

TRANSIT-ORIENTED DEVELOPMENT PLAN IN PALMDALE

STREET TYPES

THOROUGHFARE STANDARDS

A broad palette of “complete street” types would be designed to support motorists, cyclists, pedestrians, and transit riders.



Transit corridors should be designed to ensure high quality transit that integrates with bicycle and pedestrian connections.



Boulevards can become the lifeblood of the city, with pedestrian-scale lighting, street trees, frontage roads, medians, and intersection enhancements.

COMMERCIAL STREETS

Additional street types would be established to provide a wide range of choices for downtown and commercial blocks. **Specific street types shown here may or may not be used.**



Downtown one-way streets. Roadway space can be provided for all modes within a limited footprint.



Downtown two-way streets can provide a good retail street environment.



Neighborhood main streets can be created by putting arterials on a “road diet.” Bike lanes and on-street parking are provided while also supporting traffic flow.



Commercial shared streets are ideal for urbanized, narrow commercial corridors with high pedestrian traffic.

RESIDENTIAL STREETS

Additional street types would be established for residential areas. **Specific street types shown here may or may not be used.**



Residential boulevard design should activate the median as a public activity space.



Neighborhood streets feature lower traffic volumes and low traffic speeds.



Two-way yield streets promote slow vehicle speeds and higher driver awareness.



Greenways. Residential alleys can include sustainable design elements.