MOBILITY & CONNECTIVITY

Recommendations

1 COORDINATE LAND USE AND MOBILITY STRATEGIES TO CREATE COMMERCIAL NODES IN EACH QUADRANT OF THE CITY AND WITHIN NEIGHBORHOODS.

Currently the majority of commercial activity occurs along 77. Complete neighborhoods can remove the traffic burden from 77 by encouraging schools, parks, commercial and personal services within a short walking or biking distance.

2 REDESIGN THE 77 CORRIDOR TO IMPROVE TRAFFIC CIRCULATION, STREETSCAPING, AND CONNECTIVITY.

Residents have expressed many traffic and safety concerns with 77, and further analysis and evaluation are necessary to identify the appropriate solution for 77. Additionally, the character and function of Highway 77 are different at various segments of the highway, and it is crucial to understand the context of the area the roadway will serve to redesign 77 appropriately.

3 IMPROVE NETWORK CONNECTIVITY.

A grid style network with short block lengths promotes efficient traffic distribution, helps prevent congestion at concentrated intersections, and slows cars down in neighborhoods where pedestrian safety is the priority.

4 DESIGN NEIGHBORHOOD STREETS TO PRIORITIZE PEOPLE, PLACE, AND PRODUCTIVITY.

In order to build complete neighborhoods and mixed-use centers that generate above average value per acre, streets in these areas must prioritize human interaction, pedestrian mobility, and placemaking over traffic or speeds.

5 PRIORITIZE SAFE AND EFFICIENT MOVEMENT OF VEHICLES ON ARTERIALS.

Whereas neighborhood streets are designed to prioritize people and place over cars, arterial corridors should be dedicated to moving vehicles efficiently across the city. Major and minor arterials should be designed to limit access, crossings, and bike/pedestrian facilities to promote safe and efficient movement of vehicles and reduce opportunities for pedestrian conflict points.

6 MAXIMIZE RETURN ON INVESTMENT FOR MOBILITY INFRASTRUCTURE.

The city currently has more street infrastructure than it can afford to maintain long-term without additional revenue. Proactive preventative maintenance and design strategies to reduce pavement width can spread costs out over longer periods, while intentional growth management strategies can be used to increase tax revenue productivity in served areas and new development. Together, these can help close the infrastructure funding gap over time.

8 PROVIDE MOBILITY OPTIONS FOR EVERYONE.

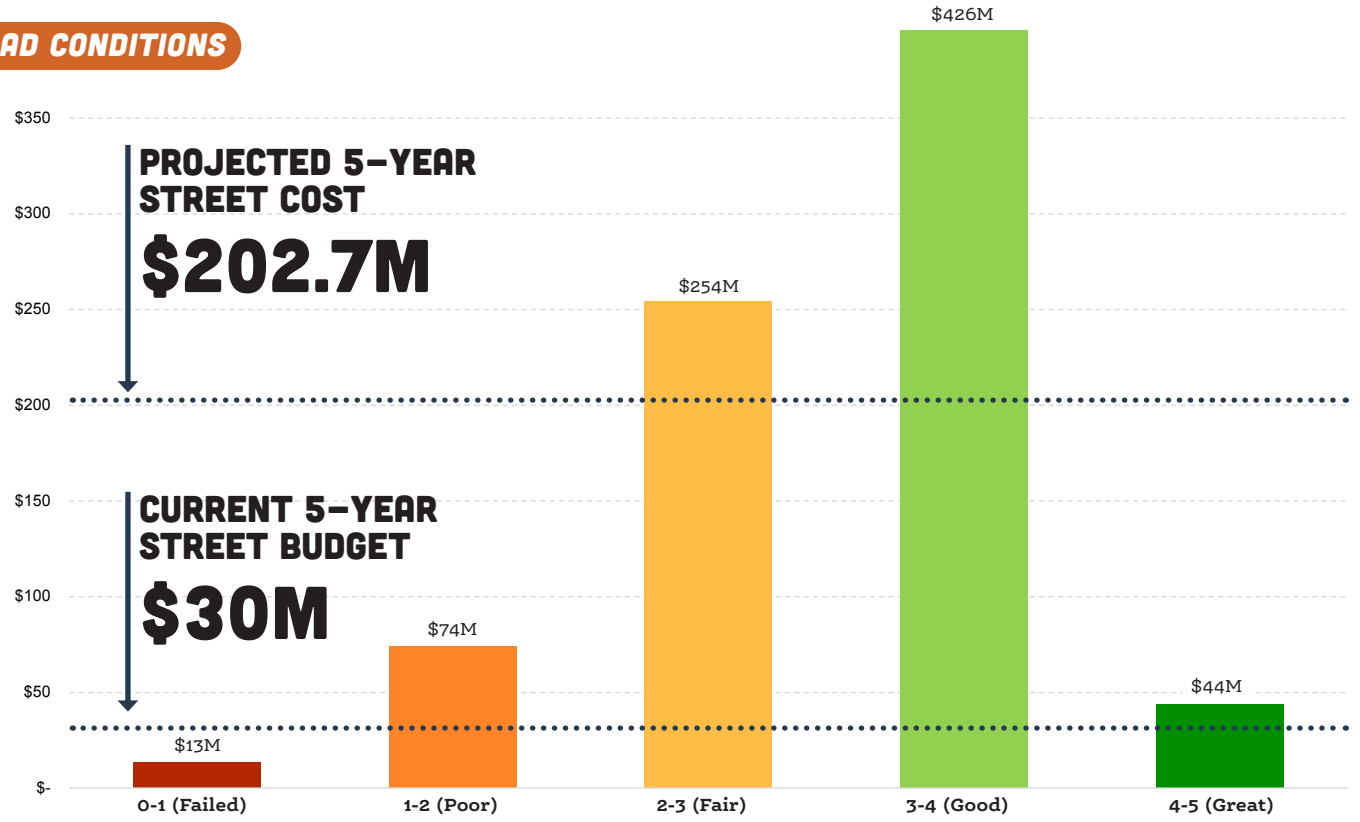
Building and maintaining a well-connected network of sidewalks and bike facilities will ensure those who want or need to get around the community without a car are able to do so safely and conveniently.

SNAPSHOT

As discussed in the introduction chapter, road maintenance and replacement costs can quickly exceed what the City sets aside for street replacement/maintenance each year. If you assume an average reconstrucution cost of $1.5M/ lane-mile that results in a total of about $811 million in liabilities. Averaged over a maximum replacement life of 50 years as might be typical for concrete pavement, the annual cost would be $16.2M However, many of the city's older roads are asphalt and already nearing replacement, so it's more likely that the city will need to replace the majority of its existing roads within the next 20 years. Averaged over this more realistic timeline this would this would require the city to be saving or spending an average of $40.5M per year on street reconstruction, $34.5M per year more than what the city currently allocates to street maintenance. For many cities, the common solution to this is simply to hold a bond election when roads need replacement, but ultimately, the more sustainable option is to ensure that the development pattern across the city generates enough value, and thus revenue, that the city can afford to budget for the real costs of the road network. In Waxahachie's case, the problem will become more pronounced year after year through 2035 without changes that bring addition revenue without expanding the existing road network. A new focus on filling in vacant parcels in the core of town with high-quality infill development would provide a major increase to revenue without significant infrastructure expansion.

Total Street Reconstruction Costs *Citywide*	**$811M**
Average Annual Cost *Over 20 Years*	**$40.5M**
Current Street Budget *Yearly*	**$6M**
Estimated Deficit *Yearly*	**$34.5M**

