
CROSSWALK
STOP ON RED
PROCEED ON
FLASHING RED
WHEN CLEAR
WORTHINGTON JEWELERS
692

Mobility and Connectivity

Mobility and connectivity shape how people experience Worthington as a place to live, work, and gather. In this plan, mobility represents the freedom for people of all ages and abilities to move comfortably and safely using a range of transportation options, while connectivity reflects how well streets, sidewalks, trails, and transit come together to link neighborhoods, destinations, and the region. Together, they create a transportation system that invites walking and biking, supports local life, strengthens community relationships, and ensures Worthington remains an accessible and welcoming city for everyone.

This chapter establishes a framework for a balanced and connected transportation system that serves all users. It builds on the City's existing network while responding to evolving travel patterns, development trends, and community priorities. Through a context-based approach and street typologies, the plan aligns roadway design with surrounding land uses and desired character, moving away from one-size-fits-all solutions toward streets that reflect their unique settings.

The chapter also identifies four strategic priorities each with supporting implementation actions to guide future transportation decisions and investments.

STRATEGIC PRIORITY 6. Adopt and Implement the Updated Thoroughfare Plan

STRATEGIC PRIORITY 7. Advance Active Transportation as a Core Network

STRATEGIC PRIORITY 8. Prioritize and Plan Complete Streets Studies & Safety Improvements

STRATEGIC PRIORITY 9. Coordinate and Advocate for Transit Improvements

These recommendations emphasize safety, expanded active transportation options, stronger transit connections, and closer coordination between land use and transportation planning. Together, they provide a clear path for evolving Worthington's transportation network in a way that enhances connectivity, supports a high quality of life, and reflects the community's long-term vision.

CHAPTER ORGANIZATION

- Thoroughfare Plan
- Context Classification
- Street Typologies
- Strategic Priorities

Context

Throughout the Worthington Together process, the City's transportation system was assessed through data analysis, insights from targeted stakeholders and the general public, as well as review of recent plans and studies completed.

THEMES FROM PUBLIC INPUT

During the first round of public input, participants were asked to identify on a map where they saw opportunities in the city for Housing, Transportation, Commercial Centers and Corridors, or Placemaking and Quality of Life. The most common themes across Transportatioon places marked were:

- Improving pedestrian safety and connectivity through new sidewalks, crosswalks, and walkability investments
- Addressing problem intersections, bridges, and road segments where improvements are needed to ease congestion, improve safety, or modernize infrastructure
- Expanding bike lanes, paths, and bicycle connectivity throughout the community
- Strengthening COTA service and better integrating transit into the City's transportation network
- Addressing traffic congestion, speeding, and the need for traffic calming on local streets

DEFINITIONS AND TERMS

Functional Classification. A system to categorize roadways based on their role in the transportation network, ranging from arterials focused on moving vehicles to local roads that prioritize access to adjacent properties.

Context Classification. A system to categorize roadways based on surrounding land use, character, building types, lot dimensions, and density, which inform the design needs of that roadway.

Right-of-Way (ROW). The land used for a road and the public areas alongside it, including sidewalks and utilities, owned and maintained by a public agency. ROW width is measured equally from the centerline in both directions.

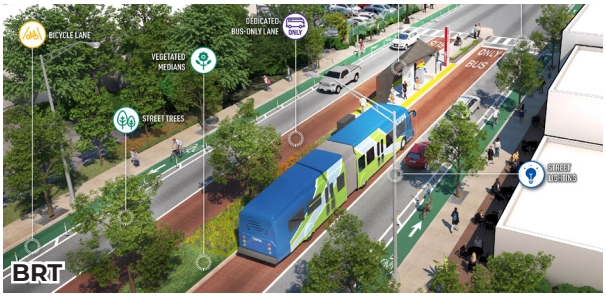
Typical Section. A cross-sectional diagram of a roadway showing the standard layout and widths of each element: lanes, curbs, sidewalks, and so on.

Access Management. Regulation of vehicular access to land adjacent to roadways, including limits on driveways, medians, turn lanes, and intersections.

Street Typology. A system for classifying streets based on form or character rather than traffic volume. Examples include Boulevard and Avenue.

Design Speed. The speed used to determine a roadway's geometric features, which should be close to or slightly above the posted speed limit to ensure safe travel speeds.

Mid-Block Crossings. Designated pedestrian or bicycle crossings located between intersections.



Pedestrian Hybrid Beacon (PHB). A traffic control device at mid-block crossings or uncontrolled intersections that stops vehicular traffic to allow pedestrians to cross. Also known as a HAWK beacon.

Rectangular Rapid Flashing Beacon (RRFB). Yellow flashing lights at a crosswalk, activated by button, that alert drivers to a pedestrian intending to cross.

Shared Use Path. A two-way path for bicyclists, pedestrians, and other low-speed users, either alongside a roadway or separate from it. Also referred to as trails, greenways, or multi-use paths.

Separated Bike Lane. A bike lane physically separated from vehicular travel lanes or parking by vertical barriers such as a raised median, curb, or bollards.

Buffered Bike Lane. A painted bike lane paired with a striped buffer zone, without physical vertical barriers between the bike lane and travel lane.

Sharrow. A shared lane marked with pavement symbols and signage to alert drivers to the presence of bicycle traffic.

Bus Bulb. A curb extension that allows a bus to pick up passengers without pulling away from the travel lane.

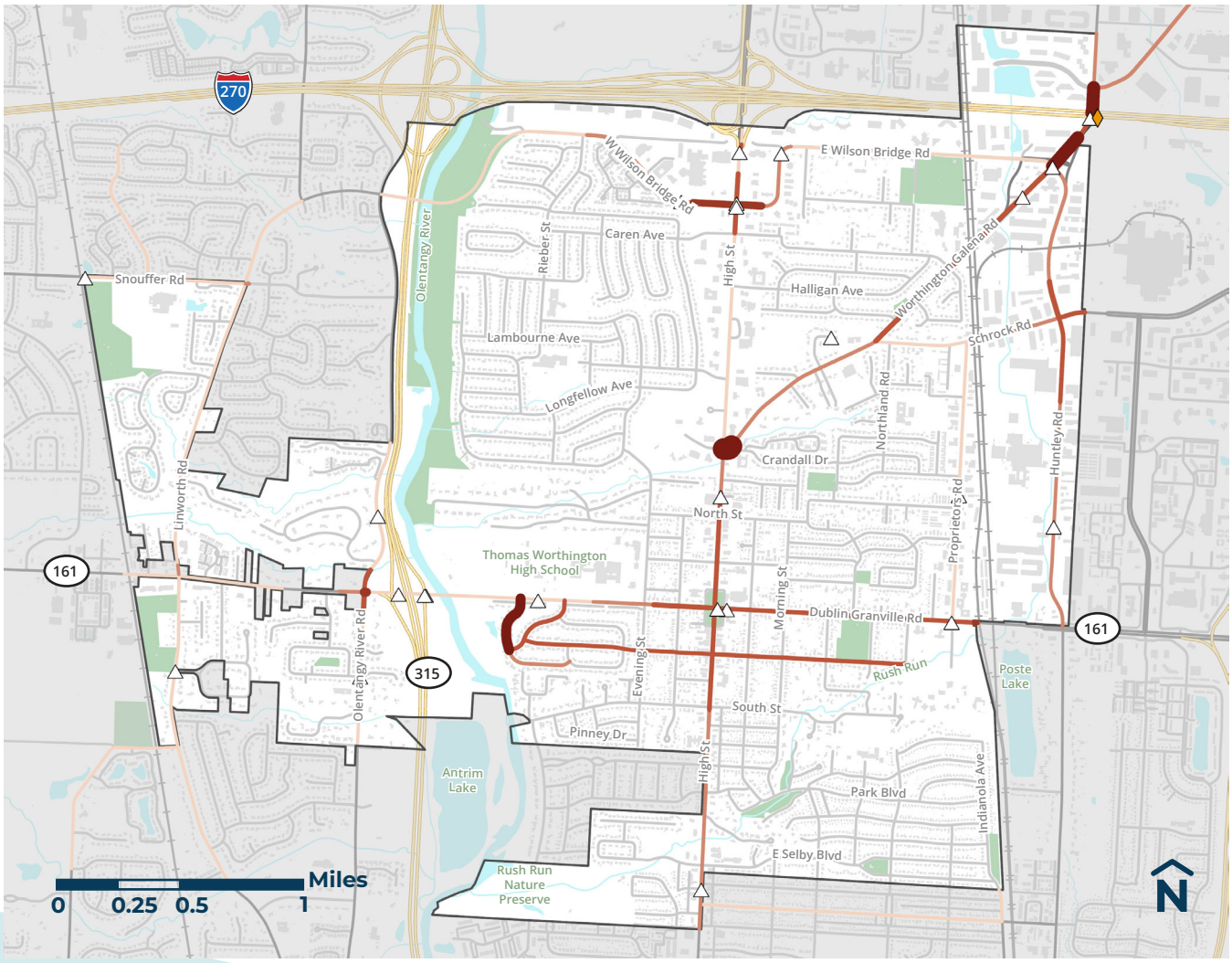
Complete Streets. Streets designed and operated to enable safe use by all users of all ages and abilities, whether drivers, pedestrians, or bicyclists.

Bus Rapid Transit (BRT). A high-capacity, high-frequency bus service using dedicated lanes, signal priority, and off-board fare payment to provide faster, more reliable transit. COTA is developing multiple BRT routes through the LinkUS initiative.

CRASH TRENDS

Crash data from 2019 to 2023 was collected and analyzed to determine areas with a high rate of crashes and/or more severe crashes. There were 1,062 crashes in the City of Worthington from 2019 to 2023, and of those crashes, 24 of them caused serious injuries and 1 crash caused a fatality. The below map shows the locations of these fatal and serious injury crashes along with crash rate. Crash rate shows where crashes are occuring disproportionately based on that roadway's traffic volume.

Several intersections have a high crash rate including: High & Worthington-Galena, High & Wilson Bridge, and Schrock & Huntley. Huntley & Wilson Bridge is also highlighted but this data is from before its reconfiguration.

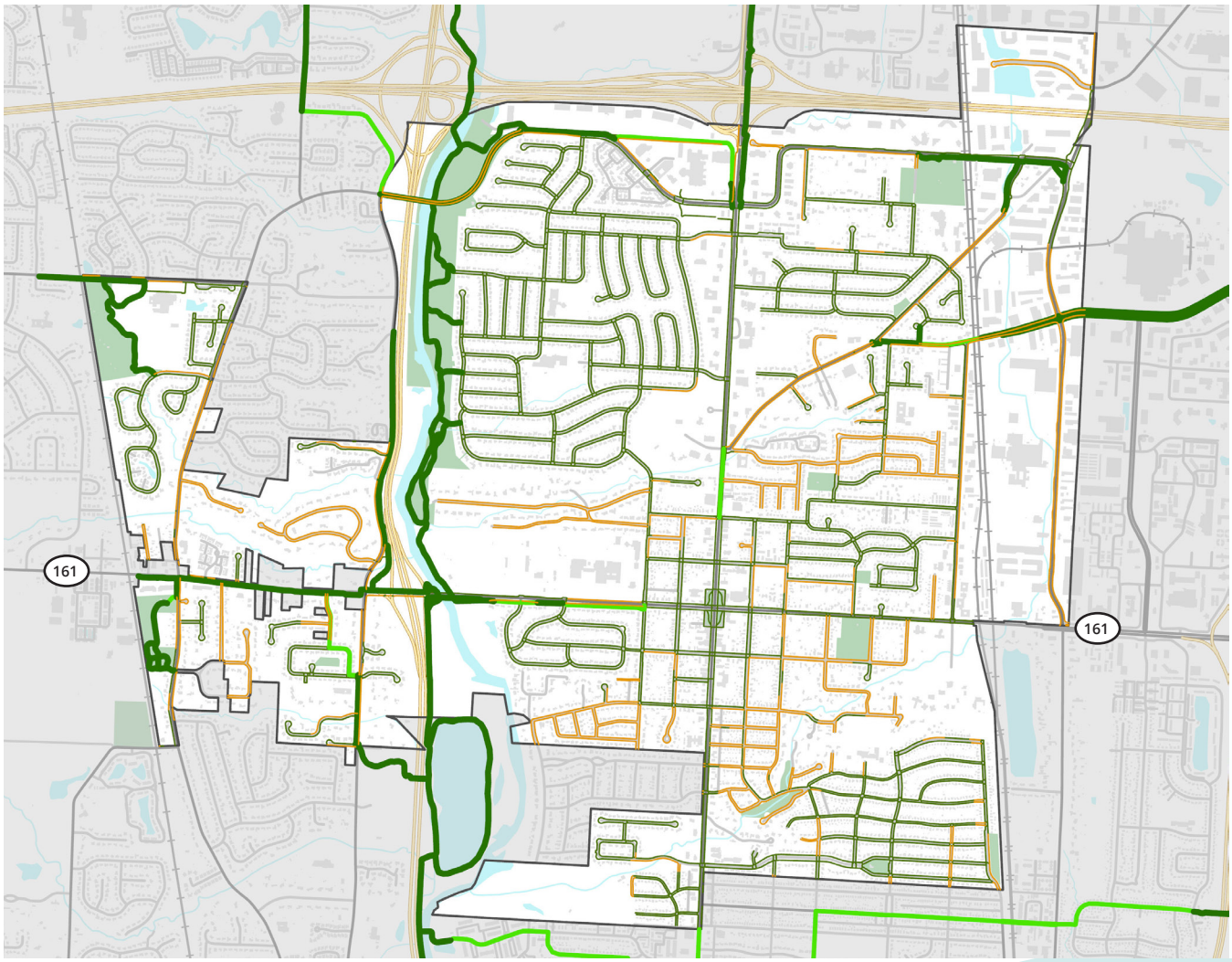


ACTIVE TRANSPORTATION NETWORK & GAPS

An active transportation network is a city's system of sidewalks, shared use paths, bike lanes, and any other bicycle or pedestrian infrastructure. The below map shows the existing network as well as areas with sidewalk gaps. These include where sidewalks only exist on one side of the road as well as those areas that entirely lack sidewalks.

