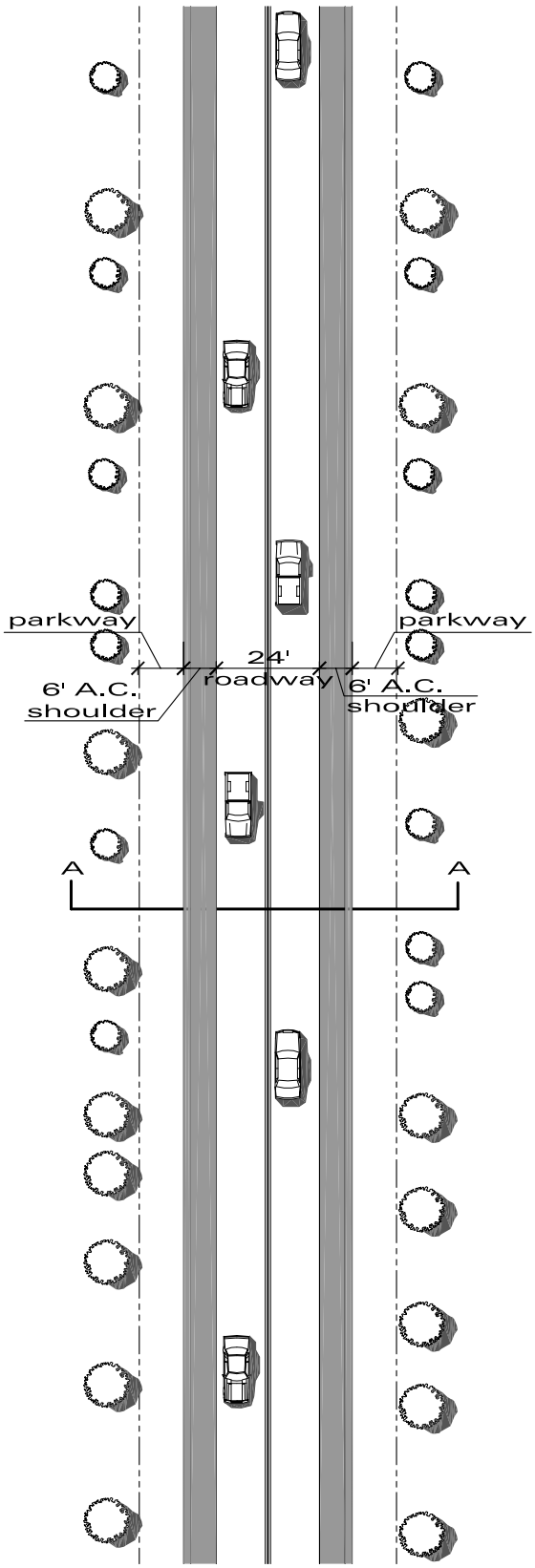
Rural Roads