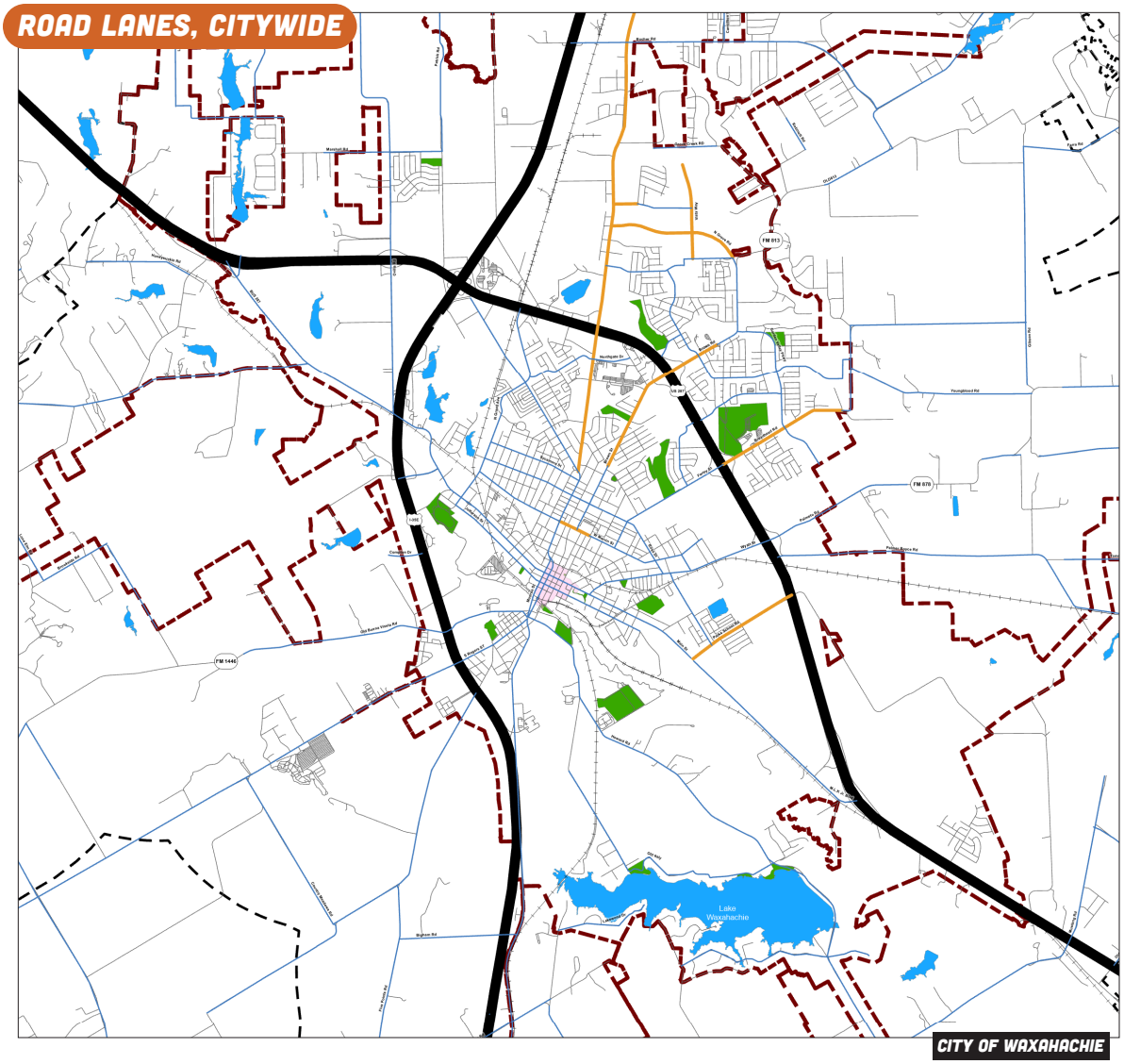
ROAD CONDITIONS



SOURCE: CITY OF WAXAHACHIE

EXISTING THOROUGHFARE NETWORK PERFORMANCE

ROAD LANES, CITYWIDE



LEGEND

- Extraterritorial Jurisdiction
- City Limits
- Highways
- Four Lanes
- Two Lanes

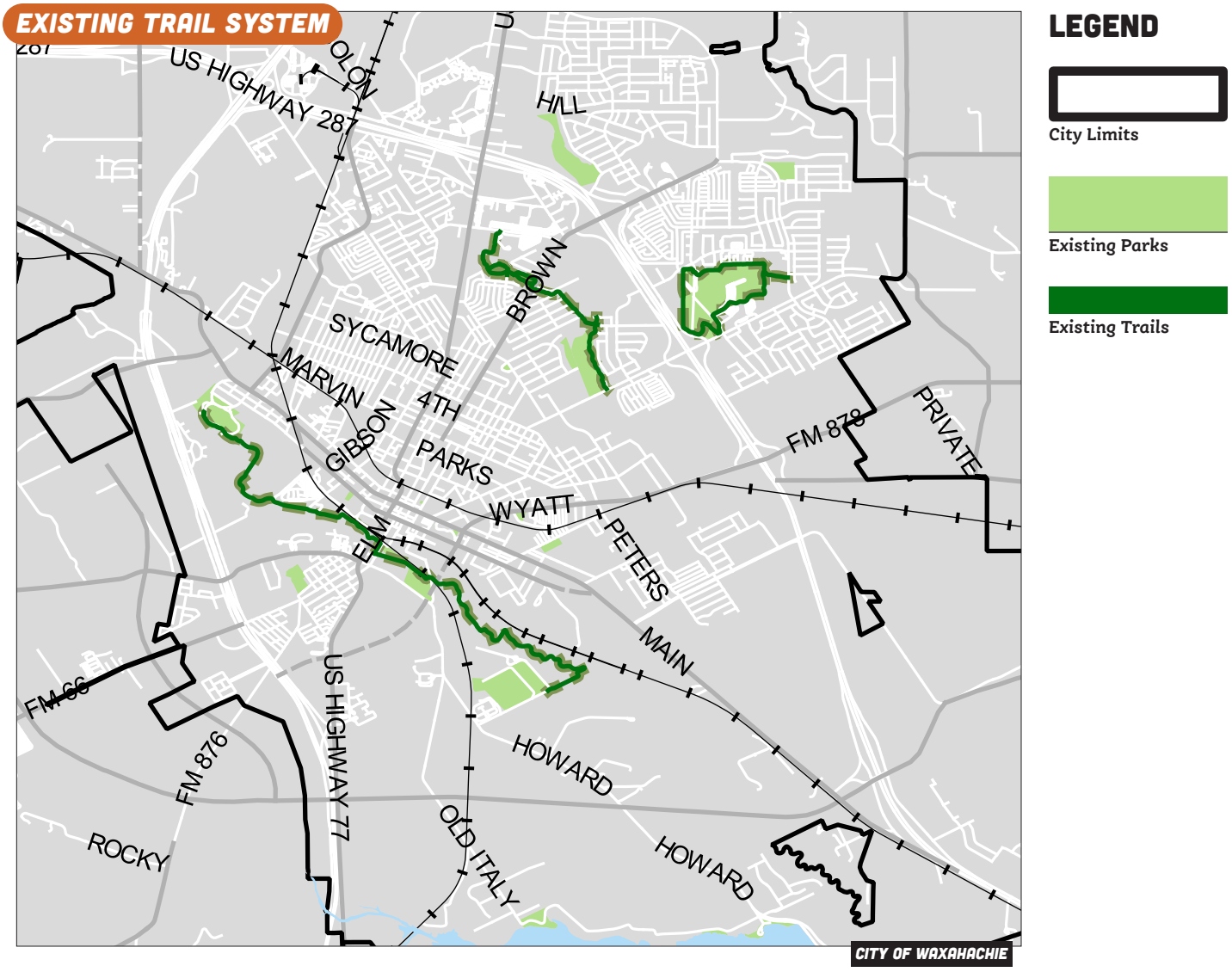
CITY OF WAXAHACHIE

In June of 2021, Waxahachie had roughly 541 lane-miles of roadways. TxDOT owns and maintains most of the high volume corridors, including I-35, US287, Bus287, and US77. The majority of the city-owned roads are 2 or 3 lane local streets and minor collectors laid out in a 'hub and spoke' style network with a grid in the downtown and several roads extending out in various directions. This layout in the core of the city supports a slow speed environment ideal for supporting walkable, complete neighborhoods. As new development has come in around the perimeter of the city, more 4 lane arterials are being built, which support and incentivize a more auto-oriented development pattern.