Active Transportation

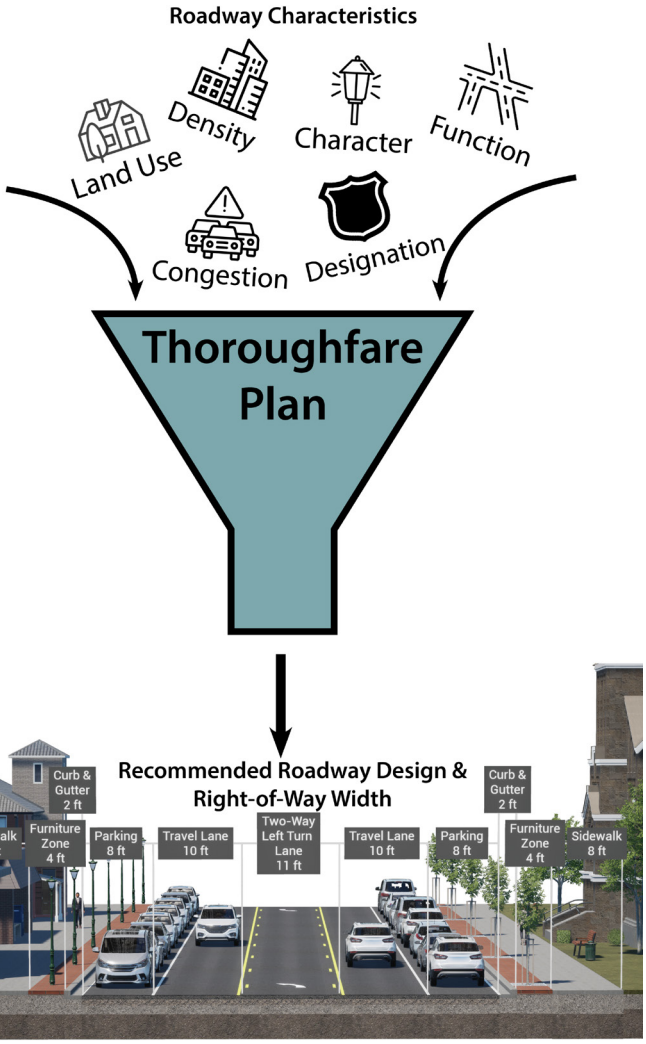
- Shared Use Path, Trail, or Bike Lane
- Sharrow or Signed Route
- Sidewalk
- Sidewalk Gap or Missing Sidewalk



THOROUGHFARE PLAN APPROACH

A thoroughfare plan establishes standards for right-of-way width and roadway design to guide development, maintenance, and improvement of the City's transportation network. The basis of the thoroughfare plan is a classification system. Every public road in the City is categorized according to this system to determine its right-of-way width, lane configuration, multimodal accommodations and more. When adopted into City code, the thoroughfare plan ensures the City's transportation infrastructure evolves in a way that is consistent, connected, and aligned with the community's overall vision.

A comprehensive plan update provides an ideal opportunity to update a City's thoroughfare plan. The thoroughfare plan update ensures changes to land use, urban design, and other recommendations in this document are supported by and harmonious with the future roadway network. The update is also an opportunity to reflect changes in transportation preferences and best practices in transportation planning.

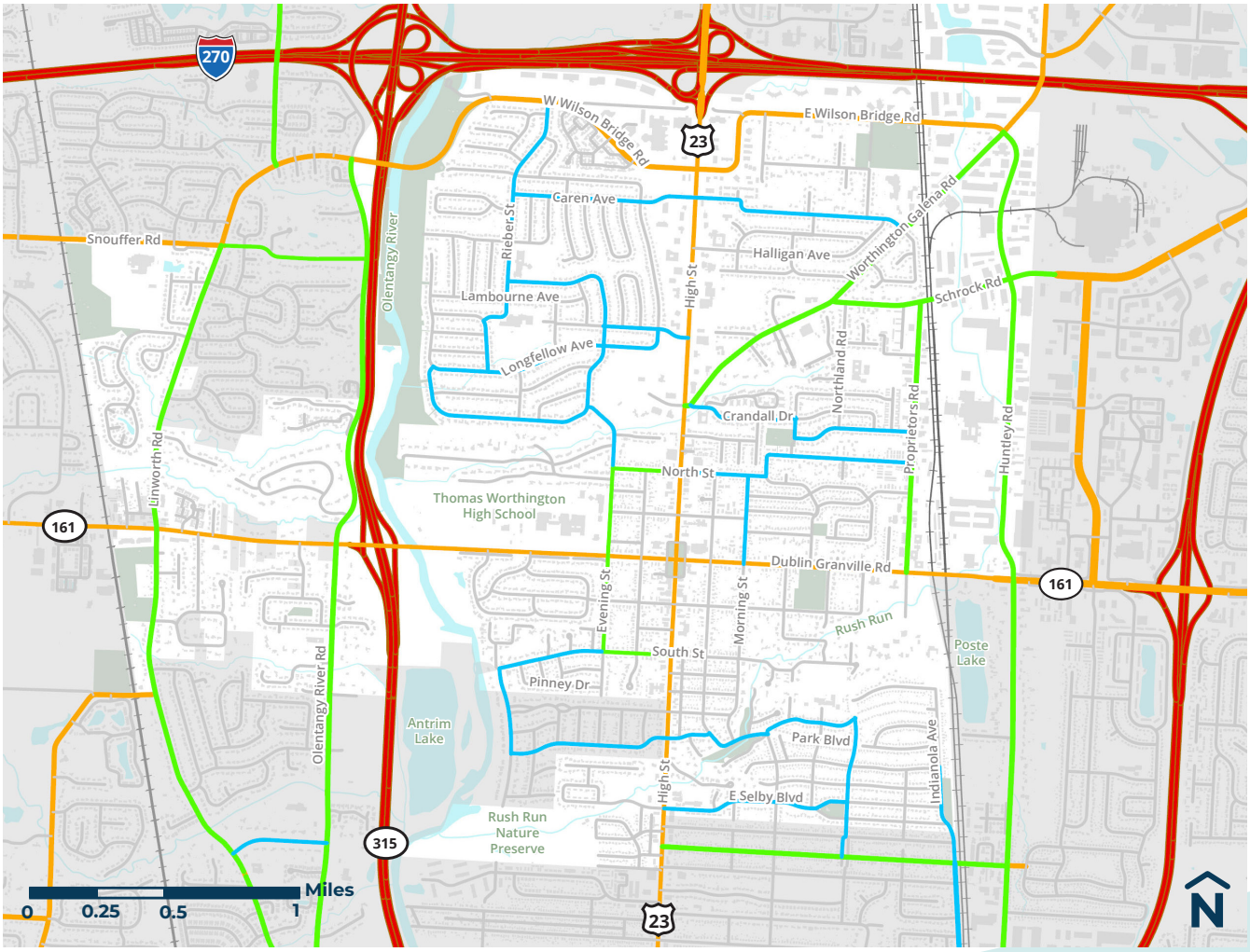


2005 THOROUGHFARE PLAN

The current Thoroughfare Plan for the City of Worthington was adopted in 2005. The Plan designates five main roadway classifications: Freeways, Regional Thoroughfares, Local Thoroughfares, Neighborhood Collectors, and Minor Access Streets. The roadway classification is based on the traditional functional classification approach (arterials, collectors, local roads) but adapted to the City's needs. As part of City code, the thoroughfare plan's right-of-way (ROW) widths are used to determine the amount of right-of-way to be maintained during the platting and development process. In addition, these roadway classifications are referenced in the City's zoning code where they inform width of setbacks, street access, and more.

2005 Roadway Classifications
(Min. ROW Width)

- Freeway - 200 feet
- Regional Thoroughfares - 80 feet
- Local Thoroughfares - 80 feet
- Neighborhood Collectors - 50 feet
- Minor Access Streets - 50 feet



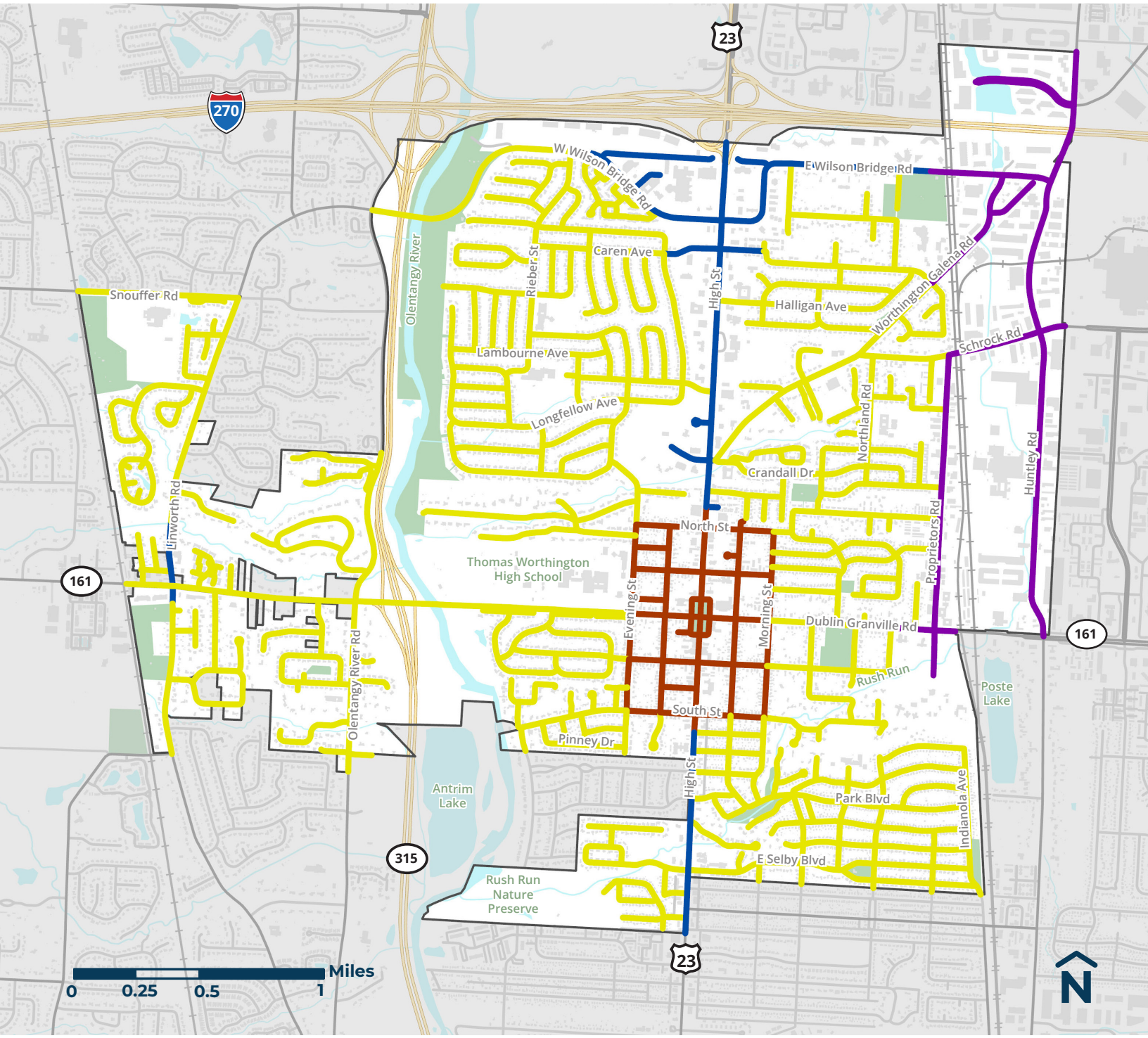
Context Classification

The 2005 Thoroughfare Plan defined roadways largely according to their functional classification. However, functional classification only addresses a roadway's role in the vehicular transportation network and it does not account for other critical factors that shape a roadway, such as adjacent land uses, development patterns, and historic character. Collectively, these factors define a roadway's context and form the basis of this plan's context classification system.

