

Transportation

Introduction

One of the key elements of the Master Plan is the City's transportation system. Any successful transportation system includes all modes including vehicles, mass transit, pedestrians and bicycles. This section addresses principles and recommendations that address all of these modes to achieve a balanced transportation system that meets the needs of businesses, residents and visitors.

Guiding Principles

- Promote a “balanced” transportation system that considers the needs of vehicles, public transit, pedestrians and bicycles.
- Establish a comprehensive roadway hierarchy system.
- Design future transportation in a manner that enhances the built and natural environment.
- Working cooperatively with federal, state, regional and local governments, the private sector, and residents.

Recommendations

- Expansion or improvement of transportation facilities will be coordinated with the Master Plan future land use goals and recommendations.
 - Consider integrating access management guidelines into the site review process.
- Mitigate cut-through traffic along neighborhood streets, especially near schools, churches and parks.
 - When warranted, use sanctioned traffic calming approaches including but not limited to bulb-outs, speed bumps, painted chevrons, roundabouts, etc.
- Develop a functional mass transit system that provides reliable service between major land uses.
 - Plan for a rapid transit corridor along State Avenue.
 - Enhance existing north-south transit connections to State Avenue.
 - Increase the frequency and operating hours for transit service to and along State Avenue.
- Reintroduce boulevards/parkways as a central connecting element.
- As funding becomes available, prepare corridor specific plans for Class “A” and “B” arterials. At a minimum, these plans will include the following:
 - Future land use
 - Design guidelines for setbacks, signage, landscaping and lighting.
 - Access management goals and strategies
 - Transit service
 - Pedestrian and bicycle connections
 - Geometric improvements
 - Action plan for implementation including funding, phasing and responsibilities

