Section 6 Circulation Element

6.1 Purpose

The circulation system for the Regional University Specific Plan (RUSP) is designed to provide for a full range of transportation modes, allowing for the safe and efficient movement of people and goods throughout the Plan Area.

A primary premise of the Specific Plan is to emphasize and facilitate non-vehicular circulation; to promote walking by providing sidewalks on shaded streets, to provide bike lanes to promote alternative transportation, to provide streets that slow traffic, to provide access to trails, and to provide safe and convenient access to transit.

6.1.1 Circulation Concept

The circulation plan for the Plan Area is based upon the following transportation guiding principles.

♦ **Pedestrian-Friendly University Setting**

The University area is not bisected by major roadways, allowing pedestrians to walk throughout the University with minimal vehicular impediments. Parking areas are located at the University edges, accessed by major roads located along the periphery.

♦ **Connections between University and Community Areas**

Vehicular, bicycle and pedestrian connections are provided between the University and Community Areas. University Boulevard serves as a key transportation corridor linking the areas. The street networks within the community neighborhoods and University Village will provide additional vehicle, bicycle and pedestrian connections.

♦ **Connections to Regional Facilities**

The Plan Area circulation system is designed to support connections to key regional facilities that may be extended into or adjacent to the plan area in the future including Watt Avenue with a connection to both Base Line Road and Placer Parkway, Pleasant Grove Boulevard, Blue Oaks Boulevard and 16th Street.

♦ **Use of Alternative Modes**

The roadway, bicycle and pedestrian systems are designed to support convenient use of alternative transportation modes both within and between the University and Community areas. The transportation systems are also designed to be supportive of future transit service. The highest intensity uses are located within the University Village, promoting pedestrian

interaction and proximity to transit centers. Neighborhood Electric Vehicles (NEVs) can use collector streets with speed limits of 35 miles per hour or less and local streets within the Plan Area.

6.1.2 General Plan Goals & Policies

The Circulation Element of the Placer County General Plan identifies goals and policies related to mobility and roadways in the Plan Area. Key goals relevant to the Specific Plan are summarized as follows.

- Convenient and efficient movement of people and goods
- Convenient and efficient mass transit system
- Promote walking and bicycling
- Protect residential areas from high-volume and high-speed traffic
- Develop and manage the RUSP roadway system to maintain level of service (LOS) "D" or better for all Plan Area roadway and intersection operations.

6.2 Existing Roadway System

The Plan Area is located approximately nine miles north of Interstate 80, six miles west of State Route 65, and five miles east of Highway 70/99. Regional facilities near the Plan Area provide access for vehicles making long distance commute trips, while local facilities provide access to areas within Placer County, Roseville, North Sacramento County, and South Sutter County. The existing road network, at the time of Specific Plan approval, along with possible alignments for new roadways outside the Plan Area is reflected on Exhibit 6-1.

The Plan Area may be served by the following existing, proposed and possible future regional and local facilities:

Regional Facilities

- Interstate 80 (I-80)
- State Route 65 (SR 65)
- Highway 70/99 (SR 70/99)
- Placer Parkway (planned)

Local Roadways

- Base Line Road/Riego Road
- Blue Oaks Boulevard (possible future extension)
- Pleasant Grove Boulevard (possible future extension)
- Watt Avenue (proposed)
- 16th Street (possible future extension)

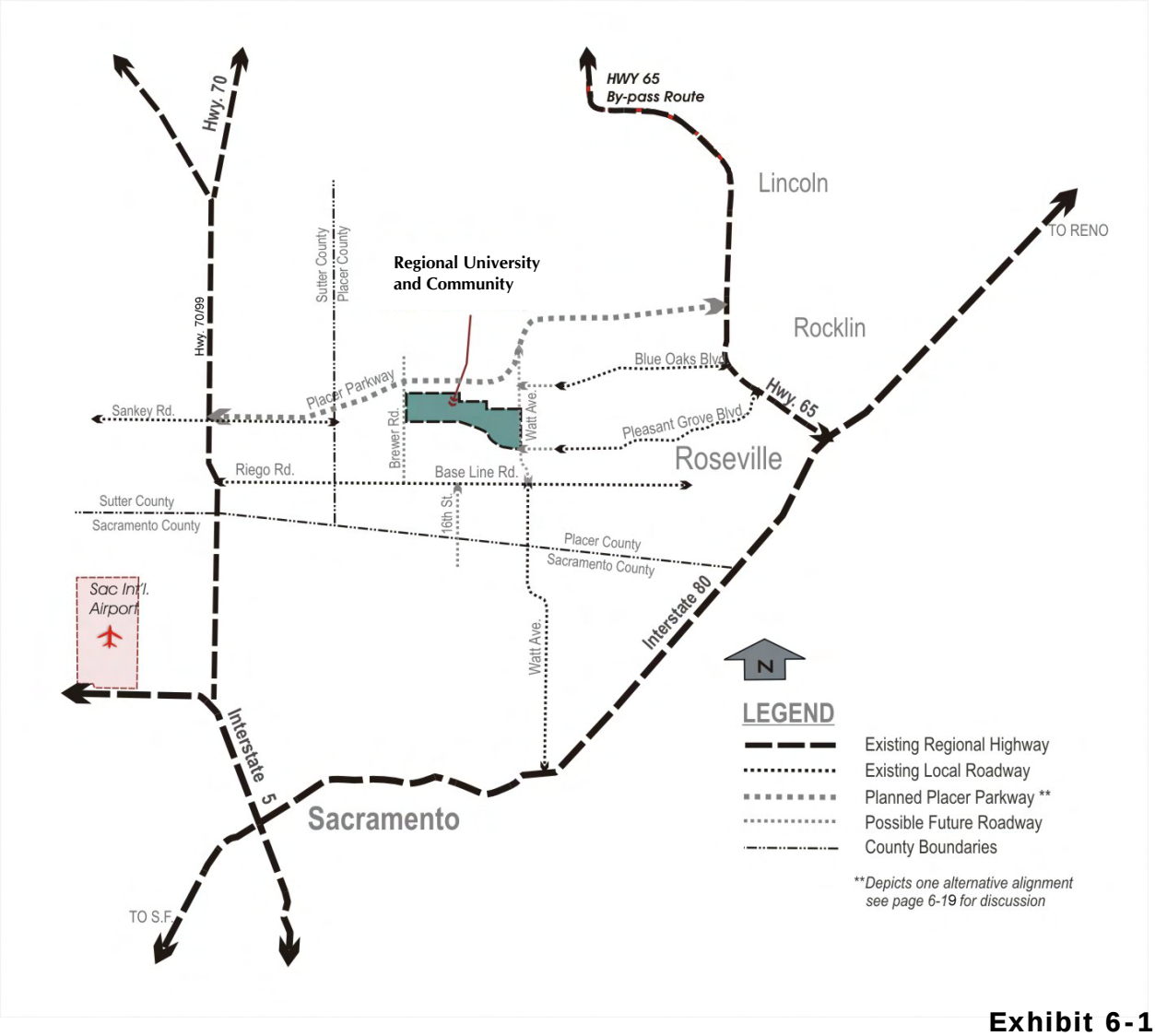


Exhibit 6-1

Existing and Future Road Network

6.3 Proposed Circulation System

The Specific Plan provides a circulation system consistent with the Placer County General Plan Circulation Diagram and circulation standards, goals and policies. The Plan Area will be served by a network of public streets organized in a hierarchy of functional classifications. The General Plan notes that roadways have two functions that potentially conflict from a design standpoint; to provide mobility and to provide property access. To provide a balance between these conflicting functions, the General Plan sets forth a functional classification system to satisfy both the access and mobility requirements of the existing development and the level of future development assumed in the General Plan. Local streets emphasize property access, highways and arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions.

6.3.1 Description of Proposed Roadways

Exhibit 6-2 shows the Circulation Plan for the Community Portion of the Plan Area, including the location and alignment of proposed arterials and collectors. Exhibit 6-2 also shows the possible future extensions and/or connections of Plan Area roadways to areas outside the Plan Area.

All circulation descriptions of proposed roadways are based on ultimate development. Typical roadway improvements include the following elements: grading, surface improvements and underground utilities; excavation, sedimentation and erosion control; surface improvements, including curb, gutter, pavement, signage, street lights, sidewalks, parallel Class I trails, landscaping and irrigation; soundwalls or other sound barriers (where required); sanitary sewer; storm drainage; potable water system; recycled water main, dry utilities; and right-of-way dedication and PUE's as required. Descriptions of phasing and Plan Area improvement obligations are provided in the RUSP Public Facilities Phasing Plan. Exhibit 6-4 shows the location of planned intersection improvements. Roadway sections are illustrative only. Additional facilities, such as bus rapid transit (BRT) lanes, maintenance turnouts, median cuts for emergency vehicles, etc. may be required. Detailed design standards for all roadways and other transportation improvements are included in the RUSP Development Standards and Design Guidelines.

Circulation Plan

PHILLIP ROAD

FIRE AND EMERGENCY VEHICLE ACCESS TO NORTH ALONG EXISTING BREWER ROAD

PHILLIP ROAD

EMERGENCY VEHICLE ACCESS TO PHILLIP RD. VIA SEWER MAINTENANCE ROAD

GATED ACCESS

DEDICATE IOD ONLY

Brewer Road

UZ-OS

UZ-OS

30 University (UZ)

31 School

24 MDR

25 Park

26 MDR

28 LDR

27 Neighborhood Park

29 Public facilities

OS

OS

OS

OS

23 CMU

20 HDR

19 MDR

15 HDR

13 HDR

12 Community Park

8 LDR

1 LDR

22a Village green

22b

22 CMU

21 HDR

18 MDR

16 Park

17 HDR

14 CPD

9 School

2 Park

11a

11b

Fire

Public

10 MDR

7 MDR

3 LDR

6 Park

5 MDR

4 LDR

16th Street

14th Street

12th Street

C Street

B Street

A Street

1st Street

University Boulevard

PROPOSED OFF-SITE EXTENSION OF WATT AVENUE CONNECTS TO BASE LINE ROAD (Fig. 6-3)

6 Lane Arterial

4 Lane Arterial

2 Lane Arterial *(right of way for 4 lane)*

2 Lane Arterial

Collector Street

Possible Future Connection

Emergency Vehicle Access

Depicts future driveway access locations

Arrows depict the conceptual location of additional roadways to be determined during the subsequent tentative map process. Parcels 24, 25, 26 and 28 shall be interconnected with a street pattern that provides adequate internal circulation between these neighborhoods. Streets within these parcels shall also stub to the north RUSP boundary as appropriate.

