



Master Street Plan

*City of Russellville
2nd & Commerce
Russellville, AR 72801*

SUPPORTING NARRATIVE MASTER STREET PLAN – RUSSELLVILLE, ARKANSAS

INTRODUCTION

The Street Plan for the City of Russellville sets forth official policy regarding the overall transportation system within the City's Planning Area Boundary. The transportation element forms a part of the City's overall Comprehensive Development Plan. As such, it is not intended to be a regulatory document but rather a statement of policy. It should provide much of the basis for land use recommendations and decisions made by the Planning Commission and City Council. The plan serves the following purposes, as a minimum.

1. It establishes a functional classification system for streets and other transportation elements within the City and its planning area boundary.
2. It classifies both existing and proposed transportation elements according to an established functional classification system.
3. It sets forth, in graphic form, the location of existing and proposed transportation elements within the City's planning area boundary.
4. It establishes cross-sections for the various types of transportation elements that may be constructed within the planning area boundary.
5. It states policies which govern both the creation and implementation of various elements of the Street Plan.
6. It relates, where appropriate, the Master Street Plan to the implementing regulations contained in the City's Land Subdivision and Development Code.

This document summarizes the provisions of the plan. Supporting documentation includes a number of sources. A partial list of information sources follows:

1. The Existing Land Use and Capacity Analysis prepared by the Burnham Group for the City of Russellville.
2. The Russellville Master Street Plan prepared by West Central Arkansas Planning and Development District, Inc. for the City of Russellville in 1990.
3. Arkansas Highway and Transportation Department traffic volumes figures and other statistical information.
4. Records of the Russellville Community Development and Public Works Department.

PLANNING AREA BOUNDARY

A city in Arkansas desiring to prepare and implement plans is required to designate the area within the territorial jurisdiction of the City in which it will prepare plans, ordinances and regulations. The territorial jurisdiction includes all land lying within five miles of the corporate limits. If the corporate limits of two or more municipalities of the first or second class are less than ten miles apart, the limits of their respective territorial jurisdictions shall be a line equidistant between them, or as agreed on by the respective municipalities.

The City of Russellville maintains a planning area boundary of approximately one-mile from the existing City limits. Exceptions occur when distances to neighboring cities are less than one mile. The map and legal description of this planning area boundary, along with the adopting ordinance, are on file with the Pope County Recorder and in the office of the Russellville City Clerk. This Street Plan, along with the regulations contained within the City's Land Subdivision and Development Code, encompasses all lands within the planning area boundary of the City of Russellville.

GOALS

The Street Plan seeks to achieve the following goals:

1. TO ESTABLISH A TRANSPORTATION NETWORK TO SERVE THE PLANNING AREA FOR A TWENTY-YEAR PLANNING PERIOD.
2. TO SUPPLEMENT VEHICULAR TRAFFIC ELEMENTS WITH NON-VEHICULAR ONES.
3. TO PROMOTE EFFICIENT USE OF RESOURCES COMMITTED TO CONSTRUCTION OF TRAFFIC FACILITIES IN BOTH THE PRIVATE AND PUBLIC SECTORS.
4. TO ALLOW EQUITABLE METHODS OF FINANCING NECESSARY TRAFFIC FACILITIES.
5. TO IMPROVE TRAFFIC FLOW AND REDUCE CONFLICT POINTS IN THE PLANNING AREA.
6. TO EXPAND THE MARKET AREA FOR LOCAL BUSINESSES AND INDUSTRIES BY REDUCING TRAVEL TIMES.
7. TO ENSURE AN ADEQUATE TRANSPORTATION SYSTEM FOR FUTURE GENERATIONS WITH LIMITED PUBLIC RESOURCES.

