

Appendix G:
**EXISTING CONDITIONS
ANALYSIS
MEMORANDUM**



G



MEMORANDUM

Date: May 15, 2017
To: Phil Greenwald, City of Longmont
From: Charles Alexander & Carly Sieff, Fehr & Peers
Subject: **Enhanced Multi-use Corridor Existing Conditions Analysis**

DN17-0559

This technical memorandum summarizes the existing conditions analysis for the proposed Enhanced Multi-use Corridors (EMUC). For each EMUC, the following criteria were analyzed: existing cross-section at major change points, right-of-way at major change points, on-street parking, sidewalks/tree lawns, bike lanes, existing/proposed transit facilities, traffic counts, and bicycle and pedestrian level of traffic stress (LTS). The Level of Traffic Stress is determined through a tool called Streetscore+. LTS ranges from a 1, comfortable for all ages and abilities, to a 4, where only the "strong and fearless" cohort will feel comfortable riding on these facilities and walking is uncomfortable or even impossible for pedestrians.



For each EMUC, there is a figure that shows the extents of the corridor and the locations where the cross-section changes, identified by a letter. These letters correspond to cross-section images and references throughout the other criteria as well.

The Table of Contents on the following page serves as a guide for navigating this memo by corridor.

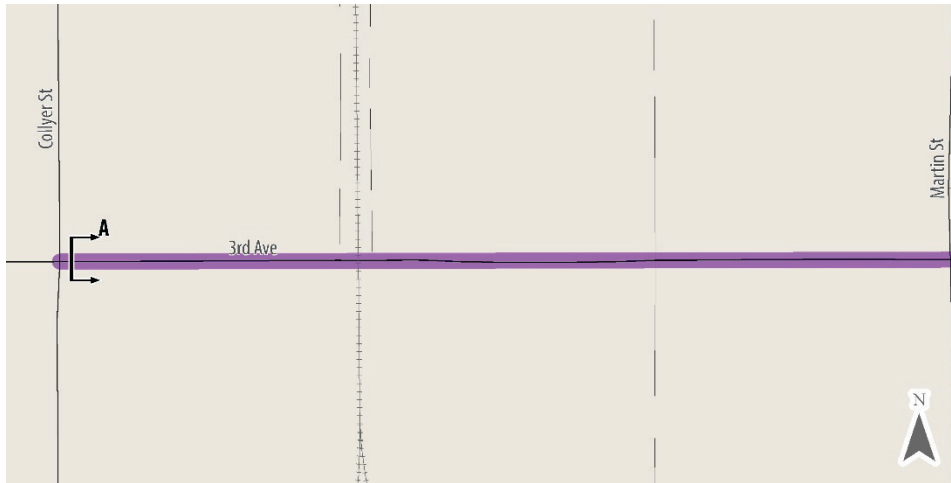


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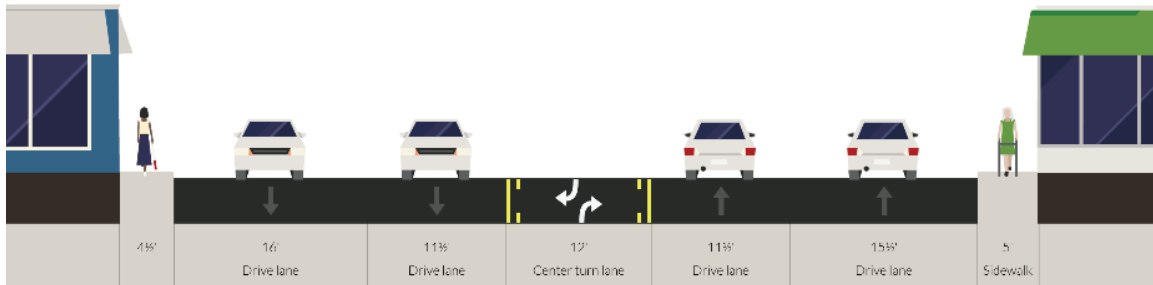


3RD AVENUE: COLLYER STREET TO MARTIN STREET



EXISTING CROSS-SECTION AT MAJOR CHANGE POINTS

- a. 3rd Avenue between Collyer Street and Martin Street, 94' ROW



RIGHT-OF-WAY AT MAJOR CHANGE POINTS

The right-of-way along the corridor is 94'.

ON-STREET PARKING

There is no on-street parking present along the corridor.



SIDEWALKS/TREE LAWNS

Sidewalks are present along the entire corridor. Buffers are not present except for an 8' tree lawn buffer on both sides of the street on the western half of the block between Collyer Street and the railroad.

BIKE LANES

No bicycle facilities exist along the corridor.

EXISTING/PROPOSED TRANSIT FACILITIES

Routes 323 and 327 run along this section of 3rd Avenue.

TRAFFIC COUNTS

The average daily traffic on Collyer Street at this section was 13,000, in 2012.

Future 2040 traffic forecasts are not available for 3rd Avenue.

LEVEL OF TRAFFIC STRESS

Bicycle LTS

The LTS is 4 based on the posted speed limit and volumes on the corridor.

Pedestrian LTS

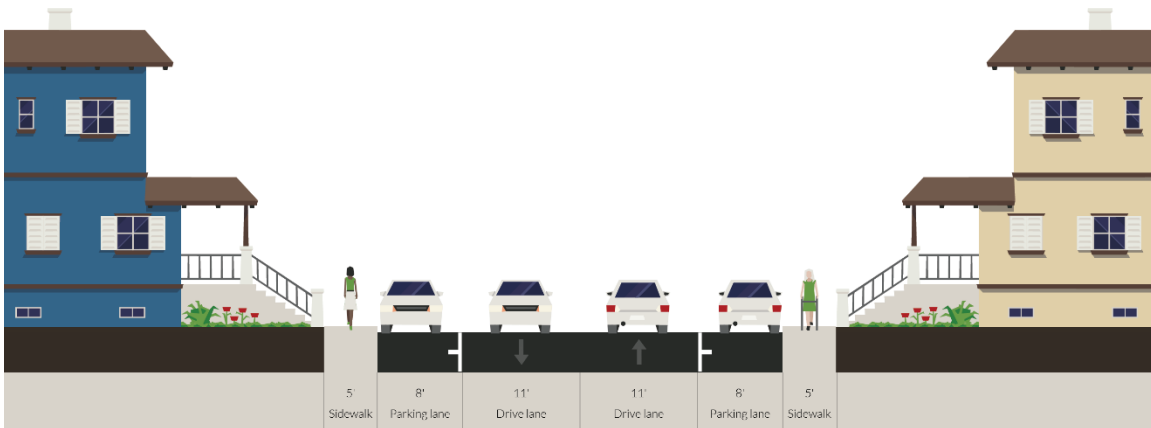
The LTS for this corridor is primarily LTS 3, due to sidewalk width less than 6'.



15TH AVENUE: MOUNTAIN VIEW AVENUE TO BAKER STREET

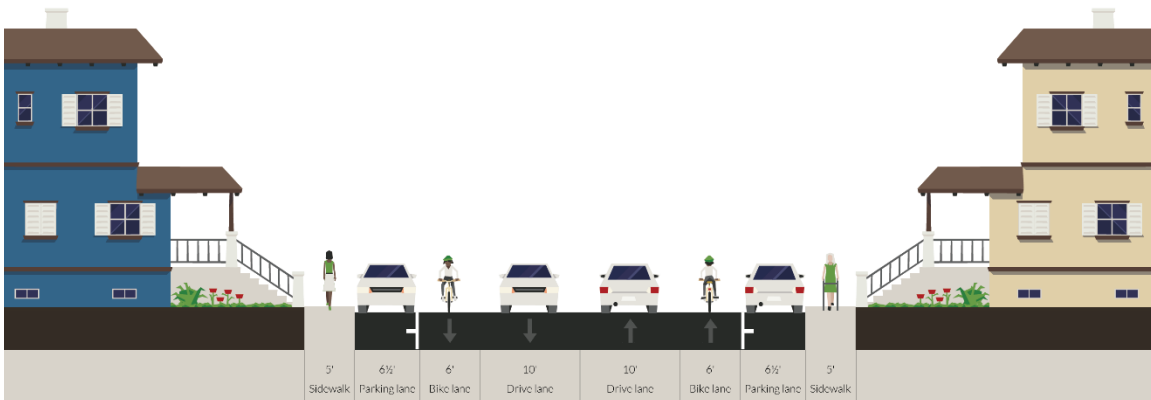
- a. 15th Avenue between Mountain View Avenue and Harvard Street, 60' ROW

