

# GOALS

## Goal #1: Create a multi-modal transportation system that provides a safe and efficient means of movement through the community.

- Maintain the existing transportation system by making scheduled improvements to replace worn or obsolete components.
- Expand the transportation system to connect with the existing grid and layout of adjacent neighborhoods and to provide areas for smart growth. Explore alternative street designs in places where unique traffic problems are present and where the opportunity exists to provide character and identity to a neighborhood.
- Encourage site design and building design that strengthens the connection between sidewalks, trails, and the street so that getting to a building from the public right-of-way is an accessible and attractive route.
- Incorporate parking areas for bicycles and other alternative vehicles in major public destination areas such as the Downtown Cultural District and local school campuses.
- Incorporate complete streets infrastructure such as multi-use trails and sidewalks along all major roadway corridors as part of new roadway development and roadway improvement projects

## Goal #2: Ensure smooth traffic flow that saves time, energy, and resources

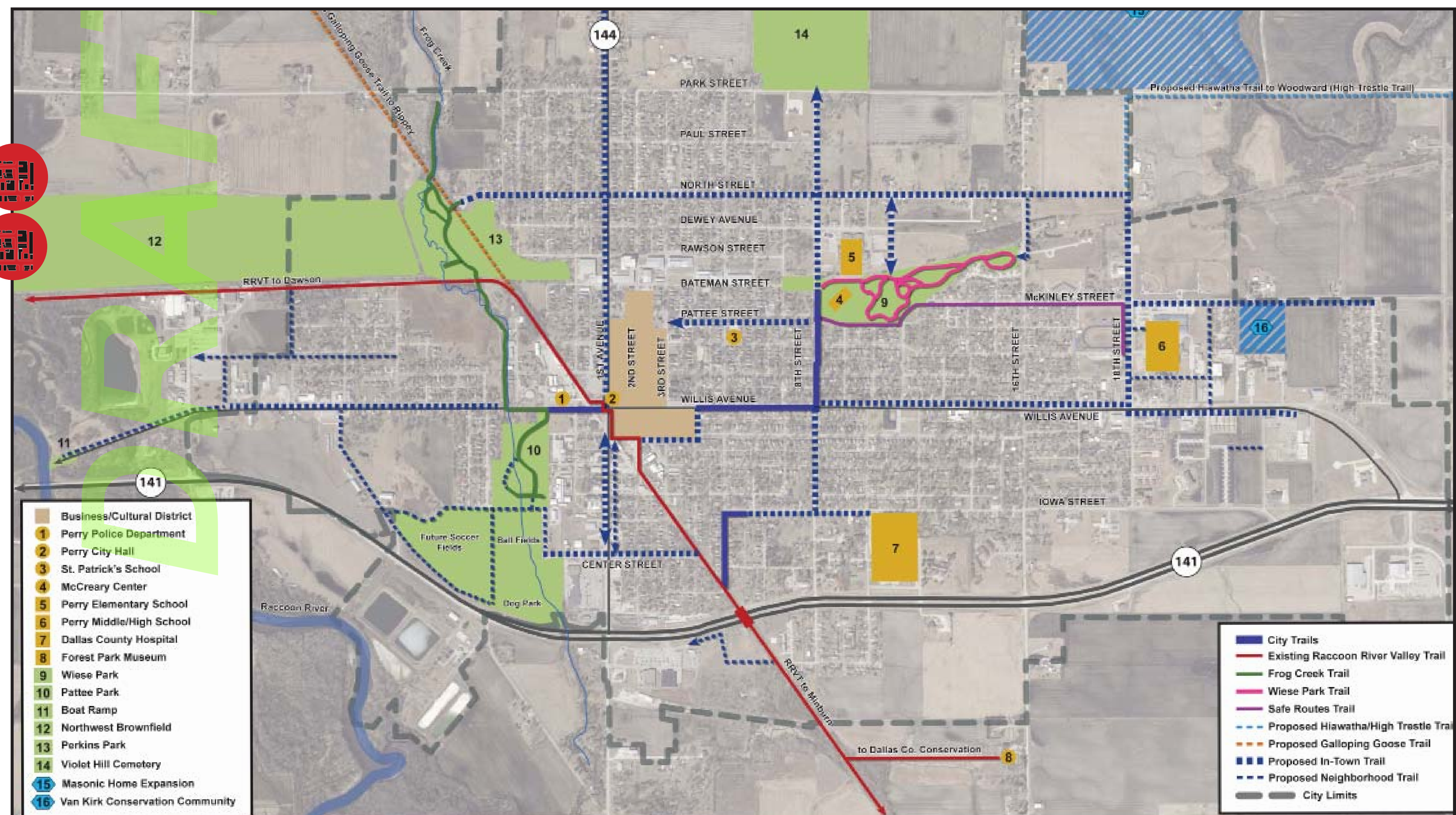
- Plan land uses in a manner that balances trip generation characteristics across a range of peak generation periods (i.e. avoid allowing too many uses with the same peak traffic generation characteristics from locating in the same proximity).
- Explore alternative design configurations when roads are reconstructed or as roads are constructed in new growth areas in order to minimize the environmental impacts while maximizing traffic flow and safety operations.
- Support dedication of funds for street maintenance and reconstruction on an annual basis, consistent with a street reconstruction plan and consistent with needs
- Consider establishing a revolving and sustainable funding mechanism for long term maintenance and enhancement of the transportation system.
- Consider roadway design alternatives that reduce or optimize the amount of hard surface areas.
- Integrate stormwater management and utility infrastructure improvements within roadway corridors to maximize use of linear corridor right-of-way.



Support policies related to mobility options



Incorporate complete street infrastructure as part of new roadway development



Perry's Multi-Modal Plan from the Sustainability Plan



Create a multi-modal transportation system that provides a safe and efficient means of movement in the community



Create a sense of place with roads, trails, bikeways, and sidewalks

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## Goal #3: Minimize traffic crashes, property damage, and personal injury that result from unsafe roadway systems.

- Support a 'wayfinding' system to clearly guide and direct travelers who are new to the community and are seeking a particular destination.
- Ensure sign ordinances provide a balance between displaying appropriate business names and address information while minimizing distractions and clutter.
- Monitor traffic patterns and incidents on a regular basis to be able to respond to changing travel behaviors and traffic movements.
- Support and enforce the policies related to access management, connectivity, mobility options, and traffic management as a means to enhance safety of the roadway system.

## Goal #4: Create an experience in addition to the functional aspects of roads, trails, bikeways, and sidewalks.

- Establish a 'wayfinding' system that identifies key locations for unique signage that promotes community destinations and establishes an identity for Perry.
- Encourage commercial property along major arterial corridors to have an attractive and high amenity site design that addresses the corridor. This can be done through architectural enhancements and/or key site design amenities such as public art, attractive signage, or environmental features.
- Discourage vast blank parking areas between the street and businesses. Where a parking configuration in the front of a structure is the optimal site design pattern; minimize parking and encourage landscaping that enhances curb appeal without obstructing business identification.
- Establish a landscape and streetscape palette for public and private streetscape/landscaping. Such a palette can offer flexibility while ensuring consistency between public and private streetscape/landscape enhancements.

## Goal #5: Manage roads to enhance pedestrian and bicycle safety, reduce crashes, maximize traffic flow, and support strong and vital business districts

- Control and manage direct access to arterial and collector roadways in new growth areas.
- Over time, correct access problems within existing developed areas as property redevelops or as roadways are reconstructed.
- Support redevelopment of property along existing arterial and collector road corridors that seeks to reduce individual direct access points.