



2.0 STREET TYPOLOGY FRAMEWORK

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2.1 STREET TYPOLOGY OVERVIEW

STREETS & THE PUBLIC REALM

In cities, streets and public rights-of-way are one of the predominant land uses, often accounting for a quarter or more of the land area. At a basic level, streets provide a means for the public to move throughout the city using different modes of travel – walking, biking, riding transit, or driving – in order to access destinations such as shops, jobs, schools, residences, parks, and other uses.

How different modes of transportation are accommodated in a safe and comfortable manner for all users is important to the health, vitality, and quality of life in the city. Streets are the predominant public space in most cities, and they frame how residents and visitors alike experience our urban environments. Moreover, the transportation functions of a street have an impact on the character and quality of adjacent properties, whether it is neighborhood housing, a local shopping district, an office building, or another use. The physical design of the streets govern how easily and comfortably different modes of travel are accommodated, their speed moving through the network, and the resulting sensitivity to the surrounding context.

What is “Level of Service?”

Level of Service (LoS) is a way to measure the quality of transportation operations based on the speed, flow, and wait times of vehicles. It is traditionally applied to vehicles only as a measure of wait times at intersections and congestion. In this manual, the concept is expanded to describe level of service for other modes of transportation, such as walking and biking.

The field of street design, transportation planning, and traffic engineering is going through a period of transition, as conventional methods of practice are giving way to approaches that better address equity, resilience, sustainability, and quality of life.

Traditional Street Design Approach

Traditionally, streets have been designed using a “centerline out” (Figure 2.1.1) approach, with determining the number of lanes and road width needed to accommodate a given volume of vehicle traffic at a desired Level of Service (LoS). This approach established a traditional hierarchy of streets from local roads, to collectors, arterials, and highways. In this traditional approach, the land use and activities occurring “behind the curb” are rarely considered or responded to, which can result in impacts to the quality of life for residents, suitability of the street for supporting commerce, and other impacts.

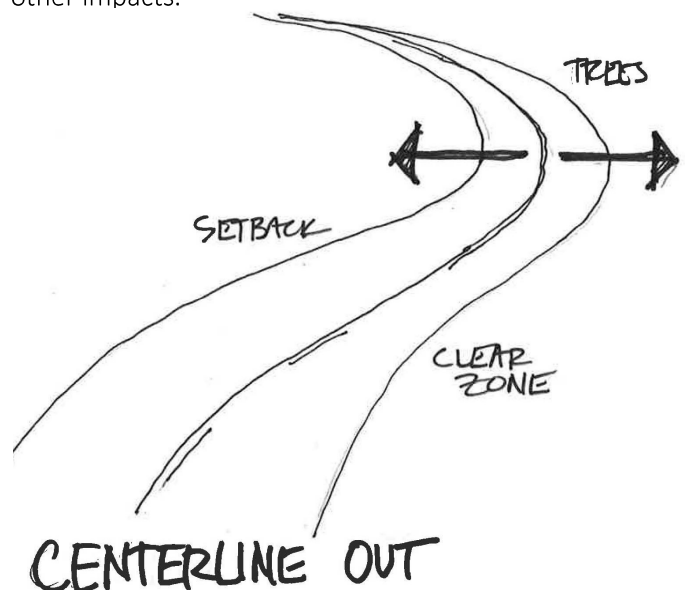


Figure 2.1.1 - Centerline Out

Context-Based Street Design Approach

The land use and urban design context of the street is as critical as its transportation function. The primary objective of transportation is to achieve larger public objectives, not simply to move people around without any specific purpose. As a result, a more holistic approach for street design is to take a “building in” approach (Figure 2.1.2).

Context-based street design examines the land use activity and urban design character, along with the primary transportation function. It is a method for working from the built environment to the center of the street so that transportation is supporting and enabling the envisioned land uses both for local blocks, as well as serving larger area mobility needs.

A context-based approach will benefit Kalamazoo by:

1. Ensuring that the needs of all users of the street and adjacent properties are comprehensively considered in street design and management decisions.
2. Ensuring that single interests or modes of use do not dominate the street to the detriment of others interests.
3. Help establish a modal hierarchy (refer to section 3.3) for streets, informing who the priority users are and how to balance multiple levels-of-service.