15th Avenue: a



- b. 15th Avenue between Harvard Street and Francis Street, 60' ROW

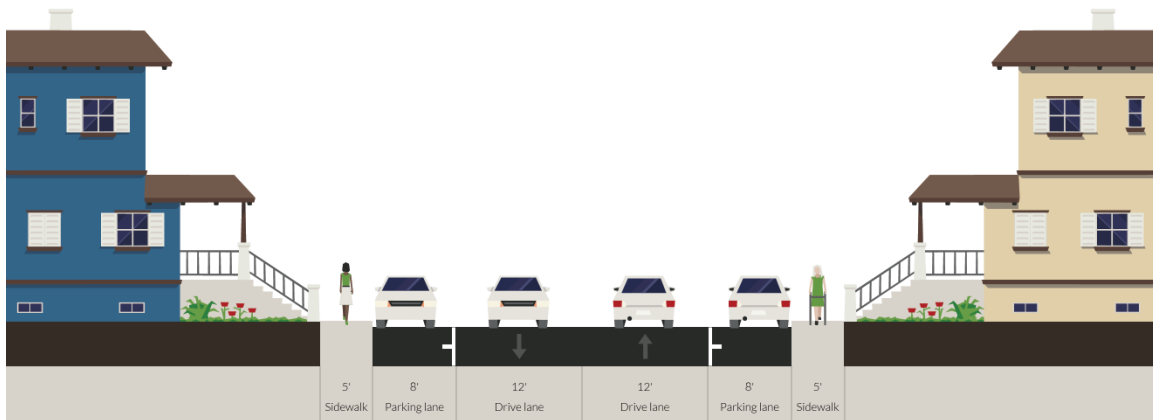
15th Avenue: b



- c. 15th Avenue between Francis Street and Baker Street, 42-80' ROW



15th Avenue: c



There is a sidewalk buffer present between Francis Street and Bowen Street.

RIGHT-OF-WAY AT MAJOR CHANGE POINTS

The right-of-way, as noted in the cross-sections, varies from 42' to 80' along the corridor.

ON-STREET PARKING

On-street parking exists along the majority of the corridor as shown in the previous cross-sections. On-street parking is not metered or time-restricted.

SIDEWALKS/TREE LAWNS

Sidewalks exist along the whole extent of this corridor. All sidewalks are between 4' and 6' in width. Tree lawn buffers are not present on the corridor except between Francis Street and Bowen Street.

BIKE LANES

Bike lanes exist on the corridor between Harvard Street and Francis Street. There are no designated bicycle facilities at the intersections.



EXISTING/PROPOSED TRANSIT FACILITIES

There are no existing or proposed buses on this corridor.

TRAFFIC COUNTS

Average daily traffic volumes were:

- Section B west of Denison, 1,400 in 2015
- Section B east of Denison, 1,000 in 2015
- Section B east of Frontier, 1,600 in 2014
- Section B east of Tulip, 1,600 in 2014
- Section B east of Francis, 1,900 in 2013
- Section C east of Grant, 800 in 2016
- Section C east of Terry, 2,100 in 2014
- Section C east of Collyer, 1,600 in 2014

Future 2040 traffic forecasts are not available for 15th Avenue.

LEVEL OF TRAFFIC STRESS

Bicycle LTS

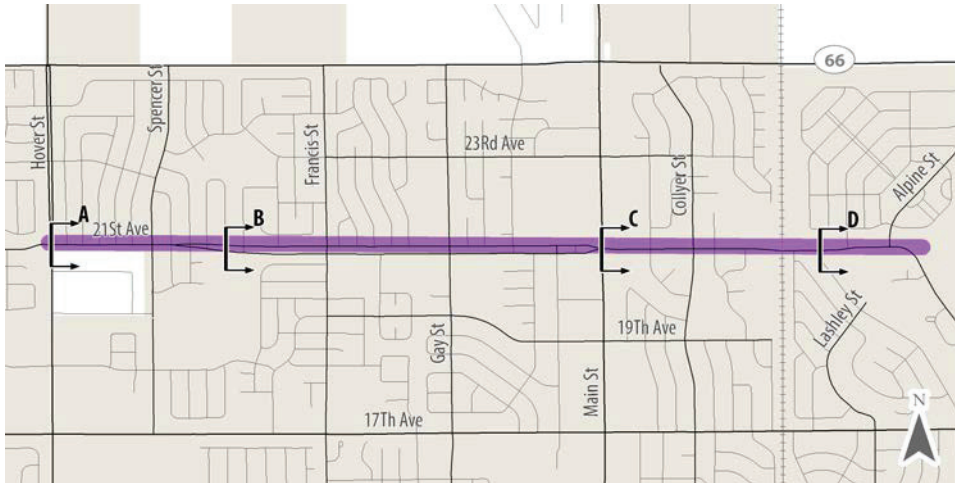
Section A has an LTS 2, due to most posted speed limits at 25 mph and volumes less than 1,500 vehicles per day. Section B has an LTS 3, due to the combined width of on-street parking and the bike lane being less than 13.5'. Section C has an LTS 2 due to speeds of 25 mph and no designate bicycle facility.

Pedestrian LTS

The LTS for this corridor is primarily LTS 3, due to sidewalk width less than 6'.

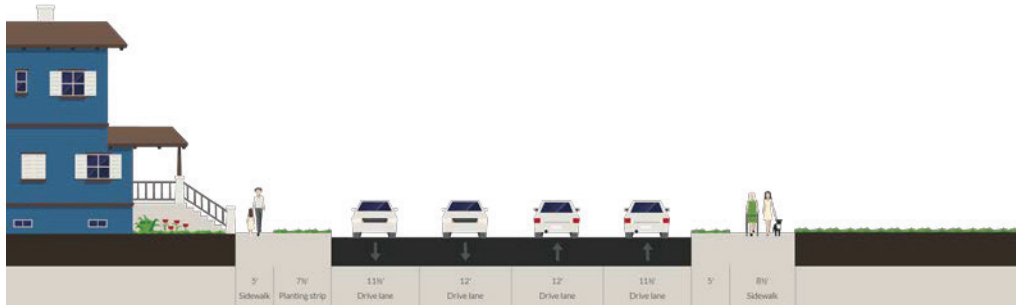


21ST AVENUE: HOVER STREET TO ALPINE STREET



EXISTING CROSS-SECTION AT MAJOR CHANGE POINTS

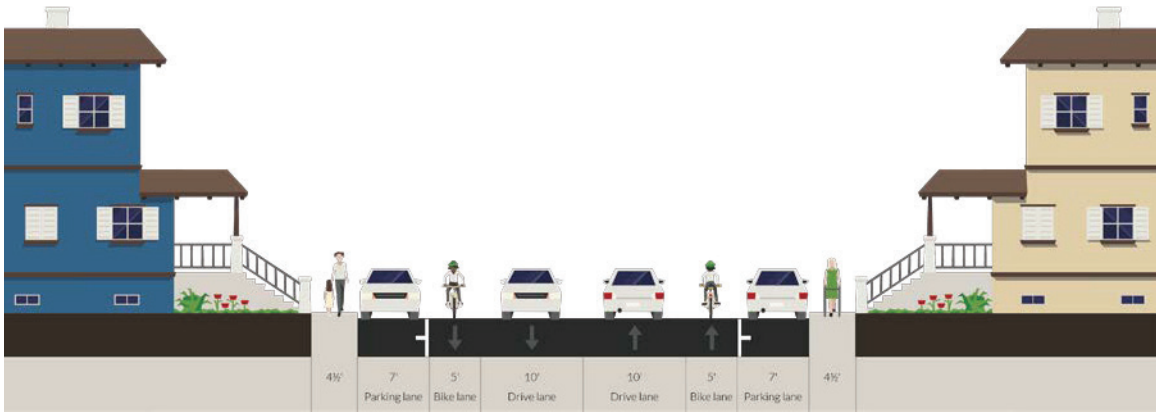
- a. 21st Avenue between Hover Street and Hackberry Circle, 75'-130' ROW



- b. 21st Avenue between Hackberry Circle and Main Street, 130'-160' ROW



- c. 21st Avenue between Main Street and driveway at Village II at Park Crest, 60'-70' ROW



d. 21st Avenue between driveway at Village II at Park to Mt Sneffels, 70' ROW



There is on street parking present on both sides until 50' before the railroad. Parking returns on the south side after the railroad. The bike lane is not present on either side of the street within 50' to the east and west of the railroad. Parking is present only on the south side from 50' east of the railroad to Mt. Sneffels. Bulbouts 50' on either side of the railroad cause a pinch point that eliminates parking and the bike lane.

