



Connectivity+Walkability

Lester has very little traffic off their main road through town so walking in the streets is considered safe. The seal coated streets are undesirable pedestrian surfaces. The steering committee requested retrofitting one side of their existing roadways with a 6' paved sidewalk in lieu of on-street parking for that side. Loop trails will be integrated with existing road right-of-ways and connect to sidewalks shown on the connectivity+walkability plan on the left. The plan incorporates the future growth areas creating an overall master plan for Lester. The design team is suggesting that future residential growth in Lester be required to implement off-road sidewalks. An active railroad frequently blocks traffic on Clinton Street and can be an issue for fire and rescue services, as noted by focus group participants (re: barriers, board 3d). The solution is to create another entrance off State Highway 9 on the east side of town. The location for this alignment is limited and, therefore be required to cross a low area unsuitable for development. The solution could be an emergency vehicle access only and double as a recreational and neighborhood access trail.



Hasting Street is a desired route for a 10' recreational trail



Proposed typical 10' off-road recreational trail



Typical retro-fitting on-road 6' paved sidewalk



Typical off-road 4'+ sidewalks with on-street parking



Proposed highly visible crosswalks at designated intersections



Proposed vehicular and pedestrian railroad crossing treatment
Image found at www.centurygrp.com