Presentation Overview

• Thoroughfare Plan
• Right of Way Dedication Ordinance
• Access Management & Control Ordinance

PLAN +
LOCAL POLICY = SUCCESS
Thoroughfare Plan Overview

- Guiding Principles
- System Policies
- Plan Considerations
- Thoroughfare Plan Map
- Design Matrices
- Typical Cross-Sections
- Multi-use Path Potential
- Recommendations & Next Steps
Guiding Principles

The transportation system must...

• Safe – be safe for all users.
• Convenient – be efficient and reliable.
• Economic – encourage and support economic growth.
• Inclusive – be designed for all users.
Safe System Policies

Traffic Calming

- Design streets to limit undesirable thru-traffic and speeding.

Example elements:

- Narrow lane widths
- Speed bumps
- Street trees
- On-street parking
Two-Way Left Turn Lanes

• Preferable to four-lane cross-section option.

Impact:
• Reduce vehicle and pedestrian conflict points
• Reduce sideswipe and rear-end collisions
• Calm traffic
• Increase operational efficiency
Modern Roundabouts

- Preferred intersection treatment option over stop control.

Impact:
- Lower speed and conflict points
- Improved operational efficiency
Safe System Policies

Access Control

• Manage and limit negative land development impacts.

Example elements:
• Median treatments
• Right-in, right-out access
• Shared driveway policies
• Cross access easements
Convenient System Policies

Stub Streets

- Support future network connectivity.
Permanent Dead-end Streets

• Should be avoided except in limited situations.

Impacts when used:

• Poor network connectivity
• Emergency services accessibility limits
• Local/collector overloading
Convenient System Policies

On-Street Parking
- On-street parking will be provided on local and collector level streets.
- Will be avoided on primary and secondary arterials where mobility should be preserved.

Considerations:
- Adequate provision off-street parking
- Anticipated or current density of the development and surrounding area
- Setback distance of the building
- Secondary benefits of on-street parking, such as pedestrian or bicyclist comfort
- Emergency vehicle access
- Existing parking restrictions
Economic System Policies

Economic Development

• Design and improvement strategies support growth.
Traditional Neighborhood Development (TND)

- Concepts applied to manage growth and maintain small town character.

Future incorporation into zoning ordinance is an option for extending use and support.
Right-of-Way Dedication

- Public-private partnership to improve and expand transportation network.
Inclusive System Policies

Complete Streets Systems

• Utilize complete street approach to design to provide for all roadway users and modes.
Inclusive System Policies

Accessibility

• Incorporate Americans with Disabilities Act (ADA) requirements.

The Public Rights-of-Way Accessibility Guidelines (PROWAG) should also be followed where feasible.
Inclusive System Policies

Integrated Transportation Systems

- Incorporate design elements that support the integration of multiple modes within a single trip-tour.
- Utilize incrementalism in planning and building infrastructure.
- Ensure all users for context and function are taken into consideration.
Street Trees & Landscaping

• All street network designs incorporate planting strips between sidewalks and roadways, as well as in medians, where feasible.
Plan Considerations

• Functional Classification
  • Arterial, Collector, Local

• Development Characteristics
  • Traditional-Urban
  • Hybrid-Suburban

• Adjacent Land Use
  • Residential
  • Commercial
  • Industrial
Functional Classification

- The functional classification system balances mobility and access through the hierarchy of roadways: arterials, collectors, and locals.
### Design Matrices

#### Transportation Elements

<table>
<thead>
<tr>
<th>Street Classification: Local</th>
<th>Hybrid - Suburban</th>
<th>Traditional - Urban</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Traffic lanes:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lane width</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Min. lanes</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Max. lanes</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td><strong>Pavement (low, high):</strong></td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>% from edge</td>
<td>80</td>
<td>60</td>
</tr>
<tr>
<td><strong>Sidewalk width:</strong></td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>Min. width</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Max. width</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td><strong>Curb &amp; gutter:</strong></td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>% from edge</td>
<td>80</td>
<td>60</td>
</tr>
<tr>
<td><strong>Pedestrian facilities:</strong></td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>Min. width</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Max. width</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td><strong>Bicycle facilities:</strong></td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>Min. width</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Max. width</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td><strong>Access Control:</strong></td>
<td>20-10</td>
<td>20-10</td>
</tr>
</tbody>
</table>

#### Development Character

- Limitations set to encourage mobility & safety
- Bike lanes or sidewalks or multi-use path

#### Buffer between road and sidewalk/ path

- **Minimum width**
- 8
- 8
- 8
- 8
- 8
- 8

#### Adjacent land use

- **Minimum width**
- 8
- 8
- 8
- 5
- 5
- 5

### Notes:
1. Curb is included in parking where applicable unless for Collector Traditional - Urban Residential where it is included in the bike lane.
2. Back of Curb to Front of Curb will be included in planting strip.
3. Additional ROW in collector is to be used for permitted or conditional uses.
4. Planting Strip greater than 7 feet will have street trees.
5. Access Control will be mandatory on primary arterials.
Typical Cross-Sections

Local Hybrid - Suburban Residential (55')
Policy Overview

- Intent and Purpose
  - Right-of-Way Dedication
  - Access Management
- Applicability
- Timing and Extent
Right-of-Way Dedication

Public-private partnership to improve and expand the transportation network.

- Corridor preservation
- Formalize negotiation process
- Reduce taxpayer expenses
Access Management

Coordinated planning, regulation, and design of access between roadways and physical land development.

- Reduce conflict points
- Improve system operations
- Preserve efficient movement of people and goods
Access Management

Benefits:

- Travel time reductions
- Unchanged or increased business sales
- Air pollution reductions
- Crash rate reductions
  - Auto crashes
  - Pedestrian-involved crashes
INDOT Access Management Guide

- Adaptable templates by community types
  - Slow growing rural community
  - Rural/Suburban community in path of growth
  - Retrofit urban community

- Recommended distance and design standards

- Regulations by adjacent land use
INDOT Access Management Guide

- Adaptable templates by community types
  - Slow growing rural community
  - Rural/Suburban community in path of growth
  - Retrofit urban community
- Recommended distance and design standards
- Regulations by adjacent land use
INDOT Access Management Guide

• Adaptable templates by community types
  • Slow growing rural community
  • Rural/Suburban community in path of growth
  • Retrofit urban community

• Recommended distance and design standards

• Regulations by adjacent land use
INDOT Access Management Guide

• Adaptable templates by community types
  • Slow growing rural community
  • Rural/Suburban community in path of growth
  • Retrofit urban community

• Recommended distance and design standards

• Regulations by adjacent land use
Access Management

Example elements:

- Median treatments
- Intersection/driveway spacing
- Right-in, right-out access
- Shared driveway policies
- Cross access easements
- Waiver process
Access Management

Waiver Process:

• Maximum flexibility
  • Accounts for significant differences between Old Town and new subdivisions
  • Must meet intent of Chapter

• Built into site review process

• Vehicle trips per day thresholds
  • Over 500 vpd requires study by a registered traffic engineer
Applicability

- Condition of approval for new development
- Applied during subdivision and site plan review
- Temporary access until shared access feasible
Extent and Timing

- Widths defined in Thoroughfare Plan
- Traffic Impact Studies
- Escrow fees for professional review
Contact

QUESTIONS?

ROBERT@HEARTLANDMPO.ORG

Robert Wertman, AICP, PTP
Principal Transportation Planner
Transportation Systems Planning, Analysis, and Forecasting Lead
Madison County Council of Governments