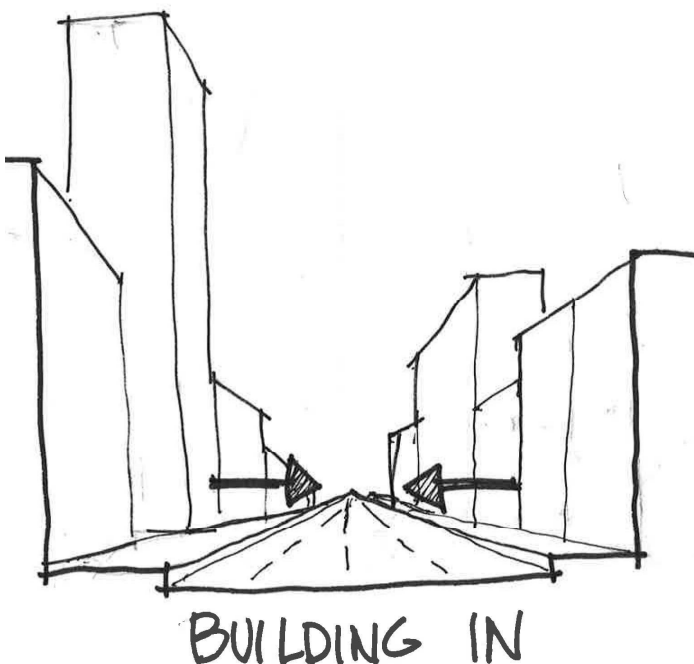


Figure 2.1.2 - Building In

PURPOSE OF A STREET TYPOLOGY FRAMEWORK

A **street typology** is a method for classifying and distinguishing different types of streets in a community based on a broader consideration of the transportation functions and adjacent land use sensitivities of the street. Different communities may have their own system for defining typologies, reflecting unique local conditions, transportation patterns, and land use mixes.

A **street typology framework** provides a comprehensive method for classifying streets within a community and tools (typically maps) that clearly define the typology of streets in the city.

In the City of Kalamazoo, the Street Typology Framework serves the following functions:

- Provides a way to recognize the different street conditions in light of the functions and values of different road types.
- Moves beyond traditional functional classification approach to streets and is inherently more context sensitive.
- Recognizes the need for complete streets and safely accommodates all modes of transportation, establishing modal hierarchy.
- Identifies modal overlays for emphasis (pedestrian, business access, vehicle, transit, bicycle).
- Creates a map of the different street typologies and/or mode emphasis.
- Describes alignment of zoning and future land use.

What is a “Street Typology?”

A street typology is a method for classifying different types of streets in a community based on a holistic consideration of the all transportation functions of the street AND the adjacent land use context and needs that must be considered in the design of the street.



2.2 KALAMAZOO STREET TYPOLOGY

ESTABLISHING KALAMAZOO'S STREET TYPOLOGIES

Kalamazoo's unique street typologies, used in this design manual, starts with the street types identified in the 2025 Master Plan and adds additional levels of distinction based on an analysis of relevant transportation and land use data—such as traffic volumes, speeds, zoning, future land, and street connectivity.

Each street type responds to two different primary needs of the corridor:

1. The **network function** of the street and its position in the overall transportation system of the city and surrounding region; and.

2. The predominate **land use context** that occurs along the street, to which the street design must be sensitive to and support.