POLICIES

The following policies are adopted and made part of this Street Plan:

1. Where appropriate, new developments will adhere to a grid street pattern to encourage the interconnection of streets throughout the City.
2. Any subdivision, large-scale development, site plan or concept plan presented to the Planning Commission or City Council will be evaluated for conformance with the Master Street Plan before approval.
3. New developments adjacent to or encompassing existing streets shall be responsible for construction of the half street adjoining their property to the functional classification shown on the Master Street Plan.
4. Access points for individual properties fronting collector, minor arterial and major arterial streets shall be kept to a minimum to facilitate traffic movement, reduce accidents and fatalities and to increase market areas for local businesses.
5. Internal public streets may be required in shopping centers and multi-family developments when deemed necessary to provide adequate fire and police protection.
6. No public utilities will be furnished to properties in developments that have not complied with the provisions of the Russellville Subdivision and Land Development Code.
7. Strip commercial developments are discouraged and may be subject to access limitations. The City encourages commercial developments that provide their own internal streets, or drives, for direct access to individual properties.
8. Variances to existing street standards may be approved in planned unit developments (PUD's) when the developer can satisfactorily demonstrate that adequate off-street parking can be provided and that fire protection, police protection, and normal city operations will not be impeded.
9. The City encourages the use of non-vehicular traffic elements such as pedestrian ways and bike paths in new developments.
10. The City will carefully monitor mobility and access options for citizens with disabilities when reviewing development proposals.

11. It is the City's policy that any new home or business constructed will front on an existing public street in order to provide fire, police, and other emergency services. Exceptions will be made for multi-unit apartment complexes and manufactured home parks.

STANDARDS

The following standards are established for new street construction by functional classification.

Classification	R-O-W Width	Street Width	Sidewalks
Principal Arterial	70 – 90 Feet	60 – 90 Feet	To Be Determined
Minor Arterial	70 Feet	48 Feet	To Be Determined
Collector I & II	60 Feet	36 Feet	Both
Local	50 Feet	27 Feet	None
Critical Intersections	60 Feet	36 Feet	Both
Within 1,000 Feet of School	N/A	N/A	Both

PHYSICAL RECOMMENDATIONS

Following are highlights of the major physical recommendations indicated on the Street Plan Map.

1. INTERSTATE INTERCHANGES

Currently, the City is served by two Interstate Highway 40 interchanges (exits 81 and 84) north of the City. One is located at the junction of Arkansas Highway 7. The other is at the intersection of Bradley Cove Road. These interchanges are spaced roughly four miles apart. The Street Plan recognizes the need for additional points of ingress and egress to the interstate system to more efficiently move people to the various employment centers within the City. Also, the need of a southern and eastern highway bypass around the City to divert through truck traffic impacting the City has been identified as an important transportation issue.

Interchange Modification: Future modification of Interstate 40's partial interchange west of Russellville to a full interchange is necessary to facilitate travel from east to west to one of Pope Country's major employment centers, Entergy's Nuclear One Power Plant.

New Interchanges: A new interchange is proposed at Weir Road (midway between Exits 81 and 84) to allow improved access to the emerging residential areas north of Interstate 40. Also, a new interchange location is suggested at Pullen Road. This access into the interstate system is intended to serve as a truck bypass function east and south of the City of Russellville to Arkansas Highway 7 and the Arkansas River Bridge, it is also intended to serve emerging industries in the predominate industrial corridor on the east side of Russellville.

2. FRONTAGE ROADS

In conjunction with the proposed new interchanges along Interstate 40, a series of frontage roads linking existing and proposed interchanges is recommended. Frontage roads on the north side of Interstate 40 are proposed between Exit 81 and Exit 84 and extending to the proposed interchange north of Pottsville. Because of current physical restrictions and existing urban development patterns on the south, it is advised that a frontage road on the south side of Interstate 40 to be built only between Exit 81 and the boundary Arkansas Tech University's property.

