Street Typologies

A context-sensitive approach for designing Gilbert's streets

Why Street Typologies?

Cities and states across the United States use the Federal Highway Administration's (FHWA) functional classification to organize their streets into a system of arterial, collector, and local streets. The functional classification system defines a street's role in moving cars within a larger network, considering the balance between 'mobility'– the street's ability to move cars– and 'access'– the ease with which cars can access adjacent streets and property along the road. For example, arterial streets provide higher levels of mobility for cars but lower levels of access to abutting land.

While the functional classification system helps to create a rational street network for moving cars, it does not consider the diversity of users on Gilbert's streets–people walking, biking, and taking transit–and their needs. The functional classification system also applies a "one size fits all" approach to streets, assuming that all collectors or all arterials should function and be designed in the same manner regardless of surrounding land uses or the destinations a street connects.

As Gilbert continues to grow, its streets must adapt so that people of all ages and abilities and using all modes have access to complete networks that enable them to safely, conveniently and comfortably travel across the Town. Gilbert's street typologies include design guidance, standards, and processes to achieve this vision.

What Are Street Typologies?

Street typologies provide context-specific design strategies for retrofitting existing streets or developing new corridors. Gilbert's Street Typologies work hand-in-hand with the Town's existing engineering standards and General Plan to help deliver the Town's vision for transportation. Gilbert's Street Typologies provide additional design guidance to help develop streets that are responsive to the local context and needs of the adjacent land uses and are safe, convenient, and comfortable for everyone, whether they drive, walk, bike, or use transit.

Gilbert's Street Typologies are organized by roadway functional classification and land use place types (shown to the right). Land use place types were based on Gilbert's General Plan and developed in consultation with staff and stakeholders. In total, there are 16 street typologies, each a unique combination of functional classification and land use place type. Not every functional classification runs through all place types.

Functional Classifications

- Major Arterial
- Minor Arterial
- Collector
- Local

Land Use Place Types

- Recreation/Open Space
- Residential
- Neighborhood Activity Center
- Regional Activity Center
- Heritage District

Street Typologies

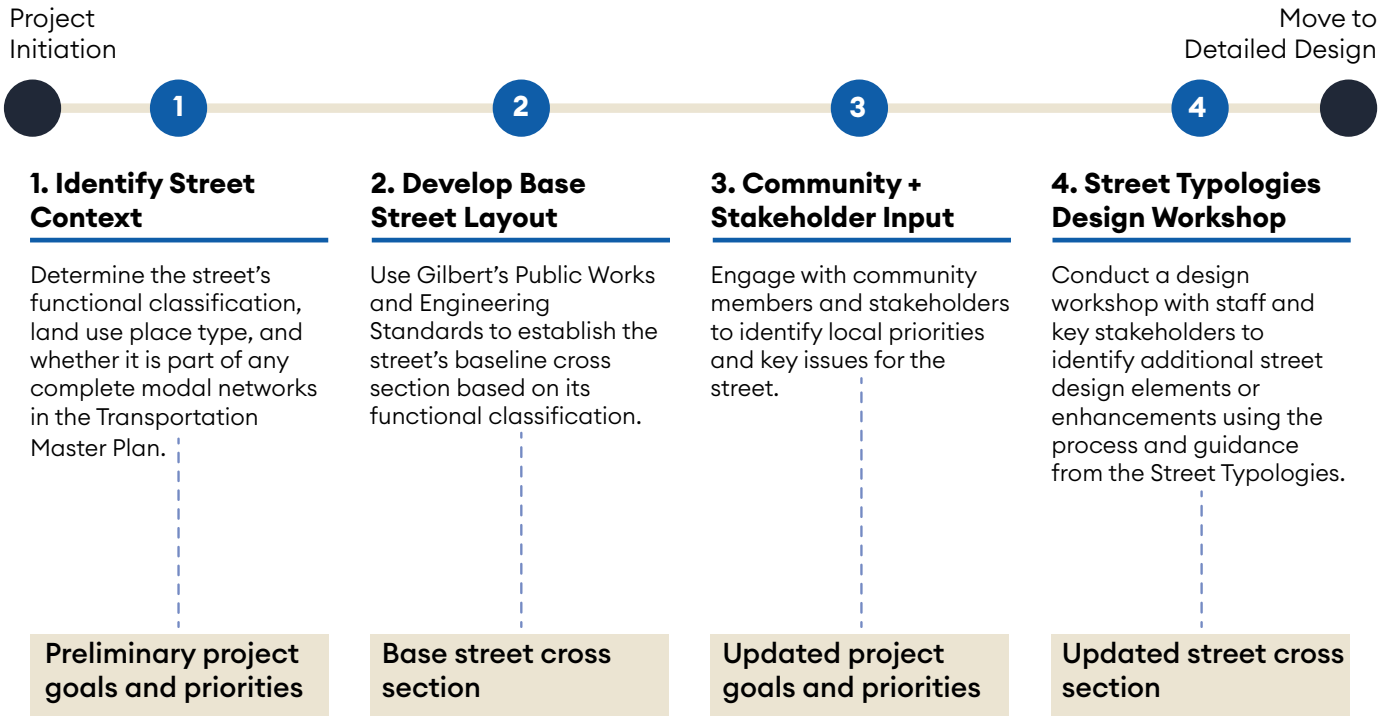
Applying Street Typologies in Gilbert

Gilbert's Street Typologies will assist planners, engineers, designers, and developers in building high-quality streets that complement surrounding land uses, respond and enhance each street's unique context, and come together to create complete networks that connect neighborhoods, community destinations, and activity centers for people using all modes of transportation.

The Street Typologies apply to the design of new streets, both by the Town and private developers, as well as projects where the Town is conducting significant work on an existing streets (e.g., resurfacing, reconstruction, utility work). Taking advantage of these opportunities when work is already being conducted within the right of way to implement additional street enhancements is an efficient pathway to consistently upgrade Gilbert's streets. Applying the Street Typologies can help streamline and systematize these improvements.

A traditional street design process typically involves applying just the standards for the appropriate functional classification. With a typology design process, streets with the same functional classification receive different design treatments based on the adjacent land use place type, modal priorities, and surrounding context. The flow chart below demonstrates how the typology design process can be used in conjunction with Gilbert's existing standards through coordination and collaboration across staff and other stakeholders.

Project Scoping and Conceptual Design With Street Typologies



Customizing Streets with Typologies

1 Determine functional classification and land use of corridor

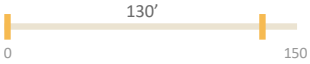
Locate typology guidance:

2 Determine modal priorities

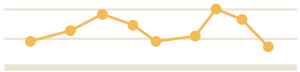
Reference complete modal networks and identify overlap/connections.

3 For existing corridors, gather key ROW, traffic and safety data

Total Available Corridor Right-of-Way (ROW)



Current and Projected Traffic Volumes



Specific Safety Issues

Speeding, high pedestrian crash rates, nearby schools, frequent driveways, etc...

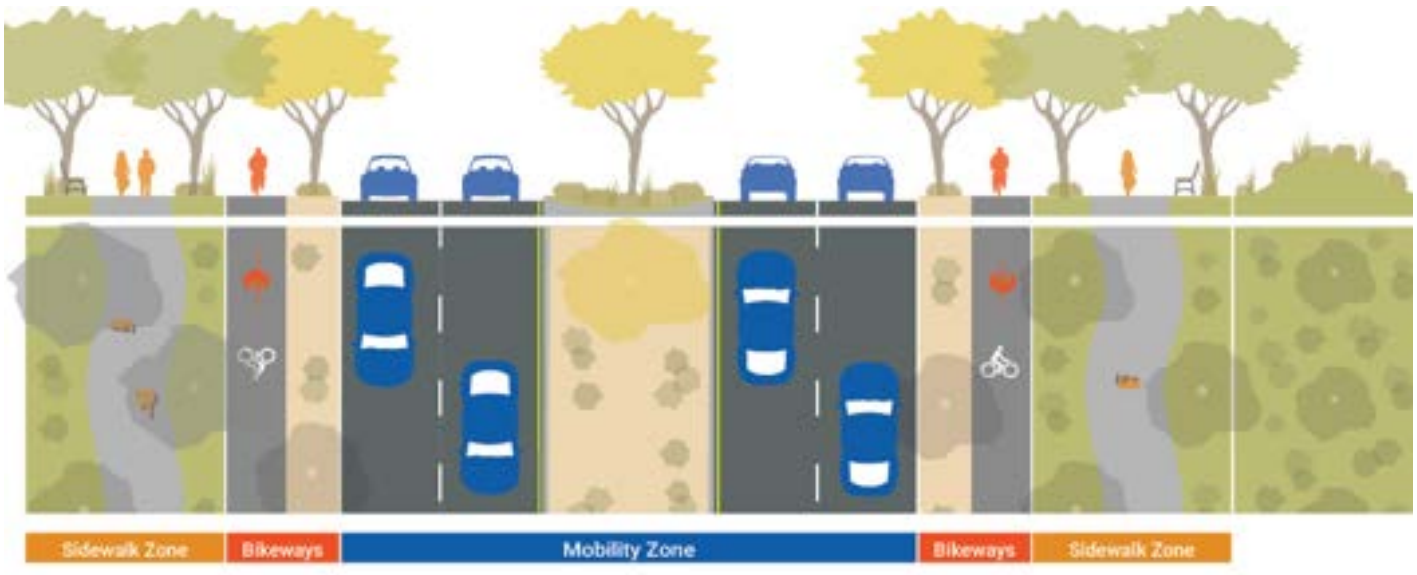
4 Allocate space to accommodate all users

Identify Minimum:

- Travel lanes
- Sidewalk width
- Landscape width
- Bicycle facilities

5 Allocate remaining street right of way

Allocate space based on modal overlay, safety and land use context.



Sample Cross Section

Street Typologies

How To Use This Document

Each of the 16 street typologies has its own sheet which details its functional classification and place type designation; describes the typology and its key characteristics; lays out a preliminary process for determining the appropriate number of travel lanes; provides details on the dimensions of street elements; shows example street cross sections; and provides additional guidance on certain street design elements.

Street typology name with functional classification and place type.

Description of the street typology and information on available right of way, target speed, and target shade covering.

Example street cross sections illustrate how to apply the typology guidance based on a street's individual context and unique priorities. Each street's ultimate cross section will differ.

Initial guidance on the appropriate number of travel lanes given anticipated volumes. Guidance should be complemented by detailed traffic analysis.

Preferred and allowable dimensions for street design elements tailored to the place type and context.

Each typology includes additional guidance (either on the page with example cross sections or on subsequent pages) on key street design elements such as crosswalks, bikeways, medians, and traffic calming.

Street Design Principles & Expected Benefits

Gilbert has set four main goals around mobility and transportation:

1. **Manage Congestion**
2. **Improve Mobility Choices**
3. **Enhance Travel Safety**
4. **Plan for Technology**

To the right are five core street design principles to help the Town meet those goals. The street design process begins by committing to these principles and identifying the appropriate policies and design tools to achieve the principles given the specific context and constraints of the project area.

Gilbert's Street Typologies provide a process to design the Town's streets to be more responsive to immediate context and needs and includes dozens of individual policies and design tools to help meet these strategies and, ultimately, Gilbert's mobility and transportation goals.

Right-size Roadway Lanes and Widths

Expected Benefits:

- Reduce excess impervious/heat-absorbing surfaces
- Reduce excess construction and maintenance costs
- Maximize developable land and open space
- Reduce pedestrian crossing distances
- Manages congestion

Design for Safer Vehicle Speeds

Expected Benefits:

- Reduce vehicle crashes
- Reduce crash injury severity
- Reduce reckless driving
- Reduce driver anxiety
- Increase comfort for people walking and biking

Design for Extra Caution at Intersections

Expected Benefits:

- Reduce vehicle crashes
- Reduce crash injury severity
- Encourage more pedestrian and bicycle use (recent survey indicates residents would walk and cycle more if intersection crossings were safer)

Provide a Comfortable and Convenient Experience for People Walking and Cycling

Expected Benefits:

- Encourage more trips by walking and cycling
- Reduce demand on vehicle network
- Reduce environmental impact of vehicle emissions
- Encourage active lifestyles

Design Dynamic Curb Space

Expected Benefits:

- Meet the demands of all street users
- Accommodate easier deliveries
- Accommodate easier passenger loading
- Create future-proof streets ready to adapt to changes in trends and technology

Street Typologies

Street Design Elements

This guide features a set of street design elements for each typology detailed below. Most elements have a preferred standard for each typology as well as an allowable range for unique or exceptional circumstances.

Mobility Zone

Vehicle Travel Lanes: The total number of vehicle travel lanes will be based on existing and anticipated traffic volume demands. Right-sizing the number of lanes helps avoid costly over-building, excessive impermeable paving and long pedestrian crossing distances.

Travel and Turn Lane Width: Right-sizing travel lane widths keeps traffic moving while also encouraging appropriate speeds and keeping pavement to a minimum.

Median Width: Wider medians can provide space for plantings and pedestrian refuge at crossings.

Corner Turning Radii: Corner radii should be minimized to the greatest extend possible to encourage slower driver turning movements, improving safety.

Designing for wider medians can accommodate plantings as well as turn lanes.

Sidewalk Zone

Sidewalk Width: Wider sidewalks, especially in areas of higher pedestrian traffic, allow multiple people to walk comfortably alongside each other and let others pass. Near parks, schools and commercial areas, wider sidewalks also facilitate high-quality public gathering space.

Landscaped Buffer Width: Providing a landscaped buffer between vehicle lanes and people walking/ bicycling creates a more comfortable experience and provides space for shade trees. Landscaped buffers are also important to separate pedestrian and bike facilities.

Pedestrian Crossing Frequency: Frequent crossings reduce pedestrian trip times and improve network accessibility.

Mid-block crossings can increase pedestrian crossing frequencies, reducing trip times.

Flex Zone

Flex zones reimagine curb space on Collectors and Locals not just for vehicle parking and loading, but for more dynamic functions based on adjacent land use that change throughout the day, seasons or years.

Flex zones allow for curb lanes to fill many uses, including, for instance, bike share docks.

Bikeways

Bikeway Width: Ideal bikeways have sufficient width for two bicyclists to travel alongside each other and for other cyclists to comfortably pass. This allows cyclists of all abilities and speeds to travel comfortably and confidently.

Bikeway Buffer Width: Bikeways on streets with speed limits higher than 25 mph or traffic volumes over 5,000 daily vehicles should feature painted buffer space. Physical protection may also be necessary to construct within the buffer space.

A wide shared-use bikeway allows plenty of room for passing bicycles and for pedestrians.

Additional Guidance

Target Shade Coverage: Gilbert's shade and streetscape master plan calls for shade coverage targets based on land use. Those targets are extended to this typology guide.

Target Vehicle Speed: Roadways and signal timing should be designed to influence a target vehicle speed on the corridor.

Transit: Arterial typologies feature guidance for designing streets to best accommodate comfortable and efficient transit service.

Pedestrian: Each typology includes specific recommendations on relevant pedestrian policies and infrastructure.

Traffic Calming: Each typology includes design solutions to keep vehicle traffic traveling at safe speeds.

Bicycle: Each typology includes recommendations on the appropriate bikeway types and additional design solutions.

Median: Each typology includes recommendations on median type.

Providing ample shade coverage within the right of way improves pedestrian comfort.

Surrounding Context

The urban design immediately adjacent to street right-of-way can have a significant impact on the experience of street users, especially people walking and cycling. Zero-lot lines, facade transparency, front porches, rear parking lots and commercial uses with direct sidewalk access can all enhance the adjacent street space.

The urban design immediately adjacent to the street can have a significant impact on street users.

Street Typologies

Major Arterials

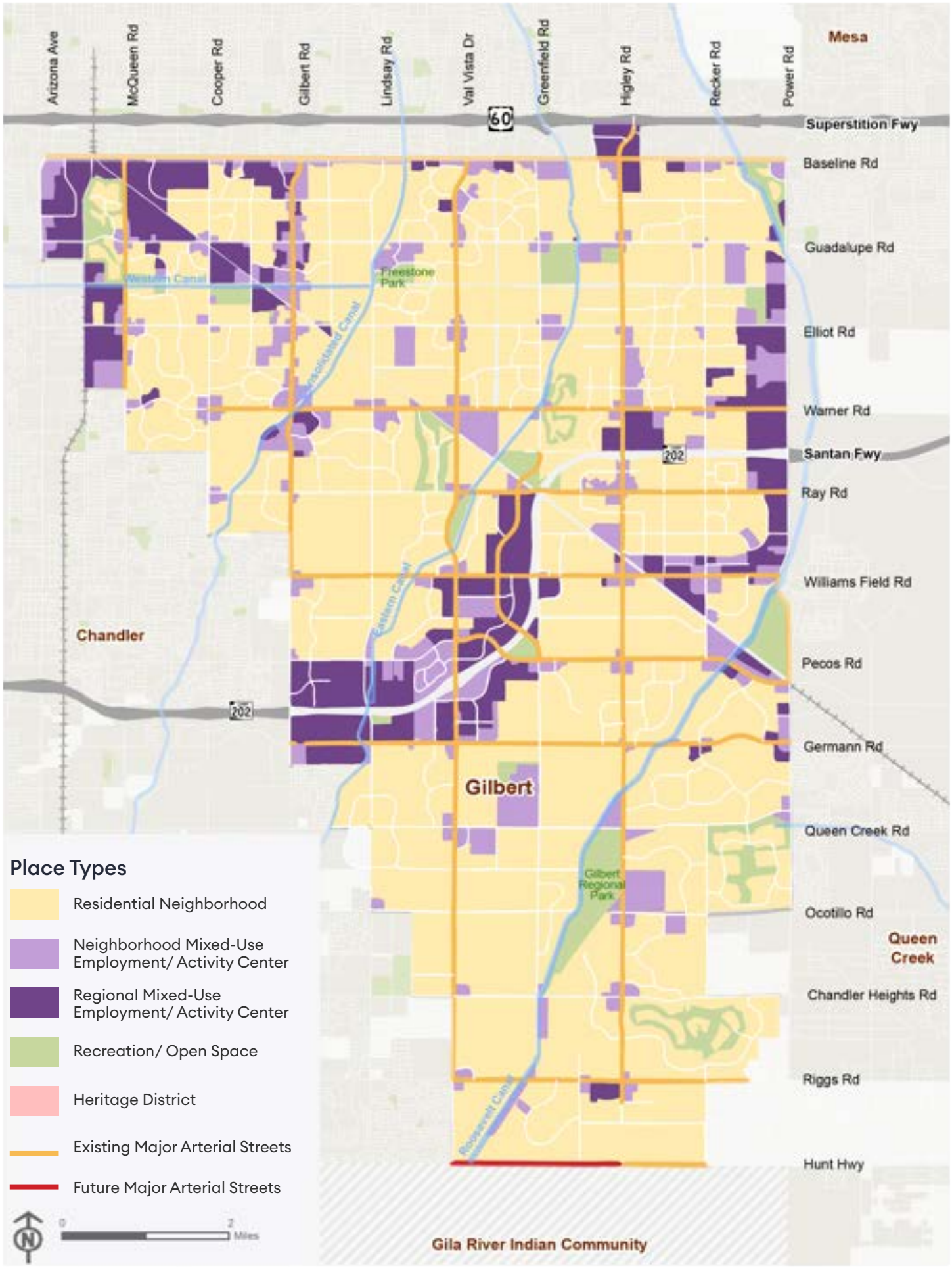
Major Arterials

Guiding Principals for Major Arterials

Major arterials allow for longer trips across Town. These roads move the largest volumes of vehicles but also have significant right of way that can be used to separate people walking and biking from vehicle traffic. Space should also be allocated for wide medians with landscaping and lighting. Many major arterials serve as Valley Metro transit routes, so enabling efficient transit service and access to transit are important goals.

Existing Engineering Standards

Total Right-of-Way (ROW)	140’
Number of Travel Lanes	4 - 6
Travel Lane Width	11’
Median Width	16’
Corner Turning Radii	30’
Attached Sidewalk Width	6’ min
Meandering Sidewalk Width	6’ min
Landscaped Buffer Width	3’
Bikeway Width (one-way)	6’
Bikeway Type	On-street


Arizona Ave
McQueen Rd
Cooper Rd
Gilbert Rd
Lindsay Rd
Val Vista Dr
Greenfield Rd
Higley Rd
Recker Rd
Power Rd
Mesa
60
Superstition Fwy
Baseline Rd
Guadalupe Rd
Elliot Rd
Warner Rd
202
Santan Fwy
Ray Rd
Williams Field Rd
Pecos Rd
Germann Rd
Queen Creek Rd
Ocotillo Rd
Queen Creek
Chandler Heights Rd
Riggs Rd
Hunt Hwy
Chandler
Gilbert
Western Canal
Freestone Park
Consolidated Canal
Eastern Canal
Gilbert Regional Park
Roosevelt Canal
Gila River Indian Community
Place Types
Residential Neighborhood
Neighborhood Mixed-Use Employment/ Activity Center
Regional Mixed-Use Employment/ Activity Center
Recreation/ Open Space
Heritage District
Existing Major Arterial Streets
Future Major Arterial Streets
N
0
2
Miles

Major Arterial

Residential

Our Vision: Major arterials traversing residential land uses often support high traffic volumes with widely spaced intersections and crossings. Residential properties are typically separated from the road by a privacy wall. Because vehicles travel at relatively high speeds, providing space between vehicles and pedestrian and/or bicycle facilities is a top priority. Many existing major arterials have ample space to separate modes and increase comfort for those walking or biking.

