

4. TWLTLs can lead to conflicting left-turn paths if driveways are poorly spaced and located. This situation may require raised medians in these areas to define left turn pockets and/or right-in right-out restrictions.

Part 7-4(J) Local Streets

This section provides guidance regarding the classification and design of local streets, private streets, stub streets, cul-de-sac, and single access to subdivisions. Local streets shall be designed to discourage high-speed driving and to support walking.

Section 7-4(J)(1) Local Street Classifications

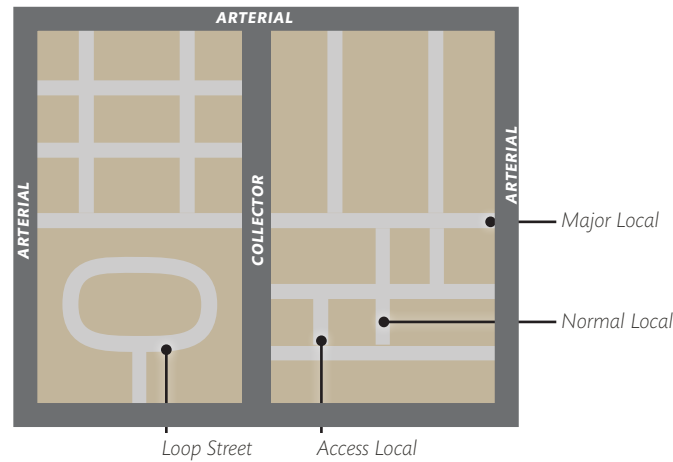
There are 3 types of local streets, described below. The anticipated ADT for each type is provided in [TABLE 7.4.71](#).

1. **Access Local:** Loop streets, cul-de-sacs, and short segments that provide connections to other streets. Access locals are not continuous for more than 1 or 2 blocks.
2. **Normal Local:** Streets that direct traffic to major local streets or may connect directly to collectors or arterials.
3. **Major Local:** A street that conveys traffic from other local streets to collector or arterial streets. The intent of major local streets is to provide sufficient space for 2 vehicles to travel unimpeded in opposite directions at the same time.

TABLE 7.4.71 ADT Parameters for Local Streets

Street Type	ADT
Access Local	<250
Normal Local	250 - 1,000
Major Local	>1,000

FIGURE 7.4.109 Local Street Classification



7-4(J)(1)(i) Trip Generation for Local Street Classification

A trip generation and distribution exhibit is required to classify new local streets. The traffic volumes shall be determined based on trip generation characteristics and the anticipated distribution of trips. The assumed ADT generated by different development types on local streets is provided in [TABLE 7.4.72](#). Additional information regarding trip generation and traffic studies is provided in [Article 7-5 Traffic Studies](#).

TABLE 7.4.72 ADT Generation for Local Streets	
Type of Development	ADT per Unit
Single-family	10
Apartment/Townhouse	6
Non-residential or Mixed-use	Consult current ITE Trip Generation Manual

Section 7-4(J)(2) Local Street Design

7-4(J)(2)(i) Local Street Layout

1. Local street connectivity shall be consistent with standards in [Article 7-4 Design Standards](#) and the [LRTS Guide](#).
2. Block lengths shall be designed per [Part 7-4\(A\) Network Connectivity](#).
3. Block lengths of local streets in residential areas shall be no longer than 600 feet.

7-4(J)(2)(ii) Local Street Design Characteristics

1. Street design requirements for local streets are provided in [TABLE 7.4.73](#).
2. Pavement widths for streets adjacent to schools, within 150 feet of arterial or collector streets, and adjacent to large neighborhood parks should be designed to the larger end of the range of the "All Other Areas" categories.

