

■ Streets and Transportation Master Plan ■

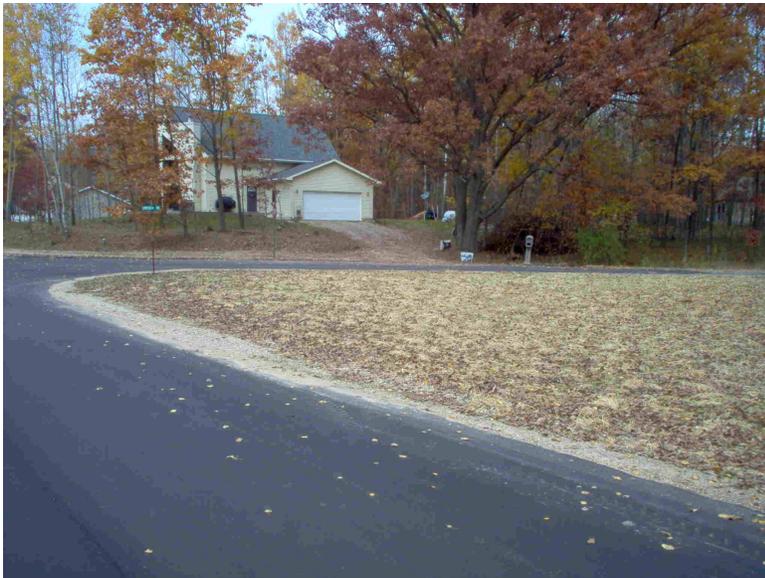
Nothing is particularly hard if you divide it into small jobs.

-Henry Ford, Industrialist

The residents of the Village of Lake Isabella depend on a large network of streets for their community transportation needs. This network of streets is much larger than most municipalities of the same population size. As a result of this large network, greater demands are placed on the Village as far as maintenance and planning. The Major Street Project that was done in 2003 has greatly reduced the amount of normal maintenance required over the next five to ten years on these streets. This provides a unique window for the Village to address the local street system.

Based on the Master Plan survey, the residents of the Village have indicated that providing efficient and safe transportation is one of their top priorities. The residents responded by indicating that the number three overall need in the Village is the paving of Local Streets with over 51% indicating that they would support such efforts financially. Additionally, the number six overall need was increased streetlighting on the Major Street system.

The demand for streetlighting must be balanced with the other characteristics of the community. The Master Plan survey also asked residents to identify the assets of community. Paved Roads came in very favorable in the survey, but also was the Natural Beauty of the area. Many residents have voiced concern over light pollution, and several surrounding communities have enacted light pollution control ordinances. Being responsive to those concerns that Village feels an appropriate measure to increase public safety and not destroy the night sky is to use ground based reflective markings and signs as opposed to traditional streetlights. Reflective signs provide the needed identification and information that drivers need to drive in a safe manner but do not cause un-needed light to pollute the night sky.

