Chapter V: Transportation

- Work with WisDOT on the Interstate 39/90/43 interchange reconstruction project to ensure its timely completion and better access to the local road network, particularly for lands east of Interstate 39/90.
- Advance towards construction of the proposed Inman/Freeman Parkway and Highway 81 bypass to serve peripheral area development, relocate heavy traffic, and improve access to the north and west sides.
- Maintain and enhance the area's local, collector, and arterial road network, with improvements targeted to key roadways like Prairie Avenue.
- Enhance Beloit as a walkable, bikable City through developing an interconnected sidewalk and trail network, carefully considering the needs of bicyclists and pedestrians in road design, and requiring designs of new developments that have the pedestrian in mind.
- In an era of rising fuel costs, enhance in-town and intercity mobility for people and products through investments in busses, other ridesharing, and rail.

This chapter includes background information, goals, objectives, policies, and recommended programs to guide the future development and maintenance of various modes of transportation in the City of Beloit over the 20-year planning period.

Transportation access is a key component of community health and growth because it facilitates the flow of goods and people. The City of Beloit is extraordinarily well connected to the region through the Interstate network. Other transportation, such as busses, freight rail, airport service, and bike and recreational trails, are located in or easily accessible to the City.

A. Existing Transportation Network

1. Major Roadways

Interstate 39/90, located along Beloit's east side, serves as a regional controlled-access facility, connecting northern Wisconsin with Madison, Chicago, and central Illinois. Traffic volumes on Interstate 39/90 near the City increased by about five percent from 1998 to 2003. In 2003, Interstate 39/90 had volumes of 46,700 vehicle trips per day. Interstate 43 serves as a regional controlled-access facility within Wisconsin, connecting Beloit with the Milwaukee area. Traffic volumes on Interstate 43 just east of the City increased by about 20 percent from 1998 to 2003. In 2003, this segment had a volume of 14,200 vehicle trips per day. The Wisconsin Department of Transportation (WisDOT) Corridors 2020 Plan designates these interstates as critical "backbone" routes, connecting major population and economic centers.

United States Highway (USH) 51 extends north-south through the center of Beloit. It serves as an arterial road and connects the city to Janesville to the north and the Illinois Tollway to the south. In 2003, traffic volumes on Highway 51 were between 9,000 and 14,000 vehicle trips per day in the City. Other state and U.S. Highways traversing Beloit include State Trunk Highways (STH) 81 and 213. County Trunk Highways (CTH) G and D are also particularly noteworthy, as they provide connections between Beloit and Janesville.

Information on commuting patterns can be found in the Economic Development chapter of this *Plan*.

2. Bridges

There are three state-maintained bridges in the City of Beloit, located on Henry Avenue over the Rock River and Cranston Road over 1-39/90. In addition, there are three bridges located on STH 213, STH 81, and USH 51 that are maintained by the City of Beloit. The state and county maintain condition reports for all bridges that are 20 feet and longer.

Roadway Functional Classification System

Wisconsin's functional classification system groups roads and highways according to the character of service they offer, ranging from rapid through access to local land access. The purpose of functional classification is to enhance overall travel efficiency and accommodate traffic patterns and land uses by designing streets to the standards suggested by their functional class. The four main functional classes include:

- Principal Arterials: Serve longer inter-urban type trips and traffic traveling through urban areas, including interstate highways and other freeways (e.g. I-39/90, USH 51)
- Minor Arterials: Provide intra-community continuity and service trips of moderate length, with more emphasis on land access than principal arterials. (e.g. Shopiere Road, Madison Road).
- Collectors: Provide both land access and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. These roadways collect traffic from local streets in residential neighborhoods and channel it onto the arterial system (e.g., Park Avenue, 4th Street).
- Local Streets: Provide direct access to abutting land and access to collectors. Local streets offer the lowest level of mobility. Through traffic movement is usually discouraged

Source: WisDOT, Facilities Development Manual

3. Airports

The Beloit Airport is located east of the city at 4046 East County Road P, south of the Gateway Business Park. This private airport includes two 3,300-foot runways with an average of 74 flights per day.

