

5.11. Neighborhood Street

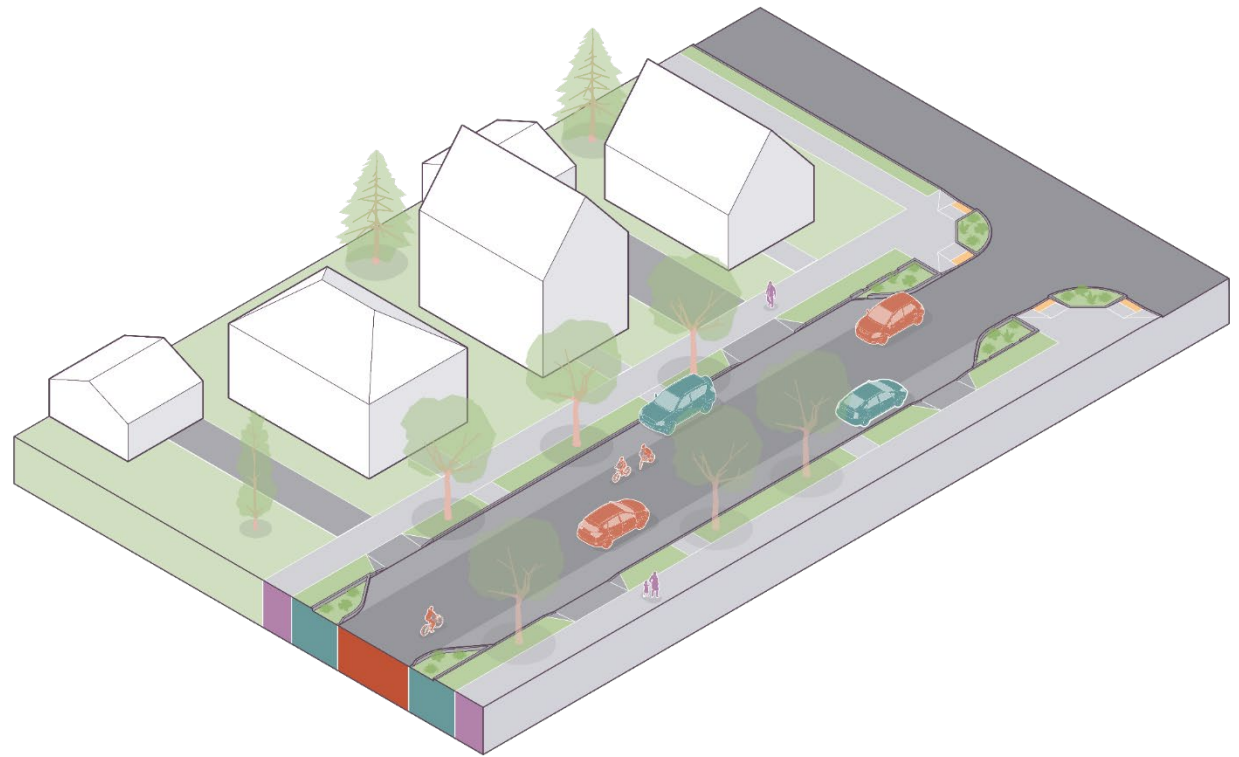
Wider neighborhood streets. Includes some higher-traffic streets and transit routes that should be designed to prioritize neighborhood quality of life. Allows two drivers to pass each other without stopping. These wider streets may encourage speeding and may therefore require traffic calming measures. Neighborhood yield streets (see Section 5.12) are preferable in many situations.

Example Streets: Park Edge Dr; Tree Ln; Allied Dr; Baldwin St; Mifflin St; Shore Dr; Commonwealth Ave; other residential local streets

Context: Residential neighborhoods, including edges of downtown. Industrial areas.

Functional Classifications: Collectors; Locals

Target Speed: 20 mph or less



Zone Priorities and Preferred Elements for Each Zone

Walk Zone High Priority	Flex Zone Medium Priority	Travelway Zone Low Priority	Additional Considerations
Standard sidewalks, with landscaping between the sidewalk and homes or buildings. May shift closer to or farther from the street to avoid impacting canopy trees.	Landscaped terrace with street trees. May straddle the walkway when the walkway is close to the street to avoid impacting existing canopy trees. On-street parking on one or both sides common.	Two-way travel without lane markings. No dedicated bikeway unless traffic volumes are above 3,000 ADT.	Speed management, parking demand to determine type and amount of on-street parking.

Overlay Influence

The approach to designing a Neighborhood Street changes when the street overlaps one or more overlays:

Equity Priority Area – City staff will use the RESJII Public Participation Guide to develop a plan and engage with community members in the Equity Priority Area. Staff will also work with Neighborhood Resource Teams and other departments doing work in the neighborhood. Staff will complete the EPA questions on the *CGS Project Checklist* to ensure that the quality of outcomes (for safety, accessibility, and quality of life) in the surrounding community are as good or better than recent street design projects on similar streets.

Transit Priority Network – Enhanced crossings (high-visibility crosswalk markings, curb extensions, rapid-flashing beacons, etc.) will be considered within 100 feet of transit stops. Transit shelters are prioritized over other Flex Zone uses near bus stops.

All Ages and Abilities Bike Network – Generally an all-ages-and-abilities bike boulevard would occur on-street. Additional incorporating geometric elements (such as curb extensions, chicanes to reduce speeds, or diverters) may be needed. As feasible, traffic calming measures will be used to reduce the prevailing speed to 20 mph or less and to keep ADT low (max ADT on a bicycle boulevard is 3,000; 1,000 if transit route). If a bike boulevard is deemed infeasible, an All Ages and Abilities bike accommodation that considers traffic speeds and volumes to select a bikeway that accommodates all ages and abilities. To reduce speeding potential, parking should only be provided if there is high utilization of on-street parking, based on a parking study conducted by staff for existing streets, and minimized to the extent possible through the use of one-side parking or intermittent parking bays.

Canopy Priority Area – For High and Moderate priority areas (see Section 4.4), terrace width will be at least 8 feet (preferably 10 feet) from the sidewalk to the back of the curb. Consult the *Enhanced DGI and Tree Canopy Guidance* document for additional guidance.

Green Infrastructure Priority Area – For areas that warrant infiltration (see Green Infrastructure Priority Area flowchart, Section 4.5), DGI treatments will be considered. Consult the *Enhanced DGI and Tree Canopy Guidance* for appropriateness of various DGI treatments.

NHS & Truck Routes – Not applicable.