, and included over 360 views.

An important component of the planning process was the input and participation of the Bike New Albany Steering Committee. The Committee consisted of 16 members, all active participants in the cycling community and clubs in New Albany. The Steering Committee played an integral role in providing input, guidance, and review throughout the planning process.

Community Pillars

Cycling is important to the New Albany community for multiple reasons, one of which is that it represents the four Community Pillars that embody the values that are important to the New Albany community. These pillars are:

1. Lifelong Learning
2. Environmental Stainability
3. Healthy Living
4. Arts and Culture

Integrating cycling into the fabric of the city and the community will create numerous benefits, including encouraging residents to be healthier and more sustainable. Through proper planning, such as the Bike New Albany plan, the city can foster the growth of cycling and improve the quality of life for its residents.

Bike New Albany Goals

To ensure the Bike New Albany plan takes a comprehensive approach to bicycle planning, the following goals have been created, with the help of the Steering Committee and public, to guide the development of the document.

MAKE NEW ALBANY **A PREMIER CYCLING DESTINATION** IN CENTRAL OHIO.

INCREASE BICYCLE USE WITHIN THE CITY OF NEW ALBANY FOR COMMUTING AND DAILY ACTIVITIES

MAKE NEW ALBANY A "CYCLING COMMUNITY" BY INCREASING AWARENESS OF CYCLING AND CREATING CYCLING EDUCATION OPPORTUNITIES FOR THE COMMUNITY.

These goals provide a framework for the following document. Each chapter of the Bike New Albany plan evaluates a different component of what is needed to increase cycling in New Albany, and make the city a true cycling community.

The Five E's of Cycling

Becoming a more bicycle-friendly city requires taking a comprehensive approach to integrating cycling into the New Albany community. Efforts must be made to not only physically accommodate the comfort and safety of cyclists in and around New Albany, but also to encourage bicycle awareness and safety at policy, advocacy and educational levels as well.

To help guide and inform decisions that will accomplish this, the city of New Albany recognizes the importance of The 5 E's of Cycling, as established by the League of American Bicyclists. The Five E's illustrate how to physically integrate cycling into a city, as well as how to promote an awareness of cycling within the mindset of the community. Recognizing the dynamic nature of cities, the Five E's highlight areas in which cycling should continue to be promoted and addressed as cities develop in order to create comfortable and inviting cycling conditions.

1. Engineering

Creating safe and convenient places to ride

2. Education

Giving people of all ages and abilities the skills and confidence to ride

3. Encouragement

Create a strong bike culture that welcomes and celebrates bicycling

4. Enforcement

Ensure safe roads for all users

5. Evaluation & Planning

Plan for bicyclists as a safe and viable transportation option

Understanding the importance of a comprehensive approach to bicycle planning, the Bike New Albany plan proposes how to not only physically plan for cyclists, but how to support these structural investments with design and policy elements.

The plan begins by examining the different types of bicycle infrastructure that are needed to accommodate cyclists. These include off-street, on-street, and intersection facilities. One specific type of on-street infrastructure that deserves special attention is the proposed cycle track, which would provide a way for the city to foster its growing cycling population. The Plan next examines the types of amenities, signage and wayfinding that are necessary to support the newly proposed infrastructure investments. Finally, it is important to emphasize the role policy and education have on supporting cycling in a city. By incorporating these elements, New Albany can create a comprehensive, city-wide bicycle network that includes on-street and off-street infrastructure.

SECTION 1: INTRODUCTION

Types of Cyclists

To successfully plan for the needs of a growing cycling community, it is imperative to understand that there is not one single type of cyclist. The experience level of riders vary, resulting in a range of comfort levels. This impacts how and where cyclists prefer to ride.

A recent study by the city of Portland, Oregon identified that there were four types of riders that made up the city's cyclist population. These were:

- The Strong and Fearless bicyclists, which make up about 1% to 2% of the City's population. These riders tend to be more experienced and will ride anywhere, and often prefer no on-street bicycle facilities, in order to ride along with traffic.
- Enthused and Confident bicyclists, which make up about 10% of the population, are comfortable riding with traffic with the presence of on-street bicycle facilities such as bike lanes to create dedicated cyclists space along the road.
- Interested but Concerned bicyclists, which make up about 50% of the population, prefers to ride on the trails, and are uncomfortable riding on busy streets even when bike lanes are present. These riders would ride on roadways more often if traffic were slower and less congested, or if there were car-free alternatives available.
- No Way No How: this portion of the Portland population, which make up 33% of the City's population, was not interested in cycling, regardless of the bicycle facilities available.

This study is important because it recognized the variety of cyclists that can be seen in communities across America. The study also showed that while there are cyclists who are comfortable riding with moving traffic, the majority of cyclists prefer to have some type of bicycle-dedicated facility when riding on the road. Additionally, the majority of a community's population would like to bicycle more, however they are not comfortable riding along with traffic. Therefore, to increase the ridership, it is necessary to understand how to make this portion of the bicycling population feel comfortable riding throughout the City.

New Albany Cyclist Types

Based upon this study, the Planning Team and Steering Committee worked together to create four categories of riders to represent the spectrum of cyclists in the city. These represent the different comfort levels of cyclists in New Albany, as well as the different reasons people bicycle in the City. These types, and the recommendations specific to their type of riding, are represented throughout the Plan with the following icons.

ADVANCED RIDER
These are experienced riders that primarily ride on the city's roads.

ENTHUSIASTS
These are riders that like to take longer, faster rides; however may not be as comfortable riding on the streets yet.

COMMUTERS
These riders wish to bicycle to work or for errands, and will use either trails or roads to reach their destination.

LEISURE RIDERS & FAMILIES
These cyclists primarily ride on the leisure trails, and are not interested in riding on the roads.

These different types of cyclists prefer or are comfortable using different types of bicycle facilities. Some prefer to ride on the road, some prefer to ride on trails, some will use both, and some may wish to ride along the road but may be intimidated. The Bike New Albany plan proposes the creation of a complete bicycle network that will allow all types of riders to easily, intuitively and safely navigate around the City. By utilizing both on-street and off-street infrastructure, and supporting these elements with bicycle amenities, signage and wayfinding, and policies to increase awareness of cycling, the City can create a bicycle-friendly community that promotes cycling for all riders.

How to Use This Plan

The following document presents a comprehensive approach to bicycle planning for the City. The document is divided into six sections, each focused on a specific component of cycling in New Albany. The topics presented in these sections build upon each other, and must be implemented together in order to continue to foster cycling in New Albany.

1. Infrastructure
2. New Albany Velo Loop
3. Cycling Hubs & Amenities
4. Signage & Wayfinding
5. Education & Policy
6. Implementation

Infrastructure

The Bike New Albany plan begins by examining the types of infrastructure that are needed to support and encourage cyclists bicycling in the City. The chapter considers the needs of all types of cyclists in New Albany, whether they ride on the leisure trails or the roads. Specifically, the Infrastructure section examines:

- Off-Street Facilities (leisure trails)
- Regional Connections
- On-Street Facilities
- Intersection Bicycle Facilities

This section concludes by presenting the Bike New Albany Master Plan. The Master Plan incorporates different elements of the Bike New Albany document to create a complete bicycle network that encourages ridership for all types of cyclists.

New Albany Velo Loop

Building on the foundation established in the previous section, the Bike New Albany plan next presents the idea of a five mile, cycle track loop for New Albany, called the New Albany Velo Loop. Developed with the help of the Bike New Albany Steering Committee, the Velo Loop creates on-street bicycle facilities that are inviting to less experienced cyclists because of the physical separation from traffic that is a characteristic of cycle tracks. The proposed alignment for the Loop, presented in the Velo Loop Master Plan creates multiple connectivity opportunities for the City, introduces a unique and identifiable bicycle gateway, and will encourage increased ridership in the City.

Cycling Hubs & Amenities

To encourage cycling in New Albany, it is important to make bicycling as convenient and easy a transportation and recreation option as possible. To do this, the Bike New Albany plan considers the needs of cyclists before and after their rides. The Cycling Hubs & Amenities section carefully considers what types of facilities will be needed when cyclists reach a destination in order to encourage them to bicycle in the City. Recognizing the location of these amenities are important to ensure their succes. The section also identifies key cycling hubs that will support cyclists.

Signage & Wayfinding

In order for the bicycle infrastructure proposed in the previous chapters to be successful, it must be supported by a comprehensive signage and wayfinding package. This section discusses the different types of sings, and how to implement them to make cycling in New Albany intuitive and easily navigated.

Policy & Education

Just as important as creating bicycle facilities is creating opportunities to educate the community on cycling. Greater education regarding cycling will help make residents more aware of cyclists along the City's road corridors, and will encourage more people to bicycle within and around New Albany. Creating city policies that support cycling is also important to prioritizing its presence in the community, and implementing the Bike New Albany plan.

Implementation

Finally, the Implementation section discusses how to carry out the Bike New Albany plan. This section presents the recommendations of the plan, and establishes measurable action steps for each. Completing the action steps will in turn make New Albany a bicycle-friendly community.

SECTION 2
INFRASTRUCTURE

SECTION 2: INFRASTRUCTURE

Off-Street Infrastructure

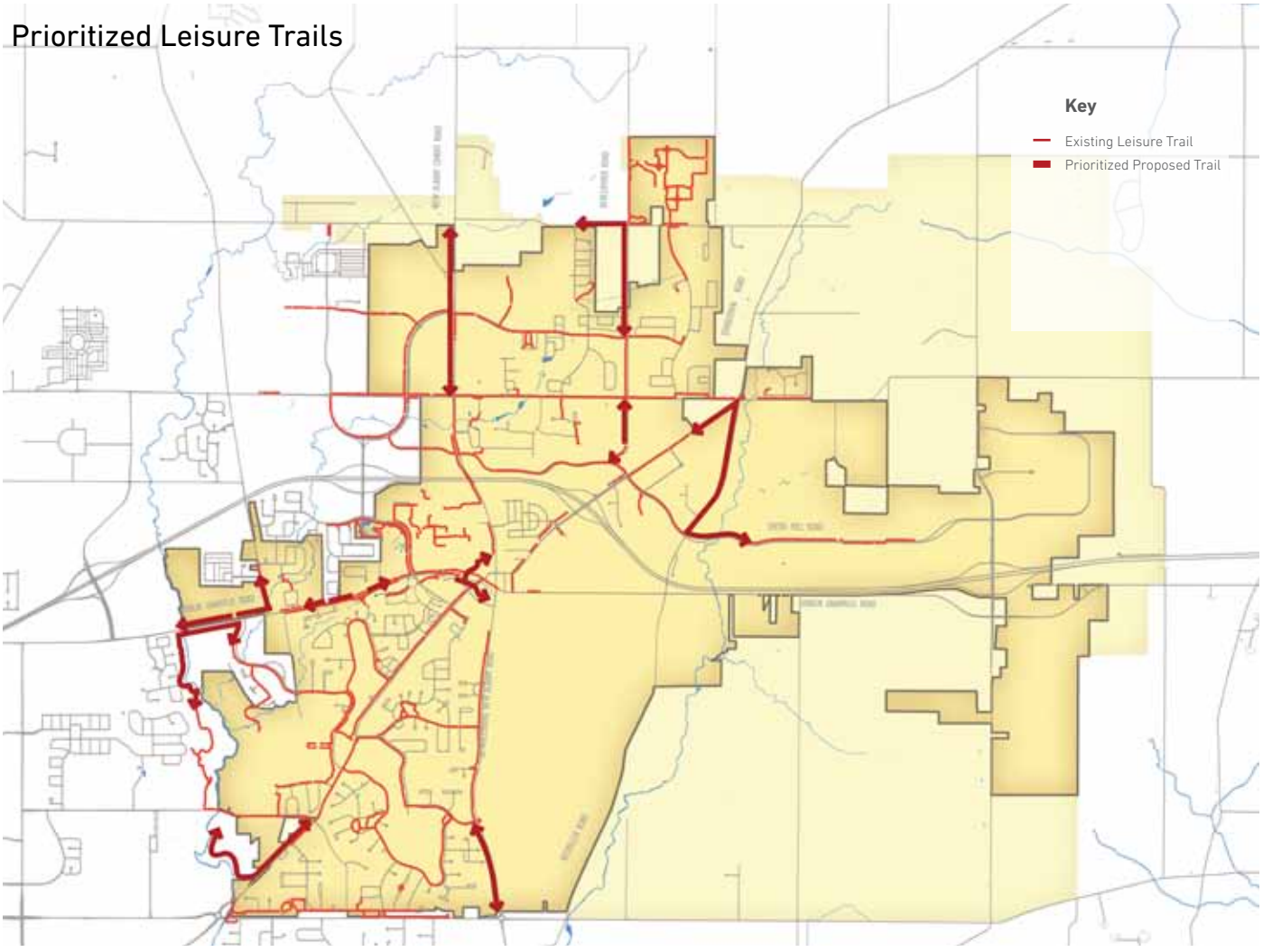
New Albany has been at the forefront of community planning for bicyclists and pedestrians. The majority of these efforts have been focused around the development of the City's 27 mile leisure trail system. These popular multipurpose trails reinforce pedestrian and cyclist connections within the city, provide recreational opportunities, and improve the quality of life for New Albany residents. In order to create a bicycle-friendly community is important that the leisure trails develop into a complete system.

Leisure Trail Expansion

New Albany's leisure trails are a key component to creating a comprehensive bicycle network within the city. The trails link residential neighborhoods together, and provide connections to popular destinations, such as the Village Center.

Regularly updated planning efforts, including the 2014 Leisure Trail Prioritization update and the 2014 Strategic Plan have helped guide, and should continue to guide, the continued completion of needed trail connections. This includes extending the trails along the city's greenways, as well as creating connections to adjacent communities, the New Albany Business Park,and the new Rocky Fork Metro Park. Finally, these plans also identify and prioritize the construction of missing links in areas where trails have been constructed. Continuing to implement

Prioritized Leisure Trails



the recommendations presented in these plans will enable the city of New Albany to create a complete leisure trail system that allows users to navigate the city easily, intuitively, and safely.

These connections create a bicycle environment ideal for riders that are not comfortable riding on streets. This may include families with children, or people who are interested in leisurely or recreational rides without having to worry about riding alongside traffic. However this does not mean that the trails should be constructed as a completely separate system from the on-street bicycle facilities. Instead, the two should complement each other, integrating at key locations and intersections. This will allow riders to move easily from on-street conditions to trails. This will strengthen and reinforce connections within New Albany for cyclists, and create a complete bicycle network in and around the city for all levels of cyclists.

Trail Amenities

Trail amenities for cyclists should also be incorporated along the leisure trails in order to better accommodate their users. The amenities introduced along the leisure trails should be aimed towards the types of cyclists and pedestrians that will be using the trails. This is predominantly families and riders taking more leisurely, recreational rides. Potential amenities should include benches, pull off areas to allow users to rest and gather, and water filling stations. Another popular request was the need introduce more parks along the leisure trails. These gathering places encourage community interaction and provide important greenspace to adjacent neighborhoods. Introducing amenities along the trails will help encourage use of this great New Albany feature.

Introducing more neighborhood parks along the leisure trails will create new recreational and community opportunities.

