3.2 TRANSPORTATION ELEMENT

Background

Our community is not only fortunate in its geographic location relative to the larger Nashville Metro Area, but also in an uncommonly multimodal transportation network for a community of this size and population. While deficiencies exist in a number of areas, we generally enjoy exceptionally good road accessibility to nearly every sector of the County; highway, rail and airport facilities that offer the promise of freight service to employers in the manufacturing and distribution industries; a walkable older core; and an ever-improving, award-winning system of bicycling and walking paths and trails that promise to extend to the far reaches of the county.

In Kentucky, the Commonwealth is responsible for the provision of a local community's road needs, including interstate highways, major and minor arterials, and even rural collector roads. The Kentucky Transportation Cabinet (KYTC) maintains federal and state highways and implements most of the planned highway projects. The Bowling Green – Warren County Metropolitan Planning Organization (MPO) is the primary entity responsible for orchestrating improvements to state and federal roads in Warren County. It oversees projects scheduled and funded in Kentucky's Six Year Highway Plan and the federally mandated Transportation Improvement Program (TIP).



The KYTC is responsible for building and maintaining the bulk of the major roadway network in Warren County.

Quick Facts 2009:

Road network:

-Major roadways: I-65, William H. Natcher Parkway, US 31W, US 68, US 231, KY185, KY234, KY880, KY446.

- -Level of Service (LOS) standards:
- Urban roads = D
- Rural roads = C

• Transit:

-Go BG operates four fixed routes on weekdays from 7 AM to 6 PM, plus ADA Complementary Paratransit service.

-Topper Transit, WKU's shuttle system, provides a limited transportation service to its students on three routes, plus paratransit service.

-Ridership on both services is on a growing trend.

- Airport: -BG-WC Regional Airport
- -Two runways for general aviation.
- -Operates Monday thru Friday 6 AM to 5 PM.
- -Aircraft operations per year: +/- 55,000
- Rail: CSX Transportation (Freight)

There are some significant roadway congestion issues in Warren County, largely concentrated among arterials connecting to Downtown Bowling Green – most especially those entering from the southeast. US 231 from I-65 interchange into Downtown has been identified as one of the most serious congestion "hot spots." These areas of congestion largely correspond to where new development is occurring (south and northeast of Bowling Green) and without significant improvements congestion in these areas could be expected to spread and worsen through 2030. The commercial strip pattern of development along many of these roadways, such as US 231, contributes to congestion by slowing traffic due to numerous curb cuts and lack of connection between plazas, which necessitates using the main road to travel between them. Additionally, the southwest area of the county lacks a good network of collector roads to support the growth that is expected.

Some roadway congestion issues are addressed by widening and reconstruction projects in the TIP and the KYTC Six Year Highway Plan, with most programmed projects targeting capacity expansion of failing roads including the radial arterials from Downtown and the Inner Ring (KY 880 / US 231).



Many arterials into and through Downtown Bowling Green experience roadway congestion issues; the areas that these roads traverse generally lack a good network of collectors.

A number of roadway projects have been proposed that, because of funding constraints, have not yet been scheduled. These include not only some existing roadways where congestion is expected, but also projects that would create new roadways such as the Warren County portion of proposed I-66 and the "Outer Beltline" that would provide a corridor between the Natcher and Nunn Parkways. It does not appear that such new roadway construction will be funded, unless local leaders are able to secure money for these projects from the American Recovery and Reinvestment Act (ARRA).

Today, there are two transit providers in Warren County. One is the WKU shuttle bus system, known as "Toppers Transit." This system is limited, with only three routes aimed primarily at serving WKU students. The other service is known as Go BG, and operates as a division of Community Action Transit (CART), which serves all ten counties in the BRADD region. Ridership has been growing steadily (from approximately 31,000 in 2004 to 50,000 in 2006), and trends suggest there may be increased demand for transit service in the future: an aging population; development of more destinations and higher density housing in Downtown; increasing enrollment at WKU; increasing road congestion; and higher fuel costs. The most recent MPO Long Range Transportation Plan (LRTP) and a Go BG transit study recommended some improvements to the system, including moving the hub to a more central location downtown, adding two additional routes, improving frequency of service on some routes and adding a "shopping circulator" on Route 3.

