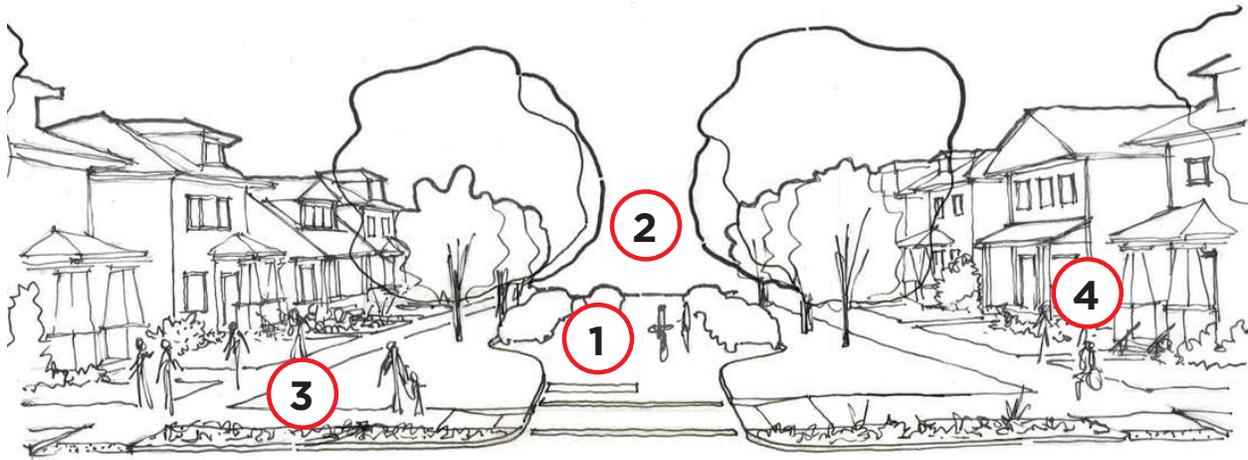


LINK RESIDENTIAL



1. Active speed control and traffic calming
2. Narrow, two-way street
3. Substantial yards & parkways
4. Comfortable design for persons on bicycles

Link Residential streets serve a larger network function, providing connectivity between nearby neighborhoods or local destinations. They are most typical in areas with traditional neighborhood character and a connected grid of streets, but may be in any neighborhood type.

Link Residential streets are predominantly low-to-moderate density residential in character and must be designed to support a high quality of residential life. Link Residential streets are commonly the location of local community facilities such as parks or recreational facilities, schools, or houses of worship.

Although Link Residential streets may have a slightly higher volume of vehicular traffic than the Neighborhood Residential street, vehicle travel must be maintained at a low speeds to respect and enable the local community uses common on these streets.

Link Residential streets are not principal streets in the regional vehicular transportation network. They play an important role in the local transportation network for all modes of travel, with an emphasis on pedestrians, bicyclists, and local area vehicle travel. Link Residential streets

PREVALENCE OF NEIGHBORHOOD LINK RESIDENTIAL STREET TYPE:



may be ideal as designated bicycle corridors and may, or may not, provide designated and marked bicycle facilities. Fixed route bus transit may be provided on some Link Residential streets. Link Residential streets may accommodate a modest amount of local delivery truck traffic but are not designated truck routes.

EXAMPLE STREETS:

- » Marion Avenue NW and SW from Butterworth to Bridge St.
- » Crescent Street NW from Lafayette to Fuller.
- » Logan Street SE from Lafayette to Glenwood.
- » Griggs Street SE from Buchanan to Newton.

ANTICIPATED AND DESIRED USES:

- » Community interactions in the public rights-of-way that characterize and reflect a quality residential neighborhood environment.
- » Modest pedestrian volumes.
- » City or regional low-stress bicycle travel.
- » Lower frequency bus transit.
- » Modest distance (last mile) vehicle travel.

PRIORITY USERS:

- » Link Residential streets prioritize **pedestrian movement and bicycle travel** in addition to accommodating local vehicle access and circulation.
- » Link Residential streets are true complete streets that provide safe accommodation for all users.
- » Link Residential streets explicitly designated as key components of the bicycle network emphasize bicycle accommodation for both experienced and less experienced bicyclists.

DESIGN OBJECTIVES:

- » Maintain modest vehicle volumes and low travel speeds.
- » Design streets as linear greenways and open space.
- » Provide access to residences and community facilities.
- » Connect to local destinations.

TYPICAL DESIGN FEATURES AND TREATMENTS:

- » Narrow travel lanes. Larger vehicle types such as transit vehicles or trucks, although permitted, are fairly infrequent on Link Residential streets. Narrow lane widths provide adequate accommodation for movement of these vehicles.

- » Narrow travel lanes generally manage speeds; in some cases active speed control and traffic calming may be needed.
- » Bi-directional streets are preferred. The center line may or may not be marked. Streets may be “yield” streets requiring vehicles to move to the side to permit oncoming traffic to pass.
- » Intersections are frequent. Stop controls and/or neighborhood traffic circles at many intersections are acceptable to deter high volumes of longer distance vehicle travel.
- » Crosswalks may or may not be marked. Pedestrians may typically comfortably cross the street at any point along its length.
- » Consolidated curb cuts or shared alleys are encouraged and preferred, but multiple access points and driveways may be common.
- » Adequate front yards and parkways to support large street trees and dense canopies.
- » Streets should provide sidewalks on both sides. Sidewalk dimensions should be scaled to accommodate the modest pedestrian volumes using these link streets.
- » On-street parking is generally provided on at least one side of the street.
- » Link streets are key for bicycle and pedestrian networks. Designated bicycle facilities may or may not be provided, but for streets specifically designated as components of the low stress bicycle network, traffic calming, diverters, wayfinding and other treatments should be provided.

TYPICAL/TARGET METRICS:

- » Vehicle volumes between 2,000 and 5,000 vehicles per day
- » Vehicle speeds approaching 25 MPH
- » Face-to-face of curb 28' to 36'