0' 500' 1000' 2000' 1/2 mile

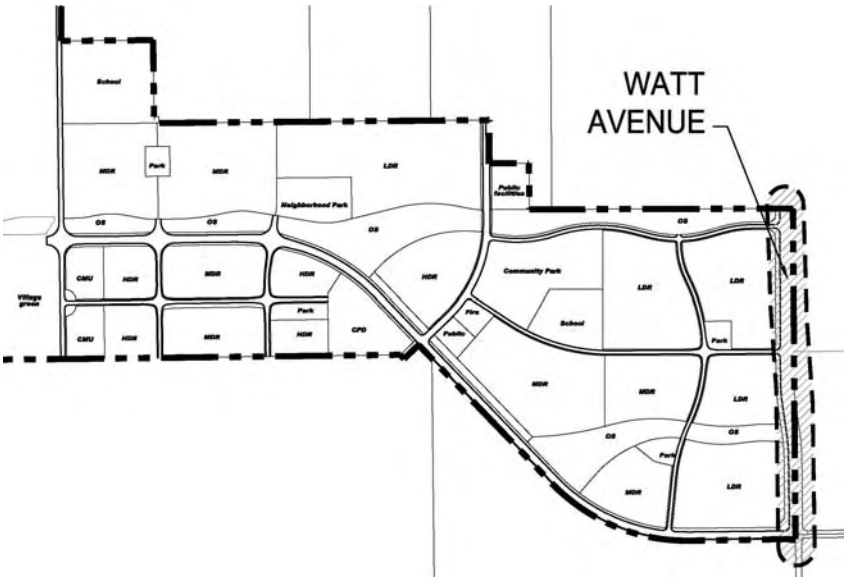
STREET	NO. OF LANES	DESIGNATION
Watt Ave.	6	Arterial
University	2 to 4	Arterial
1st St.	2	Collector
8th St.	4	Arterial
12th St.	2	Collector
14th St.	2	Collector
16th St.	2	Arterial
A St.	2	Collector
B St.	2	Collector
C St.	2	Collector

Exhibit 6-2

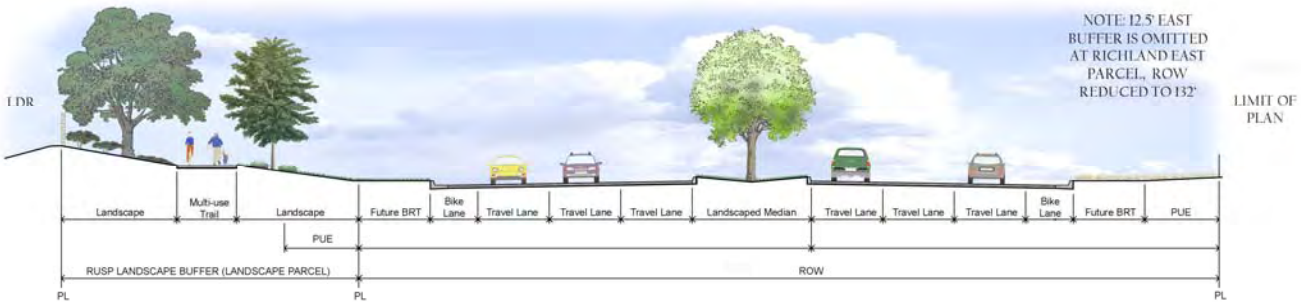
Circulation Plan

6.3.2 Arterial Streets

♦ Watt Avenue



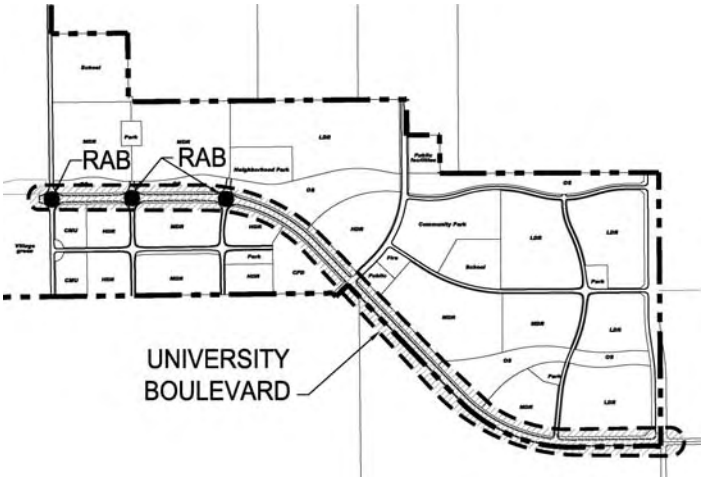
Watt Avenue is designed as a six-lane arterial, with a landscaped median. Intersection median breaks are proposed at University Boulevard, A Street and B Street. A landscape corridor with a multi-use trail is provided on the west side of Watt Avenue along the Plan Area frontage from University Boulevard to the north Plan Area boundary. See Section 6.3.5 for discussion of off-site improvements to Watt Avenue.



Watt Avenue (Ultimate)

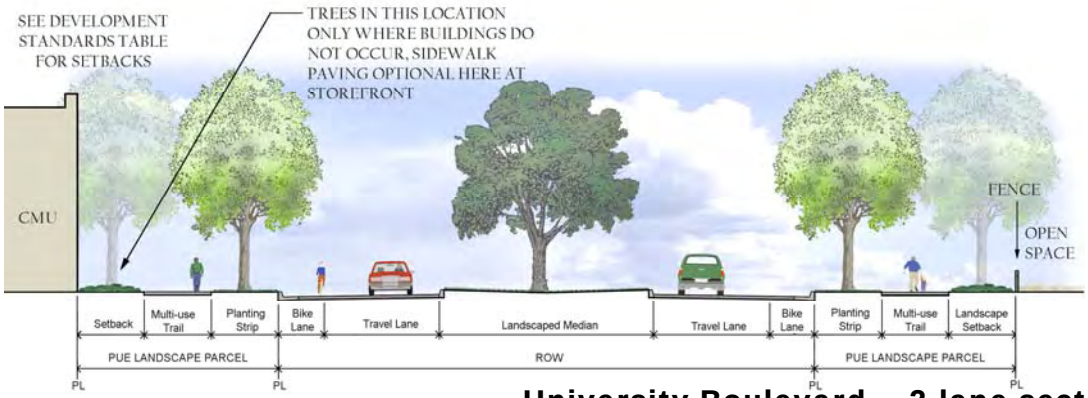
Typical On-site Section

♦ University Boulevard



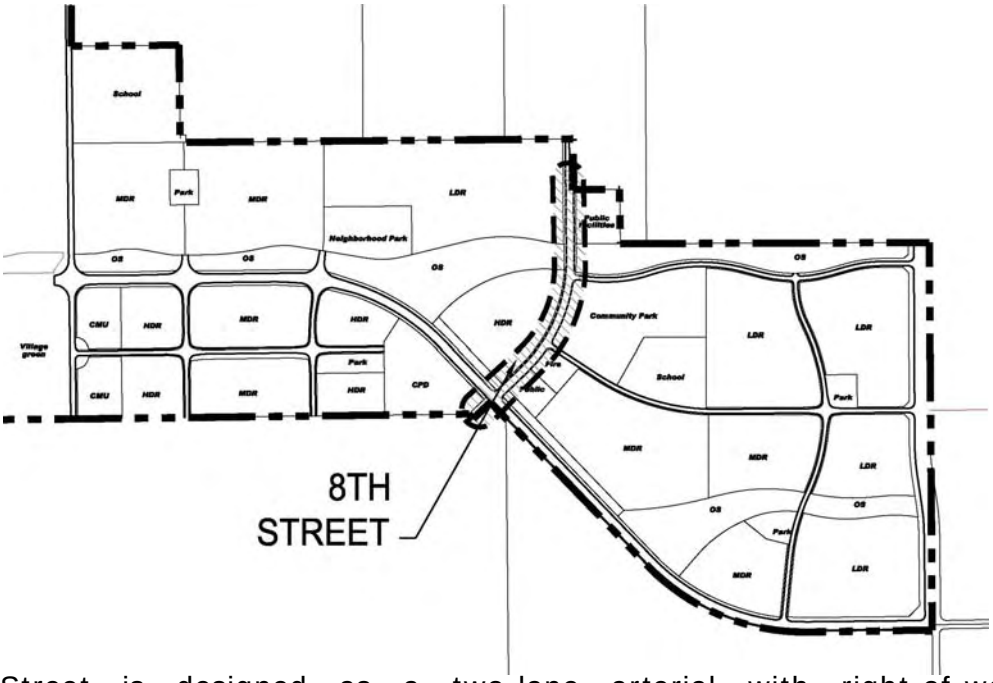
University Boulevard is a primary identifying element in the Plan Area as an entry to the University and Community. From Watt Avenue to the intersection at Parcel 13/14, University Boulevard is designed as a four-lane arterial, with a landscaped median and landscape corridors on each side. Intersection median breaks are proposed at 1st Street, 8th Street, and at the Parcel 13/14 intersection. Additional median breaks for emergency access may be required between 1st Street and 8th Street at 800 foot spacing. University Boulevard from 16th Street to west of Parcel 13/14 intersection is designed as a two-lane arterial with an oversized landscaped median that could be used to accommodate additional travel lanes if ever needed. Roundabouts (RAB) are proposed at 12th Street, 14th Street and 16th Street. Class II on-street bike lanes are provided along the entire length of University Boulevard. Refer to the Development Standards and Design Guidelines for details about the roundabouts.

