

CIRCULATION



Introduction

The Circulation Element provides goals and policies aimed at meeting the transportation needs of the City, including the provision and maintenance of transportation infrastructure. The Circulation Element identifies specific roadway deficiencies, as well as improvements necessary to achieve and maintain an acceptable level of service (LOS) on the transportation system through buildout of the City. Utilities and infrastructure are addressed by the Public Services and Facilities Element.

This symbol denotes a policy that contributes to sustainability and/or sustainable practices.



Goals and Policies

The Roadway Network, Thoroughfares and Transportation Routes

Goal T-1: To create and maintain a roadway network that will ensure the safe and efficient movement of people and goods throughout the city.

Policies

- T-1.1 Street design.** Street design and access standards shall provide for safe and efficient movement of goods and people. Restrictive traffic control measures (such as channelization, street closures, and prohibition of some traffic movements) shall be used where appropriate to promote traffic safety and efficient traffic operation.
- T-1.2 Level of service standard.** The City shall endeavor to maintain a minimum Level of Service “D”, as defined by the 2000 Highway Capacity Manual or subsequent revisions, on all streets and intersections within the city. To identify the potential impacts of new development on traffic service levels, the City shall require the preparation of traffic impact analyses at the sole expense of the developer for developments determined to be large enough to have potentially significant traffic impacts. This standards does not apply to freeways which are governed by the standards established by Caltrans.
- T-1.3 Hierarchy of streets.** The City shall implement a hierarchical street system in which each street serves a specific, primary function and is sensitive to the context of the land uses served. The hierarchy of streets shall be based on the existing one square mile backbone grid system of streets along section lines and the traditional circulation pattern established in the City’s downtown. Development of residential neighborhoods within the backbone grid may employ a more circuitous street pattern

with cul-de-sacs, traffic circles, roundabouts and other traffic calming features to help reduce traffic speeds.

- T-1.4 City standards for streets.** Streets shall be dedicated, widened, extended, and constructed based on the roadway classifications/definitions and street sections provided in the City's roadway improvement standards and Street Master Plan (see implementation measure T-2). Dedication and improvements of full rights-of-way shall not be required in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination by the City Engineer that safe and adequate public access and circulation are preserved by such deviations.
- T-1.5 Neighborhood streets.** Neighborhood streets shall be designed, where feasible, to discourage unsafe traffic speeds.
- T-1.6 South County Corridor.** The City shall promote efforts of Stanislaus County, StanCOG and other stakeholders in the development of the South County Corridor to connect W. Main Avenue to Interstate 5. The City's preference for the alignment of the South County Corridor is shown on the Circulation Plan (Figure II-4 of Chapter II. Land Use/Circulation Diagrams And Standards). However, the final alignment should be decided through a cooperative effort among stakeholders, and informed by a comprehensive feasibility study that assesses at least the following:
- The appropriate right-of-way width and location;
 - Environmental and regulatory constraints, especially as they relate to agricultural and biological resources;
 - The need for, and economic/environmental feasibility of, constructing a second bridge over the San Joaquin River;
 - An estimate of relevant costs; and
 - An analysis of alternatives;
- T-1.7 Sperry Avenue By-Pass.** The City shall establish a roadway connection between Sperry Avenue and East Las Palmas to divert east-west through traffic from the downtown area.
- T-1.8 Streets outside the downtown.** The primary purpose of streets outside the downtown is the movement of vehicles and goods; parking shall be a secondary and subordinate use only. If travel demands dictate, on-street parking may be removed on streets

that serve primarily non-residential development to increase traffic-carrying capabilities.

- T-1.9 Truck access to avoid residential neighborhoods.** Industrial and commercial development shall be planned so that truck access through residential areas is avoided.
- T-1.10 Funding of traffic improvements.** The City shall ensure through a combination of traffic impact fees and other funding mechanisms that new development fully mitigates its impact on traffic facilities by paying its share of the costs of circulation improvements. New development shall pay a proportional share of costs of required improvements necessitated by the new development.
- T-1.11 Private streets discouraged.** The City shall discourage the development of private streets in new residential projects. Where private streets are allowed, they shall be constructed to City street standards.
- T-1.12 Traffic calming encouraged.** Traffic calming techniques, including roundabouts, traffic circles, ‘chokers’ and chicanes, shall be considered as an alternative to traditional intersection controls. Where cul-de-sacs are employed, consideration should be given to establishing connections between the cul-de-sac and other streets, parks, bicycle paths and pedestrian trails.
- T-1.13 New interchange.** The City shall investigate the construction of a new interchange at Interstate 5 north of Sperry Avenue in the vicinity of Zacharias Road.
- T-1.14 Protection of Neighborhoods.** The City shall ensure to the extent feasible that pedestrian, bicycle, and automobile connections are maintained in existing neighborhoods affected by transportation and other development projects.

Public Transit and Terminals

Goal T-2: To promote and maintain public and private transit systems that are responsive to the needs of Patterson residents.

Policies



T-2.1 Dial-a-ride. The City shall work to assure that West Side Dial-a-Ride service is responsive to local needs.



T-2.2 Bus transportation. The City shall work with the County to maintain a van/minibus transportation system tailored to the needs of the elderly and disabled, which can be expanded in the future.



T-2.3 Taxi service. The City shall encourage the establishment of private taxi service in Patterson.

Ride Sharing

Goal T-3: To promote increased efficiency in automobile use.

Policies



T-3.1 Ridesharing. The City shall encourage and support programs which will increase ridesharing.



T-3.2 Park and ride lots. The City shall cooperate with Caltrans in the development of park-and-ride facilities near Interstate 5 shall ensure park-and-ride facilities are allowed in appropriate zoning districts.



T-3.3 Rideshare coordination. The City shall organize a voluntary rideshare coordination system for commuters.

T-3.4 Fleet maintenance. The City shall practice routine maintenance of all government vehicles, including the proper inflation of tires.

Air Quality and Noise Considerations

Goal T-4: To consider air quality and noise impacts along with traffic flow efficiency when making decisions about improvements to existing roadways or the construction of new roadways.

Policies

T-4.1 Protection of neighborhoods from traffic impacts. To the extent feasible, the City shall provide for separation of residential and other noise-sensitive land uses from major roadways to reduce noise and air pollution impacts from traffic

Intergovernmental Coordination

Goal T-5: To promote intergovernmental communication and cooperation concerning transportation-related issues.

T-5.1 Regional coordination. The City shall continue to participate in state, regional, and local transportation planning efforts to ensure coordination of the expansion and improvement of the region's transportation system.

T-5.2 Communication among agencies. The City shall continue to develop formal and informal lines of communication among adjacent jurisdictions to ensure cooperation in the development of transportation systems that cross jurisdictional boundaries.

Parking

Goal T-6: To ensure the adequate provision of both on- and off-street parking.

Policies

T-6.1 Removal of on-street parking. If future growth in traffic volumes necessitates removal of on-street parking places to provide additional traffic lanes, the City shall ensure that the lost on-street spaces are replaced with an equal number of off-street spaces within the same vicinity, when feasible. Parking lots contiguous to downtown streets should not be sited at intersections but rather sited in mid-block locations.

- T-6.2 Off-street parking required.** The City shall require provision of adequate off-street parking in conjunction with all new developments. Parking shall be located convenient to new development and shall be easily accessible from the street system. The adequacy and appropriateness of parking requirements in the Zoning Ordinance shall be periodically reevaluated.
- T-6.3 Parking lots in the downtown.** In the downtown, the amount of street frontage devoted to parking lots should be minimized, particularly along Las Palmas and Ward Avenue and around the Plaza.
- T-6.4 Public parking in the downtown.** The City shall investigate the purchase of vacant parcels within El Circulo for the development of public parking lots.
- T-6.5 Employee parking.** The City shall encourage business owners and employees in the downtown, including employees of the City of Patterson, to park their vehicles at more distant locations to free up parking spaces within the downtown.
- T-6.6 Truck parking.** On-street truck parking shall be prohibited where such parking restricts adequate sight distances or otherwise poses a potentially hazardous situation.