The Southern Wisconsin Regional Airport is located a few miles north of Beloit at 4004 South Oakhill Avenue in Janesville. This municipal airport has three multi-directional runways, each over 5,000 feet with an average of 189 flights per day. It is also home to the annual Southern Wisconsin AirFEST, which features aviation performing groups such as the Blue Angels.

Southern Wisconsin Regional Airport

The following larger air carrier and passenger facilities are all located within 1½ hours from Beloit:

- O'Hare International Airport in Chicago
- Chicago Rockford International Airport in Rockford
- General Mitchell International Airport in Milwaukee
- Dane County Regional Airport in Madison

4. Water and Truck Transportation

There is no waterborne freight movement in the City. Water freight moves in and out of the region through the ports of Milwaukee and Chicago. The Rock River is suited for recreation, such as canoeing, fishing, and recreational motor boating.

Due to its ideal location at the intersection of Interstates and its many warehousing and logistical industries, Beloit experiences heavy semi-truck traffic. While there is an extensive network of designated truck routes, semi-truck volumes are heaviest along the Interstates, USH 51, and STH 81. This traffic is a good part of the motivation for Beloit's support of a STH 81 bypass on the City's west side.

5. Rail

There are two rail lines in the City of Beloit. The Iowa Chicago and Eastern railroad extends north from the stateline to Janesville. The Union Pacific railroad travels parallel to Interstate 43 and transports agricultural, automotive, and industrial products. There were regional studies underway at the time of writing to extend Chicago Metra commuter rail services to nearby Rockford and Clinton.

6. Public Transportation and Paratransit

The Beloit Transit System provides bus service to Beloit residents six days a week on five routes, including an express bus to Janesville. The Transit System is also considering expanding services in the City, including service to the proposed casino.

A new bus transfer center is planned, with construction starting as soon as 2008. A specific location has yet to be determined, but it will be located in the downtown area. There is also a desire to coordinate and expand regional mass transit services with neighboring communities and State agencies, including bus and passenger rail.

Rock County provides specialized transportation services for use by elderly or disabled persons. To be eligible for specialized transit services, an individual must be at least 55 years of age or be disabled. Transportation services are provided to all areas within Rock County in wheelchair-accessible vans.

7. Review of State and Regional Transportation Plans

The following is a summary of state and regional transportation plans affecting the Beloit area. These state and regional plans are consistent with the goals and recommendations of this *Comprehensive Plan*.

Stateline Area Bike and Pedestrian System Plan
In 2004, the Stateline Area Transportation Study (SLATS) Policy Committee updated the 1994 Bicycle and Pedestrian Master Plan for the Stateline Area. The purpose was to outline a strategy for designing and implementing a safe, convenient, and comprehensive bicycle and pedestrian circulation network in the Stateline Area. Recommendations for the City of Beloit include a mapped system of off- and on-street paths, bicycle lanes, and intersection and bridge improvements. The recommendations of that plan have been incorporated into this *Comprehensive Plan*.

SLATS 2035 Long-Range Transportation Plan
This 2007 plan guides long-range transportation improvements to ensure that they are timely, complimentary, conducive to economic development, and minimally disruptive to the natural environment. It prioritizes the local investment decisions from a collective standpoint with special emphasis on the use of federal funds. There are numerous detailed recommendations for the City of Beloit addressing public transit, bicycle and pedestrian facilities, and roadways and motor vehicles. In addition, the plan identifies several projects under study, including an extension of Lathers Road and Highway 81/213 bypass alternatives. The SLATS Transportation Plan was integral to the creation of the Transportation chapter of this *Comprehensive Plan*.

