



Community comments regarding the existing pedestrian system.

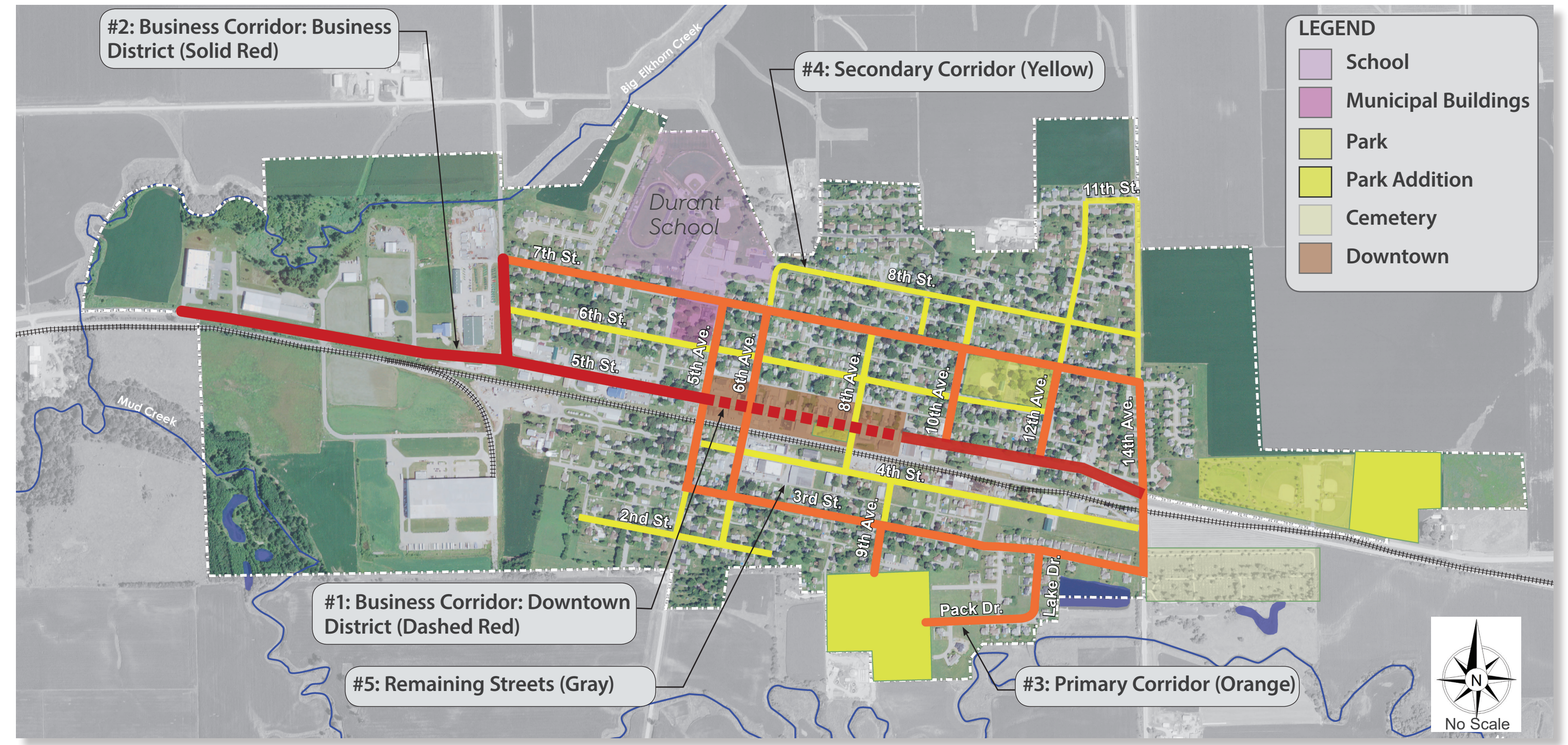
Pedestrian Systems

A pedestrian system that is connected, accessible, in good physical condition, well lit and shaded was identified by the community members as the most desired city improvement. The pedestrian system is composed of both sidewalks and recreational trails - refer to Board 12 for composite map..

Sidewalks

The Sidewalk and Lighting Master Plan on this board prioritizes corridors for sidewalk and lighting improvements in the following order: 1) Business Corridor: Downtown District, 2) Business Corridor: Business District, 3) Primary Corridors, 4) Secondary Corridors, and 5) Remaining city streets.