Alternative Modes of Travel

Goal T-7: To promote pedestrian, bicycle and rail travel as alternatives to automobile use.

Policies



T-7.1 Safe pedestrian and bike pathways. The City shall create and maintain a safe and convenient system of pedestrian and bicycle pathways that encourages walking and bicycling as an alternative to driving. New development shall be required to pay its fair share of the costs for development of this pathway system.



T-7.2 Pedestrian access. All new development shall be reviewed to ensure safe pedestrian access is provided from the street, within parking areas and between new development and surrounding neighborhoods.

- T-7.3 Bike routes.** The City shall establish a safe and convenient network of identified bicycle routes connecting new residential areas by the shortest possible routes with recreation, shopping, and employment areas within the city. The City shall cooperate with surrounding jurisdictions in designing and implementing an area-wide bikeway system.
- T-7.4 Separation of bike routes from motor vehicles.** Bicycle routes shall emphasize paths separated from vehicle traffic (Class I) to the maximum extent possible, but shall also include bicycle lanes within public streets (Class II and III). The City shall limit on-street bicycle routes to those streets where the available roadway width and traffic volumes permit safe coexistence of bicycle and motor vehicle traffic.
- T-7.5 Include pathways in open space.** To the extent practicable, bicycle and pedestrian pathways shall be included within open space areas.
- T-7.6 Bike storage.** The City shall require the inclusion of bicycle parking facilities at all new major public facilities and commercial and employment sites and shall encourage large employers to provide showers for employees.
- T-7.7 Bicycle-automobile conflicts.** The City shall promote the safe “sharing” of roads between automobiles and bicyclists.
- T-7.8 Bike safety.** Bicycle safety shall be considered when implementing improvements for automobile traffic operations.
- T-7.9 Coordination with schools.** The City shall collaborate with the School District to promote bike use and shall actively pursue Safe Route to School grants to fund programs that facilitate safe bike routes.



T-7.10 Coordination with other agencies. The City shall coordinate¹ with Stanislaus County, the Stanislaus Council of Governments, Caltrans and other agencies to improve bicycle and pedestrian circulation region-wide.

T-7.11 Commuter rail service. The City shall promote the establishment of commuter rail service between Patterson and the San Francisco Bay area, Sacramento and other metropolitan areas.

Airports

Goal T-8: To take an active role in any changes in use patterns of airports within the vicinity of Patterson.

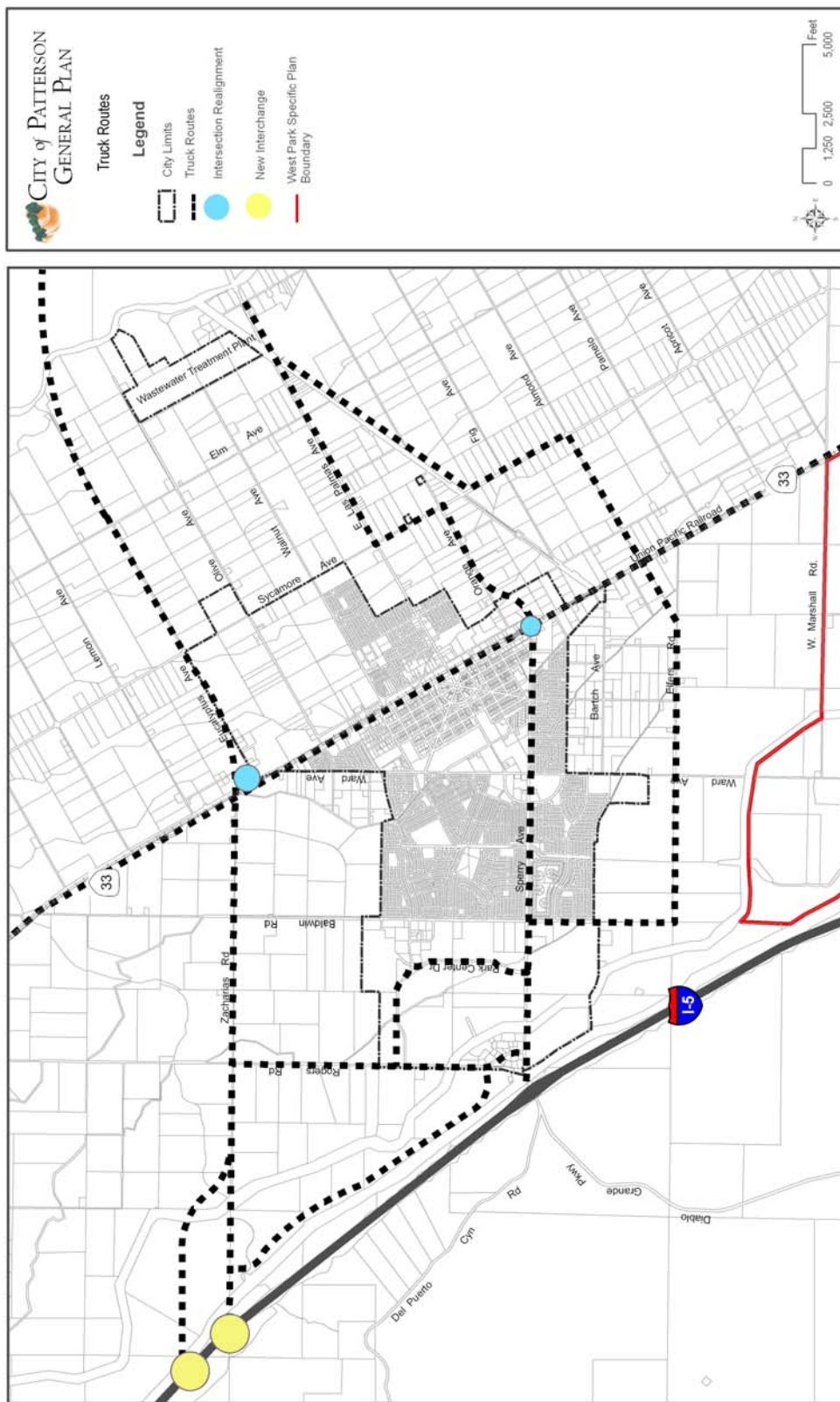
Policies

T-8.1 Patterson airport. The City shall continue to ensure that amendments to the General Plan are consistent with applicable adopted Airport Land Use Plans.

¹ Coordinate. To solicit, consider, and respond to comments from other agencies, organizations, or groups in order to bring common actions, movements, or conditions. Coordinate is used in the context of the general plan to direct an organized approach to addressing inter-jurisdictional issues that are not solely under the purview of the City of Patterson. This does not imply that the City is superior or subordinate to other agencies, organizations, or groups. Rather, it indicates that the City will confer with other agencies, organizations, or groups for the purpose of identifying and potentially implementing mutually-agreeable solutions. It does not commit the City to any specific course of action or interagency relationship. “To coordinate” or “coordination” does not have the same meaning as found in the appellate court decision of *California Native Plant Society v. City of Rancho Cordova* (2009) 172 Cal. App. 4th 603.

This general plan does not contain fundamental, mandatory, and specific land use policies, standards, objectives of implementation standards similar in character to policies which form the basis of the holding in *Families Unafraid to Uphold Rural Etc. County v. Bd. Of Supervisors* (1988) 62 Cal. App. 4th 1332. The determination of whether or not an approval or action is consistent with this general plan is guided by the holding in *Sequoyah Hills Homeowners v. City of Oakland* (1993) 23 Cal. App. 4th 704.