SLATS Transportation Improvement Program
The Transportation Improvement Program (TIP) provides the mechanism to list projects for federal funding. This program is the result of a comprehensive and continuing urban transportation planning process within the Stateline Area. The goal is to develop a program of short- and mid-range improvements to provide a balanced transportation system for the area. The TIP is updated annually to address need and adjust plans accordingly. Projects in the City of Beloit included in the most recent (2006) TIP are improvements to Shirland Avenue, the Riverwalk recreational path, Freeman Parkway, and White Avenue.

Stateline Area Transportation Study

The Stateline Area Transportation Study (SLATS) is the designated Metropolitan Planning Organization (MPO) for the Beloit Urbanized Area. Intergovernmental transportation planning conducted by a MPO is mandated by the Federal Highway Administration for all urbanized areas over 50,000 in population. SLATS is one of 12 MPOs that share responsibility for transportation planning in Wisconsin and one of 14 MPOs operating in Illinois.

SLATS is represented by the following local governments: City of Beloit, Town of Beloit, Town of Turtle, Rock County, City of South Beloit, Village of Rockton, Rockton Township, and Winnebago County.

SLATS is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process for the entire Stateline Area. In implementing this planning process, SLATS is required to develop and update a Long-Range Transportation Plan, a Unified Work Program, and a Transportation Improvement Program (TIP), which together highlight the major projects, improvements, and expenditures that will influence the regional transportation system.

Wisconsin State Highway Plan 2020
This plan focuses on the 11,800 miles of state and federal highway routes in Wisconsin. The plan does not identify specific projects, but broad strategies and policies to improve the state highway system over the next 20 years. Given its focus, the plan does not identify improvement needs on roads under local jurisdiction. The plan includes three main areas of emphasis: pavement and bridge preservation, traffic movement, and safety. The plan identifies Interstates 39/90 and 43 and Highway 51 as "backbones" and US Highway 81 as a "connector".

Translinks 21: A Multimodal Transportation Plan for Wisconsin's 21st Century
This plan provides a broad planning "umbrella" including an overall vision and goals for transportation systems in the state for the next 25 years. This 1995 plan recommends complete construction of the Corridors 2020 "backbone" network by 2005, the creation of a new state grant program to help local governments prepare transportation corridor management plans to deal effectively with growth, the provision of state funding to assist small communities in providing transportation services to elderly and disabled persons, and the development of a detailed assessment of local road investment needs. At the time of writing this *Comprehensive Plan*, WisDOT was in the process of updating the Translink Plan through *Connections 2030*.

Wisconsin Department of Transportation Connections 2030
Currently under development, Connections 2030 will identify a series of multimodal corridors for each part of the state. Each corridor will identify routes and/or services of several modes such as highways, local roads, rail, air, and transit. When completed, the multimodal corridors will accomplish these key goals: portray key Connections 2030 recommendations; prioritize investments; and assist WisDOT transportation districts in identifying future segments for more detailed corridor plans.

Wisconsin Bicycle Transportation Plan 2020
This plan presents a blueprint for improving conditions for bicycling, clarifies the Wisconsin Department of Transportation's role in bicycle transportation, and establishes policies for further integrating bicycling into the current transportation system. The plan reports that, according to a University of Wisconsin survey conducted in August 1998, more than one-third of all Wisconsin households included someone who took at least one bike trip in the previous week. There are no recommendations specific to Beloit.

Wisconsin Pedestrian Plan 2020
This plan outlines statewide and local measures to increase walking and to promote pedestrian comfort and safety. The plan provides a policy framework addressing pedestrian issues and clarifies WisDOT's role in meeting pedestrian needs. Pedestrian facilities include sidewalks, walkways, streetscapes, crosswalks, traffic controls signals, overpasses and underpasses, bridges, multi-use paths, curb cuts and ramps, transit stops, and paved shoulders. Many of these types of facilities are found in the City of Beloit.

Wisconsin State Airport System Plan 2020
This plan includes a general inventory of existing airport facilities in the state and provides a framework for the preservation and enhancement of a system of public-use airports to meet the current and future aviation needs of the state. It includes recommendations to upgrade existing facilities through runway extensions and replacements and facility improvements, but does not identify any new locations for airports to meet future needs. There are no recommendations related to the Southern Wisconsin Regional Airport.

