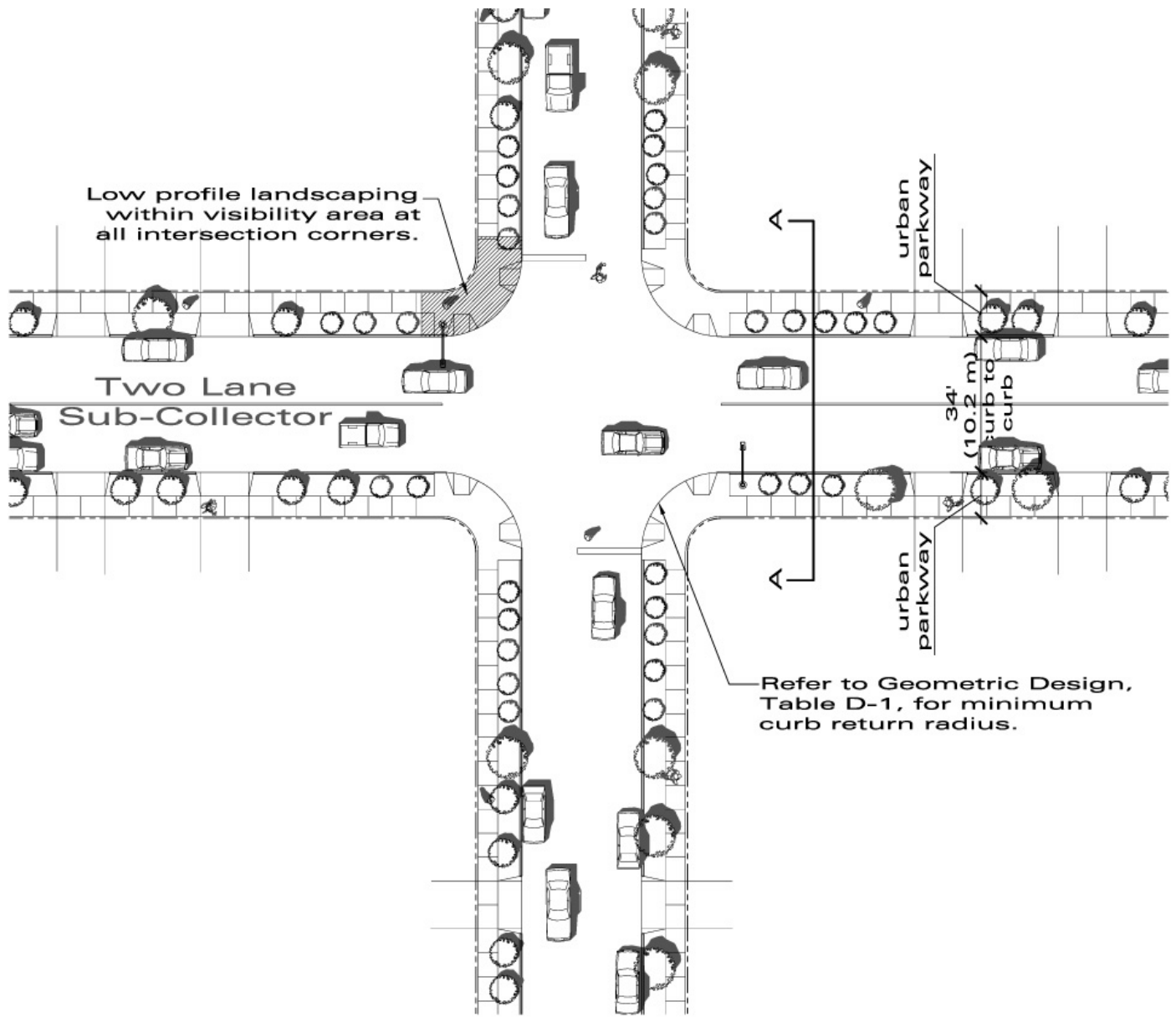


Collector Streets





Two Lane Sub-collector



plan (not to scale)

