



The Grand Vision proposes to address vehicular congestion in two different ways based on the project location with respect to urban development nodes. The approach in urban development nodes--or in areas that are projected for more dense urban development in the future--are not the same as the approach for travel corridors between development nodes. This is explained in detail in the Gap Analysis Report--Task 3.6. This text is taken from page 9 of the **Task 3.6 Report**:

Segments highlighted in green are those segments for which physical improvements are both feasible and in alignment with the regional vision. These are segments of roadway that can be physically widened and are outside of the areas identified as higher density, walkable downtowns or cities in the regional vision. Capacity improvements on these segments will help them more efficiently serve as longer distance connectors between the higher density nodes identified in the regional vision.

A road widening is proposed on Hammond Road between 3 Mile Road and 4 Mile Road due to projected traffic congestion levels and reduced LOS ratings over time. Hammond Road is currently classified as an urban minor arterial. But as discussed in the **Task 4.1 Report**, this corridor provides an east-west travel route that is further removed from the city center than S. Airport Road and *over time, it may be appropriate to reclassify the roads along this corridor as principal arterials (Task 4.1 Report, page 4)*. At this location, Hammond Road provides a travel corridor around the central city and into the downtown area from outlying residential development. Over time, the amount of traffic on Hammond Road in this area is projected to decrease to a LOS D rating meaning that tolerable speeds can be maintained but temporary restrictions can cause extensive delays.

This area is expected to remain outside of the urban development core area. In areas outside of the core urban area, the goal of travel routes like this one is to maintain and improve mobility with minimal conflict and delay. To meet this goal, an additional lane in each direction is proposed to accommodate the increased traffic volumes. At the same time, this is not an invitation for sprawl. Land use regulations and access management strategies should be put in place to preserve the carrying capacity of the corridor. Limits to development types and densities and to driveway access will work together to achieve these goals. The natural features in this area will also provide an environmental limitation to the amount of land available for development.