Wisconsin Rail Issues and Opportunities Report
This report summarizes critical rail transportation issues identified during a public outreach effort. The report serves as a point of departure for the rail component of Connections 2030, WisDOT's next multimodal transportation plan completed in 2006. The report identifies the existing rail line in Beloit as "light density" carrying less then 3 million gross tons annually. These "light density" lines could require financial assistance in order to preserve rail service and avoid abandonment of track.

Rock County Transportation Improvement Plan
The Rock County Highway Department maintains an ongoing list of short term (5 years or less) transportation improvements. The County is currently resurfacing CTH S (Shopiere Road) south of Interstate 39/90. There are no other projects planned in the Beloit area in the next 5 years.

Highway 81 Bypass Environmental Impact Study
The Wisconsin and Illinois Departments of Transportation are currently considering the potential construction of a bypass of the west side of Beloit, extending into South Beloit in Illinois. A meeting was held on July 31, 2007, to gather input from the public, before the Environmental Impact Study for the project is completed. At the time of writing, no formal roles had been established for either Department and the future of the project was uncertain.

Interstate 39 Corridor Study

As described elsewhere in this chapter, WisDOT is planning a new configuration for the Interstate 39/90 and 43 interchange. This improvement is part of a larger Interstate 39 corridor study, extending from the Illinois state line to Madison. Preliminary recommendations include adding a lane of traffic in each direction in both Dane and Rock Counties. As a result of the study, it was recommended that the new lane should be added on the "outside" of the existing lanes in Dane County and on the "inside" in Rock County. The schedule for widening the highway has not been determined

B. Transportation Goals, Objectives and Policies

1. Goal

a. Provide a safe and efficient transportation system that meets the needs of multiple users.

2. Objectives

a. Provide an overall transportation system that accommodates existing and planned development in the most efficient and effective manner possible.

b. Schedule transportation improvements that accommodate new development without promoting unplanned or poorly planned development.

c. Provide a system of arterial and collector streets for safe and efficient access to regional highways.

d. Provide safe and interconnected local streets within neighborhoods.

e. Preserve railroad corridors for both freight and potential passenger rail service.

f. Provide safe and efficient pedestrian and bicycle access.

g. Continue to participate on appropriate state, regional, county and local transportation planning efforts that may have an impact on the City of Beloit and its transportation system, including initiatives related to air, water, and truck transportation.

3. Policies

a. Require the construction of a limited number of collector streets in neighborhoods to provide safe and efficient access to major arterials, meeting design standards outlined in the City's subdivision ordinance.

b. Discourage the extensive use of cul-de-sacs that would force local traffic onto a limited number of through streets, difficult to maintain, and break up neighborhood continuity.

c. Require all new streets in the City to be designed to provide safe and efficient access by City maintenance and public safety vehicles.

d. Preserve sufficient public street right-of-way to allow for needed street updates and improvements, through subdivision review and official mapping.

e. Control driveway access and maintain minimum sight distances along arterial and collector streets, updating streets and sidewalks or zoning ordinance standards as necessary to accomplish this objective.

f. Pursue appropriate upgrades to existing intersections, as warranted by traffic volumes and new development, to enable safe and adequate access to collector and arterial streets. Several recommended intersection improvements are illustrated on Map 11.

g. Maintain efficiency of arterial and collector streets serving the City—including Milwaukee Road, Madison Road, Prairie Avenue, Highway 51, and Cranston Road—by minimizing and consolidating curb cuts and driveway access points.

h. Continue to work with WisDOT on the I-39/90/43 interchange reconstruction project and related over-underpasses to ensure its timely completion and to provide for improved local access, particularly east of Interstate 39/90. Recommended over/underpasses are shown on Map 11.

i. Continue to participate in discussions on and planning for regional transportation facilities—in coordination with SLATS, WisDOT, and Rock County—for projects like the proposed Highway 81 bypass and the Inman/Freeman Parkway.