Rider Type	Recommendation
Off-Street Infrastructure Recommendations	
	Continue to address existing gaps in the City's Leisure Trails system in accordance with the New Albany Leisure Trail Priority Study.
	Update the 2006 Leisure Trail Master Plan to continue to reflect the recent development and growth in New Albany, and to better guide the development of New Albany's leisure trail system.
	Complete the leisure trail loops identified in the Leisure Trail Master Plan.
	Connect the leisure trails to the proposed New Albany Velo Loop pedestrian bridge across State Route 161, to allow the bridge to provide additional community connections.
	Expand the leisure trail system to follow natural features, streams and green corridors.
	Incorporate amenities throughout the leisure trail system such as benches, water fountains, circuit training, etc.
	Create gathering places with benches and other amenities adjacent to the trail to allow riders to pull off the path when needed.
	Make connections to existing parks in and around New Albany.

SECTION 2: INFRASTRUCTURE

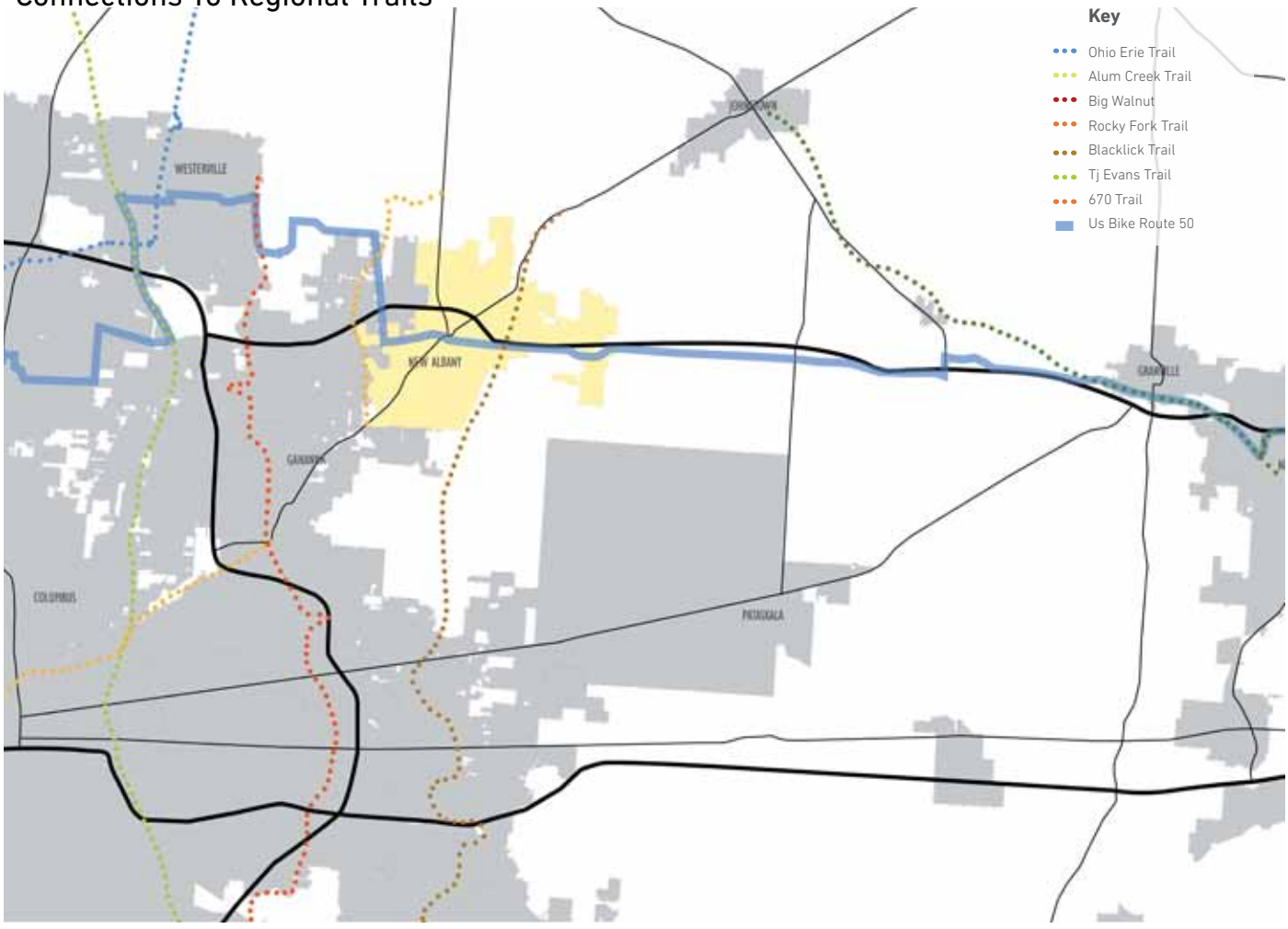
Regional Connections

In recent years, New Albany has become a cycling destination for groups using the City as a beginning and ending point for longer, group rides. This is due in large part to the City's centralized location and numerous rural roads that lead cyclists to nearby towns. In order to continue to foster New Albany's role as a popular cycling destination in Central Ohio, the city should continue to promote its regional cycling connections to larger trails and bicycle networks in the area.

On-Street Connections

The numerous rural roads leading into and out of New Albany are what have helped make the City popular for advanced cyclists comfortable riding on streets with moving traffic. They provide scenic routes to either ride to nearby destinations, such Granville, or to simply make a loop and return to New Albany. These roads are appealing to cyclists because of the low traffic levels, and the rural character of the corridors. When outside the built environment of the city, most advanced cyclists prefer not to have any type of on-street bicycle facility. However New Albany should work with adjacent municipalities to maintain popular cycling roads to make them safe and inviting for cyclists. This includes keeping the edges and shoulders of the road clean of debris and incorporating appropriate signage and wayfinding along these roads.

Connections To Regional Trails



Should on-street bicycle facilities be constructed, New Albany should work with adjacent municipalities to extend these facilities past the City's corporate boundary. This will help encourage less advanced riders to use the road network to access regional destinations, strengthening New Albany's regional bicycle connections.

US Bike Route 50

Additionally, the proposed US Bike Route 50 creates new opportunities for regional connections between New Albany and other Central Ohio communities. This national bike route is planned to travel from California to Washington D.C. It will be the first national bike route through Ohio, and will pass through eleven counties. Within New Albany, US Bike Route 50 is planned to run on-street, east along Walnut Street, south on Harlem Road, and east on Dublin Granville Road through the Village Center and on to Granville.

Bike routes such as this have become popular national cycling destinations for different types of riders. They provide a designated, often scenic, route through different parts of the country, making them popular cycling vacation activities. While the completion of US Bike Route 50 may be a long-term goal, New Albany should work to complete portions of the route that run between the city and adjacent municipalities. This will strengthen not only the regional bicycle connections in the area, but will also enhance New Albany's role as a national bicycle destination.

Special consideration should be given to the implementation of US Bike Route 50. Unique signage, pavement, and markings should be used to clearly delineate the route, and to signal to users that it is a unique bicycle route. Amenities aimed toward regional cyclists utilizing this route will also be important. Additional on this will be discussed in Section 4.

Regional Trail Connections

While New Albany has seen an increase in cyclists utilizing its rural corridors, there is also an opportunity to promote regional trail connections as well. New Albany is located close to a number of regional trail networks including the Alum Creek Trail, the Ohio to Erie Trail, and the TJ Evans Recreational Trail. Additionally, several future trail systems have been proposed to run through and adjacent to New Albany including the Rocky Fork Trail and the Blacklick Trail.

These trail networks attract cyclists with a variety of skill levels and experience. Therefore, connections should be made between New Albany and the regional trail networks to bring these users into the City and particularly the Village Center. Because the majority of the trail networks around New Albany run north-south, the proposed US Bike Route 50 should be considered as an east-west connection between the City and the trails. This will strengthen New Albany's role as a regional cycling destination for all types of riders.

Rider Type	Recommendation
Regional Connections	
	Create on-street bike connections from the Village Center to nearby regional trail networks.
	Create appropriate signage and visual designation of US Bike Route 50 as it is planned through New Albany.
	Create connections between the proposed US Bike Route 50 and the Village Center to attract touring cyclists.
	Utilize US Bike Route 50 as an east-west connection between nearby regional trail networks.
	Work with adjacent municipalities to implement signage and on-street facilities as part of the US Bike Route 50 between Westerville, New Albany, and Granville.
	Coordinate on-street facilities with adjacent municipalities.

SECTION 2: INFRASTRUCTURE

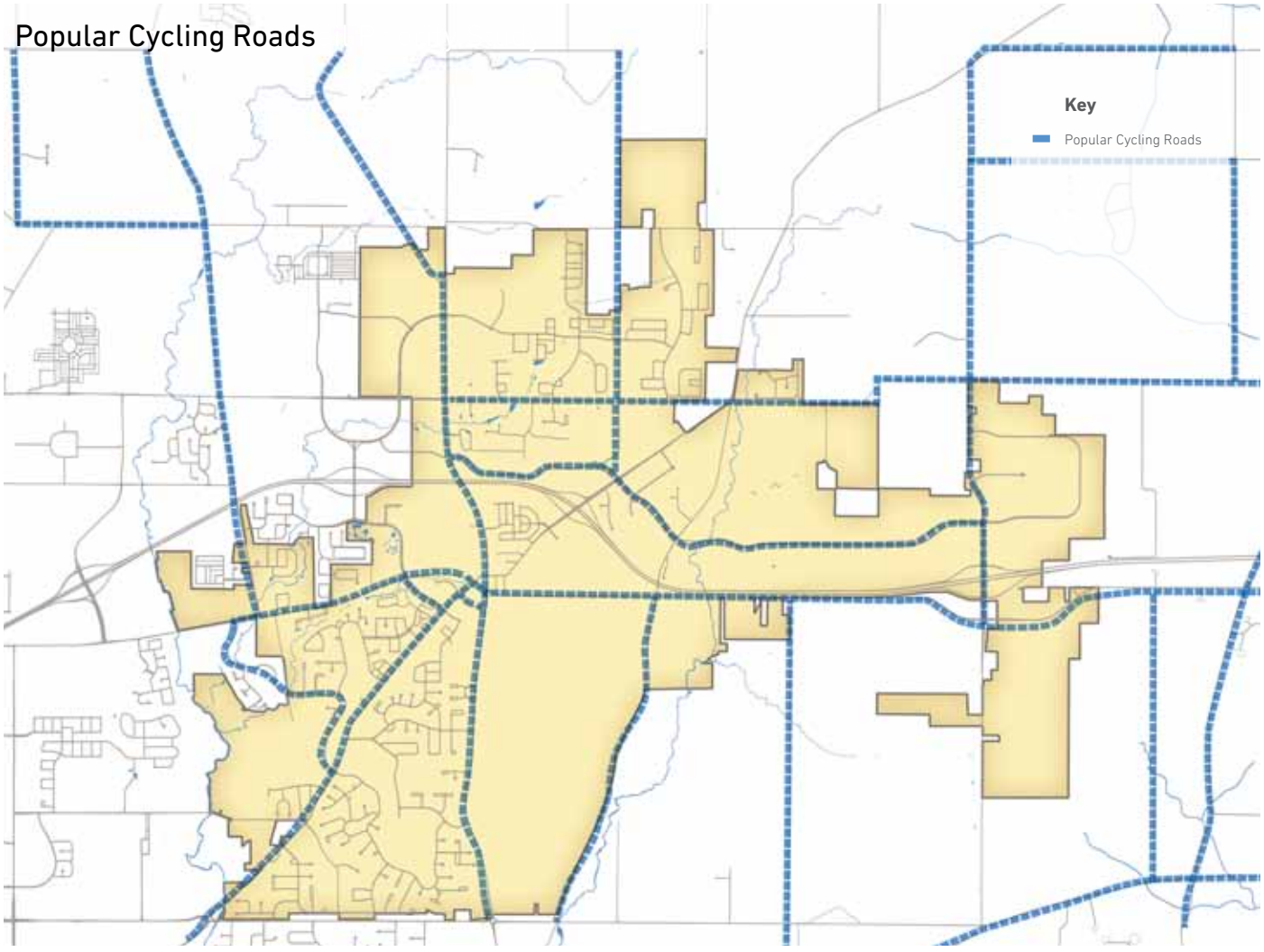
On-Street Infrastructure

Although New Albany has become a popular cycling hub for advanced riders and cycling groups, it currently lacks any on-street bicycle infrastructure. This can create a challenging bicycling atmosphere for all types of riders wishing to ride along the City's streets.

While advanced cyclists prefer little to no on-street bicycle facilities when along rural roads, a lack of on-street infrastructure within the Village Center and roads leading out of the City can cause challenging riding conditions. A lack of facilities can be intimidating to less-advanced riders wishing to bicycle around the City as well. Cycling enthusiasts or commuters may wish to ride on the road either to reach a destination or to participate in a recreational ride, however they may be deterred from doing so because they are uncomfortable having to ride alongside traffic.

Introducing bicycle facilities on to New Albany's road corridors has several benefits. It will reinforce and increase the visibility and presence of cyclists, informing motorists of the need to share the road. And it will increase the perceived safety and comfort level of less experienced riders by helping guide them on where to ride along the roads. Introducing different types of on-street bike facilities will therefore help to increase cycling in New Albany, and make it a bicycle-friendly community.

Popular Cycling Roads



Popular Cycling Routes

To enable on-street bicycle facilities to benefit cyclists as much as possible, it is important to know where these features should be located. This also dictates the type of on-street bike facility that will be appropriate. With the help of input from residents and the cycling community, New Albany's most popular road corridors for cyclists were identified.

These roads, illustrated on the map to the left, are popular for different reasons. Some allow cyclists to get into, out of, and around New Albany, including Johnstown Road, Smith's Mill Road, and Market Street. Other roads provide regional connections to the north and to the east for cyclists taking longer rides. For advanced cyclists taking longer rides outside of New Albany, for example, Dublin-Granville Road going east, Beech Road going north, and State Route 605 were identified as the most used roads. In order to maximize the impact and benefits of on-street bicycle facilities, the road corridors identified as the most popular cycling routes should be prioritized for on-street bicycle infrastructure.

Types of On-Street Infrastructure

Creating a system of on-street facilities is an important component of the Bike New Albany plan. This new system will provide the needed infrastructure to support experienced riders, as well as encourage more cycling enthusiasts and commuters to rider along the roads they may not currently feel comfortable doing so.

With the help of City Staff and the Bike New Albany Steering Committee, three potential types of on-street bicycle infrastructure have been identified for New Albany roads, based upon the character and condition of the road corridor upon which the infrastructure is to be located. These range from:

- Sharrows which indicate cyclists will be sharing the road and intermingled with cars.
- Bike Lanes, which dedicate portions of the paved road to cyclists with bike lanes to,
- Cycle Tracks, which create dedicated bicycle areas physically separated from motorists to,

These facilities include several variations, which may be the appropriate application of each depending on the condition of the corridor in which they are to be implemented. The following highlight the different types of on-street bicycle facilities which may be applied to New Albany's streets.