3. STATE HIGHWAYS

Throughout the urban area, several major highways serve the City of Russellville. U.S. Highway 64 traverses the City east-west and was the primary highway artery prior to the construction of Interstate 40. Arkansas Highway 7 traverses the City north-south and is identified as a statewide scenic corridor. The widening of Arkansas Highway 7 within the Russellville urban limits, while moving traffic in a more efficient manner, has caused serious impacts on adjoining neighborhoods, particularly between Interstate 40 and downtown Russellville. Areas south of Arkansas Tech University have seen an erosion of quiet residential and quiet office neighborhoods to more intrusive retail commercial establishments. Additionally, the highway-widening program has an adverse effect on the streetscape with the encroachment of traffic and parking areas once utilized predominantly by pedestrians. Major landscape and pedestrian improvements should be considered along Highway 7 and Highway 64.

4. ARTERIAL STREETS

The Street Plan suggests a continuation of arterial roads - both major and minor - throughout the area as a means to improve circulation across the City both east-west and north-south. Several areas have been suggested within the overall development plan where the extension of arterial roads will accommodate improved traffic flow by completion of the network of streets.

- A. Principal Arterials include those facilities of four lanes or more that carry the heaviest traffic volumes, generally 12,000 vehicles per day or more. They serve foremost to more large volumes of traffic efficiently and should only be used to provide access to adjoining properties as a last resort.

Where access must be provided, it will be controlled. Principal arterials will usually consist of major state highways and federal (U.S.) highways.

- B. Minor Arterials include facilities of up to four lanes of traffic. They are designed for volumes up to approximately 12,000 vehicles per day. They also serve foremost to move large volumes of traffic efficiently and should only be used to provide access to adjoining properties as a last resort. Minor arterials may include secondary state highways and major city facilities.

5. COLLECTOR STREETS

The primary function of a local collector street is to take traffic from predominantly residential neighborhoods and direct them to an arterial network. As such, collectors serve a useful purpose in collecting, distributing, and dispersing traffic away from residential areas. It is important that new collectors not function simply as continuous through streets, but serve to collect traffic and place it onto perimeter arterial type roads.

Throughout the Russellville Urban Area several collector-collector intersections and collector-arterial intersections are misaligned. Many streets have significant offsets that impede the smooth movement of traffic and makes traffic signalization at these intersections difficult. The Plan identifies those intersections most warranted for realignment and/or reconfiguration. The Plan also identifies where the network of collector streets should be continued as property develops, particularly in the western portion of the City.

The City will strive for a system of collector streets spaced approximately half-mile in both north-south and east-west directions. In most cases, these will be existing streets or extensions of existing streets. In undeveloped areas, they are indicated on the plan map as general locations. As new developments occur, they will be responsible for construction of the collector street system. This will include improving all or a portion of existing streets located within, or adjacent to, the developments.

- A. Collector I includes those collector streets that carry predominately residential traffic with two lanes of traffic. A third lane may be added near critical intersections to facilitate turning.
- B. Collector II includes those collector streets that carry both residential and commercial traffic. They will contain a continuous third lane for turning. Some control may be exercised over access to adjoining properties.