Key Characteristics

Right of Way
140
feet

Target Speed
40 – 45
miles per hour

Target Shade Covering
30%

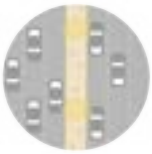
Step 1. How many lanes are needed?

0 - 3k volume
2 lanes (unmarked)

0 - 12k volume
2 lanes

10 - 20k volume
2 lanes + center turn

20 - 30k volume
4 lanes + center turn



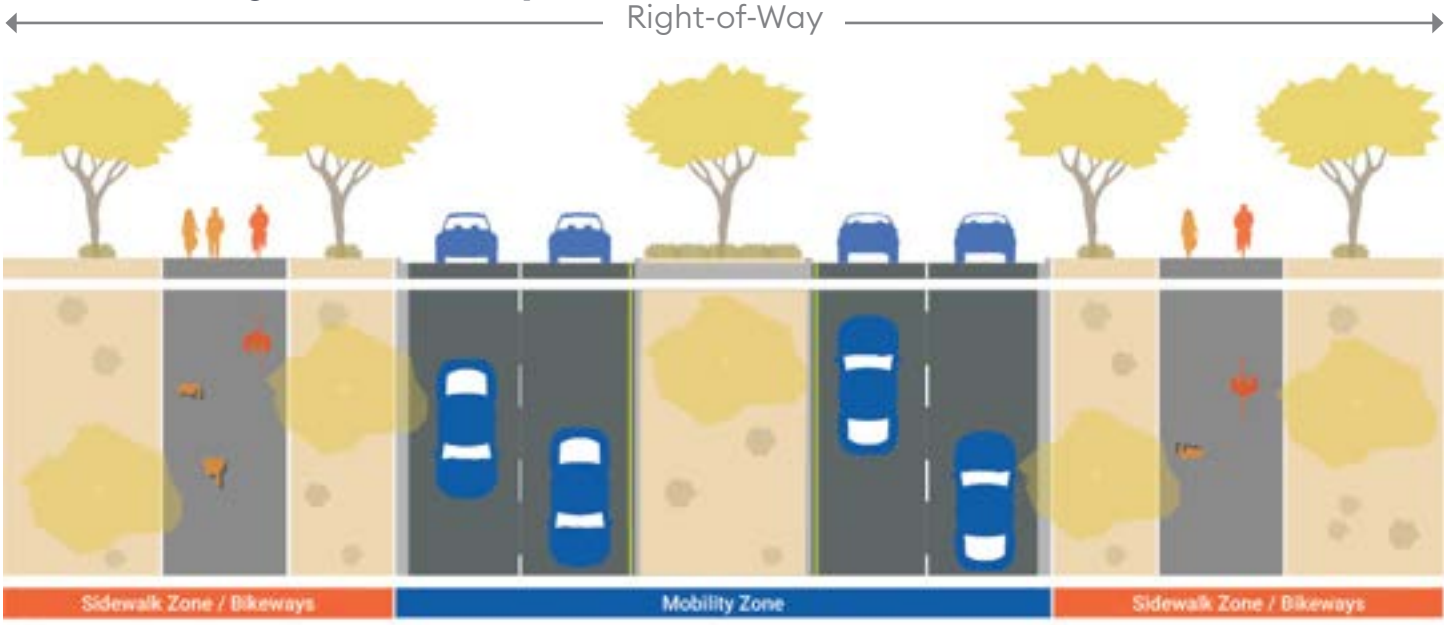
30k+ volume
6 lanes + center turn

Step 2. Street Design Elements

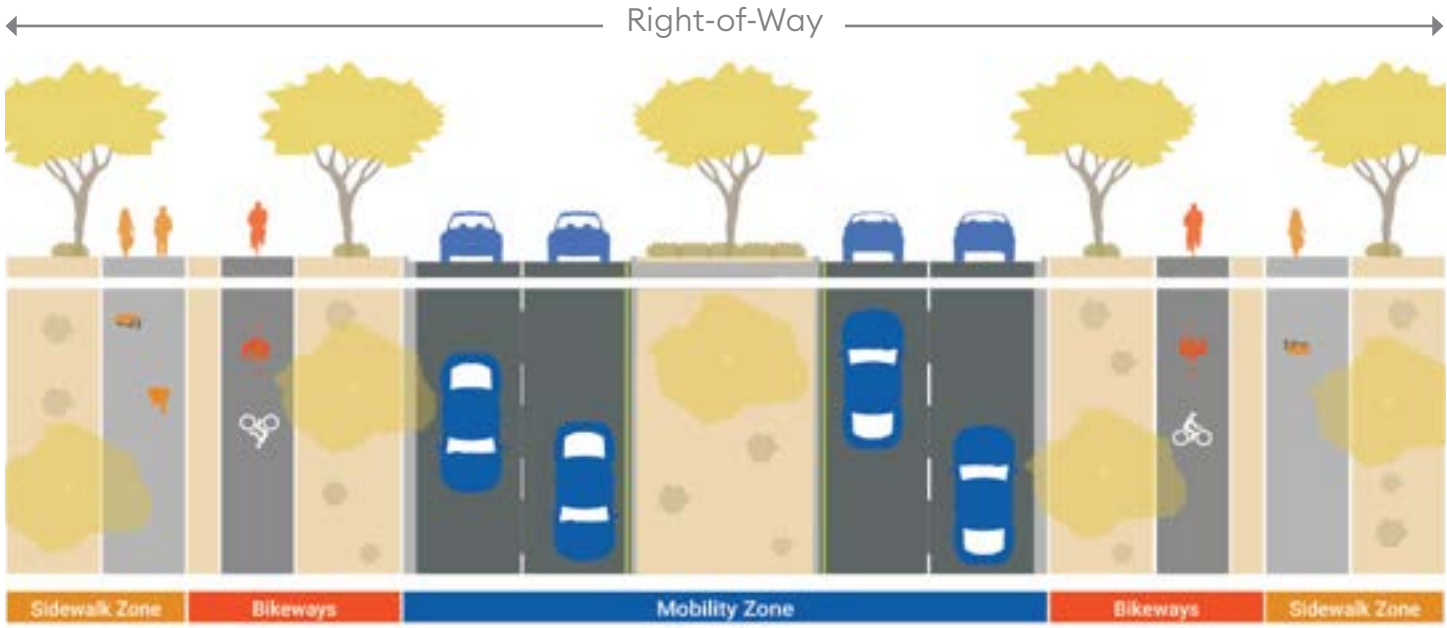
		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	11’	10 - 12’
	Median Width	14 - 20’	11 - 24’
	Corner Turning Radii	30’	30’
BIKEWAYS	Bikeway Width (one-way)	6’	5 - 7’
	Bikeway Buffer Width	3’	2 - 5’
	Shared-Use Path Width*	12’	10 - 16'
SIDEWALK ZONE	Sidewalk Width	6'	6 - 8'
	Landscaped Buffer Width	8 - 12’	3 - 15’
	Pedestrian Crossing Frequency	1300’	1300 - 2600’

*A shared use path acts as both the bikeway and sidewalk

Street Configuration Examples



A wide landscaped buffer between the mobility zone and the shared use path will provide greater safety and comfort for people walking and biking.



In areas where significant volumes of people walking and biking are anticipated, major arterials through residential areas provide ample room to separate dedicated bikeways from vehicles and sidewalks.

Major Arterial
Residential

Pedestrian Guidance

Residential Major Arterials must provide a safe environment for people walking from their homes to transit and other key destinations.

Crosswalk Type: High visibility crosswalks (A) are recommended at all crossings.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended near schools, parks, and areas with significant numbers of people walking.

Mid-Block Crossings: Mid-block crossings can be used to create direct connections between neighborhoods and important destinations for people walking, such as parks, playgrounds, and schools. Because of the speeds and volumes on Residential Major Arterials, signalized or pedestrian hybrid beacon crossings (B) with high visibility signage and a refuge island are needed to create safe mid-block crossings.

Traffic Calming Guidance

Additional design tools may be needed to ensure speeds are safe for all street users on Residential Major Arterials.

Center Medians: Planted center medians (C) narrow the field of vision for drivers and can result in slower vehicle speeds.

Signal Coordination: Signals should be timed to enable the progression of vehicles traveling at the speed limit and to disincentivize speeding

Speed Feedback Sign: Speed limits may be lowered adjacent to schools and speed feedback signs help remind drivers that they are passing through a slower travel zone.

Bicycle Guidance

Residential Major Arterials provide important crossings between neighborhood and should focus on separation from vehicles where possible.

Bikeway Option 1: Off-Street Shared Use Paths (D) should be applied where bike and pedestrian volumes are anticipated to be low and very limited crossings (driveways and intersections) are present.

Bikeway Option 2: Off-Street Cycle Ways (E) are one-way bicycle-only paved paths on each side of street with buffers between them and the street and sidewalks. They should be used in areas of higher bike and pedestrian activity.

Bikeway Option 3: If off-street bikeway is not feasible, an on-street lane with a buffer and concrete curb protection (F) is recommended.

Median Guidance

Major arterials often have a raised median with center turn lanes. Design of the raised median should focus on visually narrowing the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings. Green infrastructure and street lighting can also be included in raised medians.

Transit Guidance

Transit shelters should be provided at every stop to offer protection from the sun and wind and a place to sit. Each stop should include information on the routes that service that stop and their schedules. Off-street bicycle lanes are recommended for streets with transit stops to prevent conflicts. For on-street bikeways, clear markings should highlight conflict area.

Major Arterial

Neighborhood Activity Center

Our Vision: Major arterials in Neighborhood Activity Centers provide access to local destinations and services. Many trips from adjacent neighborhoods to access these destinations can be made by walking or biking, so safety and convenience for these users should be balanced with the street's overall efficiency. Safe crossings for people walking and access to transit are important considerations.

Key Characteristics

Right of Way
140
feet

Target Speed
35 – 40
miles per hour

Target Shade Covering
30%

Step 1. How many lanes are needed?

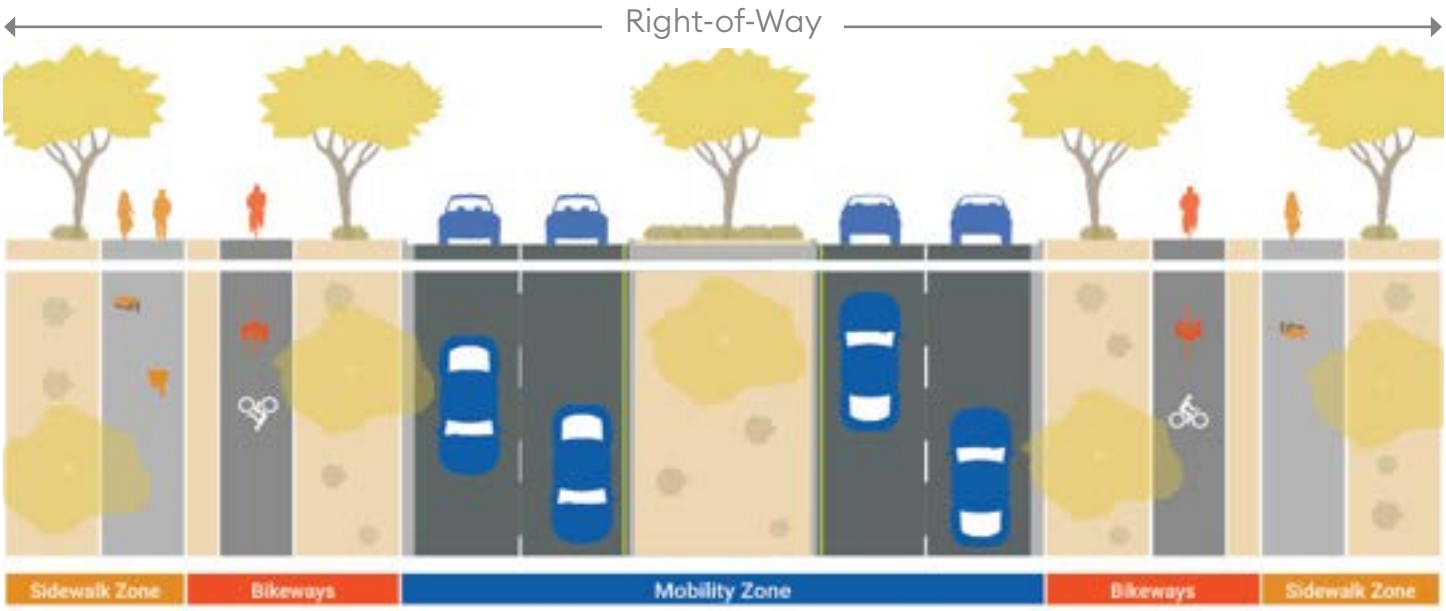
0 - 3k volume 2 lanes (unmarked)	0 - 12k volume 2 lanes	10 - 20k volume 2 lanes + center turn	20 - 30k volume 4 lanes + center turn	30k+ volume 6 lanes + center turn

Step 2. Street Design Elements

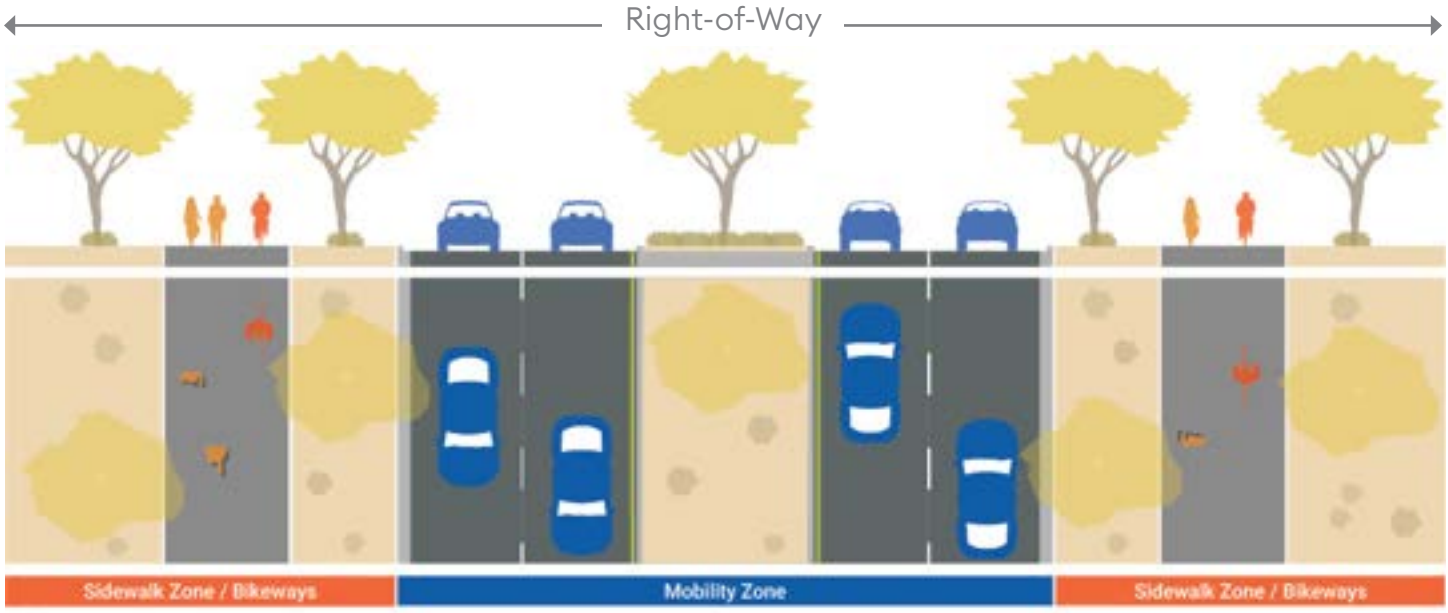
		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	11'	10 - 12'
	Median Width	14 - 20'	11 - 24'
	Corner Turning Radii	25'	25 - 30'
BIKEWAYS	Bikeway Width (one-way)	6'	5 - 7'
	Bikeway Buffer Width	3'	2 - 5'
	Shared-Use Path Width*	12'	10 - 16'
SIDEWALK ZONE	Sidewalk Width	8'	6 - 8'
	Landscaped Buffer Width	8 - 12'	3 - 15'
	Pedestrian Crossing Frequency	800'	800 - 2600'

*A shared use path acts as both the bikeway and sidewalk

Street Configuration Examples



Major arterials provide ample room to separate dedicated bikeways from vehicles and sidewalks. Special care should be taken to provide safe crossings at intersections and driveways for all modes.



A wide landscaped buffer between the mobility zone and the shared use path will provide greater safety and comfort for those using the shared path. Direct connections from paths to local businesses should be provided.

Major Arterial

Neighborhood Activity Center

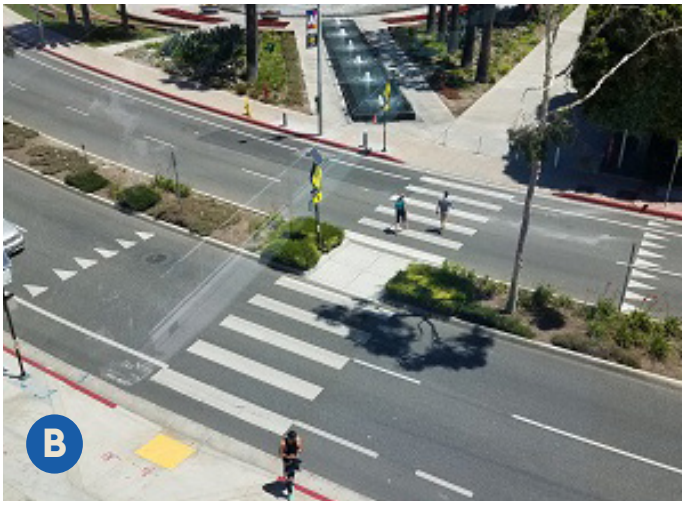
Pedestrian Guidance

Providing a safe walking environment and enabling access to transit are important design objectives for major arterials in Neighborhood Activity Centers.

Crosswalk Type: High visibility crosswalks (A) are recommended at all crossings.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended at intersections with the potential for significant numbers of people walking.

Mid-Block Crossings: Mid-block crossings (B) can be used to create direct connections between neighborhoods and important destinations for people walking, such as parks, playgrounds, and schools. Because of the speeds and volumes on Residential Major Arterials, signalized or pedestrian hybrid beacon crossings (B) with high visibility signage and a refuge island are needed to create safe mid-block crossings.



Traffic Calming Guidance

Calming traffic speeds is essential to create a safe, attractive environment for people walking and biking on major arterials in Neighborhood Activity Centers.

Center Medians: Planted center medians (C) narrow the field of vision for drivers and can result in slower vehicle speeds.

Signal Coordination: Signals should be timed to enable the progression of vehicles traveling at the speed limit and to disincentivize speeding

Speed Feedback Sign: Speed limits may be lowered adjacent to schools and speed feedback signs help remind drivers that they are passing through a slower travel zone.

Bicycle Guidance

Major arterials in Neighborhood Activity Centers provide the dual function of enabling access to local destinations and connecting neighborhoods to the wider bike network.

Bikeway Option 1: Off-Street Shared Use Paths (D) should be applied where bike and pedestrian volumes are anticipated to be low and very limited crossings (driveways and intersections) are present.

Bikeway Option 2: Off-Street Cycle Ways (E) are one-way bicycle-only paved paths on each side of street with buffers between them and the street and sidewalks. They should be used in areas of higher bike and pedestrian activity.

Bikeway Option 3: If off-street bikeway is not feasible, an on-street lane with a buffer and concrete curb protection (F) is recommended.

Median Guidance

Major arterials often have a raised median with center turn lanes. Design of the raised median should focus on visually narrowing the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings. Green infrastructure and street lighting can also be included in raised medians.

Transit Guidance

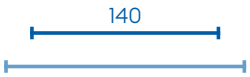
Transit shelters should be provided at every stop to offer protection from the sun and wind and a place to sit. Each stop should include information on the routes that service that stop and their schedules. Off-street bicycle lanes are recommended for streets with transit stops to prevent conflicts. For on-street bikeways, clear markings should highlight conflict area.

Major Arterial

Regional Activity Center

Our Vision: Major arterials within Regional Activity Centers are important corridors for moving people and providing access to employment, services, and commercial centers. Many trips cover longer distances, either by car or transit, but Regional Activity Centers also include higher density housing and must provide a safe environment for people walking and accessing transit.

Key Characteristics



Right of Way
140
feet

Target Speed
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miles per hour

Target Shade Covering
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Step 1. How many lanes are needed?

