

TEMPORARY RESOLUTION NO. 99-19

PERMANENT RESOLUTION NO. 103-19

A RESOLUTION TO AMEND THE OFFICIAL THOROUGHFARE PLAN FOR THE CITY OF LANCASTER, OHIO ADOPTED IN JANUARY 2004

WHEREAS, the City has not modified nor amended the Official Thoroughfare Plan since its adoption in 2004; and

WHEREAS, the City has experienced an increase in growth since 2004; and

WHEREAS, the City's growth coupled with current technology advancements has nearly eliminated the space needed in the City's right-of-way to support the additional infrastructure that these changes require; and

WHEREAS, the demand for infrastructure to support future technology advancements will continue to increase; and

WHEREAS, the City desires to have a well-managed right-of-way with enough space to support current as well as future infrastructure demands; and

WHEREAS, the City recognizes that expansion of the right-of-way is essential to its economic well-being;

BE IT RESOLVED BY COUNCIL OF THE CITY OF LANCASTER, STATE OF OHIO

SECTION 1. That the Document known as Thoroughfare Plan 2003 Revision shall be amended to reflect the following changes:

Section 5.4.3 Cross Sections Standards for Collectors, the roadway section shall be increased from a seventy foot (70') to eight foot (80') width.

Section 5.4.4 Cross Section Standards Local Streets, the roadway section shall be increased from sixty foot (60') to seventy foot (70') width.

SECTION 2. That this resolution shall take effect and be in force from and after the earliest period allowed by law.

Passed: 9/9/19 after 3RD reading. Vote: Yeas 9 Nays 0

Date Approved: 9/9/19

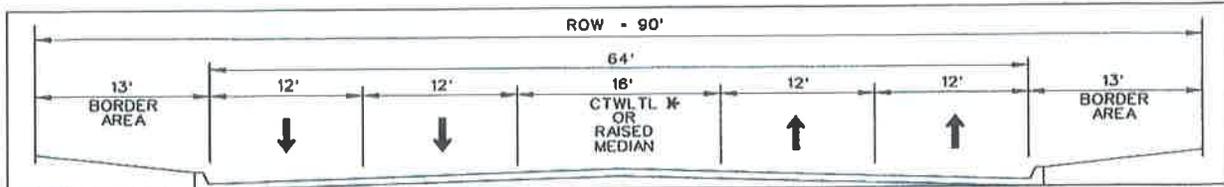
Clerk: Jessica Lee Sandy

Offered by: Cory Johnson

Second by: Melody L. Robbitt
Requested by Public Works Committee

David A. Wee
President of Council
David Schepp
Mayor

Figure 5-7: Typical Roadway Section for Minor Arterials.



* CTWTL - Continuous Two Way Left Turn Lane

5.4.3 Cross Section Standards for Collectors

Since collectors generally carry higher traffic volumes than local streets, they require a wider roadway cross section and possibly added lanes at intersections with arterials to provide adequate capacity for both through traffic and turning movements. Recommended roadway cross section standards for collectors preserve a ~~70~~ 80-foot right-of-way, with a 44-foot pavement width, as shown in Figures 5-8 through 5-10. This pavement width will provide for three different cross section configurations: two 12-foot travel lanes with on-street parking on each side, two 14-foot travel lanes with a 16 foot continuous two-way left-turn lane in the middle, or four 11-foot travel lanes. The three different cross section configurations should be applied in different areas, with the two lane configuration used in low volume residential areas and the three and four lane configurations used in higher volume locations. The ~~70~~ 80-foot right-of-way also includes ~~13~~ 18-foot border areas on each side of the roadway.

Figure 5-8: Typical Roadway Sections for Collectors – Alternative 1.

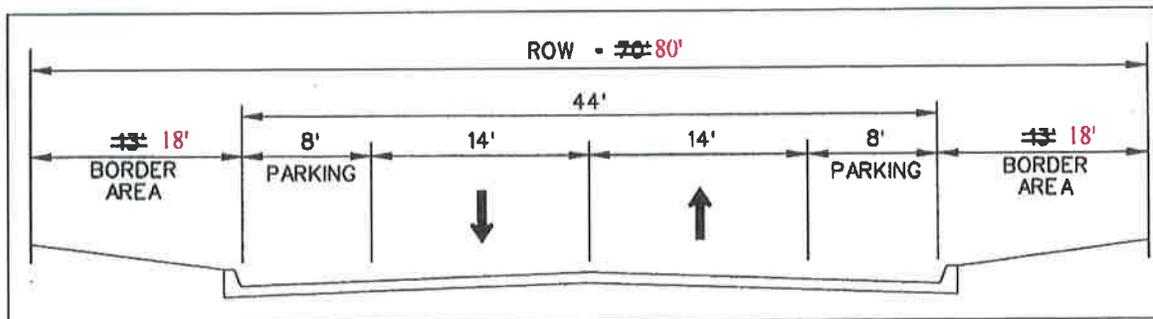


Figure 5-9: Typical Roadway Sections for Collectors – Alternative 2.