University Boulevard – 4 lane section

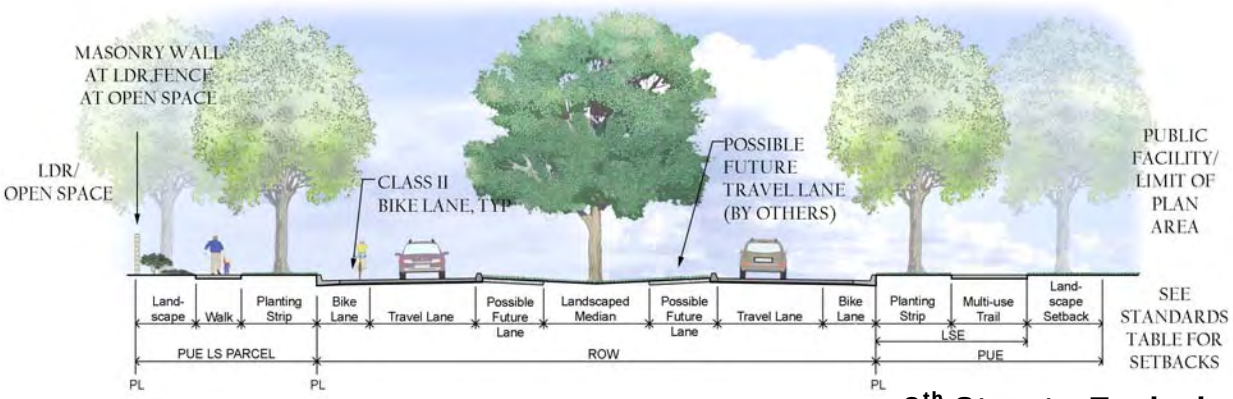


University Boulevard – 2 lane section

- **8th Street**

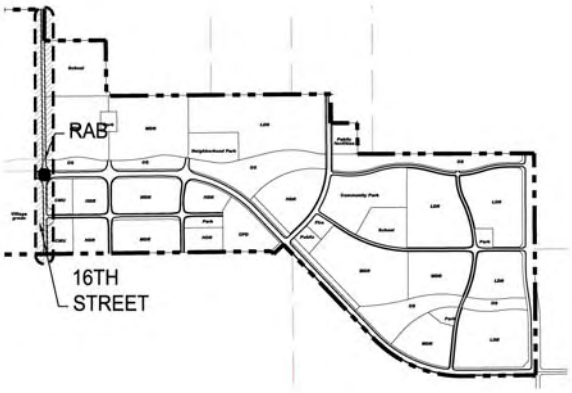


8th Street is designed as a two-lane arterial with right-of-way to accommodate widening to a four-lane arterial if traffic demands for future development areas outside of the Plan Area warrant expansion. 8th Street serves as the primary north-south route for the Community. A Class II on-street bike lane is provided along both sides of the entire length of 8th Street. Intersection median breaks are proposed at A and B Streets. To the south, 8th Street may ultimately connect south to Base Line Road. To the north, 8th Street may be extended and ultimately intersect with an extension of Blue Oaks Boulevard. Refer to the RUSP Public Facilities Phasing Plan for details on phasing and Plan Area improvement obligations.

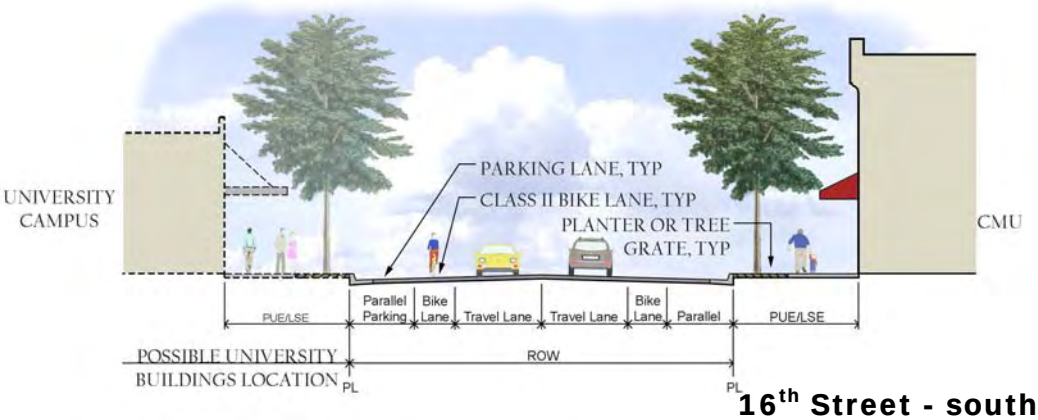


8th Street - Typical

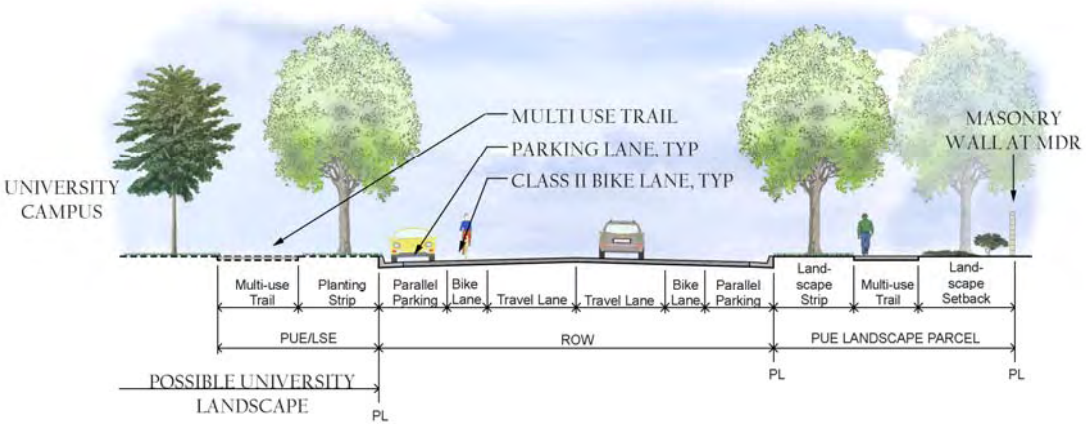
♦ 16th Street



16th Street is designed as a two-lane arterial that will serve as the primary north-south route for the University element of the Plan Area. A roundabout (RAB) is located at the intersection with University Boulevard. South of University Boulevard, 16th Street has wide sidewalks adjacent to the University Village center. North of University Boulevard landscape corridors are provided on each side. Class II on-street bike lanes and parallel parking are located along the entire length of 16th Street. To the south, 16th Street may ultimately connect to an extension of 16th Street in Sacramento County. Refer to the RUSP Public Facilities Phasing Plan for details on phasing and Plan Area improvement obligations.



16th Street - south

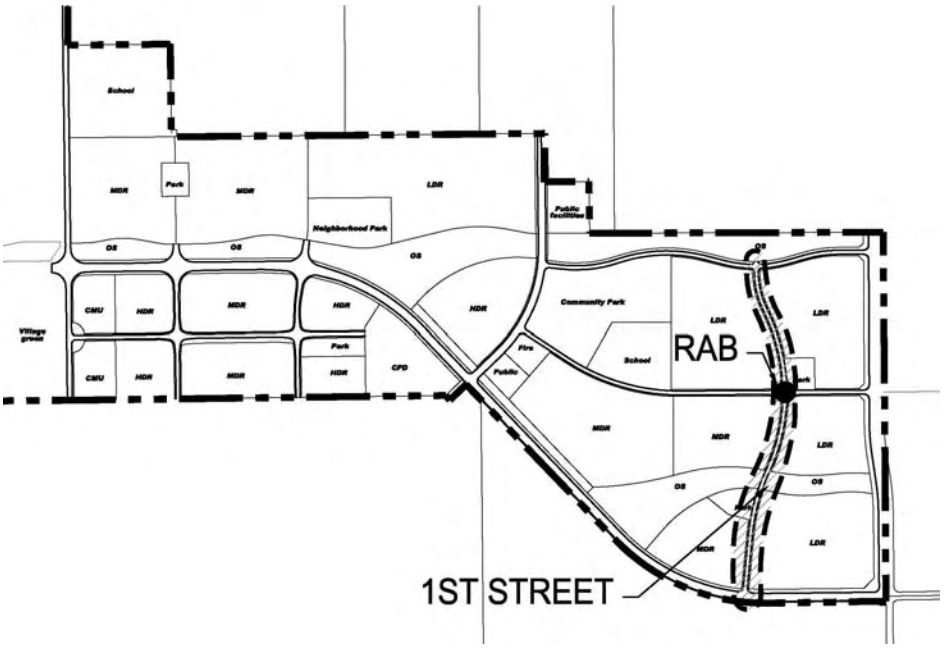


16th Street - north

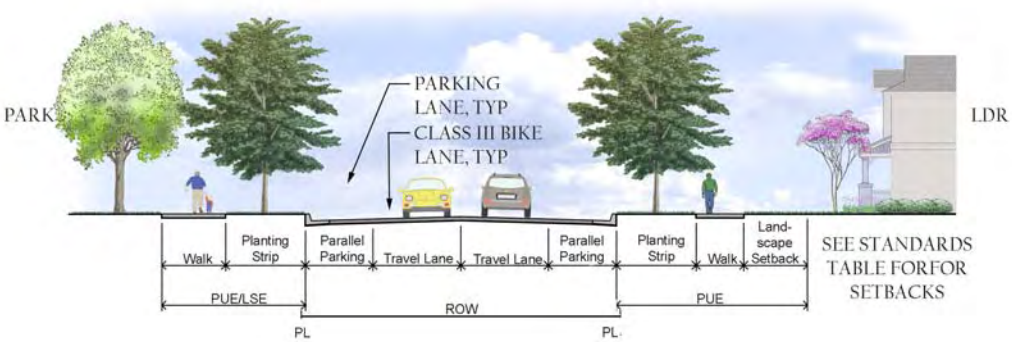
6.3.3 Community Collector Streets

All collector streets are planned as two-lane roadways. Community collector streets include 1st Street, A Street and B Street.