The width of the sidewalks and lighting treatment vary for each corridor, with the width of the sidewalks decreasing and number of streetscape amenities (including lighting) decreasing as the corridors become lower in priority. These transitions between corridors, along with way-finding signage, will help visitors better navigate Durant and easily identify the primary travel routes to the various points of interest. Figures 10a and 10b illustrate the various width requirements of pedestrians.



Proposed Concept: Sidewalk and Lighting Master Plan

Street trees play a critical role in the aesthetics and function of streetscapes as well as the residents' quality of life and are proposed for all of the corridors. Proper selection of a variety of tree species is critical; things to consider include: mature size and shape, seasonal interests, leaf and fruit litter, diseases, root structure, growth rate and maintenance.

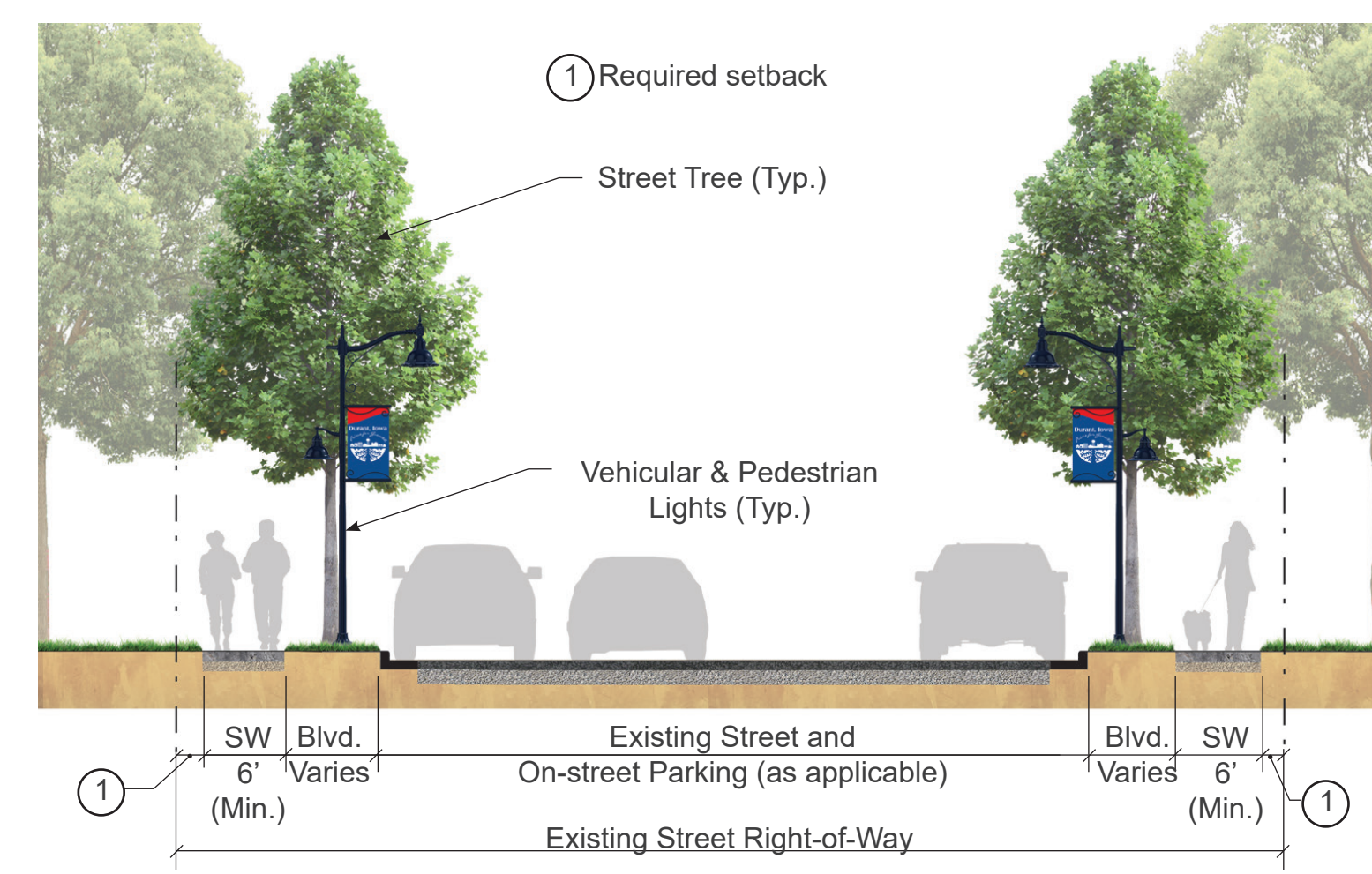
#1 Downtown District: This corridor has the widest sidewalks, pedestrian and vehicular lighting, and the most streetscape amenities. See Boards 14 and 15 for more details.

