

- A. All or most streets must be part of a dense interconnected pattern. The degree of interconnectivity should be maximized to permit multiple routes, diffuse traffic and shorten walking distances. Most Traditional Neighborhood Development streets are designed to minimize the impact of through traffic.
- B. One-way street pairs are often used. The design features for one-way streets are shown on Table 3.
- C. Large vehicular corridors are usually found within the core area and near the perimeter of the proposed development. Traditional Neighborhood Developments typically include transit availability within a 15-minute walk of most areas of the development so a good network of streets that can accommodate busses is important.
- D. All or most local streets should have short block lengths of between 250 and 500 feet.
- E. Traffic calming – Many of the previously identified traffic calming devices may be utilized in a Traditional Neighborhood Development to promote pedestrian movement. Loop streets or eyebrows are often used in Traditional Neighborhood Development and may be considered acceptable ancillary pavement areas used only with curb and gutter sections. These features are not normally considered separate streets but may be used within the internal subdivision street network and should not adjoin any existing road. See Figure 12 – Traffic Calming Details.
- F. Curb Extensions – Curb extensions at intersections are frequently used in Traditional Neighborhood Developments. Curb Extensions are also used to protect parking areas and to reduce pedestrian crossing times.

