

CHAPTER IV: TRANSPORTATION AND THOROUGHFARE PLAN

A. Introduction

Transportation routes have played a key role in the development of the City of Lebanon and the surrounding area. Whether the routes opened up land for settlement, or provided a means of transporting goods, these routes have helped define the City as it exists today. Just as previous routes directed past development, it is important to formulate a well thought out transportation and thoroughfare plan as part of the Lebanon Comprehensive Plan in order to help direct future growth in the City. It is the intent of the Transportation Plan to anticipate the future needs of this system. The overall goal of this section is to make recommendations based on those needs to insure the safe and efficient movement of people and goods.

Transportation routes are not typically limited by the political boundaries of cities, towns, townships and counties. Roadways act as lines of connection between different areas. This plan will offer a citywide look at the overall system and will aid in the efforts of the City to plan future improvements.

The Transportation and Thoroughfare Plan has been formulated based on the conditions of existing circulation outlined earlier, and in light of the needs of the proposed land uses outlined within the land use plan.

B. Roadway Classifications and Standards

Roadway development standards are necessary in order to insure that the type of roadways specified meet a particular transportation need. The Transportation Plan is based on accepted state and national standards that describe the level of use that a particular roadway should accept.

Classifications for roadways and the required right-of-way and pavement widths are noted in the Table below. Certain roadway rights-of-way and pavement widths will vary based on the specific need of that roadway. Those classifications below with the note "varies" will be subject to specific traffic operational studies to determine the necessary widths.

Table 3 - Roadway Classifications and Standards

Characteristics	Types of Trips Served	Typical Number of Lanes	Typical Pavement Width ⁽¹⁾ (ft.)	Typical R/W ⁽²⁾ (ft.)
Principal Arterial	Long and Medium	4 to 6	68 to 92	110 to 134
Minor Arterial	Long, Short, and Medium	4	68 to 82	110 to 124
Urban Collector	Short	2 to 4	44 to 68	84 to 110

Local Street	Short	2	38 to 54	52 to 68
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Notes:

- (1) Typical roadway, width in codes, travel lanes, and curbs/gutters.
- (2) Typical right-of-way widths include roadway, curbs/gutters, medians/turn lanes (as applicable), utility strips, and sidewalks.

C. Recommendations

The Proposed Thoroughfare Plan map depicts the location of the various roadway classifications throughout the City. Upgrading roadway segments and other transportation facilities will promote an improvement of accessibility to meet anticipated traffic and transportation demands. An analysis of previous transportation studies and existing conditions was conducted as part of this plan. Detailed traffic counts and new traffic studies were beyond the scope of this comprehensive plan. The following specific descriptions outline the recommended transportation improvements based on this analysis.

Proposed Thoroughfare Plan Map

A number of new roadway segments are proposed as part of this comprehensive plan. Those road segments are illustrated on the Proposed Thoroughfare Plan map and are described as follows:

Proposed Enterprise Boulevard Extension

The extension of Enterprise Boulevard is proposed from SR 39 to John Bart Road, immediately south of the Indianapolis Road interchange with I-65. This roadway is designated as a minor arterial to accommodate a possible truck route for SR 32 south of Lebanon.

John Bart Road Extension

The proposed extension of this collector will allow a continuous north/south movement that is currently lacking within Lebanon and will serve the growing residential areas in the northeastern and eastern portions of the City. John Bart Road will be continued north to Anderson Lane (formerly CR 250 N) and south to Indianapolis Avenue as additional development occurs east and west of John Bart Road and/or north and south of CR 75 North (Ratsburg Road). John Bart road, a residential collector, will be classified as a city neighborhood, or local street with the same type of traffic calming regulatory devices, access limitation and speed limits as other existing local streets as set forth in Table 3, entitled "Roadway Classifications and Standards" on Page 41.