j. Work to ensure that the transportation recommendations identified in this *Plan* are incorporated in the SLATS long range transportation plan and six-year Transportation Improvement Program and Unified Work Program. This will ensure that these projects are eligible for state and federal funding. Update the City's Official Map to include the future transportation system improvements identified in this *Plan* and to map adequate street right-of-way widths for existing roadways.

k. Enhance the City's "walkability" by requiring sidewalks or pedestrian pathways in all new residential and commercial developments, designing neighborhoods and developments with the pedestrian in mind, and considering the needs of bicyclists and pedestrians in all road improvement projects.

l. Continue to promote the use of the City's bus system and explore new bus routes to serve future development and existing developed areas which are underserved (see Map 11).

m. Work with Rock County and private providers to continue and expand transportation options to those who require them, such as the elderly, disabled, and children.

Transportation options, such as Beloit's bus system and bike paths, can reduce pollution and congestion and improve residents' health.

n. Encourage car-pooling and vanpooling, and explore new locations for park and ride facilities (see Map 11), particularly along the Interstates.

o. Preserve existing rail corridors and reserve sites for stations and related parking facilities for potential commuter rail service.

C. Transportation Improvement Recommendations and Programs

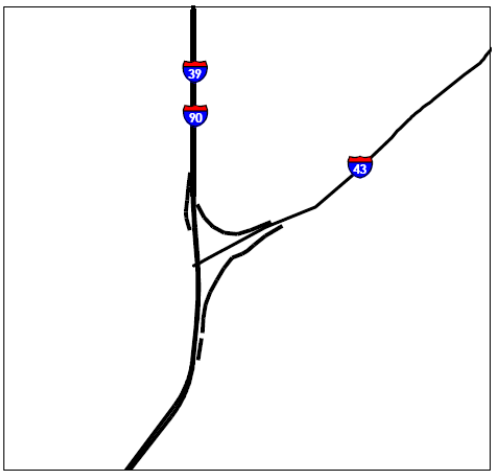
The following section is a description of the transportation improvements illustrated and recommended through Map 11, as well as recommendations and programs which address non-map transportation issues.

1. Improvements Related to Interstates

Figure 23 illustrates WisDOT's proposed reconfiguration for the interchange of I-39/90 and I-43. This new configuration will be a "free flow" design with gentler curves for changing highways. This will also improve access to the Gateway Business Park and ultimately the northeast quadrant of the interchange through a related under/overpass across I-43. Construction is set to begin in 2015. The City will continue to work with WisDOT on this important project.

Additionally, the City supports a second Interstate under/overpass north of the interchange to make the areas adjacent to the Interstate within the City more developable, as shown on Map 11 and in a land use pattern recommended on Map 10: Future Land Use.

Figure 23: Proposed Reconfiguration for the I-39/90/43



2. Inman/Freeman Parkway

The proposed Inman/Freeman Parkway is located west of I-39/90 and would connect the existing Freeman Parkway near Milwaukee Road with Inman Parkway near Prairie Avenue. This parkway connection is important to serve future development in this area, including commercial opportunities along the Interstate; to improve access to the north side of the Beloit area; to redirect increasing levels through traffic away from local streets; and to keep "Beloit-to-Beloit" traffic off of the Interstate.

Source: Wisconsin Department of Transportation

The conceptual design of this road would initially include two lanes of traffic divided by a landscaped median, with speeds of 35 miles per hour. It is not intended as a high-speed expressway. The construction of this new arterial road may occur in phases, and would depend on the timing of future development and boundary adjustments in the area it crosses.

The City will continue to work with SLATS and participating local governments to plan for, fund, and ultimately construct this roadway.

3. West Side Bypass/Arterial

The proposed Highway 81 bypass is located in the far west side of the City and would extend from the intersection of Nye School Road and Madison Road directly south to the state line. The bypass would redirect regional traffic—particularly trucking—away from the downtown and central city neighborhoods. It would also provide a more efficient travel route for such vehicles. As an ancillary benefit, the bypass may increase development opportunities on the west side of Beloit.