Sharrows

The first type of on-street bike infrastructure that is appropriate for New Albany is the bike sharrow. Bike sharrows are on-street markings indicating that motorists must share the road with cyclists, who ride along with traffic. These markings are appropriate for areas where the speed of vehicular traffic is close to that of cyclists' speeds, generally roads with a speed limit of 25 mph or less. Sharrows help reinforce the legitimacy of cyclists on the road in areas where a limited right-of-way prevents designated bicycle facilities such as bike lanes or cycle tracks. Within New Albany, bike sharrows should be considered for neighborhood streets which provide connections to the arterial and collector roads of New Albany, as well as within the Village Center which has a limited right-of-way and slower traffic speeds.

Sharrows are on-street markings indicating motorists must share the road with cyclists.

SECTION 2: INFRASTRUCTURE

Bike Lanes

The second type of on-street bicycle facility is the bike lane. Bike lanes are portions of the road which are designated for bicycle use either by striping or distinct paving material. They differ from cycle tracks because they do not have any type of physical barrier separating cyclists from vehicular traffic. They can however include additional stripped buffering to further separate cyclists from vehicular traffic. These types of facilities are best on roads with more than 3,000 ADT(average daily traffic), and with vehicular speeds between 25 mph and 35 mph.

Within New Albany, bike lanes should be considered along the roads which connect New Albany's neighborhoods to the Village Center such as US 62, Reynoldsburg New Albany Road, Fodor Road, and Dublin Granville Road. Additionally, a bicycle lane should be included along State Route 605 in order to create a direct connection between the new Rocky Fork Metro Park and the Village Center. Finally, bike lanes should be considered along primary corridors and planned corridors within the Business Park, specifically Dublin Granville Road, Beech Road, Smith's Mill Road, Walton Parkway, and key roads corridors identified as part of the planned Business Park South. This creates dedicated space for cyclists along roads which will carry the heaviest traffic in the Business Park.

Cycle Tracks

The third type of on-street bicycle facilities that may be applied in New Albany is the cycle track. Cycle tracks, create a bicycle-dedicated portion of the right-of-way, separate from both vehicular and pedestrian traffic. This type of facility is beneficial on streets which may be uncomfortable for cyclists because of traffic speeds, traffic volumes, or streets which carry a significant amount of bicycle traffic. Cycle tracks may be located on existing road pavement, separated by a physical barrier such as landscaping or they may be raised from the road to the same elevation as the sidewalk, or an interim between the two. These types of facilities are often popular with less experienced cyclists because they create the greatest sense of safety by separating motorists and cyclists. Additional information on cycle tracks and how they increase ridership will be provided in Section 3.

To create a bicycle-friendly community, the city of New Albany must implement these different types of on-street infrastructure in a way that allows them to work together to create a comprehensive network of on-street bike connections. The "On-Street Bicycle Facilities" chart on page 19 highlights how to properly implement these types of infrastructure. By providing facilities for advanced cyclists going into and out of the City, as well as creating facilities to encourage more cyclists to be comfortable riding on the streets, New Albany can increase bicycle use within the City and promote its identity as a bicycle-friendly community.

Bike lanes are bicycle-dedicated portions of the road.

Cycle tracks are popular because they physically separate cyclists from vehicular traffic.

On-Street Bicycle Facilities*			
Type	Benefits	Application Considerations	Potential Variations
Sharrows	• Reinforces the presence of cyclists on roads • Recommends where cyclists should position themselves on roads • Encourages safe passing by motorists • Requires no additional street width	• Appropriate where the speed difference between cyclists and motorists is low, particularly where the speed limit is 25 mph or less • Used on roads which cannot accommodate the necessary pavement width for separated facilities, such as the Village Center • Strengthens connections in a bicycle network. • Potential transition conditions between leisure trails and on-street facilities • Clarifies cyclist movements in confusing road conditions	
Bike Lane	• Increases cyclist comfort on busy streets • Creates separation between cyclists and cars • Increases predictability of cyclist positioning and movements • Increases traffic capacities of streets carrying bike and motor vehicle traffic • Visually reminds motorists of bicyclists' right to ride on the street	• Appropriate on streets with more than 3,000 ADT • Streets with speed limits of 25 mph or greater • Streets with high transit volumes • On streets with high traffic volume, truck traffic, high parking turnover, or speed limits of 35 mph or more, consider bike lane variations that provide greater separation between bicycles and motor traffic	• Buffered Bike Lanes • Contra-Flow Bike Lanes • Left-Side Bike Lanes
Cycle Track	• Creates a physically separated, bicycle portion of the road, increasing riders' perceived safety and comfort • Decreases collisions between cyclists and passing motorists • Reduces risk of cyclists colliding with opening door of parked cars • Can decrease implementation costs by making use of existing pavement • Attractive to cyclists of all ages and skill levels	• Appropriate on streets with features such as multiple lanes, high traffic speeds or volumes, or high on-street parking turn over that may make cyclists using an unprotected bike lane feel uncomfortable • Along streets with high bicycle traffic • Special consideration should be given to transitioning facilities at intersections and transit stops, where pedestrian and cyclists interactions are likely • Requires that road corridor has right-of-way wide enough to accommodate cycle track • Can be applied to streets with parking lanes, to allow parked cars to create a barrier between moving cars and cyclists.	• One-Way Cycle Track • Two-Way Cycle Track • Raised Cycle Tracks • Street-Level Cycle Track

*Information sourced from the National Association of City Transportation Officials

Rider Type	Recommendation
On-Street System	
	Conduct a city-wide bicycle count along New Albany's roads to understand how many daily trips are taken by bicycle, and along which roads they are taken. This information will provide important base-line information for achieving the goals identified in the Bike New Albany Plan.
	Implement the construction of on-street bicycle facilities along existing and proposed roads in accordance with the Bike New Albany Master Plan.
	Utilize the On-Street Infrastructure Chart to determine appropriate bicycle infrastructure implementation for new roads.
	Create a connection from the Village Center to the new Metro Park by installing a bike lane along State Route 605.
	Install bike lanes within the Business Park to encourage more employees to bicycle to work.

SECTION 2: INFRASTRUCTURE

Intersections & Transitions

Perhaps the most important infrastructure components of a complete bicycle network are intersections. Intersections are locations where additional planning may be needed to facilitate safe and clear interactions between cyclists and motorists. Bicycle intersection facilities are important because they increase the visibility of cyclists to motorists, emphasize their presence at the intersection, and create predictable movements for both cyclists and motorists. The following section explores the need for bicycle intersection treatments in New Albany, and details appropriate potential facilities that will increase bicyclists' safety and facilitate movement between motorists and cyclists.

Intersection Treatments

The primary differences between bicycle intersection treatments are the degree to which they integrate cyclists into vehicular traffic. Some, such as bike boxes and bike lanes, separate motorists and cyclists by designating a place for both at the intersection. Others, such as bike loop detectors, assume cyclists will be fully integrated with vehicular traffic. The appropriate amount of cyclist integration will depend on the vehicular volumes and speeds at the intersection, the built environment around the intersection, and the types of on-street bicycle infrastructure leading into the intersection. Within New Albany, there is also the additional requirement that the design of any intersection treatment must complement the existing character of New Albany's road corridors.

The "Bicycle Intersection Treatments" chart on page 21 summarizes the potential bicycle facilities that may be applied to intersections in New Albany. The chart describes when each type of facility may be applicable, and any special considerations for its implementation. Additional treatments may be appropriate, however these represent the most common bicycle intersection facilities. As existing intersections are improved and new intersections are constructed in New Albany, additional studies should be conducted to determine if bicycle facilities are needed, and if so which would be most appropriate and where.

Bicycle Facility Transitions

An additional component to the complexity of intersections, is that they are also often the point of transition between on-street and off-street bicycle facilities. While the two types of facilities exist separately within a road corridor, they merge at intersections, necessitating the need to maneuver cyclists easily and intuitively around other cyclists as well as pedestrians and motorists.

By using appropriate signage, markings, pavement materials, and design elements, intersections can create a safe condition that allows cyclists to transition from one type of bicycle facility to another, or to cross a road and remain the same type of bicycle facility. Additional design studies should be conducted to identify and address challenging transition points between facilities as on-street facilities are constructed. Creating seamless transitions between the different types of bicycle facilities will allow riders to use both on-street and off-street infrastructure together, creating a comprehensive bicycle network that is accessible to all types of riders.

Roundabouts

The increasing use of modern roundabouts as an effective means of handling traffic means that it is important to understand how best to integrate cyclists into this type of intersection. Typically in roundabouts, cyclists merge with vehicular traffic to maneuver through the intersection. Under these conditions, single-lane roundabouts are the safest type of roundabout for cyclists and pedestrians who may cross the roundabout. However, European examples have shown a variety of ways bicyclist-dedicated space can be integrated into the design of a roundabout. Because there are different types of roundabouts, how best to integrate cyclists will depend on the type of roundabout, the number of lanes present, and the size of the roundabout.

Additional studies should be conducted to determine how best to incorporate cyclists into roundabouts in New Albany. These efforts should be combined with educational opportunities to teach cyclists of all skill levels how to maneuver around roundabouts.

Bicycle Intersection Treatments

Type		How it Works	Application Considerations
Bike Boxes*		• A bike box is an outlined, often painted cyclist-designated area at the front of an intersection • Positions cyclists in front of vehicular traffic stopped at a traffic light, • Prioritizes cyclists at the intersection, and groups cyclists together to clear the intersection quickly	• Appropriate at signalized intersections with significant bicycle traffic • Beneficial at intersections where cyclists are turning left to help facilitate bicycle movement • Design of bike boxes should complement New Albany's existing character.
Bike Loop Detector		• Loop detectors are sensors in the pavement which, when triggered by a car or bicycle driving over them, signal the light at an intersection to turn green • Bike loop detectors are usually indicated on pavement with a bicycle stencil showing where a cyclist should stop to trigger the light. • This tool assumes cyclists are fully integrated into the traffic of the intersection.	• Appropriate on side streets or streets with less traffic where cyclists would otherwise have to wait longer at intersections • Bike Loops allow cyclists to trigger intersection lights they may otherwise not be able to. • No additional infrastructure is required at the intersection, making it appropriate for intersections which may not be able to accommodate additional infrastructure
Intersection Crossing Markings*		• Pavement markings indicate the appropriate and intended path of cyclists through intersections. • Create boundaries between cyclists and motorists. • These can be used as intersection treatments as part of cycle tracks.	• Appropriate at intersections with high bicycle traffic, and intersections which may be complex or confusing for cyclists. • Consideration should be given to standardizing the design of intersection crossing markings in order to prevent confusion. • There are different variations of this intersection treatment, which may be appropriate in different situations.
Bike Lanes*		• These are painted bike lanes that lead cyclists through an intersection • Bike lanes at intersections represent an important transition between on-street infrastructure and the traffic movement of the intersection • May show how cyclists can traverse straight, through an intersection or turn either right or left depending on the location of the on-street bicycle infrastructure leading up to the intersection	• Appropriate for intersections with dedicated turning lane located on the same side of the street as a bike lane or cycle track • May be designated as separate bicycle-dedicated space alongside a turn lane, or may be shared bicycle-motorist space within a turn lane.

*Information sourced from the National Association of City Transportation Officials

Rider Type	Recommendation
Intersections & Transitions	
	Study existing intersections in New Albany to identify where bicycle intersection infrastructure may be needed.
	Evaluate the need to incorporate bicycle loop detectors to allow cyclists to trigger existing traffic signals at intersections in New Albany.
	Utilize the "Intersection Infrastructure" chart found on page 21 to guide the implementation of appropriate bicycle intersection infrastructure.
	Use signage, paving, and design to create clear, intuitive transitions between on-street and off-street bike facilities at points where the two intersect.
	Evaluate best practices for incorporating cyclists into roundabout intersections.

SECTION 2: INFRASTRUCTURE

In order to guide the development of on-street bicycle facilities in a way that creates a comprehensive bicycle network, the Bike New Albany plan proposes the following Master Plan. The Master Plan proposes a system of on-street infrastructure, a cycle track loop, signage and wayfinding, and cycling hubs that work together to create a city-wide bicycle network that promotes cyclist safety, comfort and connectivity. The following highlights the elements of the Master Plan.

Beginning with the rural roads around the perimeter of New Albany, the Master Plan proposes incorporating wayfinding and signage to remind motorists of the presence of cyclists along these corridors. This preserves the rural character of these roads, which is part of their appeal to cyclists. Additional information on wayfinding along these corridors can be found in Section 5.

The proposed US Bike Route 50 is also indicated because of the unique opportunities it presents for New Albany. Incorporating this into the on-street bicycle network of the City will create important regional connections.

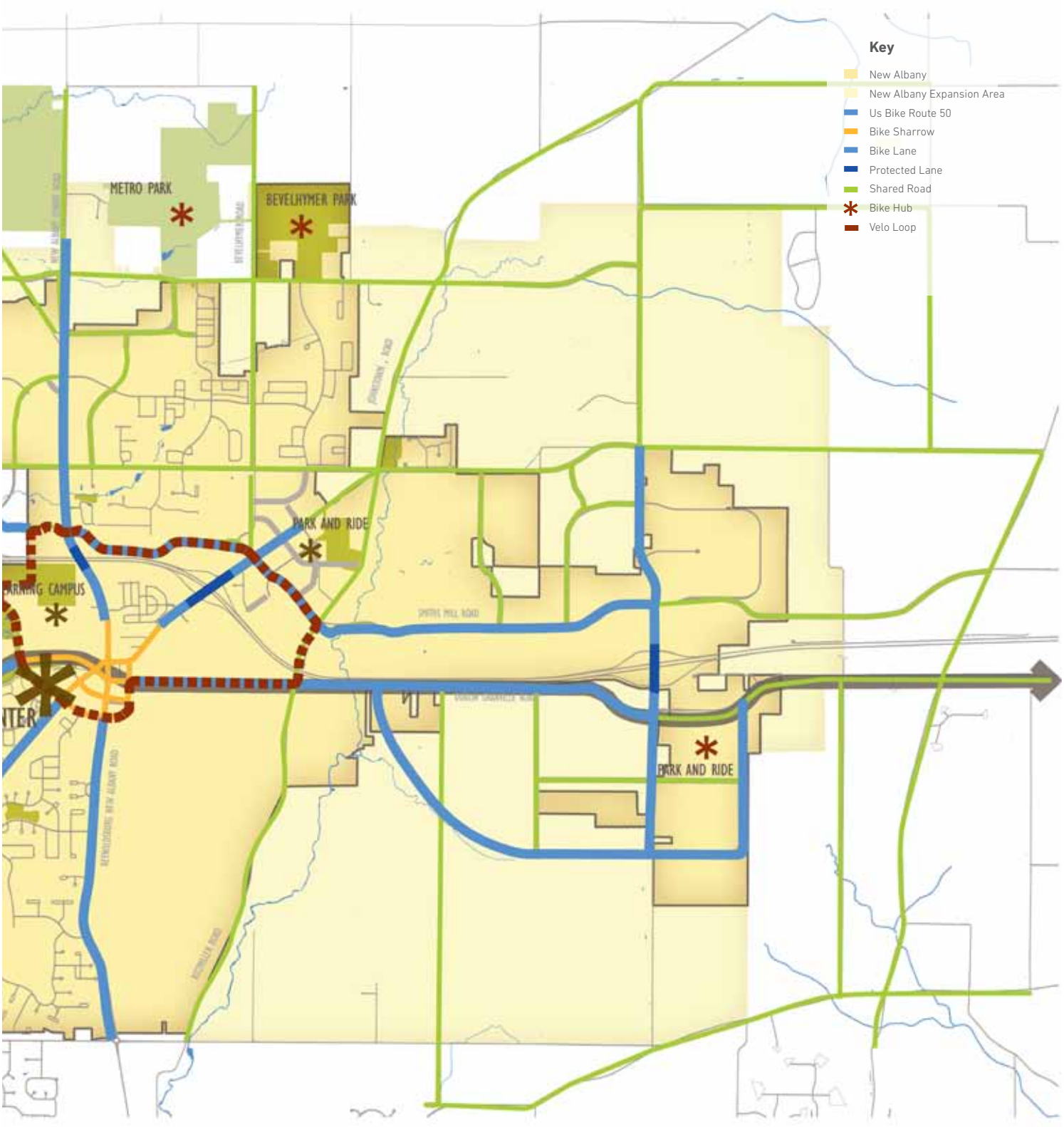
As the roads move toward the Village Center, bike lanes are proposed to transition riders from the rural setting to a more structured streetscape. Where these roads run under State Route 161, a protected bicycle lane is proposed to provide additional separation between cyclists and traffic entering and existing the interstate.