30

urban parkway

U-2

U-3

U-4
a

U-5
a

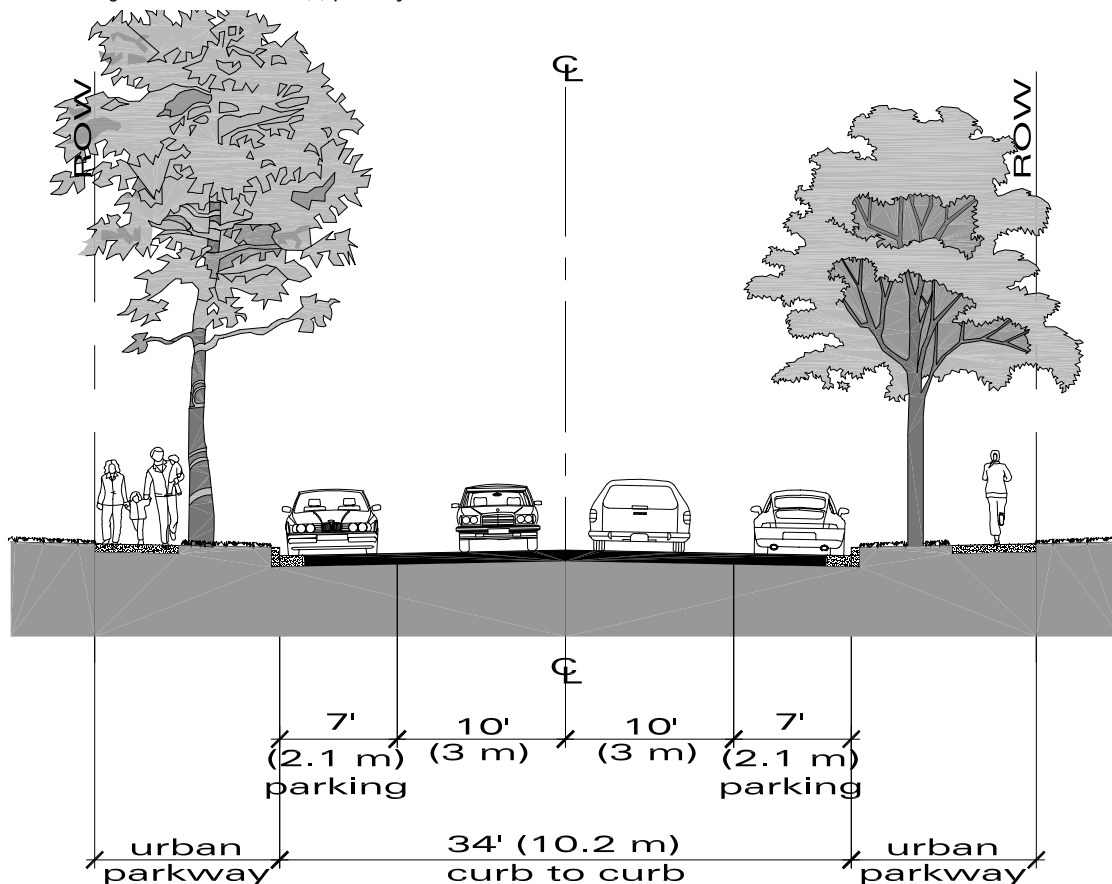
U-5
b

U-6
a

U-6
b

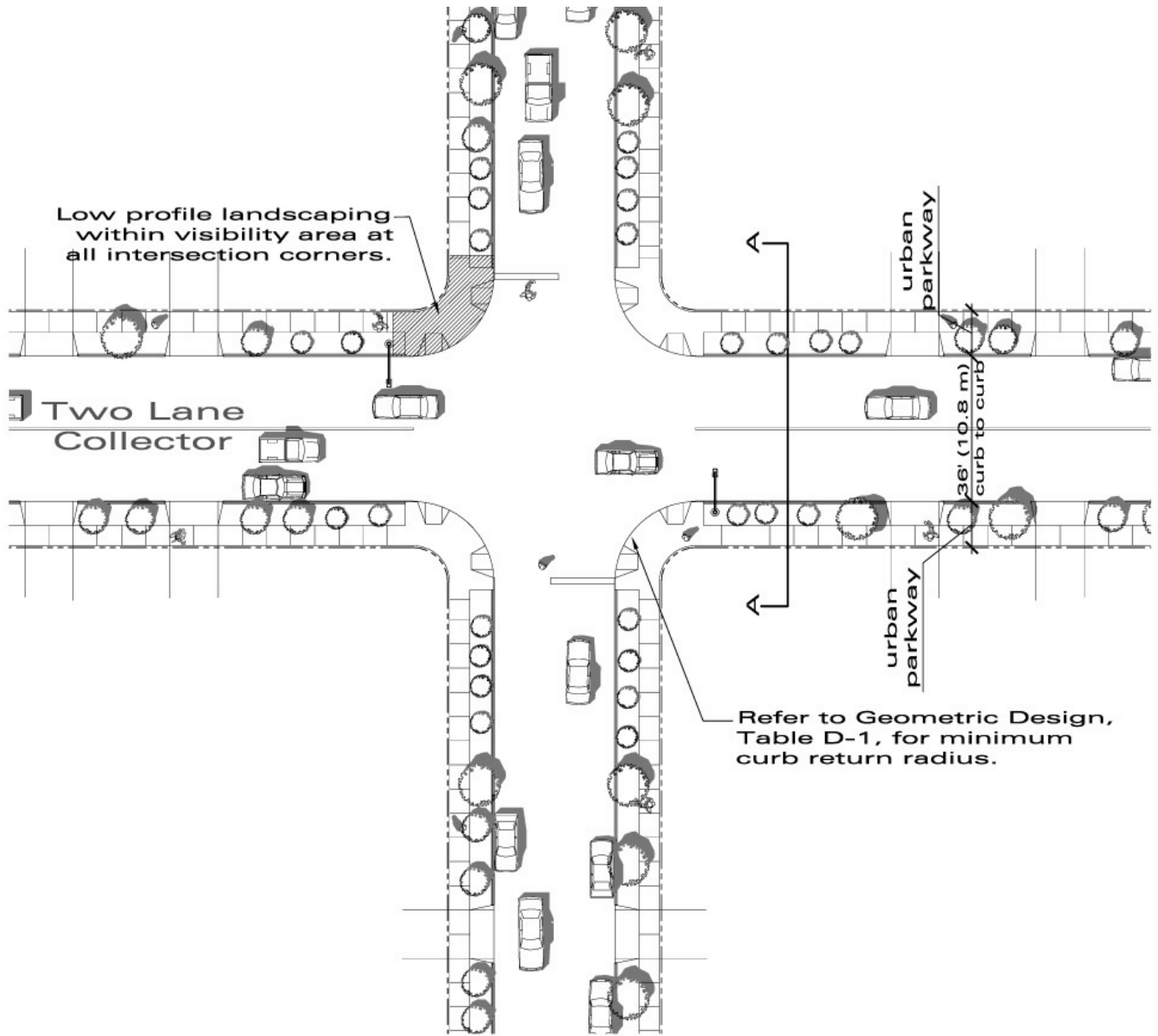
Width, Right-of-Way	54 ft. (16.2 m) - 74 ft. (22.2 m)
Design ADT	2,200
Design Speed	30 mph (50 km/h)
Width, Curb-to-Curb	34 ft. (10.2 m)
Maximum Grade	10% (8% in commercial area)
Minimum Curve Radius	500 ft. (160 m) above 6% grade 450 ft. (145 m) at or below 6% grade
Land Use	Large Lot Single Dwelling Residential, Single Dwelling Residential, Low Density Multiple Dwelling Residential, Open Space-Park, Medium-to-Very High Density, Multiple Dwelling Residential
Parkway Options¹	U-3; U-4 (a)
Land Use	Neighborhood Commercial; Community Commercial, School, Church, or Public Building
Parkway Options	U-2; U-5 (a,b); U-6 (a,b)