Figure T-1 Truck Routes



Implementation Measures							
No.	Implementation Measure	Policies/ Goals	Responsibility	Timeframe			
				Near-Term	Mid-Term	Long-Term	Ongoing
T-1	The City shall maintain a master list of the most recent available traffic counts. The master list shall be updated with traffic counts taken in conjunction with project traffic studies and special counts conducted by the City.	T-1.4	Public Works Department				■
T-2	The City shall maintain a Street Master Plan showing the existing and proposed ultimate rights-of-way and street width for each road segment within the city. The Street Master Plan shall be based on the adopted Circulation Diagram and indicate the necessary rights-of-way to be acquired or dedicated. The Street Master Plan shall be regularly updated.	T-1.4	City Council, Public Works Department, Community Development Department				■
T-3	The City shall prepare, adopt, and periodically update a long-term Capital Improvements Program (CIP) that includes traffic, pedestrian and bikeway improvements.	T-1.10	Public Works Department				■
T-4	The City shall prepare and adopt a traffic impact development fee program to pay for local and regional traffic improvements necessitated by new development accommodated by the City of Patterson General Plan, including transit. Such regional improvements include, but are not limited to, the South County Corridor, and the existing and potential future freeway interchanges at I-5 and Zacharias Road, Sperry Avenue, Fink Road, and Stuhr Road.	T-1.2 T-1.6 T-1.10 T-1.13	City Council Public Works Department Community Development Department				■
T-5	The City shall operate the traffic signal system to maximize traffic flow. The timing of traffic signals shall be updated at least once every four years.	T-1.2	Public Works Department				■
T-6	The City shall continue to investigate new technologies to help ensure the transportation system operates at the highest efficiency for the lowest cost.	T-1.2	Public Works Department				■

No.	Implementation Measure	Policies/ Goals	Responsibility	Timeframe			
				Near-Term	Mid-Term	Long-Term	Ongoing
T-7	The City shall prepare roadway design standards for new and existing streets, roads and roundabouts. Such standards should include right-of-way width, roadway section design, and dedication requirements for new development to accommodate traffic levels expected at buildout of the General Plan. The roadway design standards should be interpreted with flexibility so that the roadways provided are no wider than required to maintain safe and efficient circulation and access.	T-1.1 T-1.2 T-1.3 T-1.4	Public Works Department	■			
T-8	The City shall develop and adopt a bicycle master plan with measurable objectives and incorporate this plan into a new trails master plan.	T-7.2 T-7.3 T-7.4 T-7.5 T-7.8	City Council Parks and Recreation Department Community Development Department		■		
T-9	The City shall amend the Downtown Physical Design Plan to incorporate a bicycle circulation and safety plan, including bike parking and safe routes through Downtown.	T-7.2 T-7.3 T-7.4 T-7.5 T-7.8	Public Works Department Planning Department		■		
T-10	The City shall implement the Downtown Physical Design Plan to promote safe pedestrian circulation in the Downtown.	T-7.1 T-7.2	City Council Public Works Department Community Development Department				■
T-11	The City shall work with Caltrans to prepare a Project Study Report (PSR) for a new interchange north of the City in the vicinity of Zacharias Road and Interstate 5.	T-1.13	Public Works Department			■	
T-12	The City shall participate in efforts to establish a South County Corridor to connect East Las Palmas Avenue with Interstate 5.	T-1.6	Public Works Department Community Development Department				■
T-13	The City shall work with StanCOG, Caltrans and other agencies to obtain funding for major traffic improvements that serve the region.	T-5.1 T-5.2	City Council Public Works Department Community Development Department				■
T-14	The City shall vigorously pursue and use state and federal funds earmarked for bicycle and transit improvements.	T-2.1 T-2.2 T-7.1 T-7.3 T-7.10	City Council Public Works Department Community Development Department				■
T-15	The City shall consider improving lighting and striping (marked crosswalks), and install	T-7.1	City Council Planning Commission Public Works			■	

No.	Implementation Measure	Policies/ Goals	Responsibility	Timeframe			
				Near-Term	Mid-Term	Long-Term	Ongoing
	pedestrian-activated push buttons for signals. Install ground-lights along crosswalks that flash to alert drivers of pedestrians at night (activated by weight sensors) in high-use areas such as Downtown.						
T-16	The City will consider using textured or raised pavement in retail/commercial areas and other areas of high pedestrian activity.	T-7.1	City Council Planning Commission Public Works			■	
T-17	The City shall work with the Department of Interior Bureau of Reclamation, the California Department of Water Resources, and irrigation districts to establish bicycle paths along canals and irrigation laterals.	T-7.3	City Council Planning Commission Planning Department Parks and Recreation Commission Public Works				■
T-18	The City shall work with the railroads and the Public Utilities Commission to establish a “team track” in Patterson. A team track is a small railroad siding or spur track intended for the use of area merchants, manufacturers, farmers and other small businesses to personally load and unload products and merchandise, usually in smaller quantities.	T-1.9	City Council Planning Commission Public Works				■
T-19	The City shall implement relevant provisions of the traffic analysis prepared for the 2010 Patterson General Plan, including those improvements listed as Appendix T-1.	T-1.2 T-1.4 T-1.6 T-1.7 T-1.13 T-5.1 T-5.2	City Council Planning Commission Planning Department Public Works Department				■
T-20	The City shall continue to monitor traffic levels on roadways and intersections serving the City and to require the installation of roadway and intersection improvements necessary to maintain the desired level of service.	T-1.2 T-1.4 T-1.6 T-1.7 T-1.13 T-5.1 T-5.2	City Council Planning Commission Planning Department Public Works Department				■
T-21	The City shall refine the analysis of future traffic conditions as the traffic model used by the Stanislaus Council of Governments is updated to include the 2050 timeframe.	T-1.2 T-1.4 T-1.6 T-1.7 T-1.13 T-5.1 T-5.2	Public Works Department				■
T-22	Based on traffic monitoring, the City will consider implementing the following roadway improvements as needed to maintain an acceptable level of	T-1.2 T-1.4 T-1.6 T-1.7 T-1.13	Public Works Department				■

No.	Implementation Measure	Policies/ Goals	Responsibility	Timeframe			
				Near-Term	Mid-Term	Long-Term	Ongoing
	service on street segments and intersections: a. Widening Rogers Road north of Sperry Avenue to four lanes. b. Widen Zacharias Road and Eucalyptus Avenue to four lanes, or complete the South County Corridor. c. Widen the West Main Street bridge over the San Joaquin River to six lanes or provide a separate bridge/roadway. d. Signalize the intersection of State Route 33 and Baldwin Road. e. Signalize the intersection of State Route 33 and Olive Avenue. f. Widen State Route 33 to four lanes from Sperry Avenue to Rogers Road.	T-5.1 T-5.2					

Near-Term = Within 5 Years
 Mid-Term = Within 10 Years
 Long-Term = 10 Years and Beyond

Appendix T-1

Roadway and Intersection Improvements

1. Intersection No. 1 - Sperry Ave/I-5 SB Off Ramps. Signalize intersection. Southbound: add left turn lane. Westbound: add two left turn lanes.

Funding: Not completely funded in 2010. Partial funding in 2007 Regional Transportation Plan Tier I; partially funded by City traffic impact fees.

2. Intersection No. 2 - Sperry Ave/I-5 NB On-Ramps. Signalize intersection. Eastbound: add left turn and through lane. Westbound: add a right turn lane. Northbound: add right turn lane.

Funding: Not completely funded in 2010. Partial funding in 2007 Regional Transportation Plan Tier I; partially funded by City traffic impact fees.

3. Intersection No. 7 - Sperry Ave/Las Palmas Ave. Signalize intersection.

Funding: Not completely funded in 2010. Included in City traffic impact fees.

4. Intersection No. 8 - Sperry Ave/Ward Ave. Eastbound: add one left turn lane. Northbound: add a left turn lane. Southbound: add a right turn lane.

