

## LOCAL STREETS

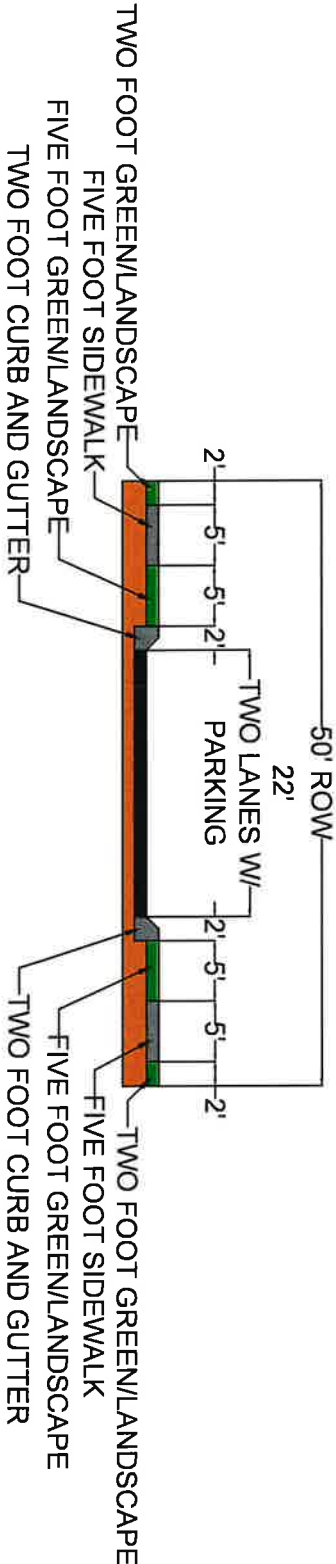
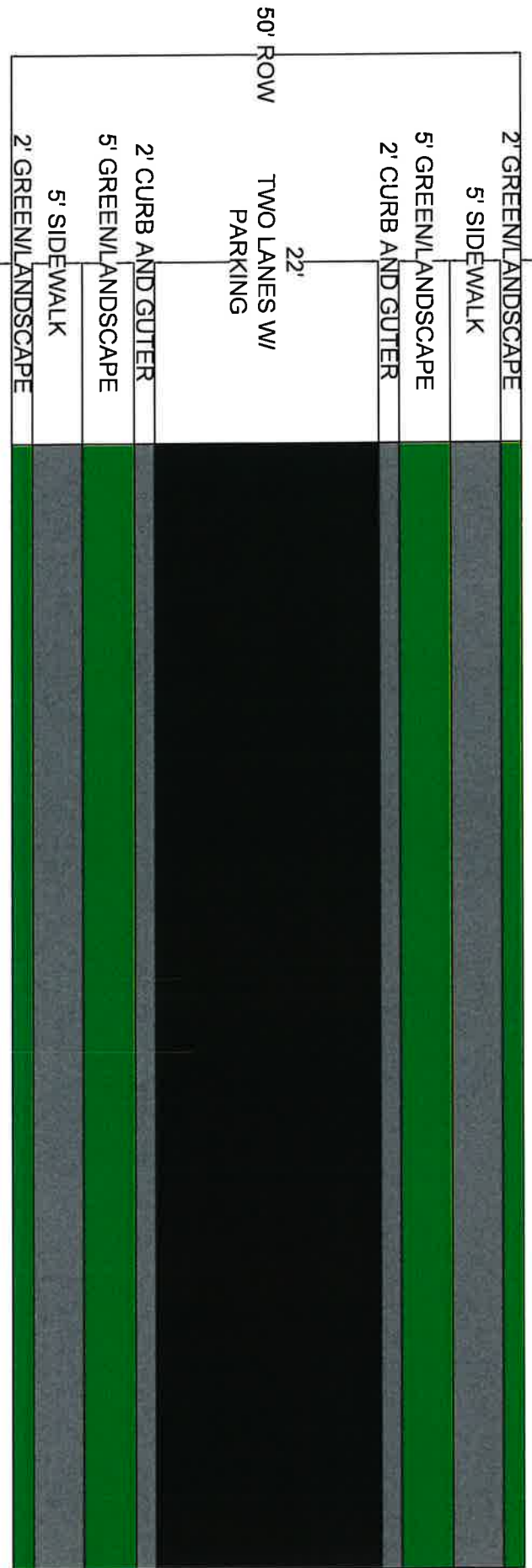
**FUNCTION:** The Local Street function is to provide access to adjacent property. The movement of traffic, people and goods is a secondary purpose. Residential street use by heavy trucks and buses should be minimized. The primary function of Local Streets is to facilitate local trips and to contribute to a high quality of life for residents. They are characterized by low speeds with mixed modes, sidewalks and street trees. The Local Street generally has a right-of-way of 50 feet. Local Streets which are abutted by non-residential zoning or use are considered "Business Streets". In addition to non-residential zoning and use, if the adjoining land is more intense residential than duplex or two-unit residential, then the Local Street is a Business Street.

