

5.12. Neighborhood Yield Street

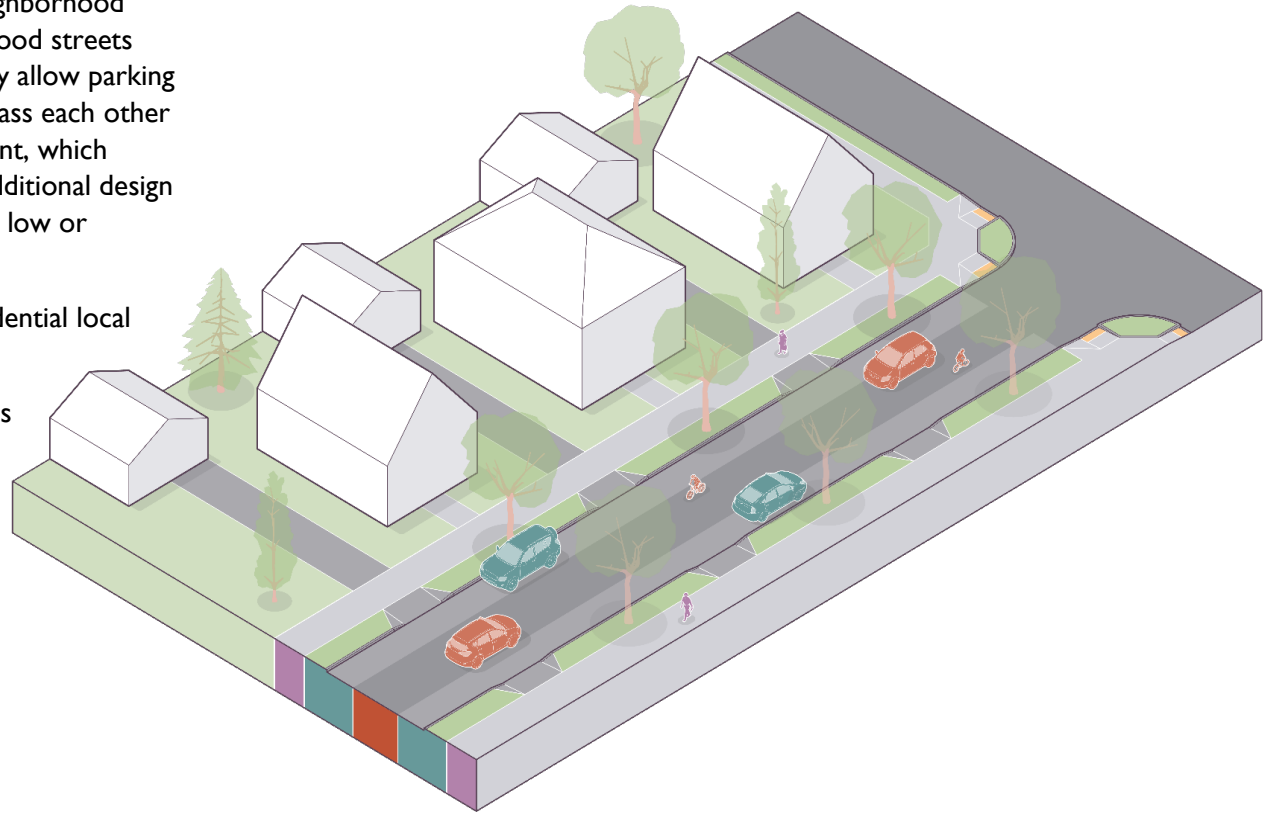
This is the standard street type to be applied on neighborhood streets in new developments. Many older neighborhood streets built before 1945 also fall within this street type. May allow parking on only one side. Does NOT allow two drivers to pass each other (one must give way) when parked vehicles are present, which provides a traffic-calming effect. On some streets, additional design elements may be needed where parking utilization is low or sporadic or there are few driveways.

Example Streets: Rutledge Street; numerous residential local streets

Context: Residential neighborhoods, including edges of downtown.

Functional Classifications: Locals

Target Speed: 20 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 existing canopy trees. In constrained conditions (e.g., “Court” streets), sidewalk may be located back-of-curb and on only one side.	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.	Two-way travel without lane markings, typically requiring one direction to give way to the other. No dedicated bikeway.	Snow emergency zones, parking restrictions, parking demand, driveway density, emergency access.

Overlay Influence

The approach to designing a Neighborhood Yield 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 – Not applicable.

All Ages and Abilities Bike Network – Generally, an all-ages-and-abilities bike boulevard would occur on street. Additional features, such as the use of geometric elements (curb extensions, chicanes, and diverters) may be needed. Wayfinding and bike boulevard marking will be used to assist with route finding. Parking should only be provided if there is insufficient off-street parking 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.

Neighborhood Yield Street in Constrained Environments (e.g., Court Streets).