Within the Village Center itself, the bike lanes shift to sharrows. This is because of the built-nature of this area and the limited available right-of-way. Providing sharrows works within this existing constraint, and helps reinforce the area as a primarily pedestrian area.

An important component of the Master Plan is the the New Albany Velo Loop. This five mile cycle track loop provides connections through the City that bridge State Route 161, and create a designated bicycle route into and out of New Albany. Additional information on the loop will follow in Section 3.

The proposed Bike New Albany Master Plan will create a city that fosters ridership by providing inviting spaces to begin and end rides, and creating easy, safe connections within New Albany. Such conditions will benefit and further encourage riders of all skill levels.

Bike New Albany Master Plan


Key
New Albany
New Albany Expansion Area
Us Bike Route 50
Bike Sharrow
Bike Lane
Protected Lane
Shared Road
Bike Hub
Velo Loop
METRO PARK
BEVELHYMER PARK
PARK AND RIDE
PARK AND RIDE

SECTION 3
NEW ALBANY VELO LOOP

SECTION 3: NEW ALBANY VELO LOOP

New Albany Velo Loop

A catalytic idea proposed as part of the Bike New Albany Master Plan is the introduction of the New Albany Velo Loop, a five mile, two-way cycle track loop that would run along New Albany's existing and future road corridors. This on-street facility would be for cyclists only, and would be separate from the leisure trail system. The Velo Loop will create several opportunities for New Albany. It will establish important community connections, designate a route and gateway to the Village Center for cyclists, help encourage more bicycle ridership in New Albany, and enhance the City's identity as a bicycle-friendly community and bicycle destination in Central Ohio. The following chapter explores the idea of cycle tracks and the proposed New Albany Velo Loop in further detail.

What is a Cycle Track?

A cycle track is a designated bike facility that is physically separated from vehicular traffic, and intended exclusively for cyclists. There are different variations of cycle tracks, which are listed in the On-Street Bicycle Facilities chart on page 19. Cycle tracks may be at the same elevation as the street, or they may be raised to either the elevation of the sidewalk, or to an interim height. They may be constructed for two-way bicycle traffic, or one-way bicycle traffic. The barrier separating them from vehicular traffic can vary as well, from landscaping, to planters, to bollards, to on-street parking lanes. Which type of cycle track is implemented is dependent upon the conditions of the corridor in which it will be implemented.

Although relatively new in the United States, cycle tracks are making an increasing appearance in cities across the country. This is due to their popularity among cyclists of all skill levels, who prefer the physical separation created between cyclists and moving vehicular traffic. This separation increases the comfort and perceived safety of cyclists, which in turn encourages cyclists who may not typically be comfortable cycling on the road, transition onto on-street facilities.

The City of Portland Study which identified the different types of cyclists, indicated that the largest cycling population were "interested but concerned" cyclists, who would be willing to bicycle more if car-free alternatives were available. These riders made up 50% of Portland's population. Incorporating a cycle track to make these types of riders more comfortable cycling on-street has been found to result in increased bicycle ridership. A study in Copenhagen for example, showed that the introduction of bike lanes into the city increased ridership by 5-7%, while the introduction of cycle tracks increased ridership by 18-20%. In New York, the Prospect Park West Cycle Track increased bicycle trips in this area by 190%. In Montreal, studies found roads with cycle tracks saw an average of 2.5 times more bicycle traffic than parallel roads without bicycle facilities.

The perceived comfort and safety of cyclists that make cycle tracks popular is also found to be statistically valid. Research has found that cycle tracks are some of the safest on-street bicycle facilities, with the lowest crash rates. This can help encourage cyclists to feel comfortable riding on the road. Additionally, studies done as part of the book "City Cycling," by John Pucher and Ralph Buehler, indicate that the higher the rate of bicycle ridership in a city, the lower the accident rates. Therefore, by introducing cycle tracks into New Albany, the City can increase ridership, and consequently increasing cyclist safety city-wide.

Example of a cycle track in Indianapolis.

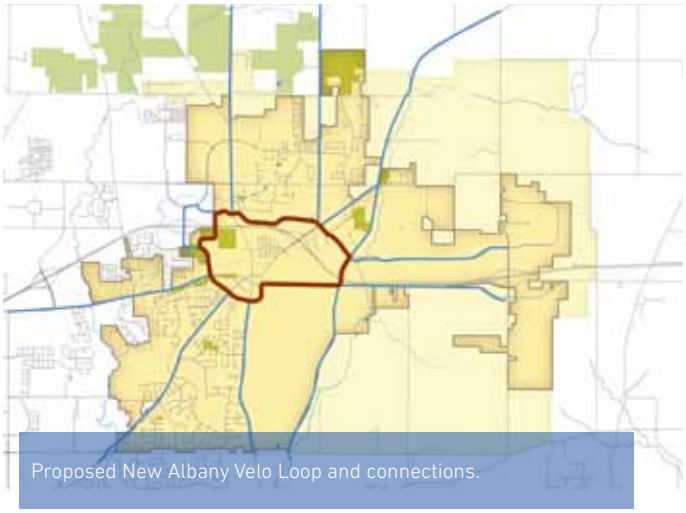
Velo Loop Connections

The five mile New Albany Velo Loop is strategically proposed to run along both the north and south side of State Route 161, from the Village Center to the New Albany Business Park, and along popular cycling roads like Dublin Granville Road, Market Street, Walton Parkway and Smith's Mill Road. The Loop also identifies important potential crossings over State Route 16, an existing barrier to cyclists and pedestrians in New Albany. This proposed route creates important connections for all types of riders, from advanced cyclists riding into and out of the city, to encouraging increased ridership for enthusiast and commuter riders within New Albany.

First, for advanced cyclists, the Velo Loop will create safe, direct, easy access from their beginning and ending points within the City out to the rural roads that are popular for longer cycling rides. State Route 605, Dublin Granville Road, Smith's Mill Road and Kitzmiller Road are some of the more popular cycling corridors because of their rural character and regional connections. While little to none on-street bicycle facilities are needed for these cyclists through rural road corridors, reaching the point that the roads become rural can be a challenge. The built environment and traffic on streets within the Village Center and neighborhoods leading out to the rural areas can limit the road space available to cyclists, and create uncomfortable on-street cycling conditions.

The proposed Velo Loop will help address these challenges, creating an easier transitions from the built environment of the City out into the rural setting of the township. The cycle-track condition of the Loop will create bicycle-dedicated facilities through the more developed areas of New Albany that can be challenging to cyclists. Once the Loop reaches the rural road corridors, cyclists can exit the loop and continue on their routes. This also helps create a strong gateway experience for cyclists entering into the City from these rural roads.

The New Albany Velo Loop will also provide a safe, and inviting introduction to road cycling for cycling



Proposed New Albany Velo Loop and connections.

enthusiasts who may be intimidated to ride on the streets with vehicular traffic. The Loop provides a transition condition from leisure trails, which are completely separate from the road, onto the streets while still separating cyclists from passing cars. This type of cyclist may wish to ride the loop a number of times for exercise, or may use the loop to ride through more intimidating built environments, before exiting at one of the rural corridors.

Additionally, the community connections created by the Velo Loop will encourage increased ridership by residents commuting to different destinations within New Albany. The current bicycle and pedestrian crossing conditions over State Route 161, are seen by many as uncomfortable to use, deterring residents from bicycling to destinations within New Albany. Creating a more inviting cycling condition across the interstate will connect New Albany's neighborhoods with key community destinations, encouraging residents to bicycle instead of drive within the City.

The proposed Loop alignment also creates a connection between the Village Center and the New Albany Business Park. The 2014 New Albany Strategic Plan emphasized the importance of creating stronger connections between these two community assets in order to help draw the approximately 12,000 employees from the Business Park to the businesses in the Village Center. The Velo Loop accomplishes this recommendation.

SECTION 3: NEW ALBANY VELO LOOP

The New Albany Velo Loop Master Plan presents the proposed conceptual plan for the Velo Loop, highlighting the potential route and important components of the system. The Velo Loop Master Plan is a conceptual plan, and additional planning effort, such as a feasibility study, should be undertaken to better understand the requirements for implementing the Velo Loop vision.

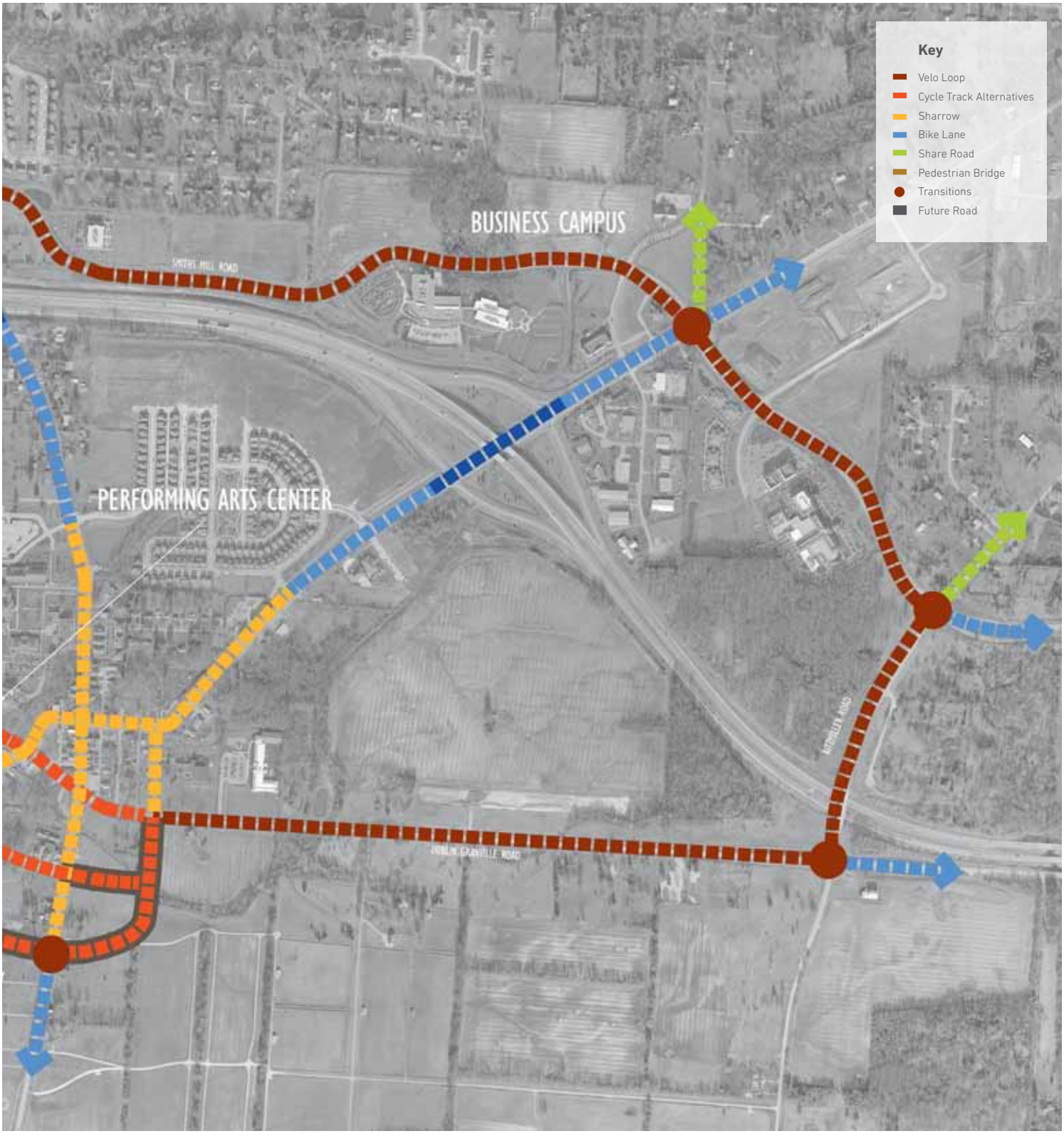
The Loop itself will consist of a two-way cycle track located along the existing and proposed road corridors. The type of cycle track that is appropriate for each location will depend on the existing and built environment in that area. Additional information on the potential cycle track typologies can be found on pages 28 to 32.

In order to make important community connections, the Velo Loop is proposed to bridge State Route 161 at three places. The two primary connections are at Kitzmiller Road and just east of New Albany Road, with a new pedestrian bridge. These contribute to the five mile loop route. A possible third connection could be made along the existing New Albany Road bridge. This would creating an additional leg of the Velo Loop, and provide connections to the retail centers located on either side of the interstate at New Albany Road. Extending the Velo Loop over the interstate will improve pedestrian and bicycle circulation within the city, and strengthening connections between the Business Park, New Albany neighborhoods, and the Village Center.

Through Market Square, there are several potential routes for the Velo Loop. It could run along Market Square, along Village Hall Road, or just north of Market Square along Dublin Granville Road. Additional studies will be needed to determine where a cycle track will most feasibly fit within the available right-of-way. Careful consideration should also be given to the design of the loop through this area due to its popularity for cyclists, pedestrians, and motorists.

Finally, careful consideration should be given to the transition points along the Loop. These intersections should implement bicycle intersection facilities identified on pages 20 and 21. This will allow the intersections to manage vehicular traffic as well as multiple on-street, off-street and cycle track bicycle facilities.