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2 lanes + center turn

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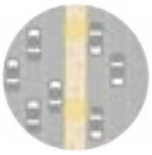
4 lanes + center turn



30k+ volume
6 lanes + center turn

Step 2. Street Design Elements

		Preferred	Allowable Range
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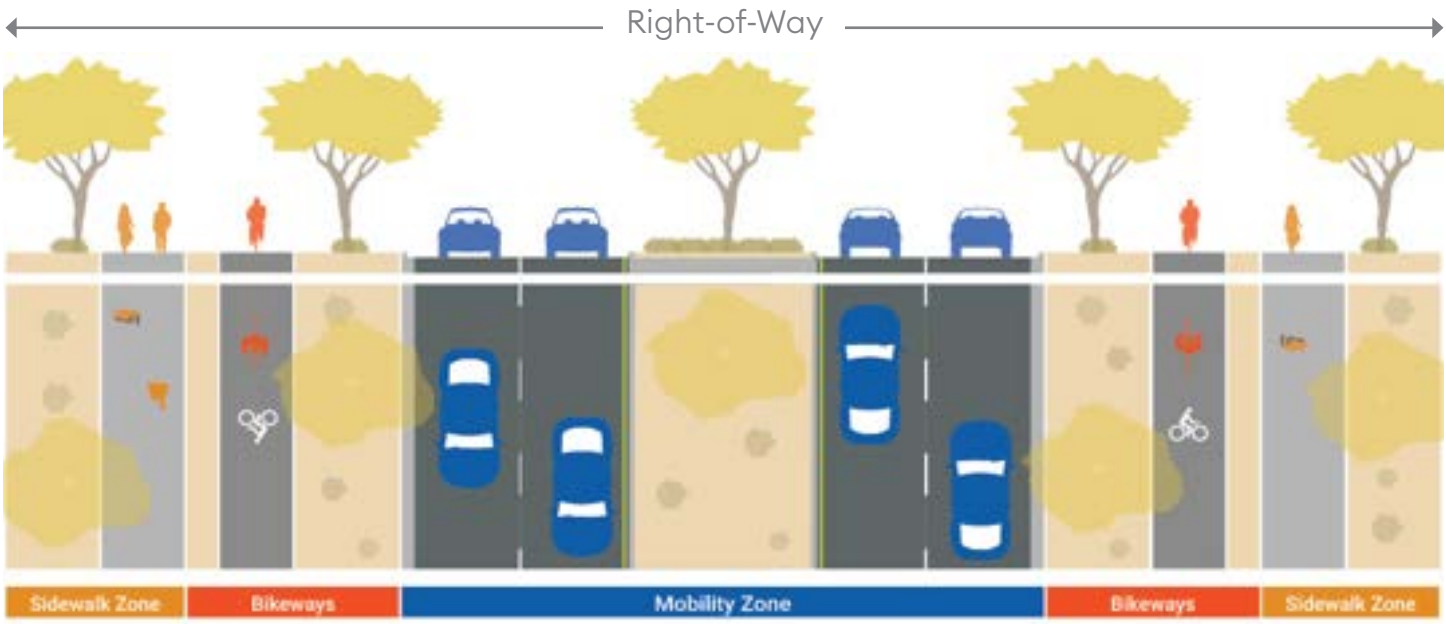
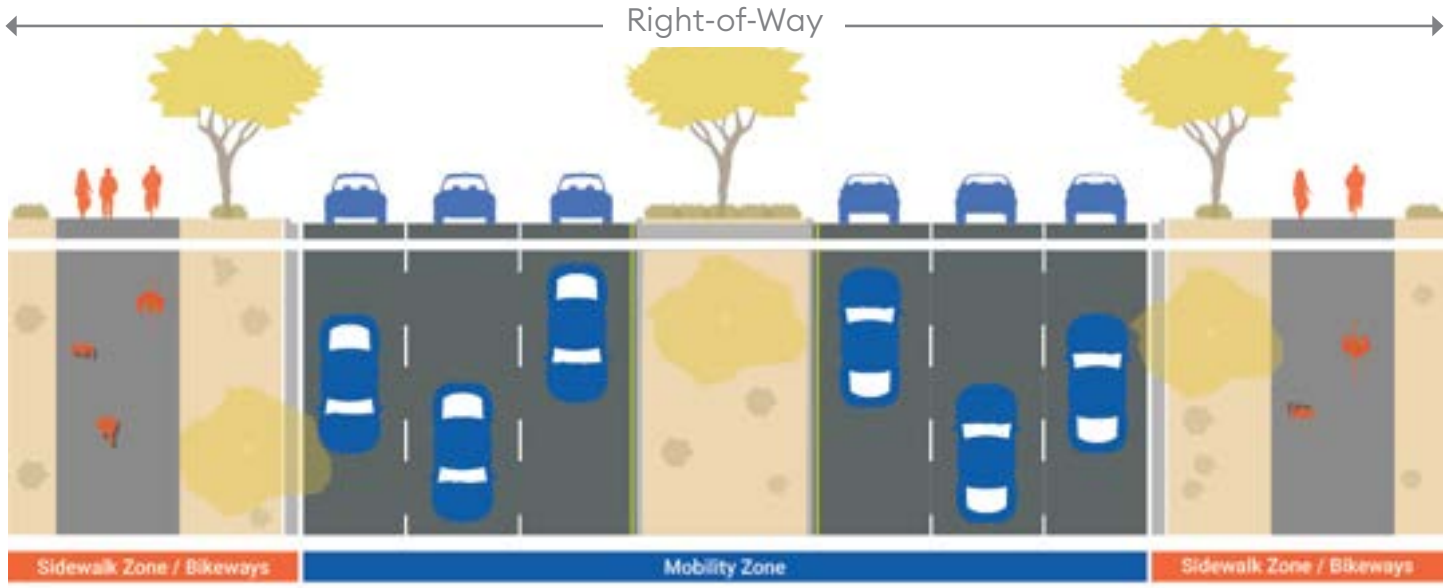
*A shared use path acts as both the bikeway and sidewalk

Street Configuration Examples



Major arterials provide ample room to separate dedicated bikeways from vehicles and sidewalks. Special care should be taken to provide safe crossings at intersections and driveways for all modes.



The importance of a wide, landscaped buffer between the street and people walking and biking increases as the number of travel lanes, volumes, and speed increase.

Major Arterial

Regional Activity Center

Pedestrian Guidance

Providing a safe walking environment and enabling access to transit are important design objectives for major arterials in Regional Activity Centers.

Crosswalk Type: High visibility crosswalks (A) are recommended at all crossings.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended at all signalized intersections.

Mid-Block Crossings: Mid-block crossings (B) can be used to create direct connections between neighborhoods and important destinations for people walking, such as parks, playgrounds, and schools. Because of the speeds and volumes on Residential Major Arterials, signalized or pedestrian hybrid beacon crossings (B) with high visibility signage and a refuge island are needed to create safe mid-block crossings.

Traffic Calming Guidance

Calming traffic speeds is essential to create a safe, attractive environment for people walking and biking on major arterials in Regional Activity Centers.

Center Medians: Planted center medians (C) narrow the field of vision for drivers and can result in slower vehicle speeds.

Signal Coordination: Signals should be timed to enable the progression of vehicles traveling at the speed limit and to disincentivize speeding

Speed Feedback Sign: Speed limits may be lowered adjacent to schools and speed feedback signs help remind drivers that they are passing through a slower travel zone.

Bicycle Guidance

Major arterials in Regional Activity Centers must provide a safe environment for people biking to access jobs, services, and commercial centers.

Bikeway Option 1: Off-Street Shared Use Paths (D) should be applied where bike and pedestrian volumes are anticipated to be low and very limited crossings (driveways and intersections) are present.

Bikeway Option 2: Off-Street Cycle Ways (E) are one-way bicycle-only paved paths on each side of street with buffers between them and the street and sidewalks. They should be used in areas of higher bike and pedestrian activity.

Bikeway Option 3: If off-street bikeway is not feasible, an on-street lane with a buffer and concrete curb protection (F) is recommended.

Median Guidance

Major arterials often have a raised median with center turn lanes. Design of the raised median should focus on visually narrowing the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings. Green infrastructure and street lighting can also be included in raised medians.

Transit Guidance

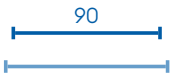
Transit shelters should be provided at every stop to offer protection from the sun and wind and a place to sit. Each stop should include information on the routes that service that stop and their schedules. Off-street bicycle lanes are recommended for streets with transit stops to prevent conflicts. For on-street bikeways, clear markings should highlight conflict area.

Major Arterial

Heritage District

Our Vision: The Heritage District experiences the highest amount of street-level activity in Gilbert and major arterials should be designed to provide a safe, pleasant environment for people walking and create an inviting public realm. Providing access to key destinations within the Heritage District for people using all modes is a primary goal.

Key Characteristics



Right of Way
90
feet

Target Speed
25 - 30
miles per hour

Target Shade Covering
30 - 60%

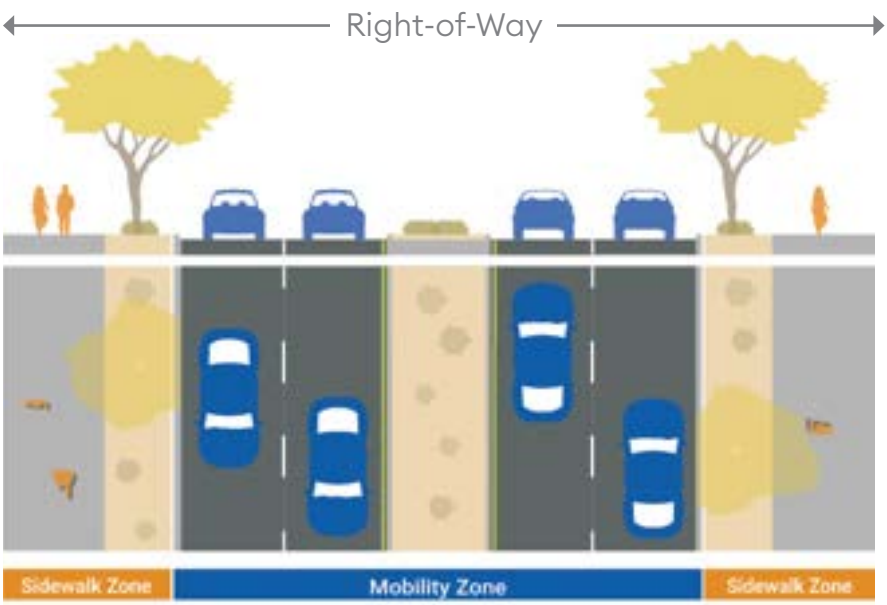
Step 1. How many lanes are needed?

0 - 3k volume 2 lanes (unmarked)	0 - 12k volume 2 lanes	10 - 20k volume 2 lanes + center turn	20 - 30k volume 4 lanes + center turn	30k+ volume 6 lanes + center turn

Step 2. Street Design Elements

		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	10’	10 - 12’
	Median Width	12’	10 - 14’
	Corner Turning Radii	20’	20 - 30’
BIKEWAYS	Bikeway Width (one-way)	6’	5 - 7’
	Bikeway Buffer Width	3’	2 - 5’
	Shared-Use Path Width	n/a	n/a
SIDEWALK ZONE	Sidewalk Width	8’	6 - 10'
	Landscaped Buffer Width	5 - 8’	3 - 10’
	Pedestrian Crossing Frequency	400’	400 - 600’

Street Configuration Examples



Landscaped buffers with tree coverage and distinctive plantings can help create a sense of place and improve the pedestrian experience. Infrastructure such as narrower lanes and frequent pedestrian crossings should be designed with the aim to keep speeds low and increase pedestrian convenience.

Major Arterial

Heritage District

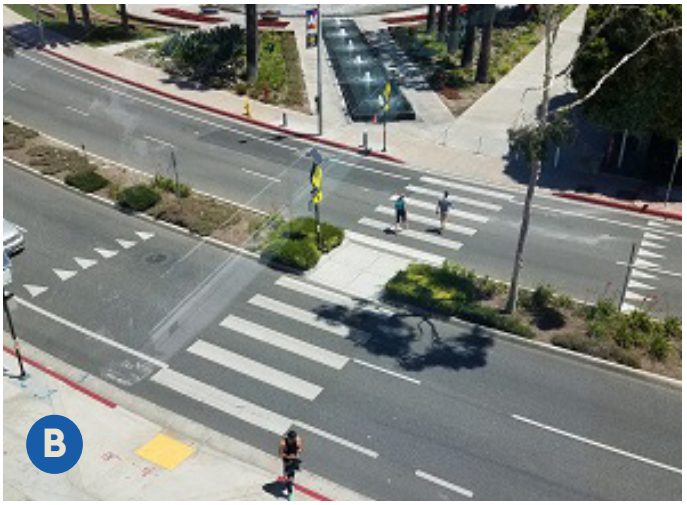
Pedestrian Guidance

People walking should be the top priority on major arterials within the Heritage District.

Crosswalk Type: High visibility crosswalks (A) are recommended at all crossings. Raised crosswalks on minor streets that intersect with major arterials can enhance pedestrian safety and make the district more distinctive.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended at all signalized intersections.

Mid-Block Crossings: Mid-block crossings (B) should be used to create direct connections between key destinations on opposite sides of the street in areas with high levels of pedestrian activity. Raised crosswalks (C), rectangular rapid flashing beacons, and clear signage (including in-street 'yield to pedestrian' signs) can all help pedestrians safely navigate mid-block crossings.



Traffic Calming Guidance

Slowing traffic speeds is a key ingredient to create a vibrant, welcoming public realm in the Heritage District.

Center Medians: Planted center medians narrow the field of vision for drivers and can result in slower vehicle speeds.

Narrow Travel Lanes: Reducing the width of travel lanes requires more cautious driving and can reduce vehicle speeds.

Bicycle Guidance

The Heritage District is a major destination for people biking and safe access for people of all ages and abilities should be accommodated.

Bikeway Option 1: Off-Street Cycle Ways (D) are one-way bicycle-only paved paths on each side of street with buffers between them and the street and sidewalks. They should be used in areas of higher bike and pedestrian activity.

Bikeway Option 2: If off-street bikeway is not feasible, an on-street lane with a buffer and concrete curb protection (E) is recommended.

Median Guidance

Major arterials often have a raised median with center turn lanes. Design of the raised median should focus on visually narrowing the street, which slows traffic, and also provide pedestrian and bicycle refuge space (F) for two-stage crossings. Green infrastructure and street lighting can also be included in raised medians.

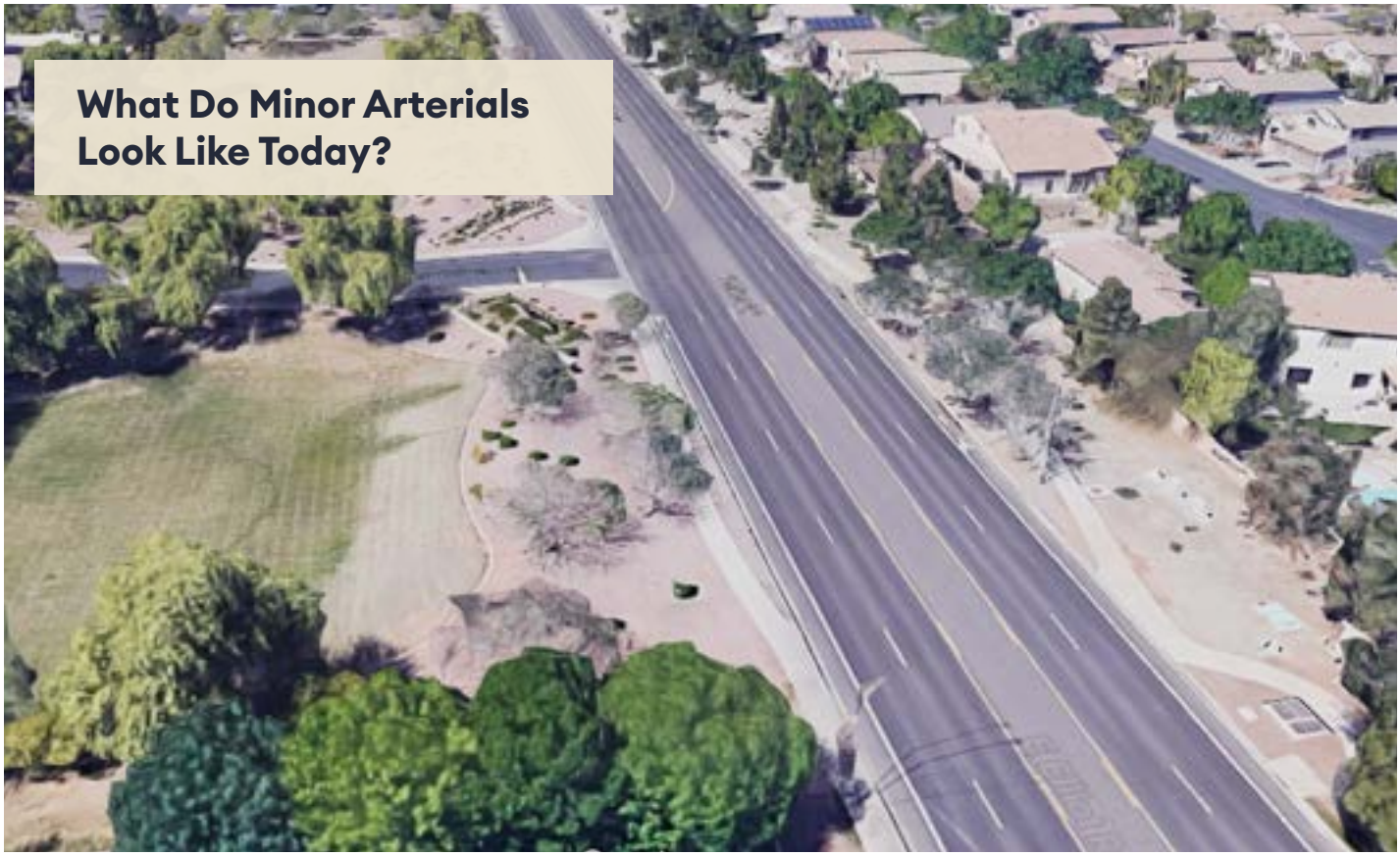
Transit Guidance

Transit shelters should be provided at every stop to offer protection from the sun and wind and a place to sit. Each stop should include information on the routes that service that stop and their schedules. Off-street bicycle lanes are recommended for streets with transit stops to prevent conflicts. For on-street bikeways, clear markings should highlight conflict area.

Street Typologies

Minor Arterials

Minor Arterials

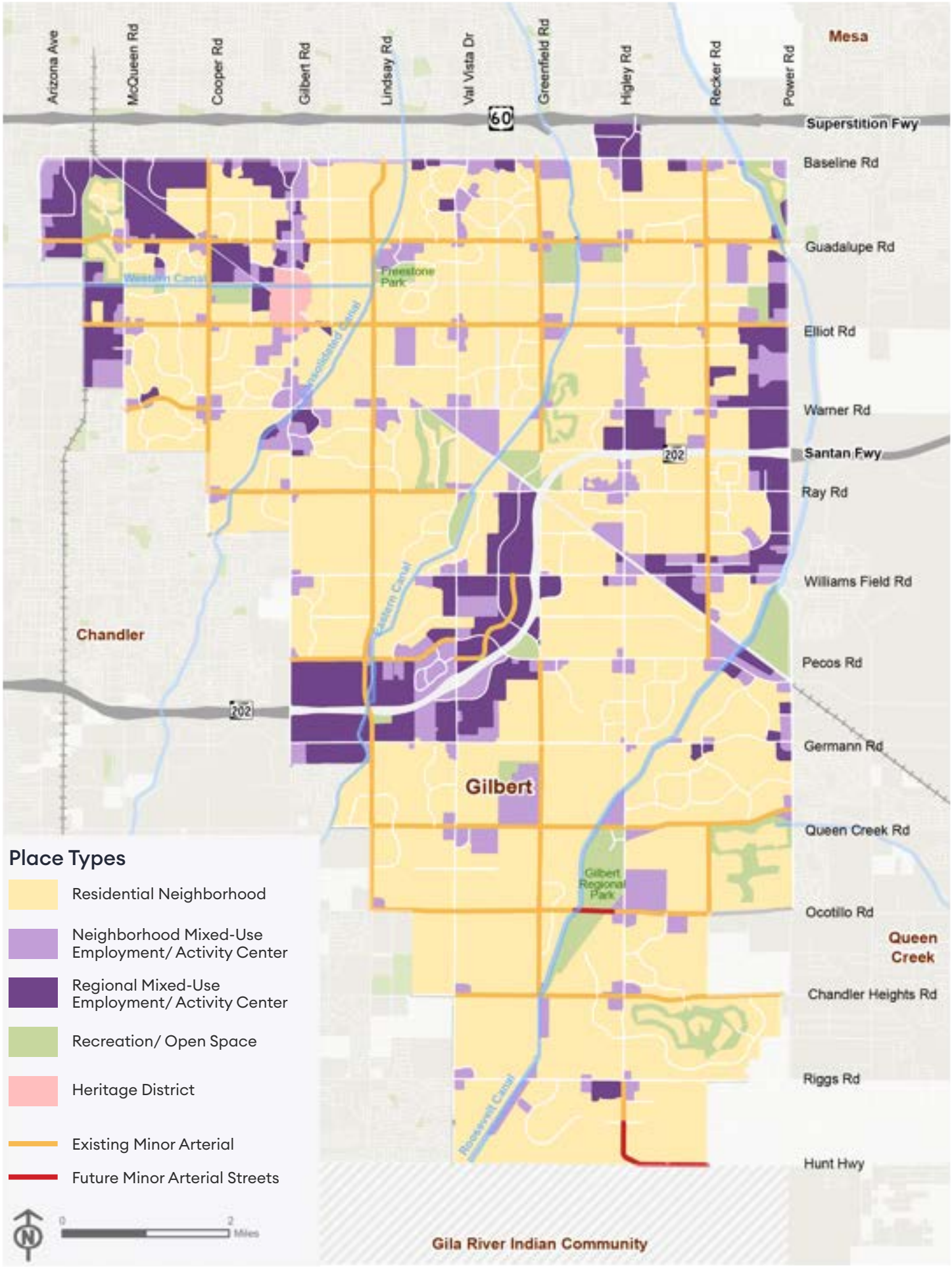


Guiding Principals for Minor Arterials

Minor arterials help form the backbone of Gilbert's transportation system, providing access to key destinations across the town. Minor arterials must help users of all modes travel safely and comfortably. Minor arterials should take advantage of wide designated right-of-ways to provide shade plantings and robust pedestrian and bicycle facilities. Minor arterials must transport larger volumes, but at safe speeds.