By incorporating context, roadway design can better reflect local conditions, aligning cross-sections, multimodal accommodations, and streetscape features with community priorities. For instance, a context-based approach distinguishes High Street in Old Worthington from other segments of High Street, allowing for more tailored and appropriate design solutions.

The contexts identified for Worthington are based on the future character recommendations in this comprehensive plan. The thirteen categories were grouped into four contexts: Residential, Old Worthington, Mixed Use, and Innovation. This grouping is because contexts are focused on broader shifts in land use and development rather than parcel-level distinctions. These four contexts were then assigned to every street in the roadway network.

Contexts	Future Character
Residential	Residential, Large-Lot Residential, Suburban Residential, Attached Institutional Campus Parks and Open Space
Old Worthington	Residential, Old Worthington Old Worthington Core
Mixed Use	Corridor Mixed Use Wilson Bridge Mixed Use Corridor Transition Rush Run Mixed Use
Innovation	Forge Fields Mixed Use Forge Fields Flex



Context Classification Map

- Residential
- Old Worthington
- Mixed Use
- Innovation

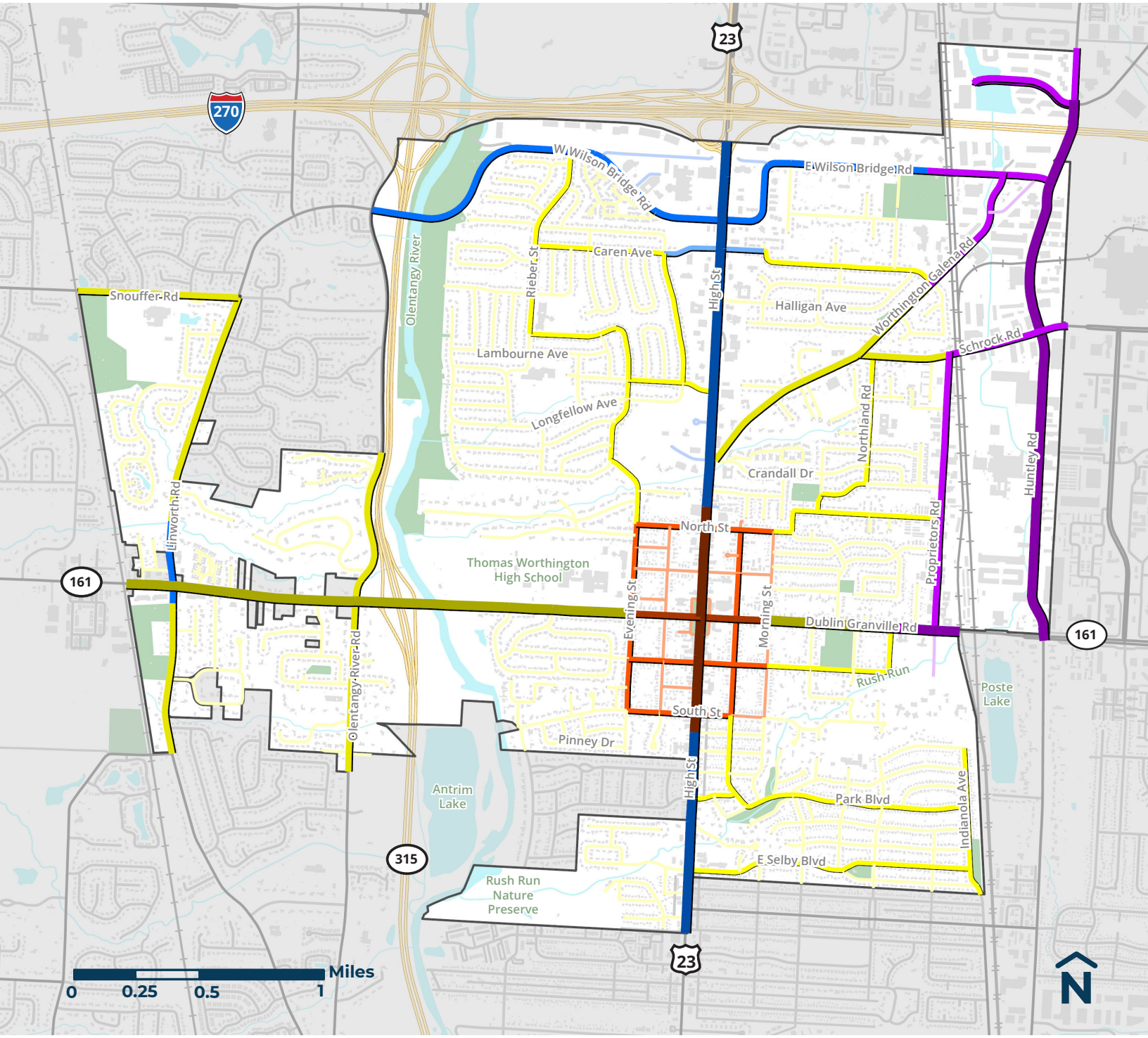
Street Typology

Street typologies, along with context, govern the selection of a thoroughfare's design elements and physical configuration. Street typologies allow roadways to be further distinguished from others within the same context based on their intended function, scale, and character. Typologies acknowledge that not all streets serving the same context should look or operate the same.

For example, some roadways may prioritize regional mobility and higher traffic volumes, while others emphasize local access, walkability, and placemaking. Street typologies provide a more nuanced framework for thoroughfare design than context or functional classification alone.

The thoroughfare network was categorized into four typologies: Boulevard, Avenue, Neighborhood Connector, and Street. These typologies do not have any connection to street suffixes such as boulevard, street, drive, or avenue.

Street Typology	Description
Boulevard	Walkable, low-speed thoroughfares, functionally classified as either Major Arterials or Minor Arterials depending on the context. They typically have three to five travel lanes. These roads are designed to accommodate both local traffic, pedestrians, and bicyclists, and high ridership transit corridors. Boulevards provide connectivity and provide vehicle mobility for long to moderate length trips. They are the primary routes for goods movement and emergency response routes.
Avenue	Avenues are low-to-medium speed walkable roadways that generally have two to four travel lanes. They provide vehicle mobility for moderate to short trips, while offering primary pedestrian and bicycle routes. They are classified as either Minor Arterial or Collector roads. Avenues provide connections between the arterial network and local roads and provide access to abutting local development is a main function.
Neighborhood Connector	Neighborhood Connectors are functionally classified as local roads but they distribute traffic throughout the neighborhoods and connect to higher-capacity avenues and boulevards. They are low-speed and typically two travel lanes and provide access to adjacent parcels but carry higher volumes of traffic than streets.
Street	Streets are categorized as low-speed, walkable roadways which primarily function to provide access to adjacent land for local vehicle, pedestrian, or bicycle traffic. Streets are designed to connect residential areas with other neighborhoods and may also offer connections to the arterial network. Streets are functionally classified as local roads and typically have two travel lanes. In urban contexts, streets include alleyways and private roads.



Context Classification Map

Residential	Old Worthington	Mixed Use	Innovation
Boulevard	Boulevard	Boulevard	Boulevard
Avenue	Avenue	Avenue	Avenue
Neighborhood Connector	Neighborhood Connector	Neighborhood Connector	Street
Street	Street	Street	

Residential Boulevard

Residential Boulevards are walkable, low-speed thoroughfares, functionally classified as arterials in the Residential context. These roads are designed to accommodate both local traffic, pedestrians, and bicyclists, and high ridership transit corridors. These roadways prioritize greenspace and traffic calming to enhance residential safety.

Notable Examples

W Dublin Granville Rd

E Dublin Granville Rd

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
70' minimum
90' maximum

Lane Width
10' - 12'

Design Speed
35 Mph

Travel Lanes
2

Median/Two-Way Left Turn Lane
11' - 14'

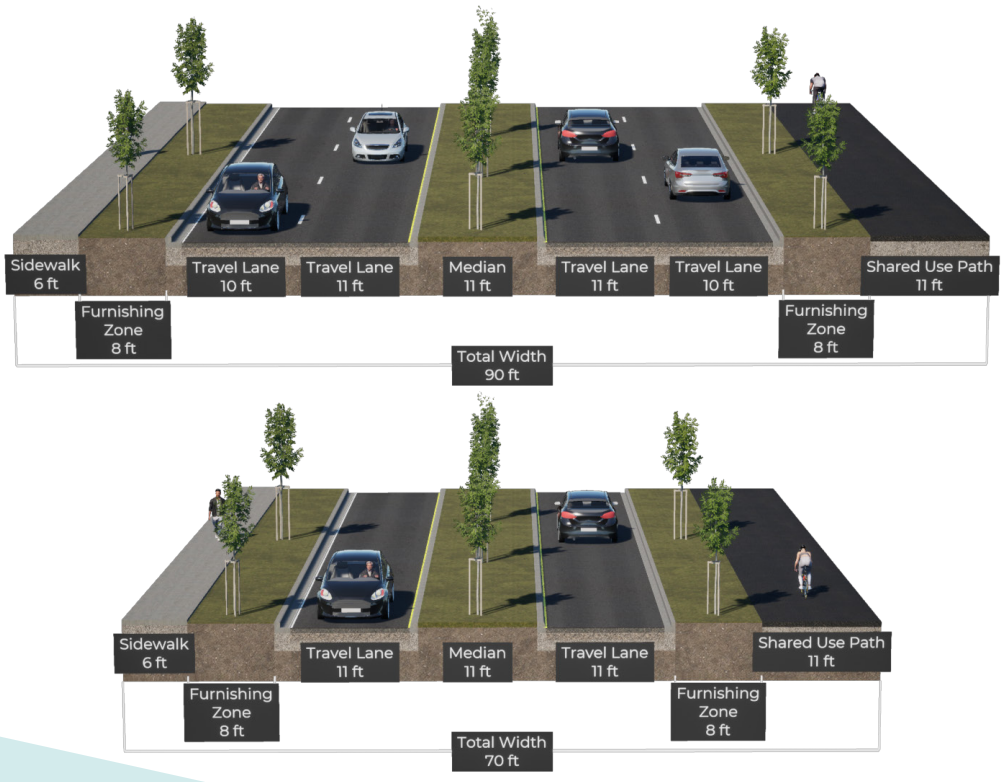
Active Transportation
Sidewalk
Shared Use Path
Separated Bike Lane

Mid-Block Crossings
Pedestrian Hybrid Beacon (PHB)
Rectangular Rapid Flashing Beacon (RRFB)

On-Street Parking
Not Recommended

Transit
Bus Shelters
Bus Bulbs

Typical Sections



Residential Avenue

Residential Avenues are low-to-medium speed roadways. They provide vehicle mobility for moderate to short trips, while offering primary pedestrian and bicycle routes. They are functionally classified as either Minor Arterial or Collector roads. These roadways prioritize greenspace and traffic calming to enhance residential safety.