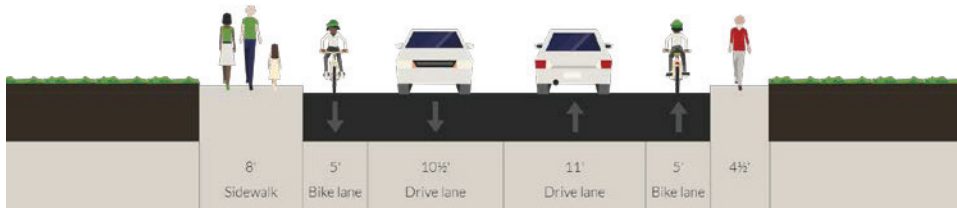
e. 21st Avenue between Mt Sneffels and Sunlight Drive, 60' ROW



The bike lane is missing on the north side until 115' west of Sunlight Drive.



f. 21st Avenue between Sunlight Drive and Alpine Drive, 60' ROW



The typical cross-section consists of no tree lawn buffer. However, in small sections the tree lawn buffer is up to 27'. Sidewalk width on the south side is primarily 4.5' but is up to 9' in some sections.

RIGHT-OF-WAY AT MAJOR CHANGE POINTS

The right-of-way, as shown in the cross-sections, varies from approximately 60' to 160' along the corridor.

ON-STREET PARKING

On-street parking exists on 21st Avenue between Main Street and right west of the railroad on both sides of the street and only the south side of the street between right east of the railroad and Sunlight Drive. On-street parking is not metered or time-restricted.

SIDEWALKS/TREE LAWNS

Sidewalks exist along the entire extent of this corridor, ranging in width from 4' to 9'. A tree lawn buffer exists in certain segments of the corridor. A large landscaped center median exists between Hackberry Circle and Main Street.

BIKE LANES

Bike lanes exist on 21st Avenue from Main Street to Alpine Street with a few small gaps. There are no designated bicycle facilities at the intersections.



EXISTING/PROPOSED TRANSIT FACILITIES

Route 326 currently runs on 21st Avenue between Hover Street and Gay Street. Route 327 currently runs on 21st Avenue between Main Street and Collyer Street. The BOLT, LSX, LX, and L currently run on 21st Avenue between Hover Street and Main Street.

TRAFFIC COUNTS

Average daily traffic volumes were:

- Section A, 5,500 vehicles in 2012
- Section B, 10,300 vehicles in 2015
- Section C 5,800 vehicles in 2015

Future 2040 traffic forecasts are:

- Section A, 4,000 vehicles
- Section B, west of Francis Street, 8,600 vehicles
- Section B, east of Francis Street, 7,500 vehicles
- Section B, east of Gay Street, 9,200 vehicles

LEVEL OF TRAFFIC STRESS

Bicycle LTS

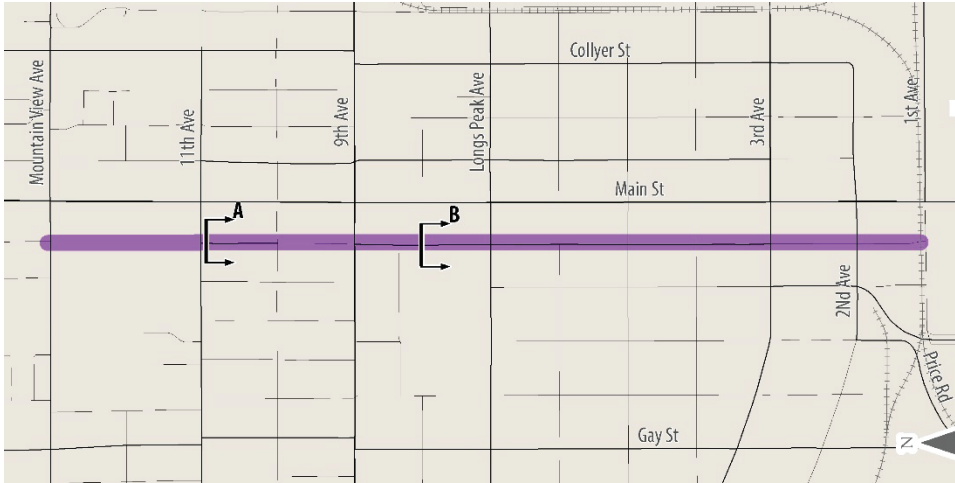
Section A and B have an LTS 4. Section C has an LTS 3, due to the combined width of the parking and bike lane being less than 13.5'. Section D and E have an LTS 5 due to gaps in the bike lane. Section F has an LTS 2, due to the width of the bike lane being 5.5' or less.

Pedestrian LTS

The LTS is primarily a 3 along Section A of the corridor, due to sidewalk widths. In Section B, the LTS is a 3 on the north side but 2 on the south side where the sidewalk is wider but speeds are 35 mph. Section C has an LTS 3 due to sidewalk width. Section D, E and F on the north side is LTS 1 and LTS 2 on the south side in Section D and E and LTS 3 in Section F.



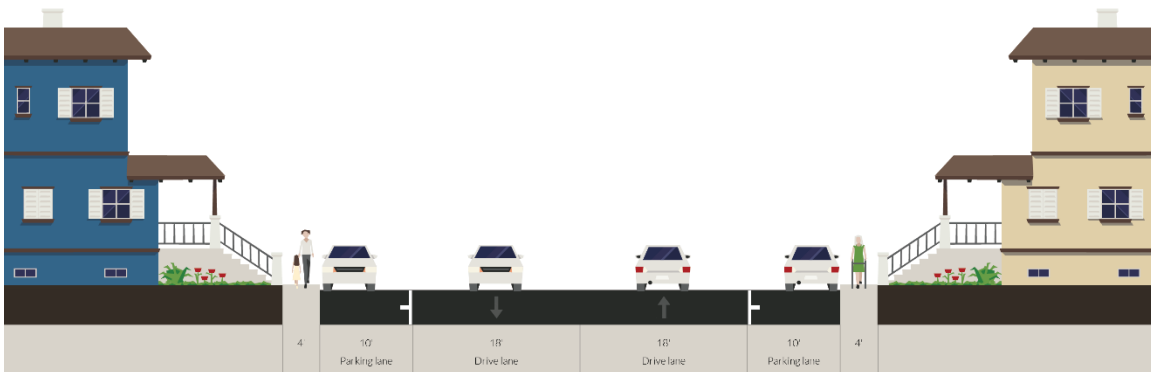
COFFMAN STREET: 11TH AVENUE TO ST VRAIN GREENWAY



EXISTING CROSS-SECTION AT MAJOR CHANGE POINTS

- a. Coffman Street between 11th and 8th Avenue, 72'-100' ROW

Coffman Street: a

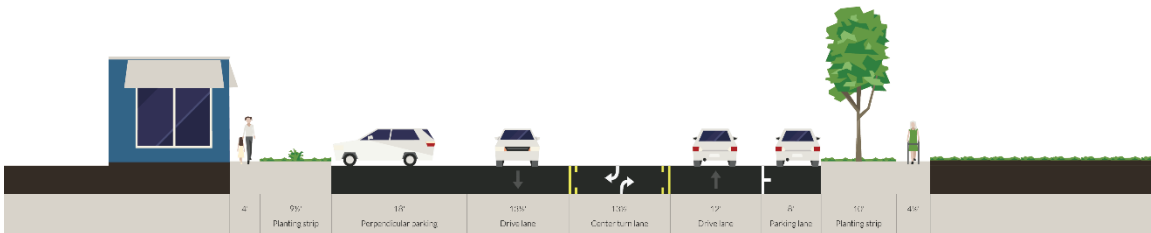


The width of the parking plus drive lane varies from 17' to 30' but the typical width is 28'.



- b. Coffman Street between 8th Avenue and 1st Avenue, 95'-100' ROW

Coffman Street: b



The tree lawn buffer width varies from nonexistent to 18' but the typical width is 10'. Sidewalks are not present between 2nd and 1st Avenues. The center turn lane does not exist between 8th and 6th Avenues. Parking is primarily angled on one side and parallel on the other side of the street with short segments of exception where there is no parking or parallel parking on both sides of the street.

- c. Coffman Street between 1st Avenue and St Vrain Greenway

The majority of this road will be new construction and should be analyzed based on proposed roadway design.

RIGHT-OF-WAY AT MAJOR CHANGE POINTS

The right-of-way, as noted in the cross-sections, varies from 54' to 94' along the corridor.

ON-STREET PARKING

On-street parking, both parallel and angled, exists along the majority of the corridor as shown in the previous cross-sections. On-street parking is not metered but parking between 3rd and 8th Avenues has a two-hour limit on weekdays from 8 am to 6 pm.



SIDEWALKS/TREE LAWNS

Sidewalks exist along the whole extent of this corridor, except between 1st and 2nd Avenue on both sides of the street. In Section A, there is no tree lawn buffer present except along one parcel. In Section B, an 8' to 20' tree lawn or amenity zone is present in the majority of the corridor; however there are a few parcels with no amenity zone. The majority of sidewalks are between 4' and 6' in width.

BIKE LANES

Bike lanes are not present on this corridor. There are sharrows southbound between 9th Avenue and Longs Peak Avenue.