- **1st Street**

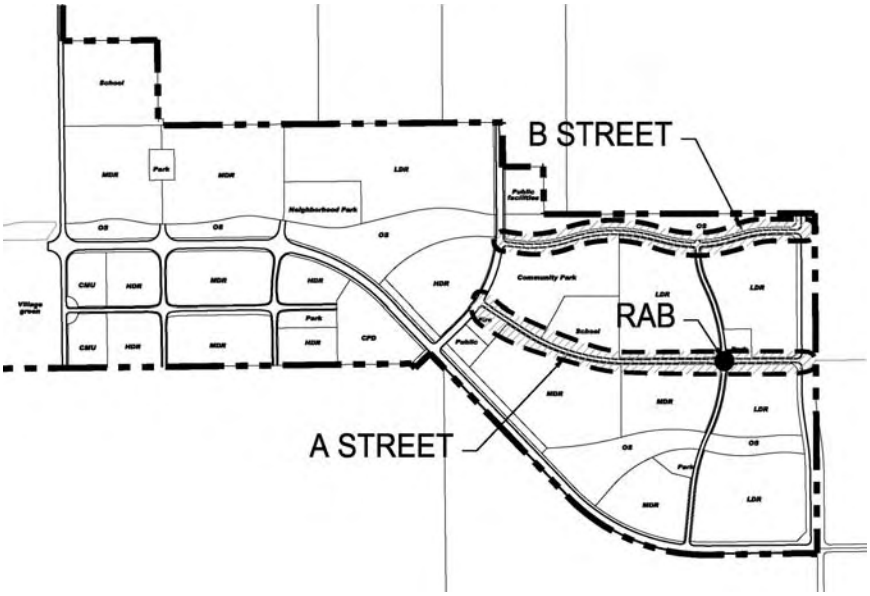


1st Street is a north-south collector between University Boulevard and B Street. 1st Street is the primary collector, parallel to Watt Avenue, that serves the East Village. Parallel parking and Class III bike routes are provided along the entire length of 1st Street. A roundabout (RAB) is located at the intersection of 1st Street and A Street. Refer to the RUSP Development Standards and Design Guidelines for details.

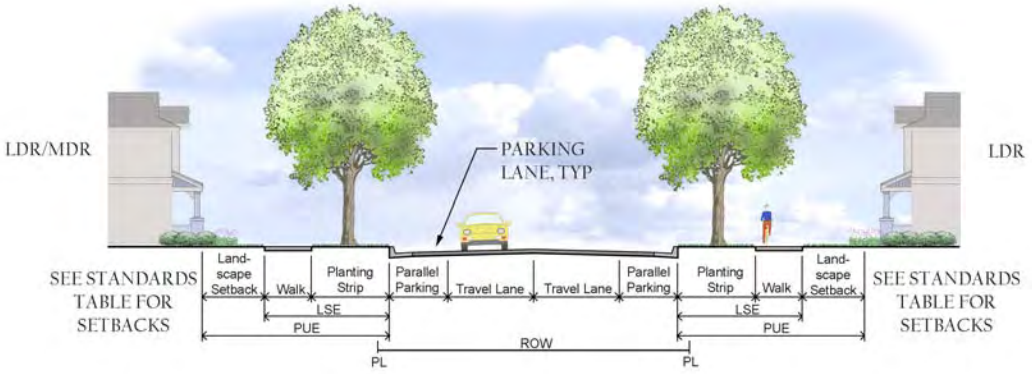


1st Street - typical

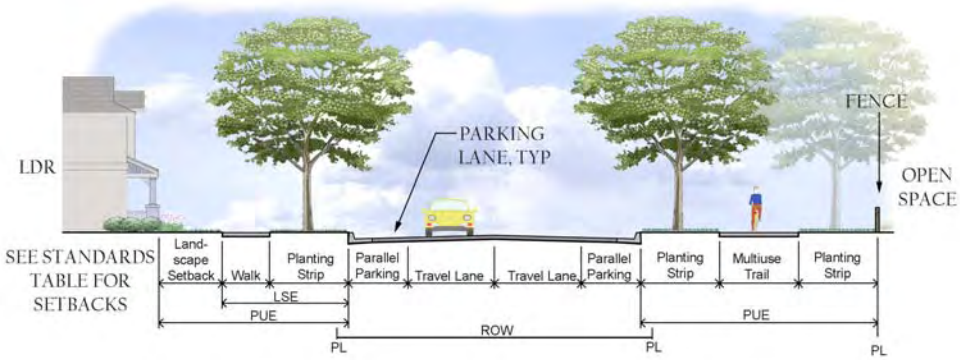
♦ A and B Streets



A and B Streets are east-west collectors between Watt Avenue and 8th Street. Parallel parking is provided along the entire length of both streets. The B Street section is slightly modified to include a multi-use trail along the northern side adjacent to the open space. A roundabout is located at the intersection of A Street and 1st Street.



A Street - typical

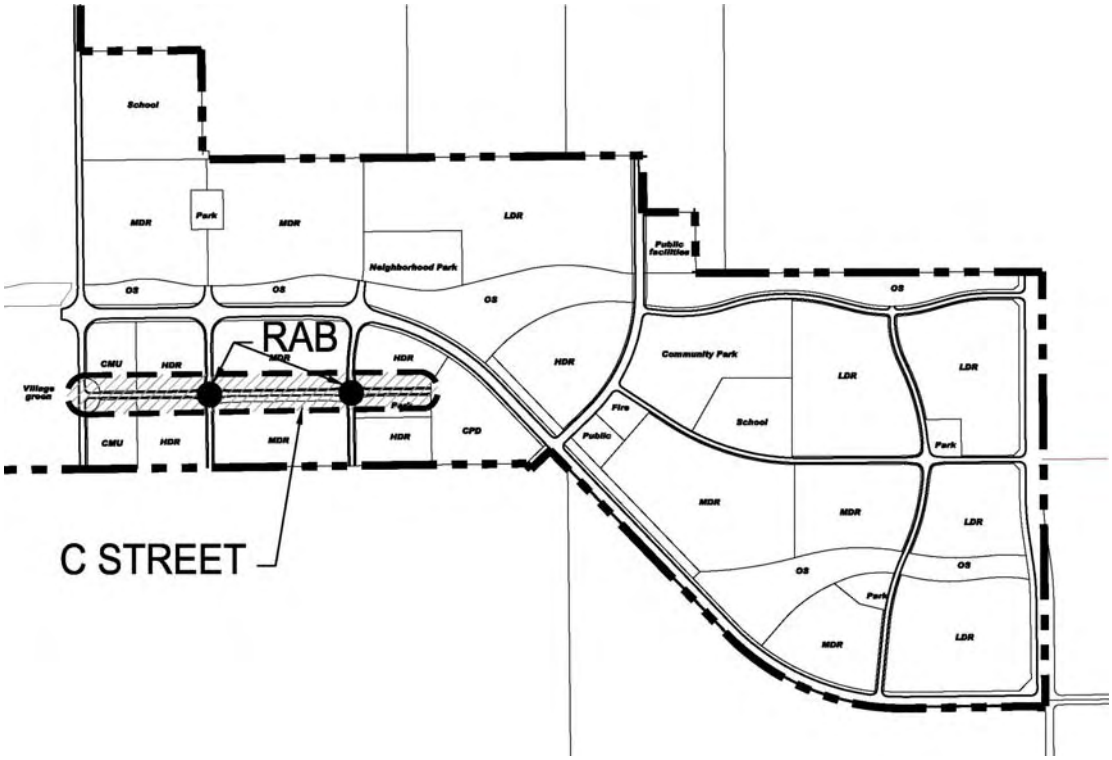


B Street - typical

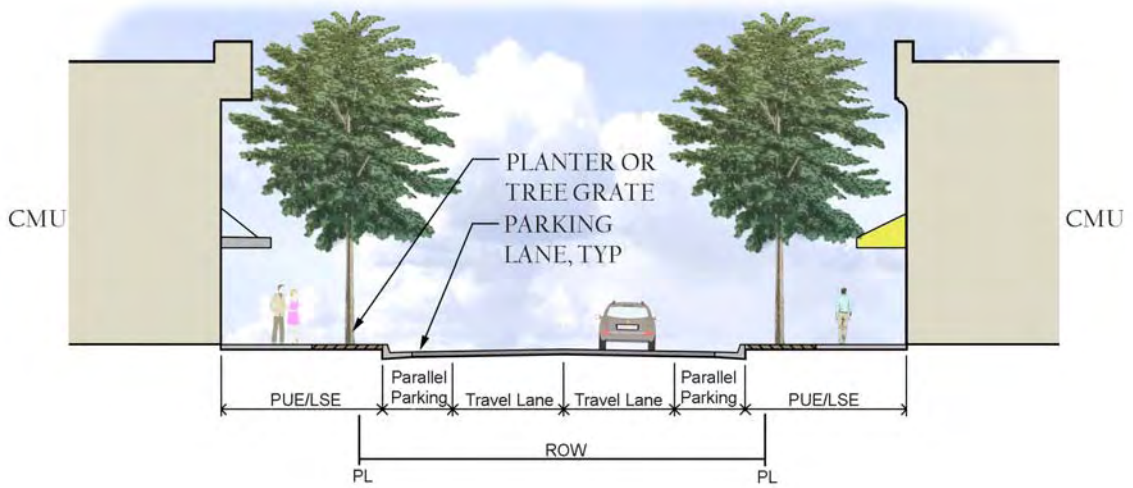
6.3.4 University Village Collector Streets

Streets surrounding the University Village differ from the Community Collector streets by providing a narrower street with parallel parking spaces alternating with street trees in planters. The intent is to provide safe pedestrian oriented streets. University Village Collector streets include C Street, 12th Street and 14th Street.