Non-motorized transportation is also an integral piece of a mobility strategy for Warren County. During the entire post-war growth period up until the 1980's, sidewalks or bicycle facilities were not required in new subdivisions, contributing to a generally unwalkable suburban pattern outside of downtown and the older in-town neighborhoods. In the past decade, however, both Bowling Green and Warren County have made major commitments to a bicycle and pedestrian infrastructure as a means to promoting recreation and health, providing alternatives to the automobile (particularly trips to neighborhood schools and parks), and creating a network of trails, greenways and other communitywide amenities.



Bowling Green and Warren County have made a major commitment to develop a comprehensive, interconnected network of pedestrian and bicycle infrastructure.

The award-winning Greenbelt (Greenways) System Master Plan envisions a conceptual framework of interconnected pedestrian walks and trails along present and planned scenic drives, as well as designated bike routes and multi-use off-road trails. The Master Plan is being implemented by the Warren County Greenways Commission, which establishes priorities, develops cost estimates,



FOCUS2030 Warren County/Bowling Green Focus 2030 Comprehensive Plan

solicits public input and recommends detailed master plans for each of the specific phases of the Master Plan. The Board applies for grant funds subject to City and County approval, and reports to the Board of Commissioners and Fiscal Court on a periodic basis. Much of the system is being built incrementally as the KYTC incorporates paths and greenway elements into its road widening plans, most recently the improvements to Cemetery Road and Lovers Lane.

Currently, the Bowling Green-Warren County Airport, located in eastern Bowling Green, provides freight service but does not offer commercial passenger service. Because of development that has taken place near the facility over several decades, it does not meet several FAA standards for safety and compatibility. Commuter airline service in Warren County is desirable, but studies have shown that remediating the safety issues would be far more costly than re-locating the Airport to the Transpark, the master plan of which already identifies a specific site and conceptual configuration. Freight transportation from and through the community is also provided on CSX Transportation's rail network.

While we have been and continue to be wellserved by our transportation systems, it is clear that continued investments need to be made and difficult decisions undertaken to maintain and improve the transportation network and support the sort of future development pattern envisioned by Warren County's residents.





Figure TR-1: Conceptual Future Road Network (Planned and Recommended)



TRANSPORTATION GOAL

Provide a safe, efficient multimodal transportation system that provides for optimum local and regional mobility and supports the sound growth and economic development of Warren County and Bowling Green.

OBJECTIVES / ACTIONS

Objective TR-1 Roadway Network Support the KYTC and the MPO in meeting their responsibilities to plan, fund and build a roadway network which supports sound growth and the mobility needs of the community.

- Action TR-1.1 In reviewing development applications, identify the need to retain rights-of-way for roadways depicted in the long-range plans of the MPO and the KYTC.
- Action TR-1.2 Identify and bring to the attention of the MPO and KYTC, or alternatively prioritize through the City's or County's Capital Improvement process when possible, those roadway links and intersection improvements not currently included in the long-range plans, but which may be necessary to support the future land use pattern.

Context:

One of the primary criteria in strategically targeting future roadway improvement projects should be to provide additional roadway capacity and better access for areas expected to accommodate growth over the next two decades. In particular, a well-developed collector street system is necessary in these areas to provide connectivity and choices for drivers, thus alleviating congestion on larger thoroughfares. New arterial and collector links should be identified that will distribute trips from and channel trips to thoroughfares and provide access and circulation within and between existing and new developed areas. Potential improvement projects likely to be needed are conceptually identified in Figure TR-1.

Action TR-1.3 In lieu of implementation of currently unfunded and unscheduled road improvements, encourage attention by the KYTC and MPO to cost-effective improvements to address congestion "hot spots" through such means as intersection capacity improvements, signal re-timing and synchronization, dedicated turn lanes, etc.)



Kentucky is unique in the degree of responsibility taken by the state for the provision of a local community's road needs, including interstate highways (e.g., I-65 and planned I-66), major and minor arterials, and even rural collector roads. Current transportation planning documents produced by state and regional entities include the MPO's 2030 Long Range Transportation Plan and 2007-2012 Transportation Improvement Program, and the KYTC's Highway Plan, which every year prioritizes capital projects on a six-year funding schedule. Several major planned improvements to expand and increase the traffic capacity of the road network have been completed, are underway or funded for shortterm construction, including widening of US-31W, Veterans Memorial Boulevard, Lovers Lane and other roadway projects. However, many other elements of the planned long-range road network, particularly elements of the long-planned "outer beltway," remain unscheduled and unfunded, and may move forward in the foreseeable future only if funds were allocated to these projects through the American Recovery and Reinvestment Act (ARRA). Otherwise, the cities and County are faced with the prospect of increasing congestion on their present road network, particularly along corridors, such as Scottsville Road, which already exceed Level of Service standards. The City-County Planning Commission cannot only support the KYTC and MPO efforts by advocating for high priority projects to receive federal ARRA funds, but it can also assist and encourage these agencies in identifying future planned roadway corridors that may be threatened by proposed development.