Funding: Not completely funded in 2010. Included in City traffic impact fees.

5. Intersection No. 9 - Sperry Avenue/S. Del Puerto Avenue. Add eastbound and westbound left turn lanes.

Funding: Not completely funded in 2010. Included in City traffic impact fees.

6. Intersection No. 10 - Sperry Ave/SR 33 Signalize intersection. Eastbound: add left turn and right turn lanes. Westbound: add a left turn lane. Northbound: add two left turn lanes. Southbound: add a left turn lane; restripe the shared through and left turn lane as a shared through and right turn lane.

Funding: Not completely funded in 2010. Included in City traffic impact fees.

7. Intersection No. 13 - Ward Ave/SR 33. Signalize intersection. Add a northbound left turn lane. Add one through lane to the northbound and southbound.

Funding: Not completely funded in 2010. Included in City traffic impact fees.

8. Intersection No. 14 - Zacharias Rd/SR 33. It is assumed that this intersection will be realigned as a part of the proposed South County Corridor project. Signalize intersection. Northbound: add two left turn lanes. Eastbound: add a left turn lane.

Funding: Not completely funded in 2010. Included in City traffic impact fees.

9. Intersection No. 15 - Baldwin Rd/SR 33. Signalize intersection and add left-turn lane in the northbound. And add a southbound right-turn lane.

Funding: Not completely funded in 2010. Included in City traffic impact fees.

10. Intersection No. 16 - Rogers Rd/SR 33. Signalize intersection. Add eastbound and northbound left turn lanes. Southbound: add a right turn lane.

Funding: Not completely funded in 2010. Included in City traffic impact fees.

11. Intersection No. 17 - SR 33/Eucalyptus Ave. Southbound: add a left turn and through lane. Northbound: add a through lane

Funding: Not completely funded in 2010. Included in City traffic impact fees.

12. Intersection No. 19 - Walnut Ave/M Street/SR 33 Signalize intersection. Eastbound, Westbound: add a left turn lane and restripe shared through and left turn lane as a shared through and right turn lane.

Funding: Not completely funded in 2010. Included in City traffic impact fees.

13. Intersection No. 20 - E. Las Palmas Ave/Sycamore Ave Signalize intersection. Add left-turn lane to southbound and northbound approaches.

Funding: Not completely funded in 2010. Included in City traffic impact fees.

15. Intersection No. 11 - East Las Palmas Ave/SR 33. Add additional westbound left turn lane.

Funding: Not completely funded in 2010. Included in City traffic impact fees.

Appendix T-2 Roadway Classifications (2010)

RoadName	BegLocation	EndLocation	Lanes	Section Length	Length in Miles	Section Width	Functional Classification
Arterials							
E. Las Palmas Avenue	1st Street	City Limits Eastbound	2	2,708	0.51	49	Arterial
Sperry Avenue	Rogers Road	1st Street	2	15,515	2.94	65	Arterial
Sub-Totals:				257,868	3.45		
Collectors							
Rogers Rd	Sperry Ave	Zacharias Rd	2	10,636	2.01	32	Collector
S. 1st Street	Sperry Ave	E. Las Palmas	2	3,541	0.67	45	Collector
S. 9th Street	W. Las Palmas	Kinshire Way	2	2,545	0.48	32	Collector
S. El Circulo	W. Las Palmas Ave	S. 2nd Street	2	1,407	0.27	55	Collector
Shearwater Drive	Baldwin Road	Red Robin Dr	2	5,409	1.02	33	Collector
Sycamore Avenue	Eucalyptus Avenue	City Limit Southbound	2	6,596	1.25	32	Collector
W. Las Palmas Avenue	Ward Avenue	1st Street	2	8,006	1.52	49	Collector
Walker Ranch Parkway	Sperry Ave	Henley Parkway	2	1,672	0.32	40	Collector
Walnut Avenue	1st Street	Sycamore Avenue	2	4,997	0.95	50	Collector
Ward Avenue	Sports Complex	Hwy 33	2	13,246	2.51	33	Collector
Sub-Totals:				143,326	27.15		
Local Streets							
8TH ST	E ST	MADRONE LN	2	630	0.12	40	R - Residential/Local
ABELIA LN	MARIGOLD DR	AZALEA DR	2	489	0.09	32	R - Residential/Local
AGADONI CT	NORTH END	KINSHIRE WY	2	292	0.06	32	R - Residential/Local
ALPINE CREEK DR	CREEKSIDE DR	HENLEY PKWY	2	558	0.11	30	R - Residential/Local
ALPINE CREEK DR	HENLEY PKWY	SQUASH CREEK LN	2	243	0.05	30	R - Residential/Local
AMADOR CREEK LN	HUNTER CREEK DR	MENDOCINO CREEK DR	2	253	0.05	30	R - Residential/Local
AMBERINA CT	AMBERINA DR	AMBERINA DR	2	964	0.18	32	R - Residential/Local
AMBERINA DR	S DEL PUERTO AVE	AMBERINA CT	2	518	0.10	32	R - Residential/Local
ANEMONE CT	DURER DR	SOUTH END	2	223	0.04	32	R - Residential/Local
ANGORA ST	TOGGENBURG ST	NUBIAN ST	2	387	0.07	30	R - Residential/Local
ANGUS ST	JERSEY LN	SHORTHORN ST	2	922	0.17	30	R - Residential/Local
ARABIAN WY	THOROUGHbred ST	PINTO WY	2	233	0.04	30	R - Residential/Local
ARAMBEL DR	MARY JANE AVE	IVY AVE	2	1,352	0.26	32	R - Residential/Local
ASHWOOD LN	SE END	WALNUT AVE	2	1,299	0.25	40	R - Residential/Local
AZALEA DR	SCARLET LN	BALDWIN RD	2	1,077	0.20	32	R - Residential/Local
B ST	S 3RD ST	S 4TH ST	2	361	0.07	32	R - Residential/Local
BARROS ST	WARD AVE	WEST END	2	1,538	0.29	32	R - Residential/Local
BARTCH AVE	HWY 33	DS@564W HWY 33	2	548	0.10	32	R - Residential/Local

