

My Neighborhood...



Parents:

Name

Kathi

Age 7



Transportation and Circulation Element

OUR MOBILITY

Transportation and Circulation Element

Introduction

Opportunities for mobility are addressed in the General Plan Circulation Element. These include: where the City's roads will be located and the volume of traffic to be served; the types of roads that will be in the community; the location of airports, public transit routes and stations; and pedestrian facilities and other facilities that provide mobility options for Chandler residents, businesses and visitors.

Current Situation

1. Roadways

The City's street network is set up as a hierarchy of roadways with arterial roads intended for regional or cross-town trips and collector roads intended to be used to connect neighborhoods and the commercial and service land uses that support residential uses. The current general goal for mobility is to maintain level of service (LOS) D or better on all streets. Level of service D means that no street shall operate above 80% of its planned capacity.

To address capacity issues, the City's Street Improvement Program assumes the widening of the arterial network to a series of roadways having four to six travel lanes with flared intersections at selected locations. The flared intersections are planned to relieve congestion by adding right turn lanes, providing dual left turn lanes, and auxiliary through lanes.

2. Transit

The City of Chandler currently provides transit service on the following routes: Chandler Boulevard, Elliot Road, Arizona Avenue, Alma School Road, Rural Road, McClintock Drive, and two express bus routes from downtown Chandler to downtown Phoenix. To address current transit needs, the City initiated a Transit Plan Update and a Major Investment Study in mid-2001. The plan is expected to be complete by mid-2002.

3. Bicycles

The City has adopted a comprehensive Bicycle Plan that is directed at expanding the community's infrastructure to accommodate bicycle transportation as a viable alternative to the auto (see the Bicycling Element). Implementation of the recommendations of the Bicycle Plan will address the City's goals for this Element of the transportation system.

4. Airports

Chandler Municipal Airport is a general aviation reliever airport that does not have commercial air carrier operations. In addition, the Airpark Area Plan encompasses a nine square mile area around the airport with recommended compatible land uses and development criteria.

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Planning Issues

- Bicycle paths need to provide connections between neighborhoods.
- Traffic calming and pedestrian and bicycle facilities should be incorporated into new subdivision designs.
- The airport should be protected from residential encroachment.
- Traffic volume is increasing and some portions of the existing arterial street system are projected to reach capacity.
- Ongoing funding is important to provide pavement maintenance of existing roadways that are 20 years and older.
- Ongoing coordination and integration of the City's land use and transportation planning policies and processes are important to the development of a safe and efficient transportation system.
- Expansion of the existing public transit system to provide increased frequency of service on existing routes and new routes, based on available funding, may be necessary to meet projected increases in demand.
- The City will need to continue identifying resources for funding of transportation capital improvements.
- Implementation of Intelligent Transportation Systems (ITS) technology may be important to help address traffic congestion.

Goals, Objectives and Policies

GOAL: DEVELOP AN INTEGRATED CITYWIDE MULTI-MODAL TRANSPORTATION SYSTEM.

OBJECTIVE: Develop a system of streets that provides for the safe and efficient movement of people and goods throughout the City.

Policy: Evaluate effectiveness of lead versus lag left turn arrows in improving traffic safety and intersection operations.

Policy: Evaluate the effectiveness of photo red light cameras and expand program if warranted.

Policy: Identify and implement measures to reduce congestion on major arterial streets.

Policy: Widen congested intersections by adding turn lanes and bus pullouts to provide additional capacity.

Policy: Coordinate design of roadway improvements with neighboring communities.

Policy: Continue to prepare an annual accident analysis report.

Policy: Update design standards as appropriate including the right turn lane policy.

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OBJECTIVE: Develop an integrated, multi-modal transportation system that facilitates the use of alternative modes of travel for certain types of trips.

Policy: Investigate opportunities for established businesses to construct site improvements that make their facilities more pedestrian, bicycle and transit friendly.

Policy: Identify corridors where transit can be integrated most effectively.