There also may be a need to refocus the attention of the MPO and KYTC away from large-scale, long-range, unaffordable highway construction initiatives and toward smaller, more cost-effective projects to fix more localized congestion "hot spots" such as problem intersections and high accident locations.

Objective TR-2 Coordinated Policies, Standards and Programs to Support Efficient Mobility Revise regulatory provisions and development standards and develop other programs to promote efficient and safe mobility and mitigate congestion.

Action TR-2.1 Continue to require that all private and public development is undertaken in a manner which promotes connectivity and minimizes



traffic congestion on the existing road network, by implementing measures such as (but not limited to) the following:

- Adjacent developments shall provide for internal circulation between them in accordance with the subdivision regulations.
- At least one stub street should be constructed into each adjacent undeveloped property of 10 acres or more. The design of future alignment of street extensions onto adjacent tracts should benefit the surrounding community. Subsequent development of these adjacent tracts shall connect to the original stub street.
- Access to existing collector and arterial roads shall be provided by newly constructed public streets spaced not closer than 600 feet on collectors and not closer than 1,320 feet on arterials.
- All residential developments of 10 lots or more shall be served by an interior street system.
- Development within the City limits of Bowling Green shall comply with the City's adopted Traffic Access Management Manual.
- Action TR-2.2 Strengthen and clarify requirements and thresholds for the conduct of traffic impact analyses for new developments.

Context:

Understanding the demands placed on the community's transportation network by development is an important dimension of assessing the overall impacts of development. Currently, the Planning Commission relies on traffic impact studies (TIS) to assess the impacts that a proposed development may have, and to make decisions regarding the need for on-site as well as off-site roadway improvement to respond to said impacts. TIS can be an effective tool in identifying and addressing the traffic demands generated by private development. However, the current Zoning Ordinance is rather imprecise, in contrast with the more detailed criteria and requirements spelled out in the Subdivision Regulations. The Planning Commission may want to unify and clarify these criteria and requirements.

- Action TR-2.3 Consider the practicability of a variety of tools to ensure the equitable financing of roadway infrastructure.
- Action TR-2.4 Modify development standards in the zoning ordinance and subdivision regulations to further support efficient mobility and mitigate congestion on arterial and collector streets.

FOCUS2030 Warren County/Bowling Green Focus 2030 Comprehensive Plan



Use traffic calming techniques at appropriate locations such as near parks and schools.



Consider adopting a "roadway connectivity index" for new residential subdivisions, limiting dead-ends and maximizing intersections.



Topics that the new or modified standards may include, but are not limited to the following:

- Effective spacing and connectivity of collector roads.
- Limited applications of street configurations, such as cul-de-sacs or dead-end streets, which inhibit connectivity, reduce route choices, and thus contribute to concentrating traffic on a few collectors.
- Flexibility in road engineering standards to permit context-sensitive design.
- Use of traffic calming techniques at appropriate locations such as near parks and schools.
- Standards for parking, curb cuts and other access management provisions to promote connectivity and shared use of parking and reduce traffic friction and safety hazards along major commercial arterials.
- Special standards for the design of path networks and parking areas for golf carts in new subdivisions and planned developments, where this mode of circulation is determined to be desirable and appropriate by involved parties.
- Incentives to support mixed-use developments that reduce the need for, or shorten the length of, automobile trips and that promote walkability.
- Action TR- 2.5 Promote a Travel Demand Management Program, working with major employers and transit providers to reduce peak-hour commuter congestion through such means as the following:
 - Opportunities for remote parking (off-site or urban fringe parking facilities) combined with employer-provided or subsidized park & ride service.
 - Improve conditions for walking and cycling by providing new or upgrading existing walking and cycling facilities.
- Action TR-2.6 Proposed modifications to the existing road network which may result in reduced network connectivity – such as road closures or traffic calming devices – should require a determination of acceptable impacts on network levels of service.
- Action TR-2.7 Consider adopting a "roadway connectivity index" for new residential subdivisions or other developments that include a significant residential component (40% or more).