541
City Maintained Lane Miles
(as of June 2021)


TEXAS
LITTLE CREEK TRAIL

THE AUTO-FOCUSED MOBILITY MODEL

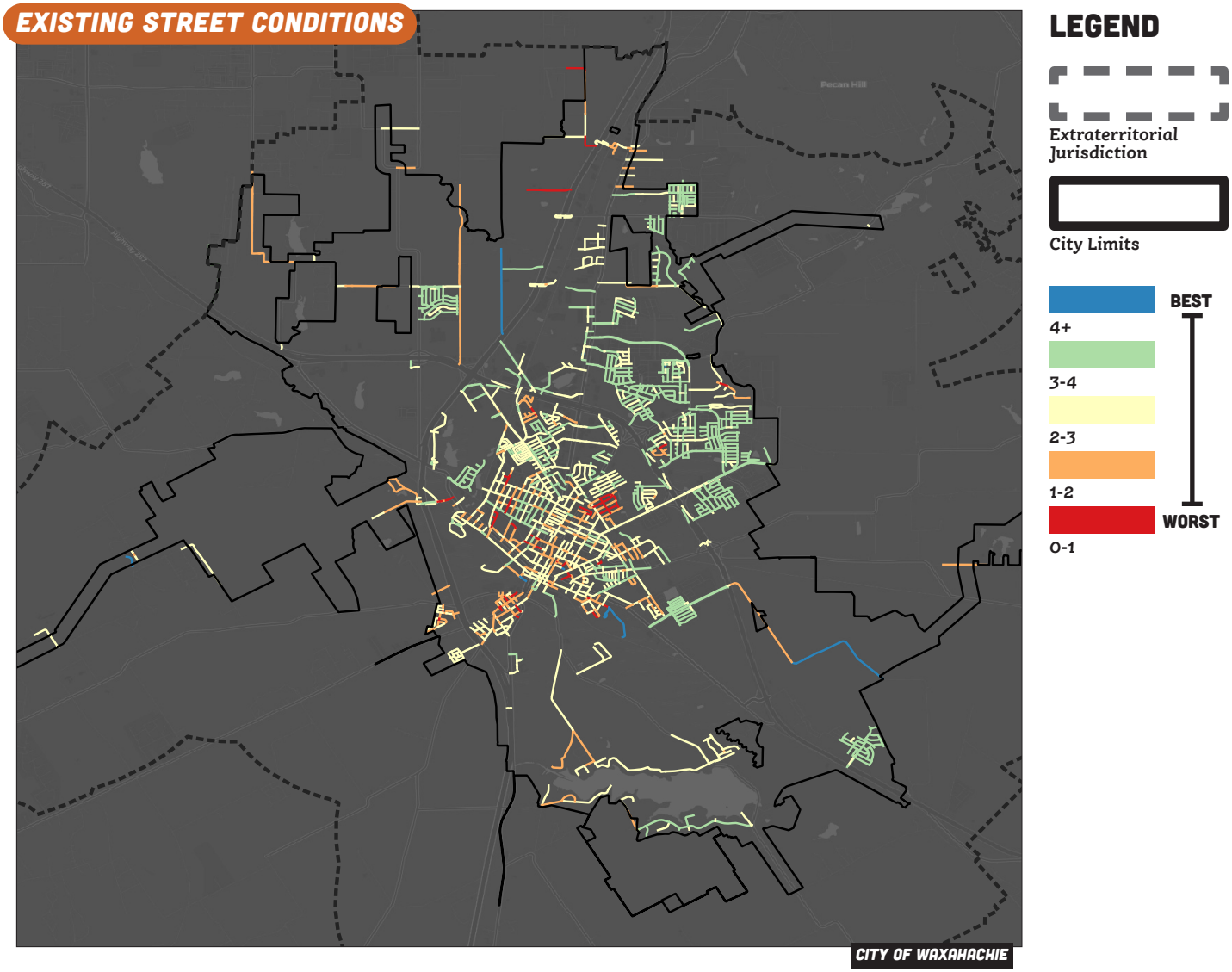


Waxahachie does not have a public transportation system in place, and it lacks a robust, well connected bike and pedestrian network. In addition to the lack of multimodal options, the majority of Waxahachie's roads are designed primarily for vehicles and drivers, which makes them unsafe for those biking or walking. This makes it extremely difficult for those who either can't afford a car or don't want to drive everywhere to get around the City.

The city's 2020 resident survey and engagement activities held during this planning effort indicate that residents would like to have more walkable and bikeable neighborhoods for both recreation and commuting purposes. The City is working with developers to build more robust sidewalk and trail systems within new neighborhoods and has been working with regional partners to design and construct a regional Veloweb shared use path connecting Waxahachie to Midlothian. On and off-street connections between neighborhoods and other destinations throughout the city are also being planned. One of the objectives of this plan is to provide guidance on where these connections should be to improve safety and expand options.

PLANNING FOR FUTURE STREET REPLACEMENT COSTS

EXISTING STREET CONDITIONS



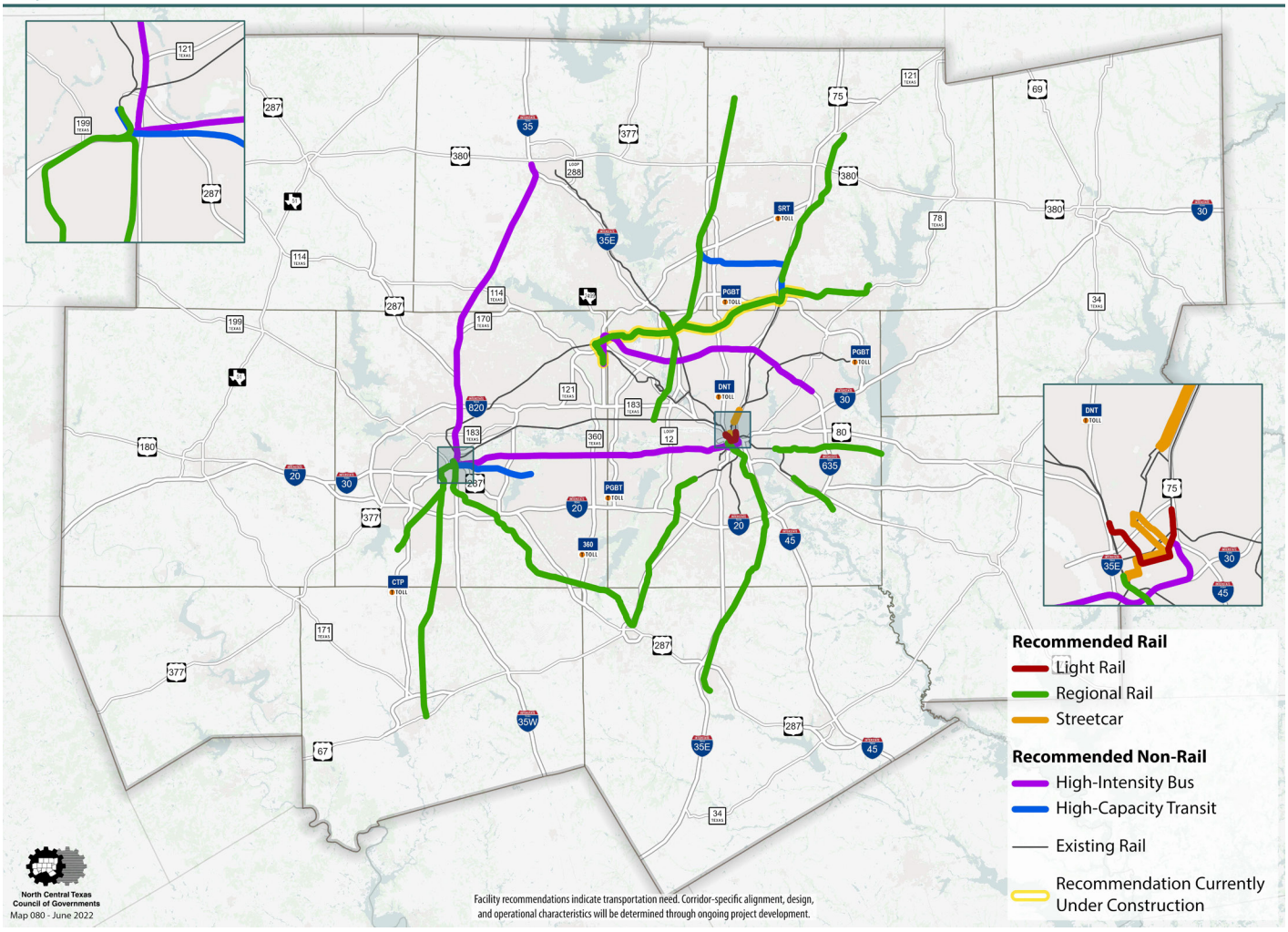
The City has some older roads that are in need of repair or replacement soon, but current and planned budget amounts should be sufficient to keep up with these. The challenge will be securing the funds to maintain and replace the rapidly growing amount of roads that have been put in by developers in recent years. These roads are in good condition today and require limited maintenance, but in 15-20 years when they do begin to age, the City will need significantly more money than what it is currently budgeting. Without building or accepting any more lanes or new roadways, the City would need roughly $40.5M per year for these future improvements - $34.5M more than what is currently being budgeted.

Investment in strategic preventative maintenance programs can extend the life of existing streets, and bond elections for capital improvement projects can help to fund some of these needs, but there will still be a large amount of unfunded liabilities. Raising property tax rates and charging street fees are not popular with residents, so a more feasible option is to explore ways to adjust the city's development pattern so that it aligns the tax revenue generated with what it ultimately costs to serve. In this scenario, buildings and development would generate enough in property tax over a 20 or 40 year life cycle to pay for the roads serving them.

REGIONAL TRANSIT PLANNING

North Central Texas Council of Governments (NCTCOG) identifies a regional rail system from Dallas to Waxahachie in the Mobility 2045 Plan. Although funding has not been allocated for this project the Waxahachie Rail Line remains apart of the NCTCOG's future transit corridor projects.

Major Transit Corridor Recommendations



TRANSIT CORRIDORS RECOMMENDED BY NCTCOG IN THEIR MOBILITY 2045 PLAN, UPDATED JUNE 2022

BARRIERS TO SUCCESS

The items you see below are the most pressing barriers to achieving success in line with Waxahachie's stated goals.

1 Auto-centric development and expansion

Waxahachie's core was built with a more compact, walkable pattern, but in the past two decades, the pattern has prioritized auto-centric residential development around the perimeter and focused the majority of commercial activity along US 77. This pattern generates more, longer trips and funnels traffic into 77, which exacerbates congestion in the core. Integrating commercial uses and public spaces into local neighborhoods and designing streets to encourage biking and walking can help to reduce trip volume and length and reduce congestion along 77 and in the core.

2 Street design optimized exclusively for cars

Three of the primary concerns expressed by residents during the planning process were safety, deteriorating street conditions, and lack of trails and pedestrian friendly facilities. The current thoroughfare design standards prioritize automobile traffic over people, place, and safety. More specifically, many of the minor arterials, collectors, and local streets are wider than they really need to be, and too frequently mix bike/pedestrian facilities with traffic traveling at speeds unsafe for these other users. Without a focus on adding more protected bicycle facilities and enhancing pedestrian paths and connectivity within neighborhoods, residents will continue to feel that they are not being appropriately served.

3 Underfunded maintenance and replacement budget

Most of Waxahachie's roads are still fairly new and early in their life-cycle, and therefore have not required much attention or resources. So far, the City has been able to keep up with street maintenance and replacement of the older streets in the city with the current budget, but the amount of miles and width of roads has drastically increased over the past two decades. Waxahachie's current development pattern and budget will not provide sufficient revenue to replace all of these roads when they reach the end of their life cycle. In order to maintain a safe and functioning roadway system in the future, new revenue sources will be required to cover the life cycle costs. Strategies must be explored that reduce costs such as reducing pavement width, or construction and pavement management strategies that extend the life of the assets, or some combination of both .