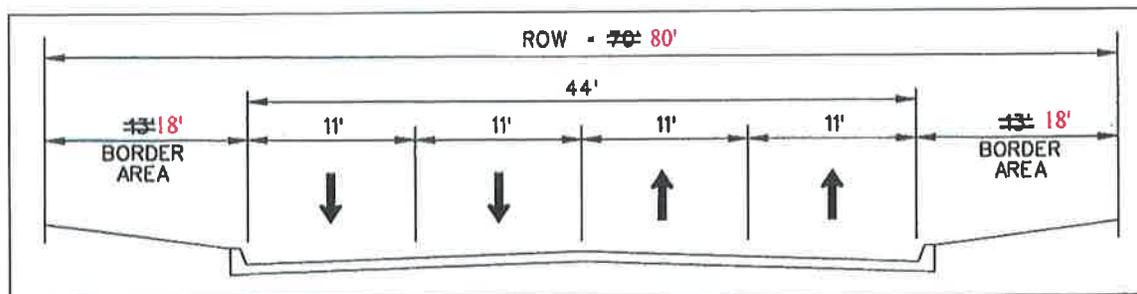
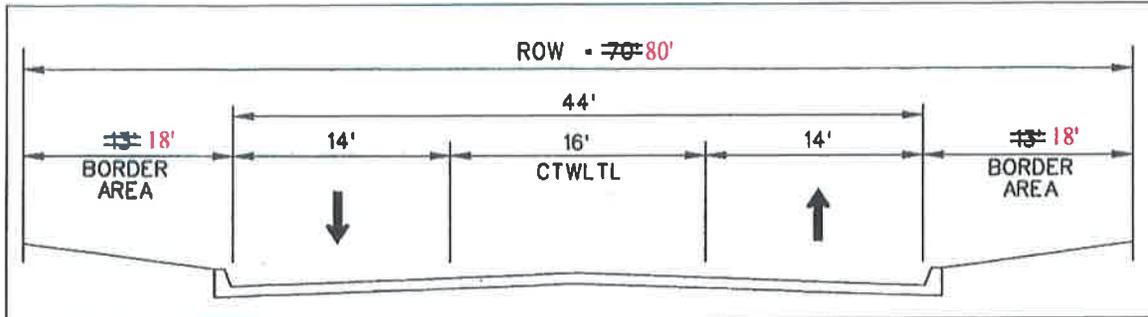


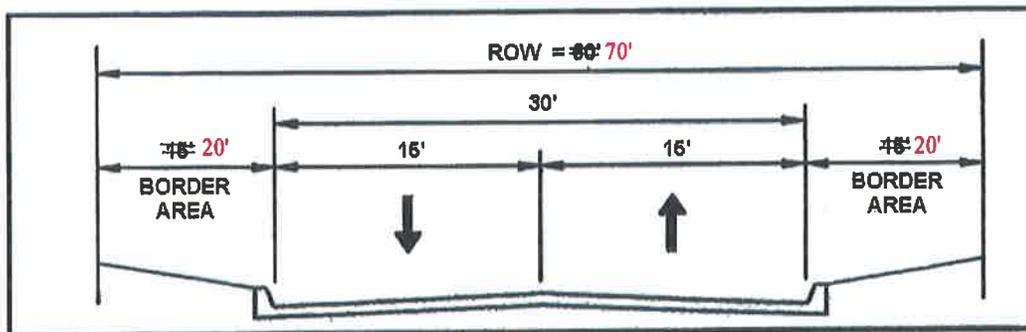
Figure 5-10: Typical Roadway Sections for Collectors – Alternative 3.



5.4.4 Cross Section Standards for Local Streets

The recommended roadway cross section for local streets preserves a right-of-way of ~~60~~ 70 feet, with either a 30-foot or 36-foot pavement width, as shown in Figures 5-11 and 5-12. The 30-foot pavement width will provide sufficient width for 15-foot travel lanes (with eight feet for on-street parking) and a ~~15~~ 20-foot border area on each side of the roadway. Through traffic and excessive speeds should be discouraged on local streets by using appropriate geometric designs, traffic control devices, curvilinear alignments, and discontinuous streets. Local streets should be designed for low speed traffic with an emphasis on providing access.

Figure 5-11: Typical Roadway Section for Local Streets.



The 36-foot pavement width is to be applied for those “multi-family” streets that are somewhere between a Local and Collector street in function. The 18-foot lanes will provide flexibility in controlling speeds on such streets. The typical section for the Local (multi-family) street provides for ~~15~~ 17-foot border area on either side of the pavement.

Figure 5-12: Typical Roadway Section for Local (Multi-Family) Streets.

