



5 THOROUGHFARE PLAN

The function of a road system and its ability to move traffic in an efficient and convenient manner have a significant impact on the viability of land uses and overall quality of life in a community. The primary goal of the Thoroughfare Plan is to plan for a road network that will serve the residents and businesses of White Lake Township.

Table 5-1
**Roadway Functional
 Classification**

Road
Regional Highway
Major Arterials
Minor Arterials
Collectors
Local

FUNCTIONAL CLASSIFICATION

Traffic is concentrated on certain roadways due to the roads' physical condition, level of use, and direction of travel, as well as the overall land use pattern. About 20 percent of the roads carry approximately 80 percent of vehicle miles traveled (Coghlan, Gerald, *Opportunities for Low Volume Roads*, Transportation in the New Millenium, Transportation Research Board, 1999.) In order to set funding priorities for the roads that carry the highest volumes, transportation planners established a street classification system. Table 5-1 to the left illustrates the street classification system concept used in White Lake Township. This functional classification system is the foundation upon which the road network is designed.

Although there is some variation in classification, roadways are typically divided into those that carry through traffic and those that carry local traffic, as illustrated in Figure 5-1. It is desirable to physically separate these two road types as much as possible to eliminate conflicting traffic movements, traffic congestion, delays, and crashes.

The role of each road classification in providing access and mobility is illustrated in Figure 5-2. Generally, as access increases, mobility decreases – and vice versa.

Figure 5-1
Functional Classification of Streets

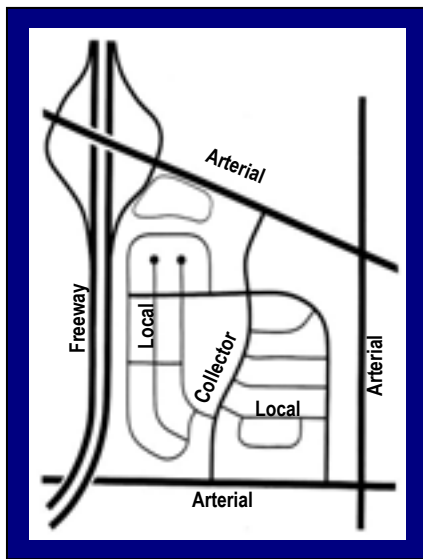
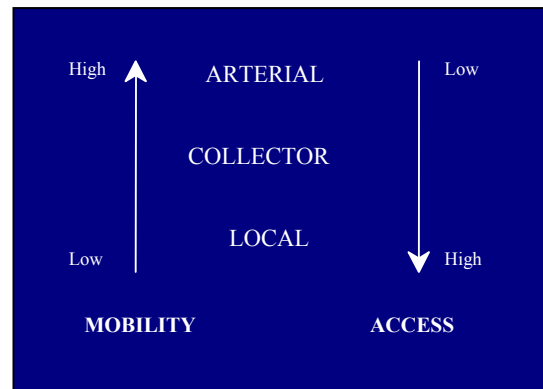


Figure 5-2
Mobility vs. Access



In order to function successfully, the overall traffic circulation system must be carefully integrated. In White Lake Township, the four basic types of roads are regional highway, major arterials, minor arterials, collector streets, and local streets. The definitions for these roadways are provided below.

Regional Highway

M-59 (Highland Road) is the sole roadway in White Lake that is classified as a regional highway. While serving as the Township’s main east-west corridor, it carries a high volume of thru traffic to US-23 to the west and Telegraph Road to the east. M-59 is the only roadway within White Lake Township that is under the jurisdiction of the Michigan Department of Transportation.

Major Arterials

Major arterials are the “highest order” of surface streets, and they typically carry high volumes of traffic. Major arterials provide travel routes from one community to another, and can traverse one or more states. They are most often used for longer trips, as higher speeds are allowed. When an arterial passes through a more populated area, the number of intersections increases and speeds decrease. Arterial roads have a dual function: to provide routes for through traffic while providing access to abutting properties and minor intersecting streets. This can lead to congestion and traffic crashes because of turning vehicles conflicting with through traffic. Examples of White Lake Township roads currently functioning as major arterials include White Lake Road, Teggerdine Road, and Cooley Lake Road.

Minor Arterials

Minor arterials serve a similar function as major arterials; however, these roads typically carry less traffic over shorter distances than arterials. Examples of existing minor arterials within White Lake Township include Jackson Road, Porter Road, and Cedar Island Road.