EXISTING/PROPOSED TRANSIT FACILITIES

The BOLT, LSX, LX and L currently run on Coffman Street between 9th Avenue and 6th Avenue. Route 323, 324, 326, and 327 stop at the 8th Avenue and Coffman Park-n-Ride.

TRAFFIC COUNTS

Average daily traffic volumes were:

- South of 9th Avenue, 6,700 vehicles in 2013
- South of 4th Avenue, 6,700 vehicles in 2013
- Between 2nd and 3rd Avenues, 3,900 vehicles in 2012

Future 2040 traffic forecasts are not available for Coffman Avenue.

LEVEL OF TRAFFIC STRESS

Bicycle LTS

The LTS on the majority of the corridor, between Mountain View Avenue and 3rd Avenue is a 4, based on volumes over 6,000 vehicles per day. The LTS between 3rd Avenue and 1st Avenue is a 3, based on recorded volumes of 3,900.

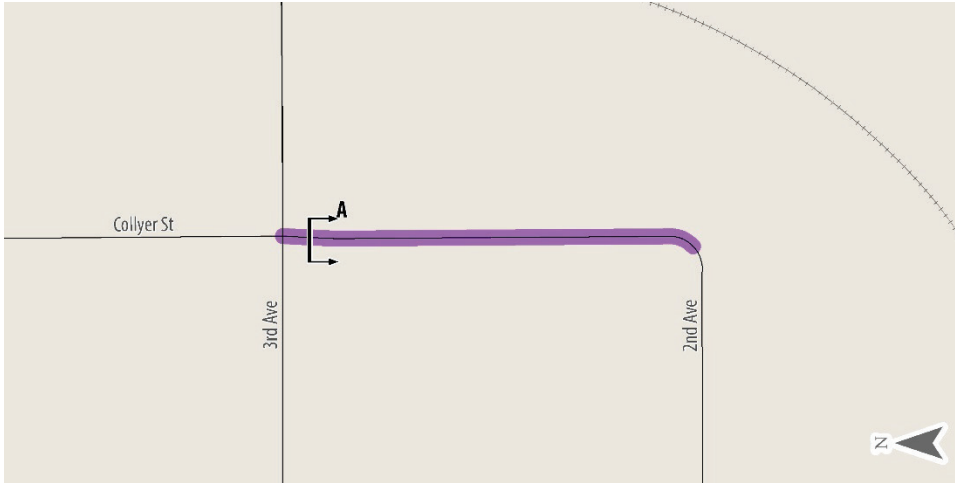


Pedestrian LTS

The LTS for this corridor is primarily LTS 3 due to sidewalk width less than 6'.



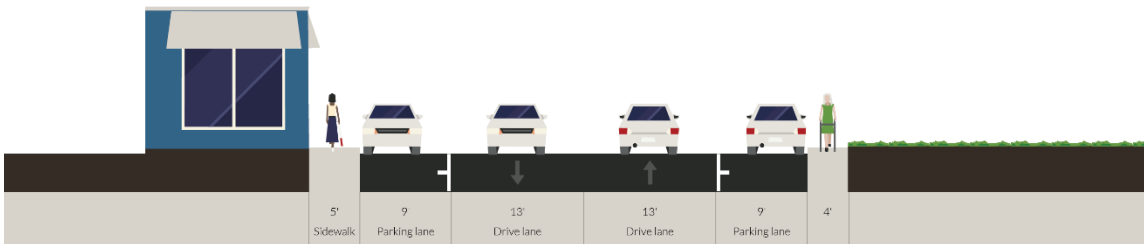
COLLYER STREET: 2ND AVENUE TO 3RD AVENUE



EXISTING CROSS-SECTION AT MAJOR CHANGE POINTS

- a. Collyer Street between 2nd Avenue and 3rd Avenue, 53' ROW

Collyer Street: a



RIGHT-OF-WAY AT MAJOR CHANGE POINTS

The right-of-way, as noted in the cross-section, is 53'.



ON-STREET PARKING

On-street parallel parking exists along the entire the corridor as shown in the previous cross-section. On-street parking is not metered or time-restricted.

SIDEWALKS/TREE LAWNS

Sidewalks are present along the entire corridor, ranging in width from 4' to 5' except at a large curb cut on the east side at the southern portion of the block. A buffer is present under one parcel.

BIKE LANES

No bicycle facilities exist along the corridor.

EXISTING/PROPOSED TRANSIT FACILITIES

There are no existing or proposed transit routes on Collyer Street on these extents.

TRAFFIC COUNTS

The average daily traffic on Collyer Street at this section was 2,000 vehicles in 2012.

Future 2040 traffic forecasts are not available for Collyer Street.

LEVEL OF TRAFFIC STRESS

Bicycle LTS

There is no posted speed limit along this block, but assuming the speed limit is 25 mph consistent with 2nd Avenue, the LTS is 2.

Pedestrian LTS

The LTS for this corridor is primarily LTS 3, due to sidewalk width less than 6'.



DRY CREEK DRIVE: S FORDHAM STREET TO DRY CREEK DRIVE NORTH-SOUTHBOUND



EXISTING CROSS-SECTION AT MAJOR CHANGE POINTS

- a. Dry Creek Drive between S Fordham Street and Dry Creek Drive north-southbound, 57' ROW



RIGHT-OF-WAY AT MAJOR CHANGE POINTS

The right-of-way, as noted in the cross-section, is 57' along the corridor.



ON-STREET PARKING

There is no on-street parking present along the corridor.

SIDEWALKS/TREE LAWNS

Sidewalks exist along the entire corridor. There is no tree lawn buffer present.

BIKE LANES

Bike lanes exist on the entire corridor. There are no designated bicycle facilities at the intersections. The width of the bike lane varies from 5' to 5.5' and includes the gutter pan.

EXISTING/PROPOSED TRANSIT FACILITIES

There are no existing or proposed transit routes on Dry Creek Drive within these extents.

TRAFFIC COUNTS

The average daily traffic on Dry Creek Drive was 1,900 vehicles in 2014.

Future 2040 traffic forecasts are not available for Dry Creek Drive.

LEVEL OF TRAFFIC STRESS

Bicycle LTS

The LTS along the entire corridor is 3 based on a posted speed limit of 35 mph.

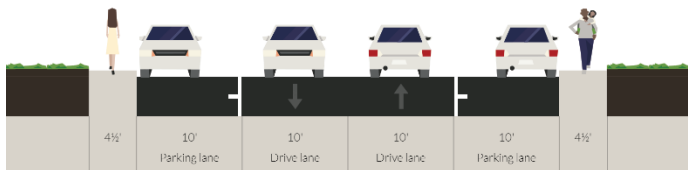
Pedestrian LTS

The LTS for this corridor is primarily LTS 3 due to sidewalk width less than 6'.

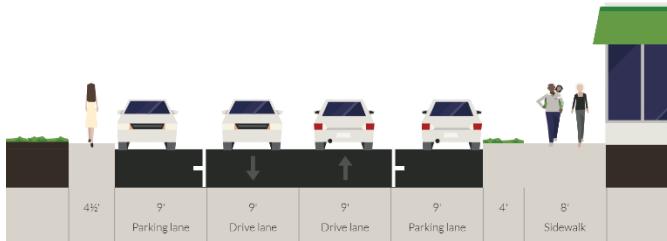


EMERY STREET: MOUNTAIN VIEW AVENUE TO 1^S AVENUE

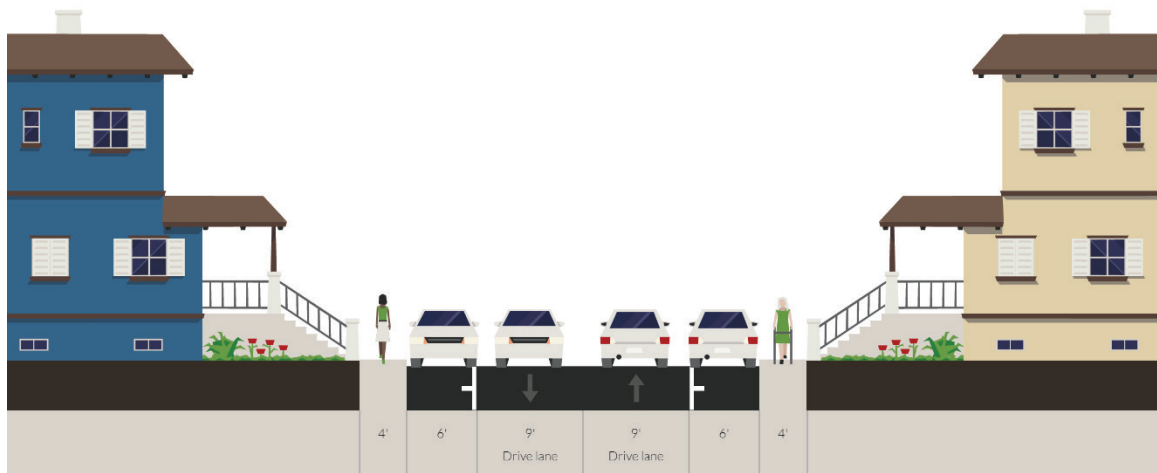
- a. Emery Street between Mountain View Avenue and 11th Avenue, 50' ROW