RoadName	BegLocation	EndLocation	Lanes	Section Length	Length in Miles	Section Width	Functional Classification
BEACHWOOD LN	ASHWOOD LN	MESQUITE DR	2	476	0.09	40	R - Residential/Local
BEAR HOLLOW CT	SOUTH END	BEAR HOLLOW DR	2	180	0.03	32	R - Residential/Local
BEAR HOLLOW DR	DEER HOLLOW DR	WARD AVE	2	393	0.07	32	R - Residential/Local
BEAVER CREEK DR	TROUT CREEK LN	ELK CREEK LN	2	682	0.13	32	R - Residential/Local
BECK CREEK LN	SAMANTHA CREEK DR	JAKE CREEK DR	2	863	0.16	32	R - Residential/Local
BELLA FLORA LN	IMPERIAL LILY DR	HYACINTH DR	2	2,148	0.41	32	R - Residential/Local
BELLFLOWER CT	NORTH END	PHLOX DR	2	180	0.03	32	R - Residential/Local
BENNETT DR	TORVEND WY	WALNUT AVE	2	481	0.09	40	R - Residential/Local
BERLIN WY	TYLER ST	NE END	2	1,581	0.30	38	R - Residential/Local
BERRENDAS ST	JERSEY LN	SHORTHORN ST	2	902	0.17	30	R - Residential/Local
BERTWOOD LN	ASHWOOD LN	MESQUITE DR	2	459	0.09	32	R - Residential/Local
BLACK CROW LN	YELLOWHAMME R DR	PIPIT DR	2	473	0.09	32	R - Residential/Local
BLUE FLAX DR	BELLA FLORA LN	S AMERICAN EAGLE AVE	2	564	0.11	32	R - Residential/Local
BLUE HERRON DR	JAMES BURKE AVE	HEARTLAND RANCH AVE	2	987	0.19	33	R - Residential/Local
BOGDANICH WY	ASHWOOD LN	MILLWOOD DR	2	669	0.13	40	R - Residential/Local
BONNEAU CT	S 9TH ST	WEST END	2	276	0.05	32	R - Residential/Local
BRAHMA ST	BRANGUS LN	SHORTHORN ST	2	636	0.12	30	R - Residential/Local
BRANGUS LN	BERRENDAS ST	LONGHORN LN	2	495	0.09	30	R - Residential/Local
BROOK HOLLOW DR	DEER HOLLOW DR	WARD AVE	2	613	0.12	32	R - Residential/Local
BUCKSKIN WY	SPANISH BARB WY	HENLEY PKWY	2	1,148	0.22	30	R - Residential/Local
BULLFINCH DR	JAMES BURKE AVE	BLACK CROW LN	2	1,102	0.21	32	R - Residential/Local
C ST	S 2ND ST	S DEL PUERTO AVE	2	1,954	0.37	48	R - Residential/Local
CABANEL LN	DURER DR	GAUGIN WY	2	636	0.12	32	R - Residential/Local
CANYON CT	NORTH END	POPPY AVE	2	121	0.02	32	R - Residential/Local
CARLY CREEK DR	LODGE CREEK LN	SNOW CREEK LN	2	466	0.09	32	R - Residential/Local
CHARBRAY CT	LONGHORN LN	NORTH END	2	213	0.04	30	R - Residential/Local
CHASE ST	FRANQUETTE ST	MAYETTE ST	2	328	0.06	32	R - Residential/Local
CHERRY BLOSSOM LN	CALVINSON PKWY	HYACINTH DR	2	833	0.16	32	R - Residential/Local
CHESTERFIELD CT	S HARTLEY ST	NE END	2	272	0.05	32	R - Residential/Local
CHESTERFIELD DR	PARAMATTA DR	CHESTERFIELD CT	2	807	0.15	32	R - Residential/Local
CONDOR CT	SE END	HEARTLAND RANCH AVE	2	594	0.11	32	R - Residential/Local
CORNFLOWER DR	BELLA FLORA LN	S AMERICAN EAGLE AVE	2	551	0.10	32	R - Residential/Local
COUGAR CREEK DR	ROCK CREEK LN	PINE CREEK LN	2	1,102	0.21	30	R - Residential/Local
CREEKSIDE DR	SHEARWATER DR	BEAVER CREEK DR	2	1,404	0.27	32	R - Residential/Local
CURLEW CT	EAST END	JAMES BURKE AVE	2	249	0.05	32	R - Residential/Local
D ST	S 2ND ST	S DEL PUERTO AVE	2	1,532	0.29	45	R - Residential/Local

RoadName	BegLocation	EndLocation	Lanes	Section Length	Length in Miles	Section Width	Functional Classification
DAISY DR	MOONFLOWER CT	LAVENDER LN	2	1,741	0.33	32	R - Residential/Local
DAMARA CT	TOGGENBURG ST	NORTH END	2	177	0.03	32	R - Residential/Local
DARPINO CT	EAST END	NICASTRO DR	2	351	0.07	32	R - Residential/Local
DAYLILY LN	MARIGOLD DR	AZALEA DR	2	482	0.09	32	R - Residential/Local
DE LASH CT	NORTH END	KINSHIRE WY	2	282	0.05	32	R - Residential/Local
DEER HOLLOW DR	BROOK HOLLOW DR	NW END	2	453	0.09	32	R - Residential/Local
DELPHIA DR	LILAC AVE	BARROS ST	2	456	0.09	32	R - Residential/Local
DEMSEY CT	SW END	SPOONER CT	2	194	0.04	32	R - Residential/Local
DOWITCHER DR	WIGEON LN	GANNET LN	2	803	0.15	32	R - Residential/Local
DURER DR	CABANEL LN	ANEMONE CT	2	688	0.13	32	R - Residential/Local
DYLAN CREEK DR	STONE CREEK LN	SNOW CREEK LN	2	682	0.13	30	R - Residential/Local
EIDER DR	HEARTLAND RANCH AVE	AMERICAN EAGLE AVE	2	892	0.17	32	R - Residential/Local
ELK CREEK LN	BEAVER CREEK DR	SNAKE CREEK DR	2	289	0.05	32	R - Residential/Local
EMILY CT	LORELEI LN	NW END	2	177	0.03	32	R - Residential/Local
EUCALYPTUS AVE	HWY 33	SYCAMORE AVE	2	5,235	0.99	32	R - Residential/Local
EUREKA ST	MAYETTE ST	WALNUT AVE	2	233	0.04	32	R - Residential/Local
F ST	S DEL PUERTO AVE	SW END 8TH ST	2	1,378	0.26	47	R - Residential/Local
FALL AVE	WINTER LN	SUMMER LN	2	479	0.09	32	R - Residential/Local
FAWN LILY DR	MARGUERITE LN	WEST END	2	1,075	0.20	32	R - Residential/Local
FINSTER ST	WEBER AVE	NE END	2	1,958	0.37	35	R - Residential/Local
FLICKER LN	ROADRUNNER DR	SKIMMER DR	2	676	0.13	32	R - Residential/Local
FOUNTAIN GRASS DR	WOLFPACK CT	GARDEN PATCH WY	2	1,125	0.21	32	R - Residential/Local
FRANQUETTE ST	CHASE ST	N HARTLEY ST	2	594	0.11	32	R - Residential/Local
GANNET LN	DOWITCHER DR	AMERICAN EAGLE AVE	2	564	0.11	32	R - Residential/Local
GARDEN PATCH WY	TISSOT DR	FOUNTAIN GRASS DR	2	1,932	0.37	32	R - Residential/Local
GARDENIA CT	EAST END	IMPERIAL LILY DR	2	269	0.05	32	R - Residential/Local
GAUGIN WY	MONET WY	CABANEL LN	2	610	0.12	32	R - Residential/Local
GERBER CT	EAST END	PLUMERIA DR	2	184	0.03	32	R - Residential/Local
GNSA DR	TRAINA DR	S DEL PUERTO AVE	2	246	0.05	32	R - Residential/Local
GOLD CREEK DR	SNAKE CREEK DR	SAMANTHA CREEK DR	2	479	0.09	32	R - Residential/Local
GOLDFINCH LN	RED ROBIN DR	THRUSH DR	2	374	0.07	32	R - Residential/Local
GOSHAWK CT	SE END	HEARTLAND RANCH AVE	2	210	0.04	32	R - Residential/Local
GRANITE CREEK DR	SQUASH CREEK LN	RIDGE CREEK LN	2	1,023	0.19	30	R - Residential/Local
GREBE LN	DOWITCHER DR	AMERICAN EAGLE AVE	2	522	0.10	32	R - Residential/Local
GUERNSEY ST	LONGHORN LN	TOGGENBURG ST	2	508	0.10	30	R - Residential/Local
H ST	N 4TH ST	N 7TH ST	2	1,121	0.21	50	R - Residential/Local
HACKNEY ST	PINTO WY	SHETLAND WY	2	561	0.11	32	R - Residential/Local

