



Figure 225.1 The vehicle travel way is the area where vehicles travel. This way comprises the central portion of a corridor and, depending on the number of travel lanes, utilizes the largest portion of the right-of-way for non-placemaking corridors.

VTW: VEHICLE TRAVEL WAY

The vehicle travel way is the area where vehicles travel. This way comprises the central portion of a corridor and, depending on the number of travel lanes, utilizes the largest portion of the right-of-way, for non-placemaking corridors.

Along with adjacent zones, the vehicle travel way contributes to the creation of a multi-modal corridor. Multi-modal corridors provide opportunity for a balanced transportation system, rather than having any single mode dominate. Context is the most important variable in determining the design of the vehicle travel way. The dimensions of this zone will depend on several factors, including, but not limited to:

- Street classification and traffic volume.
- Adjacent land use and character.
- Degree and type of non-motorist activity.
- Amount of truck traffic.
- Transit use.
- Parking configuration.

DESIGN PRINCIPLES SUPPORTED

1. Mobility
2. Health, Safety and Opportunity
3. Adaptability and Sustainability
4. Public Realm



Figure 225.2 Avoid combining minimum widths for vehicle travel way and minimum dimensions on adjacent zones, where it could affect the safety of users by reducing the separations between users.

GUIDELINES

VTW1.0 GENERAL

- VTW 1.1 Avoid combining minimum widths for vehicle travel way and minimum dimensions on adjacent zones, where it could affect the safety of users by reducing the separation between users.
- VTW 1.2 Apply medians as part of a corridor access management strategy to improve safety and multi-modal operational efficiency, in situations where traffic volumes and speeds are high.
- VTW 1.3 Avoid changes in median width along corridors. A uniform median width minimizes the need for shifting tapers in the through lanes.
- VTW 1.4 Medians in urban areas should only be as wide as necessary to provide the desired function, such as left turns or pedestrian refuge (e.g. six to eight feet wide).
- VTW 1.5 Landscape medians with plant material or use pavers, colored stamped concrete, stone, or other contrasting material to create visual interest.
- VTW 1.6 Landscaping on medians should be designed in a manner that does not obstruct sight distance safety triangles.
- VTW 1.7 Plants should be trimmed to allow visibility over 2.5 feet (maximum height), while trees should have no branches in sight lines lower than eight-feet from the ground.
- VTW 1.8 Geometric transitions should occur where there is a change in corridor or district type and associated change in width, particularly where functional classification and speed changes and where a change in the width of the travel lanes or an increase or decrease in the number of travel lanes, is introduced.



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INDIANAPOLIS REGIONAL CENTER & METROPOLITAN PLANNING AREA
MULTI-MODAL COMPONENT ZONE DESCRIPTIONS DESIGN GUIDELINES

VTW:VEHICLE TRAVEL WAY