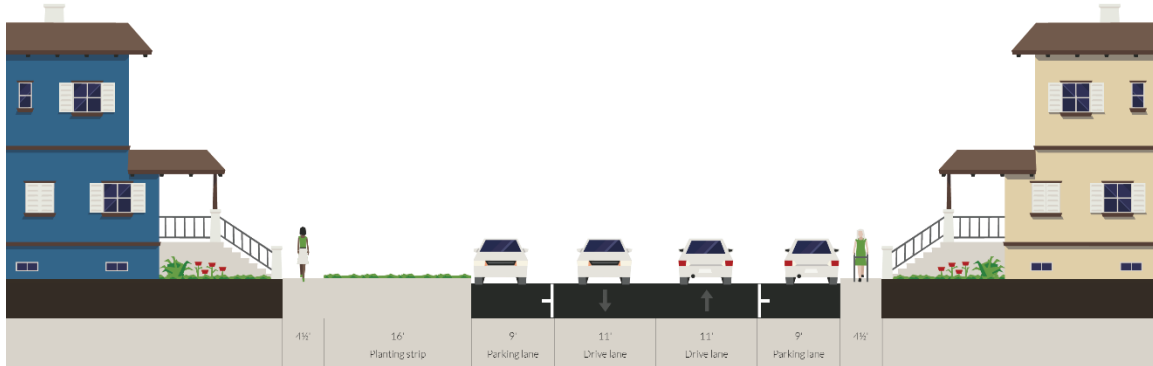
- b. Emery Street between 11th Avenue and 10th Avenue



- c. Emery Street between 10th Avenue and 9th Avenue



- d. 9th Avenue to 1st Avenue, 100' ROW



Curb to curb width varies between 43' and 47', except for 4th Avenue to 3rd Avenue that has diagonal parking. Sidewalk buffers are present along most of the west side but only part of the east side.

RIGHT-OF-WAY AT MAJOR CHANGE POINTS

The right-of-way, as noted in the cross-sections, varies from 50' to 110' along the corridor.

ON-STREET PARKING

On-street parking exists along the majority of the corridor as shown in the previous cross-sections. On-street parking is not metered or time-restricted.

SIDEWALKS/TREE LAWNS

Sidewalks exist along the majority extent of this corridor, aside from a couple of missing parcels in the southern section. All sidewalks are between 4' and 6' in width. Tree lawn buffers are present along most parcels in the corridor and range in width from 5' to 24'.

BIKE LANES

There are no bike lanes present on this corridor.

EXISTING/PROPOSED TRANSIT FACILITIES

There are no existing or proposed bus lines present on this corridor.



TRAFFIC COUNTS

There are no recorded traffic volumes available on this corridor.

Future 2040 traffic forecasts are not available for Emery Avenue.

LEVEL OF TRAFFIC STRESS

Bicycle LTS

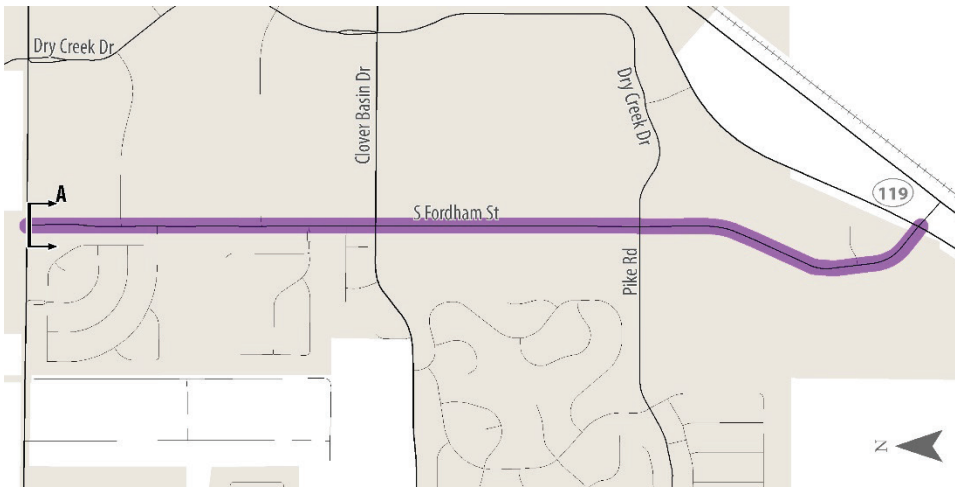
Section A has an LTS 2, due to a posted speed limit of 25 mph.

Pedestrian LTS

The LTS for this corridor is primarily LTS 3, due to sidewalk width less than 6'.

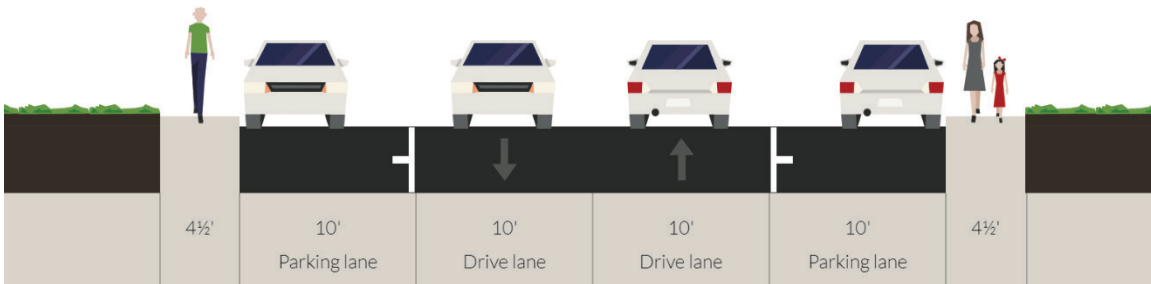


FORDHAM STREET: MOUNTAIN VIEW TO RAILROAD AND NELSON ROAD TO PIKE ROAD/DRY CREEK DRIVE



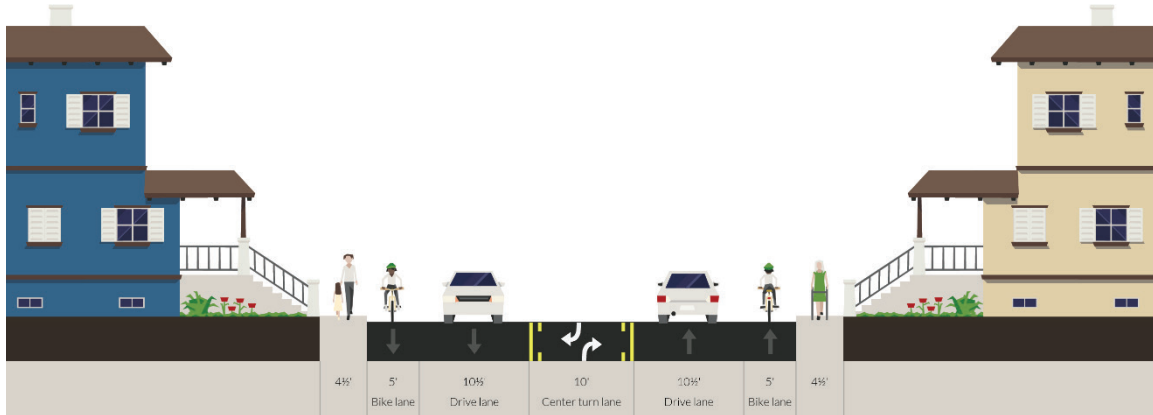
EXISTING CROSS-SECTION AT MAJOR CHANGE POINTS

- a. Fordham Street: Mountain View to railroad, 60' ROW



Sidewalk is missing on the west side of the southern part of this segment along the golf course.

- b. S Fordham Street between Nelson Road and Pike Road/Dry Creek Drive, 58'-62' ROW



RIGHT-OF-WAY AT MAJOR CHANGE POINTS

The right-of-way, as noted in the cross-sections, varies from 58' to 62' along the corridor.

ON-STREET PARKING

There is on-street parking along section A but no on-street parking present along Section B of the corridor.

SIDEWALKS/TREE LAWNS

Sidewalks exist along the majority of this corridor, with missing sidewalks between Clover Basin Drive and Dry Creek Drive on the east side and adjacent to a few additional parcels including the golf course in Segment A. Sidewalk varies in width from 4.5' to 6'.

BIKE LANES

There are no bike lanes in Segment A. Bike lanes exist on the entire section of Segment B with a few small gaps at the approach to intersections. There are no designated bicycle facilities at the intersections. The width of the bike lane varies from 4' to 5.5' and includes the gutter pan.

