

Mobility and Transportation DRAFT

GOALS AND GUIDING PRINCIPLES

Goal # 1:

Protect the public safety and welfare, reduce traffic congestion, ensure acceptable service levels, and conserve the functional integrity of the City and state-maintained roadway system, coordinated with consideration of the regional transportation network.

Guiding Principles:

- ❑ Plan for a balanced, multi-modal transportation system of streets, sidewalks, trails, and railroad to meet the mobility and economic development needs of the community.
- ❑ Promote street patterns that provide maximum safety and mobility for all modes of transportation, while preserving neighborhood integrity.
- ❑ Promote greater connectivity between different neighborhoods and commercial activity centers by providing appropriate access for automobiles, bicycles and pedestrians.

POLICIES

MT 1: Major Street (collectors and arterials)

The following policies apply to the major street system in Rolla:

1. Arterial street intersections should ideally be spaced no more than one mile apart to facilitate neighborhood planning and design, whenever topographic and other physical conditions allow.
2. Access to major streets shall be from intersecting minor or local streets, rather than private driveways, whenever possible.
3. Encourage commercial development that is part of a planned development project requiring an approved site plan so that access points, internal circulation, and parking may be better coordinated:
 - a. Utilize shared access points to minimize curb cuts and vehicular conflicts;
 - b. Eliminate existing curb cuts and prevent new curb cuts from being established closer than 100 feet from an intersection of collector streets and 150 feet on arterial streets;
 - c. Encourage shared parking.
4. Central medians should be incorporated into the design of new or upgraded major streets to limit crossing movements, whenever possible.
5. In newly developing areas, minor streets should intersect major streets at regularly spaced intervals of between 400-600 feet, thereby reducing the need for curb cuts.
6. Plan for the use of landscaping and street trees in central medians and along the sides of major streets.

7. Select and install street lights according to the planned design speed and intended use of the street.
8. Develop streetscape plans and, if needed, special corridor controls for Lions Club Drive and other new arterials to improve the street function and appearance, including traffic movement, signage, building and parking placement, landscaping, underground utilities, etc.

MT 2: Minor Streets

The following policy statements apply to Rolla's minor street system:

1. Minor street pavement widths should reflect the intended use of the street, corresponding to the traffic load and the planned land use of adjoining property. Minor streets should be no wider than necessary to serve their intended use.
2. The City should consider reducing pavement widths to 28 or 26 feet measured from the back of the curb.
3. The City should reduce the number of non-connecting minor streets throughout Rolla and, where needed, construct adequate turnaround areas on non-through streets.
4. Through traffic on minor streets should be avoided.

MT 3: Sidewalk System

The following policy statements pertain to the provision of sidewalks in Rolla:

1. Where no sidewalks are present in existing developed areas, sidewalks shall be provided on a priority basis to connect residential areas to major pedestrian destinations, such as parks and schools.
2. In newly developing areas, sidewalks shall continue to be required as an integral part of the community's basic infrastructure.
3. Sidewalk width shall be determined according to anticipated use, but the minimum sidewalk width shall be four feet.

MT 4: Trails System

Continue the incremental extension of Rolla's trails system as shown on the 10 year Capital Improvements Program in order to link neighborhoods together with other parts of the community, particularly routes to schools, parks, and employment/service activity centers.

FUTURE ROADWAY NETWORK

Planned roadway connections are identified on the accompanying Major Thoroughfare Plan. The Major Thoroughfare Plan should be updated periodically as a guide for future land development planning and as means to identify necessary right-of-way acquisitions or reservations.