3. Three (3) vehicle lanes may be provided as needed within 150 feet of intersections with collector or arterial streets, with 2 lanes for vehicles exiting and 1 lane for vehicles entering the Major Local street.
4. Right-of-way width requirements for extensions of existing roadways may be adjusted by the City Engineer if necessary to match existing right-of-way on the same street or to conform to drainage and/or landscaping requirements.
5. Bicycles may share the roadway on local streets. For additional information about bicycle lanes and bicycle routes, see [Part 7-4\(F\) Bikeways and Trails](#).
6. On-street parking is generally permitted on local streets, though on-street parking areas do not have to be designated (i.e. pavement markings, and signage), and additional right-of-way and pavement width are not required.
7. Bicycle lanes and designated on-street parking are discouraged on Access Local and Normal Local streets.
8. Additional road elements that may be added to the cross section for Major Local streets, depending on the context and location, include additional turning lanes, medians, bicycle lanes, designated on-street parking, and additional planting areas to accommodate large trees.
9. Intersections involving two local streets are generally served by stop or yield-sign controls or neighborhood traffic circles.
10. The following sections provide additional guidance on street element design:
 - a. [Part 7-4\(E\) Pedestrian Facilities](#) for guidance related to pedestrian facilities.
 - b. [Part 7-4\(F\) Bikeways and Trails](#) for bicycle facilities.
 - c. [Part 7-4\(H\) On-street Parking](#) for on-street parking.
 - d. [Section 7-4\(I\)\(6\)](#) for intersection design.
 - e. [Section 7-4\(I\)\(7\)](#) for medians and turn lane design.

TABLE 7.4.73 Local Street Design Standards

Corridor Type	Location	Design Speed (MPH)	Required Elements					Optional Elements	
			ROW Width (ft.)	Frontage Zone (ft.)	Sidewalk Width (ft.)	Landscape/ Buffer Zone (ft.)	Roadway Width (ft.) (From curb face to curb face)	Min. On-street Parking (ft.)	Min. Median (ft.)
Access Local	Citywide	15-25	44 - 46	0	5	4	26 - 28	N/A	N/A
Normal Local	Single-family Residential Areas	18-25	48 - 52	0	5	5	28 - 32	N/A	N/A
	All Other Areas	18-25	48 - 61	1-2.5	5	5	26 - 36	N/A	N/A
Major Local	Single-family Residential Areas	18-25	48 - 58	0	5	5	28 - 38	8	4 - 14
	All Other Areas	18-30	50 - 73	1-2.5	5	5-6	28 - 46	8	4 - 14

FIGURE 7.4.110 Typical Access Local and Normal Local Street Cross Section

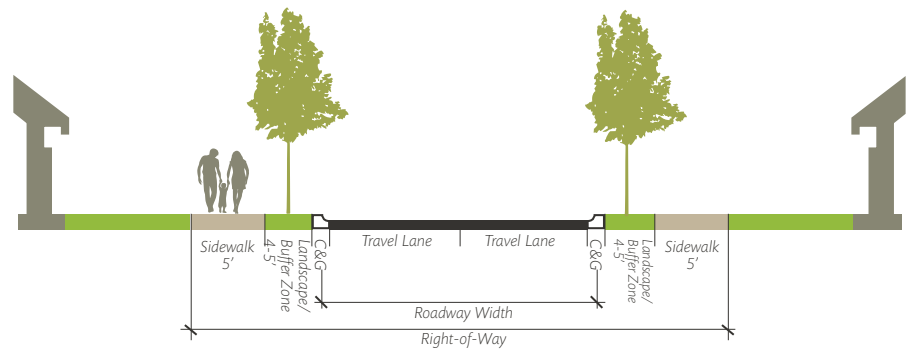


FIGURE 7.4.111 Major Local Street Cross Section with Designated Parking

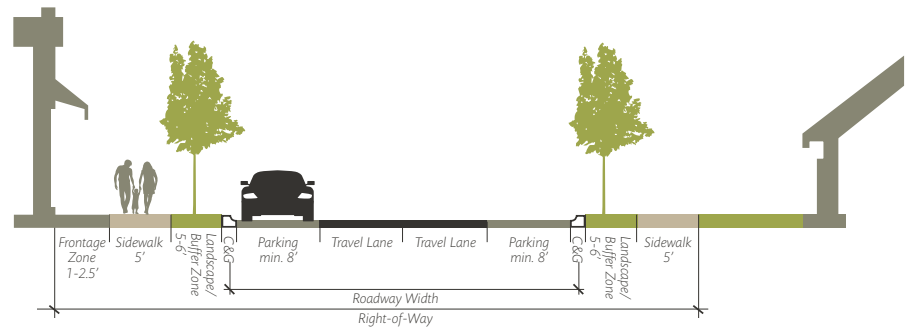


FIGURE 7.4.112 Major Local Street Cross Section with bicycle Lanes