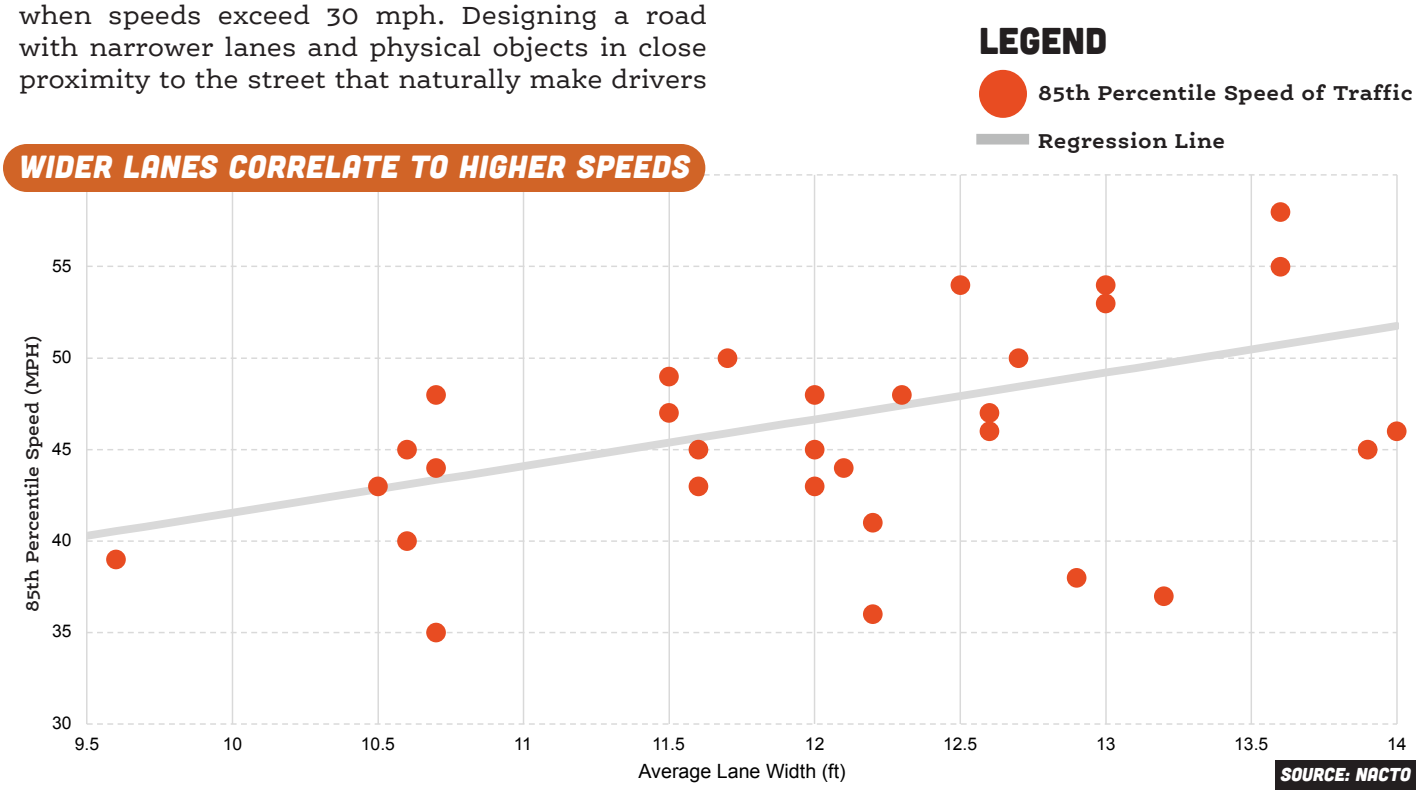
4 Poor access management and conflicting road functions

Several arterials and major collectors in the city, in particular US77, are intended to move large volumes of vehicles quickly, but don't function as well as they could due to the frequency of traffic signals, driveways, and median openings. In these cases, having too many access points and adjacent development negatively impacts the flow of traffic.

TRAVEL SPEEDS AND SAFETY

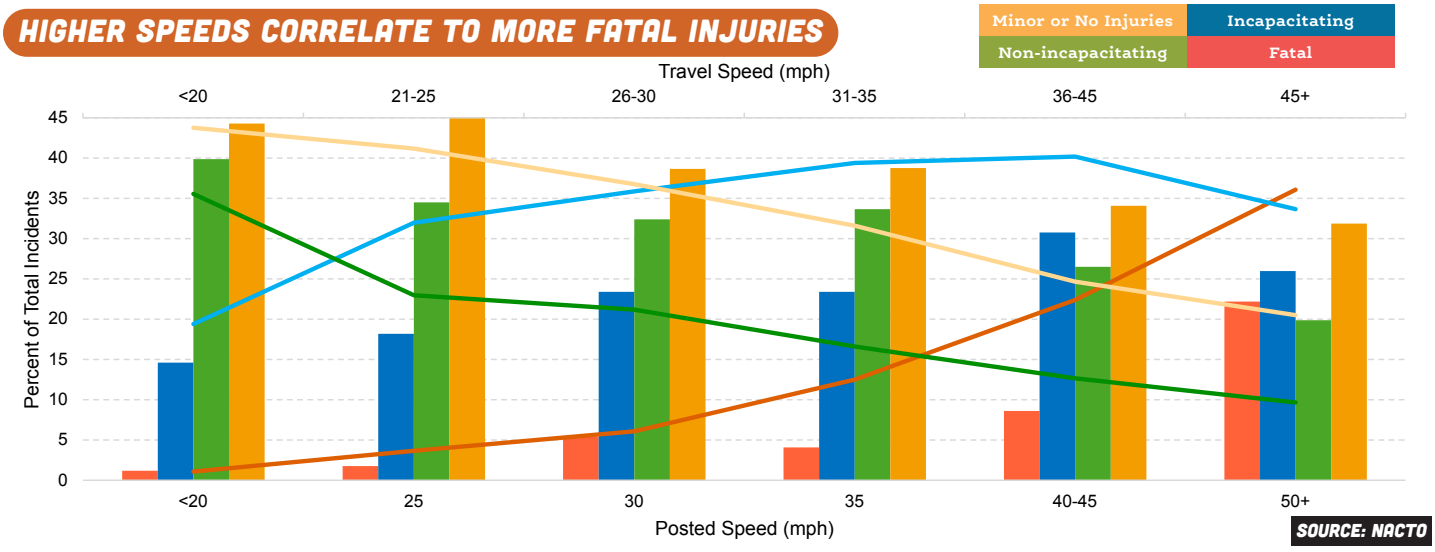
The speed at which automobiles travel (as opposed to the designated speed limit) has a direct effect on how safe that roadway is. Multiple studies have shown that the likelihood of a fatal injury to someone hit by a vehicle drastically increases when speeds exceed 30 mph. Designing a road with narrower lanes and physical objects in close proximity to the street that naturally make drivers travel at slower speeds is a far more effective way of reducing crashes and serious injury than very high enforcement, 'tack-on' traffic calming like speed humps or speed limit reductions.

WIDER LANES CORRELATE TO HIGHER SPEEDS



SOURCE: NACTO

HIGHER SPEEDS CORRELATE TO MORE FATAL INJURIES



SOURCE: NACTO

Auto Speed and Human Reaction Time

At higher speeds, the driver of an automobile is required to focus their attention farther down their intended path. This reduces their effective field of vision significantly. In areas with large numbers of pedestrians such as downtown and residential neighborhoods, street design should slow cars down to widen the field of vision. Where the environment is designed for cars to move at higher speeds, pedestrian crossings and facilities should be minimized as much as possible. When they are included, extra care should be taken to incorporate physical barriers and increased buffer distances to separate pedestrians from vehicles.

15 MPH

20 MPH

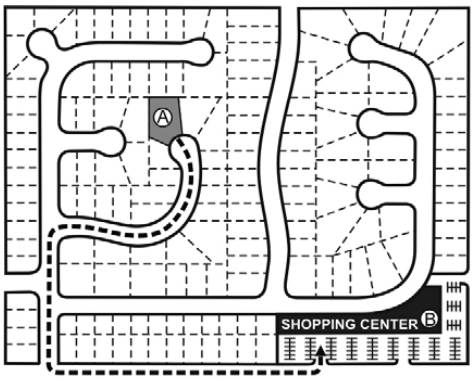
25 MPH

30 MPH

NETWORK PLANNING

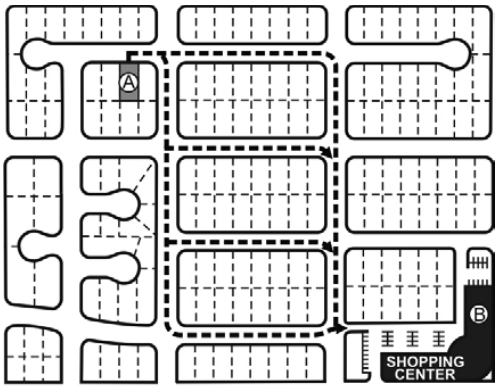
Transportation networks are generally built around a system of arterial streets, which are intended to allow both connectivity and continuity. Inside this arterial street framework is a more local network of roadways, which tend to be designed in one of two ways:

Suburban



While conventional suburban networks reduce through traffic in the inner parts of the network (on curvilinear residential streets and cul-de-sacs, for example), they funnel and magnify traffic on the main arterial network, which requires larger, more expensive roads. Major arterials in a conventional suburban area can be spaced up to a mile apart, where the City is willing to accept roads of up to six lanes, and these are supplemented by minor arterials spaced at most a half-mile apart. This is an auto-centric mobility pattern that requires most trips to be completed by driving.