¹ Where building setback is zero, U-4 (a) parkways should be installed.



section A-A (not to scale)

CI Two Lane Collector



plan (not to scale)

32

urban parkway

U-3

U-4
a

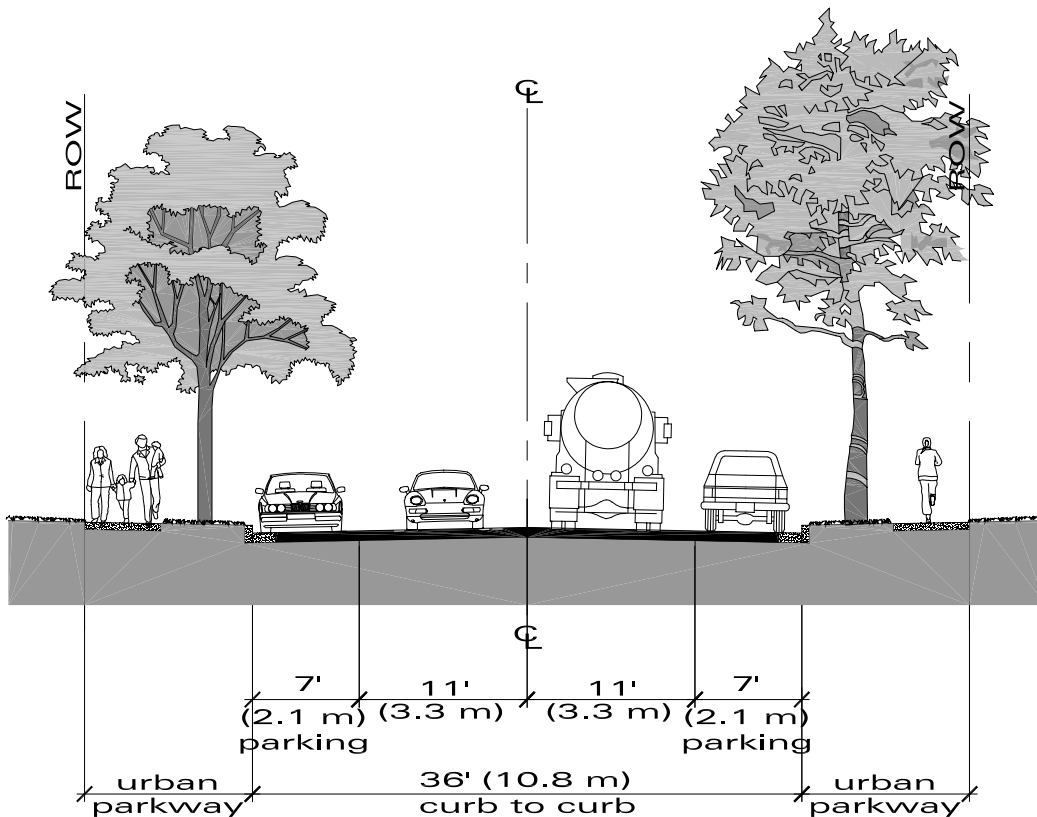
U-5
a

U-5
b

U-6
a

U-6
b

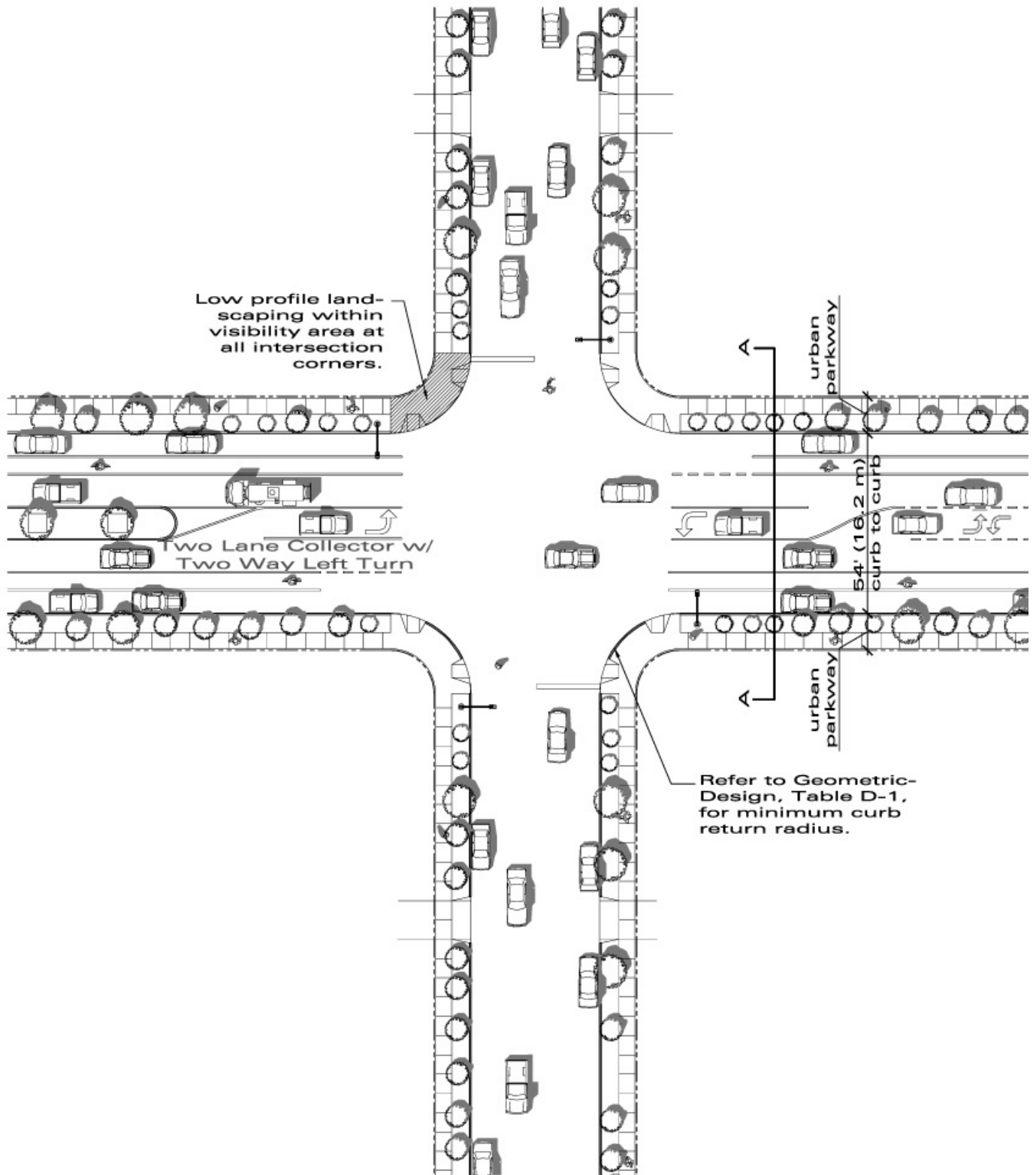
Width, Right-of-Way (with added bike lanes)	60 ft. (18.0 m) - 86 ft. (25.8 m) 70 ft. (21.0 m) - 96 ft. (28.8 m)	
Design ADT	LOS C	5,000
	LOS D	6,500
Design Speed	30 mph (50 km/h)	
Width, Curb-to-Curb (with added bike lanes)	36 ft. (10.8 m) 46 ft. (13.8 m)	
Maximum Grade	10% (8% in commercial area)	
Minimum Curve Radius	500 ft. (160 m) above 6% grade 450 ft. (145 m) at or below 6% grade	
Land Use	Large Lot Single Dwelling Residential - no front yards, Single Dwelling Residential - no front yards, Low Density Multiple Dwelling Residential - no front yards, Open Space-Park	
Parkway Options	U-3; U-4 (a)	
Land Use	Commercial; School, Church, or Public Building	
Parkway Options	U-5 (a,b); U-6 (a,b)	



section A-A (not to scale)