Notable Examples

Olentangy River Rd
Linworth Rd
Worthington-Galena Rd
Snouffer Rd

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
60' minimum
70' maximum

Lane Width
10' - 11'

Design Speed
25 Mph

Travel Lanes
2

Median/Two-Way Left Turn Lane
11' - 14'

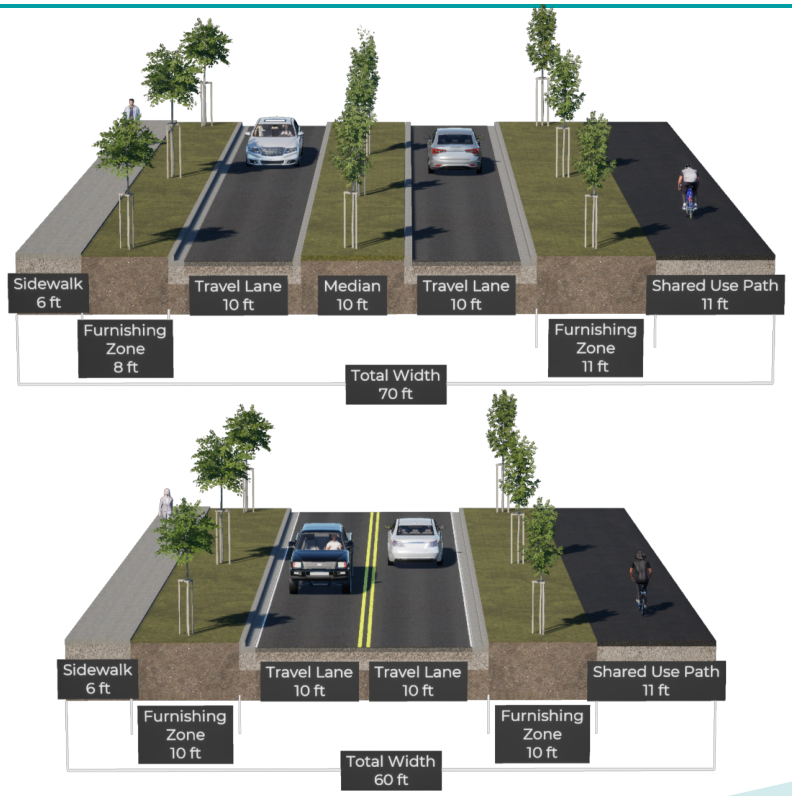
Active Transportation
Sidewalk
Shared Use Path
Separated Bike Lane
Buffered Bike Lane

Mid-Block Crossings
Rectangular Rapid Flashing Beacon (RRFB)
Marked Crosswalk

On-Street Parking
Not recommended

Transit
Bus Shelters

Typical Sections



Residential Neighborhood Connector

Residential Neighborhood Connectors are functionally classified as local roads but they distribute traffic throughout the neighborhoods and connect to higher-capacity avenues and boulevards. These roadways prioritize greenspace and traffic calming to enhance residential safety.

Notable Examples

Rieber St
Northland Rd
Park Blvd
E Selby Blvd
Caren Ave

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
50' minimum
60' maximum

Lane Width
10' - 11'

Design Speed
25 Mph

Travel Lanes
2

Median/Two-Way Left Turn Lane
Median Only 3' - 14'

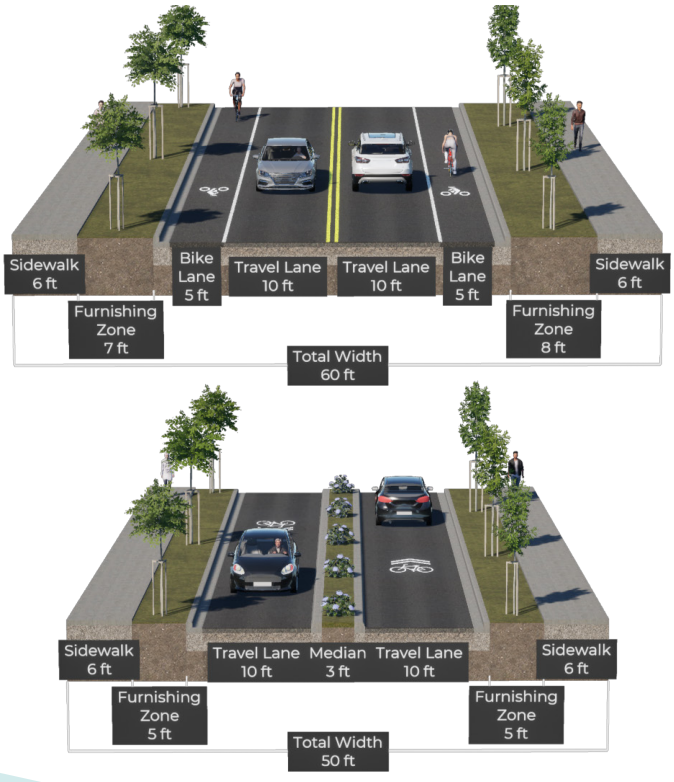
Active Transportation
Sidewalk
Shared Use Path
Buffered Bike Lane
Bike Lane
Sharrows

Mid-Block Crossings
Rectangular Rapid Flashing Beacon (RRFB)
Marked Crosswalk

On-Street Parking
Optional

Transit
None

Typical Sections



Residential Street

Residential Streets are categorized as low-speed, walkable roadways which primarily function to provide access to adjacent land for local vehicle, pedestrian, or bicycle traffic. These roadways prioritize greenspace and traffic calming to enhance residential safety.

Notable Examples

Longfellow Ave
Lambourne Ave
Crandall Dr
Pinney Dr

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
50' minimum
50' maximum

Lane Width
10' - 11'

Design Speed
25 Mph

Travel Lanes
2

Median/Two-Way Left Turn Lane
Not Recommended

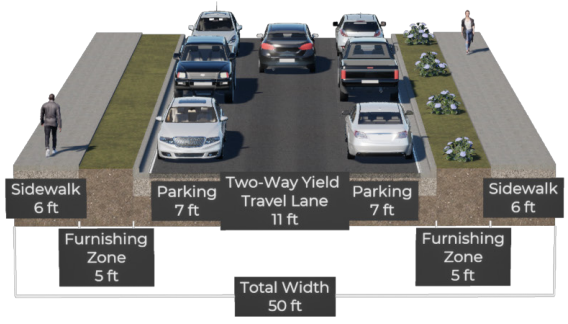
Active Transportation
Sidewalk
Sharrows

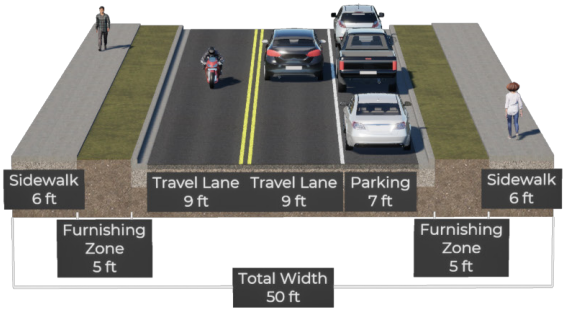
Mid-Block Crossings
Rectangular Rapid Flashing Beacon (RRFB)
Marked Crosswalk

On-Street Parking
Optional

Transit
None

Typical Sections





Old Worthington Boulevard

Old Worthington Boulevards are walkable, low-speed thoroughfares, functionally classified as arterials in the Old Worthington context. These roads are designed to accommodate vehicle traffic, pedestrians, bicyclists, and high ridership transit corridors. These roads prioritize historic character and enhanced streetscape elements such as trees, sidewalks, lighting, and pavers.

Notable Examples

High St

W Dublin Granville Rd

E Dublin Granville Rd

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
90' minimum
100' maximum

Lane Width
10' - 11'

Design Speed
25 Mph

Travel Lanes
2 - 4

Median/Two-Way Left Turn Lane
Optional; 11' - 14'

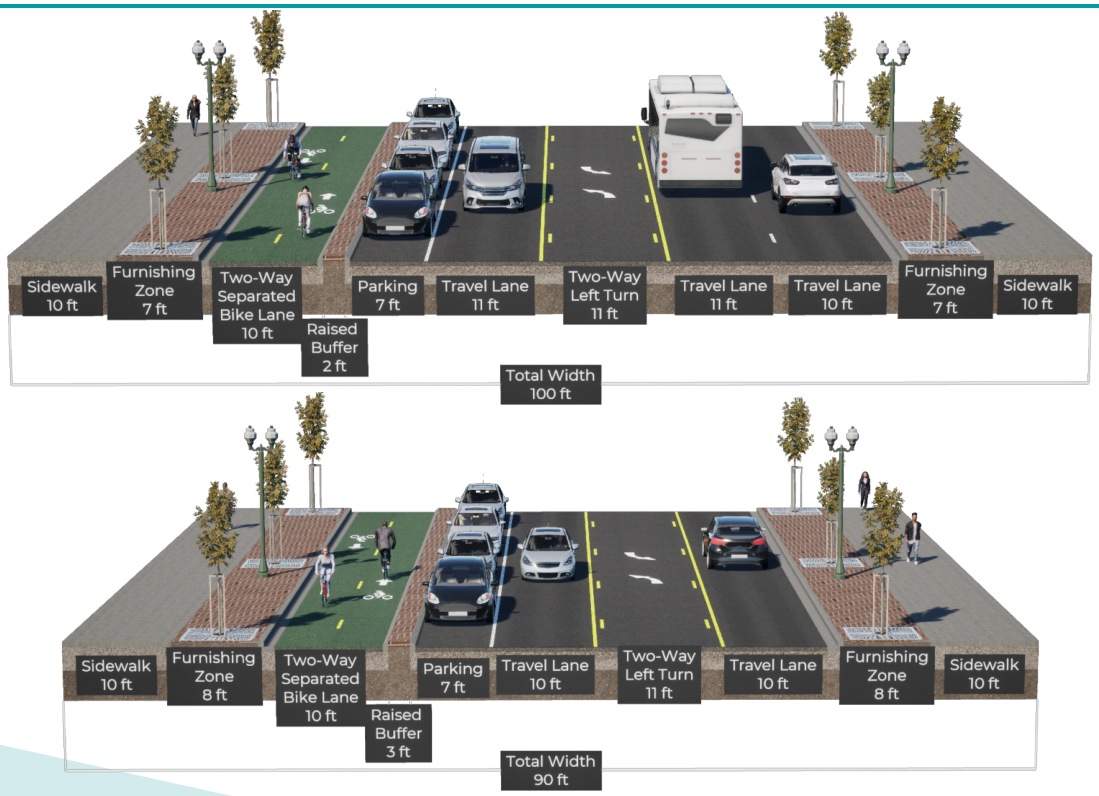
Active Transportation
Sidewalk
Shared Use Path
Separated Bike Lane

Mid-Block Crossings
Pedestrian Hybrid Beacon (PHB)
Rectangular Rapid Flashing Beacon (RRFB)

On-Street Parking
Optional

Transit
Bus Shelters
Bus Bulbs

Typical Sections



Old Worthington Avenue

Old Worthington Avenues are walkable, low-speed thoroughfares, functionally classified as arterials or collectors in the Old Worthington context. These roads are designed to accommodate bike, pedestrian, transit, and vehicle traffic while preserving historic character and streetscape. These elements include street trees, lighting, and pavers.