Traditional



Traditional networks spread the traffic out over a network of connected streets, which may increase traffic on some streets but greatly reduces heavy traffic and the need for overly-large arterials. These areas are intended to be walkable and often include a mix of uses, which requires a tighter grid of streets that create short blocks. A traditional network has few if any major arterials, and minor arterials are generally closer together—separated by a half-mile or less. Some of these are also designed as primary corridors for cycling traffic and neighborhood commercial with on street parking (collectors). Because of the more walkable, compact pattern, vehicular trips can be reduced and local streets can be designed to prioritize pedestrians and much slower speeds.

The philosophy represented in this Mobility Plan is to incorporate a traditional grid system with a tighter network of pedestrian-focused streets in areas where walkability is the priority. Areas such as our downtown, historic core, and mixed use neighborhoods are good examples of this type of pattern. As we move outward a natural transition to a more vehicle-focused network with arterials that are more spread-out is acceptable. In these places, auto-oriented residential developments and retail centers can be located. In this way, the transportation network can better align with the aims of the Land Use Plan and become more user-friendly overall.

ALTERNATIVE TRANSPORTATION

Waxahachie's current mobility system is primarily focused on moving people and goods around by vehicle. In order to provide a range of mobility options that meet the needs of everyone in the community, additional options must be provided and connected that allow people without a car to get around. These include a combination of active transportation options like cycling, skating, and walking with an appropriately scaled version of public transit that includes micro transit (scooters and ebikes), bus, and/or rail. A safe, functional, and equitable mobility system is only possible if the city develops in a way that enough residents and destinations are concentrated in nodes with transit stops and/or complete neighborhoods where people have access to most of their daily needs within a 15-20 minute walk or bike ride.

Active Transportation

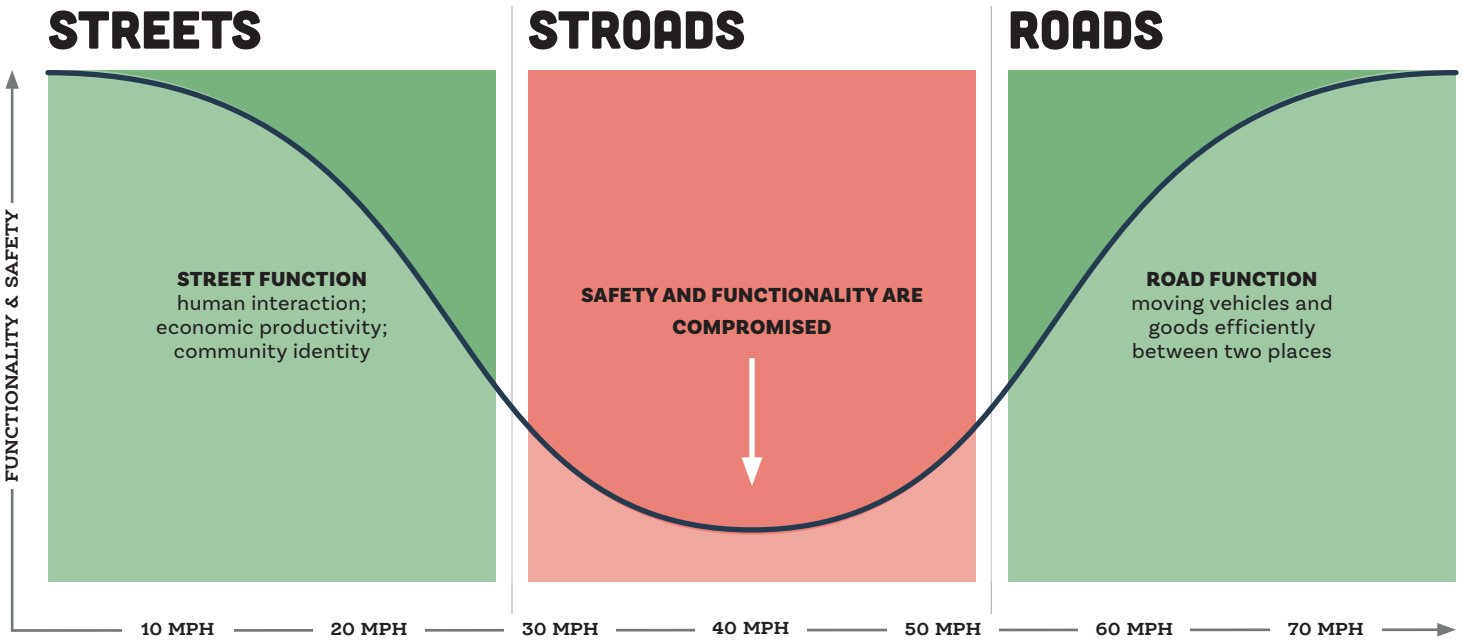
Active transportation, unlike driving and public transit, involves getting around in ways that are human-powered—walking, bicycling, using a wheelchair, skateboarding, and so on. Our communities were once set up to be navigable this way by default. Once again, cities across Texas are realizing the importance of creating opportunities to easily move around on foot. Fluctuating gas prices, increased traffic and associated delays, environmental concerns, a more wide-spread focus on personal health and fitness, and the shifting lifestyle preferences of younger generations all point to a greater demand for walkable, bikeable communities. Communities like Frisco, McKinney, Cedar Hill and others have embraced active transportation as a key component of their community branding and recruiting efforts. Now more than ever, residents and employers are looking for a robust system of parks, trails, and active living as key elements of where they choose to locate.

Waxahachie can become more friendly to active-transportation by committing to a more compact, multi-use pattern of development. By investing in pedestrian facilities like sidewalks and shared use paths, and by designing streets as low-speed, people-first places. When walking or biking is more convenient for residents, they are far more likely to make these healthy activities a part of their daily lives. This plan recommends the City update the Citywide Trail Plan with the Parks Master Plan. The City is in an optimal time to require the construction of on-street and off-site trails with new development. First, however, the City must have a citywide trail plan to ensure all new trail systems constructed by developers connect to other existing facilities.

ALIGNING CORRIDOR FUNCTION WITH DESIGN

The transportation system can either help us create the kind of safe, walkable community we want, or it can get in the way. The key is in understanding that different parts of our transportation network serve fundamentally different purposes. First, streets and roads are not interchangeable. Arterial corridors should serve as roads, moving high volumes of vehicles and goods quickly around the city and to/from other cities and limiting opportunities for vehicle-pedestrian incidents as much as possible. Collectors and local streets should be slower speed corridors (35 mph or slower) that support multiple modes of transportation and provide the platform for human interaction, commerce, and placemaking.

Attempting to mix these functions results in stroads, a hybrid that attempts to accommodate both vehicles and pedestrians, but struggles to do either efficiently or safely. A key aspect of a safe, efficient, and affordable transportation system is prioritizing certain corridors as roads, and then designing the rest of the system to be various combinations of slower speed streets that support the surrounding neighborhood context and needs.



The street is a low-speed area that allows for human activity and interaction. A buzzing Main Street with businesses, or the quiet residential street with children playing in front yards are streets. They can be part of a larger place, or can be destinations themselves; they're where people spend time. They prioritize pedestrians but are usable by all. Streets are platforms for economic growth.

Stroads are failed attempts to get the economic productivity of a street and the efficiency of a road in one corridor. They are designed for high volumes of cars and faster speeds but often are built with pedestrian amenities directly adjacent to high speed travel lanes. Large numbers of traffic signals and driveways accommodate auto oriented businesses, but also introduce more opportunities for crashes.

The primary function of a road is to move people and goods quickly between places; think of highways and farm-to-market roads. Here, the automobile is prioritized, and higher speeds are appropriate. Effective roads are not economic development corridors. In order to maintain safety, driveways and intersections should be limited. Pedestrian and bike facilities should be separated from travel lanes.

THOROUGHFARES

Designing well-functioning streets within the thoroughfare network depends on understanding their surroundings, or their context. Key features that create context are:

- Land use;
- Site design and urban form (including building orientation and setback, parking type and orientation, and block length); and
- Building design (including building height and thoroughfare enclosure, building width, building scale and variety, and building entries).

Context influences what thoroughfare type is appropriate, but the design of a thoroughfare itself also has a significant impact on shaping the context of a place—just as much as building and landscape do. There is not a one-size-fits-all solution. What may be appropriate for a farm-to-market road wouldn't make sense on Main Street, and vice versa. Additionally, the design of a corridor may need to evolve as the development adjacent to it changes. For example, a corridor may start out with a group of one story commercial buildings along it that require auto access and on-street parking, and then over time, as multi-story residential and parking garages are added, the right-of-way may need to shift to facilitate more bus, bike, and pedestrian mobility. This is why this plan focuses first on the context—understanding and defining place types—and then on transportation planning to support that context in a balanced way.

Street Elements

New classifications and design criteria supporting this combination of function and context sensitive design have been released in recent years by CNU-ITE, NACTO, and MUTCD. These resources provide further guidance for organizations looking to integrate function and context into the design of streets, intersections, and pedestrian facilities. However, the hierarchical network and associated terminology (arterial/collector/street) is still the norm in transportation design, especially when coordinating with TxDOT, regional MPOs, and counties. Therefore, the sections proposed in this plan embrace a hybrid approach where some context sensitive design principles have been incorporated into the standard classifications.