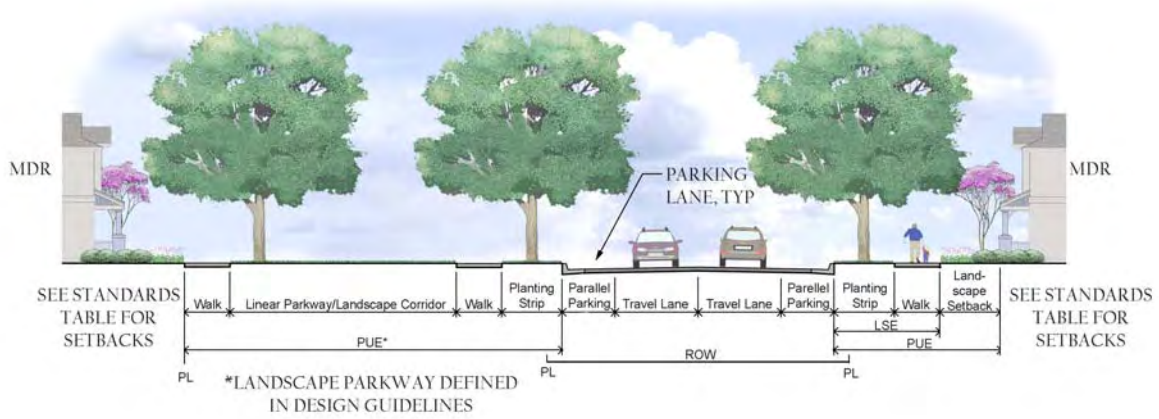
- **C Street**



C Street is a 2 lane east-west collector within the University Village, extending from 16th Street to Parcel 14. Roundabouts are located at the intersections of 12th Street and 14th Street. Parallel parking is provided along both sides of the entire length of C Street. A special section of C Street is located between 12th and 14th Street. This two-lane section has a linear parkway/ landscape corridor on the south side of the roadway, adjacent to Parcel 18.

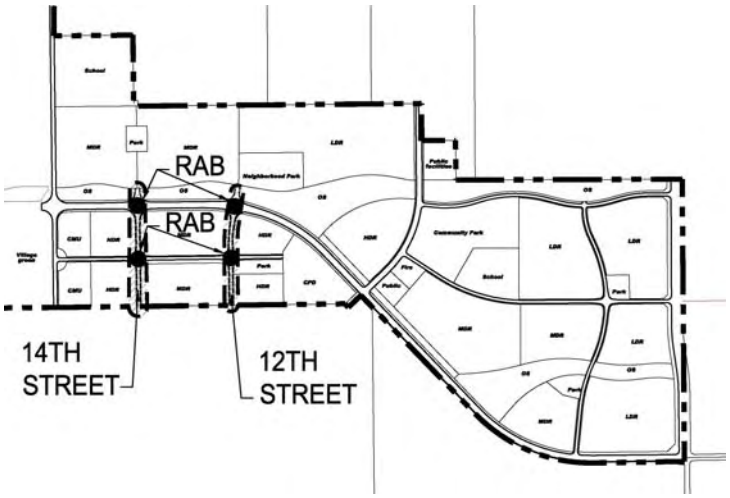


C Street - typical

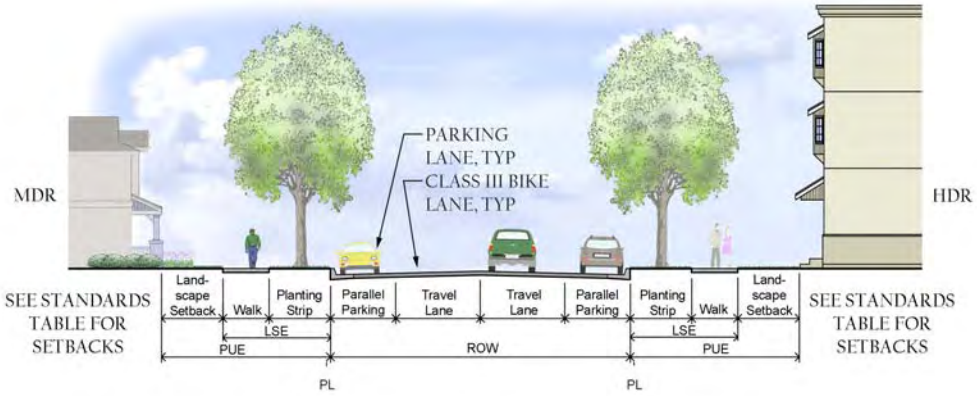


C Street – between 12th & 14

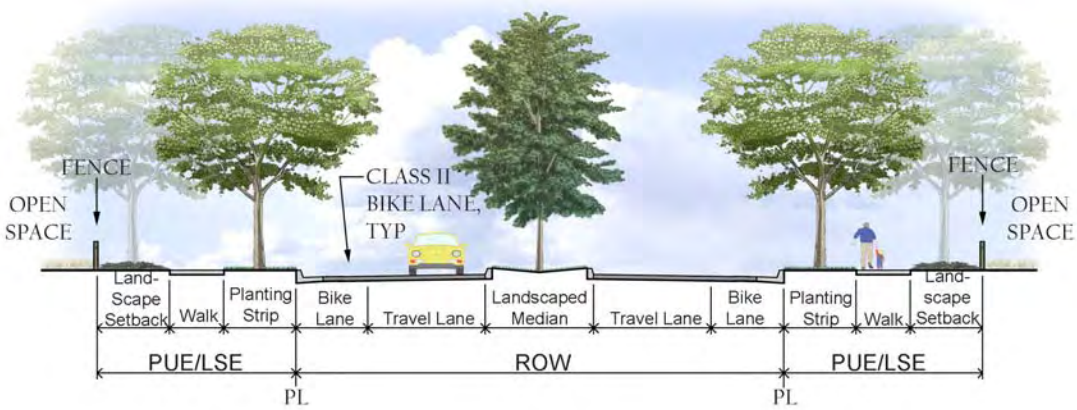
♦ 12th and 14th Streets



12th and 14th Streets are north-south collectors providing the main connections from the University Village and the North Village to University Boulevard. South of University Boulevard, the two-lane roadways provide parallel parking on both sides and Class III bicycle routes. Class II on-street bicycle lanes are provided north of University Boulevard to the northern boundary of the open space.



12 & 14 Street - south

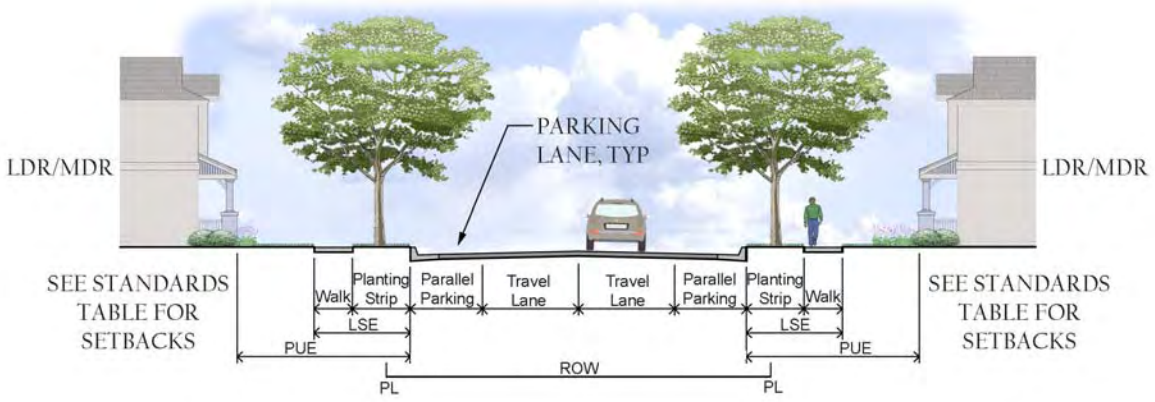


12th & 14th Street – north

♦ Local Streets

Local streets in the Community Portion of the Plan Area are two-lane roadways with on-street parking and separated sidewalks. In addition, the design guidelines require the use of single loaded roadways adjacent to open space areas, encourage a modified grid street system within the University Village, and includes neighborhood entry elements.

The pattern of local streets will be determined through the subdivision map process. It is anticipated that a majority of local streets will be public, although private gated roadways may be proposed. Gated roadways are only permitted where mechanisms are included to ensure maintenance of private streets and emergency access and when the gating of a neighborhood does not preclude public access to parks, schools or open space areas. Gated subdivisions are not permitted within Parcels 18, 19, 20 or 21. Through road connections are encouraged between developments. These internal connections will enhance local circulation and assist in minimizing the number of connections to collector and arterial roadways. Additional street sections, such as alleys, may be considered through the subdivision map process. See the RUSP Development Standards and Design Guidelines, for additional information.



