

TRANSIT

The design and function of the transportation network is only second in importance behind access to clean drinking water. The ability for emergency services to reach people in need, and allow the free flow of goods and services to reach the market are paramount design considerations that once put into place, are rarely if ever removed from service. It is therefore vital that new and existing improvements clearly adhere to the principles and guidelines for development contained within this plan so the entire system can perform at a high level of service.

INTRODUCTION

Access to, from, and around a city is the foundation by which all prosperous cities measure the success of urban planning. Finding the happy balance between decreasing traffic and increasing the connectivity between commercial and residential properties is a struggle every community has encountered in varying degrees of success. The persistent and growing dependence on automobile transit has indelibly changed the shape of our cities, and an extraordinary effort must be made to establish new connections between developments to secure the long term viability of the community.

The golden days of working in the city and living in the country are rapidly showing signs of age, and are considered an unsustainable pattern of development where the practice impacts other types of urban development. Developments modeled after the “work in the city-live in the country” lifestyle have been interrupted by significant development along the periphery of arterial streets, increasing traffic along the roads that once carried 800 cars per day, to nearly 3,000 cars per day.

Many of the neighborhood design features that increase privacy for homeowners (cul-de-sacs, loop roads, and single subdivision entrances) considerably increase traffic on arterial roadways, and contribute to; increased following distances between vehicles, longer wait times at intersections, decreased reliability of service, and a higher likelihood of speed related traffic incidents.

Choctaw was once considered a distant rural community to Oklahoma City and has only recently achieved satellite suburb status of the Oklahoma City metro area. The limited growth during the 60’s and 70’s is due in large part to the apparent physical distance

from downtown Oklahoma City. This like many features in Choctaw is both a benefit, and a detriment to the city. The benefit is generally considered a high quality of life, with low traffic congestion and a strong rural aesthetic. The detriment is the distance from goods and services, increased Vehicle Miles Traveled (VMT) per capita, and a constant dependence on automobile transport to provide access to and from any two locations.

GENERAL PRINCIPLES

The primary concerns of this plan are to provide safe transit to and from private homes, businesses or public facilities for day to day and emergency response access, and the increasing need for integrated multi-modal access. Related to access is the quality and design of the elements composing the transit system. Roadway maintenance, stop lights, speed limit signs, and other specific details will be only briefly mentioned in so far as they pertain to the alleviation of congestion, increase in safety, or otherwise contribute to a higher quality of transit access within the City of Choctaw.

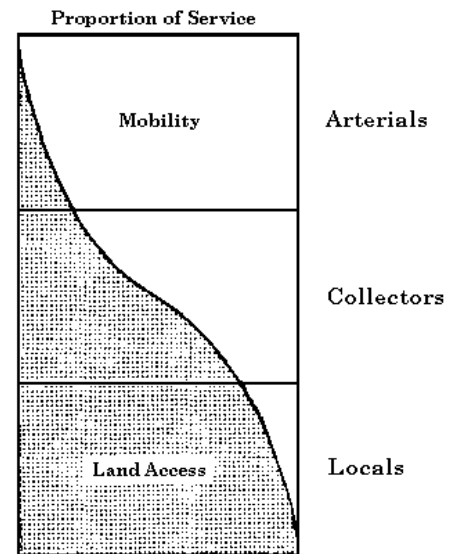
The secondary concern of this plan is to alleviate the potential for traffic congestion that other suburban communities have experienced as a result of poor or inadequate land use planning. The purpose of creating a resilient transportation system is obvious, yet the methods of achieving success are not easy, and rely heavily on the coordinated implementation of land use strategies to support transit. This coordination of land use and transit will be accomplished by focusing on a strong downtown business district, without spotty commercial development disrupting or increasing traffic congestion in residential areas.

BREAKING DOWN THE GRID

The State of Oklahoma has a history that is brutally unique. Never in recorded history has land been given away in a political “free for all”. The land runs of 1889 and the concurrent land surveying that opened the Oklahoma Territory created a development scenario that has shaped land development like none other. Where each township had a required 160 acres of federally developed land and nearly every tract had public access on two sides.