Existing Engineering Standards

Total Right-of-Way (ROW)	130'
Number of Travel Lanes	2 - 4
Travel Lane Width	11'
Median Width	12'
Corner Turning Radii	30'
Attached Sidewalk Width	6' min
Meandering Sidewalk Width	6' min
Landscaped Buffer Width	3' min
Bikeway Width (one-way)	6'
Bikeway Type	On-street

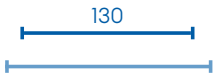

Arizona Ave
McQueen Rd
Cooper Rd
Gilbert Rd
Lindsay Rd
Val Vista Dr
Greenfield Rd
Higley Rd
Recker Rd
Power Rd
Mesa
60
Superstition Fwy
Baseline Rd
Guadalupe Rd
Elliot Rd
Warner Rd
202
Santan Fwy
Ray Rd
Williams Field Rd
Pecos Rd
Germann Rd
Queen Creek Rd
Ocotillo Rd
Queen Creek
Chandler Heights Rd
Riggs Rd
Hunt Hwy
Western Canal
Consolidated Canal
Eastern Canal
Roosevelt Canal
Freestone Park
Gilbert Regional Park
Chandler
Gilbert
Gila River Indian Community
Place Types
Residential Neighborhood
Neighborhood Mixed-Use Employment/ Activity Center
Regional Mixed-Use Employment/ Activity Center
Recreation/ Open Space
Heritage District
Existing Minor Arterial
Future Minor Arterial Streets
0
2
Miles

Minor Arterial

Recreation/Open Space

Our Vision: Recreation and open spaces attract large numbers of visitors, particularly from surrounding neighborhoods and including many children. Helping residents access these spaces safely and without needing a vehicle are top priorities. Increased plantings provide more shade, and robust pedestrian and bicycle facilities help provide comfortable and safe connections to trails.

Key Characteristics



Right of Way
130
feet

Target Speed
30 - 35
miles per hour

Target Shade Covering
30 - 60%

Step 1. How many lanes are needed?

0 - 3k volume
2 lanes (unmarked)

0 - 12k volume
2 lanes

10 - 20k volume
2 lanes + center turn

20 - 30k volume
4 lanes + center turn

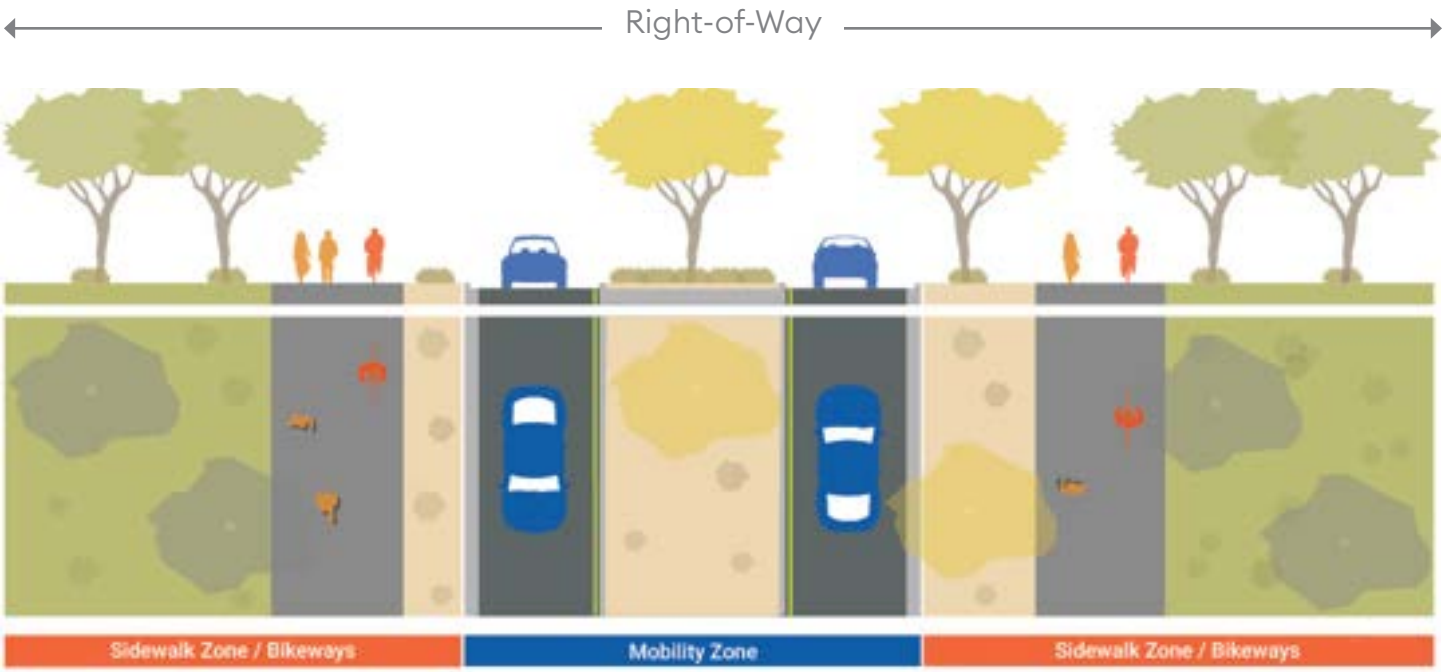
30k+ volume
6 lanes + center turn

Step 2. Street Design Elements

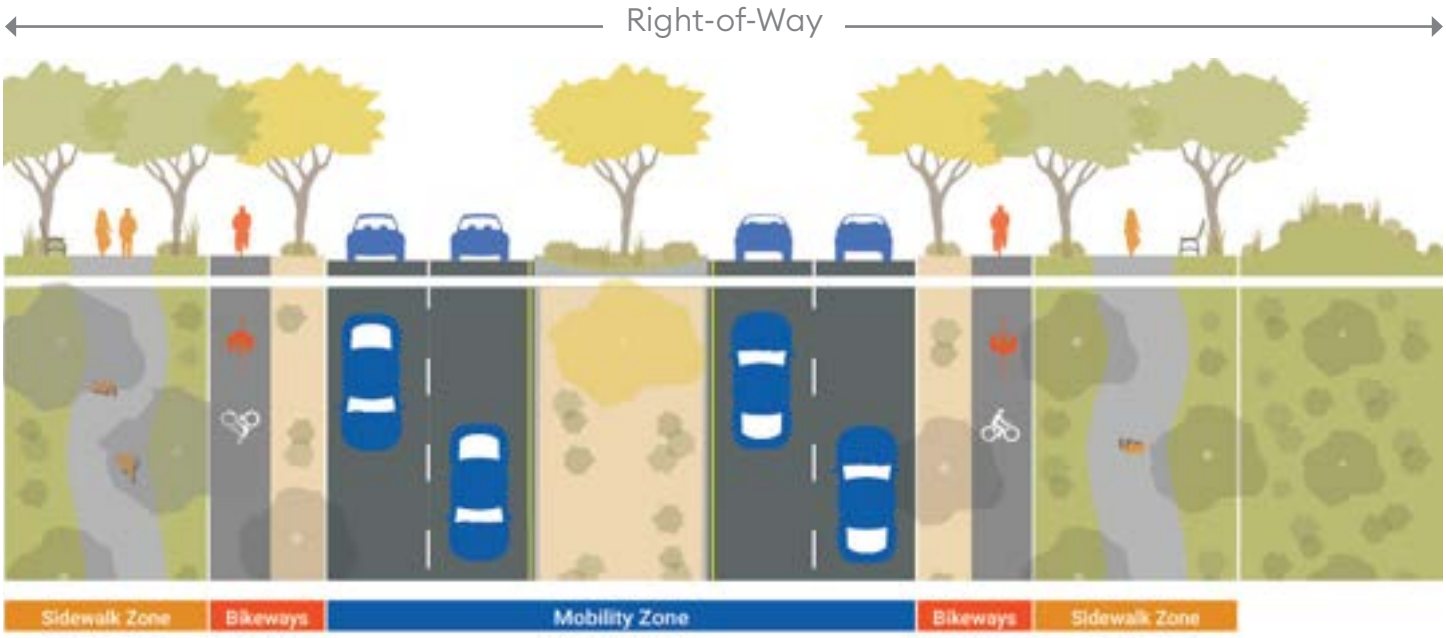
		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	10’	10 - 11’
	Median Width	12’	11 - 20’
	Corner Turning Radii	25’	25 - 30’
BIKEWAYS	Bikeway Width (one-way)	6’	5 - 7’
	Bikeway Buffer Width	3’	2 - 4’
	Shared-Use Path Width	12’	10 - 16’
SIDEWALK ZONE	Sidewalk Width	8’	6 - 10'
	Landscaped Buffer Width	5 - 10’	3 - 15’
	Pedestrian Crossing Frequency	800’	800 - 2600’

*A shared use path acts as both the bikeway and sidewalk

Street Configuration Examples



A wide shared use path will provide more room for recreational users and people of all ages and abilities. A more narrow roadway width will allow for more open space on either side.



If space allows, sidewalks and bikeways can be separated. A berm can provide a buffer from the right of way and open or recreational space.

Minor Arterial

Recreation/Open Space

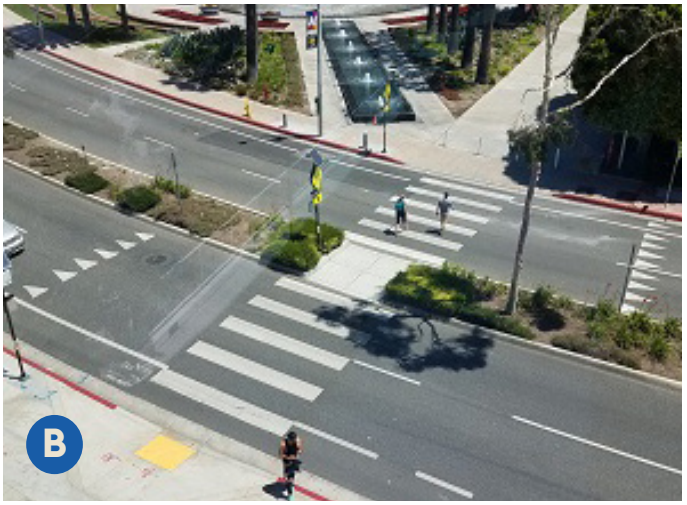
Pedestrian Guidance

Parks, recreation areas and open spaces require an extra focus on pedestrian safety to help develop a safe environment for vulnerable street users, such as children, to access these spaces.

Crosswalk Type: High visibility crosswalks (A) are recommended at all crossings.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended near schools and parks.

Mid-Block Crossings: Mid-block crossings (B) should be used to connect to park entrances or conveniently link pedestrian generators on opposite sides of the street. Pedestrian Hybrid Beacons (C) and Rectangular Rapid Flashing Beacons are both options to help pedestrians navigate mid-block crossings.



Traffic Calming Guidance

Calming vehicle speeds is of extra importance around parks, recreations areas and open space to improve driver reaction times and reduce risk to vulnerable users outside vehicles.

Center Medians: Planted center medians narrow the field of vision for drivers and can result in slower vehicle speeds.

Narrow Travel Lanes: Reducing the width of travel lanes requires more cautious driving and can reduce vehicle speeds.

Speed Feedback Sign: Speed limits may be lowered adjacent to parks, recreation areas and open spaces, and speed feedback signs help remind drivers that they are passing through a slower travel zone.

Bicycle Guidance

For streets adjacent to parks, recreation areas and open spaces, off-street bikeways help tie the bike network more seamlessly into recreational trail systems.

Bikeway Option 1: Off-Street Shared Use Paths (D) should be applied where bike and pedestrian volumes are anticipated to be low and very limited crossings (driveways and intersections) are present.

Bikeway Option 2: Off-Street Cycle Ways (E) are one-way bicycle-only paved paths on each side of street with buffers between them and the street and sidewalks. They should be used in areas of higher bike and pedestrian activity.

Bikeway Option 3: If off-street bikeway is not feasible, an on-street lane with a buffer and concrete curb protection (F) is recommended.

Trail Crossings: Where trails cross minor arterials, consider a raised center median to slow vehicles and create a two-stage crossing for bicyclists. Trail crossings may also benefit from user-activated Hybrid Beacons or Rectangular Rapid Flashing Beacons (C).

Median Guidance

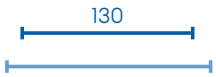
Raised Planted Median: At parks, recreation areas and open spaces, a raised planted median is recommended to create a visual narrowing of the road intended to slow traffic as well as to provide pedestrian and bicycle refuge space for two-stage crossings.

Minor Arterial

Residential

Our Vision: Residential is the most common place type minor arterials traverse. Minor arterials connect a large number of residents to destinations at varying distances. For shorter trips, residents should be able to have the choice to use these streets for biking and walking in a comfortable and safe manner.

Key Characteristics



Right of Way
130
feet

Target Speed
35 - 40
miles per hour

Target Shade Covering
30%

Step 1. How many lanes are needed?

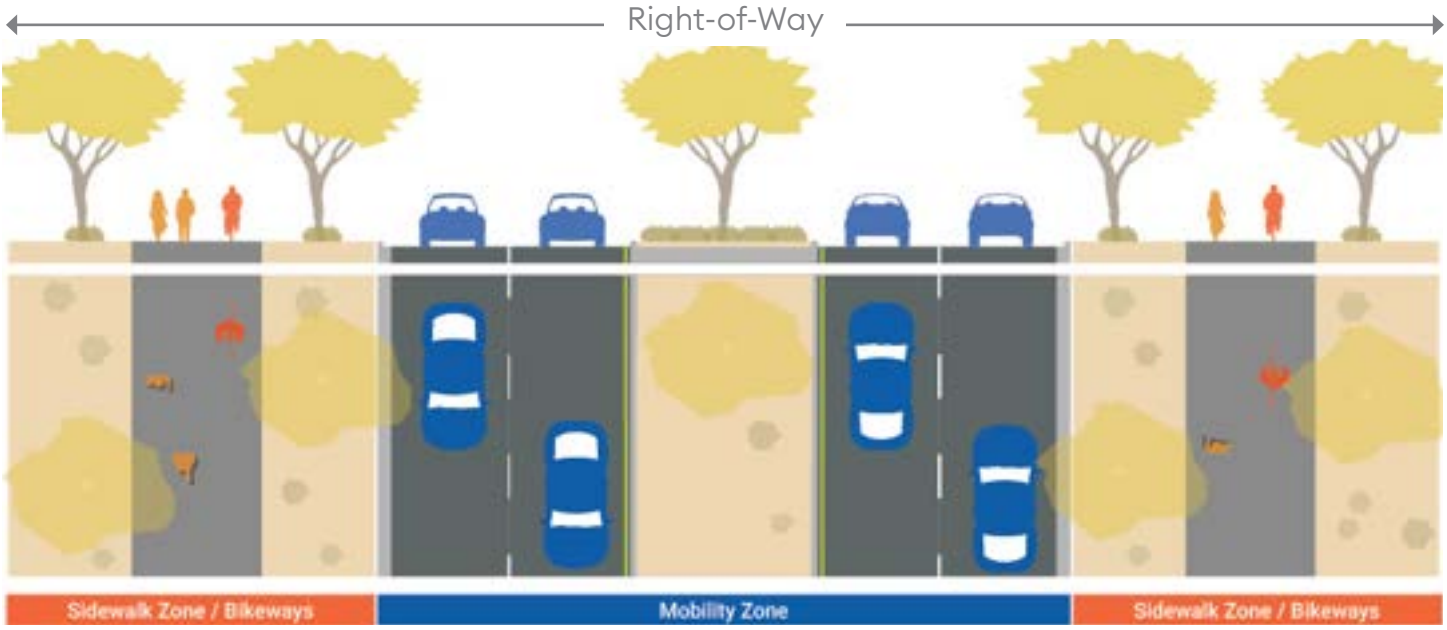
0 - 3k volume 2 lanes (unmarked)	0 - 12k volume 2 lanes	10 - 20k volume 2 lanes + center turn	20 - 30k volume 4 lanes + center turn	30k+ volume 6 lanes + center turn

Step 2. Street Design Elements

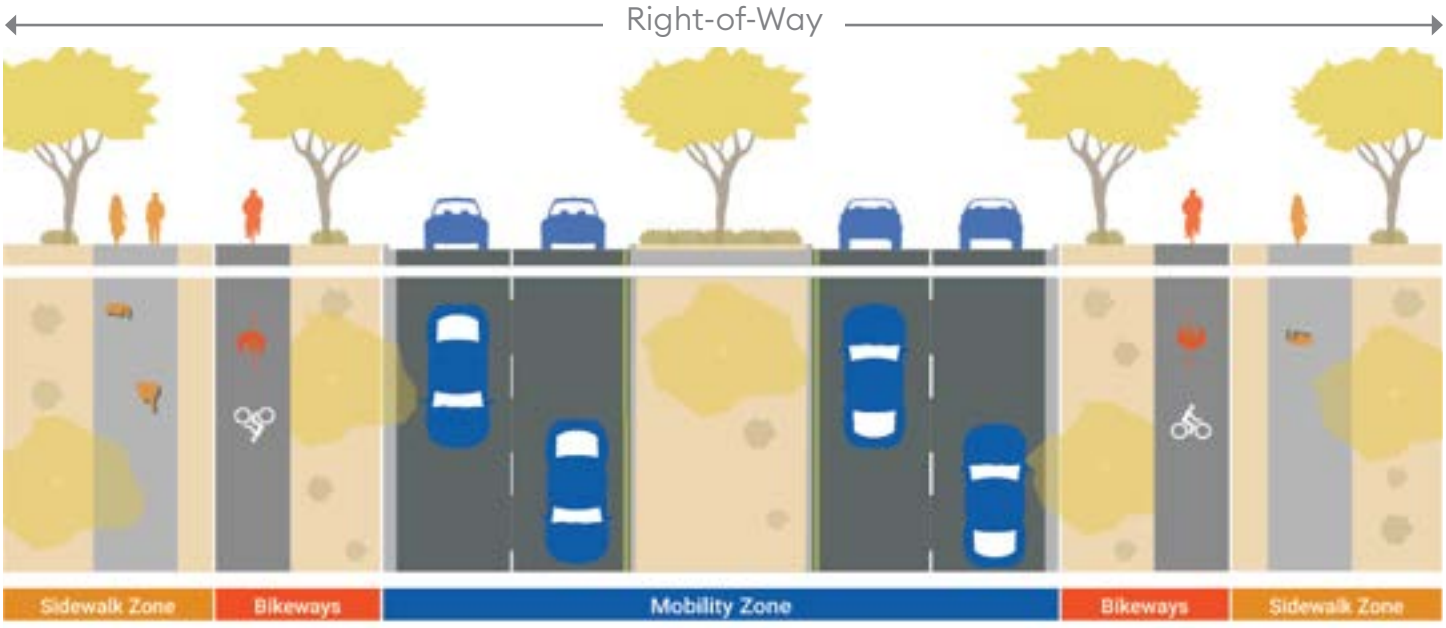
		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	11’	10 - 11’
	Median Width	12’	11 - 20’
	Corner Turning Radii	25’	25 - 30’
BIKEWAYS	Bikeway Width (one-way)	6’	5 - 7’
	Bikeway Buffer Width	3’	2 - 4’
	Shared-Use Path Width*	12’	10 - 16’
SIDEWALK ZONE	Sidewalk Width	6’	6 - 10'
	Landscaped Buffer Width	5 - 10’	3 - 10’
	Pedestrian Crossing Frequency	1300’	1300 - 2600’

*A shared use path acts as both the bikeway and sidewalk

Street Configuration Examples



A wide landscaped buffer between the mobility zone and the shared use path will provide greater safety and comfort for those using the shared path.



Minor arterials provide ample room to separate dedicated bikeways from vehicles and sidewalks. Special care should be taken to provide safe crossings at intersections and driveways for all modes.

Minor Arterial

Residential

Pedestrian Guidance

Residential Minor Arterials must provide a safe environment for people walking from their homes to transit and other key destinations.

Crosswalk Type: High visibility crosswalks (A) are recommended at all crossings.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended near schools, parks, and other areas with significant numbers of people walking.

Mid-Block Crossings: Mid-block crossings (B) can be used to create direct connections between neighborhoods and important destinations for people walking, such as parks, playgrounds, and schools. Raised crosswalks, rectangular rapid flashing beacons, and clear signage (including in-street 'yield to pedestrian' signs) can all help pedestrians navigate mid-block crossings.

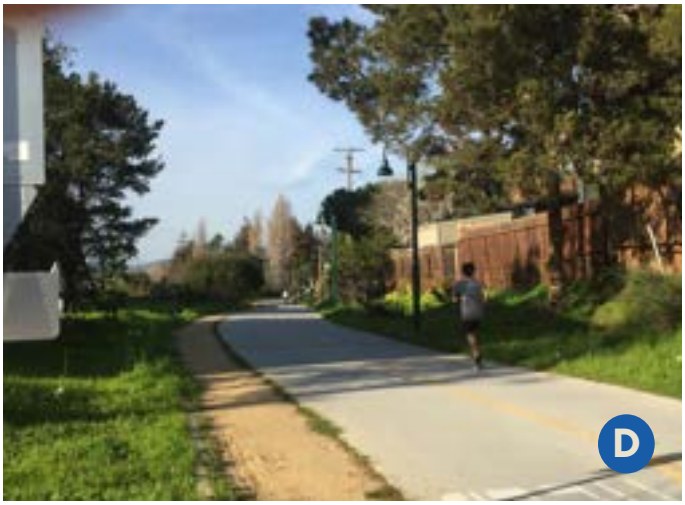
Traffic Calming Guidance

Additional design tools may be needed to ensure speeds are safe for all street users on Residential Minor Arterials.

Center Medians: Planted center medians (C) narrow the field of vision for drivers and can result in slower vehicle speeds.

