

Road Network and Circulation

The road network and circulation recommendations provide additional transportation guidance and recommendations for development within Land Unit A. ~~In the instance of~~ For new streets, right-of-way should be provided for their ultimate configuration including pedestrian and bicycle facilities as identified in the Plan. The streets should provide a level of connectivity and accommodate all modes of transportation to the fullest extent possible. Road planning should balance the efficiency of through movements with the need for reasonable access to existing and planned uses. Existing property access points should be retained to the greatest extent possible.

In the planning and design of transportation projects, it will be necessary to balance the competing needs of many stakeholders starting in the earliest stages of project development.

~~There should be flexibility in the application of design controls, guidelines and standards to~~ The design of a facility ~~that is~~ should be safe for all users regardless of the mode of travel they choose.

Network Level of Service: An overall Level of Service (LOS) E is the goal for the street network in the Innovation Center TOD area. In instances where a LOS E standard cannot be attained or maintained in a TOD with planned development, remedies should be proposed to offset impacts using the tiered approach described below. The purpose of this tiered approach is to support implementation of the grid of streets, which is more typical of urban areas and improves mobility for pedestrians and bicyclists.

1. First, determine whether addition of capacity and/or increased operational efficiency is possible to achieve without decreasing pedestrian walkability and safety. The widening of roads by adding exclusive turn lanes and/or through lanes will not be desirable in most cases since it will increase street widths at intersections and therefore work against an attractive environment for pedestrians. In lieu of additional lanes, it is preferable to add links to the street grid where applicable and possible to promote the build out of the grid of streets and to create additional diversionary paths for vehicles, and in so doing, to decrease the traffic at problem locations in the vicinity of a proposed development.
2. When step 1 is not achievable, decrease future site-generated traffic by (1) changing the mix of land use within the parameters of the applicable land use guidelines (e.g., replacing office or retail uses with residential use), (2) increasing transit use through provision of additional and improved services, and/or (3) optimizing the application of TDM measures which might include greater transit use, walking and bicycling.
3. If the previous measures do not provide adequate improvement of LOS, a development proposal or phase of development may need to be conditioned on completion of offsetting improvements. Financial contributions of significant value dedicated to addressing deficiencies in the TOD may be considered as an offsetting improvement. These contributions may not be used as a credit against other contributions toward off-site transportation improvements

Road Transportation Improvements – ...