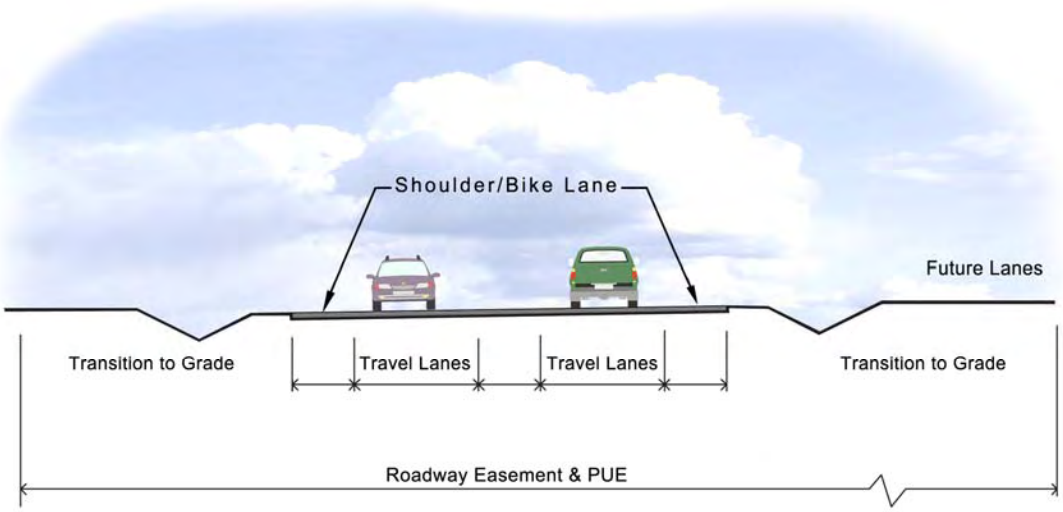
Local Street - typical

6.3.5 Off-Site Roads

♦ Watt Avenue

The RUSP will construct an extension of Watt Avenue, initially as a two-lane arterial, from University Boulevard south to Base Line Road . The RUSP will subsequently widen the off-site portion of Watt Avenue from two to four lanes, or provide the project's "fair share" contribution should another development project be required to construct improvements to Watt Avenue before the RUSP triggers the need for additional improvements. Exhibit 6-3 schematically depicts the proposed alignment of Watt Avenue.

Off-site improvements to Watt Avenue north of the Plan Area will consist of a sewer maintenance road, extending from the terminus of Watt Avenue, serving a dual purpose as an emergency access to Phillip Road, which is an existing roadway.



Watt Avenue - offsite

♦ Brewer Road

Brewer Road is adjacent to the western edge of the Plan Area, and the Specific Plan proposes no direct access to Brewer Road. Emergency access to the faculty/staff housing complex will be provided via an access road from the housing area to Brewer Road, north to Phillip Road. As a result, no improvements are proposed to Brewer Road as part of the Specific Plan.

♦ Off-Site Improvements

Additional off-site improvements may be required and are addressed in the RUSP EIR. Potential off-site improvements will also be evaluated for other major connections such as Pleasant Grove Boulevard and Blue Oaks Boulevard. Specific obligations relating to off-site improvements are addressed in the RUSP Development Agreement.

All additional circulation improvements within the University will be private and are not included herein.

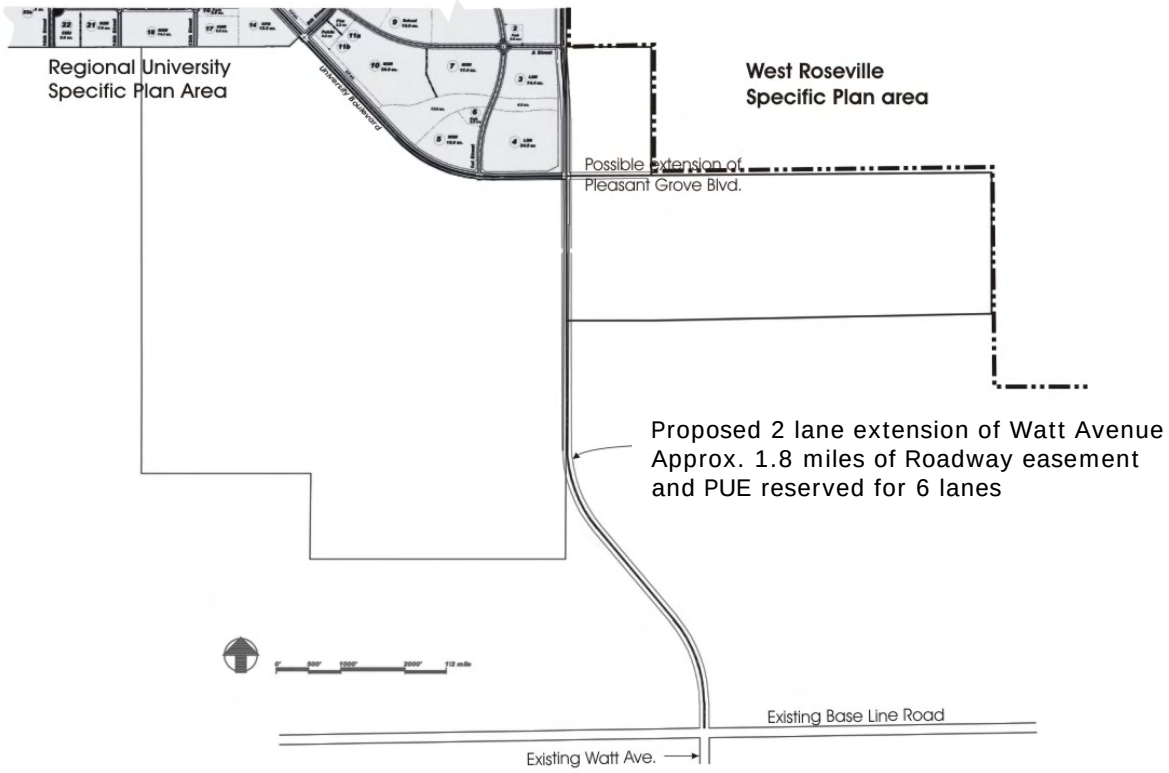


Exhibit 6-3
Proposed Watt Avenue Extension

6.3.6 Emergency Vehicle Access

♦ Primary Emergency Vehicle Access (EVA)

The RUSP shall construct a 2-lane all weather, surface EVA starting from the northeast corner of the RUSP, north to connect to existing Phillip Road. From this point, the EVA uses existing Phillip Road at the future intersection of Watt Avenue easterly for a distance of 7,800 feet to the intersection of West Side Drive, at the northeast corner of the Pleasant Grove Wastewater Treatment Plant. From that intersection, existing City of Roseville roads connect through the West Roseville Specific Plan easterly to Fiddyment Road.

Portions of the 7,800-foot length of existing Phillip Road to be used as the EVA do not currently meet Placer County flood protection standards. Those portions of Phillip Road subject to flooding will be improved by upsizing existing culverts and elevating some lengths of the existing roadway to protect from the 100-year storm event. All drainage improvements will be consistent with the Placer County Storm Water Management Manual. Please see Exhibit 6-2 for EVA location.

♦ Secondary Emergency Vehicle Access (EVA)

A secondary EVA is required by the Placer County Fire Department, (PCFD), from Brewer Road to the University (Parcel 30). This access will be gated with security access to emergency vehicles. No improvements to Brewer Road are required for secondary EVA access to the RUSP. Please see Exhibit 6-2 for EVA location.

6.3.7 Circulation Phasing

Phasing of circulation improvements is addressed in Section 10.4.

6.3.8 Placer Parkway

Placer County and the South Placer Regional Transportation Authority (SPRTA) are studying alternative route alignments for Placer Parkway, a controlled access roadway facility linking SR 65 in Placer County to SR 70/99 in Sutter. At the time of Specific Plan approval, no alignment had been adopted. Four potential alignments near the Plan Area have been identified:

- Two alignments north of the Plan Area
- An alignment running diagonally through the Plan Area, and
- An alignment running through the eastern portion of the Plan Area and then to the south and west.

The RUSP anticipates an alignment of Placer Parkway north of the Plan Area.

6.3.9 Intersection Improvements

Traffic control devices will be installed at intersections within the RUSP in a phased manner based on traffic volumes. Stop sign control (i.e., either side street stop, or multi-way stop control) will be applied at internal intersections until conditions warrant the installation of a traffic signal. It is anticipated that stop sign control will be adequate at all internal intersections during the earliest development phases of the Community area, prior to development of the University. Exhibit 6-4, Intersection Improvements, depicts the locations of the proposed traffic control devices.

♦ Traffic Signals

Traffic signals will be installed, as warranted, at the following intersections.

- University Boulevard/Watt Avenue
- University Boulevard/1st Street
- University Boulevard/8th Street
- University Boulevard/Parcel 13/14
- A Street/Watt Avenue
- B Street/Watt Avenue
- Modification of existing signal at Baseline Road/ Watt Avenue to add 4th leg.

♦ Roundabouts

Roundabouts are proposed in six locations where two-lane streets intersect and would otherwise require some form of stop control. The use of roundabouts at these locations provides traffic calming and results in better traffic operations. However, future modifications of roundabouts to other forms of control are not precluded if conditions warrant. Roundabouts are proposed at the following intersections:

- 1st Street/A Street
- 12th Street/University Boulevard
- 14th Street/University Boulevard
- 16th Street/University Boulevard
- 12th Street/C Street
- 14th Street/C Street

♦ **Side Street Stops**

Side street stops will be installed at the following intersections:

- 1st Street at B Street
- A Street at 8th Street
- B Street at 8th Street
- C Street at 16th Street

6.3.10 Traffic Calming

The purpose of traffic calming measures is to create livable neighborhoods by managing traffic volumes and speeds. Traffic calming measures should be applied where appropriate within the University Village and on other local streets to soften the impact of motor vehicles. Traffic calming devices that can be applied include traffic circles, bulb outs and raised intersections. Traffic circles are raised islands installed in the middle of an intersection to provide a physical and visual break in the roadway, which can reduce vehicle speeds if designed to physically deflect traffic through an intersection. Bulb outs are pedestrian enhancements that shorten the pedestrian crossing distance at intersections or mid-block crossings through a narrowing of the street, typically by eliminating parking. Raised intersections provide for reduced speeds and pedestrian enhancements through a raised profile where roadways approach an intersection, operating similarly to flat top road humps. Locations and sizes of roundabouts and other traffic calming measures shall accommodate Fire Department vehicle requirements.