Signal Coordination: Signals should be timed to enable the progression of vehicles traveling at the speed limit and to disincentivize speeding

Speed Feedback Sign: Speed limits may be lowered adjacent to parks, recreation areas and open spaces, and speed feedback signs help remind drivers that they are passing through a slower travel zone.



Bicycle Guidance

Residential Minor Arterials are an important component of the Town's bike network, providing connections between different neighborhoods and enabling longer trips.

Bikeway Option 1: Off-Street Shared Use Paths (D) should be applied where bike and pedestrian volumes are anticipated to be low and very limited crossings (driveways and intersections) are present.

Bikeway Option 2: Off-Street Cycle Ways (E) are one-way bicycle-only paved paths on each side of street with buffers between them and the street and sidewalks. They should be used in areas of higher bike and pedestrian activity.

Bikeway Option 3: If off-street bikeway is not feasible, an on-street lane with a buffer and concrete curb protection (F) is recommended.

Median Guidance

If traffic and turning volumes dictate that a center turn lane is necessary on minor arterials streets, it is recommended that a center turn lane is implemented in conjunction with a raised planted median (C), creating median openings where turning volumes dictate. The raised median should focus on visually narrowing the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings. Green infrastructure and street lighting can also be

Transit Guidance

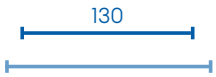
Transit shelters should be provided at every stop to offer protection from the sun and wind and a place to sit. Each stop should include information on the routes that service that stop and their schedules. Off-street bicycle lanes are recommended for streets with transit stops to prevent conflicts. For on-street bikeways, clear markings should highlight conflict area.

Minor Arterial

Neighborhood Activity Center

Our Vision: Minor arterials very frequently connect Residential areas and nearby Neighborhood Activity Centers. People engaged in day-to-day shopping or employment in these areas should have a comfortable and safe option to bike or walk for these trips. Neighborhood Activity Centers also include local schools, underscoring the need for safe connections to surrounding Residential areas.

Key Characteristics



Right of Way
130
feet

Target Speed
35 - 40
miles per hour

Target Shade Covering
30%

Step 1. How many lanes are needed?

0 - 3k volume
2 lanes (unmarked)

0 - 12k volume
2 lanes

10 - 20k volume
2 lanes + center turn

20 - 30k volume
4 lanes + center turn

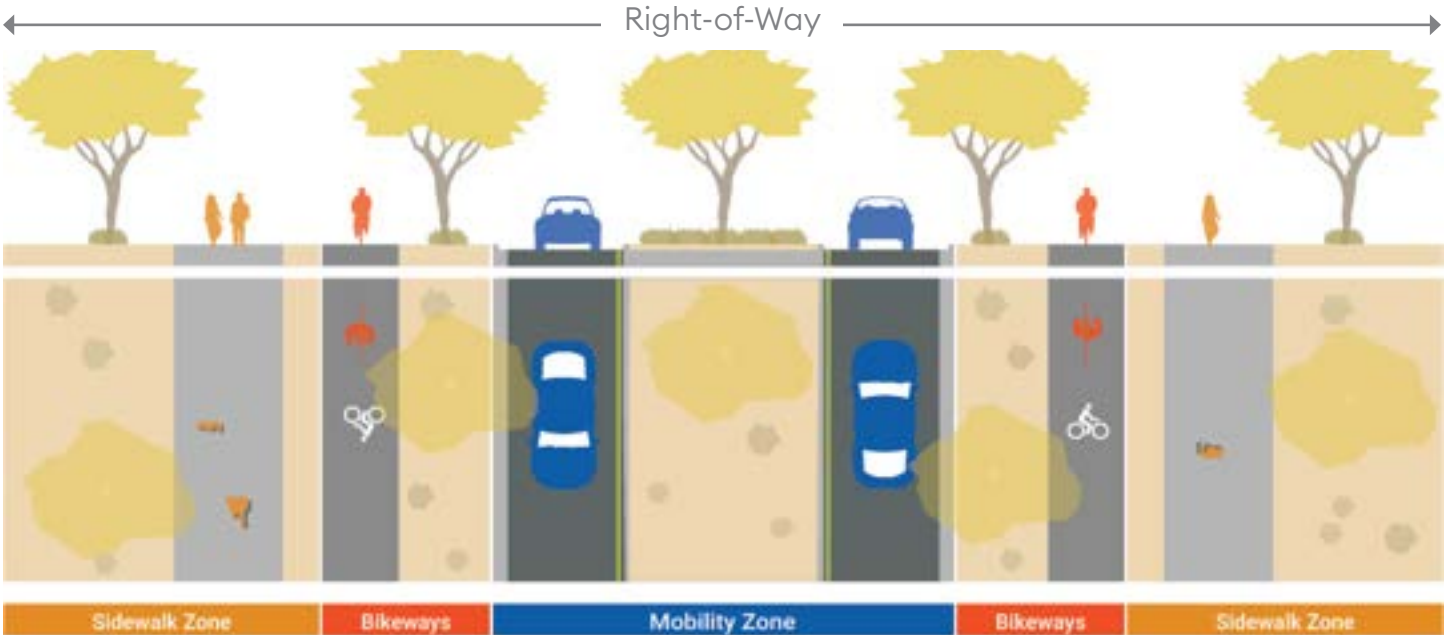
30k+ volume
6 lanes + center turn

Step 2. Street Design Elements

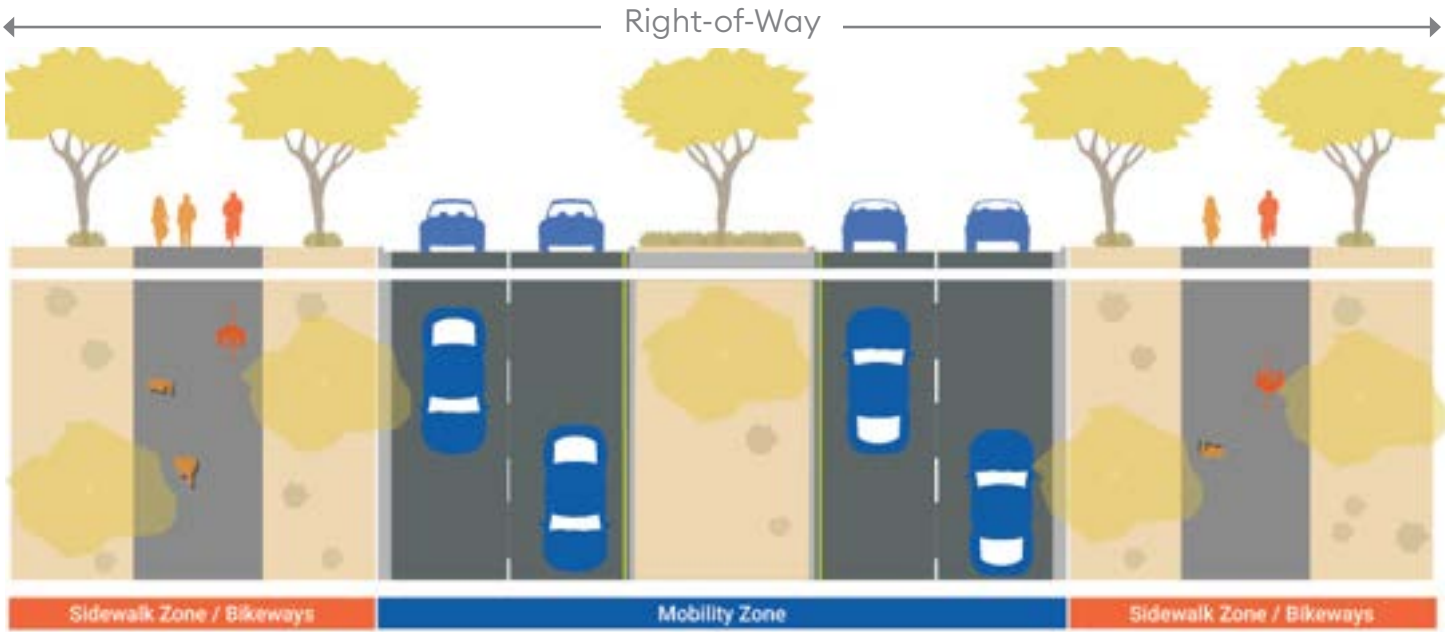
		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	11’	10 - 11’
	Median Width	12’	11 - 20’
	Corner Turning Radii	25’	25 - 30’
BIKEWAYS	Bikeway Width (one-way)	6’	5 - 7’
	Bikeway Buffer Width	3’	2 - 4’
	Shared-Use Path Width*	12’	10 - 16’
SIDEWALK ZONE	Sidewalk Width	8’	6 - 10'
	Landscaped Buffer Width	5 - 10’	3 - 10’
	Pedestrian Crossing Frequency	800’	800 - 2600’

*A shared use path acts as both the bikeway and sidewalk

Street Configuration Examples



Neighborhood Activity Centers are important destinations for people walking and biking. Special care should be taken to provide safe crossings at intersections and driveways for all modes.



Where pedestrian and bicyclists volumes are anticipated to be moderate or low, a shared use path provides space for both types of users to safely interact and travel.

Minor Arterial

Neighborhood Activity Center

Pedestrian Guidance

Providing a safe walking environment and enabling access to transit are primary design objectives for minor arterials in Neighborhood Activity Centers.

Crosswalk Type: High visibility crosswalks (A) are recommended at all crossings.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended at intersections with the potential for significant numbers of people walking.

Mid-Block Crossings: Mid-block crossings can be used to create direct connections between neighborhoods and important destinations for people walking, such as parks, playgrounds, and schools. Raised crosswalks (B), rectangular rapid flashing beacons, and clear signage (including in-street 'yield to pedestrian' signs) can all help pedestrians navigate mid-block crossings.

Traffic Calming Guidance

Calming traffic speeds is essential to create a safe, attractive environment for people walking and biking on minor arterials in Neighborhood Activity Centers.

Center Medians: Planted center medians (C) narrow the field of vision for drivers and can result in slower vehicle speeds.

Signal Coordination: Signals should be timed to enable the progression of vehicles traveling at the speed limit and to disincentivize speeding

Speed Feedback Sign: Speed limits may be lowered adjacent to parks, recreation areas and open spaces, and speed feedback signs help remind drivers that they are passing through a slower travel zone.

Bicycle Guidance

Minor arterials in Neighborhood Activity Centers provide the dual function of enabling access to local destinations and connecting neighborhoods to the wider bike network.

Bikeway Option 1: Off-Street Shared Use Paths (D) should be applied where bike and pedestrian volumes are anticipated to be low and very limited crossings (driveways and intersections) are present.

Bikeway Option 2: Off-Street Cycle Ways (E) are one-way bicycle-only paved paths on each side of street with buffers between them and the street and sidewalks. They should be used in areas of higher bike and pedestrian activity.

Bikeway Option 3: If off-street bikeway is not feasible, an on-street lane with a buffer and concrete curb protection (F) is recommended.

Median Guidance

If traffic and turning volumes dictate that a center turn lane is necessary on minor arterials streets, it is recommended that a center turn lane is implemented in conjunction with a raised planted median (C), creating median openings where turning volumes dictate. The raised median should focus on visually narrowing the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings. Green infrastructure and street lighting can also be included in raised medians.

Transit Guidance

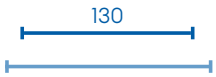
Transit shelters should be provided at every stop to offer protection from the sun and wind and a place to sit. Each stop should include information on the routes that service that stop and their schedules. Off-street bicycle lanes are recommended for streets with transit stops to prevent conflicts. For on-street bikeways, clear markings should highlight conflict area.

Minor Arterial

Regional Activity Center

Our Vision: Minor arterials provide connections to Regional Activity Centers and must balance moving people and providing access to employment, services, and commercial centers. Because these areas also see significant numbers of people walking, efforts to manage conflicts are essential. Enabling efficient transit service and access to transit are also important goals.

Key Characteristics



Right of Way
130
feet

Target Speed
35 - 40
miles per hour

Target Shade Covering
30%

Step 1. How many lanes are needed?

0 - 3k volume
2 lanes (unmarked)

0 - 12k volume
2 lanes

10 - 20k volume
2 lanes + center turn

20 - 30k volume
4 lanes + center turn

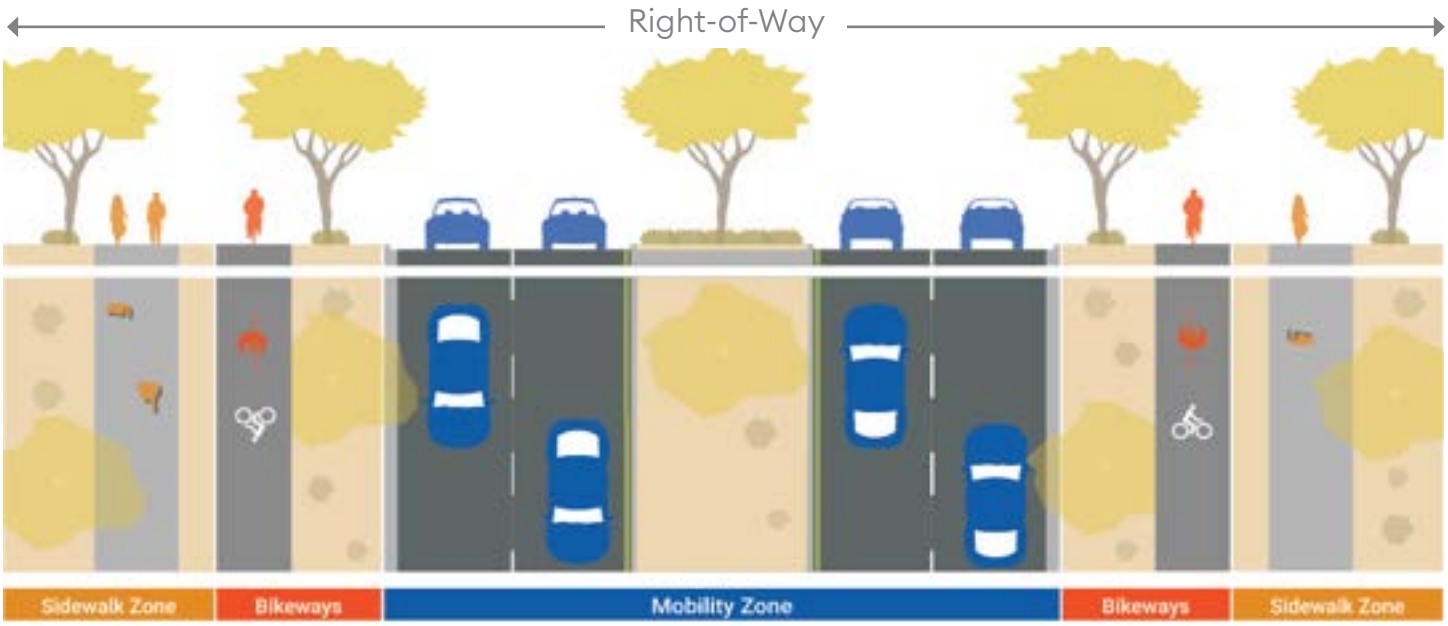
30k+ volume
6 lanes + center turn

Step 2. Street Design Elements

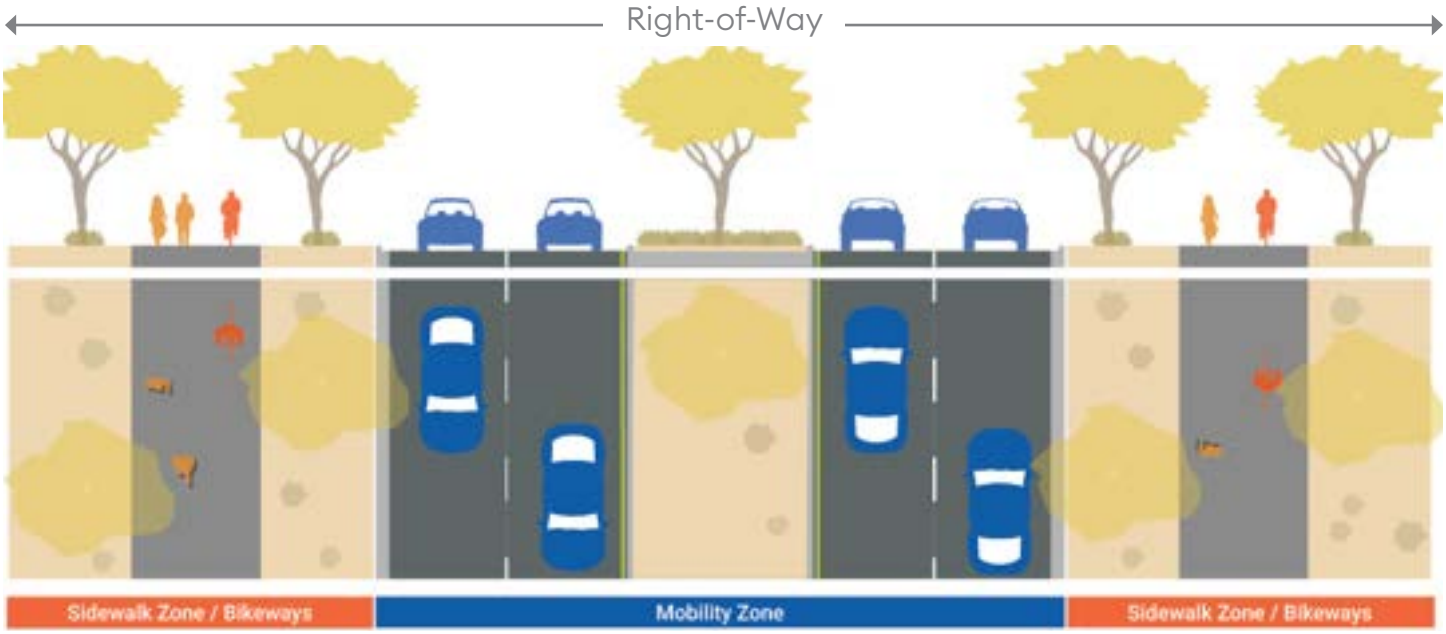
		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	11’	10 - 11’
	Median Width	12’	11 - 20’
	Corner Turning Radii	30’	25 - 30’
BIKEWAYS	Bikeway Width (one-way)	6’	5 - 7’
	Bikeway Buffer Width	3’	2 - 4’
	Shared-Use Path Width*	12’	10 - 16’
SIDEWALK ZONE	Sidewalk Width	8’	6 - 10'
	Landscaped Buffer Width	8 - 10’	3 - 10’
	Pedestrian Crossing Frequency	800’	800 - 2600’

*A shared use path acts as both the bikeway and sidewalk

Street Configuration Examples



Separate sidewalks and bikeways can create an enjoyable atmosphere for people walking and biking to reach important destinations in Regional Activity Centers.



Landscaped medians can help establish a sense of place in Regional Activity Centers and help to calm traffic.

Minor Arterial

Regional Activity Center

Pedestrian Guidance

Safety for people walking should be the priority for minor arterials in Regional Activity Centers, and these streets should be designed to foster pedestrian activity and connections for people walking to transit.

Crosswalk Type: High visibility crosswalks (A) are recommended at all crossings.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended at all signalized intersections.

Mid-Block Crossings: Mid-block crossings can be used to create direct connections between neighborhoods and important destinations for people walking, such as parks, playgrounds, and schools. Raised crosswalks, rectangular rapid flashing beacons (B), and clear signage (including in-street 'yield to pedestrian' signs) can all help pedestrians navigate mid-block crossings.

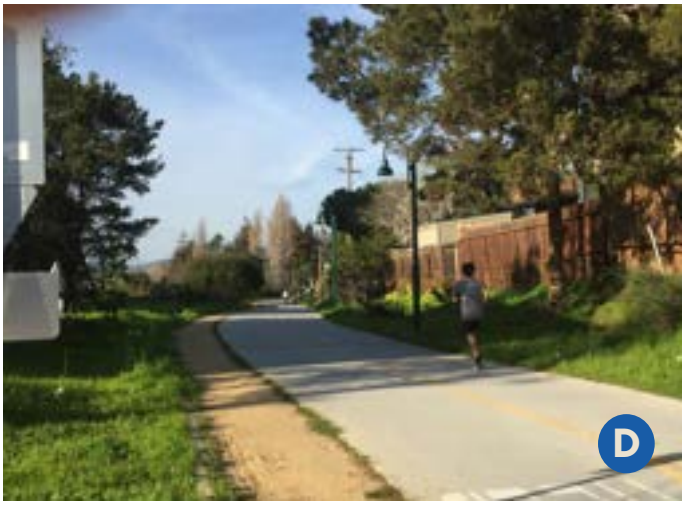
Traffic Calming Guidance

Calming traffic speeds is essential to create a safe, attractive environment for people walking and biking on minor arterials in Regional Activity Centers.

Center Medians: Planted center medians (C) narrow the field of vision for drivers and can result in slower vehicle speeds.

Signal Coordination: Signals should be timed to enable the progression of vehicles traveling at the speed limit and to disincentivize speeding

Speed Feedback Sign: Speed limits may be lowered adjacent to parks, recreation areas and open spaces, and speed feedback signs help remind drivers that they are passing through a slower travel zone.



Bicycle Guidance

Minor arterials in Regional Activity Centers provide the dual function of enabling access to destinations, jobs, and services and connecting neighborhoods to the wider bike network.

Bikeway Option 1: Off-Street Shared Use Paths (D) should be applied where bike and pedestrian volumes are anticipated to be low and very limited crossings (driveways and intersections) are present.

