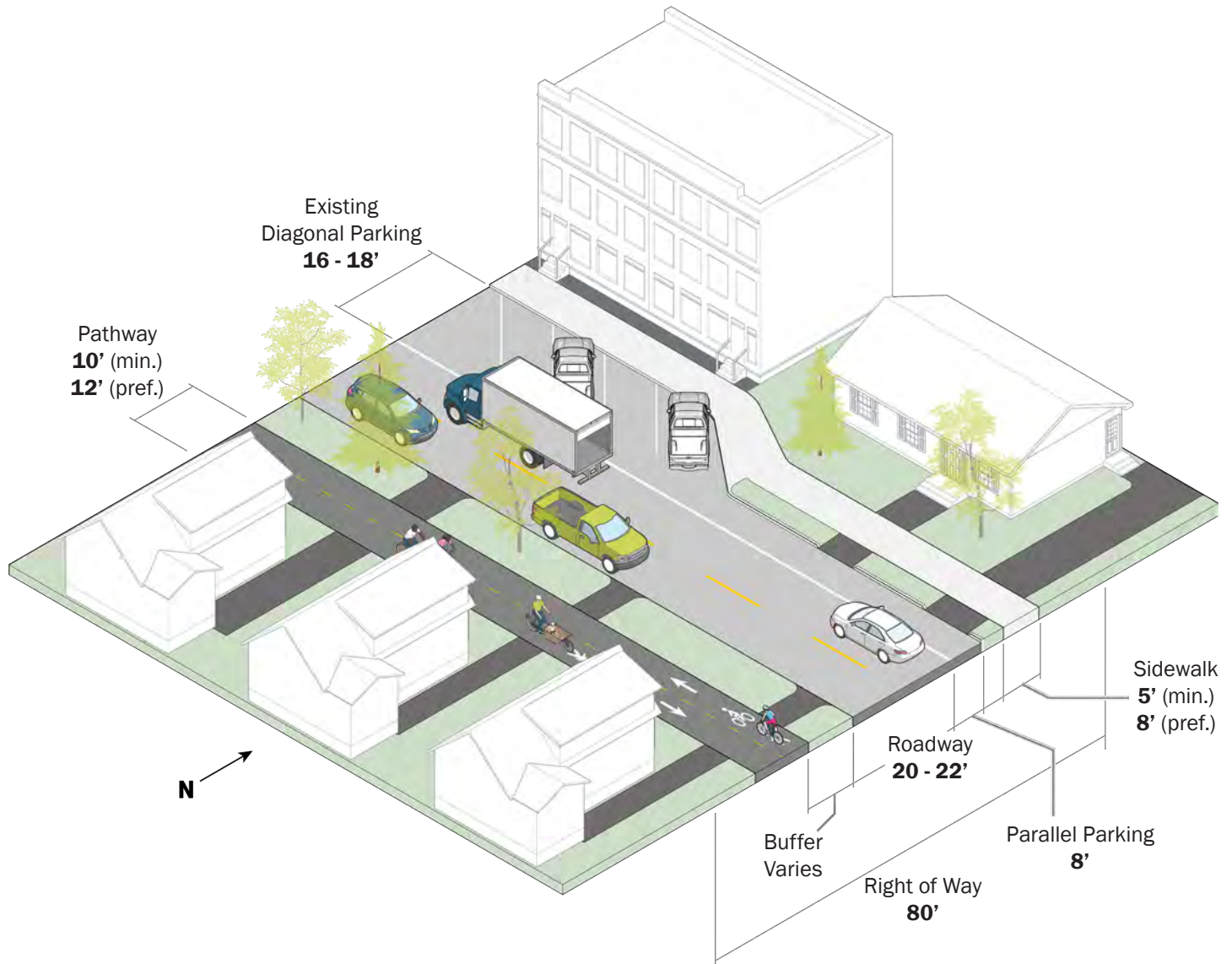


Downtown Collector Street (*Granite Street*)

Downtown Collector Streets provide linkages between local streets and arterials. Because vehicle traffic speed and volume may be higher than on local streets, these streets should prioritize separation between motor vehicles and people bicycling and walking to emphasize their comfort and safety. Within the Plan area, this type applies to Granite Street.



Key Design Elements:

- **Sidewalk** on the side closer to Main Street (minimum 5-feet wide, preferred 8 feet).
- **Shared-Use Path** opposite Main Street (minimum 10-feet wide, preferred 12 feet). The path may be used by both bicyclists and pedestrians. However, if the volume of bicyclists and pedestrians are anticipated to be high, designers should consider separating bicycle and pedestrian use on the facility. Designers may use FHWA's *Shared-Use Path Level-of-Service Calculator* to determine when to separate the uses.
- Flexible **Amenity Zone** buffer between Roadway and Pedestrian / Bicycle Paths, which may be used for landscaping, curb access, furniture, etc.
- On-Street Parking may be optionally provided (refer to Appendix A, Table 2). While parking in the right-of-way currently occurs either informally or in a variety of configurations, parking should be normalized in the medium- to long-term.
- **Vehicle Travel Lanes** (maximum 11-feet wide, minimum 10 feet).

Design Parameters and Operational Characteristics

Design Speed	20 mph
Daily Traffic Volume	1,000-3,000 vehicles
Driveway Frequency	Low
On-Street Parking	Short-term (less than 2 hrs) and Long-term (2+ hours)
Freight Loading And Unloading	Via alley

Downtown Collector Street – Typical Block