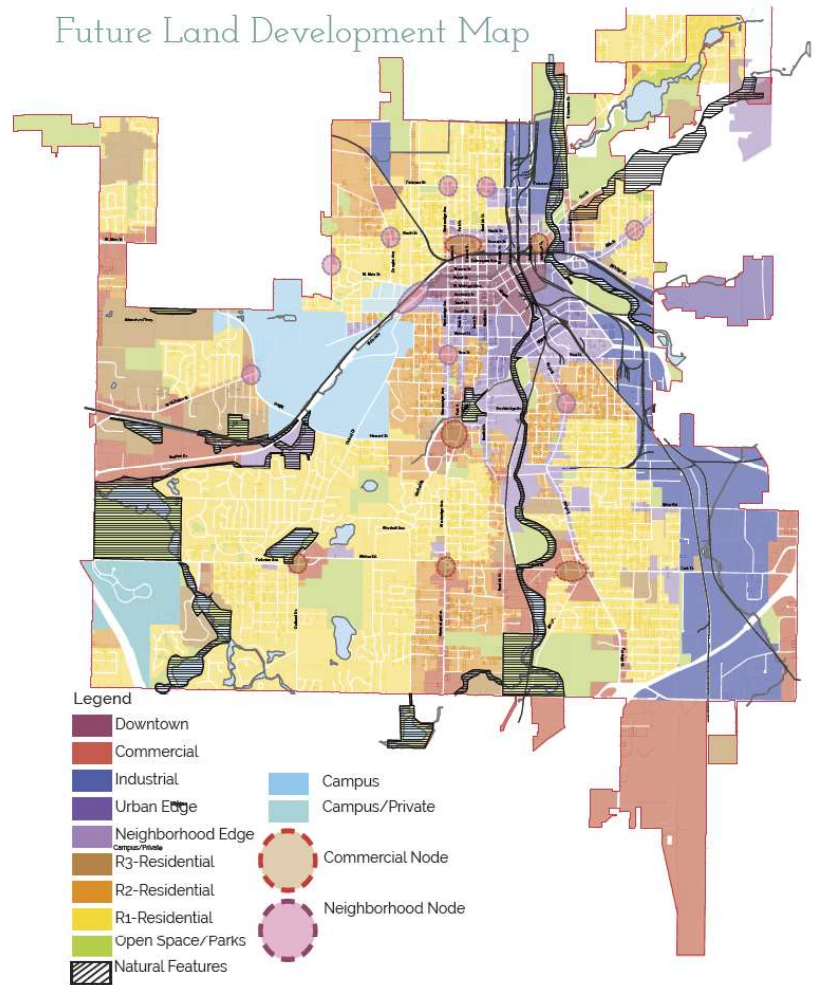
The chart below shows the relationship of these general land use contexts to different street network functions. Major and minor streets are those which carry greater volumes of traffic in the city and are typically longer-running, providing connections from the edge of the city into the center. These typically include traditional arterial and collector street designations. Local streets tend to carry less traffic and are shorter-running, emphasizing local access to residences and destinations over through transportation movements.

		Land Use Context				
	Street Network Function	Downtown Mixed-Use	Neighborhood Mixed-Use	Commercial Mixed-Use	Suburban Commercial	Neighborhoods
Primary Street	Major Street (typically arterials and major collector streets)	Urban Center Streets	Neighborhood Business Streets	Commercial Business Streets	City Connector Streets	Neighborhood Network Street
	Minor Street (typically minor collector streets or higher volume local streets)	Downtown Main Streets				Enhanced Neighborhood Streets
	Local Street	Event/Festival Streets				Local Neighborhood Streets

MASTER PLAN STREET TYPOLOGIES

The 2025 Master Plan identified five overarching street types that consider the mix of transportation modes, connectivity, and land use context for their definition. These street types are referenced by Kalamazoo’s zoning code and used as part of certain design parameters within the zoning code. As such, the expanded street types used in the design manual build on the street types used in the master plan and zoning code as show in the chart below.