Eastern Outer Loop Road

A new north-south collector road (Eastern Outer Loop) is proposed approximately 1.5 to 2 miles east of Lebanon connecting CR 450 ~~300~~ North to the Indianapolis Road interchange with I-65. This roadway will provide efficient north/south traffic flow as Lebanon expands to the east. The southern portion of this outer loop (from SR 32) is designated as an arterial, connecting south from SR 32 with the Enterprise Road Extension. This southern portion of the outer loop is classified as an arterial to provide an alternative truck route for SR 32 and the southern part of Lebanon. The northern portion of this corridor is expected to go north of Elizaville Road and at CR 450 North. The proposed route for this road can be found on Page 43a.

Witt Road and Anderson Lane (CR 250 N Improvements)

These two roadways will be upgraded to collector status to accommodate new residential growth in the northwestern portion of the City. Existing development along both of these roadways will present challenges to the acquisition of additional right-of-way. Additional right-of-way should be acquired as new development occurs along the corridor.

I-65 Frontage Roads

The upgrading of existing frontage roads to collector status along I-65 should be explored within existing and proposed commercial areas. These frontage roads will provide safe and convenient access to commercial parcels along the I-65 frontage.

Intersection Improvements

The improvement of the flow of traffic at various intersections throughout the City is an ongoing effort. The major intersections of State Routes (SR 32 and SR 39) have been studied by INDOT. Further improvements to these intersections are constrained by the existing businesses adjacent to the roadway. It is recommended that City-controlled intersections be subjected to detailed study as congestion and safety concerns indicate the need in the future.

Traffic Signalization

The implementation and management of a signalization program is an integral part of the City's transportation system. It is recommended that a citywide signalization study be performed on the existing system of signals, especially in the central business district and the North Lebanon Street Corridor. This study will assist in identifying the need for left turn signals, phasing, interconnects, and cycle lengths which will improve the flow of traffic within the City. Any recommendations that indicate new signals and/or timing changes may, in fact, only change the location of the difficulty. As timing for a movement is increased/added at an intersection, it must be calculated as a loss/reduction of time for another intersection within the system as well. Specific and detailed analysis is necessary to determine the appropriate timings and the interaction of an individual signal within the overall network.

Access Control

The control of access to City streets in the form of curb cuts and driveway entrances is a major concern in many areas. The abundance of driveway access points on busy thoroughfares presents problems in terms of safety and the efficient movement of traffic. The primary means of controlling access is through the construction of curbs and limiting the number and location of access points. By curbing streets and implementing a curb cut policy, potential conflicts will be greatly reduced.

Sidewalks

Sidewalks are generally in poor condition or lacking. This impairs pedestrian movements and requires some pedestrians to use streets for walking. Financial resources for sidewalk improvements are often limited. Strategies for public/private efforts should be explored.

Curb Cut Policy

The establishment of a formalized curb cut policy for the City of Lebanon is needed.

CONCLUSION

Lebanon, Indiana faces many new challenges as the turn of the century nears. Population growth has been steady within the City. Employment is steady, and land is being developed at a rate that matches these upward trends. The physical characteristics of the City and the surrounding area must sustain this new influx of people and development.

The Lebanon Comprehensive Plan was initiated to provide a development framework for the City that will help direct future growth. It is recognized that the City is influenced by various individual elements. The Comprehensive Plan analyzes these elements that constitute the City as a whole. These elements include the physical make-up of the City and the human characteristics. A better overall understanding of the City can occur by analyzing each element individually and determining its effect on the entire community. A plan can be charted based on this holistic approach.

This plan analyzes the regional context, history, social characteristics, existing land use, transportation patterns, public services and utilities, recreation, and natural systems to identify opportunities and constraints for future development. From this analysis, and through the public input process, goals and objectives have been formulated that serve as the basis for the Proposed Land Use Plan and the Transportation and Thoroughfare Plan. The Land Use Plan identifies areas suitable for new development; areas in which unique existing conditions will endure in relative harmony with new development. The Transportation Plan then charts the infrastructure improvements necessary for development to occur where identified. These plans together serve as a guide for development.

The desired outcome of the planning process is that the City continues to grow and prosper. This growth should be directed in a manner that protects the quality of life and character that the community currently enjoys. **The Comprehensive Plan is the blueprint and policy guide that will help Lebanon meet the challenges of a growing society into the next millennium.**