FOCUS2030 Warren County/Bowling Green Focus 2030 Comprehensive Plan



Review and revise street dimensioning standards to make all local streets bicycle-friendly.



Support the continued implementation of the Greenbelt (Greenways) System Master Plan.



Consider establishing a "complete streets" program to accommodate bicyclists and pedestrians as well as cars.



A Connectivity Index is a tool to evaluate proposed development projects, and is designed to ensure sufficient directness of routes and density of connections in a road network while allowing design flexibility in how the requirement is met. A well-connected road network has many short links, numerous intersections and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase. The Index is measured as the ratio of the number of roadway links (roadway sections between intersections, between intersections and cul-de-sac ends and stubs to adjacent properties) to the number of nodes (intersections and cul-de-sac ends). Generally, communities utilizing a Connectivity Index do not go lower than a ratio of 1.2.

Objective TR-3 Pedestrian and Bicycle Mobility Promote pedestrian and bicycle mobility through an integrated network of sidewalks, paths and trails and through the encouragement of bicycle and pedestrian-friendly streets and land use and development patterns.

- Action TR-3.1 Consider adopting a "complete streets" program that includes accommodation for bicyclists and pedestrians, as well as cars.
- Action TR-3.2 Support the continued implementation and periodic updating of the Greenbelt (Greenways Figure TR-2), Sidewalk and Bicycle Facilities Master Plans.
- Action TR-3.3 Review, revise and expand zoning and subdivision ordinance provisions for pedestrian and bicycle facilities to promote connectivity and safe routes between public and private developments, bicycle routes and exterior roadways, where applicable or feasible.

Context:

The Bowling Green Public Works Department has established a Sidewalk Master Plan and an associated set of "prioritized projects" that will create a basic skeletal framework of sidewalks (on at least one side of the street) to provide safe routes to schools and parks within all the City's neighborhoods.

Closely linked to the plans for the greenway system and a citywide sidewalk and pedestrian network is the City's promotion of bicycling, beginning with publication of a Bicycle Facilities Plan in 1978, up to the





TR-2: Bowling Green/Warren County Greenbelt (Greenways) Facilities Master Plan.



present with the City of Bowling Green as host to the Bike Summit and various City-supported activities and initiatives. The City has continually updated its bicycle facility map to include both off-road paths and on-road lanes, colored coded by skill level. Although the map is primarily an informational tool to advise riders of routes appropriate to their skill level, it also includes proposed new routes to be developed to coincide with road construction or park development.

While the existing developed area of the City and County have well developed plans for an excellent network of bicycle and pedestrian facilities, the extension of this network into new growth areas at the fringe is dependent largely on whether future development incorporates provisions for such facilities as growth occurs. Present development standards and requirements for sidewalks, trails and bicycle facilities could be considered minimal. In order to avoid the need for future costly sidewalk retrofits, as the City is currently pursuing, present development standards should be reviewed, updated and expanded (either by requirements or incentives).

- Action TR-3.4 Coordinate with the KYTC and the MPO to ensure that bicycle and pedestrian ways are established in conjunction with the construction, reconstruction or other change of any state transportation facility, with special emphasis on those projects that are located in or within 1 mile of an urban area.
- Action TR-3.5 Encourage consideration of bicycle and pedestrian mobility in all future transportation plans coordinated by the City-County Planning Commission, Western Kentucky University, the Barren River Area Development District, Metropolitan Planning Organization and local jurisdictions.
- Action TR-3.6 Evaluate manuals such as the AASHTO (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities to determine which ideas might be used to better incorporate cycling concerns into infrastructure projects.
- Action TR-3.7 Consider changes in the zoning ordinance to incentivize the provision of bicycle racks for new development or redevelopment, possibly with a set number of bicycle racks replacing a required vehicle parking space.





Figure TR-3: Existing Public Transit Service in Bowling Green.



The Greenbelt (Greenways) Master Plan and its ongoing implementation is a major step toward making bicycling a viable alternative means of transportation— as well as a recreational activity— for community residents. However, it is also essential that bicycle parking be available at destinations in order to make bicycling appealing for many people. Some communities, such as Denver, Colorado, have amended their zoning ordinances to require bicycle spaces in many commercial developments. Additionally, it is often the case that in some commercial areas, particularly large shopping centers, an over-abundance of parking exists, and sometimes commercial developers find it difficult to provide all of the required parking. It might be worth considering allowing vehicle parking spaces to be replaced by bicycle parking at a set ratio (e.g., Denver uses a ratio of six bicycle spaces for each vehicle space up to a 15% reduction in required vehicle spaces). In any case, such provisions could be introduced gradually in pilot locations, then expanded if they prove successful.

