

## 4.2-100 Infrastructure Standards – Transportation

### 4.2-105 Public Streets

#### A. General Provisions.

1. The location, width and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, and to the planned use of land to be served by the streets. The street system shall assure efficient traffic circulation that is convenient and safe. Grades, tangents, curves and intersection angles shall be appropriate for the traffic to be carried, considering the terrain. Street location and design shall consider solar access to building sites as may be required to comply with the need for utility locations, and the preservation of natural and historic inventoried resources. Streets shall ordinarily conform to alignments depicted in the Springfield Transportation System Plan, ~~TransPlan~~, the Regional Transportation Plan (RTP), applicable Refinement Plans, Plan Districts, Master Plans, ~~Conceptual Development Plans~~, or the Conceptual ~~Local~~ Street Map. The arrangement of public streets shall provide for the continuation or appropriate ~~projection~~extension of existing streets in the surrounding area, unless topographical or other conditions make continuance or conformance to existing street alignments impractical, subject to the requirements of this subsection.
  - a. The location of local streets must conform to the location shown in an adopted plan or on the Conceptual Street Map, subject to the following street connectivity standards and all other applicable provisions of this code. The following street connectivity standards shall be used in evaluating govern street alignment proposals. Streets not shown on in or different from an adopted plan or that are different from the Conceptual Local Street Map are presumed to meet the following standards. In addition to any streets shown on an adopted plan or the Conceptual Street Map, streets Where the location of a local street is not shown on any an adopted plan or on the Conceptual Street Map, local streets shall be required to must meet the following street connectivity standards:
    - i. Streets ~~shall be designed aligned to~~must efficiently and safely accommodate all modes of travel including emergency fire and medical service vehicles.
    - ii. The layout of streets shall not create excessive travel lengths, particularly for pedestrians and cyclists.
    - iii. Streets ~~shall~~must be interconnected to provide for the efficient provision of public facilities and for more even dispersal of traffic.
    - iv. ~~New~~ Streets ~~shall be designed aligned to~~must accommodate pedestrians and bicycles safely.
    - v. The street circulation pattern ~~shall~~must provide connections to and from activity centers for example, schools, commercial areas, parks, employment centers, and other major attractors.
    - vi. Street ~~design alignment~~ ~~shall~~must minimize impacts to waterways and wetlands, and shall follow slope contours where possible.
    - vii. Street ~~design alignment~~ ~~shall~~must enhance the efficiency of the regional collector and arterial street system by providing relatively uniform volumes of traffic to provide for optimum dispersal.

- viii. ~~New connections to arterials and state highways must be consistent with any designated access management category.~~
- viii. ~~Streets with identified, as future transit routes identified in the Springfield Transportation System Plan shall be designed to safely, efficiently and physically accommodate transit vehicles and passengers.~~
- ix. ~~Streets shall meet all applicable design standards in this Code, the City's Engineering Design Standards and Procedures Manual, the Development & Public Works Standard Construction Specifications, and the Springfield Municipal Code.~~
- x. Streets shall ~~must~~ provide logical and efficient extensions of the public street system to adjoining properties.

b. ~~When existing conditions make application of the Conceptual Street Map to local streets impractical or inconsistent with accepted transportation planning and/or engineering principles, the Director, in consultation with the Public Works Director, may modify the alignment location of a local street shown on an adopted plan or the Conceptual Local Street Map when as long as a may be modified when the the proposed alignment location is consistent with the street connection connectivity standards in Subsection 1.a., above and other applicable provisions of this code or when existing conditions make application of the Conceptual Local Street Map impractical or inconsistent with accepted transportation planning principles.~~

c. ~~Subject to the standards of this code, the location of collectors and arterials must comply with the Transportation System Plan and Conceptual Street Map.~~