EXISTING/PROPOSED TRANSIT FACILITIES

There are no existing or proposed transit routes on S Fordham Street within these extents.



TRAFFIC COUNTS

Average daily traffic volumes were:

- Segment A is 1,200 in 2014
- Section B was between 1,600 and 1,900 vehicles per day based on three locations of counts performed in 2013.

Future 2040 traffic forecasts are not available for S Fordham Avenue.

LEVEL OF TRAFFIC STRESS

Bicycle LTS

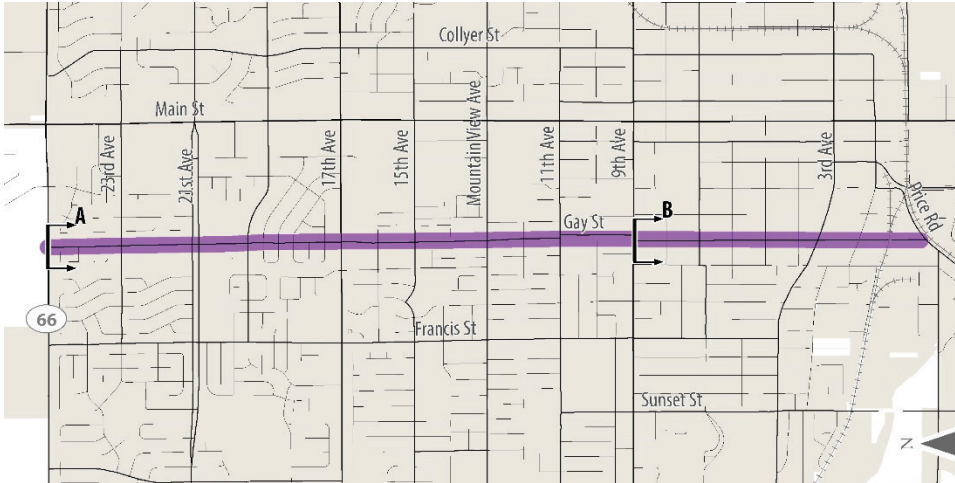
The LTS along the entire corridor is 3, based on a posted speed limit of 35 mph.

Pedestrian LTS

The LTS for this corridor is primarily LTS 3, due to sidewalk width less than 6'.

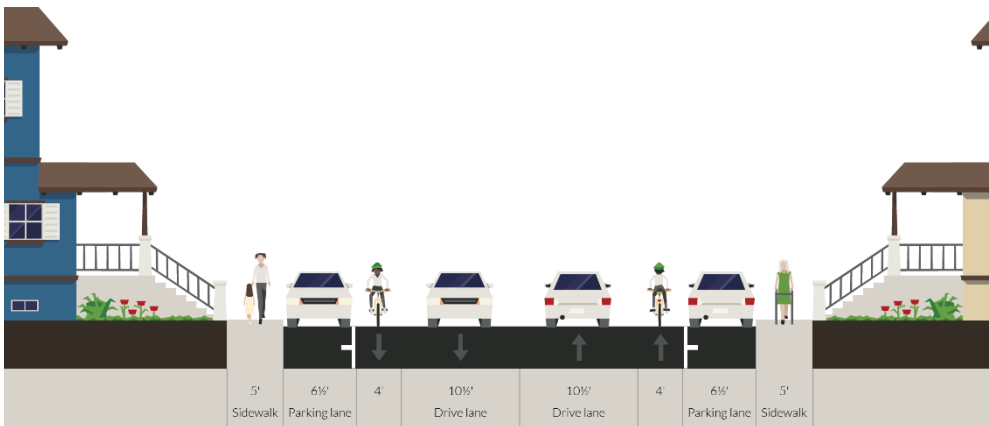


GAY STREET: HIGHWAY 66 TO PRICE ROAD



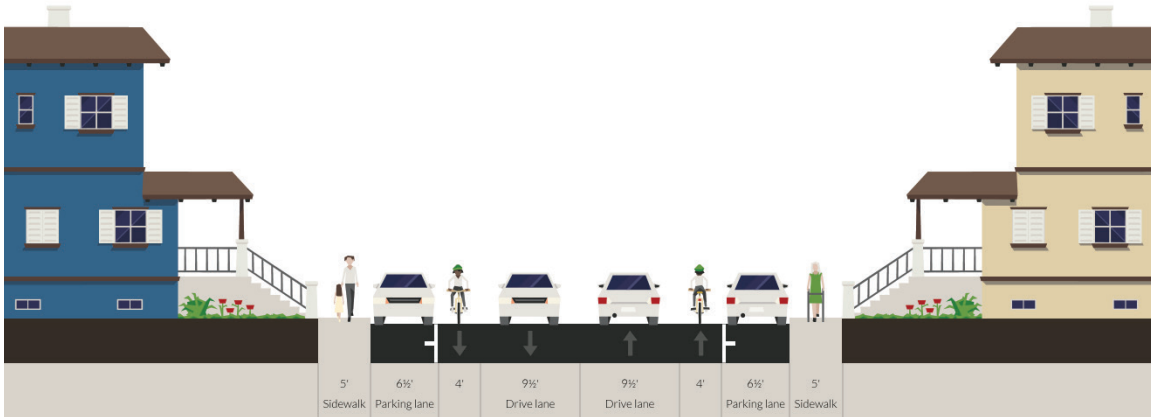
EXISTING CROSS-SECTION AT MAJOR CHANGE POINTS

- a. Gay Street between Highway 66 and 17th Avenue, 70-78' ROW



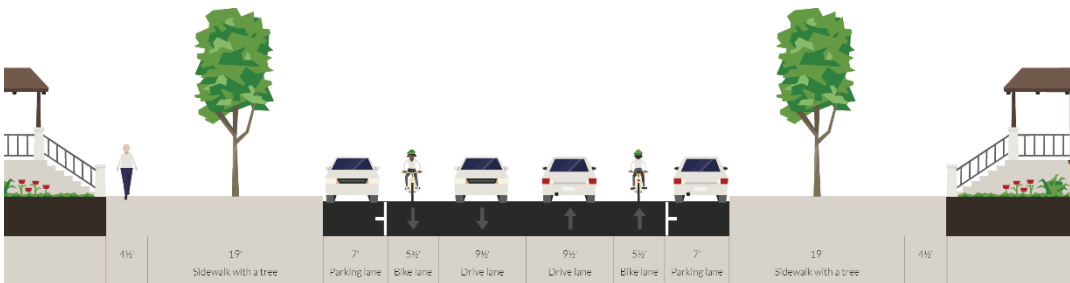
The typical sidewalk width is 5' but throughout this section of the corridor the width of the sidewalk ranges between 4.5' and 5.5'. The width of the parking lane plus bike lanes varies from 10' to 12.5' with a typical width of 10.5', and the width of the drive lane ranges from 9.5' to 15' but the typical width is 10.5'.

- b. Gay Street between 17th Avenue and 9th Avenue, 50-75' ROW



The typical sidewalk width is 5' but throughout this section of the corridor the width of the sidewalk ranges between 4.5' and 5.5'. The width of the parking lane plus bike lanes varies from 10' to 12.5' with a typical width of 10.5', and the width of the drive lane ranges from 9.5' to 15' but the typical width is 10.5'.

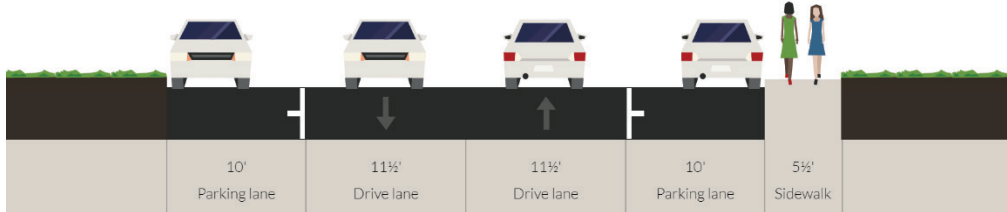
c. Gay Street between 9th Avenue and 2nd Avenue, 75'-100' ROW



The tree lawn buffer is not present between 2nd Avenue and Price Road.

The width of the buffer varies slightly from 18' to 20' and the width of the parking lane plus bike lane varies from 11' to 12'.

d. Gay Street from 2nd Avenue to Price Road, 100' ROW



Sidewalks are missing on the west side throughout the whole segment and are present inconsistently on the east side.

RIGHT-OF-WAY AT MAJOR CHANGE POINTS

The right-of-way, as noted in the cross-sections, varies from 50' to 100' along the corridor. This variation is primarily due to the tree lawn buffer present south of 9th Avenue.

ON-STREET PARKING

On-street parking exists along the entire the corridor as shown in the previous cross-sections. On-street parking is not metered or time-restricted.