Policy: Incorporate facilities that support alternative mode use (e.g., bike lanes, bus pullouts) in planned arterial street improvements.

OBJECTIVE: Adopt policies and implement programs and procedures that will protect the public investment in, and ensure the long-term viability of the City's transportation infrastructure.

Policy: Prepare a baseline inventory for all City streets.

Policy: Establish maintenance standards for street surfaces, streetlights, sidewalks, curbs and gutters, signs and markings, landscaping, and storm drains.

GOAL: ENSURE THAT THE TRANSPORTATION PLAN ACHIEVES AN EFFECTIVE BALANCE BETWEEN LAND USE AND TRANSPORTATION NEEDS.

OBJECTIVE: Adopt policies and implement programs and procedures that will facilitate the integration and coordination of transportation and land use planning.

Policy: Maintain communication with adjacent communities and regional agencies to coordinate transportation planning, programming, design standards and system improvements.

Policy: Require transportation area plans for major development to document and address transportation needs (street, pedestrian, bicycle and transit).

Policy: Develop a long-term plan for all transportation modes.

OBJECTIVE: Develop policies and programs that protect residential neighborhoods (and other sensitive land uses) from adverse traffic impacts and enhance the quality of life in the community.

Policy: Review and update current standards and policies for implementing traffic calming measures in neighborhoods.

Policy: Establish development design standards and policies that encourage and facilitate both bike and pedestrian access between adjacent land uses.

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Policy: Encourage and ensure that new developments are designed to minimize future traffic complaints while providing for a system that allows for necessary emergency access.

GOAL: COORDINATE EFFECTIVE TRANSPORTATION LINKAGES BETWEEN ADJOINING CITIES.

OBJECTIVE: Develop policies and programs that support the expansion and maintenance of a regional transportation system infrastructure and services.

Policy: Continue to work with ADOT towards the construction of the Santan Freeway.

Policy: Support the implementation of HOV lanes on the Santan and Price Freeways. Work with ADOT and MAG to program their installation.

Policy: Explore the development of a regional high capacity transit system.

Policy: Coordinate transportation planning with surrounding communities.

GOAL: ACHIEVE AND MAINTAIN A TRANSPORTATION SYSTEM THAT IS COST EFFECTIVE, ENVIRONMENTALLY SENSITIVE AND TECHNOLOGICALLY SOUND.

OBJECTIVE: Establish fiscal policies that provide system capacity improvements to accommodate new development.

Policy: Review effectiveness of existing arterial street impact fee policies.

Policy: Develop policies and procedures for mitigating transportation impacts related to in-fill development outside of the existing impact fee area.

Policy: Pursue additional outside funding sources (federal and state grants).

OBJECTIVE: Identify transportation system opportunities to conserve energy, reduce air pollution, protect water quality and recycle materials when expanding or improving transportation infrastructure.

Policy: Evaluate expanding the City's low emissions and/or alternative fuel fleet.

Policy: Increase the City's use of Intelligent Transportation Systems (ITS) technology to improve traffic flow.

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Policy: Evaluate the City's Commute-Trip Reduction Program and revise measures as needed.

Policy: Investigate use of recycled materials in street construction (e.g., crushed glass, rubberized asphalt, and recycled asphalt).

OBJECTIVE: **Apply new and emerging technologies that may reduce vehicle miles traveled, reduce vehicle emissions, and improve the operational efficiencies of the existing transportation infrastructure.**

Policy: Work with communications companies to coordinate installation of a fiber optic network along established transportation corridors.

Policy: Develop policies that support private investment in the development of high-tech infrastructure (e.g. broad band, fiber optic, wireless communication systems).

