

AN ORDINANCE NO. 061989

BY THE CITY COUNCIL OF THE CITY OF POTH
ADOPTING THE MAJOR THOROUGHFARE PLAN AS
A FUNCTIONAL COMPONENT OF THE POTH
COMPREHENSIVE PLAN

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WHEREAS, The Planning and Zoning Commission of the City of Poth adopted the Major Thoroughfare Plan as the first functional component of the Poth Comprehensive Plan;

WHEREAS, The Planning and Zoning Commission has forwarded this plan to the City Council for consideration;
NOW THEREFORE:

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF POTH

The Major Thoroughfare Plan is hereby adopted as a functional component of the Poth Comprehensive Plan.

Passed and Approved this the 19th. day of June 1989



Mayor

Attest:



City Secretary

SAN204/070

MAJOR THOROUGHFARE PLAN

PURPOSE AND SCOPE

The purpose of the Major Thoroughfare Plan is to identify the location of major roadways that will be needed to accommodate traffic. The primary intent of the Major Thoroughfare Plan is to: (1) serve as a guide for determining right-of-way requirements, and (2) establish policies concerning the construction of major roadways in support of orderly urban development through the land subdivision process.

The Major Thoroughfare Plan consists of the narrative and the map illustrating the functional designation and alignment of each major thoroughfare. This plan is designed with the intent that the major thoroughfare system will ultimately be built and that the policies regarding the system will be implemented.

The Major Thoroughfare Plan establishes guidelines for classifying and designating major thoroughfare routes and alignments, and provides a set of standards and management policies for implementing the Major Thoroughfare Plan.

ROADWAY SYSTEM

The roadway system, which is the foundation for the entire transportation system, must be arranged to accommodate to the needs of the entire system. There are two primary purposes for roadways: (1) to provide vehicular access to abutting land, and (2) to allow for the through movement of vehicular traffic. Vehicular access to abutting land is provided by local streets, and through traffic is accommodated by the major thoroughfares. Local streets should not provide for through traffic, but thoroughfares must assume the dual purpose of providing for a limited amount of local access traffic in addition to providing for the movement of through traffic.

The roadway network for the Poth area is classified into the following functional categories: (1) arterial street, (2) collector street, and (3) local access street. The following definitions describe the roadways according to function:

Arterial Street - A major thoroughfare which provides primarily for the movement of through traffic in and out of the City.

Collector Street - A roadway designed to provide direct access to residential, commercial, industrial, and other

activity area with a primary function of collecting and distributing traffic between local access streets and the arterial street system.

Local Access Street - A roadway (primarily a residential street) designed to provide direct access to individual homes, shops, abutting land, and similar minor traffic destinations, with no provision for through traffic.

The design standards for roadway construction are contained in the Subdivision Regulations. The general roadway standards are described in Table 1 of the Major Thoroughfare Plan. Unique situations may warrant alternate designs (such as the continuous left-turn lane) in lieu of the standard design, but must be justified and approved by the Planning Commission prior to construction.

Table 1
GENERAL ROADWAY STANDARDS

<u>Classification</u>	<u>Right-of-Way Width</u>	<u>RoadWay Width</u>
Arterial Street	60'	44'
Collector Street	50'	30'
Local Access Street	50'	24'

The roadway categories and types presented in Table 1 are arranged in hierarchial sequence in terms of function.

An arterial street should normally have free-flowing traffic, interrupted occasionally at major intersections in order to space traffic at safe intervals. Traffic signals on arterial should be synchronized in a manner to enhance the free-flowing capabilities of these high volume arterials. A collector street provides the linkage between the arterial street system and local access streets and should normally be signalized only at an intersection with an arterial or, in rare instances, at an intersection with another collector street. A local access street provides direct access to abutting properties and should link to a collector street with traffic yielding to collector street traffic.

MAJOR THOROUGHFARE SYSTEM

In determining the location and alignments of major thoroughfares, existing roadways are utilized to the extent possible with consideration given to topographic restraints, such as floodplains and other terrain irregularities. In cases where proposed arterials are located in floodplains, determination was made based upon the need for the roadway as a linkage to the system and the practicality of acquiring right-of-way for an alternate route versus the extend of bridge work required to improve and upgrade an existing road.

MAJOR THOROUGHFARE SYSTEM POLICIES

OBJECTIVE #1: To insure that major thoroughfares conform to optimum design, engineering, and construction standards in order to permit the free flow of high volume traffic.

Policy #1.01: Eliminate low water crossings on arterials by: (1) requiring adequate drainage and bridges as a part of new construction; (2) reconstructing sections of existing arterials that are in flood prone areas.

Policy #1.02: Require that lots developed for low-density residential use which abut an arterial be designed in such a manner that they do not front the arterial. Access to such lots will be provided only from a local street which, in turn, will have access to a collector street. Plats will be annotated to indicate that vehicular access to such lots from the arterial will not be permitted. If conditions exist which make this design infeasible, the construction of a marginal access street upon which the lots would front may be permitted.

Policy #1.03: Permit development for medium- and high-intensity uses (residential commercial or industrial) on land abutting a major thoroughfare if it conforms to specific standards designed to limit access to the thoroughfare. These standards will establish a minimum frontage for lots on which development is planned and a minimum distance between driveways opening into the thoroughfare. Exceptions to the minimum frontage requirement will be made only if access is limited through the use of driveways that serve two or more lots or if a marginal access street

is provided. In all cases, permitted curbscuts will be indicated on the plat of the development and the plat will be annotated to indicate that vehicular access is permitted only at the curbscuts so indicated.

OBJECTIVE #2: To insure that right-of-way required for the construction and/or expansion of major thoroughfares is acquired and that the construction is financed in an equitable and effective way.

Policy #2.01: Owners of the land which abuts an existing or planned major thoroughfare who wish to develop or redevelop such land will, as a condition for plat approval, be required to dedicate to the City for use as right-of-way an amount of land to be specified by the Subdivision Regulations as necessary to expand an existing thoroughfare or to construct a new one in conformity with the standards established.

Policy #2.02: In those instances where a decision is made to expand an existing thoroughfare or to construct a new one and the required right-of-way has not been acquired by dedication, the City will acquire such right-of-way as may be required in the same manner in which it acquires privately owned land for other public purposes.

SAN204/071