Two Lane Collector with Two Way Left Turn Lane



plan (not to scale)

34

urban parkway

U-3

U-4
a

U-5
a

U-5
b

U-6
a

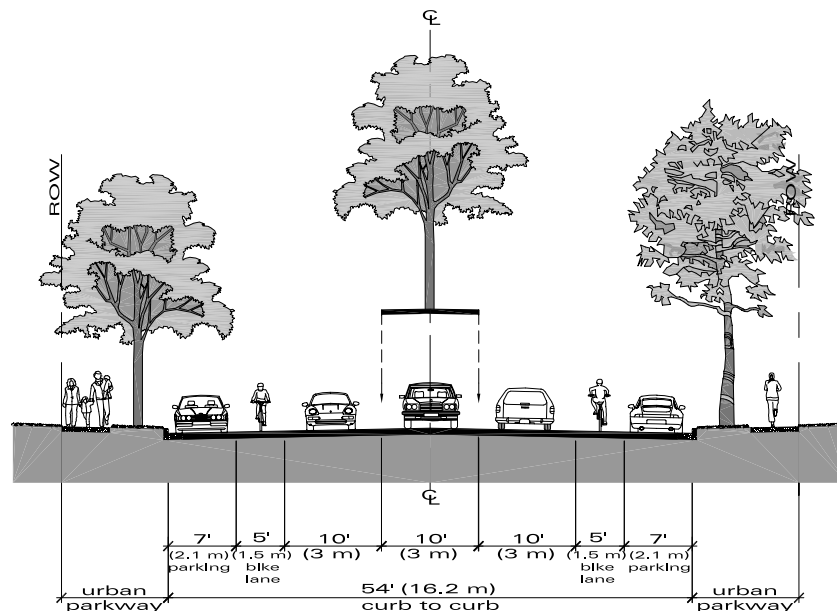
U-6
b

Two Lane Collector with Two Way Left Turn Lane



Width, Right-of-Way	78 ft. (23.4 m) - 94 ft. (28.2 m)	
Design ADT	LOS C	10,000
	LOS D	13,000
Design Speed	35 mph (60 km/h)	
Width, Curb-to-Curb	54 ft. (16.2 m)	
Maximum Grade	8%	
Minimum Curve Radius	610 ft. (220 m) with no superelevation 470 ft. (170 m) with 2% (min.) superelevation 380 ft. (135 m) with 6% (max.) superelevation	
Land Use	Single Dwelling Residential–no front yards, Low Density Multiple Dwelling Residential–no front yards, Open Space-Park, Medium to Very High Density, Multiple Dwelling Residential	
Parkway Options	U-3; U-4 (a)	
Land Use	Neighborhood Commercial; Community Commercial Regional Commercial; Commercial offices Visitor Commercial; School, Church, Public Building	
Parkway Options	U-5 (a,b); U-6 (a,b)	
Land Use	Pedestrian-Oriented Commercial Retail, Urban Village Commercial Retail	
Parkway Options	U-5 (a,b); U-6 (a,b)	

NOTE: Two-way left-turn lane shall be considered only for streets of limited length where intersections are closely spaced or where there is extensive driveway access. For all other conditions, raised center medians should be considered. Where raised center



section A-A (not to scale)