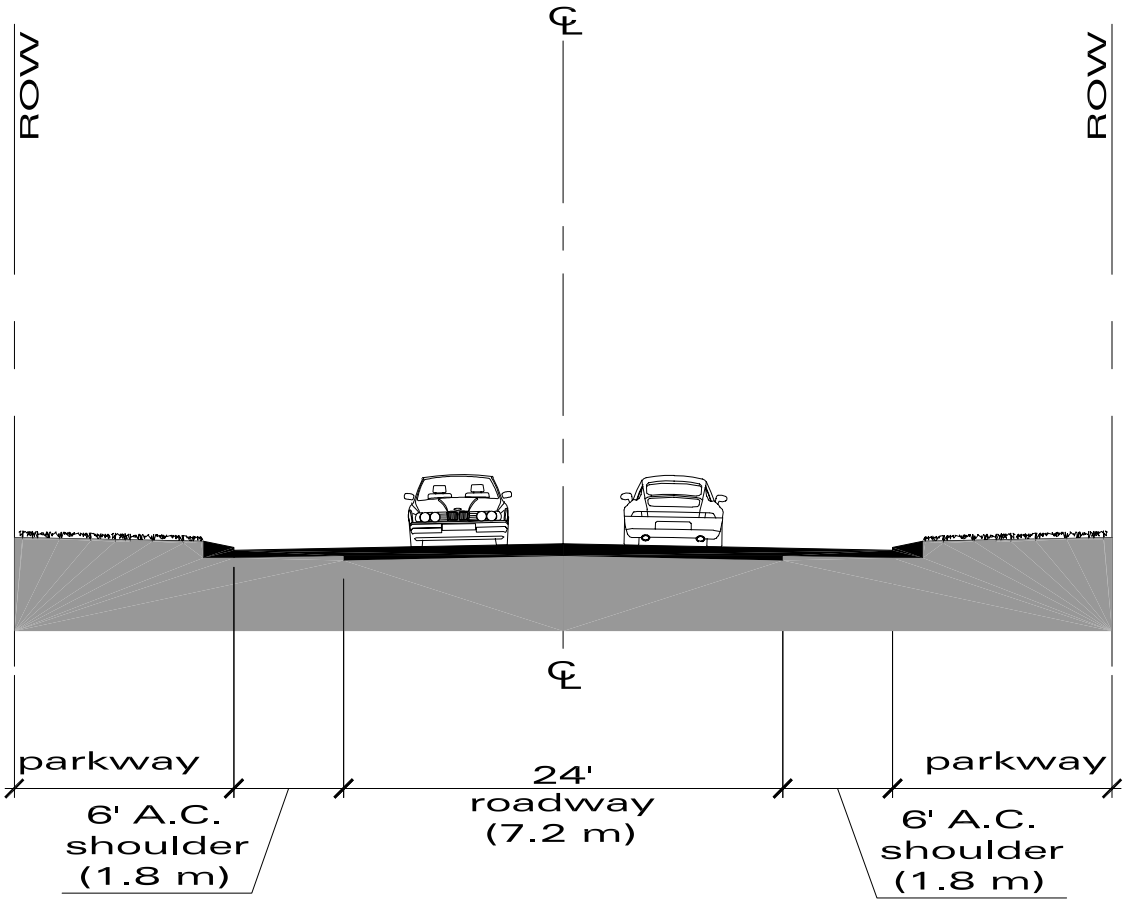
Ru Rural Local Road



plan (not to scale)