Bikeway Option 2: Off-Street Cycle Ways (E) are one-way bicycle-only paved paths on each side of street with buffers between them and the street and sidewalks. They should be used in areas of higher bike and pedestrian activity.

Bikeway Option 3: If off-street bikeway is not feasible, an on-street lane with a buffer and concrete curb protection (F) is recommended.

Median Guidance

If traffic and turning volumes dictate that a center turn lane is necessary on minor arterials streets, it is recommended that a center turn lane is implemented in conjunction with a raised planted median (C), creating median openings where turning volumes dictate. The raised median should focus on visually narrowing the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings. Green infrastructure and street lighting can also be included in raised medians.

Transit Guidance

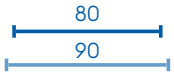
Transit shelters should be provided at every stop to offer protection from the sun and wind and a place to sit. Each stop should include information on the routes that service that stop and their schedules. Off-street bicycle lanes are recommended for streets with transit stops to prevent conflicts. For on-street bikeways, clear markings should highlight conflict area.

Minor Arterial

Heritage District

Our Vision: The Heritage District experiences the highest amount of street-level activity in Gilbert and minor arterials should be designed to provide a safe, pleasant environment for people walking and create an inviting public realm. Providing access to key destinations for people using all modes is a primary goal, which must be balanced with moving people on these corridors.

Key Characteristics



Right of Way
80 – 90
feet

Target Speed
25 - 30
miles per hour

Target Shade Covering
30 - 60%

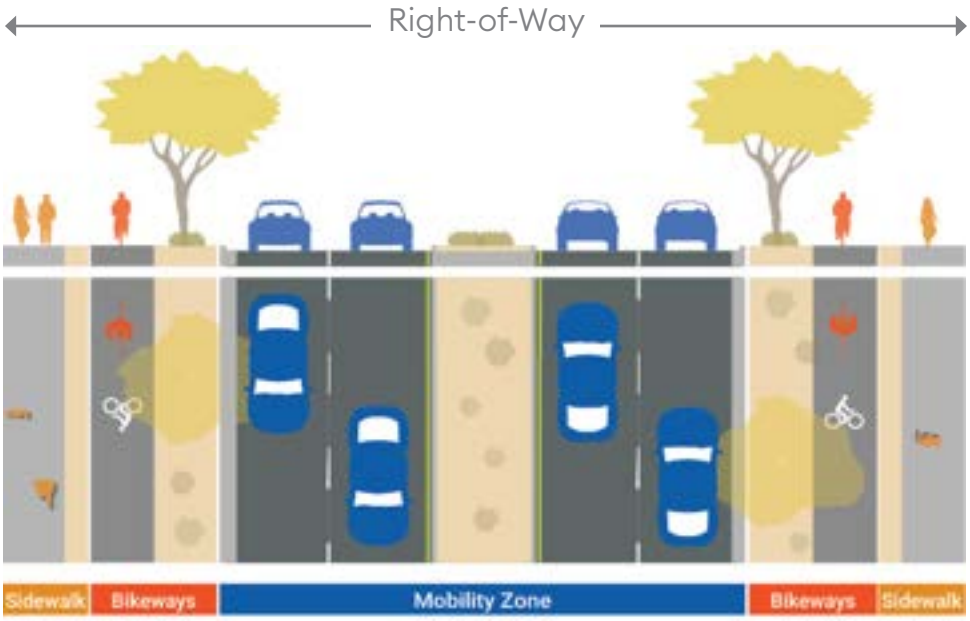
Step 1. How many lanes are needed?

0 - 3k volume 2 lanes (unmarked)	0 - 12k volume 2 lanes	10 - 20k volume 2 lanes + center turn	20 - 30k volume 4 lanes + center turn	30k+ volume 6 lanes + center turn

Step 2. Street Design Elements

		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	10’	10 - 11’
	Median Width	12’	11 - 20’
	Corner Turning Radii	25’	25 - 30’
BIKEWAYS	Bikeway Width (one-way)	6’	5 - 7’
	Bikeway Buffer Width	3’	2 - 4’
	Shared-Use Path Width	n/a	n/a
SIDEWALK ZONE	Sidewalk Width	8’	6 - 12'
	Landscaped Buffer Width	5 - 8’	3 - 10’
	Pedestrian Crossing Frequency	600’	600 - 1300’

Street Configuration Examples



Because of the level of pedestrian activity in the Heritage District, raised bikeways located above the curb should be separated from the sidewalk.

Minor Arterial

Heritage District

Pedestrian Guidance

People walking should be the top priority on minor arterials within the Heritage District.

Crosswalk Type: High visibility crosswalks are recommended at all crossings.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended at all signalized intersections.

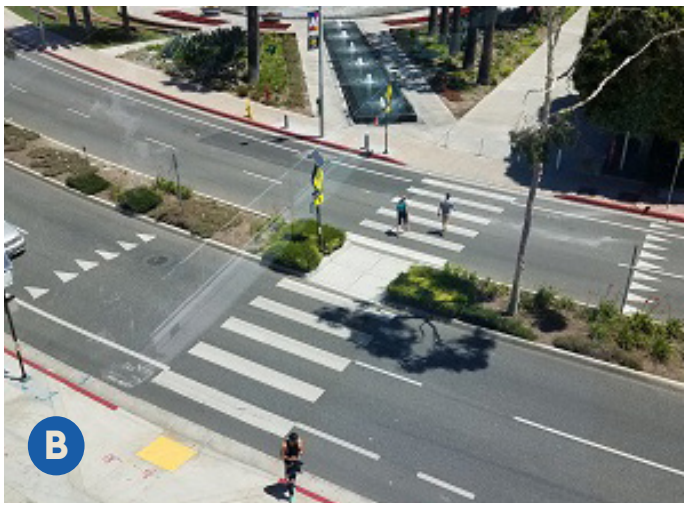
Mid-Block Crossings: Mid-block crossings (B) should be used to create direct connections between key destinations on opposite sides of the street. Raised crosswalks (C), rectangular rapid flashing beacons, and clear signage (including in-street 'yield to pedestrian' signs) can all help pedestrians safely navigate mid-block crossings.

Traffic Calming Guidance

Slowing traffic speeds is a key ingredient to create a vibrant, welcoming public realm in the Heritage District.

Center Medians: Planted center medians narrow the field of vision for drivers and can result in slower vehicle speeds.

Narrow Travel Lanes: Reducing the width of travel lanes requires more cautious driving and can reduce vehicle speeds.



Bicycle Guidance

The Heritage District is a major destination for people biking and bike facilities should be comfortable for people of all ages and abilities.

Bikeway Option 1: Off-Street Shared Use Paths (D) should be applied where bike and pedestrian volumes are anticipated to be low and very limited crossings (driveways and intersections) are present.

Bikeway Option 2: Off-Street Cycle Ways (E) are one-way bicycle-only paved paths on each side of street with buffers between them and the street and sidewalks. They should be used in areas of higher bike and pedestrian activity.

Bikeway Option 3: If off-street bikeway is not feasible, an on-street lane with a buffer and concrete curb protection (F) is recommended.

Median Guidance

If traffic and turning volumes dictate that a center turn lane is necessary on minor arterials streets, it is recommended that a center turn lane is implemented in conjunction with a raised planted median, creating median openings where turning volumes dictate. The raised median should focus on visually narrowing the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings. Green infrastructure and street lighting can also be included in raised medians.

Transit Guidance

Transit shelters should be provided at every stop to offer protection from the sun and wind and a place to sit. Each stop should include information on the routes that service that stop and their schedules. Off-street bicycle lanes are recommended for streets with transit stops to prevent conflicts. For on-street bikeways, clear markings should highlight conflict area.

Street Typologies

Collectors

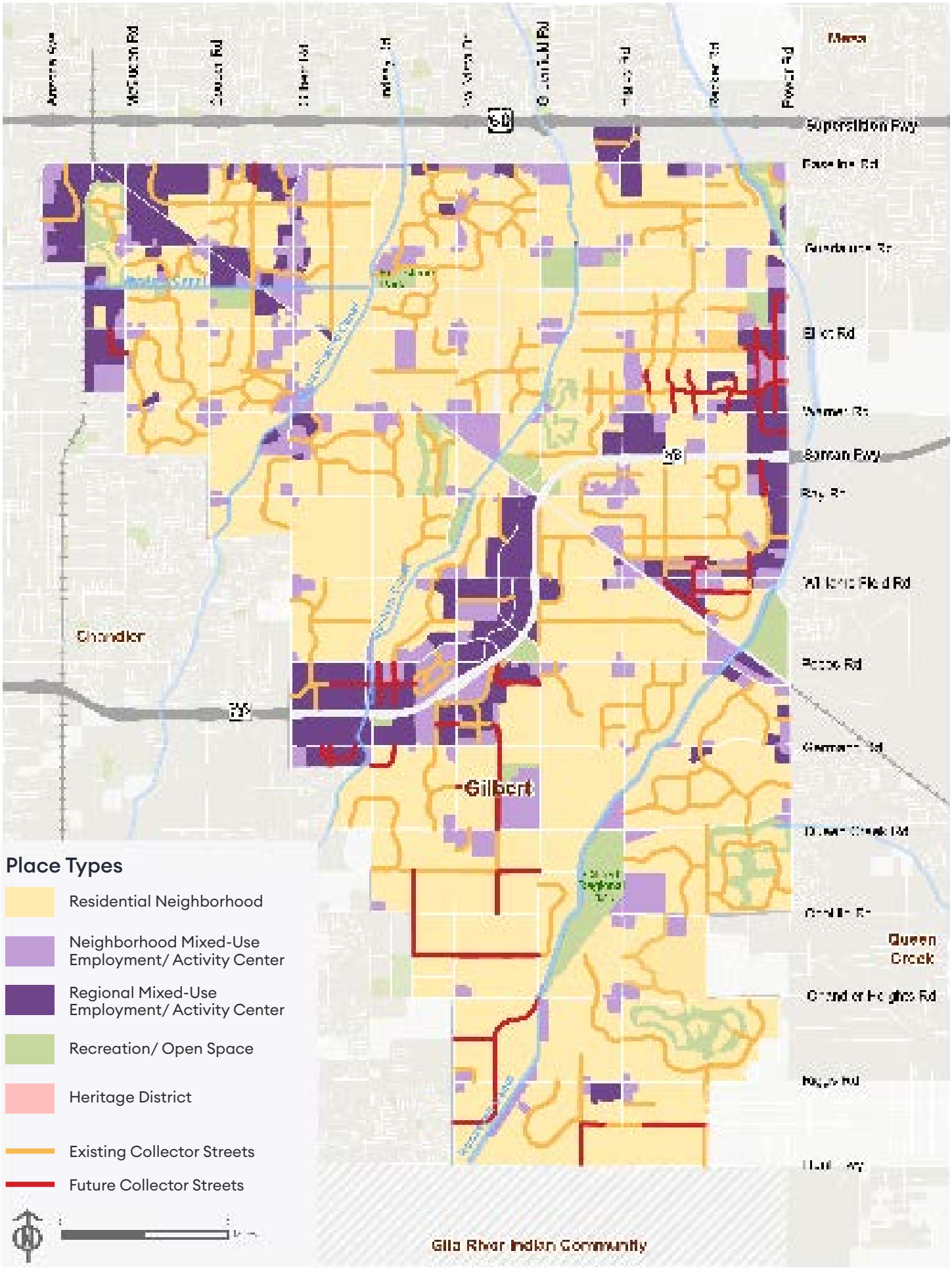
Collectors

Guiding Principles for Collectors

Collector streets link residents to nearby destinations and adjacent neighborhoods and connect to Gilbert's arterials, which enables longer, cross-town trips. Many trips on collectors are shorter, making walking and biking more feasible. Collectors should be designed for moderate vehicle volumes and lower speeds. Combined with high-quality sidewalks and bike facilities, enhanced landscaping, furniture, and shading, collector streets can be attractive corridors for walking and biking. In some locations, collector streets may include flex zones.

Existing Engineering Standards

Total Right-of-Way (ROW)	66 - 80'
Number of Travel Lanes	2
Travel Lane Width	11'
Median Width	11' striped
Corner Turning Radii	30'
Detached Sidewalk Width	6'
Attached Sidewalk Width	6'
Meandering Sidewalk Width	6'
Landscaped Buffer Width	3' min
Bikeway Width (one-way)	6'

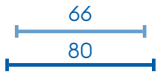

Mesa
Superstition Fwy
Chandler
Gilbert
Queen Creek
Gila River Indian Community
Place Types
Residential Neighborhood
Neighborhood Mixed-Use Employment/ Activity Center
Regional Mixed-Use Employment/ Activity Center
Recreation/ Open Space
Heritage District
Existing Collector Streets
Future Collector Streets

Collector

Recreation/Open Space

Our Vision: Collector streets within the Recreation and Open Space place type will enable everyone, from our youngest to our oldest residents, to comfortably access Gilbert's parks and open spaces. Low volumes and travel speeds, plentiful trees and vegetation, wide sidewalks and bike facilities create a welcoming environment for people walking and biking.

Key Characteristics



Right of Way
66 – 80
feet

Target Speed
25 - 30
miles per hour

Target Shade Covering
30 - 60%

Step 1. How many lanes are needed?

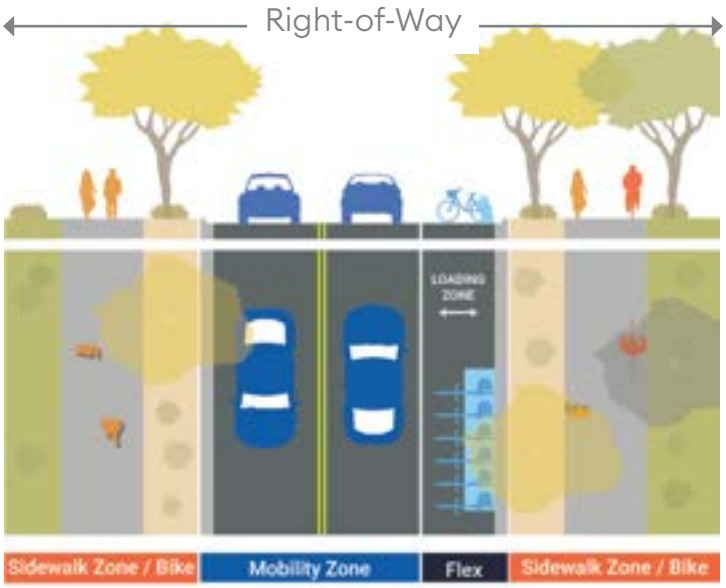
0 - 3k volume 2 lanes (unmarked)	0 - 12k volume 2 lanes	10 - 20k volume 2 lanes + center turn	20 - 30k volume 4 lanes + center turn	30k+ volume 6 lanes + center turn

Step 2. Street Design Elements

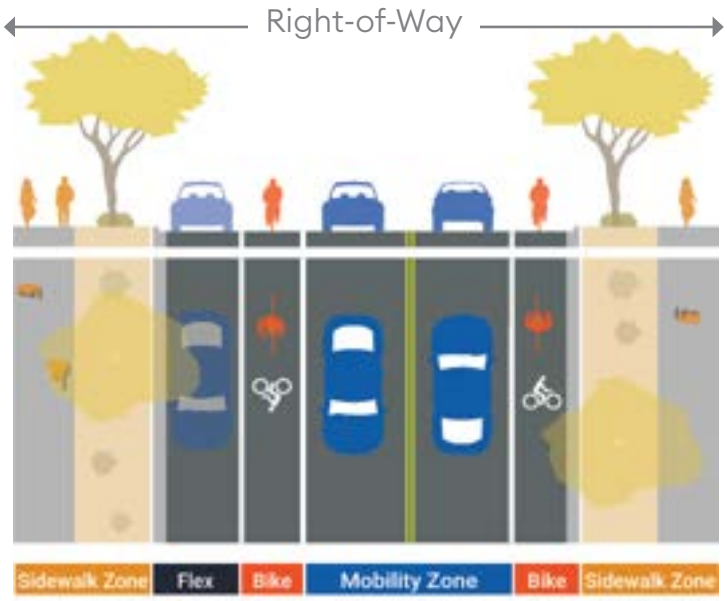
		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	10'	10 - 11'
	Median Width	11'	10 - 12'
	Corner Turning Radii	25'	25 - 30'
BIKEWAYS	Bikeway Width (one-way)	6'	5 - 8'
	Bikeway Buffer Width	2'	0 - 4'
	Shared-Use Path Width	12'	10 - 16'
SIDEWALK ZONE	Sidewalk Width	6'	6 - 8'
	Landscaped Buffer Width	5 - 8'	3 - 10'
	Pedestrian Crossing Frequency	600'	600 - 1300'
FLEX	Flex Zone Width	8'	7 - 9'

*A shared use path acts as both the bikeway and sidewalk

Street Configuration Examples



Some Open Space/Recreational Collectors will include flex zone space, which can be used for multiple uses including on-street parking, passenger loading, green infrastructure, and parking for shared micromobility.



Where speed and volume are low, on-street bike lanes can be included while still allowing space for a flex zone.

Flex Zone Guidance

The flex zone should be converted to a curb extension within 20 feet of intersections or mid-block pedestrian crossings.

The flex zone can be used to incorporate additional green infrastructure, landscaping, and trees into the streetscape to provide additional shade and vegetation and manage stormwater.

The flex zone can be used for on-street parking and passenger loading/unloading zones. The amount of space dedicated for parking and loading should be based on anticipated usage.

Flex zone space can be used to provide additional bike parking and space for shared electric scooters.

Collector

Recreation/Open Space

Pedestrian Guidance

Parks, recreation areas and open space require an extra focus on pedestrian safety to help develop a safe environment for vulnerable street users, such as children, to access these spaces.

Crosswalk Type: High visibility crosswalks (A) are recommended at all crossings.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended near schools and parks.

Mid-Block Crossings: (B) Mid-block crossings with bumpouts improve access to recreation spaces for nearby residents. Raised crosswalks (C), rectangular rapid flashing beacons, and clear signage can all help pedestrians navigate mid-

Traffic Calming Guidance

Calming vehicle speeds is of extra importance around parks, recreation areas and open space to improve driver reaction times and reduce risk to vulnerable users outside vehicles

Modern Roundabouts: Circular intersections with raised center islands designed to slow vehicles without impacting traffic flow. Roundabouts have been shown to significantly reduce serious crashes.

Narrow Travel Lanes: Reducing the width of travel lanes requires more cautious driving and can reduce vehicle speeds.

Chicanes: Introducing a slight “s” curve into the street encourages drivers to reduce their speed. Chicanes can be created by alternating the flex zone/on-street parking from one side of the street to the other; using temporary, low-cost materials; or by constructing concrete curb extensions that can include green infrastructure and landscaping.

Bicycle Guidance

For streets adjacent to parks, recreation areas and open spaces, off-street bikeways help tie the bike network more seamlessly into recreational trail systems.

Bikeway Option 1: Off-Street Shared Use Paths (D) should be applied where bike and pedestrian volumes are anticipated to be low and very limited crossings (driveways and intersections) are present.

Bikeway Option 2: Off-Street Cycle Ways (E) are one-way bicycle-only paved paths on each side of street with buffers between them and the street and sidewalks. They should be used in areas of higher bike and pedestrian activity.

Bikeway Option 3: On-Street Lane (F) can be used if connections with existing recreational trails are not possible, space is constrained, and vehicle volumes and speeds are low (less than 5,000 vehicles per day with 25 mph or lower).

Crossings: Where bike routes on collector streets cross major streets, special treatments (F) should be incorporated to enhance the safety of the crossing, such crossing markings, signage, refuge islands, and rectangular rapid flashing beacons or pedestrian hybrid beacons.

Median Guidance

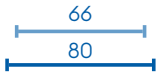
If traffic and turning volumes dictate that a center turn lane is necessary on collector streets, it is recommended that a center turn lane is implemented in conjunction with a raised planted median, creating median openings where turning volumes dictate. Raised planted medians visually narrow the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings.

Collector

Residential

Our Vision: Residential Collectors connect neighborhood streets to the Town's broader transportation network and nearby destinations. These streets typically carry low volumes of traffic at low speeds and, with additional design elements, can make walking and biking an attractive option for many short trips.

Key Characteristics



Right of Way
66 – 80
feet

Target Speed
25 - 30
miles per hour

Target Shade Covering
30%

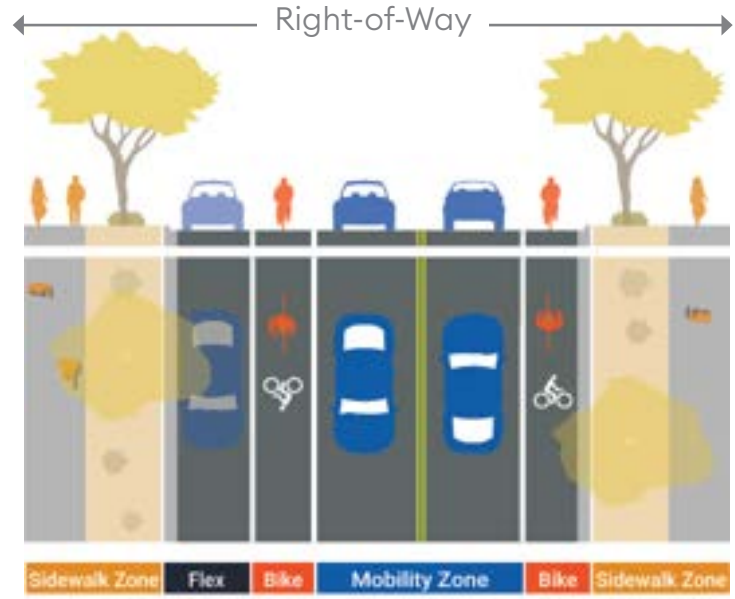
Step 1. How many lanes are needed?