Notable Examples

W Dublin Granville Rd

E Dublin Granville Rd

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
80' minimum
100' maximum

Lane Width
10' - 11'

Design Speed
25 Mph

Travel Lanes
2

Median/Two-Way Left Turn Lane
11' - 14'

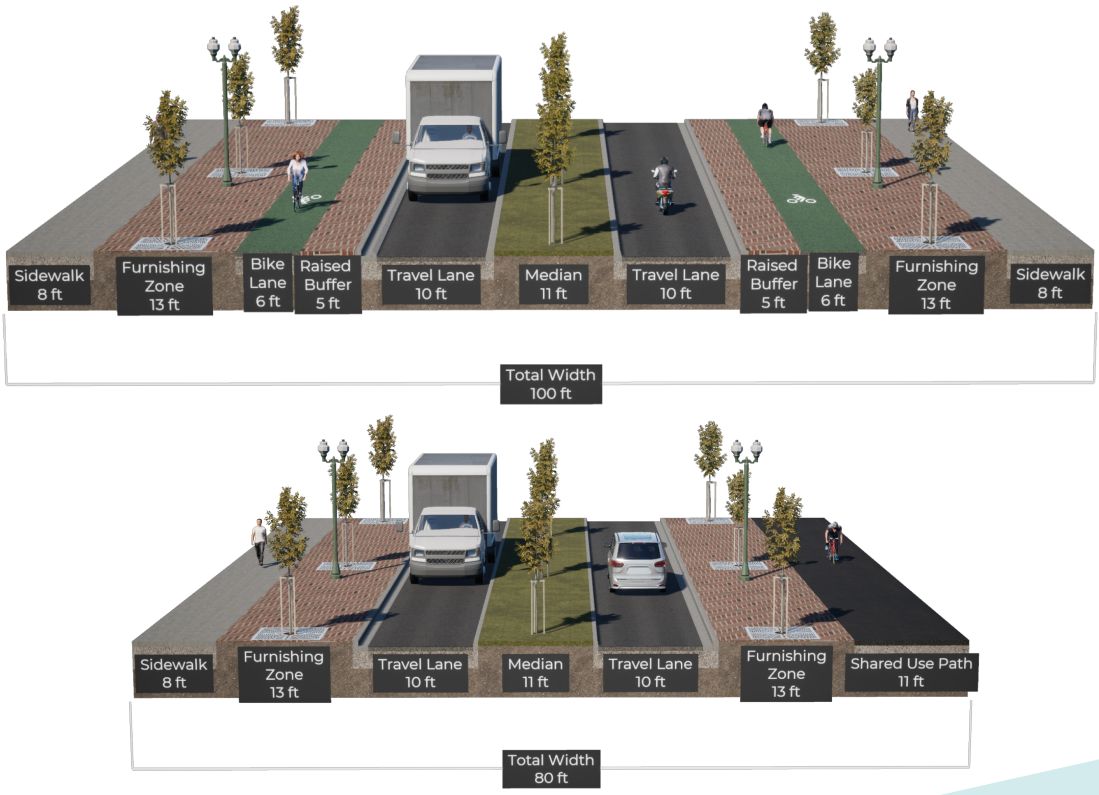
Active Transportation
Sidewalk
Shared Use Path
Separated Bike Lane

Mid-Block Crossings
Pedestrian Hybrid Beacon (PHB)
Rectangular Rapid Flashing Beacon (RRFB)

On-Street Parking
Not Recommended

Transit
Bus Shelters

Typical Sections



Old Worthington Neighborhood Connector

Old Worthington Neighborhood Connectors are low-speed roadways that emphasize historic character. While functionally classified as local roads, they play an important role in distributing traffic and connecting to higher-capacity boulevards. These streets are designed with an emphasis on enhanced streetscape elements such as trees, sidewalks, lighting, and pavers, while supporting slightly higher traffic volumes than typical residential streets.

Notable Examples

Evening St
North St
Hartford St
South St

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
50' minimum
60' maximum

Lane Width
10' - 11'

Design Speed
25 Mph

Travel Lanes
2

Median/Two-Way Left Turn Lane
Not Recommended

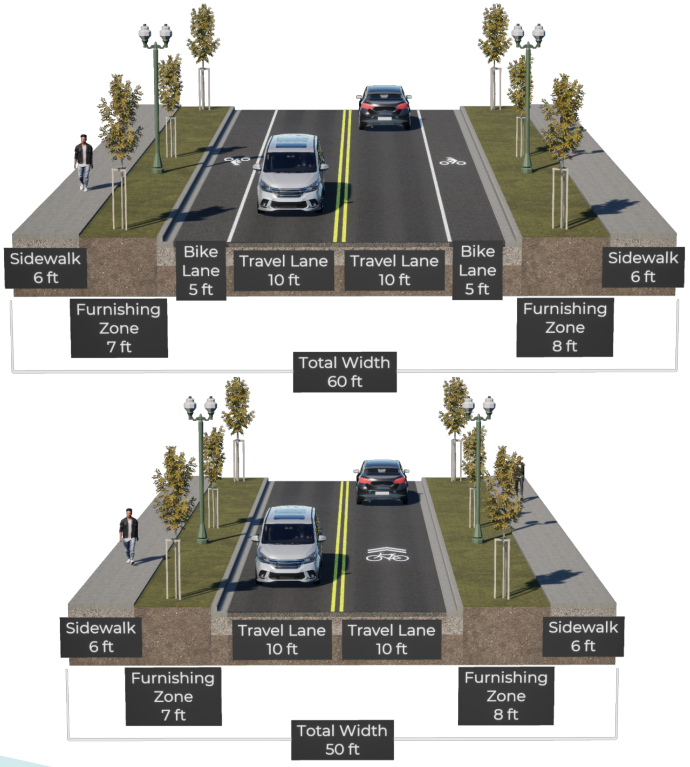
Active Transportation
Sidewalk
Sharrows
Bike Lane

Mid-Block Crossings
Rectangular Rapid Flashing Beacon (RRFB)
Marked Crosswalk

On-Street Parking
Optional

Transit
None

Typical Sections



Old Worthington Street

Old Worthington Streets are safe, low-speed, walkable roadways that reflect the area's historic character and support daily neighborhood life. They primarily provide access to homes while accommodating local vehicle, pedestrian, and bicycle traffic in a calm, shared environment. As local roads, they emphasize traffic calming, street trees, sidewalks, and streetscape elements that create a comfortable, inviting setting for walking and outdoor activity.

Notable Examples

Stafford Ave
Oxford St
Morning St

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
50' minimum
50' maximum

Lane Width
10' - 11'

Design Speed
25 Mph

Travel Lanes
2

Median/Two-Way Left Turn Lane
Not Recommended

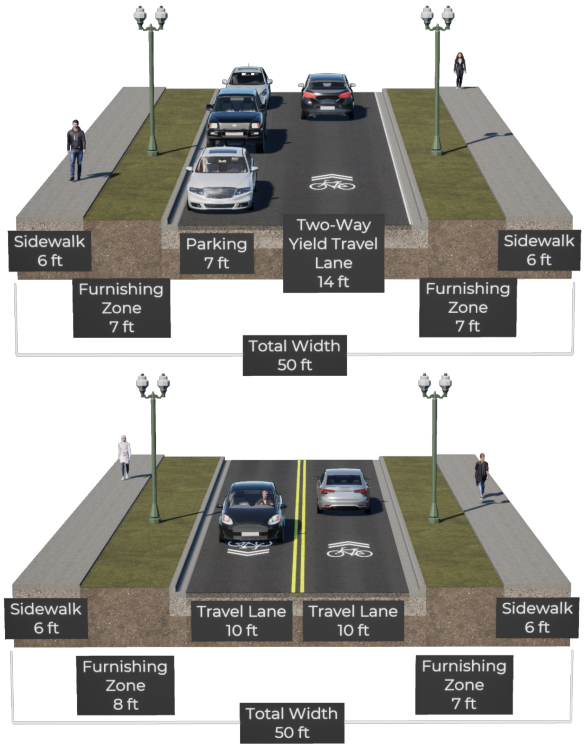
Active Transportation
Sidewalk
Sharrows

Mid-Block Crossings
Marked Crosswalk

On-Street Parking
Optional

Transit
None

Typical Sections



Mixed Use Boulevard

Mixed Use Boulevards are multi-functional corridors that support a mix of residential, commercial, and civic uses. These streets accommodate local traffic, pedestrians, bicyclists, and high-ridership transit, while providing access to shops, services, and destinations along the corridor. They also provide an enhanced streetscape to support walkability and improve comfort.

Notable Examples

High St

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
90' minimum
100' maximum

Lane Width
11' - 12'

Design Speed
35 Mph

Travel Lanes
4

Median/Two-Way Left Turn Lane
9' - 16'

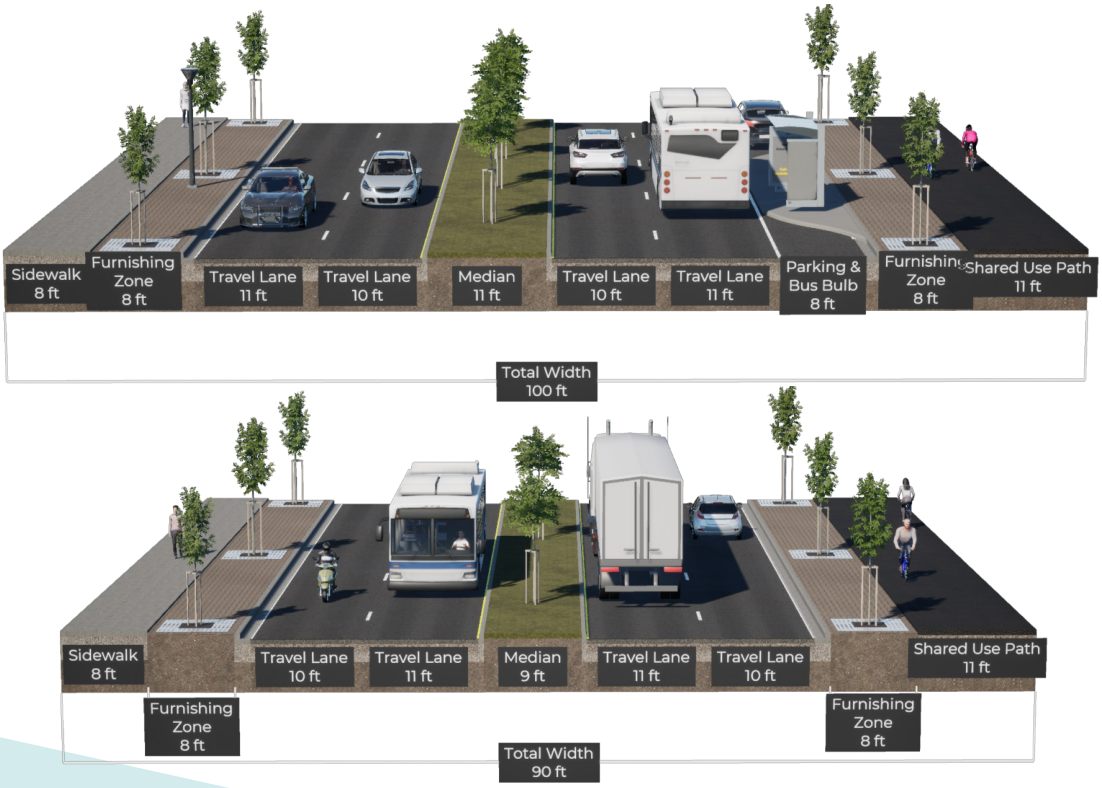
Active Transportation
Sidewalk
Shared Use Path
Separated Bike Lane

Mid-Block Crossings
Pedestrian Hybrid Beacon (PHB)
Rectangular Rapid Flashing Beacon (RRFB)

On-Street Parking
Optional

Transit
Bus Shelters
Bus Bulbs
Dedicated Bus Lanes/ Bus Rapid Transit

Typical Sections



Mixed Use Avenue

Mixed Use Avenues are low-to-medium speed multi-functional corridors. These roadways accommodate moderate amounts of local traffic, pedestrians, bicyclists, and some transit, while providing access to shops, services, and destinations along the corridor. These corridors provide an enhanced streetscape that supports walkable, mixed use development.

Notable Examples

W Wilson Bridge Rd

E Wilson Bridge Rd

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
70' minimum
80' maximum

Lane Width
11' - 12'

Design Speed
35 Mph

Travel Lanes
2 - 4

Median/Two-Way Left Turn Lane
11' - 14'

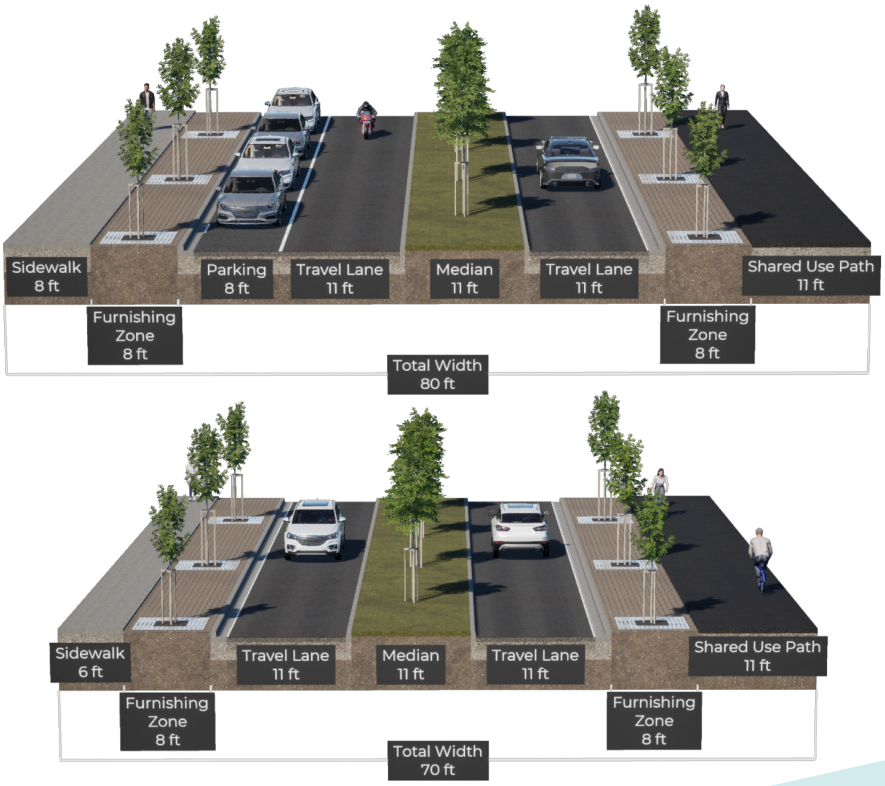
Active Transportation
Sidewalk
Shared Use Path
Separated Bike Lane
Buffered Bike Lane

Mid-Block Crossings
Pedestrian Hybrid Beacon (PHB)
Rectangular Rapid Flashing Beacon (RRFB)

On-Street Parking
Optional

Transit
Bus Shelters
Bus Bulbs

Typical Sections



Mixed Use Neighborhood Connector

Mixed Use Neighborhood Connectors are functionally classified as local roads but they distribute traffic throughout the local road network and connect to higher-capacity avenues and boulevards. They support mixed use neighborhoods by providing an enhanced streetscape that allows for a more active streetlife.