New Albany Velo Loop Master Plan


Key
Velo Loop
Cycle Track Alternatives
Sharrow
Bike Lane
Share Road
Pedestrian Bridge
Transitions
Future Road
BUSINESS CAMPUS
PERFORMING ARTS CENTER

SECTION 3: NEW ALBANY VELO LOOP

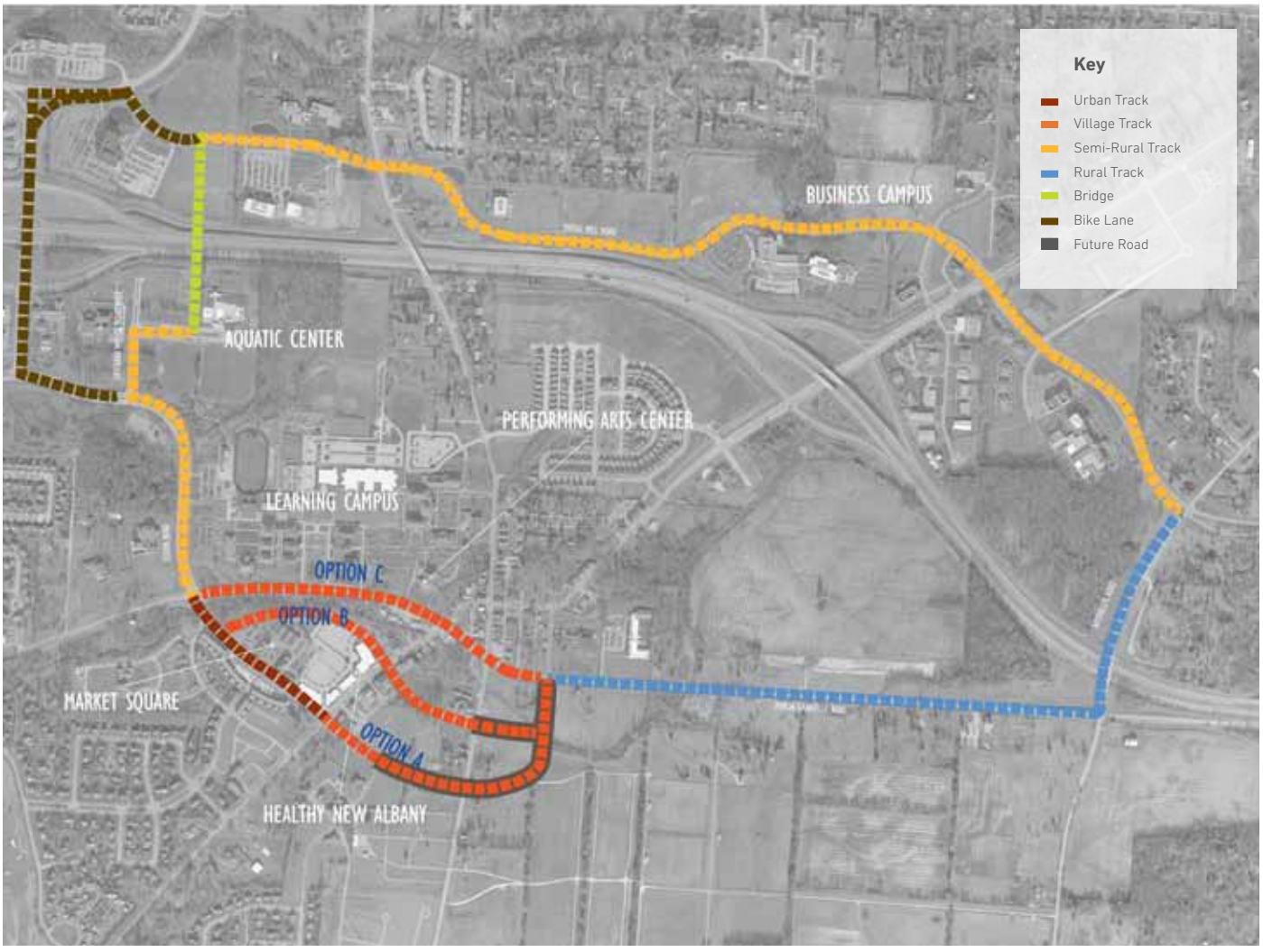
Velo Loop Character

The design of the Velo Loop should make it an easily identifiable feature, and speak to its role as a city gateway experience. The Loop's material should represent the high quality of design synonymous with the New Albany brand, and its overall aesthetics should complement and represent the existing character of the city.

Because the types of cycle track facilities that make up the New Albany Velo Loop will vary depending on the road corridor, it is important to establish an overall aesthetic look and character for the Loop. This can be done by introducing consistent design elements that tie the different cycle track facilities together into a single system. Such elements include distinct paving material to help distinguish the cycle track path from the asphalt pavement of the road, consistent material use, carefully designed and identifiable wayfinding and signage, and consistent landscaping elements when applicable.

Cycle Track Typologies

Generally speaking, the New Albany Velo Loop passes through four different types of corridor conditions within the city. These range from the highly built environment around the Village Center, to the highly pedestrian-oriented streetscape within Market Square, to the semi-rural areas around the Business Park, to the rural conditions along Dublin Granville Road. The type of cycle track condition that is appropriate



for each of these types of areas will vary. While additional studies will be needed to determine the specific design of the cycle tracks, general design considerations and characteristics can be identified. The following examines each type of cycle track condition in more detail.

The Village Track

The first condition to consider for the Velo Loop is the Village Cycle Track typology, found along the majority of the roads in the Village Center. The mostly built environment along the road corridors in this area creates a fixed amount of available right-of-way, within which the Velo Loop's cycle track must fit. This may mean that a landscaped buffer between the cycle track and motorist lanes is not able to be implemented, and instead bollards or narrow planters may be needed to separate cyclists from vehicular traffic. Consideration should be given to access points along this portion of the Velo Loop. With numerous popular community destinations within the Village Center, Loop users will be entering and exiting at various points. Access from the Loop to the Village Center should be intuitive and safe.

The Urban Track

While additional studies are needed to determine the exact alignment of the Velo Loop through the Village Center, one potential option is to have a portion of the Loop pass along Market Street. This typology would consist of an "urban cycle track" condition. Market Street is unique because it sees arguably the highest pedestrian activity in New Albany. This is due in large part to its access to Market Square. Therefore, should the Velo Loop be located along this street, additional consideration should be given to its design and implementation in order to accommodate Loop users and pedestrians in this area.

While additional studies will be needed to determine where to locate the cycle track along Market Street, the introduction of a cycle track into the built environment of this corridor could require an on-street parking lane to be removed. However this would in turn create a direct cyclist connection to the heart of the New Albany community.

Village Track Typology

Example of appropriate character for Village Track

Urban Track Typology

Example of appropriate character for Urban Track

SECTION 3: NEW ALBANY VELO LOOP

Semi-Rural Track

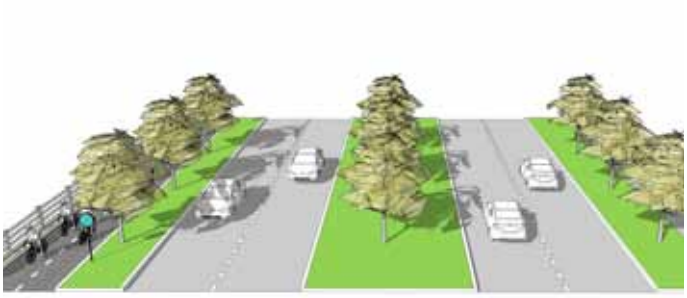
As the Velo Loop stretches through the Business Park and down along Fodor Road, the condition is more of a semi-rural road condition. These corridors have a larger setback, with generally more available right-of-way. This allows for more substantial landscape buffering between vehicular traffic and cyclists. Through these corridors, it is important to consider design elements that distinguish the cycle tracks from the leisure trails. This may require distinct signage and paving material.

Incorporating the Velo Loop through the Business Park is important to address traffic congestion issues along Walton Parkway and Smith's Mill Road. A study in Chicago found that introducing a cycle track along an important commuter road in the City increased bicycle traffic along that corridor by 55%. By increasing the number of employees that bicycle to work, the amount of vehicular traffic causing traffic congestion can decrease.

Rural Track

Generally, the cyclists that will be using the majority of New Albany's rural road corridors will be advanced cyclists on longer rides. While these types of cyclists generally prefer little to no type of on-street bicycle facility when they are in the rural condition, they have expressed the difficulty in transitioning from the more congested areas of New Albany to the rural areas. Therefore, introducing the "rural cycle track" typology along Dublin Granville Road and Kitzmiller Road will create a transition between these two conditions, as well as create opportunities for less advanced cyclists to ride along these corridors.

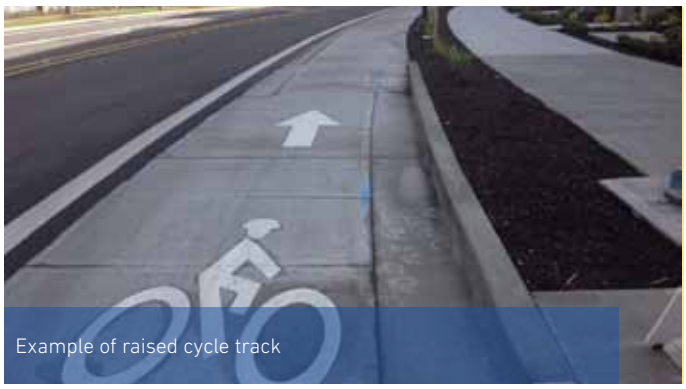
As the Velo Loop moves along Dublin Granville Road east, from Third Street in the Village Center to the rural conditions near Kitzmiller Road, a raised cycle track is proposed. This condition includes a cycle track at the same elevation of the road, with a mountable curb separating cyclists from vehicular traffic. This would provide cyclists with a bicycle-dedicated facility into or out of the Village Center to the rural road corridors. Once away from the congestion, cyclists could exit the Loop and continue on their ride or follow it north along Kitzmiller Road.



Semi Rural Track Typology

Example of appropriate character for Semi Rural Track

Rural Track Typology



Example of raised cycle track

Pedestrian Bridge

An important feature of the Velo Loop is the newly proposed pedestrian bridge over State Route 161. This connection is imperative to promoting connectivity in the City. A pedestrian bridge will allow cyclists and pedestrians to safely and easily move north and south through the City, and will work with two other proposed crossings to create important community connections in New Albany.

Bridge Location

While additional studies will be needed to determine the exact location of the pedestrian bridge, the Velo Loop Master Plan proposes placing it east of the New Albany Road interchange. This area is within the City of New Albany corporate boundary, making the construction of the Bridge more feasible. It also provides creates a connection across the interstate for the western portion of the City.

To complement the bridge on the west side of New Albany, new pedestrian accommodations are proposed along the Kitzmiller Road bridge on the east side of the city. Because of previous construction on this bridge, the new pedestrian and bicycle facilities may be added to the existing structure. They should however be separated from vehicular traffic, and additional studies should be done to determine how best to accommodate them on the structure.

A third connection along the existing New Albany Road bridge is proposed as an additional leg of the Velo Loop. This extension is important because it connects Loop users to the retail centers located both north and south of the interstate at New Albany Road. This will encourage additional commuter use of the Loop. It is important to note that this extension is located in the City of Columbus, meaning any construction of this of this segment will require coordination between the different jurisdictions.

Rider Type	Recommendation
New Albany Velo Loop	
	A Velo Loop feasibility study should be initiated in order to understand how to implement the vision of the Velo Loop.
	The New Albany Velo Loop should be implemented in phases, which should be prioritized based on feasibility and cost of construction.
	The overall character of the Velo Loop should complement and advance the high-quality design of New Albany, while being unique, in order to make it an identifiable feature for the City.
	The Velo Loop should include carefully designed, recognizable signage and wayfinding.
	The type of cycle track used for the Velo Loop should adapt and respond to the different road corridor typologies it is located within.
	The Velo loop should be identifiably distinct from the leisure trails, sidewalks and road in order for it to be used as bicycle-only facility.
	Special consideration should be given to any intersection where the Loop may cross the leisure trails.
	The Velo Loop should connect to important community destination as well as popular cycling hubs.
	The Velo Loop should be located along road corridors that provide important bicycle connections within New Albany.
Velo Loop Pedestrian Bridge	
	The potential for a pedestrian bridge over State Route 161 should be studied as part of the Velo Loop in order to better connect the northern portion of the City's population, and the Metro Park, with the amenities of the Village center, as well as to act as a freeway gateway to the community.
	Pedestrian and bicycle grant and funding opportunities should be researched to encourage the implementation of the Velo Loop and pedestrian bridge.

SECTION 4
CYCLING HUBS & AMENITIES

SECTION 4: CYCLING HUBS & AMENITIES

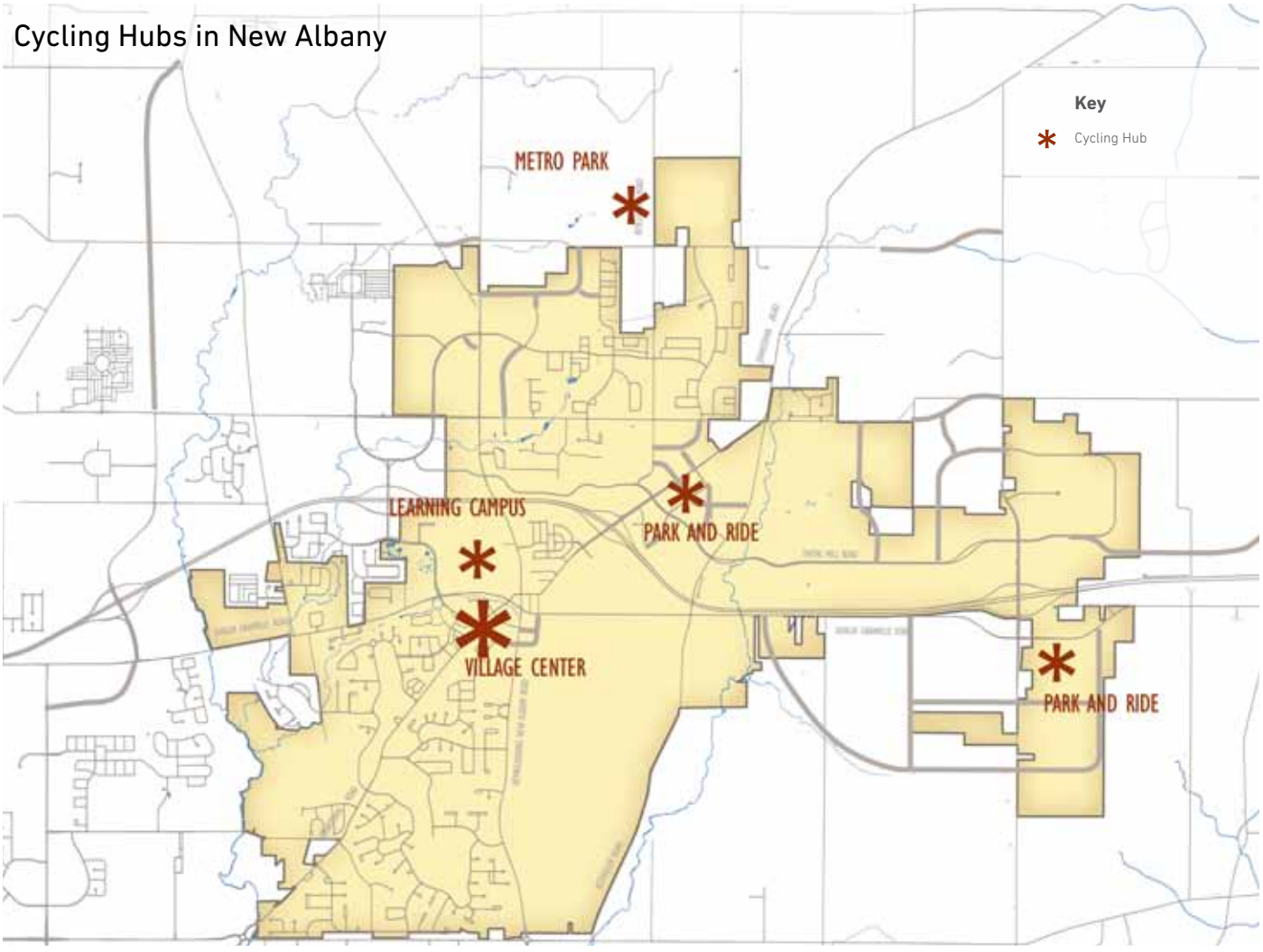
Cycling Amenities

To make New Albany a "cycling community," cycling needs to be integrated into all aspects of the city. This requires planning not only for bicycles as they travel along the roads, but also planning for what cyclists will need before, after, and during their rides. The following chapter examines in detail the types of amenities cyclists need when beginning and ending their rides. This includes physical facilities, such as bike racks and water refill stations, as well as other amenities that attract cyclists to a destination, such as shops, restaurants, and entertainment. By planning for the support of cyclists' rides, New Albany can become more bicycle friendly and make cycling a more convenient mode of transportation.