6.3.11 Neighborhood Electric Vehicles

The RUSP roadway system has been designed to allow the safe and convenient use of neighborhood electric vehicles (NEV's) as defined by the Department of Transportation National Highway Traffic Safety Administration. These vehicles are efficient, particularly for local trips and reduce the consumption of fossil fuels, have zero emissions at the point of use and are less noisy than gas/diesel vehicles. Neighborhood electric vehicles can be used on all roadways with a speed limit of 35 miles per hour or less.

Intersection Improvements

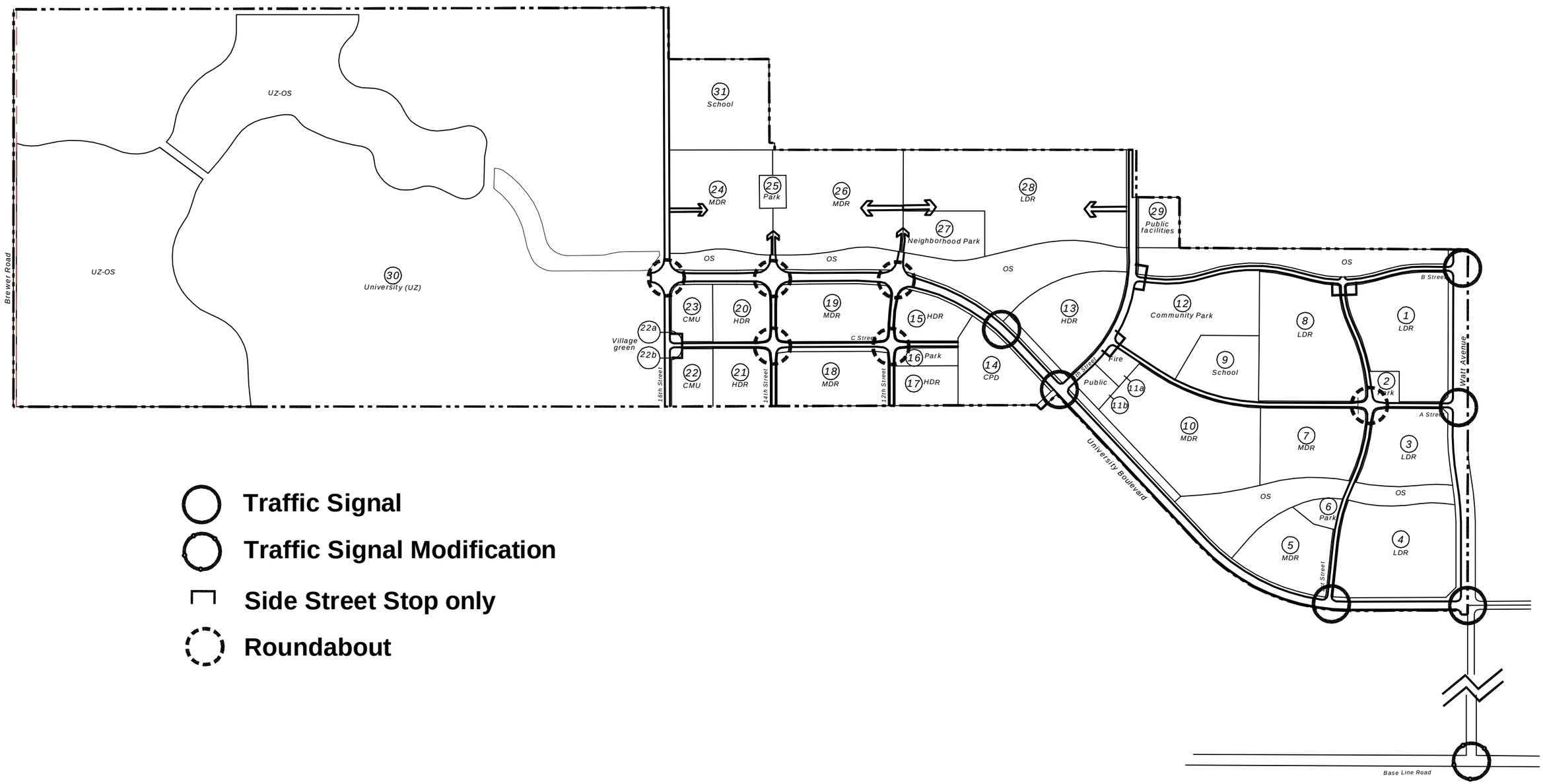


Exhibit 6-4

Intersection Improvements

6.4 Public Transportation

The Specific Plan is designed to be supportive of transit through an integrated land use and circulation plan. Public transit is most effective when stations are surrounded by compact urban development that is connected to the stations with a good pedestrian network. These key elements are all included in the Specific Plan. The transit center adjacent to the University Village, is surrounded by transit-oriented development that includes a mix of uses in a compact form. Other potential transit stops are also identified at key locations. Refer to Exhibit 6-5 for transit stop locations. The intent of the transit stops is to accommodate the following variety of bus transit services:

- Demand Responsive Service
- Local Fixed-Route Service
- Commuter Service
- Enhanced Bus service
- Bus rapid transit (BRT) service

The *South Placer County Conceptual Bus Rapid Transit (BRT) Plan*, Placer County, April 2005 contains specific land use criteria and design guidelines intended to assist in creating land use plans supportive of potential future transit investments. To support a frequent, high-quality BRT service, the BRT Plan recommends the following land use density and intensity thresholds.

- Residential density of 9.0 dwelling units per acre within ¼ to ½ mile radius of the transit centers
- Non-residential intensity floor-area-ratio (FAR) of 1.0

The Specific Plan provides an overall residential density of 10 dwelling units per acre. The Specific Plan maintains a FAR of 0.45 within ¼ mile of the transit center located on 16th Street. This FAR is higher than the typical Placer County suburban commercial centers, which average 0.20 to 0.25 FAR. The proximity of the University next to the university transit center is also desirable because students have a higher propensity to use transit.

The BRT Plan also highlights a potential alignment that would extend north along Watt Avenue in Sacramento County through the Plan Area and turning eastward to serve potential stations in new growth areas such as Placer Ranch as well as existing station areas such as the Galleria Mall. Sacramento County and Regional Transit (RT) are considering Watt Avenue for future BRT service that would provide direct transfers to light rail transit (LRT) at the I-80/Watt Avenue LRT station.

The Placer County General Plan designates Watt Avenue (from Sacramento County to the Blue Oaks Boulevard Extension) and the Blue Oaks Boulevard Extension as arterial transit corridors. The transit corridor designation is intended to ensure the viability of high-capacity transit in those corridors where there is a significant amount of undeveloped land. The arterial transit corridors would have transit access almost continuously along the corridor where development is present. These arterial corridors could have future dedicated lanes for transit and the Plan Area has proposed sufficient right-of-way for this condition. Only four lanes are

needed to accommodate project traffic at build out, but the Plan area proposes to dedicate right-of-way for up to six lanes on Watt Avenue and two future BRT lanes.

Exhibit 6-5 shows a transit center is planned for the following location,

- **University Transit Center:** at the southwest corner of University Boulevard and 16th Street, located immediately adjacent to the campus and across from the University Village. The University Transit Center is planned as an off-street facility with space for up to four bus berths.

On-street bus stops are also planned along University Boulevard at 8th Street headed westbound, along University Boulevard at Parcel 14 headed eastbound, and along University Boulevard at 1st Street with pullouts being located at the far side of the intersection (e.g., northwest and southeast corners). On-street bus stops will be constructed to County standards.

It is anticipated that the earliest transit service to the Plan Area will be provided via Watt Avenue. The provision of transit service will be determined by Placer County based on ridership demand and funding availability.

6.4.1 Transit Operations and Funding

The Specific Plan provides physical right-of-way for potential future transit, but does not identify the details associated with future transit operations, funding, and service. The County continues to coordinate transit-planning efforts to develop more detail on future transit service needs and costs, including the West Placer Transit Plan, the Placer County Long Range Transit Plan and the BRT Implementation Plan. At this time, it is appropriate to preserve right-of-way for future transit options as identified in the Specific Plan.