As disturbing as the thought seems today for the government to take land from its owners, there are instances where a governing body must, for the good of all the residents do what is best for the community irrelative of individual ownership. This is true of the current zoning ordinances that restrict industrial uses adjacent to

Relationship of functionally Classified Systems in Serving Traffic Mobility and Land Access



single family dwellings, or commercial uses in an agricultural district. It is an acceptable practice to recommend where certain types of development should occur, and at what frequency those uses should be accessed by public roadways.

Dominating the Oklahoma landscape is the traditional 6 mile Township grid which was subsequently subdivided into the 1 mile Sections for further subdivision of ¼ sections during the Oklahoma Land Run. As it was originally surveyed, each 1 mile section gave access for each resident on 2 sides through a public easement. That easement is what we know today as the Section line roads.

COMPREHENSIVE STREET NETWORK

The Comprehensive Street Network is a model of roadway development that balances the ease of use for pedestrians, and the access to goods and services by the general public, businesses, and utilities. The necessity for a comprehensive street network in Choctaw is evidenced by the limited through streets, and neighborhood connections that currently prevent connectivity.

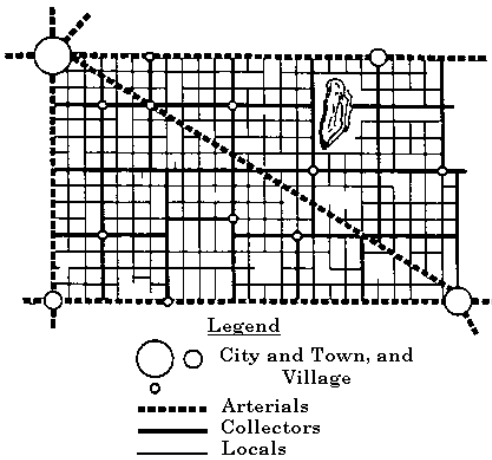
The ability for a street network to provide alternative routes, and subsequent reliability also contributes to the safety of the roadway for emergency personnel. When a comprehensive street network is represented graphically, it appears as a “mesh” or loose grid instead of a “tree” with branches connecting to homes or businesses.

CONNECTIVITY

The intended purpose of the 1 mile grid was to quickly survey and allocate parcels of land prior to the land run, providing public access to at least 2 sides of each property. The 1887 survey of Oklahoma was not expected to be a functional model on which to develop suburban automobile transit. Today, extra effort must be made to impose a transportation system that does accommodate urban automobile transit, and create the connectivity necessary to support increasing housing densities, and a high level of service.

Street connectivity, whether internal to neighborhoods, or external to arterial streets should be the primary design feature of any development proposal. The existing 1 mile grid of streets (section line roads) is the standard network for all vehicles passing through the city, and has severe limitations on public transportation. Many of the roadway connections called for in this plan are intended to bisect each of the mile segments to provide a secondary grid of collector streets that will allow access from a section line road to another on dedicated roadways. These roadways should be

Schematic Illustration of a Functionally Classified Rural Highway Network



respectfully incorporated into neighborhood designs without putting an undue burden on the environment. Many of the 2 lane section line roadways are on the functional classification system. It should not be the goal of the City or individual developers to contribute to an increase in traffic along section line roads, but to alleviate traffic, and reduce Vehicle Miles Traveled (VMT) by allowing a freedom of movement within, and through each neighborhood.

Neighborhoods should be developed in such a way as to appear a natural addition to the city, instead of as an isolated subdivision. The graduated land use principle detailed in this plan applies to roadway connections as well. As density increases, so to does the demand for freedom of access in various directions and therefore more local roadways connecting to arterials.

Effective street connections are vital to the reduction of Vehicle Miles Traveled (VMT), and depend on vigilant review of development proposals to ensure implementation. Each of the previous comprehensive plans have included provisions for street connectivity, and more detail is included here to provide city officials, homeowners and developers the resources necessary to understand the importance of effective street connections.