Notable Examples

Caren Ave

Highland Ave

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
50' minimum
60' maximum

Lane Width
10' - 11'

Design Speed
25 Mph

Travel Lanes
2

Median/Two-Way Left Turn Lane
Median Only

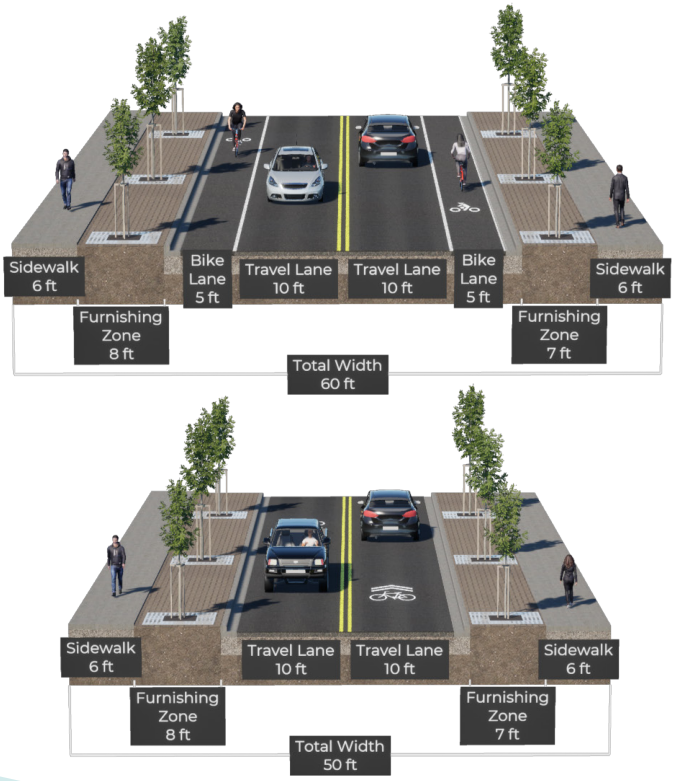
Active Transportation
Sidewalk
Shared Use Path
Buffered Bike Lane
Bike Lane
Sharrow

Mid-Block Crossings
Rectangular Rapid Flashing Beacon (RRFB)
Marked Crosswalk

On-Street Parking
Optional

Transit
None

Typical Sections



Mixed Use Street

Mixed Use Streets are categorized as low-speed, walkable roadways that prioritize pedestrian activity and vibrant streetscape that supports commercial, residential, office, and civic Mixed Use Streets are functionally classified as local roads and are meant to provide access to adjacent land.

Notable Examples

W Old Wilson Bridge Rd

E Old Wilson Bridge Rd

Wesley Blvd

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
50' minimum
50' maximum

Lane Width
10' - 11'

Design Speed
25 Mph

Travel Lanes
2

Median/Two-Way Left Turn Lane
Not Recommended

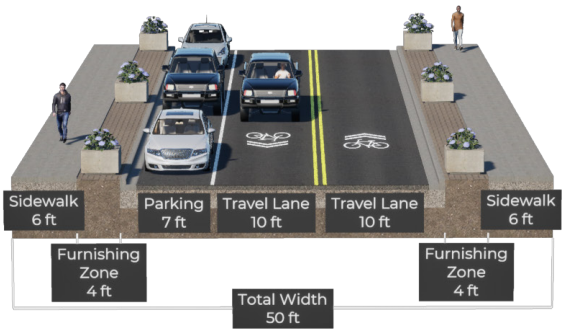
Active Transportation
Sidewalk
Shared Use Path
Bike Lane
Sharrow

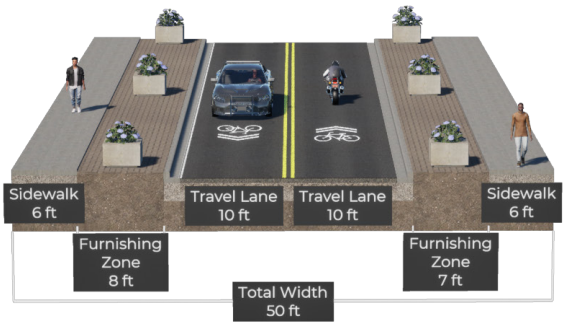
Mid-Block Crossings
Rectangular Rapid Flashing Beacon (RRFB)
Marked Crosswalk

On-Street Parking
Optional

Transit
None

Typical Sections





Innovation Boulevard

Innovation Boulevards are higher-capacity corridors designed to support a dynamic mix of manufacturing, warehousing, and emerging mixed-use development. These roadways prioritize efficient goods movement and regional connectivity. They accommodate larger vehicles such as semi-trucks while providing pedestrian, bicycle, and transit facilities for access to employment centers.

Notable Examples

Huntley Rd

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
60' minimum
80' maximum

Lane Width
11' - 12'

Design Speed
35 Mph

Travel Lanes
4

Median/Two-Way Left Turn Lane
11' - 16'

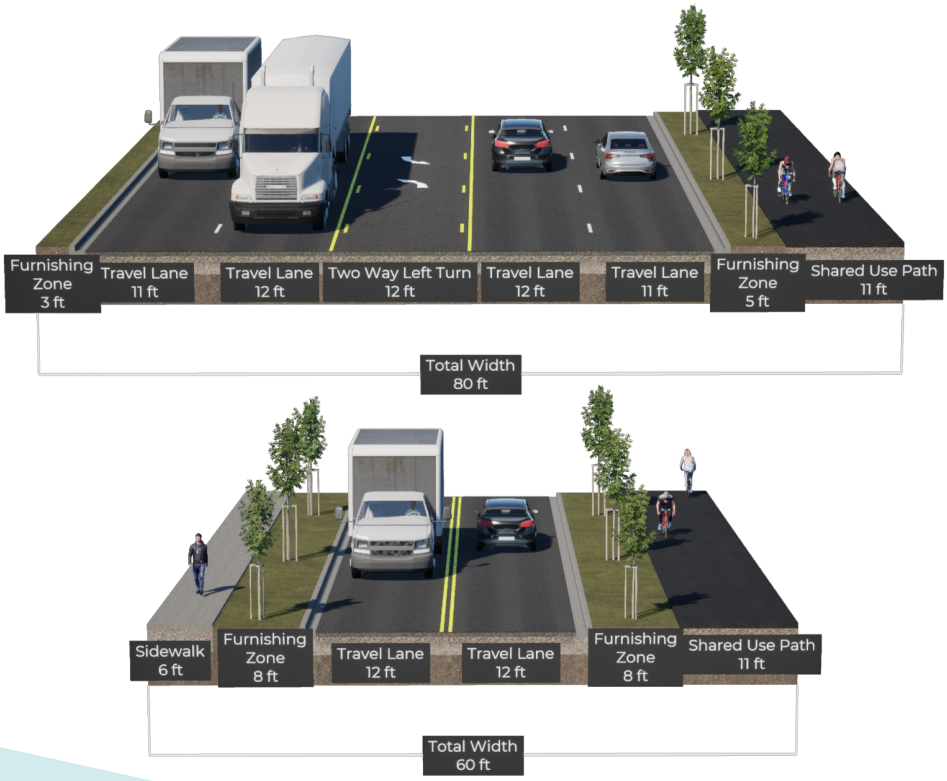
Active Transportation
Sidewalk
Shared Use Path
Buffered Bike Lane
Separated Bike Lane

Mid-Block Crossings
Pedestrian Hybrid Beacon (PHB)
Rectangular Rapid Flashing Beacon (RRFB)

On-Street Parking
Not Recommended

Transit
Bus Shelters
Bus Bulbs

Typical Sections



Innovation Avenue

Innovation Avenues are low-to-medium-speed corridors that support a mix of light manufacturing, warehousing, office, and mixed-use development. Functionally classified as Minor Arterial or Collector roads, they provide mobility for moderate to short trips. These avenues connect higher-capacity boulevards to local streets and must accommodate truck traffic.

Notable Examples

Schrock Rd

Worthington-Galena Rd

Proprietors Rd

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
60' minimum
70' maximum

Lane Width
11' - 12'

Design Speed
35 Mph

Travel Lanes
2

Median/Two-Way Left Turn Lane
11' - 14'

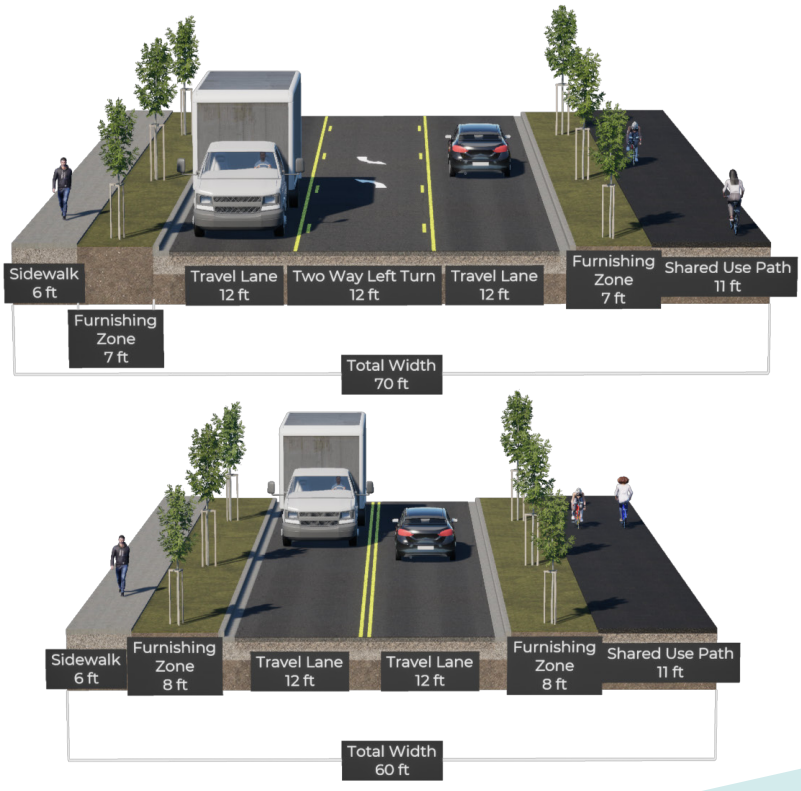
Active Transportation
Sidewalk
Shared Use Path
Buffered Bike Lane
Separated Bike Lane

Mid-Block Crossings
Pedestrian Hybrid Beacon (PHB)
Rectangular Rapid Flashing Beacon (RRFB)
Marked Crosswalk

On-Street Parking
Not Recommended

Transit
Bus Shelters
Bus Bulbs

Typical Sections



Innovation Street

Innovation Streets are categorized as low-speed, roadways which primarily function to provide access to adjacent land. Streets are functionally classified as local roads and should accommodate semi-trucks and large delivery vehicles while providing separate facilities for bicycles and pedestrians.

Notable Examples

Old Worthington-Galena Rd

For additional guidance on roadway element choice, width, and design, please reference the ODOT Multimodal Design Guide or NACTO Urban Street Design Guide.