Objective TR-4 Transit System Expand opportunities for transit alternatives to autodependence for local, citywide, countywide and regional travel.

Action TR-4.1 Support the expansion of the Go BG bus system (Figure TR-3) with a new downtown transfer hub and hubs at other outlying locations, and additional bus routes serving Transpark and other new or emerging activity centers.

Context:

Initiated in 1994, Bowling Green Public Transit, a division of Community Action Regional Transit, provides a local public bus system, Go BG, with partial funding from the City of Bowling Green. The system consists of four routes operating weekdays between 7 am and 6 pm and connecting its main hub at Beauty Avenue with the area's major destinations, including the Greenwood Mall, WKU, BGTC, shopping centers, Greenview Hospital, and the Medical Center, the Convention Center and Fountain Square. WKU provides its students and staff with a separate shuttle bus system, Topper Transit (Figure TR-3). While the community's low density and spread-out character generally does not lend itself to a transit orientation, ridership has increased substantially from approximately 31,000 in 2004 to just fewer than 50,000 riders in 2006. Factors such as increasing fuel prices, an aging population and the development of major new attractions and higher density housing in downtown suggest that demand for transit service will continue to grow. Service expansion may well require that hours of operation be extended at least into the early evening, and that additional routes be added as new activity centers such as Transpark are developed.

Several recent studies and plans, including the MPO's Long-Range Transportation Plan (LRTP), recommend moving the current transfer location from Beauty Avenue to a more central location, near Circus Square in downtown, to allow for easy extension of routes and to eliminate unnecessary time and distance losses. The LRTP also suggests that multiple transfer hubs (such as at the Greenwood Mall or the WKU South Campus Complex) could be developed, rather than a single transfer point in the central portion of the city. The transit study also recommends two new routes: First, a route between offcampus student housing located south of Campbell Lane along Patton Way and Thoroughbred Drive and the WKU campus, which would also serve the Campbell Lane Kroger and could potentially serve the WKU south campus and a concentration of senior housing off Nashville Road. Currently, Route 3 covers the greatest number of major destinations of GO BG's four transit routes. In addition to improving the frequency on Route 3, a new shopping circulator is recommended to extend the reach of Route 3 further from the mall to other shopping and work destinations/hotels along Scottsville Road.

As downtown continues to redevelop and intensify with new civic attractions and higher density housing, there will likely be a great increase in demand for parking and for connectivity from parking locations to various downtown destinations. In addition, there will be a growing demand for short trips within downtown for the growing number of downtown residents, shoppers, workers and visitors at special events. To meet this potential need the current transit providers and the Downtown Redevelopment Authority should investigate the potential development of a downtown shuttle to operate as a continuous loop during working hours on weekdays and special events in the evening and weekends.

Action TR-4.3 Consider the feasibility of long-range commuter rail service using existing rail connections to Nashville and Louisville.



An additional long-range mobility opportunity may be a future public transit rail link to Louisville to the north and Nashville (and its airport) to the south. With ever-increasing travel times on I-65, plus escalating fuel costs, at some point in the future there may be sufficient demand to warrant the creation of such a passenger rail link. The City-County Planning Commission should request that the MPO consider the feasibility of such a system in the next update of its Long Range Transportation Plan.

The Community Action Regional Transit system has done an admirable job of providing the first local public transportation system available since 1994. Similarly, WKU has excelled at providing for the transportation needs of its students and staff. However, in the future, the public transportation needs of Bowling Green and Warren County may extend beyond the present missions of the two transit providers to serve the transportation needs of the disadvantaged and the university community. The City-County Planning Commission should be the catalyst to join the MPO in a dialogue and initiate a process to conceive an organizational entity suited to meeting the long-range needs for local and regional transportation.

Objective TR-5 Airport Support development of the planned airport at Transpark, consistent with the availability of funding and FAA and other necessary approvals.

- Action TR-5.1 Pursue a combination of federal, state and local funding sources for the construction and operation of a new, relocated airport at Transpark.
- Action TR-5.2 Ensure application of development limitations related to height, safety/ setback zones and noise for all development surrounding the proposed airport, consistent with FAA safety standards and the noise tolerance of prospective land uses.
- Action TR-5.3 Plan for the redevelopment of the existing airport property in a manner that best supports the sound growth and economic strengthening of Warren County and Bowling Green and is consistent with the Future Land Use Map and Comprehensive Plan policies.