The development of dead end streets throughout the community will continue to have a detrimental effect on overall traffic, and connectivity. In order to alleviate the stress created by these neighborhood designs, dead end streets should only be considered where natural features prevent the development of through streets. Refer to the FLOOD PLAIN section of this plan for more detailed information on development within FEMA designated areas.

Ex. Connectivity Index

Connectivity Index

A Connectivity Index can be used to quantify how well a roadway network connects destinations. Indices can be measured separately for motorized and nonmotorized travel, taking into account nonmotorized shortcuts, such as paths that connect cul-de-sacs, and barriers such highways and roads that lack sidewalks. Several different methods can be used.

- *The number of roadway links divided by the number of roadway nodes (Ewing, 1996). Links are the segments between intersections, node the intersections themselves. Cul-de-sac heads count the same as any other link end point. A higher index means that travelers have increased route choice, allowing more direct connections for access between any two locations. According to this index, a simple box is scored a 1.0. A four-square grid scores a 1.33 while a nine-square scores a 1.5. Dead end and cul-de-sac streets reduce the index value. This sort of connectivity is*

particularly important for nonmotorized accessibility. A score of 1.4 is the minimum needed for a walkable community.

- *The ratio of intersections divided by intersections and dead-ends, expressed on scale from zero to 1.0 (USEPA, 2002). An index over 0.75 is desirable.*
- *The number of surface street intersections within a given area, such as a square mile. The more intersections, the greater the degree of connectivity.*
- *An Accessibility Index can be calculated by dividing direct travel distances by actual travel distances. For example, if streets are connected, relatively small, and have good sidewalks, people can travel nearly directly to destinations, resulting in a low index. If the street network has many unconnected dead ends and blocks are large, people much travel farther to reach destinations, resulting in a higher index. A WPDI of 1.0 is the best possible rating, indicating that pedestrians can walk directly to a destination. An average value of 1.5 is considered acceptable.*

These indices are affected by how each area is defined, such as whether parklands and industrial areas are included in analysis. It is therefore important to use professional judgment in addition to quantitative measurements when evaluating connectivity.

Referenced from the Victoria Transportation Policy Institute Updated March 8, 2007

Although difficult, and potentially unpopular, improving the connections between neighborhoods and businesses will reduce traffic, and if not prevent, then significantly delay expensive road widening projects.

Recommendations; Where possible, the design of cul-de-sacs, and dead end streets should be designed in such a way to enhance connectivity while providing privacy to homeowners.

Subdivisions with fewer than two entrances and no connection to adjacent neighborhoods should be avoided where possible.

Entrances to subdivisions should occur no less than 300 feet, and no more than 1,000 feet.

OKLAHOMA HIGHWAY 62 (23rd Street)

Highway 62 originates in Western Oklahoma and runs through downtown Oklahoma City, before passing through Choctaw, extending through the eastern portions of Oklahoma and exits the state at Westville, Oklahoma. While the designation of State Highway exists for many communities across the state, in most

small towns, this roadway functions as either an arterial or collector street.

In Choctaw, the scenario is slightly more complicated by the existence of the railroad line and Choctaw Creek which parallel the highway for half of the corridor length. Highway 62 functions as a local street, collector road, rural route, arterial, and State Highway. Because no single roadway design could accommodate these varying traffic patterns, and since the roadway section is designed for the rural highway traffic but is dominated by local traffic, congestion occurs at a high frequency during peak travel times.

Due to the varying traffic volumes, greater care must be given to the design of new structures that have direct access to NE 23rd street. When the ‘lot and block’ design recommendations from this plan are formalized, the uncontrolled flow of cross traffic will be significantly more manageable, and accommodating to expanding business activity in and around the downtown.

Access

While limited access points (driveways) on NE 23rd Street will alleviate the increasing potential for traffic accidents and provide reliable crossing points for automobiles and pedestrians, the removal or reduction of private driveways in Old Town fronting NE 23rd Street is ultimately the only measurable means of increasing through traffic flow and increased turn lane predictability.

REDUCING PERVIOUS AREA, AND MAINTAINING WATER QUALITY.

Frequent rain showers on roadways wash oil, grease, and dirt from road surfaces. These pollutants ultimately travel into the creeks and streams that are a part of our ground water supply. A strong effort should be made to reduce impervious areas in such a way as to prevent the large scale build up of chemicals.