Connectivity of the road system is important for the efficient movement of all modes of transportation. Local Streets should be designed for users of all ages and abilities, transit users, micro-mobility user, drivers and people walking. They should be safe for all modes, being both a pathway and a public space for interaction and exchange. Design elements should encourage lower vehicle speeds, clear priority and sight lines for the pedestrian and micro-mobility modes.

In suburban or exurban locations with large acreage single family tracts, Local Streets may be designed with paved shoulders and open space drainage.

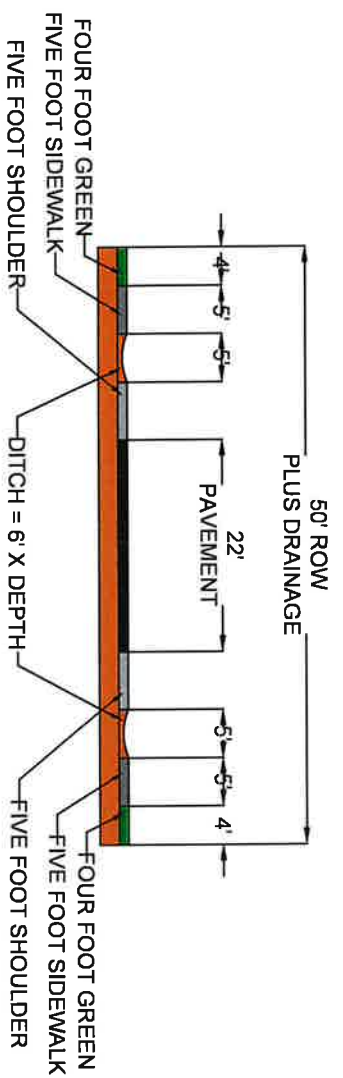
Design Speed:	25 MPH
Service Volume:	2500 ADT
Minimum Right-of-way:	50 Feet
Minimum Pavement (BC to BC):	26 feet
Sidewalks:	Both sides <b>(change from only on one side)</b>