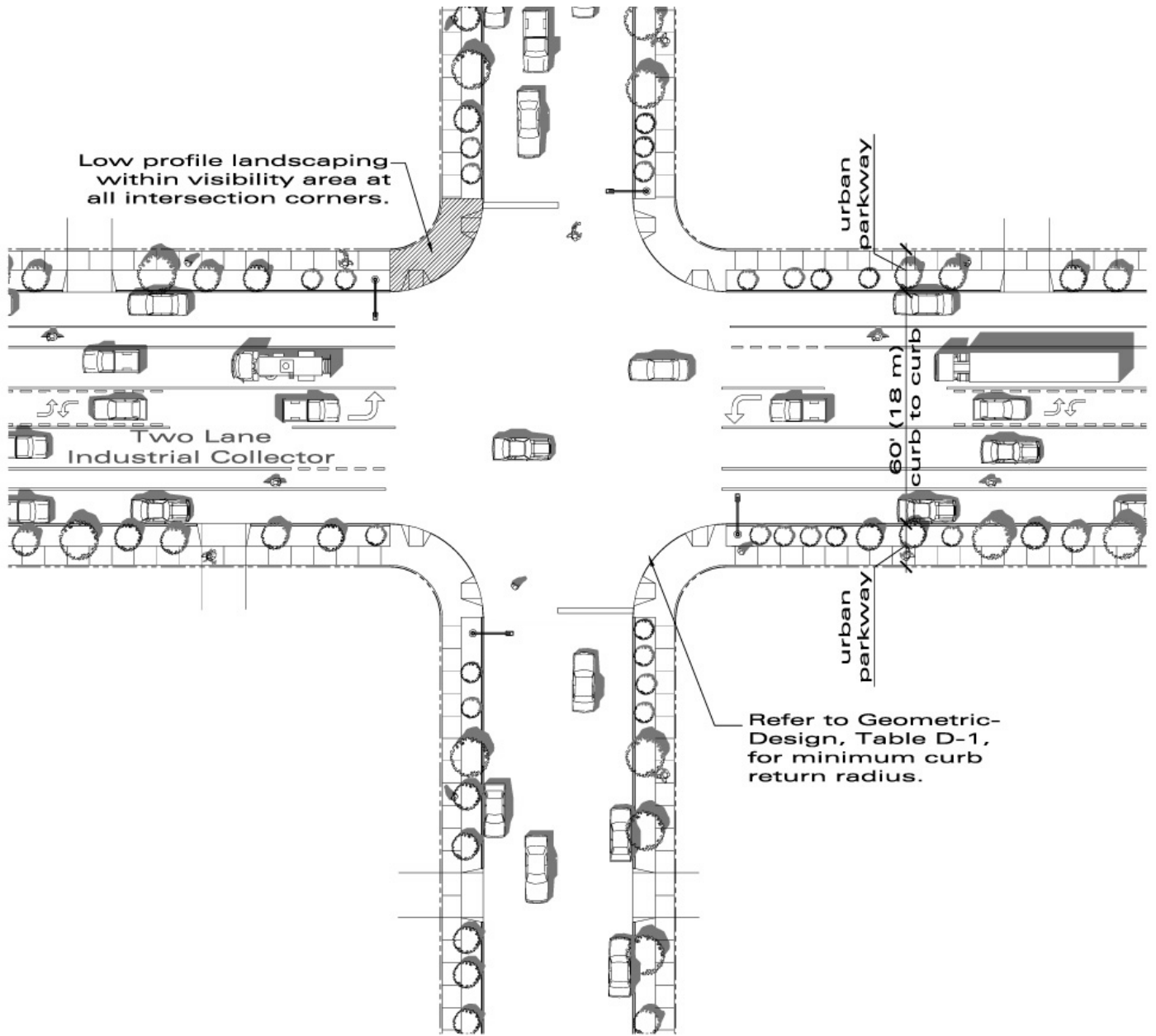
traffic
calming



35



Two Lane Industrial Collector



plan (not to scale)