The reduction of pervious surfaces does not prevent the pollution, but does provide opportunities for context sensitive design placed adjacent to parking and transit areas to reduce the overall downstream impact of pollution. By localizing the collection and filtration of surface chemicals, small scale groundwater recharge can dilute the impact and subsequently reduce concentrations of groundwater pollutants during heavy storm events.



EASTERN THOROUGHFARE

An initial first step to expedite travel North and South through Choctaw would be the development of a 4 lane boulevard along Choctaw Road detailed in this plan. The development of such a boulevard would provide reliable means of guiding traffic through Choctaw and enhance the aesthetics of Choctaw's second busiest street.

PUBLIC TRANSPORTATION

A vast majority of Oklahomans have never ridden public transportation, and have no real desire to take advantage of the resources available to them. Even if they were to ride the bus, the convenience of single car parking which dominates the landscape is an acceptable alternative to having to stand and wait for the bus to arrive.

MAJOR INTERSECTIONS

Five intersections will contribute more traffic than any other combination of intersections in the city of Choctaw. These intersections are; NE 23rd at Hiwassee, Henney road, Harper road, Choctaw road, and Indian Meridian. These intersections form the 'gates' for access to commercial land uses by residents living north and South of NE 23rd Street. Presently no other form of access to downtown is available to residents, and 23rd Street must be traversed. The development of the 23rd Street Boulevard will greatly contribute to a reduction in speed, and consequently a reduction in traffic accidents occurring as vehicles cross 23rd Street.

NE 23rd and Hiwassee

The intersection at NE 23rd and Hiwassee shares a north-south border with Nicoma Park and contributes significant through traffic to the city. This gateway into Choctaw has significant potential to handle larger traffic volumes as commercial activity increases near downtown, and is a candidate for dedicated left and right turn lane improvements in the near future.

NE 23rd Street at Downtown Choctaw

Presently only one parcel of land at 14624 does not have road frontage on the arterial streets running perpendicular to NE 23rd St. This parcel will be required to access the improved alleyway to the

West, and upon development of the 23rd Street Boulevard, will lose access from East Bound traffic

Henney Road and 23rd Street

Henney road will continue to be a primary congestion generating corridor as the railroad tracks and Choctaw creek are barriers to traditional intersection design. The 23rd Street Boulevard previously detailed in the plan will provide a significant benefit to the stability of traffic flow at the intersection. A widening of right and left turn lanes of the intersection for North bound lanes will be necessary, as well as a signalized RR crossing with guard-arm barriers.

Choctaw Road and 23rd Street

Despite the design limitations of the Choctaw Rd and Bypass Rd intersection, the Choctaw road and 23rd Street bridge overpass is the highest functioning intersection in Eastern Oklahoma County that has such serious design issues as a railroad crossing, and floodplain. Any potential change to the geometry or configuration of the Choctaw Rd corridor in the future should focus on eliminating as much local traffic as possible from crossing the railroad tracks. This could be accomplished in the following ways.

The proposed Choctaw Transportation Map suggests a number of important street connections that will be necessary to reduce traffic at the Choctaw Road and NE 23rd Street intersection.

1.) Grand Street between Harper road and Choctaw road should be expanded to its original design intent, and used as the primary connection between Choctaw Road and the economic activity surrounding downtown.

2.) NE 21st street should connect Choctaw road directly to Harper Road in the area just south of Choctaw creek, and North of the Choctaw trails addition. Additionally, the proposed roadway extensions indicated on the final plat of Choctaw Trails addition should connect to the proposed NE 21st street, so that residents in this neighborhood would have access to downtown Choctaw, via Harper road without creating undue congestion along Choctaw Road.

3.) NE 21st street should connect Choctaw road east to McDonald road allowing traffic traveling north on Choctaw road to make a right turn (east) onto NE 23rd Street.

Choctaw Road and NE 10th Street

Based on the potential for limited commercial activity on the North side of 10th Street, the intersection will increase to accept North-

South traffic from Choctaw Road, and turning traffic from NE 10th Street North to the Downtown area.