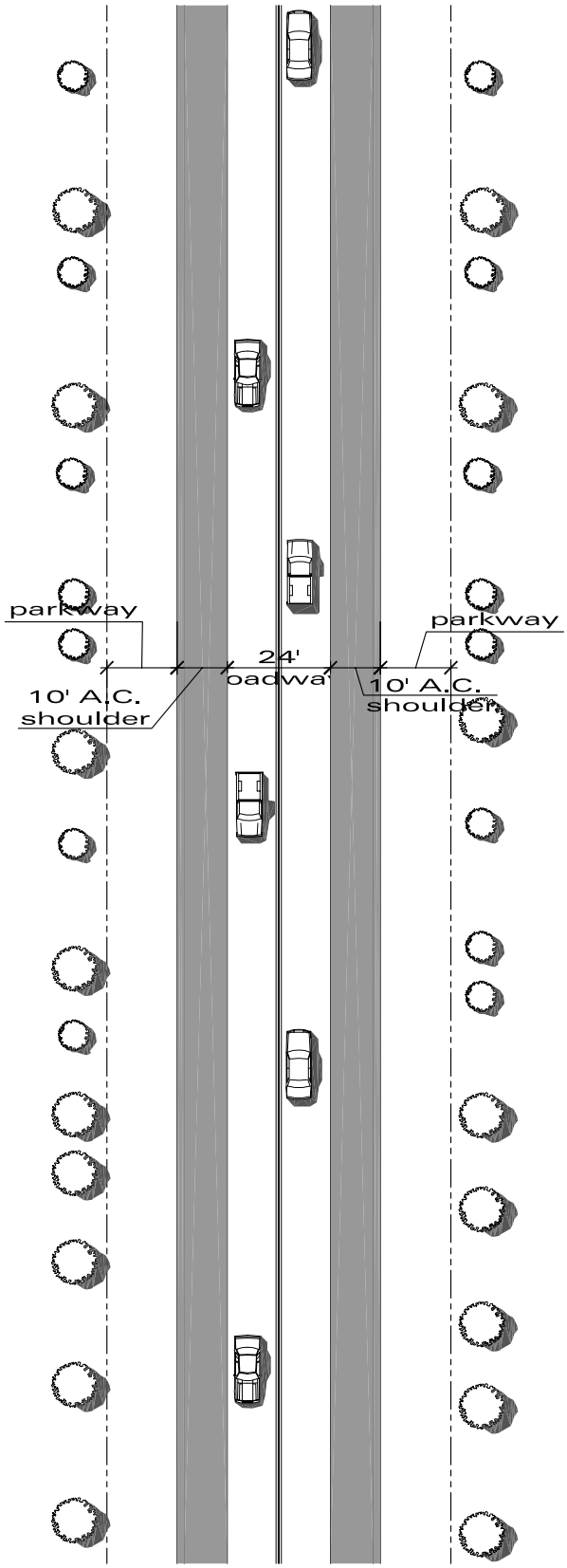
52 rural parkway R-1 R-2 a R-2 b

Width, Right-of-Way	60 ft. (18.0 m)
Design ADT	1,500
Design Speed	30 mph (50 km/h)
Width of Traveled Way	24 ft. (7.2 m)
Maximum Grade	15%
Minimum 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 **Parkway Options**	Large Lot Single Dwelling Residential (>2.5 acres) Agriculture Open Space-Park Open Space-Conservation Open Space-Floodplain R-1; R-2 (a); R-2 (b)



section A-A (not to scale)