Bicycle Hubs

The objective of identifying cycling hubs in the City is to identify where amenities should be located to best serve the cycling community. Through discussions with the bicycle community, five key "cycling hubs" have been identified in New Albany. For the purposes of this plan, a cycling hub is defined as a designated gather place where cyclists begin and/or end their rides. The proposed New Albany cycling hubs are a combination of identified locations cyclists like to gather before and after their rides, as well as popular community destinations that should promote cyclist access. The five cycling hubs are:

Cycling Hubs in New Albany



1. Market Square
2. The Learning Campus
3. The Park and Ride on Beech Road
4. The Park and Ride at Forest Drive
5. The Metro Park/Bevelhymer Park

Of these hubs, Market Square should be prioritized as the primary cycling hub for the City. Already this is the most popular cycling hub because of the fact that it is easily identifiable, cyclists are able to access multiple routes, and the local restaurants provide the opportunity for cyclists to gather and relax before and after their rides. Having these restaurants that provide destination amenities is an important component of the Market Square cycling hub. With the completion of the Philip Heit Center for Healthy New Albany, cyclists' attraction to the Village Center will continue to grow.

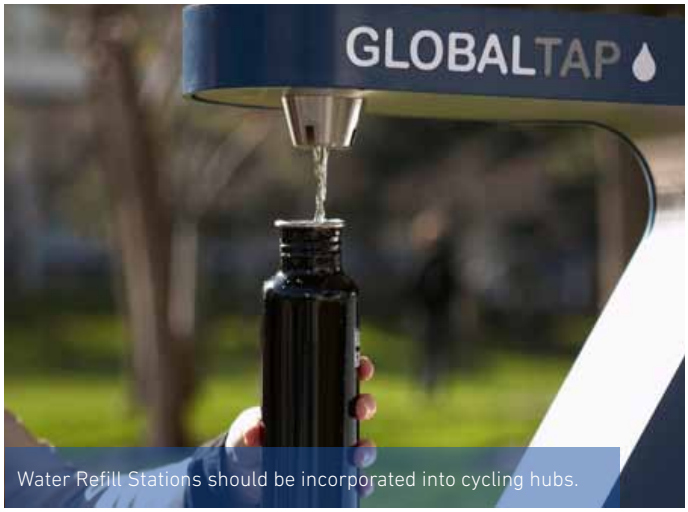
Therefore, efforts should be made to distinguish Market Square from the other cycling hubs in the City. The available restaurants and entertainment amenities included in the area will help differentiate it from the other cycling hubs which will not include such features. However additional efforts should be made, such as including more infrastructure amenities, special indication on any bicycle wayfinding or signage, and the inclusion of amenities that may only be present in the Village Center.

Infrastructure Amenities

The remainder of this section discusses the different types of bicycle and cyclist amenities that should be introduced into New Albany to support and encourage cycling in the City. The first type of amenity that should be considered for cyclists is infrastructure amenities. These are bicycle features that cyclists can physically use to assist them prepare themselves or their bikes either before, during or after rides. Infrastructure amenities should be introduced into the five identified New Albany cycling hubs. Such amenities include:

- Bike racks
- Water refill stations
- Public restrooms
- Bike fix-it stations
- Dedicated gather/staging space for group rides
- Bike lockers and shelters

Within the Market Square, additional numbers of these amenities should be included to accommodate the larger number of cyclists utilizing this hub. Additionally, the location and design of these features in Market Square will require special consideration and study. This is necessary in order to ensure cyclists and pedestrians are able to share the public space in Market Square. Today, a lack of adequate bicycle amenities creates conflicts between cyclists and their equipment and pedestrians in Market Square.



Water Refill Stations should be incorporated into cycling hubs.


Market Square is arguably the most popular cycling hub in New Albany.

SECTION 4: CYCLING HUBS & AMENITIES

Cycling Hubs

Therefore by strategically locating these amenities, Market Square can act as the primary cycling hub while still fostering other forms of pedestrian activity.

Providing the necessary infrastructure amenities in Market Square will also increasing bicycle accessibility to this location, and could contribute to the economic vitality of the Village Center. Recent studies, including one by Portland State University have shown that in general, cyclists stop more often and spend more money per trip at local establishments. The study found that over a month, cyclists stopped into local establishments more often than motorists, and spent $69 per visit, compared to the $40 per visit spent by motorists. Similarly, cyclists were found to have spent $106 more at local groceries than the $79 spent by motorists.

Commuter Amenities

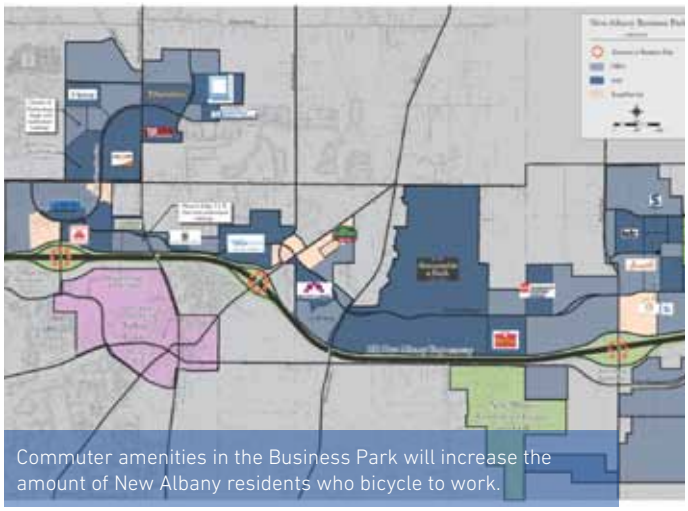
In addition to creating places for people to bicycle to and from, it is also important to use bicycle amenities to make cycling as easy and convenient as possible for New Albany residents. This will encourage more people to choose a bicycle over a car for daily trips, and increase the amount of bicycle trips per day in New Albany.

An important component of increasing daily trips is the impact it will have on increasing the amount of commuters in New Albany who bicycle to work. According to the 2012 American Community Survey, 29.1% of New Albany workers work in the city, however 0% of the City's workers commute to work by bicycle. With nearly a third of the city's workforce working in New Albany, there is a great opportunity to increase the amount of bicycle commuters. In addition to creating a complete bicycle network throughout the city, incorporating amenities into the New Albany Business Park, the largest employment center in New Albany, will encourage more residents to bicycle to work.

To make cycling to work as convenient as driving to work, businesses should be encouraged to invest in the type of amenities that appeal to commuter bicyclists. These include the infrastructure amenities such as bicycle parking. Having a safe, secure place to store bicycles while at work is important to encouraging workers to commute. Additional amenities may be needed in the workplace as well. These include employee shower rooms and lockers among others.

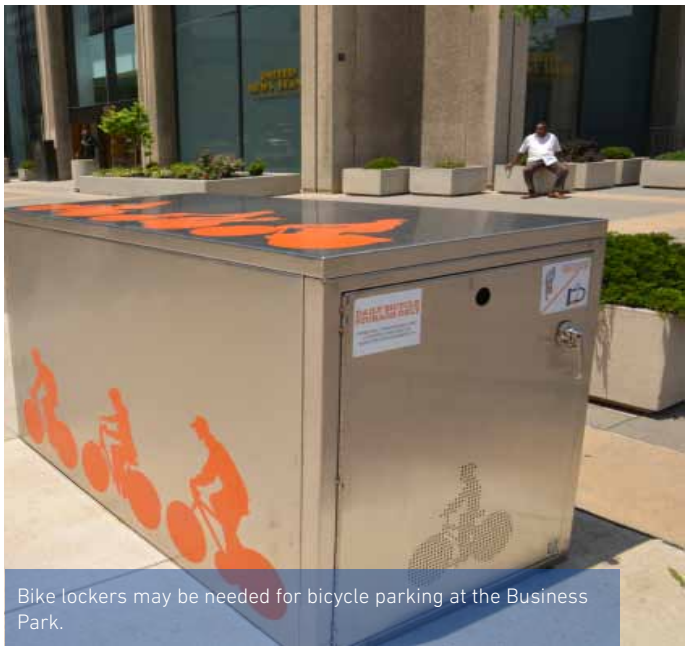
While these types of amenities may require an initial financial investment by the company, studies have found that encouraging employees to bicycle to work has multiple benefits for the employer. A study in the Netherlands found that in a survey of 1,236 people, employees that bicycled to work regularly were absent from work an average of 7.4 days a year, versus non-cyclist employee who were absent an average of 8.7 days a year. Additional employer benefits can also include decreased parking costs, increased employee productivity, and reduced health care costs.

Encouraging New Albany residents who live and work in the City to bicycle to work is an important way to integrate cycling in to the New Albany Community. By creating bicycle facilitates for employees, the City of New Albany can work with the Business Community to promote healthier lifestyle for its employees and residents. As part of this, the Bike New Albany plan proposes the goal of increasing the amount of commuters that bicycle to work in New Albany to 0.5% by 2020.



Commuter amenities in the Business Park will increase the amount of New Albany residents who bicycle to work.

Market Square is arguably the most popular cycling hub in New Albany.



Bike lockers may be needed for bicycle parking at the Business Park.

Rider Type	Recommendation
Cycling Hubs & Amenities Recommendations	
	Incorporate bike amenities such as fix-it stations, bike racks, and water refill stations in the Village Center.
	Carefully consider the location and design of bicycle amenities to ensure they meet the needs of cyclists.
	Incorporate bicycle amenities at the proposed cycling hubs within New Albany.
	Create a staging/gathering areas for cycling groups to use before and after their rides in the Village Center.
	Consider potential solutions to address the need for public restrooms in the Village Center.
	Increase bicycle parking at community destination locations, such as the Village Center, the Learning Campus, park and ride locations, and business campuses within the Business Park.
	Create amenities to accommodate cyclists traveling through New Albany as part of a regional or national ride, to strengthen New Albany's connection to regional trail networks.
	Study the potential need for long-term bicycle parking at the Village Center and New Albany Business Park.
	Work with businesses in the Business Park to encourage amenities in the workplace that will promote employees commuting to work by bicycle.

SECTION 5
SIGNAGE & WAYFINDING

SECTION 5: SIGNAGE & WAYFINDING

Bicycle Network Signage

Signage and wayfinding are important components to any successfully bicycle network. Signs inform users which bike route they are on, direct users along a route or toward popular community destinations, and provide important safety directions and information. As New Albany begins to incorporate on-street bicycle infrastructure, it is important to carefully consider and plan for the incorporation of signage to accompany these new facilities.

Sign Types

Generally speaking, there are four different types of bicycle signage. While each serve different purposes, they work together to create an intuitively navigable bicycle network. Therefore, it is important for New Albany to develop a comprehensive signage and wayfinding package that includes each of the following types of signs.

Directional Signs

The first type of sign in a bicycle network is the directional sign. These provide wayfinding information to cyclists along a bicycle network. They are therefore, very important. Directional signs typically include route information and arrows indicating which way cyclists should continue. They should be included along bicycle routes to confirm to cyclists the bicycle route the are on, as well as near intersections in order to indicate to cyclists where they need to go to remain on their route or to access another route. These signs should be incorporated along designated bicycle routes, such as the proposed US Bike Route 50, the bicycle connection to the new Metro Park, and within the Village Center. Appropriate additional locations may be identified as bicycle infrastructure is constructed.

Decision Signs

The second type of bicycle signage is the decision sign. These signs are located where two or more bicycle routes intersect. They list popular cycling or community destinations, along with directional information on which way to turn, or which route to take, to reach that destination. Often times the distance to that destination are included. Decision signs should be included at important bicycle junctions throughout New Albany. They should include popular destinations such as the Village Center, the Business Park, the Metro Park, and the future cycling hubs in New Albany.

Confirmation Signs

Confirmation signs are the third type of bicycle signs that should be incorporated into New Albany. These signs are located along designated bicycle routes, as well as roads with on-street bicycle facilities. Confirmation signs are important for two reasons. First, they can assure cyclists that they are on a bicycle route or within a designated bicycle facility. Second , these signs reinforce to motorists the legitimacy of cyclists to be on the road. Incorporating these signs repeatedly along bike routes and facilities along roads will strengthen the presence of cyclists along New Albany's road corridors.

Pavement Marking

In addition to the traditional signage, pavement markings can be used to help direct and inform cyclists. Pavement markings can take different forms. They may include a symbol painted or embedded within a bicycle facility. Or they may portray more information, such as intersection marking which, as discussed on page 21, help guide cyclists through complicated cyclist-motorist conditions. This helps to again reinforce the presence of cyclists along road corridors. Pavement markings should be incorporated as needed throughout New Albany.

All signage and wayfinding should represent the high standard of design established in the New Albany brand.

Sign Design

In order for a signage and wayfinding system to effectively support a New Albany bicycle network, it is important that each type of sign is properly installed. The signs should be strategically placed, depending on the type of sign. Signs should be easily legible to motorists and cyclists from their place of installation.

The design of all signage and wayfinding in New Albany is very important. A standard style should be established for all signs, and the design of each type of sign should be consistent throughout New Albany. This will reduce confusion that can result from varying sign designs. The only acceptable variation in an established signage design package is for the Velo Loop, which should have a unique and identifiable design that still relates to the design of the city-wide signage.

Additionally, signage and wayfinding design must represent the existing character and brand of New Albany. New Albany has previously established an existing high quality design and brand for its signage and wayfinding that contribute to the character and aesthetics of the City. Any new signage should present the same aesthetic character and quality of material. By designing a comprehensive bicycle signage and wayfinding package, the City of New Albany can ensure a design that is consistent, effectively communicative, and complimentary to the existing New Albany brand for all types of bicycle signage.

DIRECTIONAL SIGNS

DECISION SIGNS

CONFIRMATION SIGNS

PAVEMENT MARKINGS

Rider Type	Recommendation
Signage & Wayfinding Recommendations	
	Create a comprehensive bicycle signage and way-finding system that includes confirmation signs, turn signs, and decision signs in order to guide cyclists through the New Albany bicycle network.
	Create a bicycle network map for the city of New Albany that can be posted at popular cycling hubs, and is available to the public.
	Create unique, recognizable signage for the Velo Loop that identifies the route and provides directions to popular destinations along the Loop.
	Use signage along popular cycling roads to inform motorists of a high bicycle presence and the right of cyclists to the road.
	Incorporate pavement markings to reinforce wayfinding, raise awareness of cyclists to motorists, and help position cyclists within the travel lane.