[insert conceptual map of NE 23rd St. and Choctaw Rd. intersection]

Limited commercial activity is anticipated on the South side of 10th street, although commercial activity should be restricted to parcels less than 5 acres, and have direct vehicular access to adjacent single family residential subdivisions.

MAJOR ROADWAYS

23rd Street Boulevard

The NE 23rd Street Boulevard will separate east and west bound traffic with a landscaped median similar to that of other municipalities allowing cross traffic to decelerate in secured turn bays. The intent of the boulevard is to reduce the potential for crossover vehicular accidents and provide more controlled access to properties on the north side of 23rd Street. Boulevards have the added benefit of providing visual relief and reduce the overall scale to broad expanses of paving.

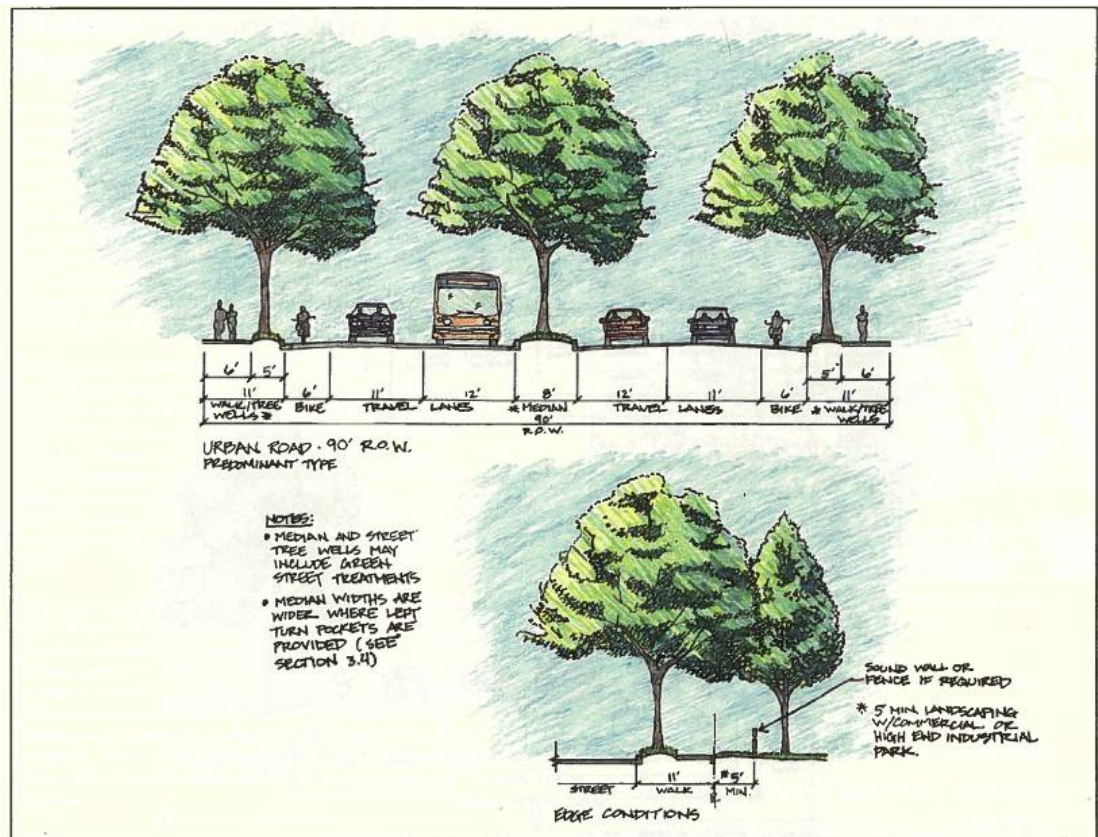


Figure 35. Typical urban road design type. These facilities serve all modes of travel but emphasize vehicular travel.

Significant development will be required to build an intersection at NE 23rd Street and Choctaw Road. This new intersection would likely be elevated above the railroad tracks and Choctaw Creek allowing through traffic from Choctaw road the opportunity to access NE 23rd Street without using local roads.