SIDEWALKS/TREE LAWNS

Sidewalks exist along the entire extent of this corridor and varies between 4.5' and 5.5'. A 20' landscaped buffer exists on both sides of the street between 9th Avenue and 2nd Avenue. A landscaped buffer does not exist in the remainder of the corridor.

BIKE LANES

Bike lanes exist on the entire corridor with a few short gaps. Some segments of bike lane are shared with on-street parking, without striping to differentiate between the two spaces. There are no designated bicycle facilities at the intersections.

EXISTING/PROPOSED TRANSIT FACILITIES

Transit service currently exists on only four blocks of Gay Street; route 326 runs on Gay Street between 23rd and 21st Avenues and between 9th Avenue and Longs Peak Avenue.



TRAFFIC COUNTS

Average daily traffic volumes range along the corridor from 1,400 to 2,600 vehicles per day. One count outside this range is just south of Highway 66, with 900 vehicles per day.

Future 2040 traffic forecasts are not available for Gay Street.

LEVEL OF TRAFFIC STRESS

Bicycle LTS

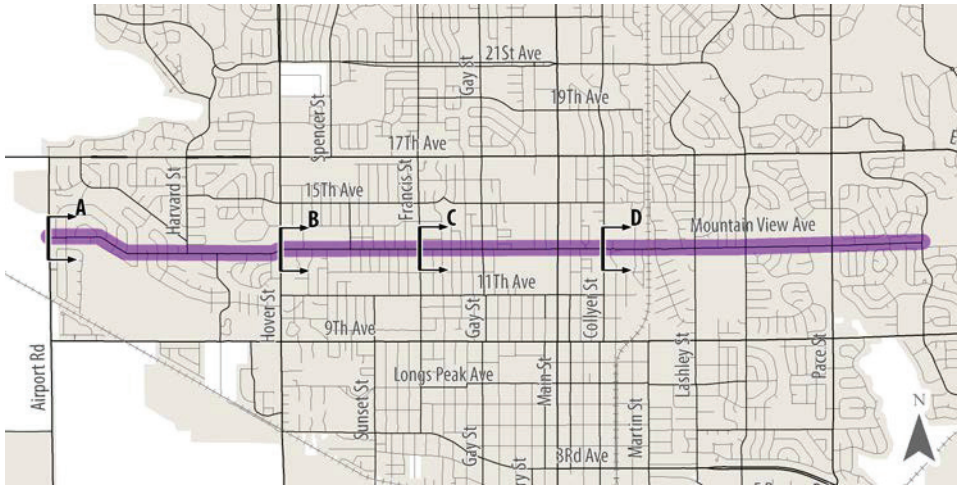
The entire corridor has an LTS 3 due to the combined width of the parking and bike lane being less than 13.5'.

Pedestrian LTS

The LTS for this corridor is primarily LTS 3 due to sidewalk width less than 6' and an LTS 4 in the majority of Section D.

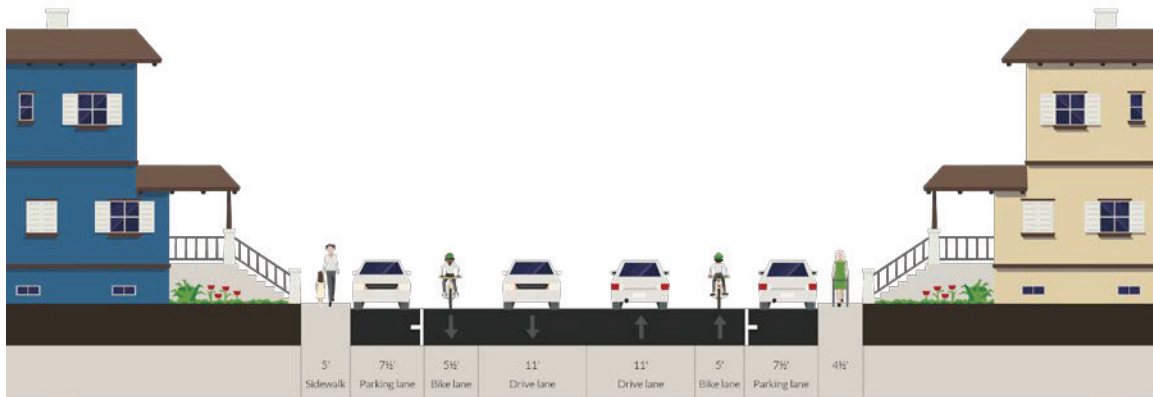


MOUNTAIN VIEW AVENUE: AIRPORT ROAD TO DEERWOOD DRIVE

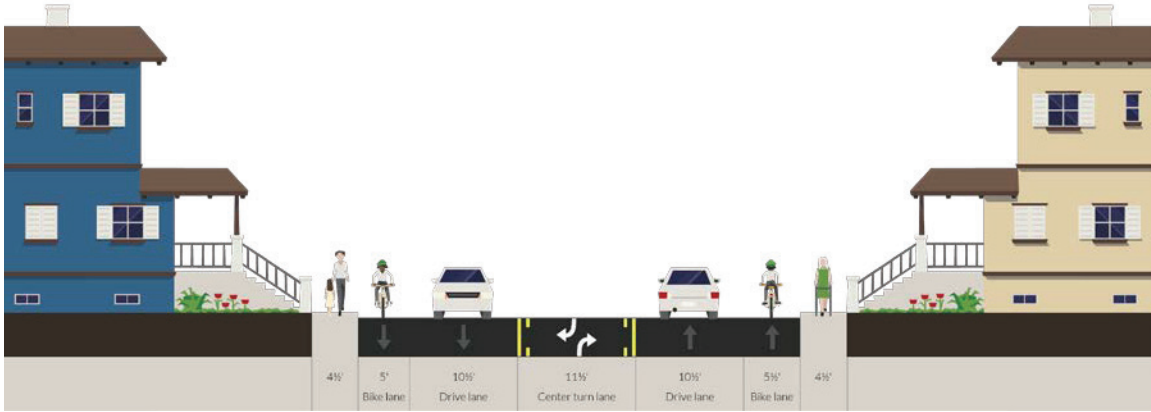


EXISTING CROSS-SECTION AT MAJOR CHANGE POINTS

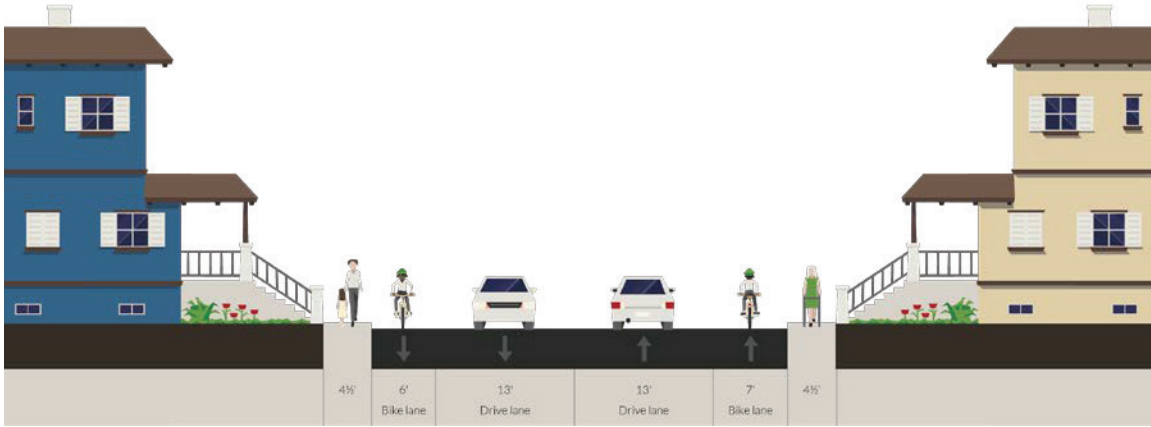
- a. Mountain View Avenue between Airport Road and Hover Street, 70' ROW