#2 Business District: This corridor continues the streetscape of the downtown, but at a reduced scale. Sidewalks with a minimum width of 6' are proposed for both sides of the street along with pedestrian and vehicular lighting. Refer to board #12 for more details.

#3 Primary Corridors: These are residential streets that serve as main routes to points of interest throughout town. Both sides of the street have 6' wide sidewalks along with pedestrian and vehicular lighting. Refer to typical section 10a on this board as well as board #12 for additional illustrations and information.

#4 Secondary Corridors: Residential streets that serve as "collector" streets for pedestrians to get to and from the Business and Primary Corridors. The streets have 5' wide sidewalks on each side and pedestrian only lighting. Refer to typical section 10b on this board.

#5 Remaining City Streets: The remaining city streets have 5' wide sidewalks on each side of the street. There is no lighting proposed other than at the end of each block by the intersections.



Proposed Typical Section 10a: Primary Corridors

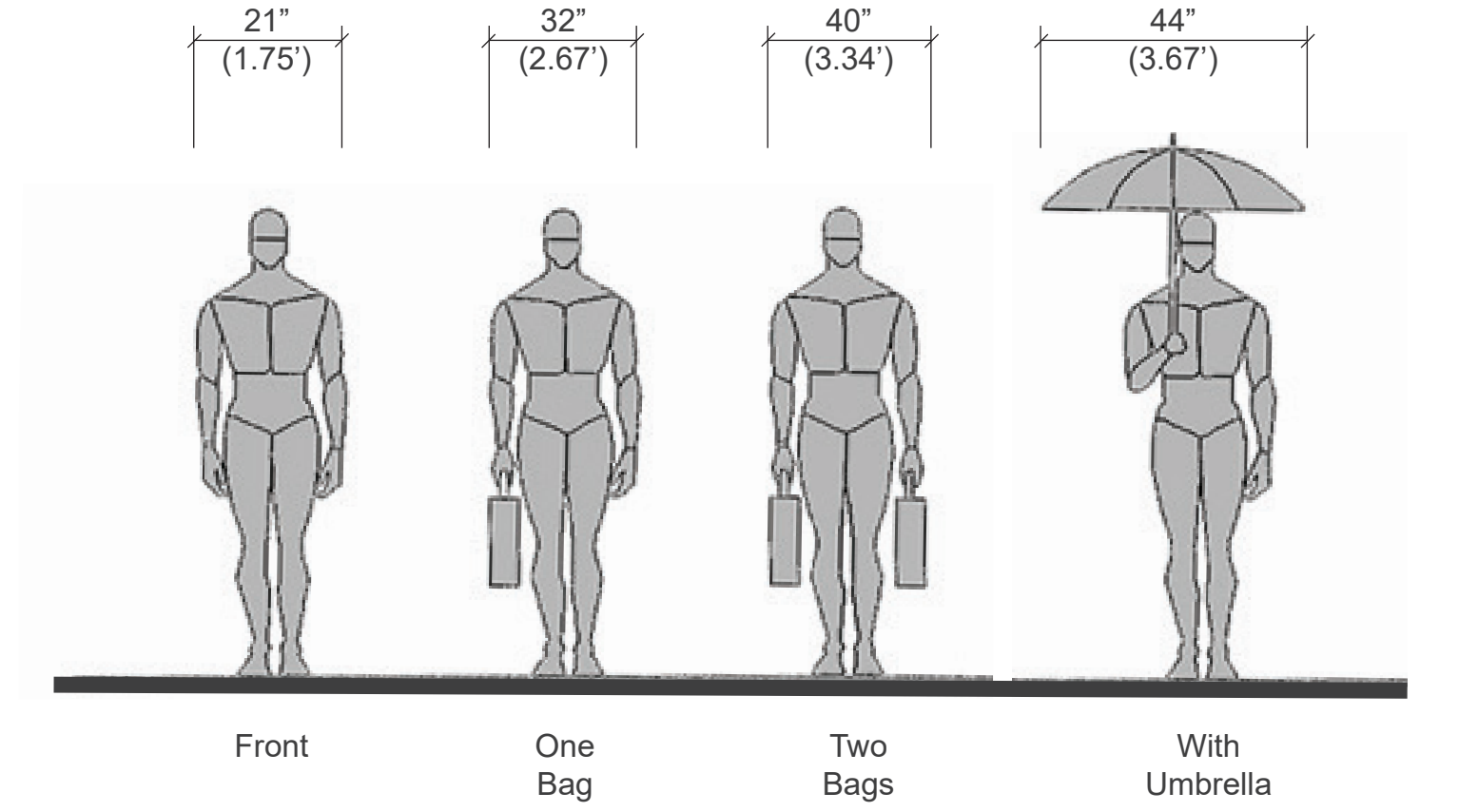


Figure 10a: Width requirements for selected pedestrian activities. Source: Time Saver Standards for Landscape Architecture.