Plan for the redevelopment of the existing airport property in a manner that best supports the sound growth and economic strengthening of Warren County and Bowling Green .

The Bowling Green-Warren County Regional Airport has been providing continuous support for general aviation since it was transferred to civil authority in 1934 after its use as a military training facility. At the time of its establishment, it was located in a completely rural, agricultural location with few, if any conflicts. Over the intervening decades, however, commercial development along Scottsville Road to the east and residential development to the west has encroached into areas that should have been protected from land uses and development patterns that are incompatible with aircraft operations, and which conflict with airport safety standards. As a result, the current airport does not meet several FAA standards for safety and compatibility, and the cost to remedy the situation, including the potential relocation off Scottsville Road and areas of commercial as well as residential development, has been determined to be virtually cost-prohibitive. Although a commuter service feasibility study funded by the U.S. DOT is currently underway, approval of passenger service would likely be contingent on remediation of the safety issues, although the present 6500' runway length is likely adequate for most commuter jet aircraft.

The master plan prepared for the Transpark identifies a specific site and conceptual configuration of a new airport. A study was recently conducted which demonstrated the relative cost-effectiveness of constructing a new airport at this location rather than correcting the safety and operational deficiencies of the existing airport. In addition to a cost advantage, such a relocated airport also represents a significant potential catalyst for future economic development due to its synergistic relationship with other travel modes (rail and truck) serving industries at Transpark, and its potential use by business aircraft serving corporate centers located in Transpark as well as its potential use by commuter airlines as the local population grows.

Just as the proposed new airport represents a major potential catalyst for new economic development, the redevelopment of the current airport site, due to its close-in location and proximity both to downtown and I-65, represents a major opportunity for a variety of uses. These may include a research and technology park, a mixed use residential "town center" or other innovative types of activity centers. Consequently, it is in the best interest of all of Bowling Green and Warren County that the opportunity for a regional landmark and destination use not be missed. FOCUS2030 Warren County/Bowling Green Focus 2030 Comprehensive Plan



Consider designating Major Truck Streets on the Thoroughfare Map and identify intermodal points.



Coordinate with CSX Transportation improvements involving rail capacity, speed and safety.



Action TR-5.4 When the current airport relocates, engage and assist the airport authority in conducting a highest and best use economic study; prepare and evaluate alternative development scenarios with public input; prepare an airport re-use master plan.

Objective TR-6 Freight Support the creation of an efficient, safe, multimodal freight transportation system.

Context:

During the last two decades, the importance of freight efficiency has become more and more apparent in the context of local, regional, and national economies. In the Intermodal Transportation Efficiency Act of 1991 (ISTEA), Congress stated: "It is the Policy of the United States to develop a National Intermodal Transportation System that is economically efficient and environmentally sound, provides the foundation for the Nation to compete in the global economy, and will move people and goods in an energy efficient manner." Freight mobility issues are particularly important for Bowling Green's designated industrial centers.

The term "intermodal" usually refers to places where various transportation modes converge for the purpose of allowing the transfer of passengers or freight. Highways and trucking are a key component of a multimodal freight transportation system, because virtually all freight will move by truck at some point in its trip. Intermodal transfer points include any terminals where freight is transferred from one mode to another.

- Action TR-6.1 Consider designating specific arterials in the Thoroughfare Map as Major Truck Streets, and identify intermodal connector points. Improve pavement conditions on those truck access routes.
- Action TR-6.2 As development of industrial land continues, identify and prioritize infrastructure projects (roadway or rail) that may be necessary to maintain adequate freight mobility.
- Action TR-6.3 Coordinate with CSX Transportation improvements involving rail capacity, speed and safety.
- Action TR-6.4 Ensure that impacts on land uses adjacent to the rail line and intermodal transfer stations are minimized and mitigated.
- Action TR-6.5 Seek to minimize conflicts between trucks and other transportation modes.
- Action TR-6.6 Maintain an inventory of infrastructure height and weight restrictions



(roads and bridges) facing trucks in Warren County and make available to the trucking community via the Internet.

Action TR-6.7 Consider developing a freight mobility strategic action plan to help support and protect the freight transportation infrastructure and, with it, the local industrial job base.