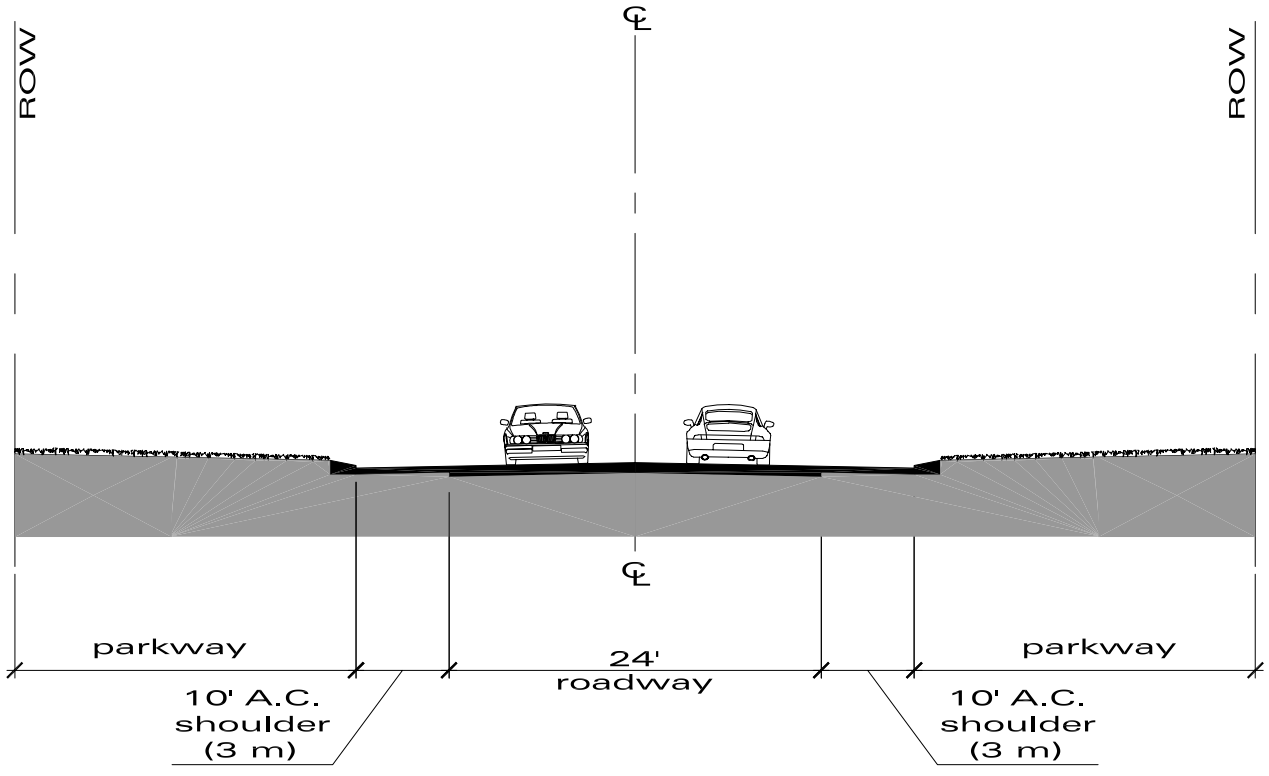
Ru Rural Collector Road



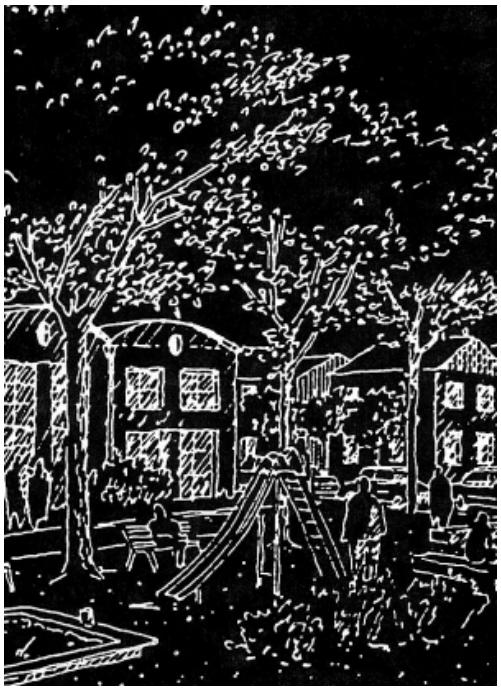
plan (not to scale)