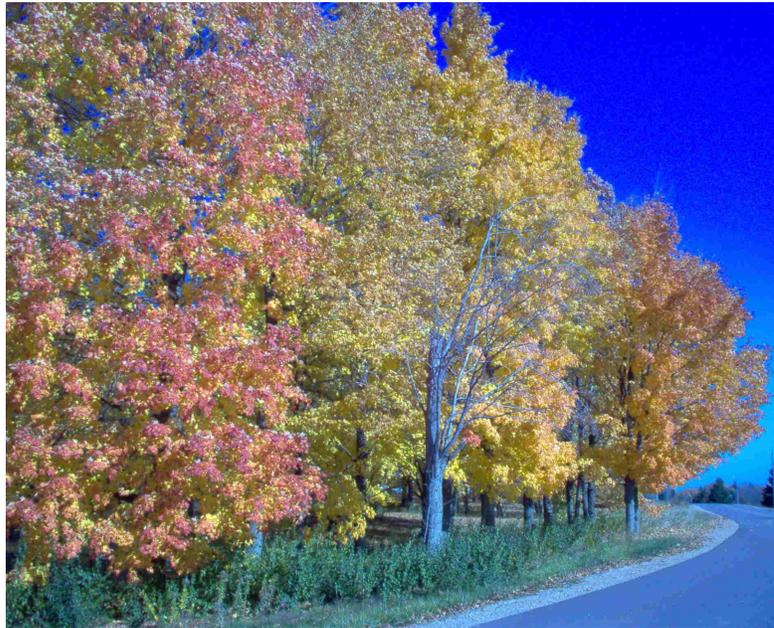


The Village also will become more proactive in the attempts to pave Local Streets in the Village by organizing efforts and circulating petitions to help provide logistical planning for the various neighborhoods in the Village. Several of the Local Streets that were paved in the 1970's by chip-coating are deteriorating quickly and are prime candidates for new paving efforts. Likewise, the commercial district in the Village has developed nicely along Baseline road which needs to be paved to help the various

businesses grow and attract new customers. The Village will also divert more attention to improving the gravel base to the unpaved Local Streets. The Village will continue to brine the

gravel roads in the summer season to reduce the amount of dust that disturbs the residents on the gravel roads. Tree and brush cutting will also need to be planned and a regular schedule established in order to protect the roadway and sight distances. Ditching is also a maintenance concern that needs to be planned and scheduled over several years. With no storm sewers in the Village, the only way water can efficiently flow away from the roadway is by maintaining a clean ditch system.

Maintenance of the streets is a top priority for the Village. At the time of the Master Plan update the Village is contracting most of this out to a local excavating company. The ability to sustain this relationship and contract over the long run must be examined and alternative plans made in case the contract cannot be renewed. This examination must include capital outlay for equipment, structures to house the equipment, repair and maintenance, insurance and labor. While the Village has no desire to end this relationship and have been completely satisfied with the high quality of work that has been done, additional planning is always prudent to ensure uninterrupted services in case unforeseen changes do occur.



Attention must be given to the streets in and around the business area of the Village. Road signs, road paint, street signs, reflective markings, and lighting all need to be maintained and kept in the highest possible condition. This area serves often as a first impression of the community and extra attention needs to be given to this small section of streets in order for the Village to present itself in the best possible condition.

► Goals

1. Ensure that the current hard-surfaced roads of the Village are maintained and kept in the highest condition possible.
2. Ensure that the needs of both the residential and commercial communities are met by the efficient flow of traffic.
3. Ensure that adequate safety measures are taken on all Village roads.
4. Ensure that all road features are harmonious with the greater character of the Village.
5. Aggressively begin replacing old, rusty, faded, and unnecessary road signs with high reflective signs and harmonious wood posts.
6. Within 4 years have all intersections on Major Streets clearly marked with reflective markings and signs.
7. Attempt to have Vallado, Sevilla and Carmen reclassified as a Major Street by MDOT.

8. Work with the residents to form Special Assessment Districts to pave the following streets; Carmen, Vallado, Sevilla, Circle, Parkview, Peninsula, Kent, Lincoln, Cantabrian, and Brinton.
9. Continue to invest the surplus funds from the Major Street Special Assessment in order to be used on the 10 year maintenance of the Major Streets.
10. Apply overlay coats of asphalt to the oldest paved sections of Bundy and Clubhouse.
11. Begin planning for a total reconstruction of Birdie by 2010 which includes the base and ditching along the road for drainage, \$235,000 worth grant money has been secured to be used for up to 80% of this project's construction.
12. To keep all possible options open for the Village to acquire "Duquesa road" outside of the Village limits if it is brought up to Village standards.
13. Contract tree removal in right of way areas on Clubhouse, Crown Point, Vallado, Marietta, and other streets as needed.
14. Have white lines painted to the sides of Major Streets where there is a concern over traffic speed.
15. Begin planning for a paving of the first ¼ of Baseline Road to the east of Coldwater Road. \$105,500 worth of grant money has been secured to be used towards 80% of the construction of this project.