The Illinois Department of Transportation most recently conducted public meetings on the potential new bypass in July 2007, in conjunction with the conclusion of an Environmental Impact Statement for that project. At the time of writing, this project was neither funded nor programmed for construction. The schedule for final location, design, and construction of the bypass has yet to be determined. Challenges include the fact that this project requires bi-state cooperation.

The City promotes the construction of this bypass, in cooperation with SLATS, WisDOT, IDOT, the City of South Beloit, and other affected communities in Wisconsin and Illinois. Map 11 generally represents the City-preferred route for this bypass, including use of Shirland Avenue as the east-west component if a better route through northern Illinois cannot be completed.

4. Improvements to Existing Roads

Over the next 10 to 20 years, the following roads within and near the City are anticipated to require improvements and upgrades:

- Colley Road
- Millington Road
- Prairie Avenue
- Shopiere Road (currently being reconstructed)
- Hart Road
- Lathers Road
- Nye School Road
- Inman Parkway
- Shirland Avenue
- Milwaukee Road Frontage Roads
- Gardner Avenue (Highway 75 in City of South Beloit)
- Interstate 39/90

The City will list these roads in local capital budgets and improvement programs, and encourage their listing in SLATS, State, and County improvement programs as appropriate.

5. Intersection Improvements

Over the next 10 to 20 year period, upgraded traffic controls will most likely to be warranted at several intersections, most notably the following:

- I-43 and Hart Road
- Cranston Road and Milwaukee Road
- Madison Road and Nye School Road
- Shirland Avenue and State Street

When the time comes to install a traffic control device, the City of Beloit will work with other agencies with jurisdiction to examine traffic signals, modern roundabouts and/or revised intersection geometry, to determine which type of traffic control best fits the need of a particular intersection. Where traffic signals are installed, pre-emptive devices should be included for public safety purposes. Figure 24 illustrates a conceptual design for a roundabout. Modern roundabouts have advantages over traffic signals in terms of safety (far fewer head-on or t-bone collisions), flow (average wait time at intersections much less), cost (initial installation and maintenance); and energy-efficiency.

6. Park and Ride Areas

Beloit currently has no public parking facilities designed to facilitate ridesharing, yet many Beloit residents travel significant distances for work. Map 11 identifies three potential general locations for future park and ride facilities, each at intersections of interstate highways and major arterial roads, including the following:

- Highway 75 and Interstate 39/90: Would provide a direct route from Downtown Beloit, and the most efficient location for travel to the Rockford and Chicago areas. However, this area is not controlled by the City or WisDOT.
- Highway 81 and Interstates 39/90/43: Would provide easy access to likely the greatest number of City residents, and is centrally located to serve commuters