SECTION 6
EDUCATION & POLICY

SECTION 6: EDUCATION & POLICY

Bicycle Education & Policy Advocacy

One of the most important ways to fully integrate cycling into New Albany is to provide bicycle-oriented educational opportunities for residents. This should include not only programs on safe cycling, but also programs for motorists on how to safely share the road with cyclists when driving. The following section highlights ways in which New Albany can promote bicycle-oriented education programs, as well as what types of policies the city should promote in order to support cycling in the community.

Educational Opportunities

Generally speaking, there are different types of riders bicycle-oriented educational programming should be directed toward. The first are cyclists who, although may be interested, are not fully comfortable cycling on roadways. These include primarily commuter and enthusiast cyclists. Creating educational programs that teach and interactively demonstrate how to bicycle on roads, both with on-street bicycle facilities and in conditions without, will further encourage these riders to ride on the streets. This is particularly important as the city begins implementing on-street bicycle facilities. Many residents may have never bicycled on a cycle track, bike lane, or on a road with a sharrow. Therefore, educational opportunities are important to make residents how to safely and properly use these facilities, as well as make them comfortable cycling on the road. This will help increase cycling as a means of transportation, and encourage higher ridership within the community.

Another important demographic to reach through educational programming are New Albany youths. Because a majority of this group doesn't have access to a car, bicycling is the dominant form of independent transportation. Teaching young riders how to properly and safely bicycle around New Albany will increase their comfort in cycling and using cycling as a means of transportation as they get older. To promote safe bicycling among youths, cycling elements should be introduced into Safety Town that emulate existing conditions in New Albany, such as roundabouts. This will encourage safe cycling for children starting at a young age. Educational programs should also be provided for older children. Examples may include community rides demonstrating how to bicycle to school, the Village Center, or other popular community destinations.

Educational programs should also be provided for more experienced riders. Because of their skill level however, type of cyclist will require different types of educational programming. These may include reminding cyclists how to safely ride alongside traffic, teaching cyclists how to bicycle around roundabouts, how to bicycle in large groups, or what other communities are doing to promote cycling. The city of New Albany should work with the cycling groups, that include many of the experienced riders, in order to reach a broader audience.

Finally, educational programming and outreach should be provided for the broader New Albany community, regardless of their involvement in cycling. These types of programs should include guidelines for sharing the road with cyclists, and how to drive with the new on-street bicycle facilities. Educating New Albany drivers is important to ensuring the safety and comfort of cyclists, and to creating a cycling community.

To provide these educational opportunities, the City should partner with bicycle advocacy groups that specialize in such programs. This can include local organizations as well as national. Different means of outreach should also be optimized, which may include interactive programs, guest speakers, and website material. Utilizing these tools will allow the City to reach a larger audience. Making residents more comfortable with cycling will increase the likelihood of newer cyclists making more rides, and creating safer riding conditions along the road.

Policy Opportunities

The city of New Albany should also support cycling through policy and advocacy efforts. To accomplish this, funding in the City's annual budget for bicycle facilities, maintenance, and programing. Allocating a portion of the annual budget will help ensure the implementation of the Bike New Albany plan, and will also provide for maintenance of any bicycle facilities that are constructed. This includes regular street cleaning and upkeep of popular New Albany cycling roads and on-

street bicycle facilities. This is extremely important to the safety and comfort of New Albany cyclists.

Additionally, it is important to increase awareness and understanding of the needs of the cycling community within the City. Therefore, a cycling advocate from the New Albany cycling community should be included on the New Albany Parks and Trails Advisory Board. This will help expand the Advisory Board's responsibilities to include on-street bicycling, in addition to it's focus on parks and leisure trails.

Finally, in an effort to make New Albany a "bicycle friendly community," the City should apply for the League of American Bicyclists' "Bicycle Friendly Community program. This national program recognizes cities, states, employers, and schools that create cities and campuses that promote bicycle as a means of transportation, recreation, and life style. This recognition will help promote New Albany nationally as a bicycling community and cycling destination.

Rider Type	Recommendation
Policy Recommendations	
	Advocate for the creation of a law requiring 3 feet of distance between cyclists and passing cars.
	Create a regular, scheduled street cleaning policy for primary cycling roads in New Albany
	Expand the Parks and Trails Advisory Board's responsibilities to include on-street bicycling, by including a member of the cycling community to the Parks and Trails Advisory Board membership.
	Apply for recognition as a "Bicycle Friendly Community" as part of the nationally recognized Bicycle-Friendly America program created by the League of American Bicyclists.
	The design of all on-street bike infrastructure facilities should complement the existing New Albany character.
	Preservation of the character of New Albany's corridors should be prioritized when deciding upon the appropriate type of on-street bicycle infrastructure to incorporate into the right-of-way.
	Ensure the installation of all on-street bike facilities contributes to a complete network that allows users to access all areas of New Albany.
	Any road improvements done with New Albany should consider the safety and accommodation of road cyclists.
	Ensure the design of all on-street bike infrastructure facilities complement the existing New Albany character.
	Encourage the Village Center to become the cycling hub of New Albany.
	Ensure the design of amenities coincides with the existing character of New Albany.
	Recognize the potential of retail and restaurant establishments as cycling amenities and attractions, and encourage cyclist patronage by providing easy access and bike accommodations.
	Ensure the design of any cycling signage advances and represents the New Albany brand.
Education Recommendations	
	Educate motorists on how to appropriately approach and pass cyclists on the roads.
	Investigate opportunities to educate the public on bicycle safety when riding on the roads.
	Establish a community ride program to educate residents how to safely cycle around New Albany. Potential rides include how to bike to school, how to ride from the neighborhoods to Healthy New Albany, and how to ride around a roundabout.
	Introduce pedestrian and bicycle roundabout education to New Albany Safety Town.
	Create a public bicycle educational program for adults to encourage new ridership.

SECTION 7
IMPLEMENTATION

SECTION 7: IMPLEMENTATION

Implementation

Bike New Albany Implementation

The following section presents an implementation strategy for the recommendations introduced throughout the Bike New Albany plan. These recommendations are divided into five topics, each representing a section of the Bike New Albany Plan. Together these topics illustrate the comprehensive approach undertaken for the bicycle master planning process. The five topics are:

1. Infrastructure

2. The Velo Loop

3. Cycling Hubs & Amenities

4. Signage & Wayfinding

5. Education & Policy

To the right of each recommendation are the different rider types which that recommendation will benefit. Originally introduced in the "Introduction" of the Bike New Albany Plan, these rider types represent the different types of cyclists in New Albany. These riders are:

ADVANCED RIDER
These are experienced riders that primarily ride on the city's roads.

ENTHUSIASTS
These are riders that like to take longer, faster rides; however may not be as comfortable riding on the streets yet.

COMMUTERS
These riders wish to bicycle to work or for errands, and will use either trails or roads to reach their destination.

LEISURE RIDERS & FAMILIES
These cyclists primarily ride on the leisure trails, and are not interested in riding on the roads.

To the left of each recommendation are the three goals of the Bike New Albany Plan. A dot indicates which goals that recommendation supports. These goals provide a framework for the development of the plan, and represent the type of bicycle community New Albany is working towards becoming. These goals are to:

- *Make New Albany a premier cycling destination in Central Ohio.*
- *Increase bicycle use within the city of New Albany for commuting and daily activities.*
- *Make New Albany a "cycling community" by increasing awareness of cycling and creating cycling education opportunities for the community.*

Finally, benchmark actions are included for each recommendation. These provide measurable action steps to implementing the Bike New Albany plan.

Accomplishing these actions will require coordination between the City, local cycling groups, and other key community players. However by implementing these actions, and therefore the recommendations of the Bike New Albany plan, New Albany can support and increase the role cycling plays in the community.

SECTION 7: IMPLEMENTATION

Rider Type	Recommendation	Make New Albany a Premier Cycling Destination
Off-Street Infrastructure Recommendations		
	Continue to address existing gaps in the City's Leisure Trails system in accordance with the New Albany Leisure Trail Priority Study.	
	Update the 2006 Leisure Trail Master Plan to continue to reflect the recent development and growth in New Albany, and to better guide the development of New Albany's leisure trail system.	●
	Complete the leisure trail loops identified in the Leisure Trail Master Plan.	
	Connect the leisure trails to the proposed New Albany Velo Loop pedestrian bridge across State Route 161, to allow the bridge to provide additional community connections.	
	Expand the leisure trail system to follow natural features, streams and green corridors.	●
	Incorporate amenities throughout the leisure trail system such as benches, water fountains, circuit training, etc.	
	Create gathering places with benches and other amenities adjacent to the trail to allow riders to pull off the path when needed. Consider placement of amenities within parks.	
	Make connections to existing parks in and around New Albany.	
Regional Connections Recommendations		
	Create on-street bike connections from the Village Center to nearby regional trail networks.	●
	Create appropriate signage and visual designation of US Bike Route 50 as it is planned through New Albany.	●
	Create connections between the proposed US Bike Route 50 and the Village Center to attract touring cyclists.	●
	Utilize US Bike Route 50 as an east-west connection between nearby regional trail networks.	
	Work with adjacent municipalities to implement signage and on-street facilities as part of the US Bike Route 50 between Westerville, New Albany, and Granville.	●
	Coordinate on-street facilities with adjacent municipalities.	●

Increase bicycle use within the city of New Albany	Make New Albany a "cycling community"	Benchmark Achievements
●		• Complete the "Safe Route to School" leisure trail gaps, as identified in the Leisure Trail Priority Study. • Complete 60% of the gaps identified in the Leisure Trail Priority Study within 5 years.
●		• Complete an update to the Leisure Trail Master Plan by the end of 2016.
●		• Create 1 miles of leisure trail connecting the existing system to the neighborhoods adjacent to New Albany within the next 5 years. • Create leisure trail connections over State Route 161 to connect the Business Park to the Village Center.
●	●	• Identify at least 2 potential grants to expand the leisure trails to the proposed pedestrian bridge.
●		• Complete .5 miles of leisure trail along New Albany's green corridors in the next three years.
●		• Incorporate 5 benches and 1 water fountains along the leisure trails within the next 5 years.
●		• Design and construct at least 2 places for leisure trail users to gather adjacent to the trails in the next 5 years.
●		
		• Consider regional connections when implementing the on-street infrastructure recommendations and policies. • Identify and apply for at least 2 funding opportunities to create connections from New Albany to regional trail networks.
●	●	• Implement signage and design designation of US Bike Route 50 in the next 5 years. • Identify and apply for at least 3 funding opportunities to help finance the creation of US Bike Route 50 through New Albany.
		• Consider and prioritize on-street infrastructure improvements between the Village Center and US Bike Roue 50. • Implement a signage and wayfinding system from US Bike Route 50 to the Village Center to guide touring cyclists to the Village Center.
●		
		• Establish regular communication with adjacent municipalities to discuss the development of US Bike Route 50 through and around New Albany.
●	●	• Along with adjacent municipalities, identify road corridors to continue on-street bicycle infrastructure on, past New Albany's corporate boundary. • Establish regular communication between the City and adjacent municipalities regarding the development of bicycle facilities. • Work with the City of Columbus to extend bicycle facilities east, along Dublin-Granville Road to connect to their proposed facilities within the corridor.

SECTION 7: IMPLEMENTATION

Rider Type	Recommendation	Make New Albany a Premier Cycling Destination
On-Street Infrastructure Recommendations		
	Conduct a city-wide bicycle count along New Albany's roads to understand how many daily trips are taken by bicycle, and along which roads they are taken. This information will provide important base-line information for achieving the goals identified in the Bike New Albany Plan.	
	Implement the construction of on-street bicycle facilities along existing and proposed roads in accordance with the Bike New Albany Master Plan.	●
	Utilize the On-Street Infrastructure Chart to determine appropriate bicycle infrastructure implementation for new roads.	
	Create a connection from the Village Center to the new Metro Park by installing a bike lane along State Route 605.	●
	Install bike lanes within the Business Park to encourage more employees to bicycle to work.	
Intersections and Transitions Recommendations		
	Study existing intersections in New Albany to identify where bicycle intersection infrastructure may be needed.	
	Evaluate the need to incorporate bicycle loop detectors to allow cyclists to trigger existing traffic signals at intersections in New Albany.	
	Utilize the "Intersection Infrastructure" chart found on page 21 to guide the implementation of appropriate bicycle intersection infrastructure.	
	Use signage, paving, and design to create clear, intuitive transitions between on-street and off-street bike facilities at points where the two intersect.	
	Evaluate best practices for incorporating cyclists into roundabout intersections.	●

Increase bicycle use within the city of New Albany	Make New Albany a "cycling community"	Benchmark Achievements
●	●	• Complete the city-wide bike count by 2016.
●	●	• Identify and apply for 2 funding opportunities a year to advance the construction of on-street bicycle facilities in accordance with the Master Plan.
●	●	• Construct 10 miles of on-street infrastructure in New Albany within the next 10 years.
●		• Construct a bike lane along State Route 605 to the Metro Park in the next five years. • Identify and apply for potential funding opportunities to create this connection.
●	●	• Increase the amount of residents that live and work in New Albany from 0% to 2.5% in the next three years.
●	●	• Create a prioritized list of intersections which need bicycle infrastructure in New Albany. Complete this study by 2016.
●	●	• Complete this study by 2016. • Complete installation of bicycle loop detectors, where necessary, in the next three years.
●	●	• Study the need to incorporate bicycle infrastructure into all newly constructed and renovated intersections.
	●	• Identify best practices for transitioning cyclists between on-street and off-street bicycle networks.
●	●	• Complete a study of best practices for incorporating cyclists into roundabouts in the next three years.

SECTION 7: IMPLEMENTATION

Rider Type	Recommendation	Make New Albany a Premier Cycling Destination
Velo Loop Recommendations		
	A Velo Loop feasibility study should be initiated in order to understand how to implement the vision of the Velo Loop.	●
	The New Albany Velo Loop should be implemented in phases, which should be prioritized based on feasibility and cost of construction.	●
	The overall character of the Velo Loop should complement and advance the high-quality design of New Albany, while being unique, in order to make it an identifiable feature for the City.	●
	The Velo Loop should include carefully designed, recognizable signage and wayfinding.	●
	The type of cycle track used for the Velo Loop should adapt and respond to the different road corridor typologies it is located within.	
	The Velo loop should be identifiably distinct from the leisure trails, sidewalks and road in order for it to be used as bicycle-only facility.	
	Special consideration should be given to any intersection where the Loop may cross the leisure trails.	
	The Velo Loop should connect to important community destination as well as popular cycling hubs.	●
	The Velo Loop should be located along road corridors that provide important bicycle connections within New Albany.	●
Velo Loop Bridge Recommendations		
	The potential for a pedestrian bridge over State Route 161 should be studied as part of the Velo Loop in order to better connect the northern portion of the City's population, and the Metro Park, with the amenities of the Village center, as well as to act as a freeway gateway to the community.	●
	Pedestrian and bicycle grant and funding opportunities should be researched to encourage the implementation of the Velo Loop and pedestrian bridge.	