# LOCAL RESIDENTIAL



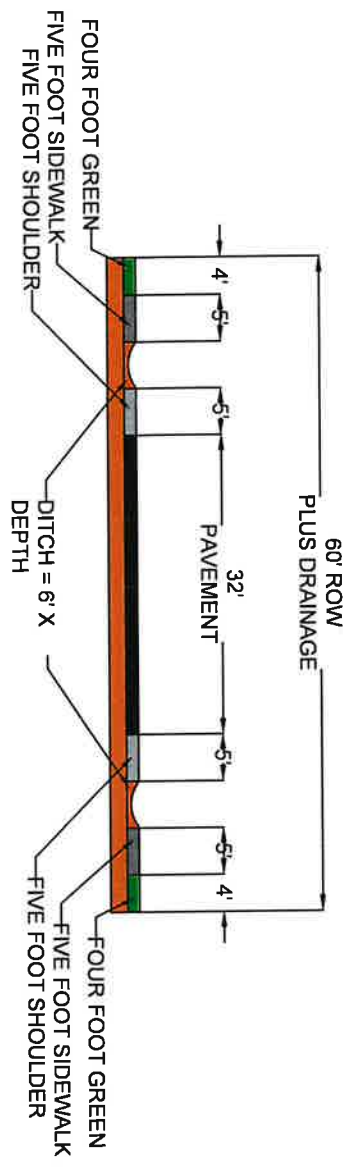
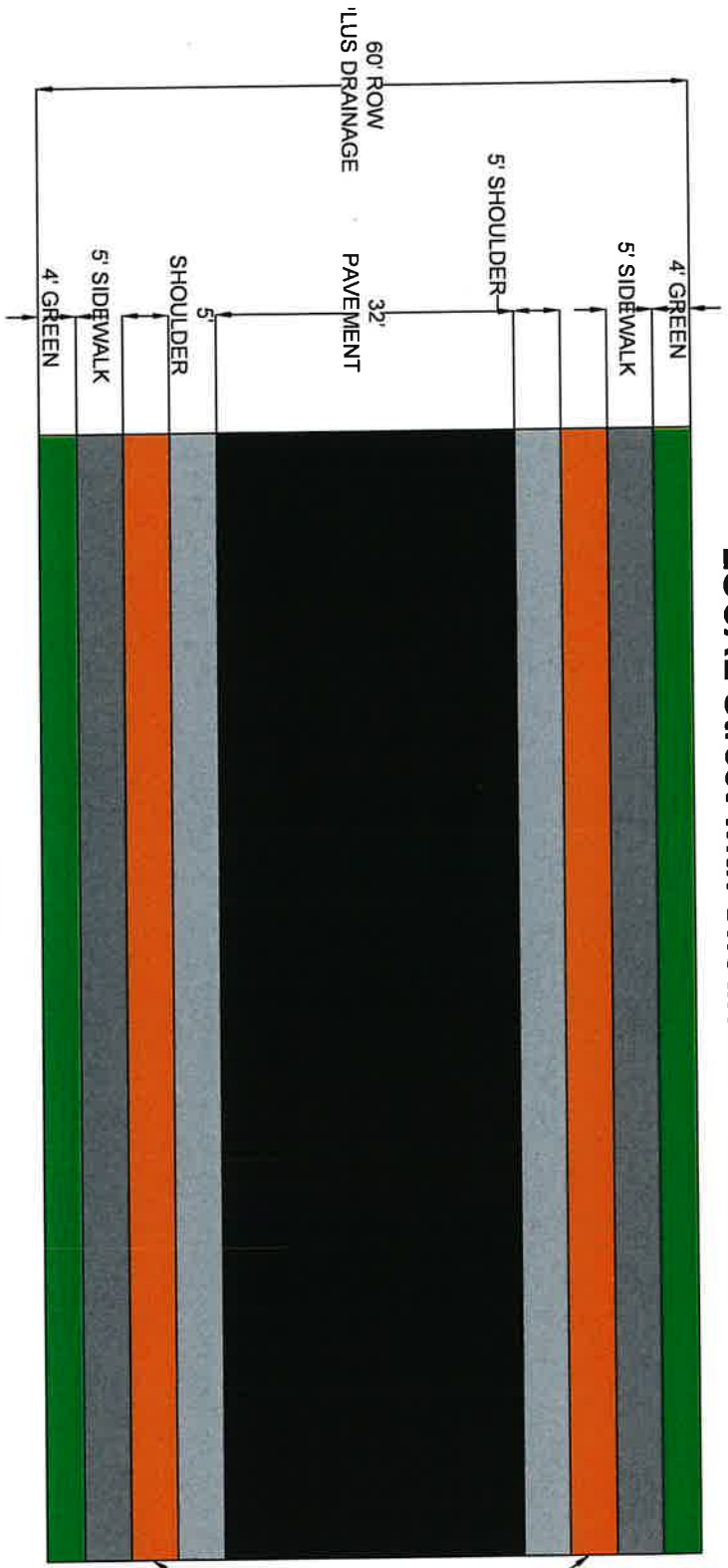


# LOCAL Street with Shoulders - Residential



DITCH = 6' X DEPTH

# LOCAL Street with Shoulders - Business



DITCH = 6' X DEPTH