THOROUGHFARES CLASSIFICATION

THOROUGHFARE CLASSIFICATION	RIGHT-OF-WAY	FUNCTION	NUMBER OF LANES	NOTES
A Major Arterial	140'-150'	Highway	6 travel lanes	TXDOT Roadway
A Major Arterial	120'	High Speed Vehicle Movement; Mid-High Volumes; Major cycling corridors	6 travel lanes	Limited access; Wide landscaped median; Separated shared use paths/ cycle tracks; 45mph design speed
B Greenway Arterial	120'	High Speed Vehicle Movement; Mid-High Volumes; Major cycling corridors	4 - 6 travel lanes	Limited access; Wide landscaped median; Separated shared use paths/ cycle tracks; 45mph design speed
C Minor Arterial	100'	Mid Speed Vehicle Movement; Mid Volumes	4 travel lanes	Limited access; Raised medians;Separated shared use paths; 35-40mph design speed
D Major Collector	80'	Low-Mid Speed Vehicle Movement; Low-Mid Volumes: Low-Mid bike/ped activity	2-4 lanes	Occasional access; Narrow travel lanes; Separated bike paths and sidewalks; 30mph design speed, various cross sections based on need
E Minor Collector	60'	High bike/ped activity; Low Speed Vehicle Movement; Low Volumes	2 travel lanes	Primarily local car trips; Narrow travel lanes; Convertible outside lanes for parking, dedicated bike lane, or additional travel/turn lane; Wide sidewalks w/ streetscape; 20-25mph design speed

THOROUGHFARE MAP

Legend

2050 THOROUGHFARE PLAN

FUNCTIONAL CLASS

- HIGHWAYS-TXDOT
- A-MAJOR ARTERIAL,150, 6 LANE
- A-MAJOR ARTERIAL,140, 6 LANE
- A-MAJOR ARTERIAL,120, 6 LANE
- B-GREENWAY ARTERIAL,120, 4-6 LANE
- C-MINOR ARTERIAL,100, 4 LANE
- D-MAJOR COLLECTOR, 80, 2-4 LANE
- E-DOWNTOWN,STREET 60, 2 LANE

THE RIGHT-OF-WAY WIDTH FOR SECTIONS A-D WILL REQUIRE AN ADDITIONAL 15-FEET AT THE INTERSECTION TO ACCOMMODATE A RIGHT TURN LANE WHICH TYPICALLY EXTENDS 300 FEET FROM THE INTERSECTION. THE TURN LANE IS REQUIRED EACH WAY. REFER TO THE CITY'S DETAILS AND SPECIFICATIONS

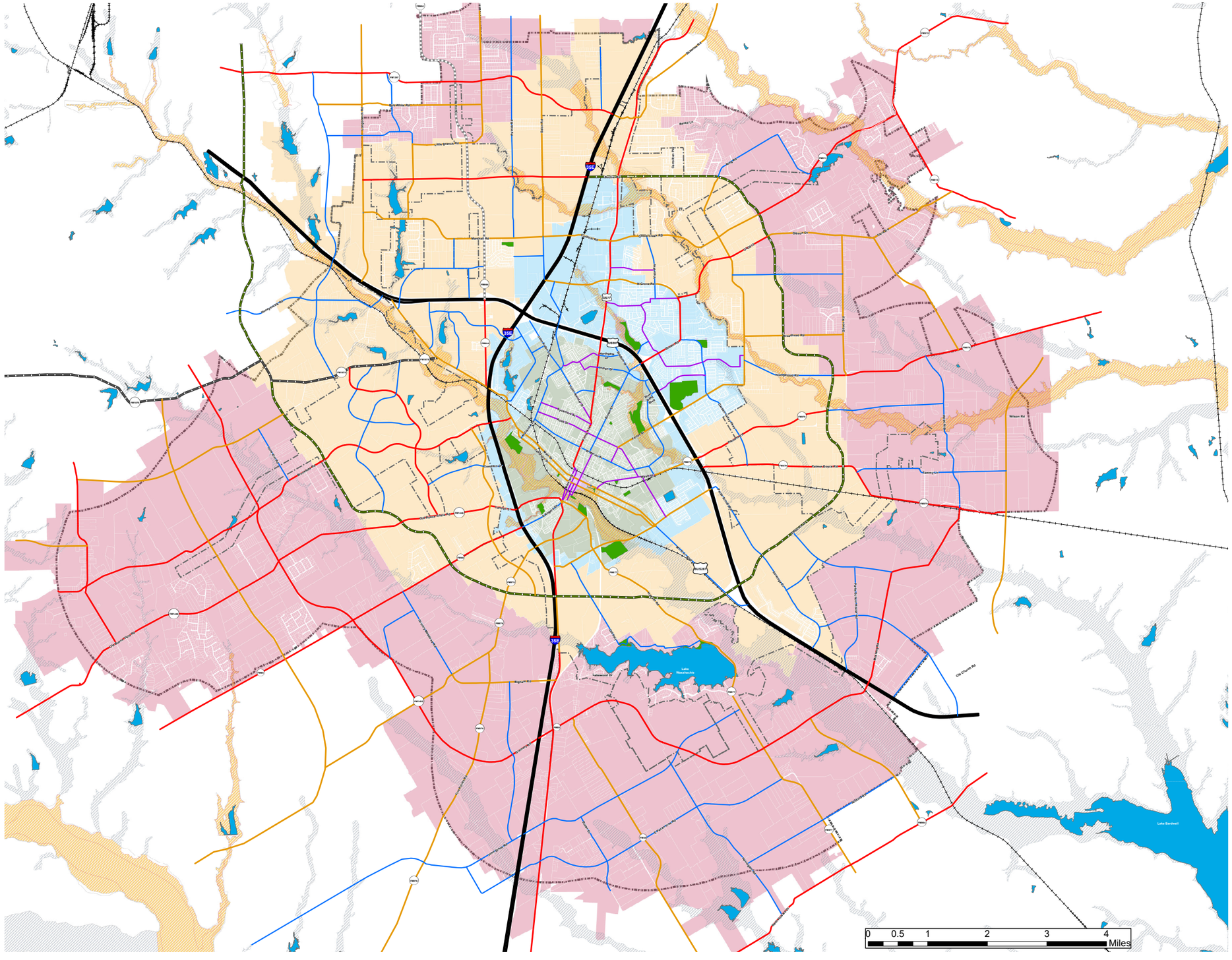
- Lakes
- RR
- CITY LIMITS
- Downtown
- Parks

FLOOD ZONE

- A
- AE
- X

GROWTH SECTORS

- infill growth
- infill rim
- intended growth
- open
- restricted growth
- ETJ



The Thoroughfare Plan is not targeted to a specific point in the future but is intended to accommodate the ultimate development of the city's thoroughfare network. It is a right-of-way preservation document, allowing the orderly development of a future road network. A significant change in the Thoroughfare Plan was to modify future roadway alignments to coincide with the County's and Midlothian's Thoroughfare Plan. City staff met with the City of Midlothian and Ellis County to share and coordinate the new thoroughfare alignments. Additionally, City staff adjusted roadway alignments to eliminate conflicts with existing buildings and issues with natural site constraints that could make the construction of a future roadway challenging to construct in the future.

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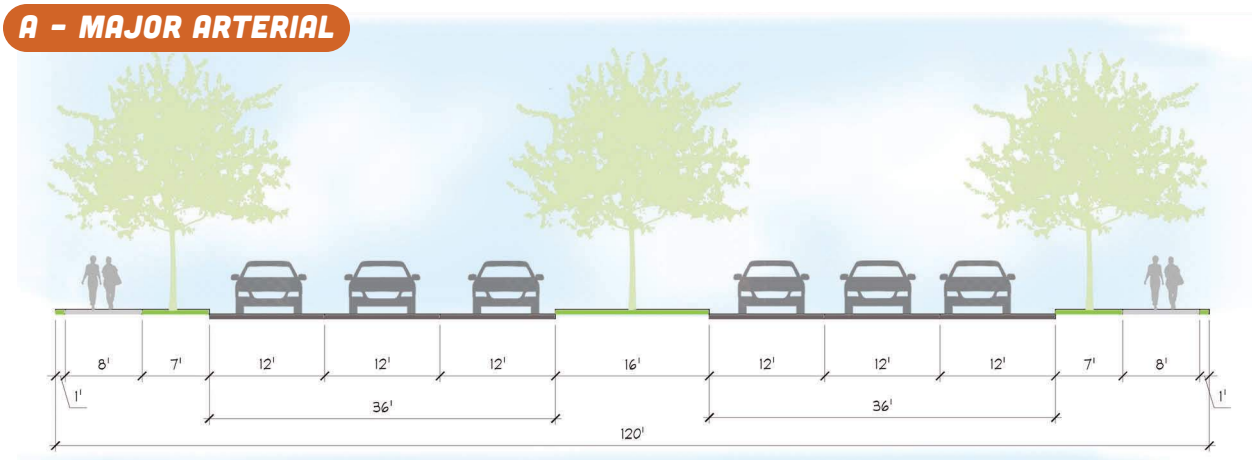
ARTERIALS

Measurements are face-of-curb to face-of-curb.