RoadName	BegLocation	EndLocation	Lanes	Section Length	Length in Miles	Section Width	Functional Classification
HALLEY CT	SW END	LEVERTON DR	2	233	0.04	33	R - Residential/Local
HAMMON CT	LILAC AVE	SE END	2	502	0.10	33	R - Residential/Local
HANNAH DR	LORELEI LN	PERIWINKLE DR	2	912	0.17	32	R - Residential/Local
HANSEN CT	NORTH END	POPPY AVE	2	259	0.05	33	R - Residential/Local
HATFIELD CT	SW END	LEVERTON DR	2	233	0.04	33	R - Residential/Local
HEARTLAND RANCH AVE	PIPIT DR	WARD AVE	2	3,288	0.62	36	R - Residential/Local
HILLSTOCK CT	N HARTLEY ST	NE END	2	571	0.11	40	R - Residential/Local
HOFFMAN CT	SW END	LEVERTON DR	2	243	0.05	40	R - Residential/Local
HOLLYHOCK CI	LORELEI LN	MORNING GLORY DR	2	1,086	0.21	40	R - Residential/Local
HUNTER CREEK DR	TOGGENBURG ST	AMADOR CREEK LN	2	1,017	0.19	30	R - Residential/Local
HYACINTH DR	CHERRY BLOSSOM LN	BELLA FLORA LN	2	262	0.05	32	R - Residential/Local
I ST	N 2ND ST	N 7TH ST	2	2,037	0.39	47	R - Residential/Local
IBIS DR	PUFFIN CT	KINGFISHER DR	2	650	0.12	32	R - Residential/Local
IMPERIAL LILY DR	LEMON BLOSSOM LN	BELLA FLORA LN	2	810	0.15	32	R - Residential/Local
INAUDI CT	NORTH END	INAUDI DR	2	384	0.07	32	R - Residential/Local
INAUDI DR	MEGHAN DR	TRAINA DR	2	499	0.09	32	R - Residential/Local
ITTURRERIA DR	TRAINA DR	S DEL PUERTO AVE	2	216	0.04	32	R - Residential/Local
IVY AVE	HWY 33	WARD AVE	2	981	0.19	32	R - Residential/Local
J ST	N 2ND ST	N 7TH ST	2	2,046	0.39	50	R - Residential/Local
JAKE CREEK DR	STONE CREEK LN	BECK CREEK LN	2	971	0.18	30	R - Residential/Local
JAMES BURKE AVE	YELLOWHAMMER DR	WARD AVE	2	2,400	0.45	46	R - Residential/Local
JASMINE DR	W LAS PALMAS AVE	BELLA FLORA LN	2	1,282	0.24	32	R - Residential/Local
JERSEY LN	ANGUS ST	LONGHORN LN	2	817	0.15	32	R - Residential/Local
JEWEL FLOWER DR	MARGUERITE LN	S AMERICAN EAGLE AVE	2	1,062	0.20	32	R - Residential/Local
JUAREZ CT	N 1ST ST	NE END	2	148	0.03	32	R - Residential/Local
K ST	N 2ND ST	N SALADO AVE	2	2,010	0.38	47	R - Residential/Local
KERN CREEK LN	CREEKSIDE DR	MEADOW CREEK DR	2	233	0.04	32	R - Residential/Local
KESTREL DR	W LAS PALMAS AVE	AMERICAN EAGLE AVE	2	2,142	0.41	33	R - Residential/Local
KINGFISHER DR	SANDERLING DR	IBIS DR	2	594	0.11	32	R - Residential/Local
KINGLET LN	RED ROBIN DR	ROADRUNNER DR	2	321	0.06	32	R - Residential/Local
KINSHIRE WY	S DEL PUERTO AVE	CLOVER AVE	2	1,377	0.26	32	R - Residential/Local
KIRKWALL WY	MORAY WY	TARLAND LN	2	249	0.05	32	R - Residential/Local
KLOPPING CT	NORTH END	KINSHIRE WY	2	400	0.08	32	R - Residential/Local
KNUTSON ST	BERLIN WY	TYLER ST	2	659	0.12	32	R - Residential/Local
L ST	N 2ND ST	N 7TH ST	2	2,050	0.39	45	R - Residential/Local
LAVENDER LN	MARIGOLD DR	DAISY DR	2	1,040	0.20	33	R - Residential/Local
LEATHER CREEK LN	MENDOCINO CREEK DR	GRANITE CREEK DR	2	1,250	0.24	30	R - Residential/Local

RoadName	BegLocation	EndLocation	Lanes	Section Length	Length in Miles	Section Width	Functional Classification
LEMON BLOSSOM LN	IMPERIAL LILY DR	GARDEN PATCH WY	2	1,116	0.21	32	R - Residential/Local
LEVERTON DR	E LAS PALMAS AVE	BERLIN WY	2	1,142	0.22	32	R - Residential/Local
LILAC AVE	WARD AVE	DELPHIA DR	2	1,385	0.26	34	R - Residential/Local
LILY CT	LORELEI LN	NW END	2	194	0.04	32	R - Residential/Local
LODGE CREEK LN	SAMANTHA CREEK DR	CARLY CREEK DR	2	171	0.03	32	R - Residential/Local
LOGAN WY	TORVEND WY	WALNUT AVE	2	508	0.10	32	R - Residential/Local
LOLA CT	LILAC AVE	NORTH END	2	210	0.04	32	R - Residential/Local
LOLA LN	SOUTH END	LILAC AVE	2	325	0.06	32	R - Residential/Local
LONGHORN LN	CHARBRAY CT	SHORTHORN ST	2	905	0.17	30	R - Residential/Local
LORELEI LN	N HARTLEY ST	MORNING GLORY DR	2	1,149	0.22	40	R - Residential/Local
MAC DUFF WY	CLOVER AVE	MORAY WY	2	230	0.04	32	R - Residential/Local
MACKILHAFFY DR	MORAY WY	WARD AVE	2	1,079	0.20	32	R - Residential/Local
MADRONE LN	8TH ST	S 9TH ST	2	548	0.10	32	R - Residential/Local
MALLARD CREEK CT	EAST END	PINE CREEK LN	2	354	0.07	30	R - Residential/Local
MARGUERITE LN	JASMINE DR	SWEET PEA DR	2	804	0.15	32	R - Residential/Local
MARIGOLD DR	TULIP LN	LAVENDER LN	2	1,834	0.35	32	R - Residential/Local
MARISA DR	NICASTRO DR	POPPY AVE	2	994	0.19	32	R - Residential/Local
MARSH WREN CT	EAST END	HEARTLAND RANCH AVE	2	532	0.10	32	R - Residential/Local
MARY JANE AVE	ROXANNE DR	IVY AVE	2	2,869	0.54	32	R - Residential/Local
MAYETTE ST	CHASE ST	N HARTLEY ST	2	603	0.11	32	R - Residential/Local
MC MURPHY CT	NORTH END	MACKILHAFFY DR	2	315	0.06	32	R - Residential/Local
MC NAUGHTON CT	SOUTH END	BARROS ST	2	128	0.02	32	R - Residential/Local
MEADOW CREEK DR	YOLO CREEK LN	KERN CREEK LN	2	548	0.10	32	R - Residential/Local
MEGHAN DR	MOE DR	INAUDI DR	2	1,000	0.19	32	R - Residential/Local
MENDOCINO CREEK DR	HENLEY PKWY	AMADOR CREEK LN	2	1,388	0.26	30	R - Residential/Local
MERTZ CT	SOUTH END	BARROS ST	2	210	0.04	32	R - Residential/Local
MESA CREEK DR	SQUASH CREEK LN	RIDGE CREEK LN	2	1,273	0.24	30	R - Residential/Local
MESQUITE DR	BOGDANICH WY	OAKWOOD LN	2	745	0.14	32	R - Residential/Local
MESSER PL	SW END	S HARTLEY ST	2	561	0.11	32	R - Residential/Local
MILLWOOD DR	SE END	WALNUT AVE	2	1,690	0.32	40	R - Residential/Local
MIRAGGIO DR	TUSCANY CT	WARD AVE	2	564	0.11	32	R - Residential/Local
MOE DR	TRAINA DR	MEGHAN DR	2	1,000	0.19	32	R - Residential/Local
MONET WY	GARDEN PATCH WY	GAUGIN WY	2	154	0.03	32	R - Residential/Local
MOONFLOWER CT	EAST END	DAISY DR	2	249	0.05	32	R - Residential/Local
MORAB CT	SPANISH BARB WY	WEST END	2	187	0.04	32	R - Residential/Local
MORAY CT	MORAY WY	WEST END	2	430	0.08	32	R - Residential/Local
MORAY WY	KIRKWALL WY	MACKILHAFFY DR	2	1,030	0.20	32	R - Residential/Local