0 - 3k volume 2 lanes (unmarked)	0 - 12k volume 2 lanes	10 - 20k volume 2 lanes + center turn	20 - 30k volume 4 lanes + center turn	30k+ volume 6 lanes + center turn

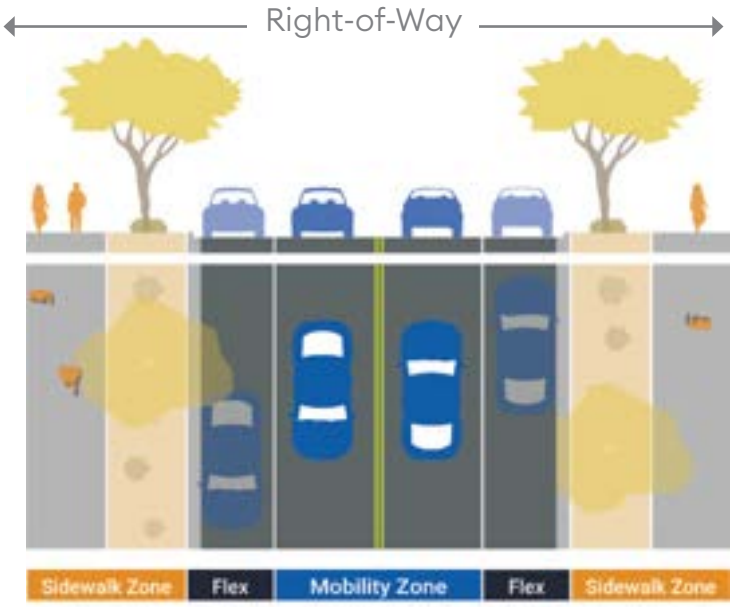
Step 2. Street Design Elements

		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	10’	10 - 11’
	Median Width	11’	10 - 12’
	Corner Turning Radii	25’	25 - 30’
BIKEWAYS	Bikeway Width (one-way)	6’	5 - 7’
	Bikeway Buffer Width	2’	0 - 4’
	Shared-Use Path Width	n/a	n/a
SIDEWALK ZONE	Sidewalk Width	6’	6 - 8'
	Landscaped Buffer Width	5 - 8’	3 - 10’
	Pedestrian Crossing Frequency	600’	600 - 1300’
FLEX	Flex Zone Width	8’	7 - 9’

Street Configuration Examples



Some Residential Collectors will include flex zone space, which can be used for multiple uses including on-street parking, deliveries, and green infrastructure. On-street bike lanes can be used as well.



The combination of flex zone space and a landscape buffer separating people walking from the mobility zone can create an enjoyable pedestrian environment.

Flex Zone Guidance

The flex zone should be converted to a curb extension within 20 feet of intersections or mid-block pedestrian crossings.

The flex zone can be used to incorporate additional green infrastructure, landscaping, and trees into the streetscape to provide additional shade and vegetation and manage stormwater.

The flex zone can be used for on-street parking and passenger loading/unloading zones. The amount of space dedicated for parking and loading should be based on anticipated usage.

Flex zone space can be used to provide additional bike parking and space for shared electric scooters.

Collector
Residential

Pedestrian Guidance

Residential Collectors must provide a safe environment for children walking to nearby schools and parks and families visiting neighbors and recreating.

Crosswalk Type: All pedestrian crossings should be marked. High visibility crosswalks (A) are recommended at intersections with arterials, near schools and parks, and where significant pedestrian demand exists.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended near schools and parks.

Mid-Block Crossings: (B) Mid-block crossings with bumpouts should be used to create direct connections between neighborhoods and important destinations for people walking, such as parks, playgrounds, and schools. Raised crosswalks (C), rectangular rapid flashing beacons, and clear signage can all help pedestrians navigate mid-block crossings.

Traffic Calming Guidance

Additional design tools may be needed to ensure speeds are safe for all street users on Residential Collectors.

Narrow Travel Lanes: Reducing the width of travel lanes requires more cautious driving and can reduce vehicle speeds.

Chicanes: Introducing a slight “s” curve into the street encourages drivers to reduce their speed. Chicanes can be created by alternating the flex zone/on-street parking from one side of the street to the other; using temporary, low-cost materials; or by constructing concrete curb extensions that can include green infrastructure and landscaping.

Traffic Calming Guidance

Modern Roundabouts: (D) Circular intersections with raised center islands designed to slow vehicles without impacting traffic flow. Roundabouts have been shown to significantly reduce serious crashes.

Bicycle Guidance

Residential Collectors provide important connections between neighborhood and the Town's bike network.

Bikeway Option 1: An On-Street Buffered Lane (E) is recommended if space allows.

Bikeway Option 2: If space is constrained and vehicle volumes and speeds are low (less than 5,000 vehicles per day with 25 mph or lower), an on-street lane can be used.

Crossings: Where bike routes on collector streets cross major streets, special treatments should be incorporated to enhance the safety of the crossing, such crossing markings, signage, refuge islands (F), and rectangular rapid flashing beacons or pedestrian hybrid beacons.

Median Guidance

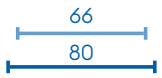
If traffic and turning volumes dictate that a center turn lane is necessary on collector streets, it is recommended that a center turn lane is implemented in conjunction with a raised planted median, creating median openings where turning volumes dictate. Raised planted medians visually narrow the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings.

Collector

Neighborhood Activity Center

Our Vision: Collectors in Neighborhood Activity Centers link neighborhoods to nearby services and shopping. These streets should be designed to enable people to walk and bike for short trips both within their neighborhood and to nearby destinations and to help support nearby businesses.

Key Characteristics



Right of Way
66 – 80
feet

Target Speed
25 - 30
miles per hour

Target Shade Covering
30%

Step 1. How many lanes are needed?

0 - 3k volume
2 lanes (unmarked)

0 - 12k volume
2 lanes

10 - 20k volume
2 lanes + center turn

20 - 30k volume
4 lanes + center turn

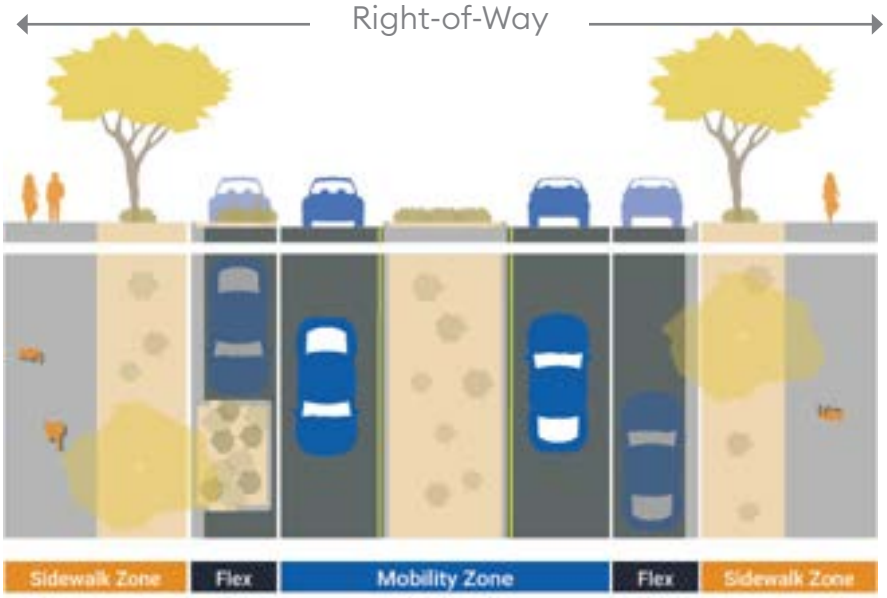
30k+ volume
6 lanes + center turn

Step 2. Street Design Elements

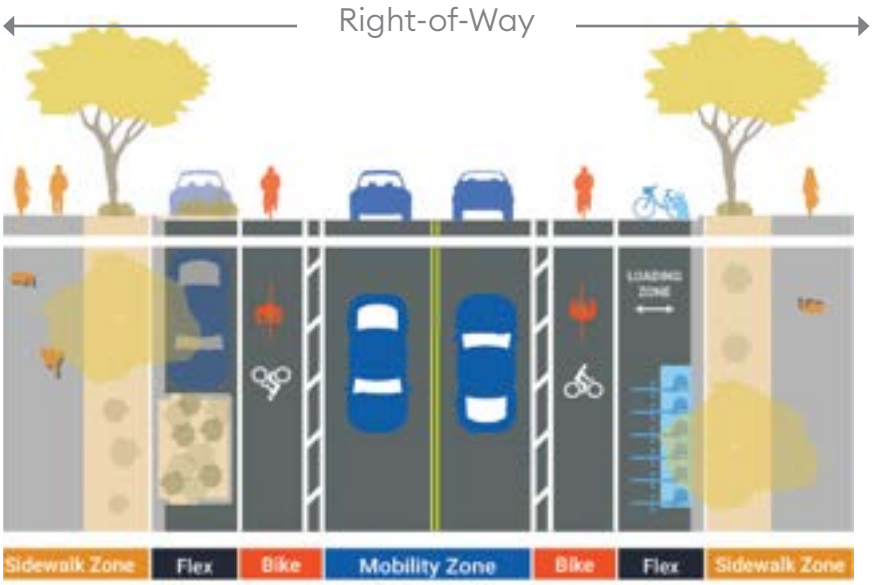
		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	10’	10 - 11’
	Median Width	11’	10 - 12’
	Corner Turning Radii	25’	25 - 30’
BIKEWAYS	Bikeway Width (one-way)	6’	5 - 7’
	Bikeway Buffer Width	2’	0 - 4’
	Shared-Use Path Width	12’	10 - 14’
SIDEWALK ZONE	Sidewalk Width	8’	6 - 10'
	Landscaped Buffer Width	5 - 8’	3 - 10’
	Pedestrian Crossing Frequency	600’	600 - 1300’
FLEX	Flex Zone Width	8’	7 - 9’

*A shared use path acts as both the bikeway and sidewalk

Street Configuration Examples



Flex zones in Neighborhood Activity Centers can support local businesses, providing space for deliveries, passenger loading, and green infrastructure.



A painted buffer between the bike lane and travel lanes helps improve safety and comfort for people biking and motorists. Flex zones can be adapted to fit the needs of adjacent land uses with consideration for crossing the bike lanes safely.

Flex Zone Guidance

The flex zone should be converted to a curb extension within 20 feet of intersections or mid-block pedestrian crossings.

The flex zone can be used to incorporate additional green infrastructure, landscaping, and trees into the streetscape to provide additional shade and vegetation and manage stormwater.

The flex zone can be used for on-street parking and passenger loading/unloading zones. The amount of space dedicated for parking and loading should be based on anticipated usage.

Flex zone space can be used to provide additional bike parking and space for shared electric scooters.

Collector

Neighborhood Activity Center

Pedestrian Guidance

Safety and convenience for people walking are primary design objectives for Collectors in Neighborhood Activity Centers.

Crosswalk Type: High visibility crosswalks (A) are recommended at all crossings.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended at intersections with the potential for significant numbers of people walking.

Mid-Block Crossings: Mid-block crossings with bumpouts (B) should be used to create direct connections between neighborhoods and important destinations for people walking, such as schools and commercial centers. Raised crosswalks (C), rectangular rapid flashing beacons (D), and clear signage (including in-street 'yield to pedestrian' signs) can all help pedestrians navigate mid-block crossings.

Traffic Calming Guidance

Keeping traffic speeds low is essential to create a safe, attractive environment for people walking.

Modern Roundabouts: Circular intersections with raised center islands designed to slow vehicles without impacting traffic flow. Roundabouts have been shown to significantly reduce serious crashes.

Chicanes: Introducing a slight "s" curve into the street encourages drivers to reduce their speed. Chicanes can be created by alternating the flex zone/on-street parking from one side of the street to the other; using temporary, low-cost materials; or by constructing concrete curb extensions that can include green infrastructure and landscaping.

Traffic Calming Guidance

Narrow Travel Lanes: Reducing the width of travel lanes requires more cautious driving and can reduce vehicle speeds.

Bicycle Guidance

Collectors in Neighborhood Activity Centers provide the dual function of enabling access to local destinations and connecting neighborhoods to the wider bike network.

Bikeway Option 1: An On-Street Buffered Lane (E) is recommended if space allows.

Bikeway Option 2: If space is constrained and vehicle volumes and speeds are low (less than 5,000 vehicles per day with 25 mph or lower), an on-street lane can be used.

Crossings: Where bike routes on collector streets cross major streets, special treatments should be incorporated to enhance the safety of the crossing, such crossing markings, signage, refuge islands (F), and rectangular rapid flashing beacons or pedestrian hybrid beacons.

Median Guidance

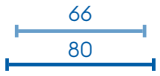
If traffic and turning volumes dictate that a center turn lane is necessary on collector streets, it is recommended that a center turn lane is implemented in conjunction with a raised planted median, creating median openings where turning volumes dictate. Raised planted medians visually narrow the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings.

Collector

Regional Activity Center

Our Vision: Collectors in Regional Activity Centers link communities to major employment and commercial centers and services. They also can provide circulation within these centers and allow for people to move between destinations. They should deliver an efficient experience for people using all modes of transportation, and their design should anticipate significant numbers of people walking.

Key Characteristics



Right of Way
66 – 80
feet

Target Speed
25 - 30
miles per hour

Target Shade Covering
30%

Step 1. How many lanes are needed?

0 - 3k volume 2 lanes (unmarked)	0 - 12k volume 2 lanes	10 - 20k volume 2 lanes + center turn	20 - 30k volume 4 lanes + center turn	30k+ volume 6 lanes + center turn

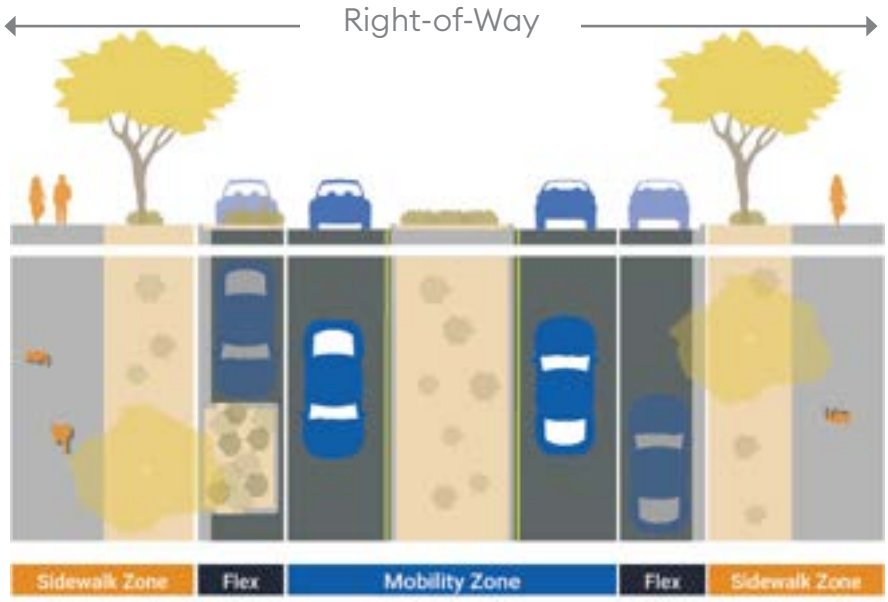
Step 2. Street Design Elements

		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	10’	10 - 11’
	Median Width	11’	10 - 12’
	Corner Turning Radii	25’	25 - 30’
BIKEWAYS	Bikeway Width (one-way)	6’	5 - 7’
	Bikeway Buffer Width	2’	0 - 4’
	Shared-Use Path Width	12’	10 - 14’
SIDEWALK ZONE	Sidewalk Width	8’	6 - 10'
	Landscaped Buffer Width	5 - 8’	3 - 10’
	Pedestrian Crossing Frequency	600’	600 - 1300’
FLEX	Flex Zone Width	8’	7 - 9’

*A shared use path acts as both the bikeway and sidewalk

Street Configuration Examples

Some collectors in Regional Activity Centers will include flex zone space, which can be used for on-street parking, green infrastructure, bike parking, and public space.



Distinctive landscaping in medians and buffering the sidewalk from the street can help create a sense of place in Regional Activity Centers and increase pedestrian activity.

Flex Zone Guidance

The flex zone should be converted to a curb extension within 20 feet of intersections or mid-block pedestrian crossings.

The flex zone can be used to incorporate additional green infrastructure, landscaping, and trees into the streetscape to provide additional shade and vegetation and manage stormwater.

The flex zone can be used for on-street parking and passenger loading/unloading zones. The amount of space dedicated for parking and loading should be based on anticipated usage.

Flex zone space can be used to provide additional bike parking and space for shared electric scooters.

Collector

Regional Activity Center

Pedestrian Guidance

Significant numbers of people walking should be anticipated for collectors in Regional Activity Centers, and these streets should be designed to foster pedestrian activity.

Crosswalk Type: High visibility crosswalks (A) are recommended at all crossings.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended at all signalized intersections.

Mid-Block Crossings: Mid-block crossings with bumpouts (B) should be used to create direct connections between neighborhoods and important destinations for people walking, such as schools and commercial centers. Raised crosswalks, rectangular rapid flashing beacons, and clear signage (including in-street 'yield to pedestrian' signs) can all help pedestrians navigate mid-block crossings.

Traffic Calming Guidance

Keeping traffic speeds low is critical to foster pedestrian activity and enable safe access to important destinations in Regional Activity Centers.

Modern Roundabouts: (C) Circular intersections with raised center islands designed to slow vehicles without impacting traffic flow. Roundabouts have been shown to significantly reduce serious crashes.

Speed Feedback Sign: Speed limits may be lowered adjacent to major activity centers and speed feedback signs help remind drivers that they are passing through a slower travel zone.

Narrow Travel Lanes: Reducing the width of travel lanes requires more cautious driving and can reduce vehicle speeds.

Bicycle Guidance

Collectors in Regional Activity Centers provide the dual function of enabling access to local destinations and connecting neighborhoods to the wider bike network.

Bikeway Option 1: Off-Street Cycle Ways (D) are one-way bicycle-only paved paths on each side of street with buffers between them and the street and sidewalks. They should be used in areas of higher bike and pedestrian activity.

Bikeway Option 2: An On-Street Buffered Lane (E) is recommended if there is not space for off-street facilities.

Bikeway Option 3: If space is constrained and vehicle volumes and speeds are low (less than 5,000 vehicles per day with 25 mph or lower), an on-street lane can be used.

Crossings: Where bike routes on collector streets cross major streets, special treatments (F) should be incorporated to enhance the safety of the crossing, such crossing markings, signage, refuge islands, and rectangular rapid flashing beacons or pedestrian hybrid beacons.

Median Guidance

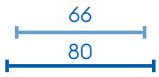
If traffic and turning volumes dictate that a center turn lane is necessary on collector streets, it is recommended that a center turn lane is implemented in conjunction with a raised planted median, creating median openings where turning volumes dictate. Raised planted medians visually narrow the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings.

Collector

Heritage District

Our Vision: The Heritage District experiences the highest amount of street-level activity in Gilbert and Collectors should be designed to maximize space for people walking and to create an inviting public realm. To support this goal, their flex zones provide many opportunities for varied uses.

Key Characteristics



Right of Way
66 – 80
feet

Target Speed
25
miles per hour

Target Shade Covering
30%

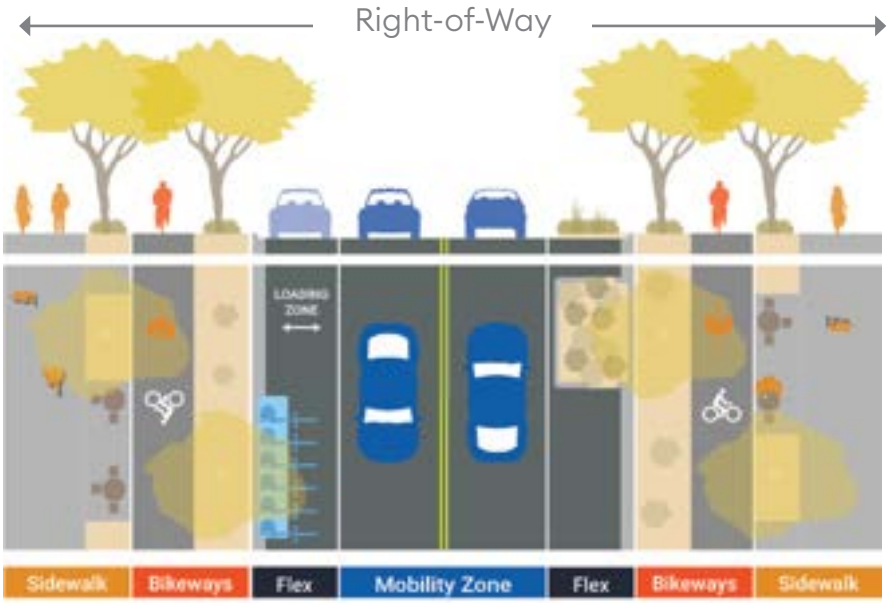
Step 1. How many lanes are needed?