36

urban parkway

U-2

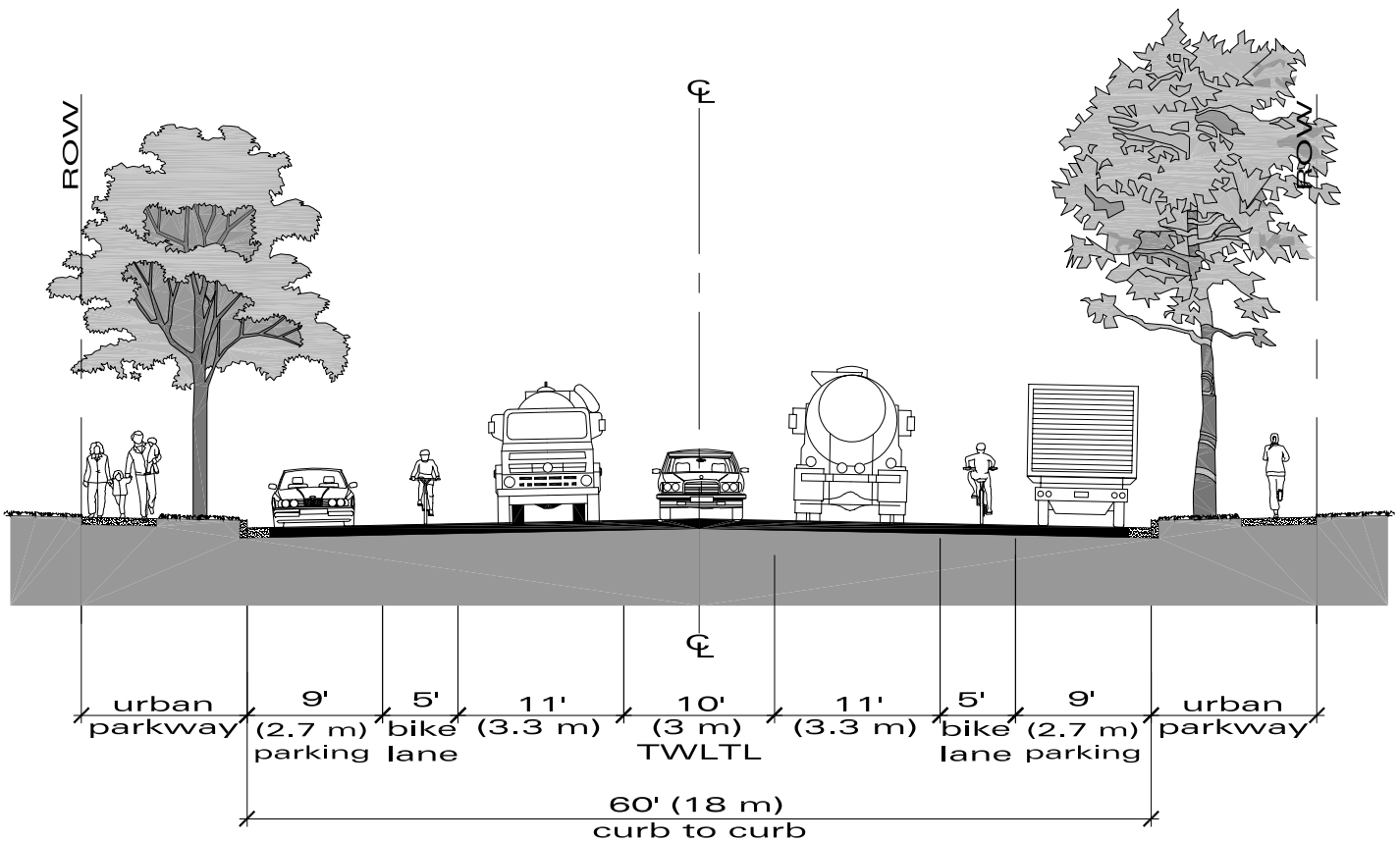
U-3

U-4
a

Two Lane Industrial Collector



Width, Right-of-Way	80 ft. (24.0 m) - 90 ft. (27 m)	
Design ADT	LOS C	5,000
	LOS D	6,500
Design Speed	30 mph (50 km/h)	
Width, Curb-to-Curb	60 ft. (18.0 m)	
Maximum Grade	8%	