RoadName	BegLocation	EndLocation	Lanes	Section Length	Length in Miles	Section Width	Functional Classification
MORNING GLORY DR	LORELEI LN	PERIWINKLE DR	2	922	0.17	32	R - Residential/Local
N 3RD ST	GITY	NW END	2	3,741	0.71	50	R - Residential/Local
N 4TH ST	N SALADO AVE	NW END	2	3,763	0.71	35	R - Residential/Local
N 5TH ST	S 5TH ST	M ST	2	2,866	0.54	35	R - Residential/Local
N 6TH ST	W LAS PALMAS AVE	NW END	2	3,264	0.62	35	R - Residential/Local
N 7TH ST	W LAS PALMAS AVE	L ST	2	2,378	0.45	38	R - Residential/Local
N 9TH ST	WARD AVE	S 9TH ST	2	1,919	0.36	44	R - Residential/Local
NEW FOREST WY	HACKNEY ST	JERSEY LN	2	1,129	0.21	36	R - Residential/Local
NICASTRO DR	SUNFLOWER DR	POPPY AVE	2	1,670	0.32	32	R - Residential/Local
NOBLE PARK CI	NOBLE PARK CI	BENNETT DR	2	2,152	0.41	40	R - Residential/Local
NORDELL PL	SW END	TOTMAN CT	2	194	0.04	32	R - Residential/Local
NORTHMEAD WY	N 2ND ST	N 4TH ST	2	853	0.16	40	R - Residential/Local
NUBIAN ST	TOGGENBURG ST	ANGORA ST	2	889	0.17	30	R - Residential/Local
OAKWOOD LN	ASHWOOD LN	NE END	2	843	0.16	40	R - Residential/Local
OLIVE AVE	HWY 33	ELM AVE	2	6,823	1.29	30	R - Residential/Local
ORANGE BLOSSOM LN	CALVINSON PKWY	FOUNTAIN GRASS DR	2	561	0.11	32	R - Residential/Local
ORCHID LN	MARIGOLD DR	PHLOX DR	2	341	0.06	32	R - Residential/Local
ORKNEY DR	TARLAND LN	WARD AVE	2	840	0.16	32	R - Residential/Local
OSPREY DR	HEARTLAND RANCH AVE	FLICKER LN	2	2,136	0.40	32	R - Residential/Local
PAINT WY	NEW FOREST WY	BUCKSKIN WY	2	889	0.17	30	R - Residential/Local
PALOMINO WY	THOROUGHbred ST	BUCKSKIN WY	2	1,479	0.28	30	R - Residential/Local
PARAMATTA DR	SEARS DR	CHESTERFIELD DR	2	741	0.14	40	R - Residential/Local
PAYNE ST	FRANQUETTE ST	MAYETTE ST	2	325	0.06	32	R - Residential/Local
PEACH BLOSSOM LN	PLUMERIA DR	GARDEN PATCH WY	2	456	0.09	32	R - Residential/Local
PENGUIN CT	IBIS DR	NORTH END	2	141	0.03	32	R - Residential/Local
PENNYROYAL CT	EAST END	TULIP LN	2	266	0.05	32	R - Residential/Local
PEREGRINE DR	HEARTLAND RANCH AVE	FLICKER LN	2	2,132	0.40	32	R - Residential/Local
PERIWINKLE DR	HANNAH DR	MORNING GLORY DR	2	1,004	0.19	32	R - Residential/Local
PETREL WY	KINGFISHER DR	AMERICAN EAGLE AVE	2	115	0.02	32	R - Residential/Local
PHILOMENA CT	NORTH END	MIRAGGIO DR	2	213	0.04	32	R - Residential/Local
PHLOX DR	TULIP LN	LAVENDER LN	2	1,718	0.33	32	R - Residential/Local
PINE CREEK LN	SAMANTHA CREEK DR	COUGAR CREEK DR	2	515	0.10	30	R - Residential/Local
PINTO WY	ARABIAN WY	PALOMINO WY	2	787	0.15	32	R - Residential/Local
PIPIT DR	W LAS PALMAS AVE	AMERICAN EAGLE AVE	2	1,633	0.31	33	R - Residential/Local
PITSCOTTIE LN	ORKNEY DR	MACKILHAFFY DR	2	594	0.11	32	R - Residential/Local
PLACER CREEK DR	MESA CREEK DR	SAMANTHA CREEK DR	2	1,420	0.27	30	R - Residential/Local
PLAZA	W LAS PALMAS AVE	W LAS PALMAS AVE	2	680	0.13	56	R - Residential/Local

RoadName	BegLocation	EndLocation	Lanes	Section Length	Length in Miles	Section Width	Functional Classification
PLOVER CT	MARSH WREN CT	NORTH END	2	197	0.04	32	R - Residential/Local
PLUMERIA DR	GERBER CT	LEMON BLOSSOM LN	2	249	0.05	32	R - Residential/Local
PUFFIN CT	EAST END	IBIS DR	2	174	0.03	32	R - Residential/Local
RED ROBIN DR	SHEARWATER DR	ROADRUNNER DR	2	4,127	0.78	32	R - Residential/Local
RIDGE CREEK LN	MESA CREEK DR	GRANITE CREEK DR	2	728	0.14	30	R - Residential/Local
ROADRUNNER DR	JAMES BURKE AVE	SWAN DR	2	3,502	0.66	32	R - Residential/Local
ROCK CREEK LN	SAMANTHA CREEK DR	COUGAR CREEK DR	2	367	0.07	30	R - Residential/Local
ROMANOV CT	TOGGENBURG ST	NORTH END	2	233	0.04	32	R - Residential/Local
ROSEMARY DR	HANNAH DR	MORNING GLORY DR	2	928	0.18	32	R - Residential/Local
ROXANNE DR	MARY JANE AVE	SUSAN ST	2	876	0.17	32	R - Residential/Local
S 3RD ST	GITY	SPERRY AVE	2	2,902	0.55	56	R - Residential/Local
S 4TH ST	F ST	SPERRY AVE	2	2,286	0.43	42	R - Residential/Local
S 5TH ST	W LAS PALMAS AVE	C ST	2	1,911	0.36	47	R - Residential/Local
S 6TH ST	W LAS PALMAS AVE	C ST	2	1,896	0.36	47	R - Residential/Local
S 7TH ST	F ST	S DEL PUERTO AVE	2	1,394	0.26	47	R - Residential/Local
S 9TH ST	W LAS PALMAS AVE	KINSHIRE WY	2	2,522	0.48	32	R - Residential/Local
SAFFRON WY	PERIWINKLE DR	WALNUT AVE	2	216	0.04	32	R - Residential/Local
SAMANTHA CREEK DR	ROCK CREEK LN	BECK CREEK LN	2	2,419	0.46	32	R - Residential/Local
SANDERLING DR	STONECHAT LN	KINGFISHER DR	2	469	0.09	32	R - Residential/Local
SCARLET LN	REFLECTIONS AVE	DAISY DR	2	1,122	0.21	32	R - Residential/Local
SEARS DR	PARAMATTA DR	NE END	2	1,168	0.22	32	R - Residential/Local
SEASONS DR	W LAS PALMAS AVE	WINTER LN	2	121	0.02	32	R - Residential/Local
SHASTA CREEK CT	EAST END	CREEKSIDE DR	2	276	0.05	32	R - Residential/Local
SHETLAND WY	SPANISH BARB WY	HACKNEY ST	2	180	0.03	30	R - Residential/Local
SHORTHORN ST	ANGUS ST	LONGHORN LN	2	787	0.15	30	R - Residential/Local
SIERRA CREEK CT	EAST END	YOLO CREEK LN	2	308	0.06	32	R - Residential/Local
SKIMMER DR	FLICKER LN	SWAN DR	2	948	0.18	32	R - Residential/Local
SNAKE CREEK DR	TROUT CREEK LN	ELK CREEK LN	2	774	0.15	32	R - Residential/Local
SNOW CREEK LN	SAMANTHA CREEK DR	JAKE CREEK DR	2	826	0.16	32	R - Residential/Local
SORREL CT	SOUTH END	BUCKSKIN WY	2	246	0.05	30	R - Residential/Local
SPANISH BARB WY	SHETLAND WY	ACCESS	2	522	0.10	30	R - Residential/Local
SPARROW HAWK LN	RED ROBIN DR	THRUSH DR	2	390	0.07	32	R - Residential/Local
SPOONER CT	N HARTLEY ST	NE END	2	551	0.10	32	R - Residential/Local
SPRING AVE	WINTER LN	SUMMER LN	2	443	0.08	32	R - Residential/Local
SQUASH CREEK LN	MESA CREEK DR	GRANITE CREEK DR	2	1,000	0.19	30	R - Residential/Local