Choctaw Road Boulevard

Choctaw road is the only roadway in Choctaw that has significant potential for widening to 4 lanes. When cross traffic and through traffic counts increase to a point that requires road widening, a boulevard style roadway is the best possible design solution to control traffic and reduce the physical impact of such a project.

MAJOR STRUCTURES

The City has 22 bridges in the municipal boundaries, or at the edge. The Choctaw road bridge between NE 15th and NE 10th street has recently been upgraded from a 5 ton rating to a 20+ ton bridge. 1 bridge remains at the 4-15 ton limit, and requires posting. Bridge 146 is located north of the intersection of 10th and Anderson road and has a 15 ton rating, and plans are underway to improve this bridge during the 2010-2011. All other bridges have a 27 ton or higher rating.

List of Bridges (map available on request)

Bridge 57A	23 rd and Harper – running N-S	27 ton
Bridge 80	10 th at Optimist Park	27 ton
Bridge 81	10 th street East of Choctaw road	27 ton
Bridge 89	Reno Ave East of Hiwassee	27 ton
Bridge 90	Reno Ave and Hiwassee –running N-S	27 ton
Bridge 91	Reno Ave ¼ mile West of Choctaw Rd	27 ton
Bridge 92	Reno Ave ½ mile East of Choctaw Rd	27 ton
Bridge 110	SE 29 th Street West of Triple X	27-ton
<u>Bridge 146</u>	<u>Anderson Rd. North of 10th st.</u>	<u>15 ton</u>
Bridge 151	Hiwassee North of NE 23 rd Street	27 ton
Bridge 152	Hiwassee South of NE 23 rd Street	27 ton
Bridge 153	Hiwassee North of Reno Ave	27 ton
Bridge 155	Henney Rd. spanning Choctaw creek	27 ton
Bridge 158	Harper Rd. spanning Choctaw creek	27 ton
Bridge 160	Choctaw Road spanning Choctaw creek	27 ton
Bridge 161	Choctaw Road ½ mile North of Reno-upgraded	
Bridge 162	MacDonald Rd North of 23 rd Street	27 ton
Bridge 165	I.M. ½ mile north of NE 36 th Street	27 ton
Bridge 166	I.M. ½ mile North of NE 23 rd Street	34 ton
Bridge 169	Triple X ¾ mile north of NE 36 th Street	xx ton
Bridge 170	Intersection of NE 36 th and Triple X	27 ton
Bridge 171	Triple X ½ mile north of NE 23 rd	30 ton



SUBDIVISION DEVELOPMENT

Street Design

Street design standards should be reassessed and reduced in width where possible to prevent speeding and unsafe driving practices. Context sensitive design solutions throughout the country have provided examples of successful roadway designs that satisfy the functional and practical needs of various user groups.

Cul de Sacs and Dead Ends

Cul de sacs and dead end streets are prevalent in many subdivisions and form a significant barrier to connectivity and comprehensive transit access when improperly designed. Although cul de sacs and loop roads do provide a sense of privacy and reduced traffic congestion within the neighborhood – hallmarks of suburban development - the burden for accessibility is shifted to the larger roadway network which by design (see Breaking Down the Grid in this section) is not intended for the frequency or speed of significant traffic volumes

BIKE ROUTES

The City of Choctaw transit map is the official guide for transit routes. These routes should connect all local streets in the downtown area as well as the designated arterial and section line roads. Additional information on dedicated bike routes can be found in the Parks and Recreation Section of this Comprehensive Plan.

PUBLIC TRANSPORTATION

Senior Transit Service

Based on statistics for an increasing senior population and the distances between goods and services, a comprehensive and flexible senior transit service program could significantly improve the quality of life and mobility for a potentially large segment of the Choctaw population.

Existing senior transit currently serves approximately xx riders per month on average with a potential to increase to 800 with broader advertising and economic activity in downtown Choctaw.

Senior transit programs across the country have contributed to an increase in economic stability and enriched community interactions by mobilizing seniors who otherwise would not engage in communal social activities.