Minimum Curve Radius	430 ft. (145 m) with no superelevation 340 ft. (110 m) with 2% (min.) superelevation 300 ft. (100 m) with 4% (max.) superelevation	
Land Use	Industrial	
Parkway Options	U-2; U-3; U-4 (a)	



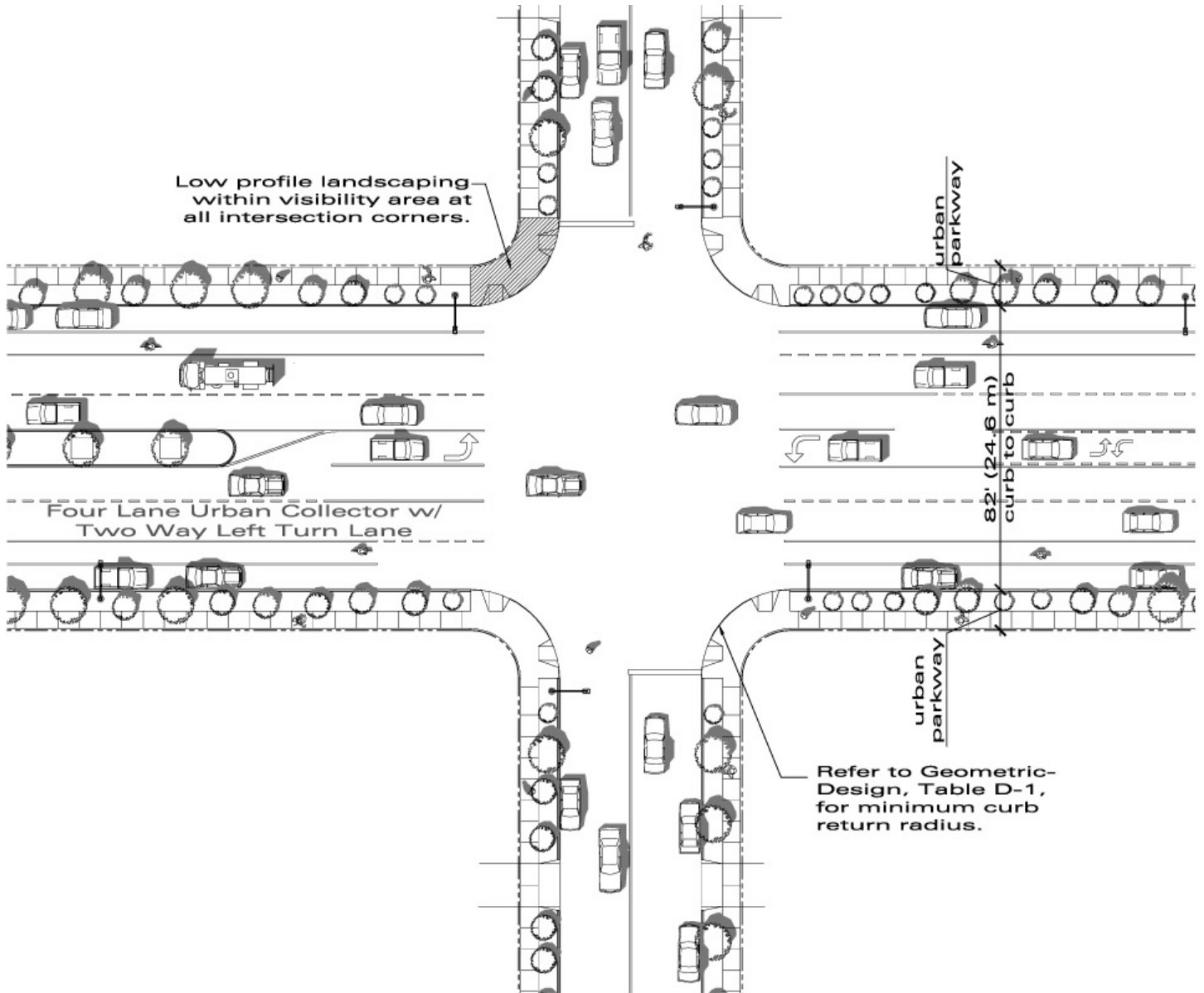
section A-A (not to scale)