Public Transportation Plan

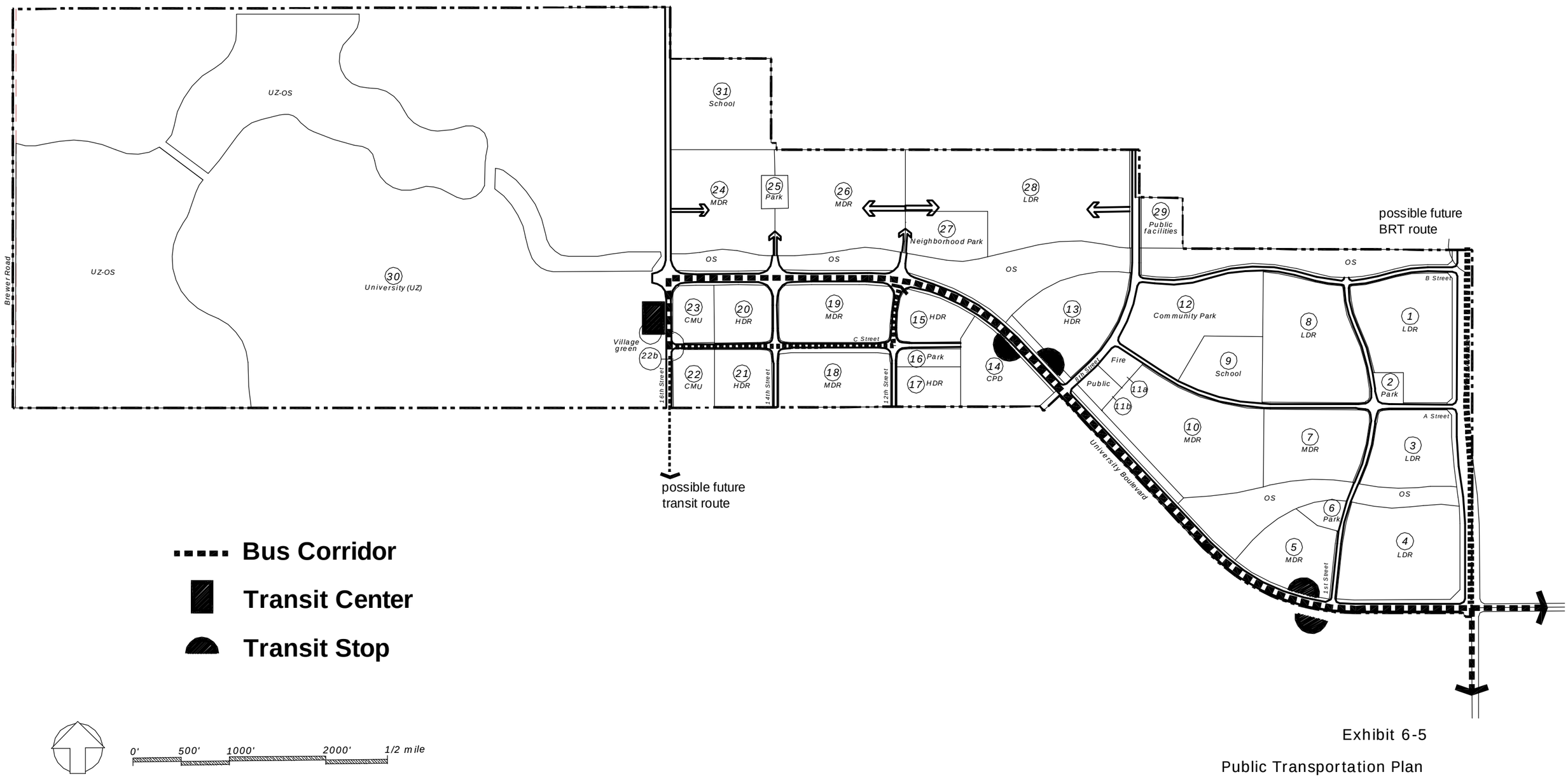


Exhibit 6-5

Public Transportation Plan

6.5 Transportation Systems Management

Goal 3.C of the General Plan's Transportation and Circulation Element promotes the following goal: "*Maximize the efficient use of transportation facilities so as to:*

- *Reduce travel demand on the county's roadway system;*
- *Reduce the amount of investment required in new or expanded facilities;*
- *Reduce the quantity of emissions of pollutants from automobiles; and*
- *Increase the energy-efficiency of the transportation system."*

General Plan policies related to this goal promote the use of TSM programs to reduce vehicular travel demands and to meet air quality goals related to non-residential projects. Consistent with these policies, a Transportation System Management (TSM) plan shall be prepared on an individual project by project basis consistent with the requirements of the County's Trip Reduction Ordinance.

6.6 Bicycle and Pedestrian System

6.6.1 Bicycle System

There are three basic types of bikeway facilities as defined by the Placer County Bikeway/ Trails Master Plan, Class I (Multi-use Trail), II and III. Exhibit 6-6 depicts the bicycle and pedestrian system in the Plan Area. The Specific Plan provides approximately 6.3 miles of Class I (Multi-use Trail) bike paths through the provision of multi-use trails, 3.4 miles of Class II bike lanes and 1.1 miles of Class III bike routes.

♦ Multi-use Trail

Multi-use trails are off-street paths completely separated from the traveled roadways for the exclusive use of bicycles and pedestrians. Multi-use trails are located in a separate easement. The paths shall be a minimum of 10 feet in width and shall be constructed of a hard surface such as asphalt or concrete. The multi-use trail facilities are shown on Exhibit 6-6.

♦ Class II Bicycle Lanes

Class II bicycle lanes are 4.5' wide, on-street lanes designed for one-way use of bicycles. The bike lane is typically located adjacent to the shoulder or gutter in a widened portion of the street. Class II bicycle lanes will be located within the street right-of-way and delineated with signing and striping. Class II routes are shown on Exhibit 6-6.

♦ Class III Bicycle Routes

Class III bicycle routes are on-street routes along local public streets where bicyclists do not have a delineated lane, and must share the roadway with motorists. Class III routes are designated by signs and are shown on Exhibit 6-6.

6.6.2 Pedestrian System

The pedestrian system provides sidewalks for the exclusive use of pedestrians. Typically, these facilities are separated sidewalks along local and collector roadways. A significantly wider pedestrian system is provided along the University Village CMU frontage due to the anticipated high pedestrian activity. Other pedestrian facilities such as paseos may be included within individual neighborhoods. Exhibit 6-6 shows the location of these pedestrian facilities.

♦ University Village

Sixteen-foot concrete sidewalks are located along the Parcel 22 and 23 frontage of the University Village Plaza. Tree wells are integrated into the walks, and buildings are placed immediately behind the walks to promote pedestrian activity and allow commercial uses, such as small eating areas and displays to extend out onto the sidewalk. Refer to page 6-9 for 16th Street section.

♦ Separated Sidewalks

5-foot to 6-foot concrete separated sidewalks, with a landscaped buffer between the roadway edge and sidewalk, are located along the remaining collector and local streets.

Pedestrian & Bicycle Plan

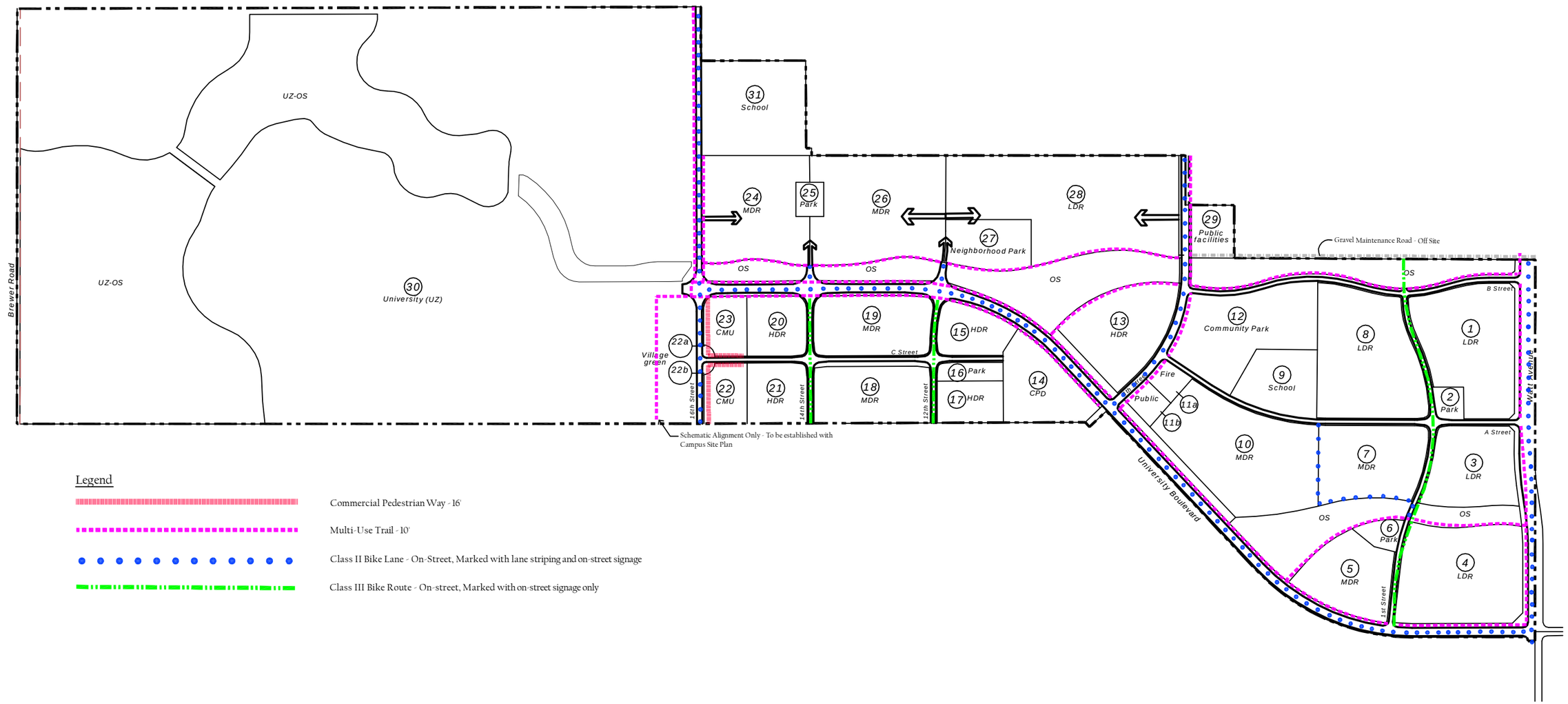


Exhibit 6-6

Pedestrian & Bicycle Plan