Roadway Design Standards

Right-of-Way Width
50' minimum
50' maximum

Lane Width
11' - 12'

Design Speed
25 Mph

Travel Lanes
2

Median/Two-Way Left Turn Lane
Not Recommended

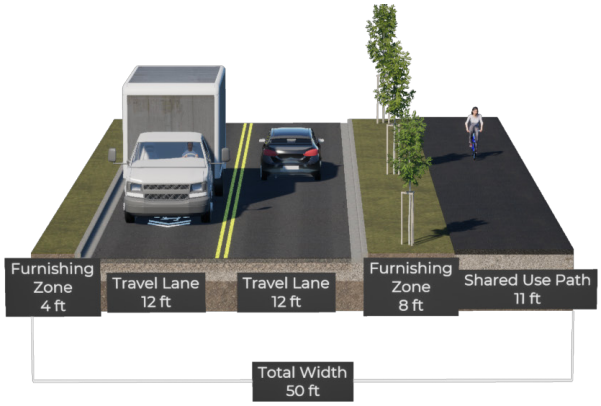
Active Transportation
Sidewalk
Shared Use Path

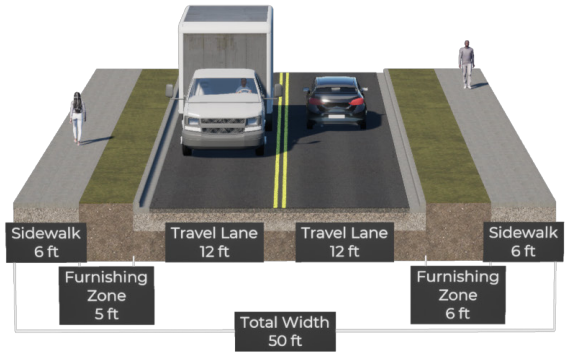
Mid-Block Crossings
Rectangular Rapid Flashing Beacon (RRFB)
Marked Crosswalk

On-Street Parking
Not Recommended

Transit
None

Typical Sections





STRATEGIC PRIORITY 6:

ADOPT AND IMPLEMENT THE UPDATED THOROUGHFARE PLAN

Why This Matters

Adopting and implementing a thoroughfare plan matters because it gives the City a clear and consistent way to make decisions about its transportation network over time. It helps ensure that new development, roadway projects, and everyday improvements all work toward the same vision instead of being handled case by case. By following the plan, the City can create a safer and more connected system for all users while supporting growth, economic activity, and the overall character of the community.

IMPLEMENTS THESE GUIDING PRINCIPLES

Principles 3 and 6.

Alignment with Vision Worthington

This Strategic Priority advances several Vision Worthington commitments:

Worthington offers a high quality of life. The thoroughfare plan helps create a transportation system that is safe, comfortable, and well integrated with the community. By investing in streets that are functional, attractive, and responsive to local context, the City strengthens livability, supports economic vitality, and reinforces the sense of place that defines Worthington.

Worthington is connected. The thoroughfare plan improves how people move between neighborhoods and destinations without relying solely on a car. by strengthening walking, biking, and access to transit. By focusing on these connections, it helps create a more accessible and connected community for everyday travel.

Worthington's leadership is open, forward-thinking and collaborative. Providing a clear framework encourages community input and informed decision-making. It supports proactive planning and helps guide future changes in a transparent and coordinated way.

Implementation Actions

6.1. **Adopt the Thoroughfare Plan**

Adopting the Thoroughfare Plan provides a clear, long-term framework for how Worthington's street network should grow and function. It helps the City make consistent, informed decisions about roadway design, land use, and infrastructure investments, ensuring that individual projects support a shared vision for mobility, safety, and community character. Once adopted, the Thoroughfare Plan is used as a guide for evaluating development proposals, planning capital improvements, and designing streets. City staff

reference it when reviewing site plans and infrastructure projects to ensure they align with the intended roadway classification and design standards. It also informs budgeting and prioritization for roadway improvements, helping direct resources to projects that best support the overall transportation network. Over time, this ensures that Worthington's streets evolve in a coordinated way that reflects community priorities and supports a connected, well-functioning system.

6.2. **Update Access Management Standards**
Updating the City's access management standards, according to the Thoroughfare Plan, ensures that driveway and curb cut decisions align with each roadway's functional classification, context, and street typology. The update process evaluates where and how access should be provided on different types of streets to support safety, reduce conflicts, and maintain the capacity of key corridors. This includes establishing standards for access spacing, shared driveways, medians, and turn lanes that reflect whether a roadway is intended to prioritize mobility, access, or a balance of both. Once updated, the standards are used during development review, subdivision design, and roadway improvements to guide how properties connect to the street network. City staff apply these standards to ensure that new access points do not compromise traffic flow or safety and that they are appropriate for the surrounding context and street type. This helps create a more predictable, efficient, and connected transportation system that supports the long-term goals of the Thoroughfare Plan.

STRATEGIC PRIORITY 7:

ADVANCE ACTIVE TRANSPORTATION AS A CORE NETWORK

Why This Matters

When walking and biking are treated as key modes of travel, streets are designed to better support people of all ages and abilities, not just drivers. This helps reduce crashes, improves access to everyday destinations, and gives residents more options for getting around. It also supports healthier lifestyles, strengthens connections between neighborhoods and community destinations, and helps create a more vibrant and people-focused streetscape.

IMPLEMENTS THESE GUIDING PRINCIPLES

Principles 6 and 8.

Alignment with Vision Worthington

This Strategic Priority advances several Vision Worthington commitments:

Worthington offers a high quality of life. Advancing active transportation supports Worthington's commitment to a high quality of life by making it safer and easier to walk and bike. It improves access to everyday destinations while encouraging healthier lifestyles. It also helps create more welcoming streets that strengthen the community's character and livability.

Worthington is connected. Improving how people move between neighborhoods and destinations without relying on a car makes the City more connected. This is especially for those who do not have access to a car or are unable to drive who may now be safely able to access all parts of Worthington independently.

Worthington is a model for environmental stewardship. Advancing active transportation supports Worthington's commitment to environmental stewardship by reducing reliance on single-occupancy vehicles which lowers greenhouse gas emissions and improves air quality.

Implementation Actions

7.1. **Close priority sidewalk gaps.**
Closing priority sidewalk gaps is important because it focuses on improving connections where they are closest to being complete. By targeting short gaps between existing sidewalks, the City can create continuous, safe walking routes that connect neighborhoods to schools, parks, and other key destinations. This approach improves safety and accessibility without requiring the construction of entire new sidewalk

networks at once. It allows the City to make strategic, cost-effective improvements that have an immediate impact on walkability and connectivity. The City has already identified several of these gaps as part of MORPC and COTA's Transit-Supportive Infrastructure program and there may be funding through this program to address these gaps.

7.2. **Study bike and pedestrian improvements on Active Transportation Corridors.** This plan includes an updated map of active transportation corridors, based on the 2019 Bike and Pedestrian Master Plan. Active transportation corridors are those roadways that due to their proximity to existing trails, schools, transit, parks, and other factors are likely to see higher numbers of bicycles and pedestrians. These corridors help form a cohesive network of bicycle and pedestrian facilities and should be prioritized for detailed study of safe and convenient bicycle and pedestrian facilities.

7.3. **Advance regional trail connections.** Strengthening links between Worthington and the broader trail network in the region, such as the Central Ohio Greenways, would improve active transportation connectivity. By focusing on improving connectivity the City can create continuous routes that support longer trips for walking and biking. This makes it easier for residents to access destinations beyond City limits and for visitors to reach Worthington. These targeted improvements provide meaningful benefits to connectivity without needing to build entirely new trail systems.

7.4. **Coordinate with Bike and Pedestrian Advisory Committee on an Update to the City's Bike and Pedestrian Master Plan.** The City's Bike and Pedestrian Master Plan was completed in 2019, and since then conditions, development patterns, and community needs have continued to evolve. Updating the plan allows the City to use current data and best practices to guide safe and effective walking and biking infrastructure. It also helps identify new gaps, refine priorities, and align investments with the Thoroughfare Plan and other City goals. This keeps improvements focused, relevant, and responsive to how people use the network today.

Opportunistic Tools

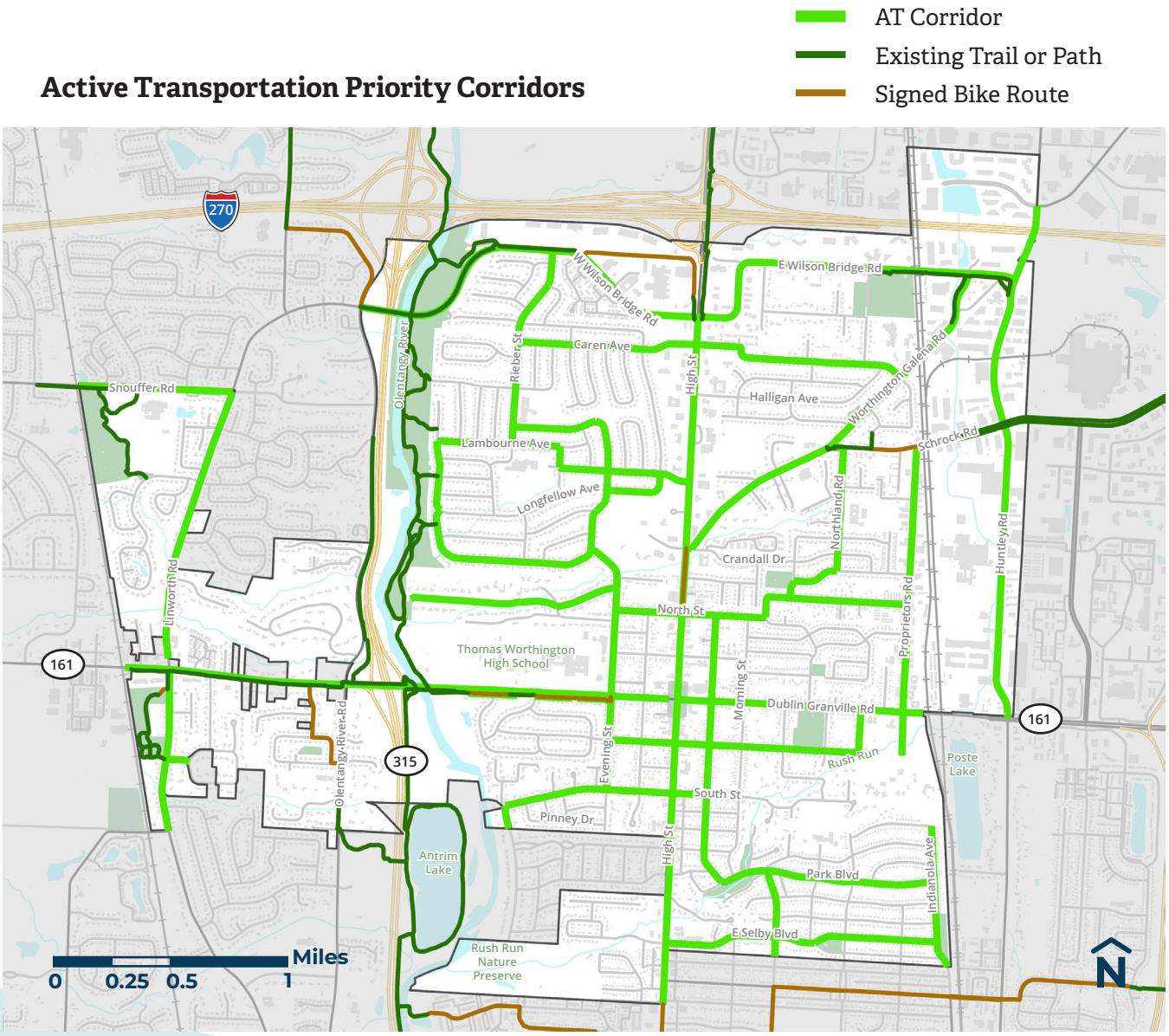
The Opportunistic Tools are a menu of additional projects that Worthington may consider for implementing the strategic priority. Where applicable, current strategies that the City should continue are described below.