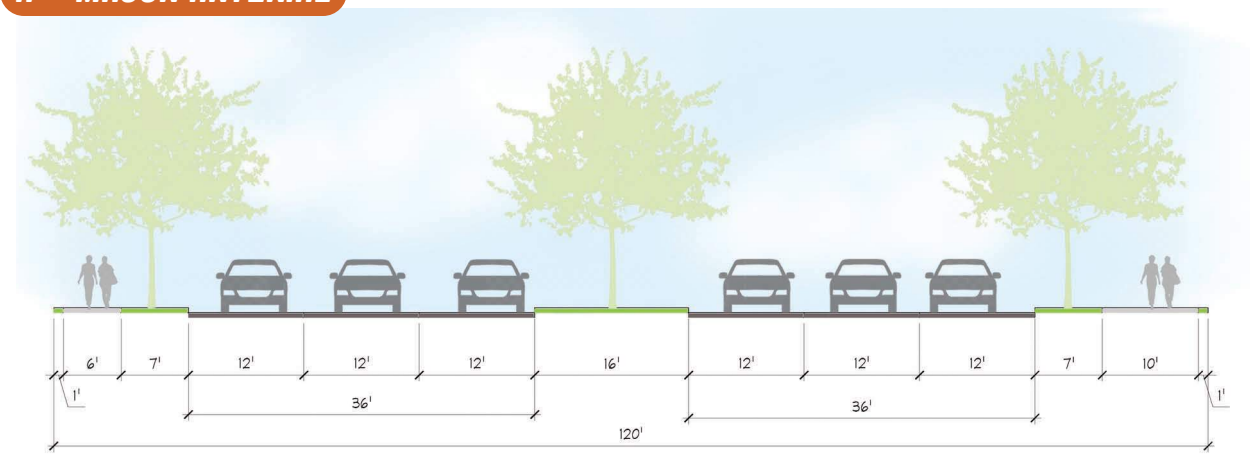
The primary purpose of arterials is vehicular traffic movement for longer distances. These corridors create efficient connections between the major commercial nodes throughout the city and adjacent communities. To function effectively as higher-speed roads, they should be designed as long corridors with limited access, crossings and stop conditions—meaning they are not meant to have commercial development along the full length. Arterials have four or six lanes, divided by a median, and should have a design speed of 40 to 45 mph.

In some cases, arterials can also accommodate pedestrian and bicycle traffic via dedicated paths that have safe separation from the travel lanes through distance and physical barriers. Crossings should be much less frequent than on collectors or local streets.

A - MAJOR ARTERIAL



A - MAJOR ARTERIAL



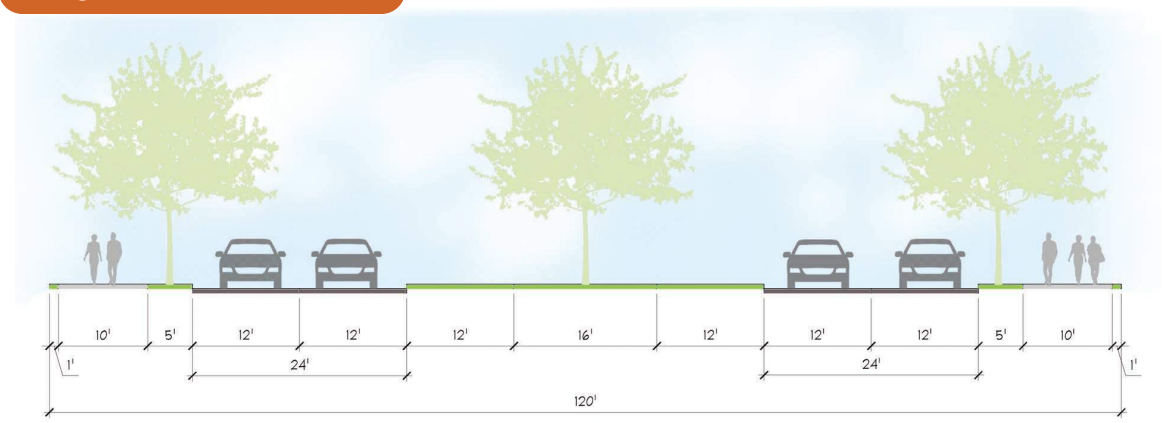
THIS SECTION SHALL BE USED WHEN ADJACENT TO A 10FT ON-STREET TRAIL SYSTEM. THE 10-FOOT MULTI-USE PATH WILL GO ON THE SIDE OF THE ROAD WHERE THE TRAIL IS PLANNED.

ARTERIALS, CONTINUED

Measurements are face-of-curb to face-of-curb.

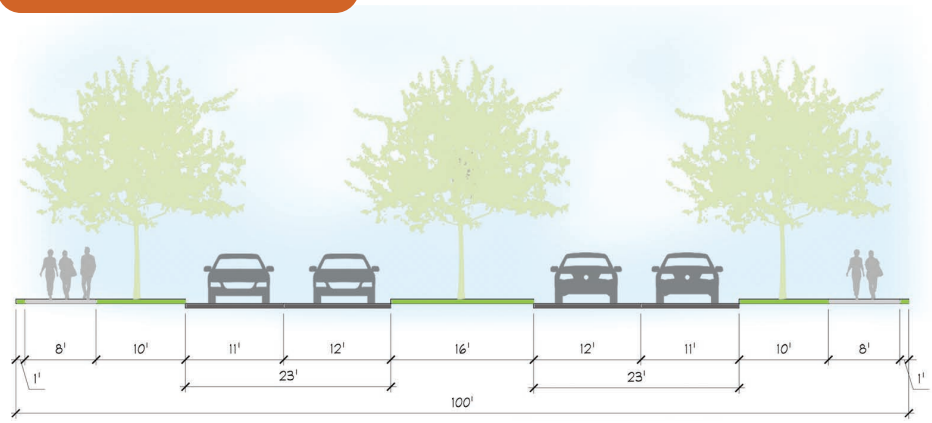
Together with highways and county roads, these roadways should provide higher speed connections to move vehicles and goods between the various parts of the city and to/from adjacent cities and regional destinations. If or when public transit is considered, these corridors can also form the backbone of local transit routes with buses that make stops in commercial hubs and neighborhood centers.

B - GREENWAY ARTERIAL

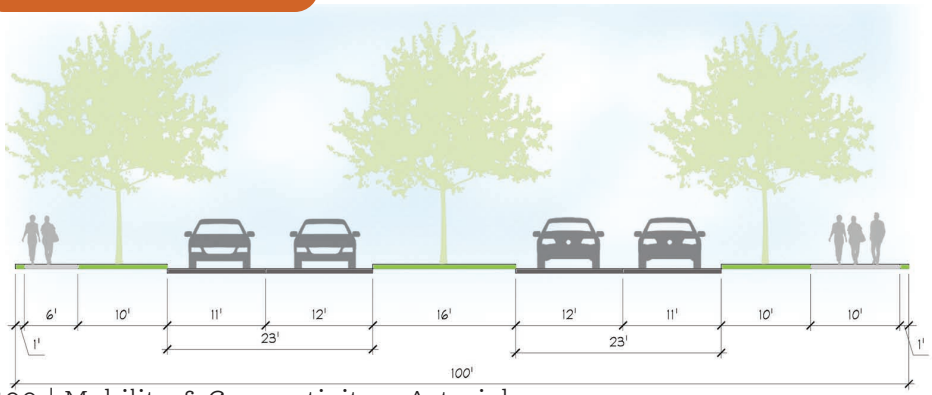


THE 40-FOOT MEDIAN CAN BE CONVERTED INTO 2-12-FOOT LANES WITH A 16-FOOT MEDIAN. TREES MUST BE CENTERED IN THE 40-FOOT MEDIAN SO THAT THEY ARE PRESERVED IN THE FUTURE 16-FOOT MEDIAN IF ALTERED IN THE FUTURE.

C - MINOR ARTERIAL 1



C - MINOR ARTERIAL



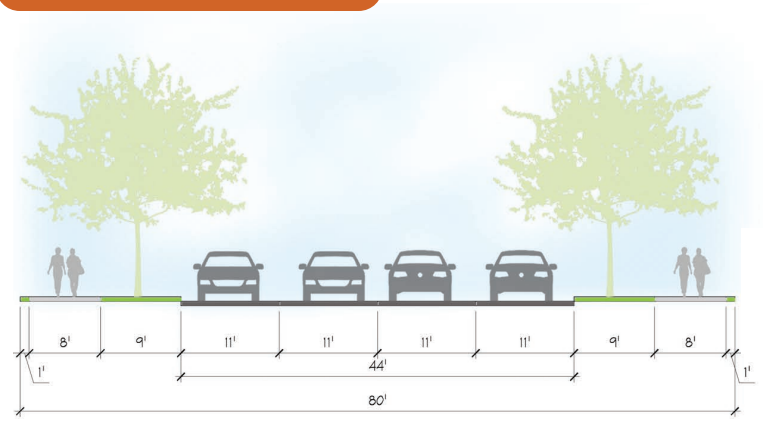
THIS SECTION SHALL BE USED WHEN ADJACENT TO A 10FT ON-STREET TRAIL SYSTEM. THE 10-FOOT MULTI-USE PATH WILL GO ON THE SIDE OF THE ROAD WHERE THE TRAIL IS PLANNED.

COLLECTORS

Measurements are face-of-curb to face-of-curb.