Collector Streets

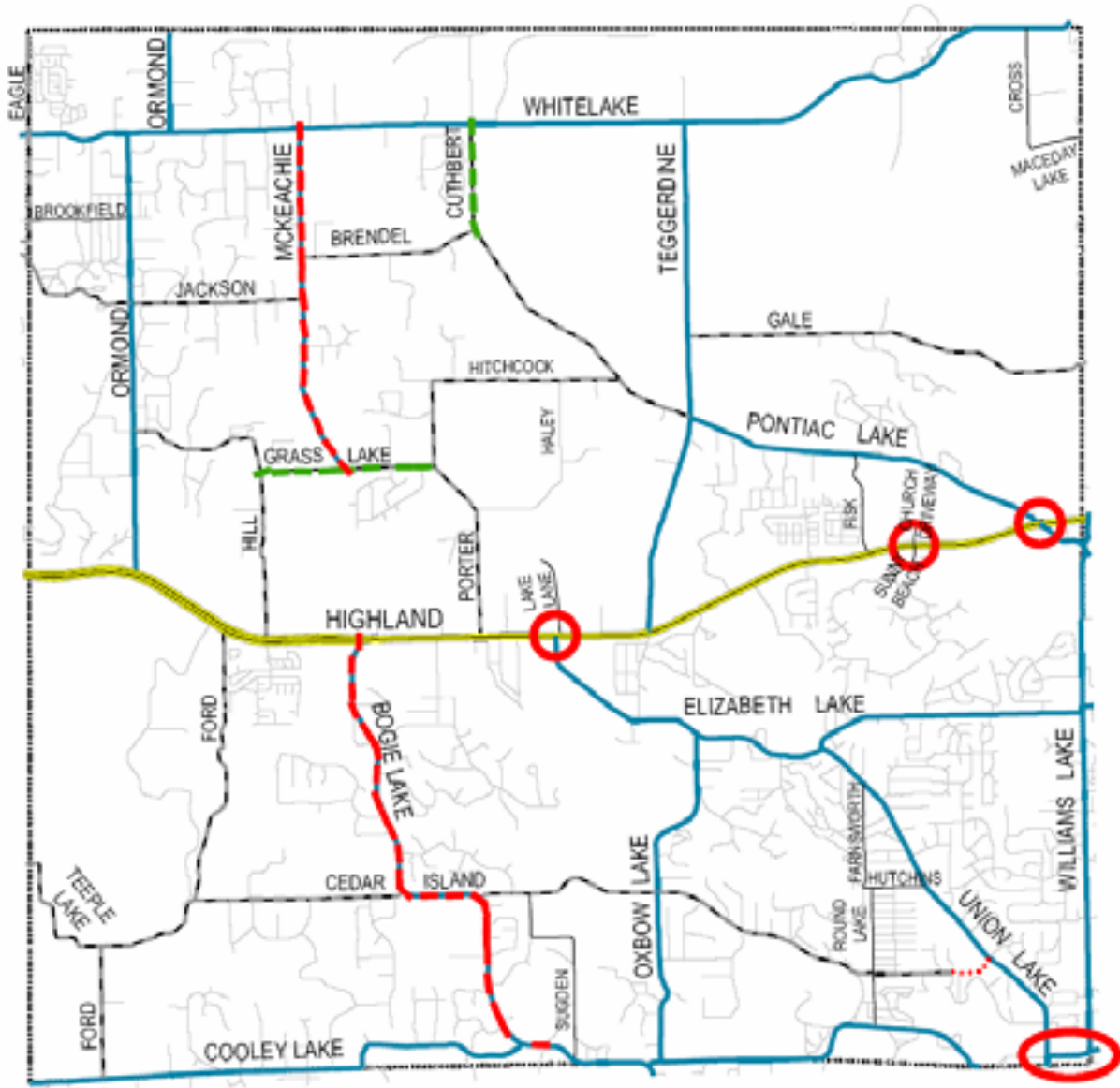
The collector streets primarily permit direct access to abutting properties and provide connections to higher order roadways including minor and major arterials. Through traffic movement from one part of the Township to another is deliberately discouraged on these streets. The collector street, in most cases, is a public roadway serving moderate traffic movement from local streets to arterial streets. Although collectors permit access to abutting property, it is preferable that they do not serve an access function for residential lots. The collectors may accommodate pedestrians and public utility facilities within the right-of-way. Collectors feed the arterials, thus reducing the number of curb cuts onto arterials and ensuring fewer interruptions for arterial traffic. Examples of existing collector roads within White Lake Township include Haley Road, Farnsworth, and Hutchins.

Local Streets

Local streets serve the purpose of providing access to abutting land and consist of all facilities that do not belong to one of the higher systems. These streets make up a large percentage of total street mileage, but they almost always carry a small portion of vehicle miles traveled. They offer the lowest level of mobility and may carry no through traffic. Examples of this class of roadway are residential subdivision streets and cul-de-sacs, such as Lake Lane and Sunny Beach.

THOROUGHFARE PLAN

The Thoroughfare Plan Map, located at the end of this chapter, indicates how White Lake Township's roadways are classified for future road function, based on the categories of roads discussed above.



- Regional Highway
- Major Arterial
- Minor Arterial
- Collector
- Local
- Natural Beauty Road
- Safety Improvement Zone
- ⋯ Connection/Extension
- Alignment/Signal Improvement Zone
- Township Limits

THOROUGHFARE PLAN

WHITE LAKE TOWNSHIP
OAKLAND COUNTY, MI