While additional study of the scope and service options should be conducted in order to provide a reliable baseline for expanded transit service, a direct financial subsidy to the senior transit service would increase the visibility and public perception of the existing service.

Passenger Rail Transit

Passenger rail transit is one of many features that mark Choctaw truly unique. Present activity on the rail line runs from Shawnee to Oklahoma City passing through Mcloud, Harrah, Nicoma Park, Midwest City, and Del City before crossing the North Canadian River into urbanized Oklahoma City. The City of Choctaw should focus on creating housing and commercial densities that will support passenger rail service in the coming 10-15 years. The necessary 12-15 dwelling units per acre can be offset by dedicating open space adjacent to a development. The ability for a community to thrive, and remain prosperous is heavily dependant on access to multiple modes of regional transportation.

Because Choctaw is predominately rural and residents want to protect the landscape, the City must;

Concentrate development in areas appropriate for “city” activity, by doing so, we.....

~ Create a densely populated walkable downtown, instead of sparse unconnected ‘sprawl’...

~ Provide the ability to reduce unnecessary parking and support public transportation

~ Provide a mix of day time and evening uses that share parking further reducing parking spaces

~ Reduce ‘short trips’ for those living close enough to ride a bike, walk, or use public transportation.

~

Mode	Service Type	Minimum Density (Dwelling Units Per Acre)	Area and Location
Dial-a-Bus	Demand response serving general public (not just people with disabilities).	3.5 to 6	Community-wide
“Minimum” Local Bus	1/2-mile route spacing, 20 buses per day	4	Neighborhood
“Intermediate” Local Bus	1/2-mile route spacing, 40 buses per day	7	Neighborhood
“Frequent” Local Bus	1/2-mile route spacing, 120 buses per day	15	Neighborhood
Express Bus – Foot access	Five buses during two-hour peak period	15	Average density over 20-square-mile area within 10 to 15 miles of a large downtown
Express Bus – Auto access	Five to ten buses during two-hour peak period	15	Average density over 20-square-mile tributary area, within 10 to 15 miles of a large downtown
Light Rail	Five minute headways or better during peak hour.	9	Within walking distance of transit line, serving large downtown.
Rapid Transit	Five minute headways or better during peak hour.	12	Within walking distance of transit stations serving large downtown.
Commuter Rail	Twenty trains a day.	1 to 2	Serving very large downtown.

Table 1 Transit Density Requirements (based on Pushkarev and Zupan, 1977)

Transit and Parking Authority

The City of Choctaw should create a parking authority to manage and maintain the city parking lots and on street parking meters as

they develop. This parking authority will have the dual purpose of coordinating public transportation services and municipally owned parking lots or structures.

GOALS & POLICIES

GENERAL

GOAL A Provide safe, efficient and environmentally responsible transportation choices to support the Comprehensive Plan.

POLICY A 1 The design of transportation systems should promote safe and reliable transportation service for all users through access control standards, reduced speed limits, and multi-modal design.

POLICY A 2 Transportation system development should maximize funding and provide substantial benefit to all users and serve population densities meeting established thresholds.

POLICY A 3 Transportation systems should reduce the impact on the physical environment and enhance the rural character of Choctaw where appropriate.

POLICY A 4 Transportation development should adhere to and support the Land Use principles established in the Comprehensive Plan.

POLICY A 5 Public transportation should be recognized as a basic public service.

CONTEXT SENSITIVE DESIGN – STORMWATER

GOAL B Reduce environmental impact of transportation systems through Context Sensitive Design, effective storm-water management and integration of landscaping.

POLICY B 1 Delay road widening, or intersection improvements where Localized Population Density does not support land use principles detailed in the Comprehensive Plan.

POLICY B 2 Pursue capital improvements where Localized Population Density, and pedestrian activity between residential and commercial developments warrant.

POLICY B 3 Reduce roadway width standards to support traffic calming, safe travel speeds and multi-modal access.

POLICY B 4 Transportation improvements should promote Context Sensitive Design.

POLICY B 5 Transportation development should support the natural flow of streams, creeks and bodies of water and enhance the natural appearance and function of ground water recharge to reduce inundation of flood waters based on the Regional Storm-Water Plan.