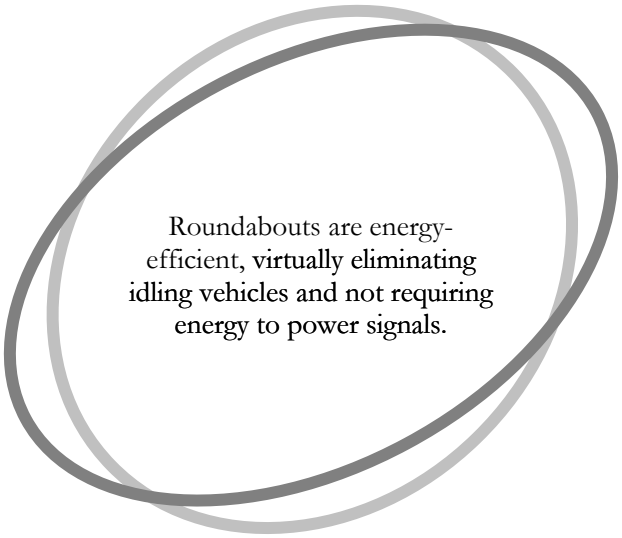
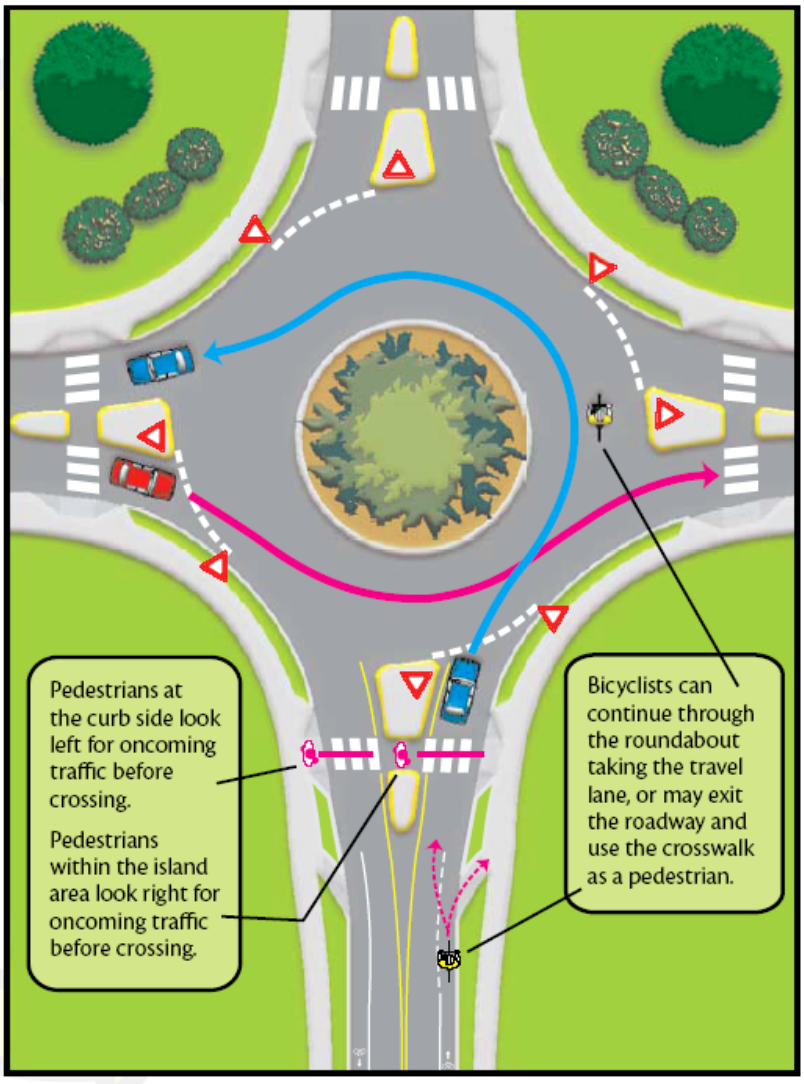


Figure 24: Conceptual Roundabout Design



Source: Wisconsin Department of Transportation

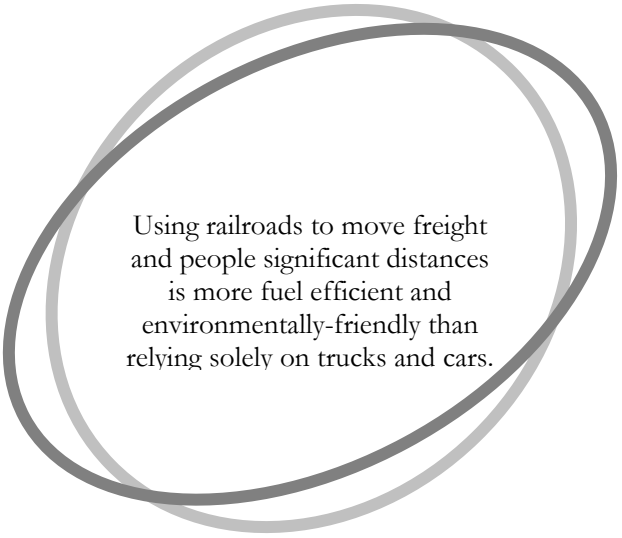
heading to the Madison, Milwaukee, and Chicago areas. However, real estate values in this area are high and much of the land is already developed.

