

Key components of the proposed new policy for road improvements within the designated rural area of the City are listed below.

I. PURPOSE AND INTENT

A. Implementation of the General Plan

- Document purpose and intent will tie back to General Plan policies and directives regarding the preservation of rural character of designated rural area.

B. Value Based Approach

- The policy objective will be explained as a value based approach for incremental (rather than ultimate) road improvements that solve specific traffic issues identified through periodic evaluations of traffic conditions

II. ROADWAY PHASING CONCEPT

A. How it Works

- The basic premise of the policy is that roadways/intersections will be widened/improved if and when the need exists. This need will be evaluated by taking traffic counts every _ years, when a roadway project of citywide significance is complete, or as needed to address safety (based on accident data). When individual development projects are approved they will be conditioned for the ultimate width (based on the General Plan) of the roadway or fees even though the phased improvements will be many years away.

B. Phasing of Intersection Improvements

- Intersection improvements will be phased based on Average Daily Traffic (ADT). By improving the intersections, the roadway segment widening is delayed.

C. Phasing of Road Segments

- Two lane road segments will be widened when the ADT reaches a count of greater than 24,000. Once this threshold is met, the plans for widening of the roadway will commence.

D. Relationship to Rural Road Improvement Standards

- The Rural Road Policy establishes the thresholds for phased improvements for roadway improvements. The Rural Road Improvement Standards show what the phased improvements will look like within the project area.

III. ROADWAY PHASING CRITERIA

A. Volume Thresholds/Level of Service

- Volume thresholds for phased improvements are shown in the handout/table.

B. Safety

- Safety at intersections will be taken into consideration as a determining factor of when improvements are necessary.

C. Tolerance for Delay

- Staff will work with the community to determine other thresholds of delay that might warrant improvement.

IV. ROADWAY PHASING METHODOLOGY

A. Initial Traffic Counts

- Initial traffic counts were taken in March and April 2007. These counts will be used as the baseline for roadway improvements in the rural area.

B. Periodic Traffic Counts

- Traffic counts will be taken every _ years, when a roadway project is completed, or as needed to address safety.

C. Accident Data

- Accident data will be reviewed periodically to identify accident hotspots that could be corrected with improved intersection right-of-way assignment.

V. ROADWAY PHASING PROCESS

A. Identification of Need

- The identification of a need for a roadway or intersections improvement is created when the thresholds are met.

B. Consideration of Phasing Options

- Once the thresholds are met, Public Works staff will review the proposed improvement to see if the entire improvement is needed or if it can be scaled back.

C. Public Process

- Like any other Capital Improvement Project, the project will go through the public review and hearing process.

D. Analysis and Determination

- There may be some cases where paths and bikeways may be needed or desired (such as by schools). These potential locations are shown on a map to be attached to the policy and/or improvement standards documents.