6. CRITICAL INTERSECTIONS:

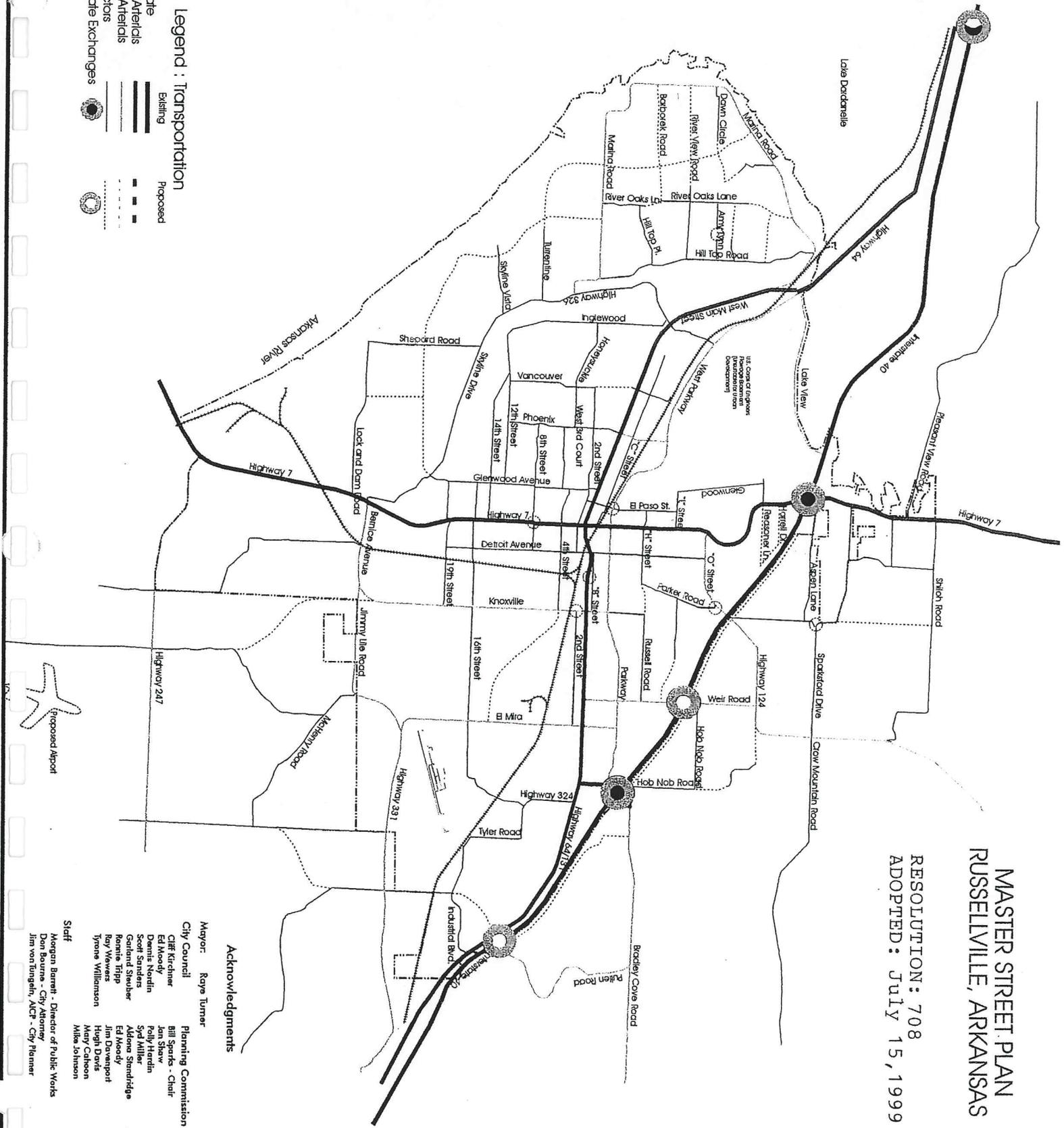
These are intersections which are critical in the amount of traffic they handle and need to be improved to a higher standard. They may involve local streets which do not carry enough volume to be classified as collectors are critical in terms of

location, peak traffic volumes, proximity to downtown or to major traffic arteries. Streets forming critical intersections, even when the streets themselves are not classified as collectors, shall be improved to collector standards for a distance of 300 feet from the intersection. Developers who apply for building permits, large-scale development approval or subdivision plat approval for any property bounded by a portion of a Critical Intersection shall be responsible for improving the half of the street bounding their property to collector standards.

MASTER STREET PLAN RUSSELLVILLE, ARKANSAS

RESOLUTION: 708
ADOPTED: July 15, 1999

- Legend : Transportation**
- Existing
 - Interstate
 - Major Arterials
 - Minor Arterials
 - Collectors
 - Interstate Exchanges
 - Proposed
 - Interstate
 - Major Arterials
 - Minor Arterials
 - Collectors
 - Interstate Exchanges



Acknowledgments

Mayor: Roy Turner

City Council

- Cliff Kirchner
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- Tyrone Williamson

Planning Commission

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