54 rural parkway R-3 R-4

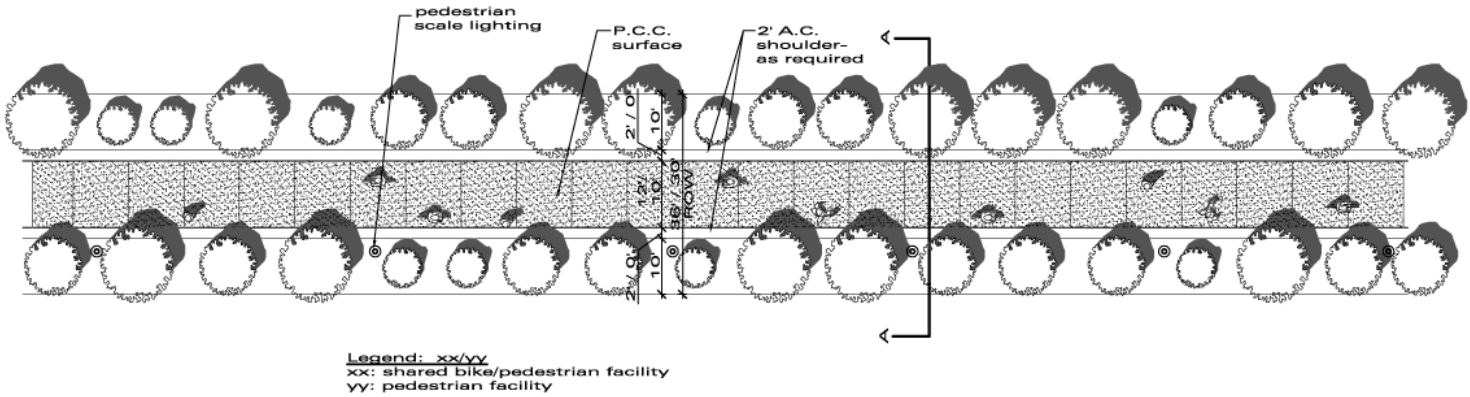
Width, Right-of-Way	80 ft. (24.0 m) – 96 ft. (29.0 m)
Design ADT	7,500
Design Speed	55 mph (90 km/h)
Width of Traveled Way	24 ft. (7.2 m)
Maximum Grade	4% in flat terrain 5% in rolling terrain 7% in mountainous terrain
Minimum Curve Radius	1,850 ft. (585 m) with no superelevation 1,350 ft. (430 m) with 2% (min.) superelevation 970 ft. (305 m) with 8% (max.) superelevation
Land Use **Parkway Options**	Large Lot Single Dwelling Residential (>2.5 acres) Agriculture Open Space-Park Open Space-Conservation Open Space-Floodplain R-3; R-4

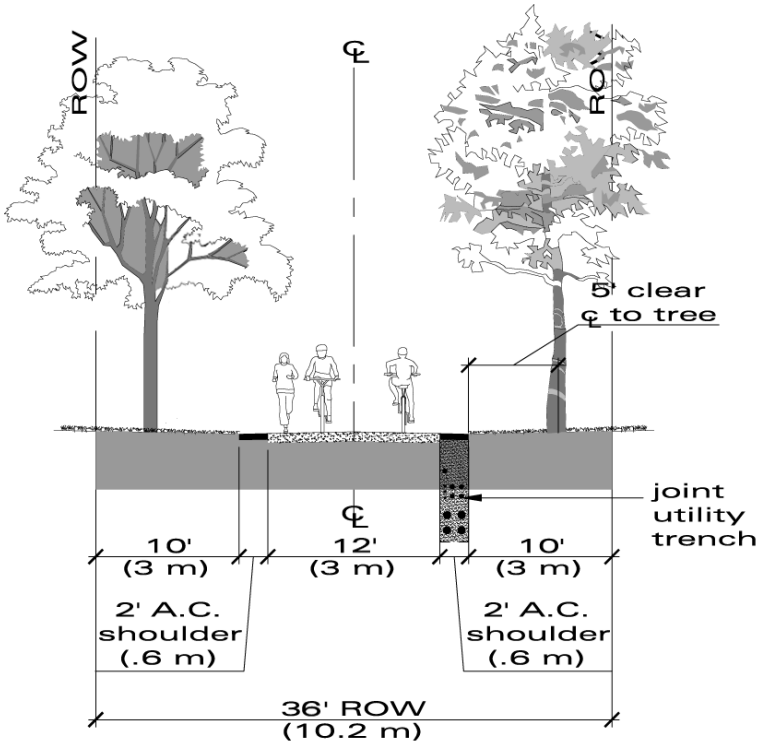


section A-A (not to scale)