Increase bicycle use within the city of New Albany	Make New Albany a "cycling community"	Benchmark Achievements
●	●	• Initiate this study in 2015.
●	●	• Investigate potential funding opportunities for the Velo Loop. Identify at least 2 funding opportunities in which to pursue.
	●	• As part of the feasibility study, create a brand for the Velo loop that represents the character portrayed in the Bike New Albany plan.
●	●	• Create a Velo Loop signage and wayfinding package as part of the design study of the Velo Loop.
●	●	• Identify as part of feasibility study.
●	●	
●	●	• Identify as part of feasibility study.
●	●	
●	●	• Identify as part of feasibility study.
●	●	• Evaluate the potential for and design of the pedestrian bridge as part of the Velo Loop feasibility study.
●	●	• Identify and apply for at least 2 funding opportunities for a pedestrian bridge.

SECTION 7: IMPLEMENTATION

Rider Type	Recommendation	Make New Albany a Premier Cycling Destination
Cycling Hubs & Amenities Recommendations		
	Incorporate bike amenities such as fix-it stations, bike racks, and water refill stations in the Village Center.	●
	Carefully consider the location and design of bicycle amenities to ensure they meet the needs of cyclists.	
	Incorporate bicycle amenities at the proposed cycling hubs within New Albany.	●
	Create a staging/gathering areas for cycling groups to use before and after their rides in the Village Center.	●
	Consider potential solutions to address the need for public restrooms in the Village Center.	●
	Increase bicycle parking at community destination locations, such as the Village Center, the Learning Campus, park and ride locations, and business campuses within the Business Park.	
	Create amenities to accommodate cyclists traveling through New Albany as part of a regional or national ride, to strengthen New Albany's connection to regional trail networks.	●
	Study the potential need for long-term bicycle parking at the Village Center and New Albany Business Park.	
	Work with businesses in the Business Park to encourage amenities in the workplace that will promote employees commuting to work by bicycle.	
Signage & Wayfinding Recommendations		
	Create a comprehensive bicycle signage and way-finding system that includes confirmation signs, turn signs, and decision signs in order to guide cyclists through the New Albany bicycle network.	●
	Create a bicycle network map for the city of New Albany that can be posted at popular cycling hubs, and is available to the public.	●
	Create unique, recognizable signage for the Velo Loop that identifies the route and provides directions to popular destinations along the Loop.	●
	Use signage along popular cycling roads to inform motorists of a high bicycle presence and the right of cyclists to the road.	
	Incorporate pavement markings to reinforce wayfinding, raise awareness of cyclists to motorists, and help position cyclists within the travel lane.	

Increase bicycle use within the city of New Albany	Make New Albany a "cycling community"	Benchmark Achievements
●	●	• Incorporate bike racks, water refill stations, and fix-it stations in the Village Center by 2016.
●		• With the installation of all amenities, conduct a design study to ensure the proper location and type of amenities.
●	●	• Incorporate amenities within the cycling hubs in the next three years.
●		• Construct staging area as part of future development in the Village Center.
	●	• Conduct study for potential public restrooms in the Village Center in the next three years.
●	●	• Identify the need for and potential locations of new bicycle parking at these locations in the next three years.
	●	• Incorporate amenities for regional cyclists in the next five years.
●	●	• Complete this study in the next three years.
●	●	• Create educational opportunities to inform businesses of the advantages of incorporating bicycle amenities into their work place. • Identify potential incentives to provide businesses for promoting bicycling to work.
●	●	• Complete in the next five years
●	●	• Create in the next three years. • Update each year.
●	●	• Complete as part of feasibility study.
●	●	• Installation after design of signage and wayfinding complete.
●	●	• Incorporate gradually over the next three years.

SECTION 7: IMPLEMENTATION

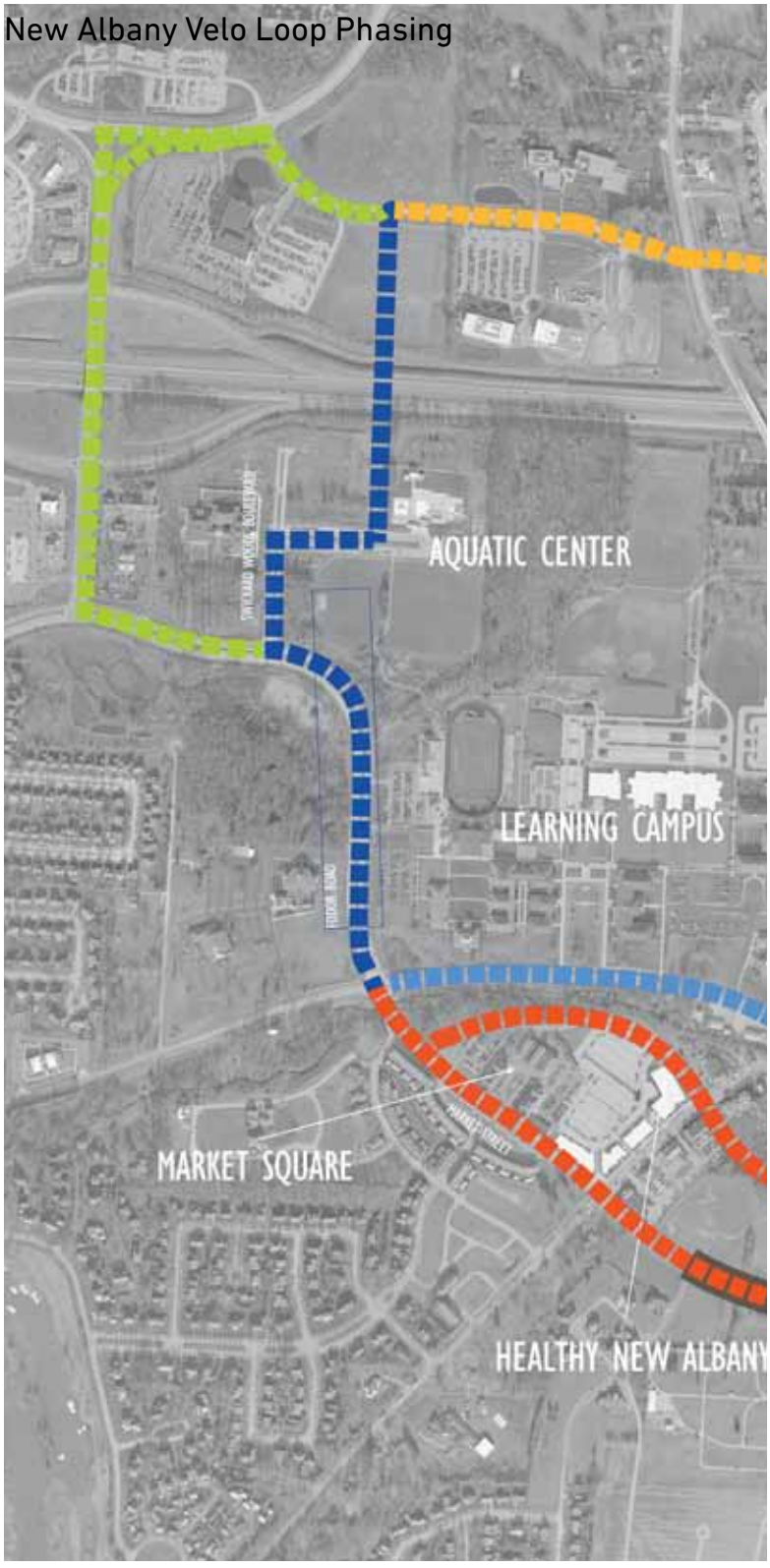
Rider Type	Recommendation	Make New Albany a Premier Cycling Destination
Policy Recommendations		
	Advocate for the creation of a law requiring 3 feet of distance between cyclists and passing cars.	●
	Create a regular, scheduled street cleaning policy for primary cycling roads in New Albany	●
	Expand the Parks and Trails Advisory Board's responsibilities to include on-street bicycling, by including a member of the cycling community to the Parks and Trails Advisory Board membership.	
	Apply for recognition as a "Bicycle Friendly Community" as part of the nationally recognized Bicycle-Friendly America program created by the League of American Bicyclists.	●
	The design of all on-street bike infrastructure facilities should complement the existing New Albany character.	●
	Preservation of the character of New Albany's corridors should be prioritized when deciding upon the appropriate type of on-street bicycle infrastructure to incorporate into the right-of-way.	●
	Ensure the installation of all on-street bike facilities contributes to a complete network that allows users to access all areas of New Albany.	
	Any road improvements done with New Albany should consider the safety and accommodation of road cyclists.	
	Ensure the design of all on-street bike infrastructure facilities complement the existing New Albany character.	●
	Encourage the Village Center to become the cycling hub of New Albany.	●
	Ensure the design of amenities coincides with the existing character of New Albany.	●
	Recognize the potential of retail and restaurant establishments as cycling amenities and attractions, and encourage cyclist patronage by providing easy access and bike accommodations.	●
	Ensure the design of any cycling signage advances and represents the New Albany brand.	●
Education Recommendations		
	Educate motorists on how to appropriately approach and pass cyclists on the roads.	
	Investigate opportunities to educate the public on bicycle safety when riding on the roads.	
	Establish a community ride program to educate residents how to safely cycle around New Albany. Potential rides include how to bike to school, how to ride from the neighborhoods to Healthy New Albany, and how to ride around a roundabout.	
	Introduce pedestrian and bicycle roundabout education to New Albany Safety Town.	
	Create a public bicycle educational program for adults to encourage new ridership.	

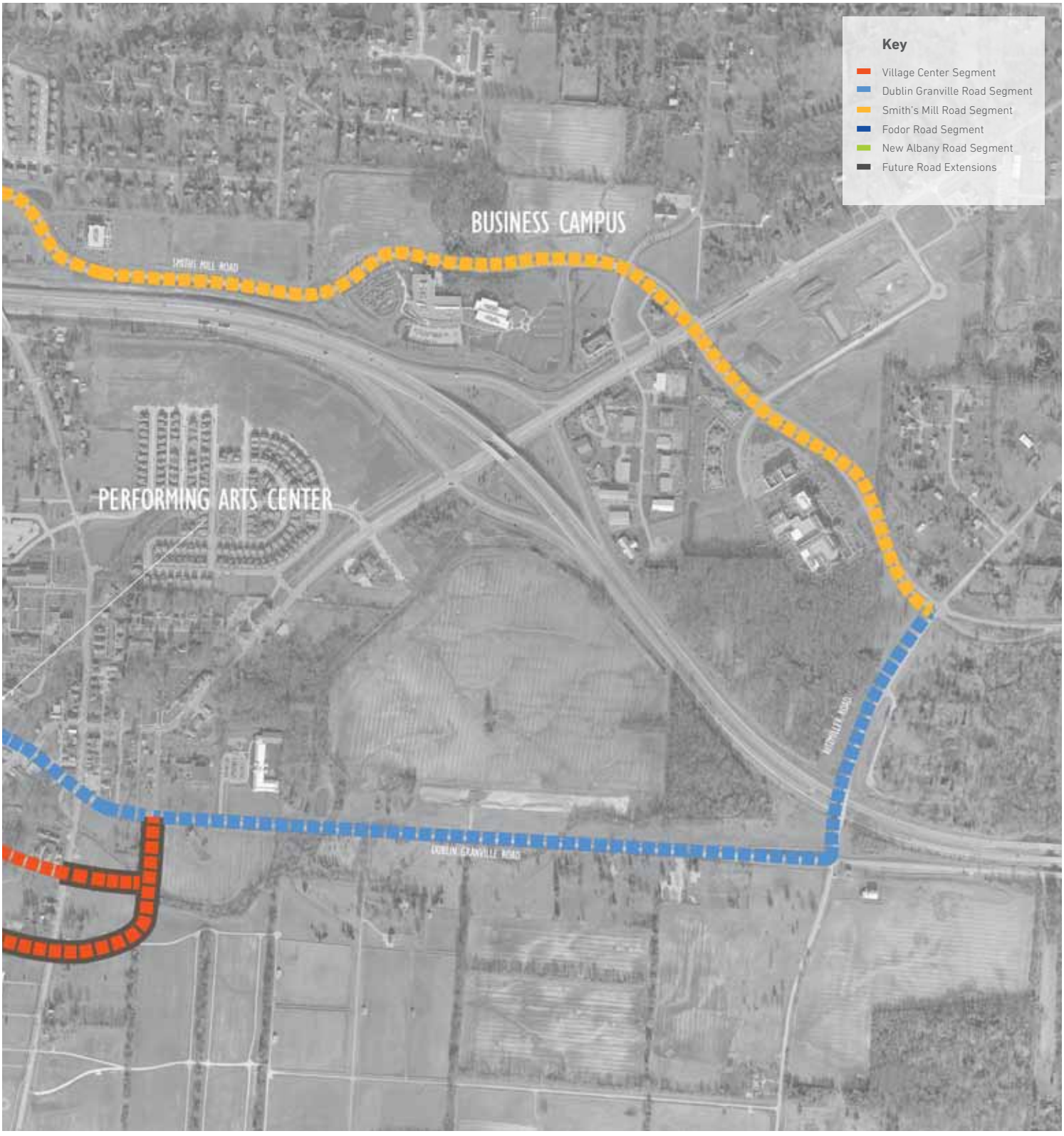
Increase bicycle use within the city of New Albany	Make New Albany a "cycling community"	Benchmark Achievements
	●	• Initiate study in the next year. • Investigate education opportunities on such a law.
	●	• Complete by 2016.
	●	• Introduce new member in 2015.
●	●	• Apply in 2015. • Re-apply for improved status every two years.
	●	
	●	
●	●	• Increase the use of bike transportation for trips of 3 miles or less by 4%.
●	●	
	●	
●	●	• All bicycle improvements should consider the Village Center and connections to it.
	●	
	●	
	●	
●	●	• Host at least one bicycle educational program a year aimed towards motorists . • Consider the potential to partner with bicycle advocacy groups for educational programs. • Introduce an educational component on the City's website.
●	●	• Consider the potential to partner with bicycle advocacy groups for educational programs.
●	●	• Begin in 2015.
	●	• Introduce in the next two years.
●	●	• Work with local bicycle groups to begin this program in the next year. • Increase the amount of new riders comfortable cycling on the road by 3% in two years.

SECTION 7: IMPLEMENTATION

Generally speaking, there are five segments that comprise the proposed five mile New Albany Velo Loop. These are the Village Center, Dublin Granville Road, Smith's Mill Road, Fodor Road, and the New Albany Road segments. Each of these portions can be implemented at different times, allowing for a phased approach to the development of the Loop. The order in which these segments are constructed will be determined by future development patterns and cyclist and pedestrian demands. Based on existing conditions, however, the Dublin Granville Road segment is the most feasible to be constructed first. This is beause the city of New Albany already owns property on either side of the road, and the wide setbacks, which are characteristic of rural road corridors, allow for enough right-of-way to incorporate the additional pavement needed for the cycle track. Before any segment can be constructed however, a feasibility study should be conducted in order to determine the exact alignment, design, and implementation of the New Albany Velo Loop.

New Albany Velo Loop Phasing




Key
Village Center Segment
Dublin Granville Road Segment
Smith's Mill Road Segment
Fodor Road Segment
New Albany Road Segment
Future Road Extensions
BUSINESS CAMPUS
PERFORMING ARTS CENTER


BIKE NEW ALBANY