- b. Mountain View Avenue between Hover Street and Francis Street, 60-70' ROW



c. Mountain View Avenue between Francis Street and Bross Street, 55-75' ROW



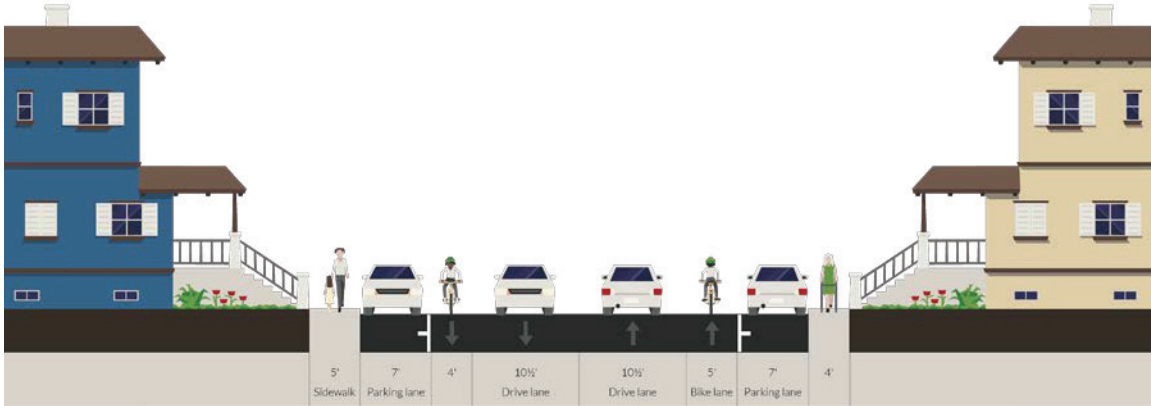
On-street parking is present on the north side of the street, east of Bross Street. A shared parking and bike lane begins east of Main Street on the south side.

d. Mountain View Avenue between Bross Street and Collyer Street, 56'-75' ROW

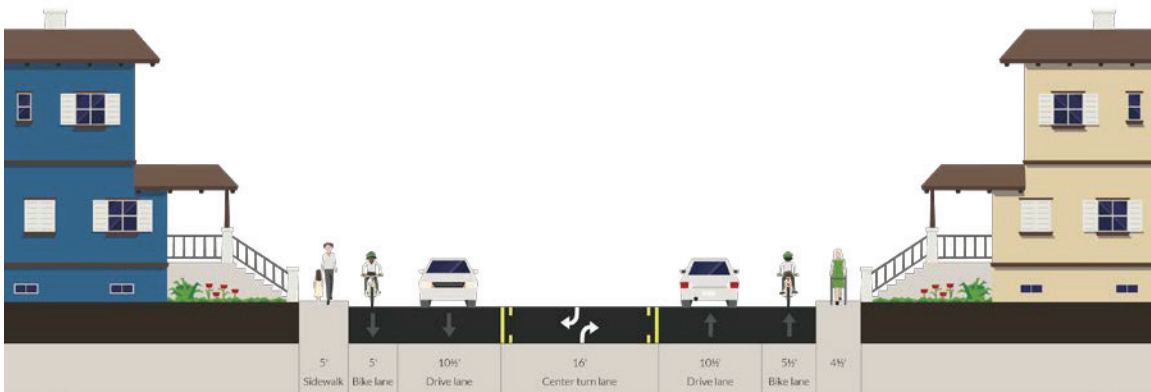




e. Mountain View Avenue between Collyer Street and Alpine Street, 55-73' ROW



f. Mountain View Avenue between Alpine Street and Deerwood Drive, 62-80' ROW



The typical bike lane width is 5' but it varies in width from 5' to 6.5'.

RIGHT-OF-WAY AT MAJOR CHANGE POINTS

The right-of-way, as noted in the cross-sections, varies from 55' to 80' along the corridor.

ON-STREET PARKING

On-street parking exists along the majority of the corridor as shown in the previous cross-sections. On-street parking is not metered or time-restricted.



SIDEWALKS/TREE LAWNS

Sidewalks exist along the whole extent of this corridor, aside from a missing parcel on the south side, west of Pace Street and west of Baker Street. All sidewalks are between 4' and 6' in width. Tree lawn buffers are not present on the corridor except for adjacent to a few parcels.

BIKE LANES

Bike lanes exist on the entire corridor with a few small gaps. Some segments of bike lane are shared with on-street parking, with no striping to distinguish between the two. There are no designated bicycle facilities at the intersections.

EXISTING/PROPOSED TRANSIT FACILITIES

Route 326 currently runs on Mountain View Avenue between Hover Street and Francis Street. Route 323 currently runs on Mountain View Avenue between Alpine Street and Pace Street.

TRAFFIC COUNTS

Average daily traffic volumes were:

- Section A at Yale Drive, 2,500 vehicles in 2013
- Section A west of Hover Street, 5,300 vehicles in 2014
- Section B, between 8,300 and 8,500 vehicles in 2012
- Section C, 7,300 vehicles in 2015
- Section D west side, 7,100 vehicles in 2016
- Section D east side, 5,600 vehicles in 2015
- Section F east of Alpine Street, 6,000 vehicles in 2016
- Section F east of Pace Street, 3,200 vehicles, in 2016

Future 2040 traffic forecasts are not available for Mountain View Avenue.



LEVEL OF TRAFFIC STRESS

Bicycle LTS

Section A has an LTS 3, due to the combined width of the parking and bike lane being less than 13.5'. Section B has an LTS 2, with bike lanes 5.5' or less and a speed limit of 30 mph. The majority of Section C is LTS 1 due to the bike lane width being 6' or wider and a posted speed limit of 30 mph; some sections where the bike lane narrows, however, are an LTS 2. Section D has an LTS 3, due to the combined width of on-street parking and the bike lane being less than 13.5'. Section E and F have an LTS 2, with bike lanes 5.5' or less and a speed limit of 30 mph.

Pedestrian LTS

The LTS for this corridor is primarily LTS 3, due to sidewalk width less than 6'.



PACE STREET: 3RD AVENUE TO ST VRRAIN GREENWAY

This roadway is not yet constructed and will be evaluated upon completion of roadway design.



PRICE ROAD: PRATT STREET TO NELSON ROAD



EXISTING CROSS-SECTION AT MAJOR CHANGE POINTS

- a. Price Road between Pratt Street and the Boston Avenue, 50-60' ROW



There is no curb present on the south side.

- b. Boston Avenue to cul-de-sac, 6-' ROW



Striping is not present to distinguish between drive lanes and parking or directional travel.

- c. Price Road between Forbes Court and Nelson Road, 50'-60' ROW



The tree lawn buffer is not present between S Francis Street and Nelson Road.

RIGHT-OF-WAY AT MAJOR CHANGE POINTS

The right-of-way, as noted in the cross-sections, varies from 50' to 60' along the corridor.

ON-STREET PARKING

On-street parallel parking exists along the entire corridor. Parking is not metered or time-restricted.

SIDEWALKS/TREE LAWNS

Sidewalks are missing on both sides of the street in Section A. Sidewalks are missing on the southeast side of the street in Section B. A buffer is present only between Forbes Court and S Francis Street on the northwest side of the street and is 16' wide.



BIKE LANES

No bicycle facilities exist along the corridor.

EXISTING/PROPOSED TRANSIT FACILITIES

There are no existing or proposed transit routes on Price Road within these extents.

TRAFFIC COUNTS

The average daily traffic was 900 on Section B in 2013.

Future 2040 traffic forecasts are not available for this section of Price Road.

LEVEL OF TRAFFIC STRESS

Bicycle LTS

Based on the posted speed limit of 25 mph the LTS is 2 along this corridor.

Pedestrian LTS

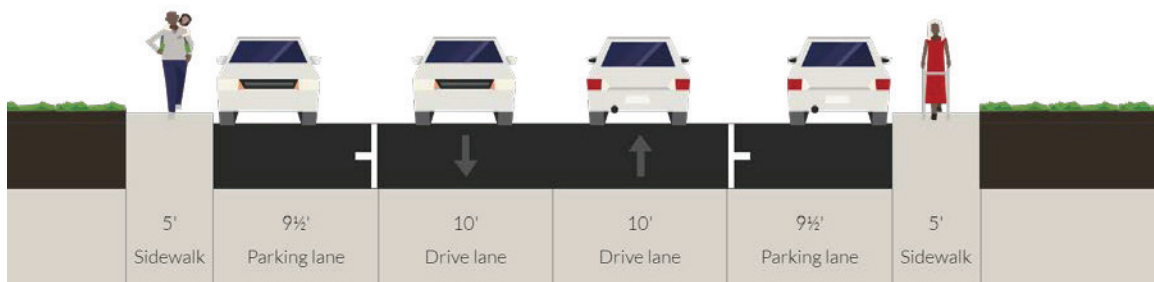
The LTS for this corridor is primarily LTS 3 due to the absence of sidewalk or width less than 6'.



SUNSET STREET: CREEKSIDE DRIVE TO PLATEAU ROAD

EXISTING CROSS-SECTION AT MAJOR CHANGE POINTS

- a. Sunset Street between Creekside Drive to Plateau Road, 60' ROW



RIGHT-OF-WAY AT MAJOR CHANGE POINTS

The right-of-way is 60' along the corridor.

ON-STREET PARKING

There is on-street parking along the entire corridor.

SIDEWALKS/TREE LAWNS

There are sidewalks present along this segment.

BIKE LANES

No bicycle facilities exist along the corridor.

EXISTING/PROPOSED TRANSIT FACILITIES

There are no existing or proposed transit routes on Sunset Street within these extents.