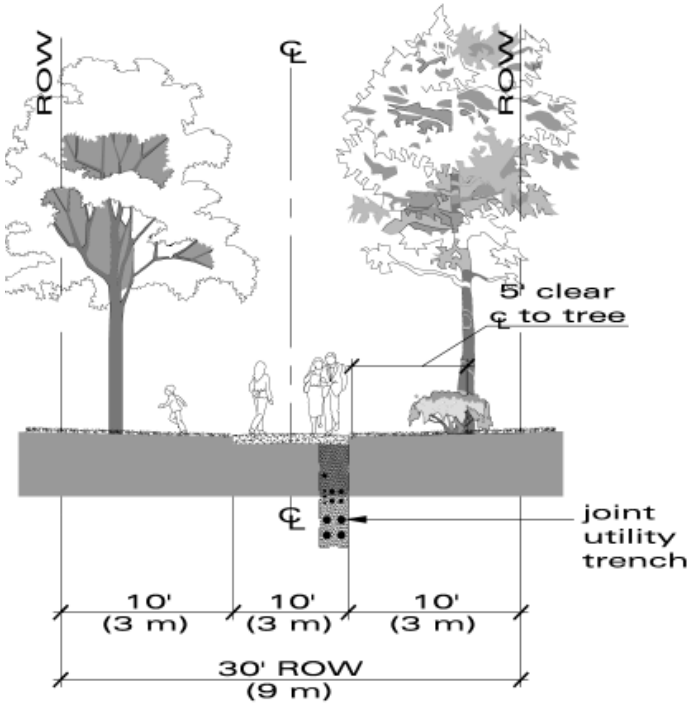


Facilities Without the Automobile





Shared Pedestrian Bikeway Facility



Pedestrianway

plan (not to scale)

SHARED PEDESTRIAN/BIKEWAY

Width, Right-of-Way[1,2]	36 ft. (10.2 m)
Width of Traveled Way[3]	12 ft. (3.6 m)
Width of Shoulder[4]	2 ft. (0.6 m)
Maximum Grade	5%
Street Trees	Permitted
Street Lights	Pedestrian scale
Utilities	One side
Land Use	Single Dwelling Residential-no front yards Multiple Dwelling Residential-no front yards Open Space-Park Commercial-no front yards Urban Village-no front yards Industrial Park-no front yards Small-Lot Industrial-no front yards

1. Right-of-way of 30 ft. (9.0 m) is required for pedestrianways only.
2. Where right-of-way is constrained, parkway width may be reduced to 6 ft. (1.8 m).
3. Width of traveled way of 10 ft. (3.0m) is required for pedestrianways.
4. Shoulders are not required for pedestrianways.

A. Bikeways

1. Bikeways are to be provided in accordance with adopted community plans and the City's Bicycle Master Plan and should be continuous, leading to all major activity centers.
2. Intersections of bike paths with roadways shall conform to CalTrans Highway Design Manual, Chapter 1000, Bikeway Planning and Design.

B. Class II Bicycle Lanes

1. Bicycle lanes shall be one way. Bicycle lanes should be 5 to 6 ft. (1.5 to 1.8 m) wide when adjacent to curb and gutter. Bicycle lanes should be 5 ft. (1.5 m) wide when adjacent to a parking lane. If parking is to be retained, street cross section shall be widened as necessary.
2. Where abutting property is not to be developed or does not front on the street, bicycle lanes may be provided by a parking prohibition nstead of street widening. Such parking prohibition shall be implemented as soon as the street is opened to traffic.
3. Adjacent to a mandatory right-turn lane, the bicycle facility may be 4 ft. (1.2 m) in width, located to the left of the turn lane.

TRANSITWAY

Width, Right-of-Way	56 ft. (17.1 m) – 68 ft. (20.5 m)
Design Speed	20 mph (30 km/h)
Width, Curb-to-Curb	28 ft. (8.5 m)
Maximum Grade	8%
Minimum Curve Radius	65 ft. (20 m)
Street Lights	Pedestrian scale, both sides
Land Use **Parkway**	Medium-to-Very High Density Multiple Dwelling Residential—no front yards Commercial Office—no front yards U-5
Land Use **Parkway**	Pedestrian-Oriented Commercial retail Urban Village Commercial Retail U-6

Note: Refer to the MTDB publication, *Designing for Transit,* for more information.