traffic
calming





Four Lane Urban Collector with Two Way Left Turn Lane



plan (not to scale)

38

urban parkway

U-4
a

U-5
a

U-5
b

U-6
a

U-6
b

Four Lane Urban Collector with Two Way Left Turn Lane

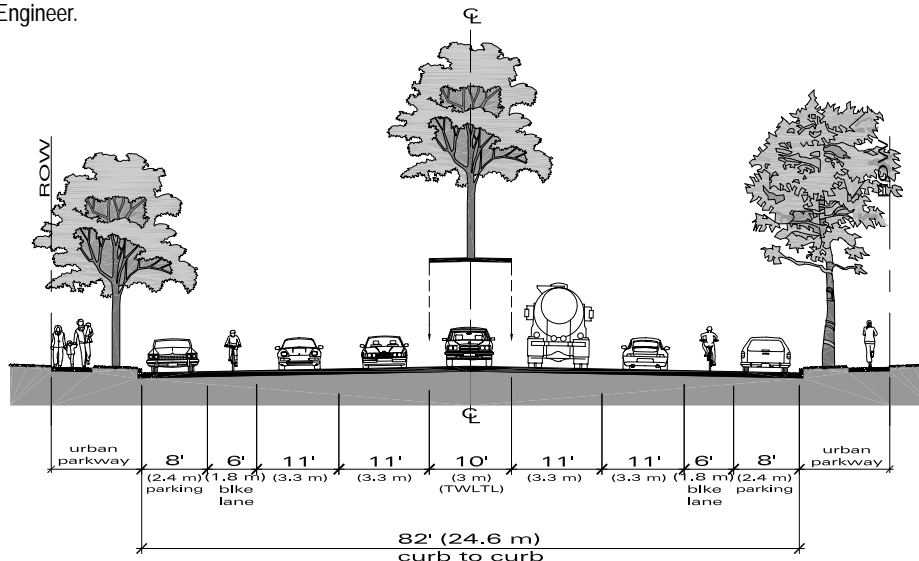


Width, Right-of-Way	110 ft. (33.2 m) - 122 ft. (36.6 m)	
Design ADT	LOS C	20,000
	LOS D	25,000
Design Speed	35 mph (60 km/h)	
Width (includes bike lanes), Curb-to-Curb	82 ft. (24.6 m)	
Maximum Grade¹	8%	
Minimum Curve Radius	610 ft. (220 m) with no superelevation 470 ft. (170 m) with 2% (min.) superelevation 380 ft. (135 m) with 6% (max.) superelevation	
Land Use	Single Dwelling Residential-no front yards; Low Density Multiple Dwelling Residential-no front yards; Open Space-Park; Industrial; Medium-to-Very High Density Multiple Dwelling Residential-no front yards	
Parkway	U-4 (a)	
Land Use	Neighborhood Commercial; Community Commercial; Regional Commercial; Commercial Office; Visitor Commercial; School; Church; Public Building	
Parkway Options	U-5 (a,b); U-6 (a,b)	
Land Use	Pedestrian-Oriented Commercial Retail; Urban Village Commercial Retail	
Parkway Options	U-5 (a,b); U-6 (a,b)	

median is installed, access provisions across the median for emergency vehicles should be provided at 300 ft. (90 m) intervals.

NOTE: Two-way left-turn lane shall be considered only for streets of limited length where intersections are closely spaced or where there is extensive driveway access. For all other conditions, raised center medians should be considered.

¹ Whenever topographic constraints would cause excessive slope heights or create unmitigable landform impacts, the maximum street grade may exceed 8% for no-fronting property, up to a maximum of 10% for streets with less than 10,000 ADT, subject to approval of the City Engineer.



section A-A (not to scale)

traffic
calming



