

APPENDIX B: ROAD CLASSIFICATION REVIEW

B-1: Review of Road Functions and Existing Town Classifications

Local Access Streets, Public Alleys and Service Roads: are slow speed, low volume, narrow public ways that provide access to individual properties and land uses. They are used for deliveries and refuse collection. Pedestrian and bike activity occurs and may share the road. Space for on-street parking may be provided. Numerous driveways and closely spaced intersections are anticipated. The 2009 New Market LDO defines these as:

- **LOCAL STREET:** A street which provides local service exclusively to the abutting properties, and which is not conducive to through traffic.
- **PUBLIC ALLEY:** A right-of-way which provides secondary service access for vehicles to the side or rear of abutting properties.
- **STREET, SERVICE ROAD:** A road not serving as a collector street or local street but merely providing access to properties fronting on a principal highway, which road is contiguous and parallel to the principal highway. No structure shall be built between the service road and the principal highway.

Collector Streets: gather and distribute traffic between local roads and arterials. Traffic moves at moderate speeds to and through neighborhoods. Collectors provide a balance between mobility and access to properties. When planning new collectors in a town setting, buildings face the collector street, but driveways connect to local streets or alleys where possible. Refuse collection, on-street parking and pedestrian and bike activity are accommodated. Pedestrians should be sheltered from vehicles and streets should have curbed edges. The 2009 New Market LDO further defines these as

- **COLLECTOR STREET:** A street which is intended as a main interior street, non-conductive to through traffic, for local traffic; individual property access is granted to properties abutting thereon.

Arterials: move higher volumes of people and goods at moderate to high speeds, they serve both local traffic and longer distance travelers moving between communities and regions, they connect to freeways. They balance mobility with access to adjacent land via smaller roads. Intersection spacing is regulated. Direct driveway connections and on-street parking are restricted. Pedestrian and bike travel ways are incorporated but sheltered from vehicular traffic. The 2009 New Market LDO further defines these as

- **STREET, MINOR ARTERIAL:** A street which is intended as a main feeder street for local traffic; individual property access is prohibited.
- **STREET, MAJOR ARTERIAL:** A street which is intended to provide unity throughout a contiguous area with channelized intersections and no parking, used primarily for intra-county and local traffic; individual property access is prohibited.

Parkways: The 2009 New Market LDO further defines these as:

- A scenic road with variable right-of-way which is used by continuous as well as frequently stopping traffic, depending upon the use of related recreational lands.

New Town Road Classifications for refinement in LDO Revisions

Main Street/Minor Arterial: This new classification serves a dual purpose. It moves higher volumes of people and goods through town and between communities and regions by connecting to other major roads. It moves vehicles at low speeds through an active small-town mixed-use main

street environment. Roads in this classification are carefully managed to balance mobility with alley/property access, parking and pedestrian activity. Road design standards should preserve the town character and fulfill the town's vision. This classification should include:

- Low traffic speeds.
- On-street parking is preserved/provided as an essential economic element.
- A network of rear and side alleys support the street function.
- Existing adjacent lots are encouraged to access lots from the rear or side alleys and to create T-turns driveway configurations so that vehicles do not back out onto the street.
- New lots are required to have driveway and delivery access from side or rear alleys.
- On-street refuse collection and deliveries are permitted where other options are not available.
- Bicycle travel is accommodated within travel lanes.
- Wide pedestrian ways and ample cross walks support and promote heavy pedestrian traffic.
- Buildings are set at or close to the sidewalk.

Pike Town/Minor Arterial: this new classification serves a dual purpose. It moves higher volumes of people and goods through town and between communities and regions by connecting to other major roads. It also serves the fronting mixed-use environment of the traditional town in the nationally historic Old National Pike corridor but outside the town center. The two functions of this classification are carefully managed to balance mobility, access and safety. Road design standards preserve the town character and fulfill the town vision. This classification includes:

- Low to moderate traffic speeds.
- On-street parking where adequate space is provided.
- Bicycle activity is accommodated within travel lanes.
- 5' foot wide sidewalks with streetlights and curbs and gutters on both sides are desired.
- Rear and side alleys and/or loop return driveways.
- Buildings and lots that face the street.
- On-street refuse collection and deliveries where other access is not available.
- Future infill development will be required to limit the number of access points using shared driveways, service road or other Planning Commission approved solutions.

Parkway/Collector: This new classification serves several purposes. It moves higher volumes of people and goods at moderate speeds through town, and between communities by connecting to other major roads. It serves as a scenic road and preserves the town's character and fulfills the town's vision. This new classification includes:

- Moderate traffic speeds.
- Acceleration and deceleration lanes at intersections
- Managed road access and spaced intersection points that minimize interference with through traffic via measures to be identified in the LDO and/or approved by the Town Planning Commission on a case-by-case basis.
- Ample off-road pedestrian and bikeways is provided and sheltered from vehicles.
- Abutting development shall be accessed by side roads or frontage roads.
- Careful consideration will be given to the relationship of lots, front yards, building facades that face and orient towards the Parkway.