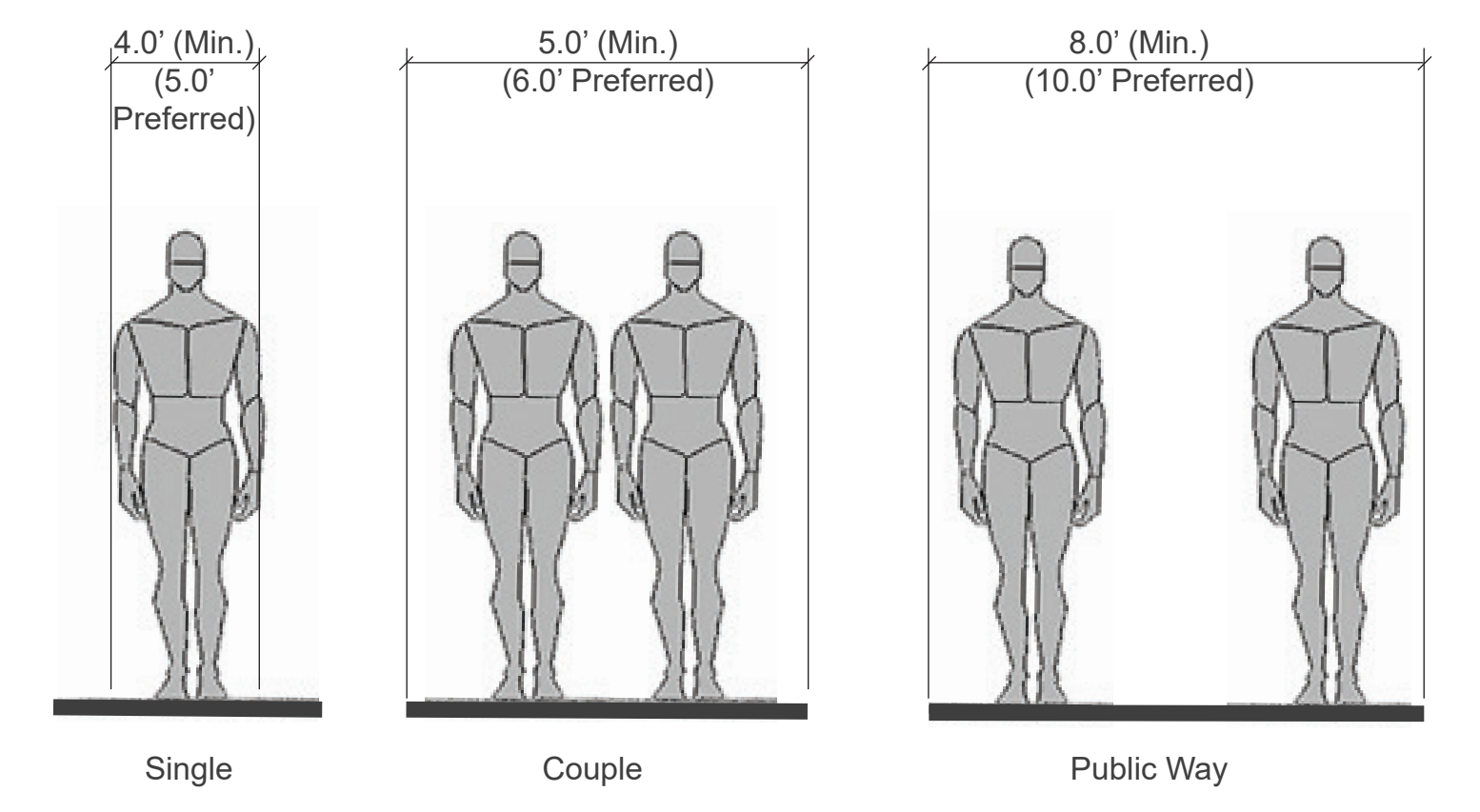
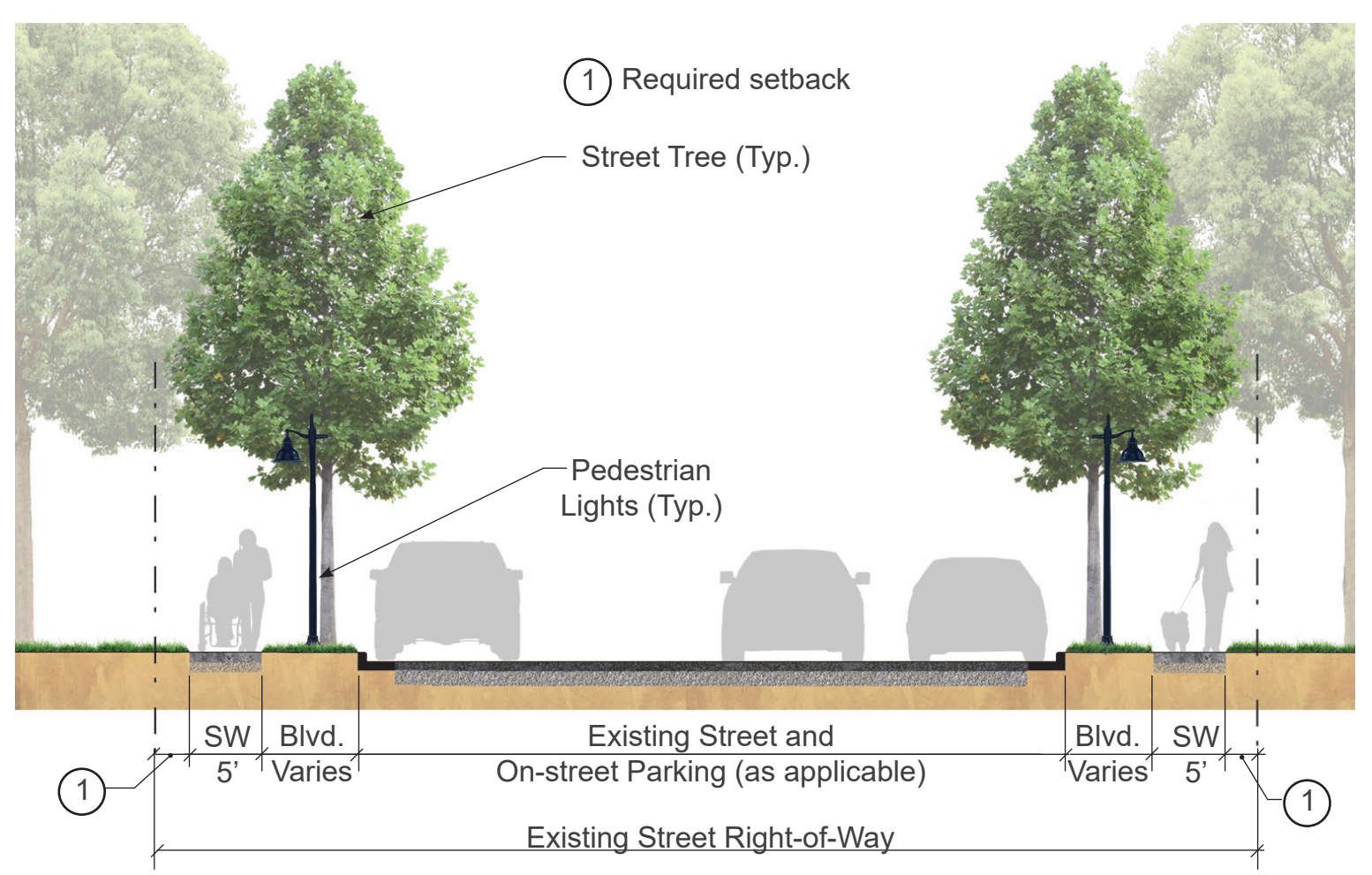


Figure 10b: Pedestrian walkway width requirements. Source: Time Saver Standards for Landscape Architecture.



Proposed Typical Section 10b: Secondary Corridors