- Shopiere Road and Interstate 39/90: Would provide an efficient location for travel to the Janesville and Madison areas, and there is a ready supply of undeveloped land. However, this area would not serve commuters to the Chicago and Milwaukee areas well, and is not presently in a planned City growth area.

The City intends to coordinate with WisDOT to determine the best location for a park and ride facility. In addition to stand alone park and ride lots, the City should consider a co-development model. In addition to a public parking lot, the site would include leased retail and service space with a shared parking lot.

7. Rail Service

The City of Beloit supports the preservation of the existing railroad lines in the City for freight rail service. The City's land use policies support reserving remaining industrial sites along the rail lines for uses that will use that service.



There are ongoing discussions for future passenger rail in the region. At the time of writing, regional interests in Illinois and Wisconsin were exploring the extension of Metra, the Chicago area transportation system, to Rockford, Illinois and Clinton, Wisconsin. The City supports further study and possible implementation of commuter/passenger rail service to Beloit during the planning period. To this end, efforts will be made to develop and maintain regular communication with key groups. Key among those are the railroad companies, WisDOT-Bureau of Railroads and Harbors, Metra, and SLATS.

8. Bus Transit Service

Map 11 identifies existing and potential future bus routes in the City. Potential new routes will be considered where more intensive new development is proposed, in particular Gateway Business Park, the possible casino, and west side growth areas. Actual location and establishment of routes will depend on timing and type of development, projected ridership, and funding. The City will continue to work with Janesville on bus service between the two cities and consider collaboration with other cities in the region, such as Rockford, on inter-city bus routes.

The Beloit Transit System is currently studying alternative locations for a future transportation center in the City Center. Such a location is a good coming-together point for the Downtown, would bring more people to the Downtown, and may be the best link to future regional transit options, including possible links with rail. The City intends to implement the recommendations of this study.

9. Pedestrian and Bicycle Improvements

Overall, the City's network of streets, sidewalks, and multi-use paths provides good pedestrian and bicycle movement through the City. However, there are portions of the City that are not well served with pedestrian facilities. Map 11 shows the major existing and planned bike and pedestrian facilities throughout the City. The City's *Park and Open Space Plan* and the *Stateline Area Bicycle and Pedestrian System Plan* include a more thorough presentation of these facilities. The following recommendations apply to the City's treatment of bicycle and pedestrian facilities in general:

- Direct bike and pedestrian crossings of major roadways to controlled intersections with proper signalization and striping.
- For "Recommended Intersection Improvements" as illustrated on Map 11, attend also to the needs of bicyclists and pedestrians. The intersection of Cranston and Milwaukee Roads is presently hazardous to both types of users, yet because of the land uses on either side of Milwaukee Road, generates bicycle and pedestrian traffic.
- For multi-use trails, generally provide 10 feet of paved surface width within a 20 foot wide easement or dedication, ¼ mile markers for longer trails, and pavement bulb outs for emergency access vehicle turn-arounds.
- For "Planned Expansions to Existing Roads" (solid red lines on Map 11) or "Planned Arterial and Collector Roads" (dashed red lines on Map 11), install or improve sidewalks on both sides and integrate on-street bike lanes in the design. Also, plan for the installation of sidewalk on the west side of Madison Road and along Park Avenue.
- Prioritize sidewalk installation or improvement along safe walking routes to schools and between other key walking origins and destinations. In general, sidewalks and/or trails should connect disconnected portions of existing trails and sidewalks, neighborhoods, schools, senior facilities, key industrial and commercial areas, transit centers and park and ride lots, and parks and recreational facilities.
- In new developments, require sidewalks along both sides of streets with average daily traffic projections of greater than 2,000 trips per day, and along at least one side of streets with projections of less than 2,000 trips per day.

Map 11: Transportation System Improvements