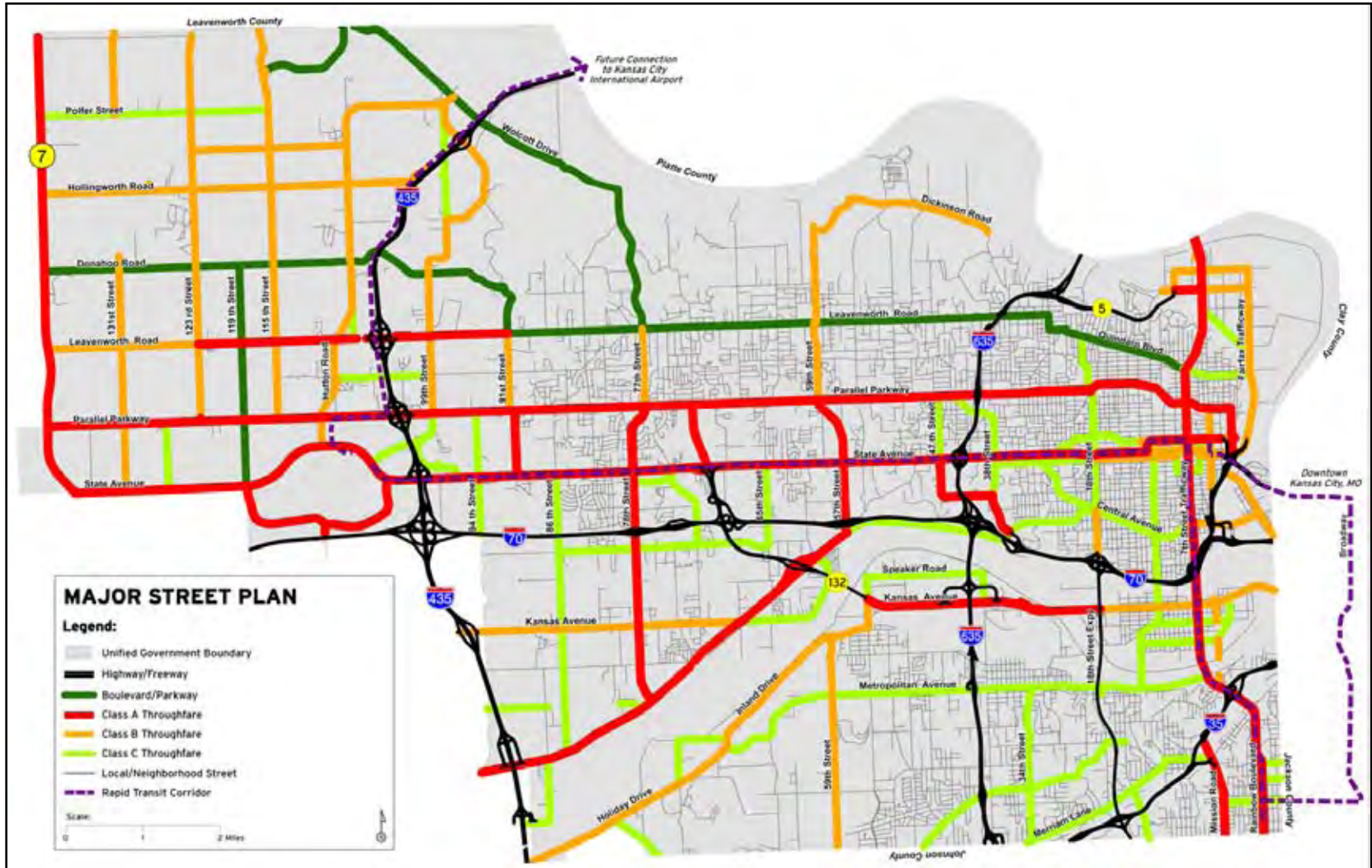


City-Wide Master Plan

Major Street Plan

The Major Street Plan establishes a policy framework for a hierarchical system of roadways within the City to serve future land use development and redevelopment in the community. The components of the Major Street System are divided into five classifications.

Exhibit 5:
Major Street Plan



Freeway and Expressways: A freeway is a limited access, high speed highway with grade separated interchanges. Freeways are of regional significance and the interchanges may have a significant impact on land use due to their desirability as locations for commerce and industry. They may, however, create barriers to cross vehicular and pedestrian traffic except where such crossings are provided. Freeways are included in the major street plan but are generally controlled entirely by higher government jurisdictions. Expressways have at-grade intersections spaced at one mile intervals with access control.



Class A Thoroughfares: These are the major streets providing the north-south and east-west connections within the City. The proposed right-of-way of a class A thoroughfare is one hundred twenty (120) feet. These are thoroughfares having up to six (6) lanes with a traffic handling capacity of up to forty thousand (40,000) vehicles per day. These streets may selectively be developed as parkways.



- Amenities*:
 - Medians may be required
- Traffic Capacity
 - 40,000 vehicles per day
- Right of Way
 - 120 feet
- Number of Lanes
 - 6 lanes

*The City should work with Business West, residents and other stakeholders to develop a vision along the State Avenue Corridor. This vision may include studying the feasibility of the strategic removal of medians within the corridor.

Class B Thoroughfares: This is the next category in the Major Street Plan. Proposed right-of-way of a Class B thoroughfare is one hundred (100) feet. These are thoroughfares having up to four (4) lanes. Medians may be required and such streets may include on-street parking in the older commercial areas of the city.



- Amenities
 - Median may be required
 - On-street parking in older commercial areas
- Right of Way
 - 100 feet
- Number of Lanes
 - 4 lanes

City-Wide Master Plan



Class C thoroughfares: The proposed right-of-way of a Class C thoroughfare is eighty (80) feet. These are thoroughfares having up to four (4) lanes.

- Amenities
 - Median may be required
- Right of Way
 - 80 feet
- Number of Lanes
 - 4 lanes



Boulevards/Parkways: Within more developed or “urban” areas, this roadway type typically has a wide right-of-way to accommodate a median and/or extensive landscape which separates the roadway from an enhanced pedestrian and bicycle connection. Outside of urban areas, this roadway type will have a more rural character with a narrower right-of-way and may include an engineered ditch or swale with natural landscape and plantings.

- Amenities*
 - Median required
 - Planting Areas
- Right of Way
 - 130 feet - to - 200 feet
- Number of Lanes
 - 4 lanes

*Right-of-way issues may preclude a median or other amenities from being developed along Leavenworth Road. The City should work with the Leavenworth Road Association, residents and other stakeholders to develop a vision for the Leavenworth Road corridor.



Rapid Transit Corridors: These corridors are planned to support future BRT or LRT service intended to connect residents to employment areas, regional retail areas and other major destinations.

- Amenities
 - Median required
 - Planting Areas
- Right of Way
 - 200 feet
- Potential dedicated lanes or priority lanes for transit service