POLICY B 6 Landscaping should be evenly distributed to effectively enhance and promote the rural character of the City of Choctaw based on Integrated Design Standards for Transportation Development.

POLICY B 7 Landscaping incorporated into transportation projects should consist of proven plantings to reduce the use of herbicides, reduce maintenance costs, and protect wildlife.

POLICY B 8 Transportations plans should minimize air pollution through efficient traffic control measures and encourage public transit, bicycle and pedestrian travel choices.

MULTI-MODAL TRANSIT

GOAL C Increase street, trail, and pedestrian connectivity between developments, parcels, or tracts of land to benefit the overall transportation network.

POLICY C 1 Easements, Right-of-way, and dedicated paths within developments should be secured or acquired to promote connectivity based on the adopted Transportation Plan.

POLICY C 2 New and existing developments should prepare mutual-access and transition plans to support uniform pedestrian and vehicle connectivity.

POLICY C 3 Regularly spaced trailheads, bus stops and pedestrian amenities should be integrated into transportation plans where indicated on the adopted Transportation Plan.

POLICY C 4 Connectivity should increase transportation reliability and provide choices to pedestrians, motorists, and emergency services.

POLICY C 5 Trail development should follow flood-plain boundaries and riparian zones to support off-road trails access according to the Transportation Plan.

POLICY C 6 Bicycle and pedestrian-related improvements should be designed into the planning and construction of all roadways and intersections.

POLICY C 7 Maintain continuity between developments by aligning roadways to create attractive and functional intersections.

POLICY C 8 Preserve future roadway extensions through developments to support the adopted Transportation Plan.

PARKING AND LOADING

GOAL D Reduce parking, loading and other impervious vehicular storage areas.

POLICY D 1 Create and Adopt Design Standards for impervious paving and other ground water recharge supportive paving surfaces.

POLICY D 2 Encourage shared parking facilities between businesses to allow a reduced total parking requirement.

POLICY D 3 Prevent large-scale paving of parking and loading areas that contribute excessive run-off.

POLICY D 4 Parking and Loading within the urbanized area should be screened from view from the public right-of-way.

POLICY D 5 Reduce impervious areas that contribute to; groundwater pollution and prevent the recharge of groundwater.

LAND USE

GOAL E To develop a transportation system compatible with existing and future land use patterns.

POLICY E 1 When constructing or improving roadways or trails, prime farmland and farmable lots should be preserved from development wherever possible.

POLICY E 2 In urbanized area, require alleys and rear yard improvements to provide safe and predictable off-street parking.

POLICY E 3 Parallel on-street parking spaces should be maintained in good working order on streets operating at 30 miles per hour or less.

POLICY E 4 All residential developments should provide and maintain sidewalks or trails as a private improvement in the public right-of-way.

POLICY E 5 Public Transportation facilities should be designed to promote compact subdivision development.

RAIL TRANSPORTATION

GOAL F To develop and implement a transportation masterplan for freight and passenger rail service to coordinate with other surface transportation modes.

POLICY F 1 A designated transit center in Downtown Choctaw will provide a coordinated transportation hub for rail, bus, vehicular (park and ride), bicycle and pedestrian traffic.

POLICY F 2 Secure easements near on grade rail crossings to allow for future above-grade rail access and potential rail line expansion.

POLICY F 3 Develop dedicated funding mechanism to provide alternative (non vehicular) transportation choices.

PUBLIC INVOLVEMENT

GOAL G To provide opportunities for continued and sustained public input for transportation plans, projects, and implementation measures to ensure broad public support.

POLICY G 1 Town hall style meetings provide residents the opportunity to learn about major infrastructure projects and ask questions of the designers and community leaders based on the Citizen Participation Plan process.

POLICY G 2 Publicly appointed boards should review projects prior to development and review submittals to confirm adherence to adopted standards.

POLICY G 3 Educational programs should be created to include pedestrian, motorcycle, bicycle safety, and the safe use of public transit.



POLICY G 4 Transportation signage should be incorporated into the Signage Standards and Plan for Implementation.