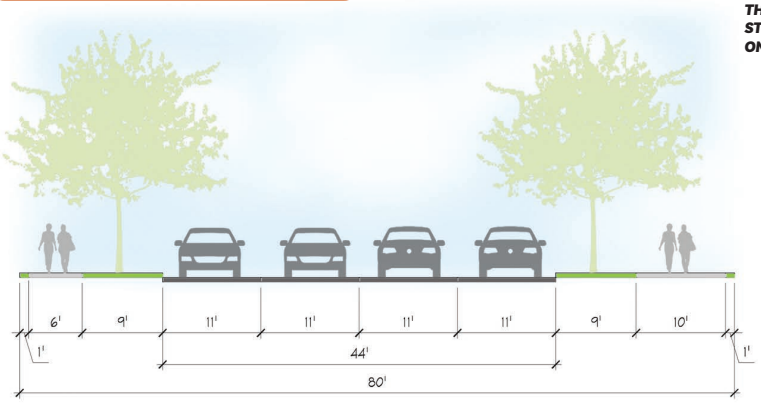
Collectors carry local traffic within neighborhoods, and they are intended to be low-speed (35 mph or less), people-friendly corridors that safely incorporate high volumes of pedestrian and bicycle traffic. Collectors are associated with the creation of places, so while they often carry significant local vehicle traffic, they need to be designed as comfortable spaces for those not in vehicles. In the city's spectrum of thoroughfare types, corridors provide the most flexibility to evolve over time to support different development patterns. While the right-of-way stays consistent, the space can be allocated through paint or permanent improvement to shift between travel lanes, parking, bike lanes, and parklets that extend the sidewalk environment.

D1 - MAJOR COLLECTOR

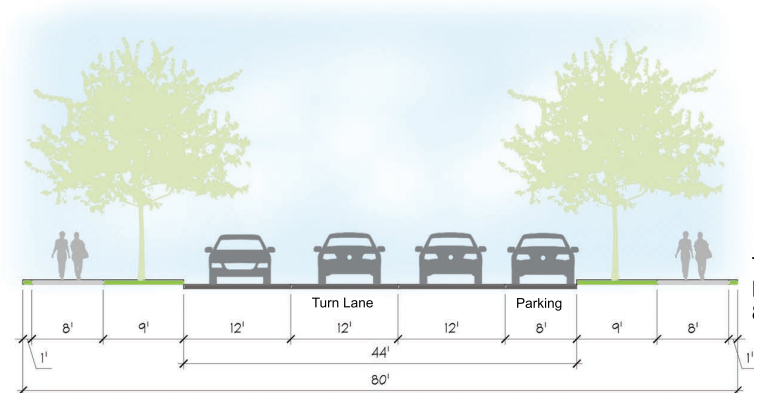


D1 - MAJOR COLLECTOR

THIS SECTION SHALL BE USED WHEN ADJACENT TO A 10FT ON-STREET TRAIL SYSTEM. THE 10-FOOT MULTI-USE PATH WILL GO ON THE SIDE OF THE ROAD WHERE THE TRAIL IS PLANNED.



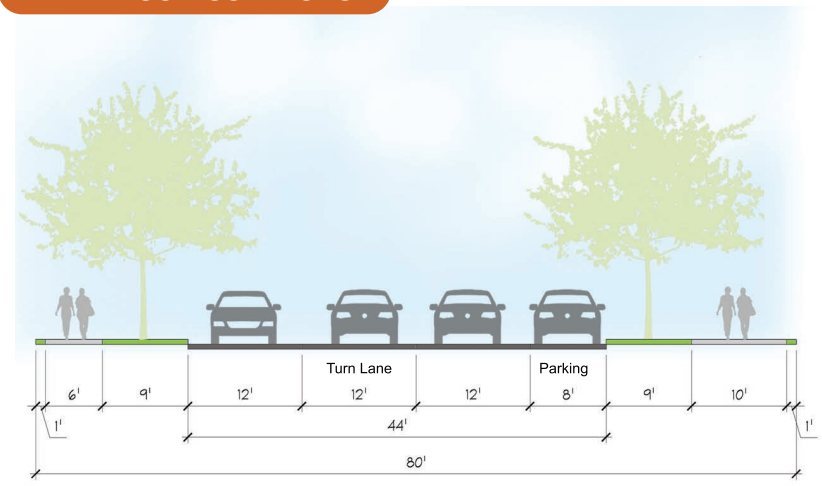
D2 - MAJOR COLLECTOR



COLLECTORS, CONTINUED

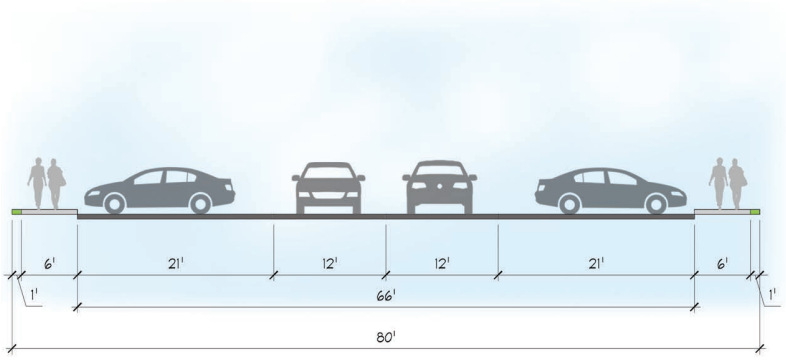
Measurements are face-of-curb to face-of-curb.

D2 - MAJOR COLLECTOR



THIS SECTION SHALL BE USED WHEN ADJACENT TO A 10FT ON-STREET TRAIL SYSTEM. THE 10-FOOT MULTI-USE PATH WILL GO ON THE SIDE OF THE ROAD WHERE THE TRAIL IS PLANNED. SIDE OF THE ROAD.

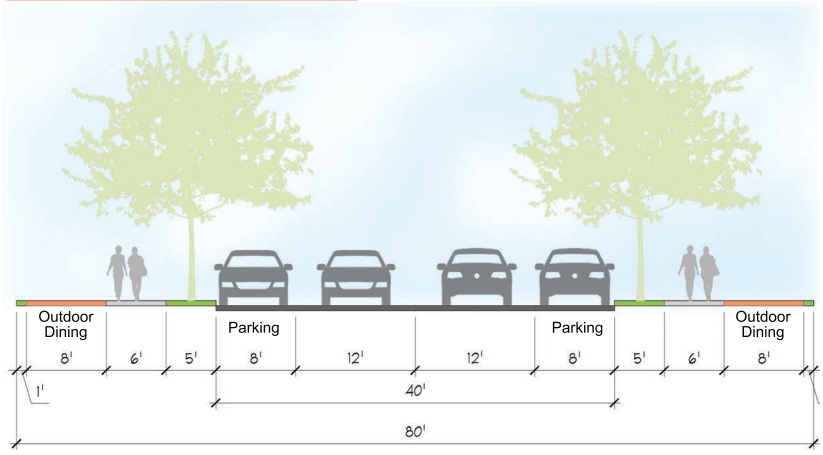
D3 - MAJOR COLLECTOR



COLLECTORS, CONTINUED

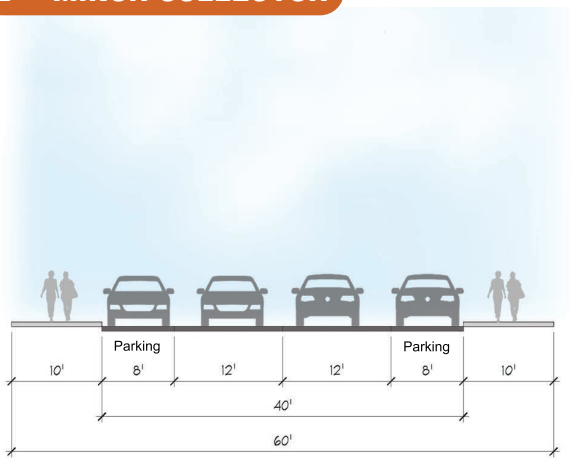
Measurements are face-of-curb to face-of-curb.

D4 - MAJOR COLLECTOR



8-FOOT PARKING LANE CAN BE CONVERTED TO A PARKLET.

E - MINOR COLLECTOR

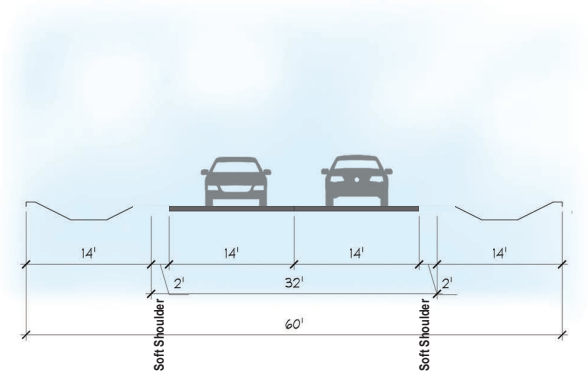


NEIGHBORHOOD STREETS

Measurements are face-of-curb to face-of-curb.

These streets fit within the context of diverse and complete neighborhoods. As a result, they should be low speed, pedestrian-first environments that serve as active places for people. In areas where more commerce takes place, striped on-street parking and a larger area between the curb and building frontage provides more space for interaction and activity. Travel lanes should be narrower to slow traffic and necking of travel lanes at key intersections can provide a safer, more comfortable pedestrian environment. Where a mix of uses is desired, alleys and rear-entry homes and buildings are ideal. Alongside the Residential Street, parking for visitors or business customers should be accommodated with small pocket parking lots distributed throughout the neighborhood and complemented by on-street parking along nearby streets.

RURAL STREET



RESIDENTIAL STREET