- **School Travel Plans.** A School Travel Plan is a type of plan focused on getting kids to school safely and efficiently. The plan identifies issues such as sidewalk gaps, dangerous crossings, or long pick-up/drop-off times and identifies potential solutions. Solutions include a combination of infrastructure improvements, policy changes, education programs, and encouragement efforts that support walking, biking, transit use, carpooling, and safer drop-off and pick-up operations. A school travel plan is required to be eligible for federal and state Safe Routes to School grant funding. This plan would require close coordination with Worthington City Schools and could be completed as part of a larger plan, such as an Active Transportation Plan.
- **Road Diet.** Also known as a road reconfiguration, a road diet refers to a reduction in the number and/or width of travel lanes and the reallocation of that space towards other needs such as sidewalks, bike infrastructure, transit infrastructure, street trees, and more. Road diets are a low-cost way to improve safety on a roadway by reducing speeding, narrowing crossing distances, and reducing turning movement crashes. The Federal Highway Administration (FHWA) recommends road diets for roadways with four or more lanes with an Annual Average Daily Traffic of less than 20,000 vehicles.
- **Walk and Bike Audits.** Walk and bike audits are on-the-ground assessments used to evaluate how safe, comfortable, and accessible an area is for people walking, biking, or rolling. These audits typically involve reviewing streets, sidewalks, crossings, trails, intersections, and bicycle facilities to identify barriers such as missing sidewalks, poor pavement conditions, inadequate crossings, speeding traffic, visibility issues, or gaps in connectivity. Audits should be conducted regularly by City staff who design or plan multimodal infrastructure. Elected officials and community members can also attend and conduct these audits along with staff or trained to perform them independently.

Active Transportation (AT) Corridors

As part of the 2019 Bike and Pedestrian Master Plan, active transportation corridors were identified to further implementation of a safe bicycle and pedestrian network. These corridors were identified as high priority due to their proximity to existing trails, schools, parks, transit stops, and other factors. Below is an updated map of active transportation corridors based on additional data and stakeholder input throughout this plan. This plan does not identify the specific type of bicycle or pedestrian infrastructure needed on these corridors, other than what is included in the roadway's thoroughfare plan designation, as this will need to be identified during a future AT plan or feasibility study.

Active Transportation Priority Corridors



STRATEGIC PRIORITY 8:

ADDRESS SAFETY AT PRIORITY INTERSECTIONS AND CORRIDORS

Why This Matters

Corridors such as High Street, Huntley Road, and Wilson Bridge Road have the greatest potential for change due to adjacent land use reinvestment. However, detailed cross-sections and design decisions require engineering feasibility, alternatives analysis, and significant capital investment beyond the scope of this plan. Pairing this with targeted intersection safety improvements allows the City to address high-risk locations while preparing for long-term change.

IMPLEMENTS THESE GUIDING PRINCIPLES

Principles 2, 3, 6, and 10.

Alignment with Vision Worthington

This Strategic Priority advances several Vision Worthington commitments:

Worthington offers a high quality of life. Advancing active transportation supports Worthington's commitment to a high quality of life by making it safer and easier to walk and bike. It improves access to everyday destinations while encouraging healthier lifestyles. It also helps create more welcoming streets that strengthen the community's character and livability.

Worthington is connected. Improving how people move between neighborhoods and destinations without relying on a car makes the City more connected. This is especially for those who do not have access to a car or are unable to drive who may now be safely able to access all parts of Worthington independently.

Worthington is a model for environmental stewardship. Advancing active transportation supports Worthington's commitment to environmental stewardship by reducing reliance on single-occupancy vehicles which lowers greenhouse gas emissions and improves air quality.

Implementation Actions

8.1. **Prioritize and study corridors in Opportunity Areas.** Opportunity Areas are where redevelopment is most likely to occur and where transportation decisions will have the greatest impact. Taking a closer look at these corridors helps the City understand how street design, access, and multimodal improvements can support future land use and redevelopment goals. It also allows for proactive planning around issues like access management, streetscape design, and infrastructure capacity, rather than reacting to individual

projects as they arise. By focusing on these areas early, the City can create a clear vision and set of expectations that guide redevelopment in a coordinated way, support private investment, and ensure that corridor improvements contribute to a more walkable, connected, and economically productive environment.

8.2. **Prioritize and study high-risk intersections.**
Intersections are where crashes are most frequent and where the potential for serious injuries is highest. By analyzing crash data and identifying patterns, the City can better understand the underlying causes of conflicts between vehicles, pedestrians, and cyclists. This allows for targeted improvements such as signal timing changes, improved crossings, visibility enhancements, and intersection redesigns that directly address safety concerns. Focusing on these areas helps reduce crashes, improve overall traffic operations, and create a safer transportation network for all users.

8.3. **Integrate Complete Streets and safety best practices into routine projects.**
Any project can contribute to a safer and more balanced transportation network. Instead of treating improvements for walking, biking, and transit as standalone efforts, the City can incorporate these elements into resurfacing, reconstruction, and utility projects as they occur. This approach makes better use of available funding, reduces the need for costly retrofits, and allows the network to improve steadily over time.

8.4. **Coordinate safety improvements with redevelopment.**
Redevelopment is an optimal time to address safety improvements as mixed use developments will increase the number of vulnerable road users. Changes to access points, crossings, and street layouts can be incorporated more efficiently during redevelopment than after construction is complete. This helps ensure new projects fit into a safer overall network and avoids missed opportunities to fix known issues.

Opportunistic Tools

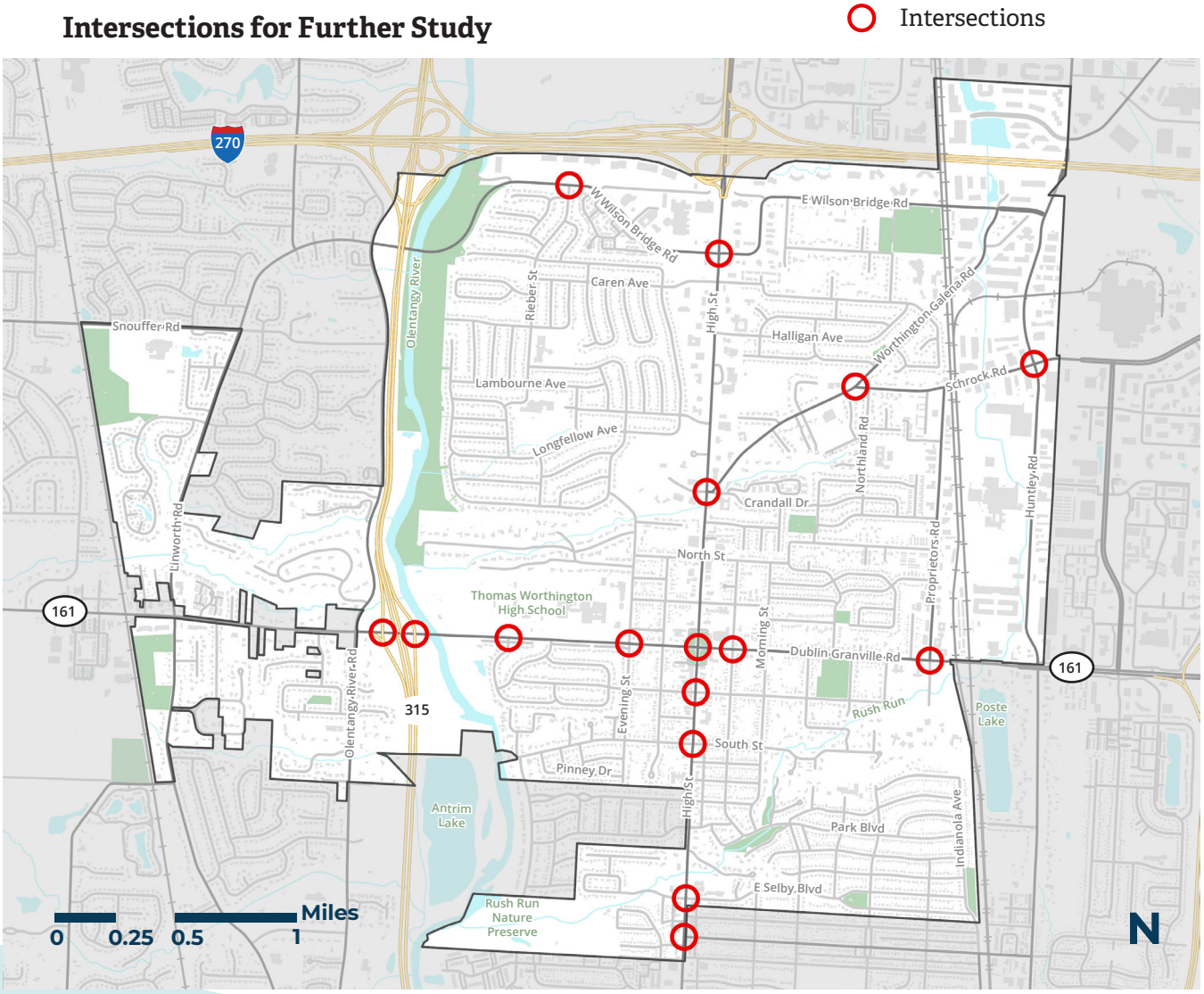
The Opportunistic Tools are a menu of additional projects that Worthington may consider for implementing the strategic priority. Where applicable, current strategies that the City should continue are described below.

- **Quick Build projects.** Quick build or pilot projects are temporary or semi-permanent interventions used to improve transportation safety in a fast and flexible way. They are typically deployed using low-cost, adjustable materials such as paint, signage, flexible posts, or temporary curb extensions to quickly address known safety issues like high vehicle speeds, unclear crossings, limited visibility at intersections, or conflicts between drivers, pedestrians, and cyclists. Because these projects can be installed and adjusted rapidly, they allow communities to test safety treatments in real-world conditions, observe how users respond, and make improvements before committing to permanent construction. This approach helps cities reduce crash risk sooner, respond to urgent safety concerns, and build evidence for long-term infrastructure changes that better protect all road users.

Intersections for further study

Several intersections were identified for further study to address safety improvements. These intersections were identified, in part, based on an analysis of crash data collected from the Ohio Dept. of Transportation (ODOT) The crash analysis identified areas of concern based on several factors including: crash hot spots, crash severity, crashes per mile, and crash rate. This data was compared with community map input during the first round of engagement.

Intersections for Further Study



STRATEGIC PRIORITY 9:

COORDINATE AND ADVOCATE FOR TRANSIT IMPROVEMENTS

Why This Matters

Transit service is controlled regionally, but the City plays an important role in advocating for desired service levels and improving local access to existing and future service. The City should advocate for additional standard service but also for enhanced services such as Bus Rapid Transit and demand response.

IMPLEMENTS THESE GUIDING PRINCIPLES

Principles 3, 6, and 8.

Alignment with Vision Worthington

This Strategic Priority advances several Vision Worthington commitments:

Worthington is a diverse and equitable community. Expanding access to opportunity for residents who may not have reliable access to a car, including seniors, people with disabilities, youth, and lower-income households. Transit,helps ensure that essential destinations such as jobs, schools, healthcare, and community services are reachable for all residents.

Worthington is connected. Accessible and reliable transit, supported by strong walking and biking connections, allows residents of all ages and abilities to travel safely and conveniently without relying solely on a car.

Worthington is a model for environmental stewardship. Transit reduces the City's reliance on single-occupancy vehicles, lowers greenhouse gas emissions, and improves air quality.

Implementation Actions

9.1. **Continue regular coordination with COTA.** Conducting scheduled check-ins with the Central Ohio Transit Authority (COTA) helps ensure that transit service planning is closely aligned with the City's development activity and transportation priorities. Regular coordination allows the City and COTA to share updates on redevelopment projects, roadway improvements, and changing travel patterns, so transit service can be adjusted to better serve emerging needs. It also creates an opportunity to identify and prioritize stop improvements, such as shelters, sidewalks, and safe crossings, in locations where they will have the greatest impact. This ongoing partnership supports a more reliable, accessible, and well-integrated transit network that works in tandem with the City's broader transportation system.

9.2. **Prepare corridors for higher-capacity transit.**
High Street and the 161 corridor are both well positioned for enhanced transit, including potentially Bus Rapid Transit. Planning ahead allows the City to identify where right-of-way, intersection design, and streetscape elements may need to accommodate dedicated lanes, improved stops, and better pedestrian access. By taking a proactive approach, Worthington can take full advantage of future transit investments, strengthen connections along these major corridors, and support more walkable, transit-oriented redevelopment.

9.3. **Upgrade access to existing transit stops.**
This action focuses on closing first- and last-mile gaps through targeted investments such as new and repaired sidewalks, ADA-compliant curb ramps, high-visibility and accessible street crossings, improved lighting, and the removal of physical barriers along routes to transit stops. Bicycle access can be strengthened through shared-use paths, bike lanes, wayfinding, and secure bicycle parking at stops. Improvements should prioritize high-ridership corridors, locations with safety concerns or missing infrastructure, and areas near housing, employment, schools, and neighborhood destinations.