RoadName	BegLocation	EndLocation	Lanes	Section Length	Length in Miles	Section Width	Functional Classification
STEEL CREEK DR	PLACER CREEK DR	LEATHER CREEK LN	2	699	0.26	30	R - Residential/Local
STONE CREEK LN	SAMANTHA CREEK DR	JAKE CREEK DR	2	577	0.11	30	R - Residential/Local
STONECHAT LN	EIDER DR	IBIS DR	2	387	0.07	32	R - Residential/Local
SUMMER LN	SPRING AVE	FALL AVE	2	249	0.05	32	R - Residential/Local
SUMMER PHLOX LN	CALVINSON PKWY	FOUNTAIN GRASS DR	2	548	0.10	32	R - Residential/Local
SUNFLOWER DR	TRAINA DR	NICASTRO DR	2	1,168	0.22	32	R - Residential/Local
SUNSET CT	WARD AVE	WEST END	2	207	0.04	32	R - Residential/Local
SUSAN ST	ROXANNE DR	VICKI LYNN LN	2	266	0.05	32	R - Residential/Local
SUTTER CREEK CT	EAST END	CREEKSIDE DR	2	259	0.05	32	R - Residential/Local
SWAN DR	ROADRUNNER DR	SKIMMER DR	2	577	0.11	32	R - Residential/Local
SWEET BRIAR DR	BELLA FLORA LN	S AMERICAN EAGLE AVE	2	584	0.11	32	R - Residential/Local
SWEET PEA DR	MARGUERITE LN	S AMERICAN EAGLE AVE	2	1,063	0.20	32	R - Residential/Local
SWEETWOOD LN	ASHWOOD LN	MILLWOOD DR	2	649	0.12	40	R - Residential/Local
SYCAMORE AVE	EUCALYPTUS AVE	E LAS PALMAS AVE	2	6,567	1.24	32	R - Residential/Local
TARLAND LN	KIRKWALL WY	ORKNEY DR	2	531	0.10	32	R - Residential/Local
TEAL CT	FLICKER LN	SW END	2	256	0.05	32	R - Residential/Local
TENBRINK LN	WEBER AVE	TYLER ST	2	358	0.07	32	R - Residential/Local
TERN WY	JAMES BURKE AVE	HEARTLAND RANCH AVE	2	961	0.18	33	R - Residential/Local
TERSK CT	PALOMINO WY	WEST END	2	128	0.02	32	R - Residential/Local
THOROUGHBRE D ST	ARABIAN WY	PALOMINO WY	2	797	0.15	32	R - Residential/Local
THRUSH DR	HEARTLAND RANCH AVE	AMERICAN EAGLE AVE	2	912	0.17	32	R - Residential/Local
TIREE PL	NORTH END	ORKNEY DR	2	134	0.03	32	R - Residential/Local
TISSOT DR	GARDEN PATCH WY	CALVINSON PKWY	2	866	0.16	32	R - Residential/Local
TOGGENBURG ST	MENDOCINO CREEK DR	ANGORA ST	2	1,624	0.31	30	R - Residential/Local
TORVEND WY	SW END	LOGAN WY	2	334	0.06	32	R - Residential/Local
TOTMAN CT	N HARTLEY ST	NE END	2	564	0.11	32	R - Residential/Local
TOYON LN	8TH ST	S 9TH ST	2	571	0.11	40	R - Residential/Local
TRAINA DR	SUNFLOWER DR	POPPY AVE	2	1,115	0.21	32	R - Residential/Local
TROUT CREEK LN	BEAVER CREEK DR	SNAKE CREEK DR	2	266	0.05	32	R - Residential/Local
TULIP LN	MARIGOLD DR	DAISY DR	2	565	0.11	32	R - Residential/Local
TUSCANY CT	NORTH END	MIRAGGIO DR	2	233	0.04	32	R - Residential/Local
TYLER CT	SE END	TYLER ST	2	400	0.08	32	R - Residential/Local
TYLER ST	FINSTER ST	KNUTSON ST	2	945	0.18	32	R - Residential/Local
UNIDAD CT	SE END	WASHBURN ST	2	236	0.04	32	R - Residential/Local
VAN GOGH LN	FALL AVE	CABANEL LN	2	905	0.17	32	R - Residential/Local
VICKI LYNN LN	MARY JANE AVE	WARD AVE	2	882	0.17	32	R - Residential/Local
WALNUT CT	SE END	WALNUT AVE	2	492	0.09	32	R - Residential/Local

RoadName	BegLocation	EndLocation	Lanes	Section Length	Length in Miles	Section Width	Functional Classification
WANZIA CT	LILAC AVE	NORTH END	2	220	0.04	32	R - Residential/Local
WANZIA LN	SOUTH END	WANZIA CT	2	325	0.06	32	R - Residential/Local
WARBLER LN	RED ROBIN DR	ROADRUNNER DR	2	354	0.07	32	R - Residential/Local
WASHBURN ST	N 1ST ST	SE END	2	1,394	0.26	40	R - Residential/Local
WEBER AVE	E LAS PALMAS AVE	WASHBURN ST	2	1,817	0.34	32	R - Residential/Local
WESTFIELD LN	S HARTLEY ST	NE END	2	371	0.07	32	R - Residential/Local
WESTFIELD PL	SW END	WESTFIELD LN	2	567	0.11	32	R - Residential/Local
WIGEON LN	MARSH WREN CT	AMERICAN EAGLE AVE	2	781	0.15	32	R - Residential/Local
WINTER LN	SPRING AVE	FALL AVE	2	243	0.05	32	R - Residential/Local
WOLFPACK CT	CALVINSON PKWY	SOUTH END	2	722	0.14	32	R - Residential/Local
WOOD CREEK DR	PLACER CREEK DR	LEATHER CREEK LN	2	597	0.11	30	R - Residential/Local
WOODCREEPER CT	CLIFF SWALLOW DR	NORTH END	2	292	0.06	32	R - Residential/Local
YANCEY CT	S HARTLEY ST	NE END	2	279	0.05	32	R - Residential/Local
YELLOWHAMMER DR	JAMES BURKE AVE	BLACK CROW LN	2	1,105	0.21	32	R - Residential/Local
YOLO CREEK LN	CREEKSIDE DR	MEADOW CREEK DR	2	246	0.05	32	R - Residential/Local
ZINNIA CT	EAST END	TULIP LN	2	292	0.06	32	R - Residential/Local
Sub-Total:				57,868	48.97		