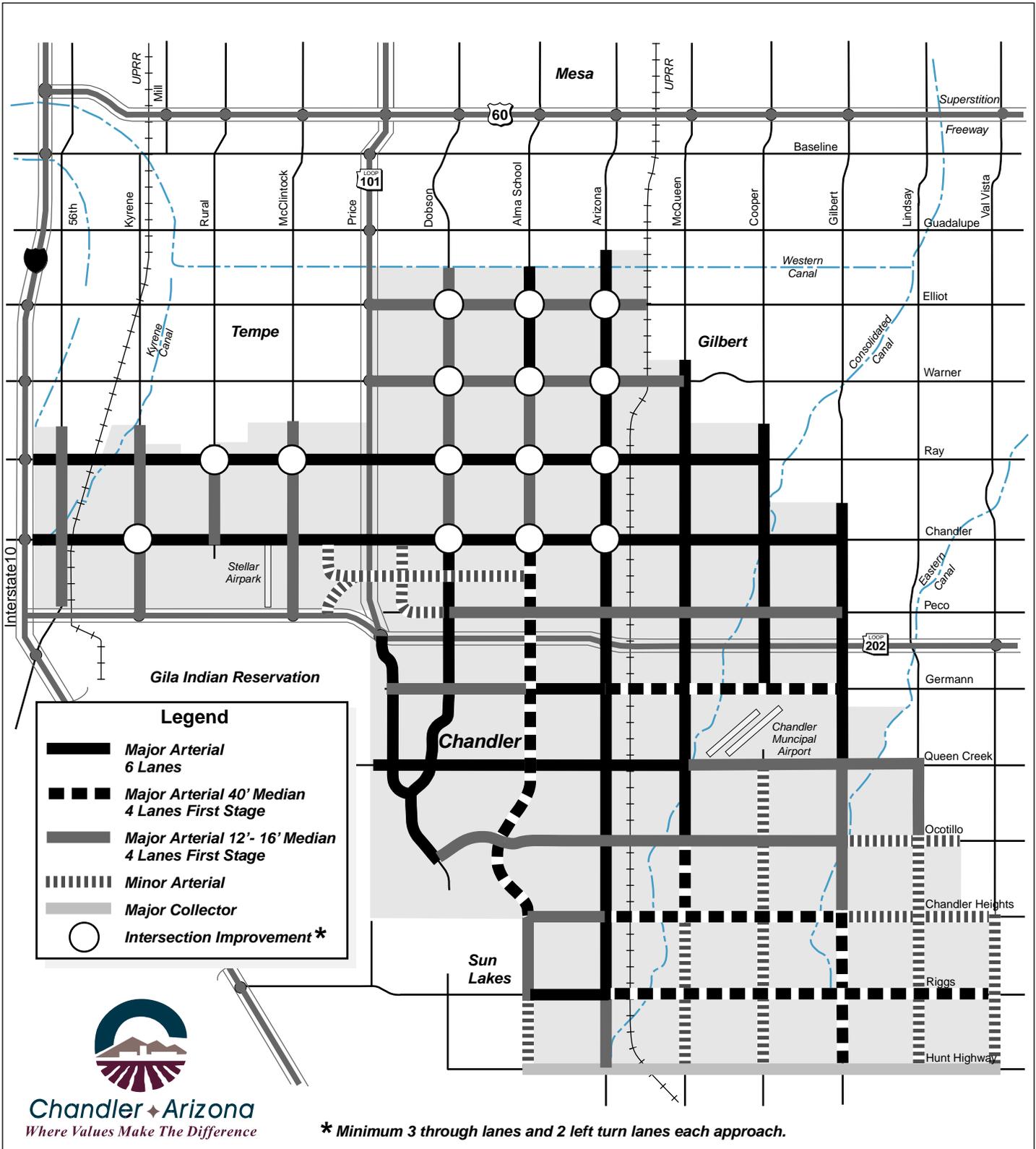
Policy: Evaluate new technology and identify opportunities to use them to improve traffic operations and reduce vehicle trips.



Chandler Transportation Study Mid-Range Roadway Plan

(based on population of 258,000)

FIGURE 5



Chandler ♦ Arizona
Where Values Make The Difference



Chandler Transportation Study Long-Range Roadway Plan

(based on population of 305,000)

FIGURE 6

