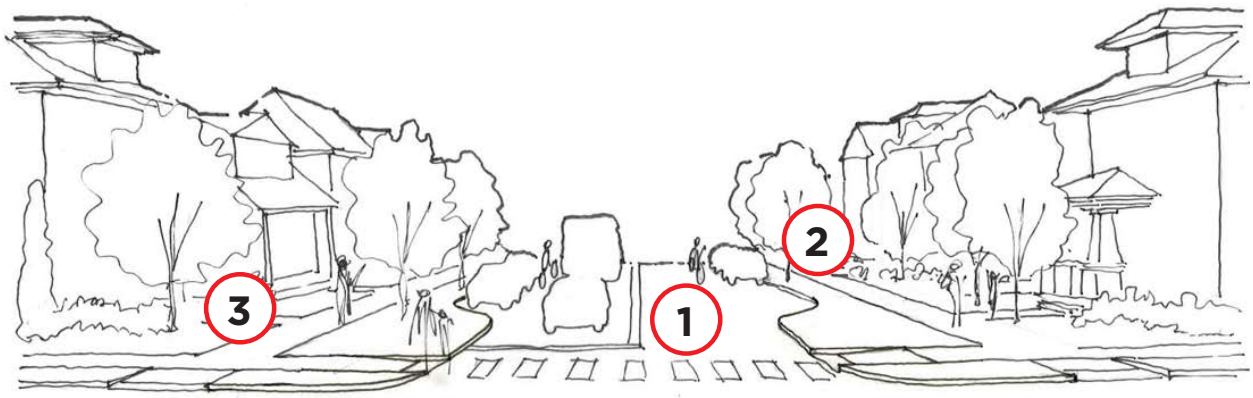
NETWORK RESIDENTIAL



1. Marked centerline
2. Shared access points; few driveways
3. Sidewalks on both sides

Network Residential streets are quality residential corridors that also serve critical roles in the larger transportation network by efficiently and safely moving regional vehicle and non-motorized users.

Network Residential streets are similar to arterial roadways in the standard street classification system used by State and Federal agencies. However, the design of Network Residential streets is more sensitive and attentive to non-auto users than is typical in traditional arterial roadway design.

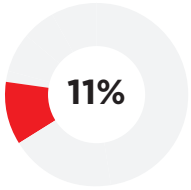
While family homes are the predominant land use, residential density may be higher along these corridors than is typically found in the Neighborhood or Link Residential and Crosstown Connector street types. Local community facilities such as parks or recreational facilities, schools or houses of worship are common on these streets and may be interspersed with some industrial or production space, or very small commercial uses.

Despite their regional network role, Network Residential streets should still be designed to contribute to and enhance the residential character and support typical neighborhood activities including active use of front yards for play or leisure, active use of sidewalks, and safe accommodation of community bicyclists—including very young, less experienced, or less confident riders. These uses and interactions are typically contained behind the curb and separated from vehicle traffic.

PREVALENCE OF NETWORK RESIDENTIAL STREET TYPE:

65

centerline miles of street



of all city streets

These streets may have moderate to higher volumes of traffic—particularly during peak travel hours. As with other residential streets, however, vehicle travel must be maintained at modest speeds in respect to the residential community, their quality of life, and resident safety.

Network Residential streets are primary streets in the regional transportation network for all modes of travel including pedestrians, bicyclists, private vehicles, transit, and trucks. Network Residential streets often have some level of transit service and some may feature frequent transit service. Network Residential streets are generally included in the city's truck route network. They may also, however, serve as critical backbones to the regional bicycle network. Given the higher vehicle volumes, streets designated as critical to the bicycle network generally require at least designated bicycle facilities (such as bike lanes) and may require separated or protected bicycle facilities.

EXAMPLE STREETS:

» Covell Avenue SW and NW from O'Brien to Walker.

» Fulton Street from Arthur to East Beltline.

» Leonard Street NW from Benning to Frederick and Leonard Street NE from Coit to Herrick, excepting areas of local business concentration.

» Buchanan Avenue from Cottage Grove to the city boundary.

ANTICIPATED AND DESIRED USES:

» Community travel, uses and interactions in the public rights-of-way typical of a strong and healthy residential community.

» Moderate-to-high pedestrian volumes.

» City or regional commuter bicycle travel and community bicyclists.

» Moderate-to-high frequency bus transit.

» Modest truck volumes.

» Moderate-to-significant local and longer distance (crosstown) vehicle travel.

PRIORITY USERS:

» Network Residential streets are complete streets and must provide safe accommodation for **all users.**

» Some streets may be designated as key links in a modal network (bicycle, transit, or crosstown vehicle) and thus be designed with a slight prioritization for accommodation and efficient travel of that mode.

DESIGN OBJECTIVES:

» Protect residential quality of life.

» Accommodate safe and efficient crosstown connectivity via a diversity of modes.

» Provide a quality street, natural environment, and the unique sense of place.

TYPICAL DESIGN FEATURES AND TREATMENTS:

» Narrow travel lanes with marked center line. Streets are commonly bidirectional.

» Curb or center lanes may be slightly wider on streets that have demonstrated higher volumes of larger vehicle types, such as transit vehicles or trucks. Narrow lanes should be used to effectively manage traffic speeds while maintaining safety.

» Certain traffic calming design interventions may be used to maintain vehicle speeds that are consistent with a safe and quality residential environment. Speed humps are generally not used on Network Residential streets.

» Intersections are commonly signal controlled or uncontrolled along the Network Residential street (side streets are stop controlled).

» High visibility crosswalks should be provided at signalized intersections. Typical (continental) crosswalks may be provided at higher volume or otherwise significant unsignalized locations. Crossings may be unmarked at intersections. Regardless of the presence or absence of markings, these remain legal pedestrian crossing locations.

» Shared driveways or alleys are preferred. Curb cuts and other access points should be limited, where possible.

» While large canopy trees are desired, creative solutions are encouraged where the demands of the street compromise the amount of space that can be provided for tree growth in the parkway.

- Highly visible gateway or identity elements that mark the transition into or out of distinct neighborhoods and to celebrate and highlight unique character or identity should be considered.
- Streets must provide sidewalks on both sides. Sidewalk width is generally wide. Pedestrians should be buffered from the curb of the street by a generous parkway or amenity zone.
- On-street parking on one or both sides of the street is generally desired.
- Network Residential streets are key links for bicycles and pedestrians, as well as for vehicles (transit, trucks, and private vehicles). Given the higher volumes and speeds, key bicycle corridors must have designated marked and/or protected bicycle facilities.

TYPICAL/TARGET METRICS:

- Vehicle volumes greater than 5,000 vehicles per day
- Vehicle speeds 25 MPH
- Face-to-face of curb 36’ to 58’