0 - 3k volume 2 lanes (unmarked)	0 - 12k volume 2 lanes	10 - 20k volume 2 lanes + center turn	20 - 30k volume 4 lanes + center turn	30k+ volume 6 lanes + center turn

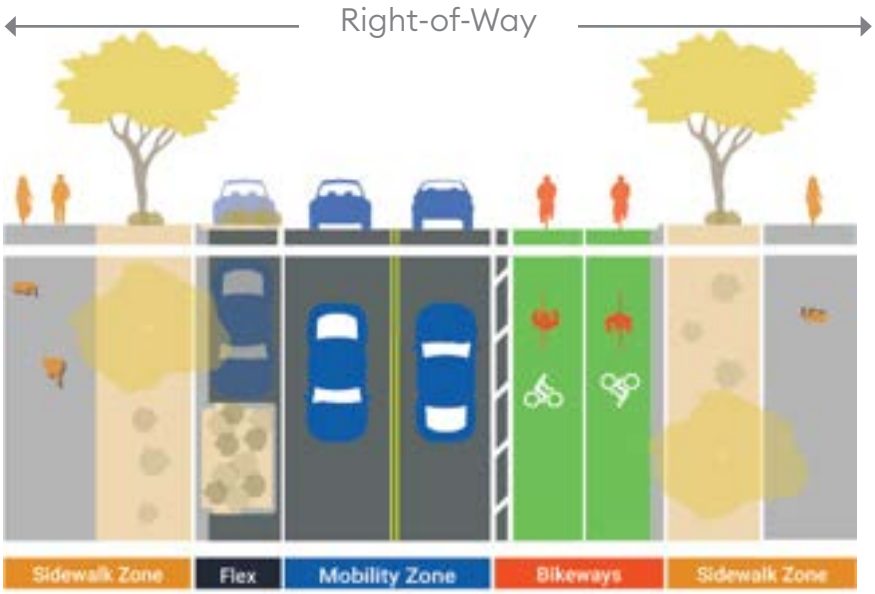
Step 2. Street Design Elements

		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	10’	10 - 11’
	Median Width	11’	10 - 12’
	Corner Turning Radii	25’	25 - 30’
BIKEWAYS	Bikeway Width (one-way)	6’	5 - 7’
	Bikeway Buffer Width	2’	0 - 4’
	Shared-Use Path Width	n/a	n/a
SIDEWALK ZONE	Sidewalk Width	8’	6 - 12'
	Landscaped Buffer Width	5 - 8’	3 - 10’
	Pedestrian Crossing Frequency	600’	300 - 1300’
FLEX	Flex Zone Width	8’	7 - 9’

Street Configuration Examples



Collectors in the Heritage District can include flex zones, which can vary between on-street parking, passenger loading zones, space for green infrastructure and public art, and parking for bikes and scooters. Landscaped buffers and flex zone space can include seating space to support local businesses.



Two-way, on-street bikeways can be used on streets with minimal driveways and conflict points and if key destinations or connections are concentrated on one side.

Flex Zone Guidance

The flex zone should be converted to a curb extension within 20 feet of intersections or mid-block pedestrian crossings.

The flex zone can be used to incorporate additional green infrastructure, landscaping, and trees into the streetscape to provide additional shade and vegetation and manage stormwater.

The flex zone can be used for on-street parking and passenger loading/unloading zones. The amount of space dedicated for parking and loading should be based on anticipated usage.

Flex zone space can be used to provide additional bike parking and space for shared electric scooters.

Collector

Heritage District

Pedestrian Guidance

People walking should be the top priority on collectors within the Heritage District.

Crosswalk Type: High visibility crosswalks (A) are recommended at all crossings.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended at all signalized intersections.

Mid-Block Crossings: Mid-block crossings should be used to create direct connections between neighborhoods and important destinations for people walking, such as schools and commercial centers. Raised crosswalks (B), rectangular rapid flashing beacons, and clear signage (including in-street 'yield to pedestrian' signs) can all help pedestrians navigate mid-block crossings.

Traffic Calming Guidance

Narrow Travel Lanes: Reducing the width of travel lanes requires more cautious driving and can reduce vehicle speeds.

Modern Roundabouts: Circular intersections with raised center islands designed to slow vehicles without impacting traffic flow. Roundabouts have been shown to significantly reduce serious crashes.

Chicanes: Introducing a slight "s" curve into the street encourages drivers to reduce their speed. Chicanes can be created by alternating the flex zone/on-street parking from one side of the street to the other; using temporary, low-cost materials; or by constructing concrete curb extensions that can include green infrastructure and landscaping.

Bicycle Guidance

The Heritage District is a major destination for people biking and bike facilities should be comfortable for people of all ages and abilities.

Bikeway Option 1: Off-Street Cycle Ways (D) are one-way bicycle-only paved paths on each side of street with buffers between them and the street and sidewalks. They should be used in areas of higher bike and pedestrian activity.

Bikeway Option 2: An On-Street Buffered Lane (E) is recommended if there is not space for off-street facilities.

Bikeway Option 3: If space is constrained and vehicle volumes and speeds are low (less than 5,000 vehicles per day with 25 mph or lower), an on-street lane can be used.

Crossings: Where bike routes on collector streets cross major streets, special treatments should be incorporated to enhance the safety of the crossing, such crossing markings, signage, refuge islands, and rectangular rapid flashing beacons or pedestrian hybrid beacons (E).

Median Guidance

If traffic and turning volumes dictate that a center turn lane is necessary on collector streets, it is recommended that a center turn lane is implemented in conjunction with a raised planted median, creating median openings where turning volumes dictate. Raised planted medians (F) visually narrow the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings.

Transit Guidance

Transit shelters should be provided at every stop to offer protection from the sun and wind and a place to sit. Each stop should include information on the routes that service that stop and their schedules. Off-street bicycle lanes are recommended for streets with transit stops to prevent conflicts. For on-street bikeways, clear markings should highlight conflict area.

Street Typologies

Locals

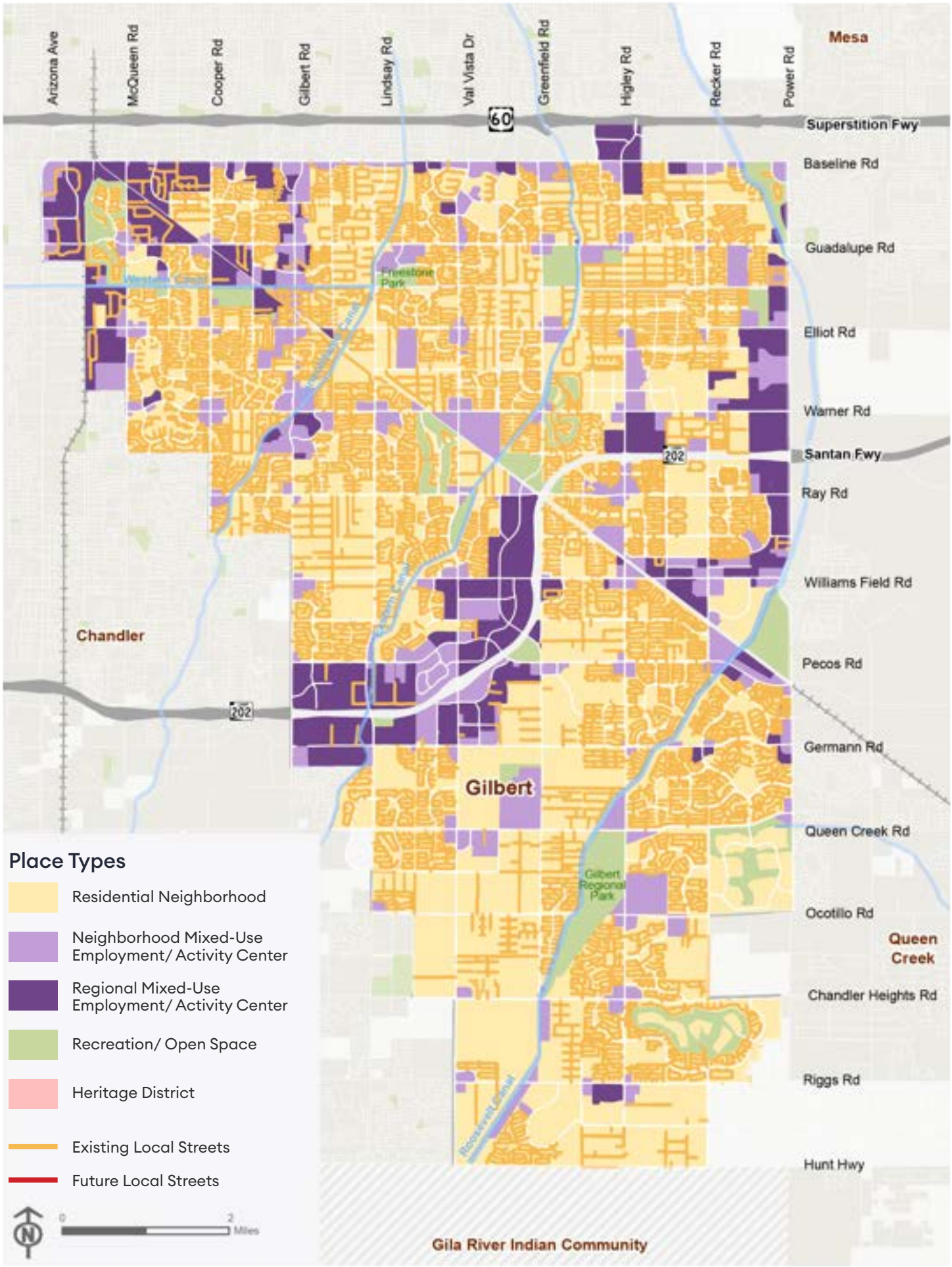
Locals

Guiding Principals for Locals

Local streets connect residents to the Town's transportation network and act as places for neighbors to recreate, socialize, and play. Local streets are designed to carry very little traffic and for cars to move slowly; they should be calm, shaded, and kid-friendly. Local streets include flex zones that can be used for on-street parking and green infrastructure, as well as additional uses in higher density areas.

Existing Engineering Standards

Total Right-of-Way (ROW)	50'
Number of Travel Lanes	2
Curb-to-Curb Width	32'
Corner Turning Radii	20'
Detached Sidewalk Width	5'
Attached Sidewalk Width	5'
Landscaped Buffer Width	3.5'
On-Street Parking (32' ROW)	Both sides
On-Street Parking (26-31' ROW)	One side
On-Street Parking (<26' ROW)	None


Arizona Ave
McQueen Rd
Cooper Rd
Gilbert Rd
Lindsay Rd
Val Vista Dr
Greenfield Rd
Higley Rd
Recker Rd
Power Rd
Mesa
60
Superstition Fwy
Baseline Rd
Guadalupe Rd
Elliot Rd
Warner Rd
202
Santan Fwy
Ray Rd
Williams Field Rd
Pecos Rd
Germann Rd
Queen Creek Rd
Ocotillo Rd
Queen Creek
Chandler Heights Rd
Riggs Rd
Hunt Hwy
Chandler
Gilbert
Gilbert Regional Park
Freestone Park
Gila River Indian Community
Place Types
Residential Neighborhood
Neighborhood Mixed-Use Employment/ Activity Center
Regional Mixed-Use Employment/ Activity Center
Recreation/ Open Space
Heritage District
Existing Local Streets
Future Local Streets
0
2
Miles

Local
Residential

Our Vision: Local Residential streets enable residents to step out their front door and connect to Gilbert's broader transportation network. They also serve as shared community spaces and an extension of residents' front yards and should encourage drivers to travel at safe speeds.

Key Characteristics

Right of Way
50
feet

Target Speed
20 - 25
miles per hour

Target Shade Covering
30%

Step 1. How many lanes are needed?

0 - 3k volume
2 lanes (unmarked)

0 - 12k volume
2 lanes

10 - 20k volume
2 lanes + center turn

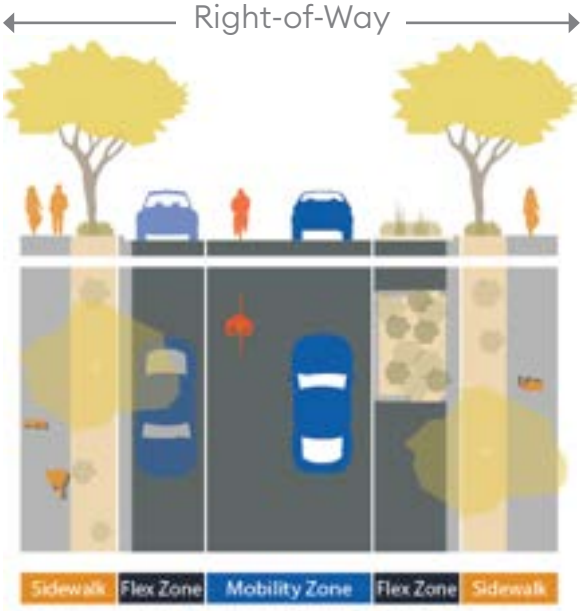
20 - 30k volume
4 lanes + center turn

30k+ volume
6 lanes + center turn

Step 2. Street Design Elements

		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	10'	10 - 11'
	Curb-to-Curb Width	32'	26 - 32'
	Corner Turning Radii	20'	20 - 30'
SIDEWALK ZONE	Sidewalk Width	5'	5 - 8'
	Landscaped Buffer Width	4'	3.5 - 8'
	Pedestrian Crossing Frequency	600'	300 - 1000'
FLEX	Flex Zone Width	8'	7 - 9'

Street Configuration Examples



Shade and landscaping are important components to create a welcoming environment on Local Residential streets. Flex zone space can provide on-street parking and space for green infrastructure.

Flex Zone Guidance

The flex zone should be converted to a curb extension within 20 feet of intersections or mid-block pedestrian crossings.

The flex zone can be used to incorporate additional green infrastructure, landscaping, and trees into the streetscape to provide additional shade and vegetation and manage stormwater.

The flex zone can be used for on-street parking and passenger loading/unloading zones. The amount of space dedicated for parking and loading should be based on anticipated usage.

Flex zone space can be used to provide additional bike parking and space for shared electric scooters.

Local
Residential

Pedestrian Guidance

Local Residential streets must provide a safe environment for children walking to nearby schools and parks and families visiting their neighbors and recreating.

Crosswalk Type: All pedestrian crossings should be marked. High visibility crosswalks are recommended at intersections with arterials, near schools and parks, and where significant pedestrian demand is anticipated.

Traffic Calming Guidance

Additional design tools may be needed to ensure speeds are safe for all street users on Local Residential streets.

Raised Crosswalks: (A) Elevates crosswalk to sidewalk level. Cars must ramp up to move through, slowing vehicles and signaling pedestrian priority.

Raised Intersection: Elevates entire intersection to sidewalk level. Cars moving through the entire section must slow down, reinforcing pedestrian priority.

Chicanes: (B) Introducing a slight "s" curve into the street encourages drivers to reduce their speed. Chicanes can be created by alternating the flex zone/on-street parking from one side of the street to the other; using temporary, low-cost materials; or by constructing concrete curb extensions that can include green infrastructure and landscaping.

Mini Roundabout: (C) Guides vehicles through an intersection around a central island, forcing vehicles to slow down. Mini roundabouts can incorporate landscaping to further improve neighborhood livability and can be installed using low-cost, temporary materials or constructed with concrete for a permanent installation.

Traffic Calming Guidance (cont'd.)

Vertical Traffic Calming: Creating a change in height on the roadway surface forces drivers to slow down. Speed humps, speed cushions (D), speed tables, and raised crosswalks and intersections can all be used to introduce this vertical change and slow drivers.

Bicycle Guidance

Local Residential streets provide calm routes for people biking and, with some additional improvements, can be transformed into high-quality routes for people of all ages and abilities.

Bikeway Option 1: Shared Lane Markings (E) should be used to reinforce that people biking and driving share the lane and indicates the proper riding position for people biking. Only recommended on streets with very low traffic volumes and speeds (<3,000 vehicles per day and <25 mph).

Bikeway Option 2: If space is available and a significant number of people biking are anticipated, an On-Street Lane is recommended.

Crossings: Where bike routes on local streets cross major streets, special treatments should be incorporated to enhance the safety of the crossing, such as crossing markings, signage, refuge islands, and pedestrian hybrid beacons (F).

Network Connectivity

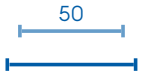
Local Residential streets should follow a grid pattern as closely as possible and cul-de-sacs should be avoided. A grid of short blocks with four-way intersections leads to more direct routes and shorter trips.

Local

Heritage District

Our Vision: The Heritage District experiences the highest amount of street-level activity in Gilbert, and local streets should be designed to maximize space for people walking and to create an inviting public realm. Local streets carry very little traffic moving at slow speeds and include on-street parking, bike parking, seating, and space for mingling in the shade to create activity and support local businesses.

Key Characteristics



Right of Way
50
feet

Target Speed
20
miles per hour

Target Shade Covering
30%

Step 1. How many lanes are needed?

0 - 3k volume
2 lanes (unmarked)

0 - 12k volume
2 lanes

10 - 20k volume
2 lanes + center turn

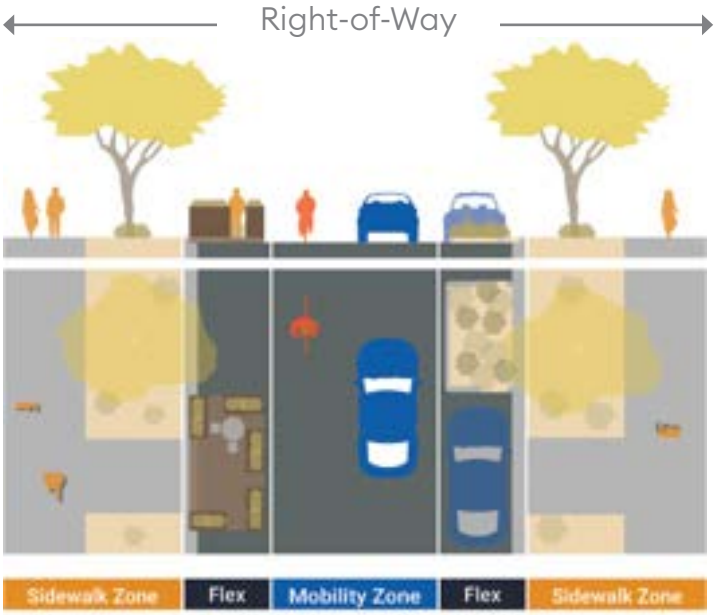
20 - 30k volume
4 lanes + center turn

30k+ volume
6 lanes + center turn

Step 2. Street Design Elements

		Preferred	Allowable Range
MOBILITY ZONE	Travel & Turn Lane Width	10’	10 - 11’
	Curb-to-Curb Width	32’	26 - 32’
	Corner Turning Radii	20’	20 - 30’
SIDEWALK ZONE	Sidewalk Width	8’	5 - 12'
	Landscaped Buffer Width	5 - 8’	3.5 - 10’
	Pedestrian Crossing Frequency	400’	300 - 600’
FLEX	Flex Zone Width	8’	7 - 9’

Street Configuration Examples



Providing shade and comfortable pedestrian access to businesses and residences are priorities for local streets in the Heritage District. Flex zones can support a variety of uses including parking, loading, space for green infrastructure, public art, parklets, and bike/scooter parking.

Flex Zone Guidance

The flex zone should be converted to a curb extension within 20 feet of intersections or mid-block pedestrian crossings.

The flex zone can be used to incorporate additional green infrastructure, landscaping, and trees into the streetscape to provide additional shade and vegetation and manage stormwater.

The flex zone can be used for on-street parking and passenger loading/unloading zones. The amount of space dedicated for parking and loading should be based on anticipated usage.

Flex zone space can be used to provide additional bike parking and space for shared electric scooters.

Local

Heritage District

Pedestrian Guidance

People walking should be the top priority on collectors within the Heritage District.

Crosswalk Type: High visibility crosswalks (A) are recommended at all crossings.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended at all signalized intersections.

Traffic Calming Guidance

Slowing traffic speeds is a key ingredient to create a vibrant, welcoming public realm in the Heritage District.

Raised Crosswalks: (B) Elevates crosswalk to sidewalk level. Cars must ramp up to move through, slowing vehicles and signaling pedestrian priority.

Raised Intersection (C): Elevates entire intersection to sidewalk level. Cars moving through the entire section must slow down, reinforcing pedestrian priority.

Chicanes (D): Introducing a slight “s” curve into the street encourages drivers to reduce their speed. Chicanes can be created by alternating the flex zone/on-street parking from one side of the street to the other; using temporary, low-cost materials; or by constructing concrete curb extensions that can include green infrastructure and landscaping.

Mini Roundabout: Guides vehicles through an intersection around a central island, forcing vehicles to slow down. Mini roundabouts can incorporate landscaping to further improve neighborhood livability and can be installed using low-cost, temporary materials or constructed with concrete for a permanent installation.

Traffic Calming Guidance (cont'd.)

Vertical Traffic Calming: Creating a change in height on the roadway surface forces drivers to slow down. Speed humps, speed cushions, speed tables, and raised crosswalks and intersections can all be used to introduce this vertical change and slow drivers.

Bicycle Guidance

Local streets in the Heritage District may see significant numbers of people biking. If streets are designed to encourage low traffic volumes and speeds, these streets should be comfortable for people biking with small additional improvements.

Bikeway Option 1: Shared Lane Markings (E) should be used to reinforce that people biking and driving share the lane and indicates the proper riding position for people biking. Only recommended on streets with very low traffic volumes and speeds (<3,000 vehicles per day and <25 mph).

Bikeway Option 2: If space is available and a significant number of people biking are anticipated, an On-Street Lane is recommended.

Crossings: Where bike routes on local streets cross major streets, special treatments should be incorporated to enhance the safety of the crossing, such as crossing markings, signage, refuge islands, and pedestrian hybrid beacons (F).

Network Connectivity

Local Residential streets should follow a grid pattern as closely as possible and cul-de-sacs should be avoided. A grid of short blocks with four-way intersections leads to more direct routes and shorter trips.