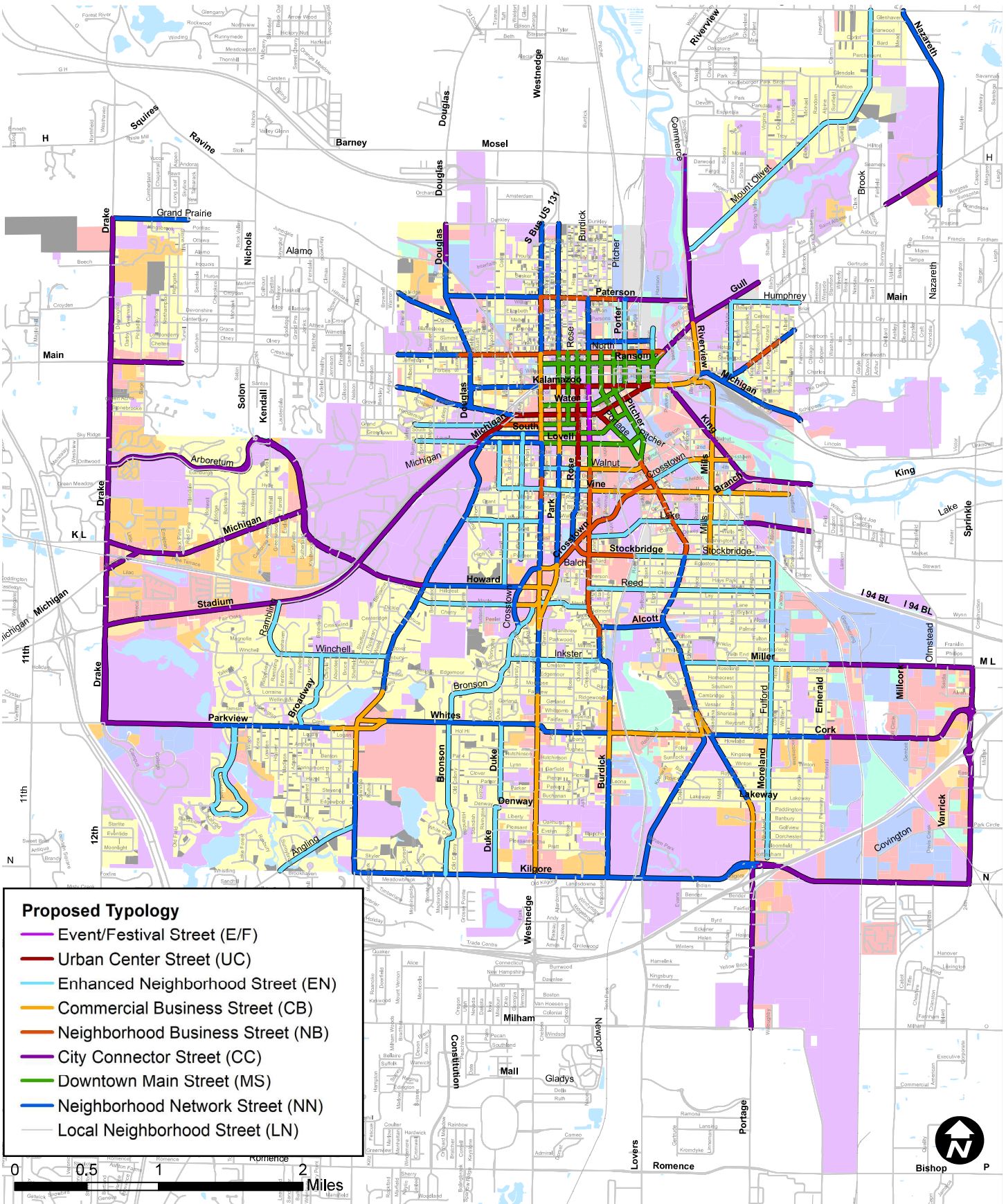
The chart below also shows typical historic roadway conditions, such as number of travel lanes, typical average annual daily trips (for vehicles), and posted speed limits. This information is listed to provide a general context for what the roadway corridors are like today.



TYPICAL HISTORIC ROADWAY CONDITIONS (FOR REFERENCE)

2025 Master Plan Street Types	Design Manual Street Types (typically corresponding)	Typical AADT Ranges	Travel Lanes	Vehicle Speed Posted
Priority Street	Urban Center Street (UC)	12k – 20k	3-5	30-35 MPH
	Event/Festival Street (E/F)	Below 6k	1-2	Below 20 MPH
Main Street	Downtown Main Street (MS)	1k – 12k	2-3	25 MPH
Neighborhood Connector	Neighborhood Business Street (NB)	6k – 20k	2-3	25-40 MPH
	Commercial Business Street (CB)	10k – 30k	3-5	25-40 MPH
	Neighborhood Network Street (NN)	6k – 30k	2-3	25-40 MPH
	Enhanced Neighborhood Street (EN)	Below 6k	2	25 MPH
Sub-Urban Corridor	City Connector Street (CC)	6k – 20k	2-5	25-45 MPH
Neighborhood Street	Local Neighborhood Street (LN)	Below 6k	1-2	25 MPH

Figure 2.1.6 - Street Typology Map



STREET TYPOLOGY MAP

The Street Typology Map (facing page) shows the established street typologies for the design manual and the applicability of these street types to the zoning code (by association).

The map identifies street typologies for all non-local designated streets (i.e. arterials and collector streets). Certain local streets may also have typology designations assigned, such as downtown streets or other significant local streets that warrant a typology assignment given the transportation uses and land uses on the corridor.

What is a modal hierarchy?

A modal hierarchy is a ranking of how different street users (pedestrians, bicyclists, transit riders, vehicle drivers, and other street users) are prioritized. This ranking typically considers the vulnerability, safety, and comfort needs of different users. Establishing a modal hierarchy for a street can help the project navigate trade-off decisions during the design process.

STREET TYPOLOGY DESCRIPTIONS

The following pages describe the typical character, design goals, and key physical parameters of each street typology. Each street typology includes a description of the following items:

Description

Describes the general conditions and context of the street corridor, its relative location with the city, and other important overarching considerations.

Cross-Section Drawings

Each typology description includes a conceptual cross-section intended to show the typical elements, character, and potential configuration of that street typology.

Indicated dimensions are for illustrative and comparative purposes, and are not intended to be prescriptive or required dimensions. Refer to the individual design elements (Chapter 4) for detailed guidance on dimensioning.

User Priority

Each typology description includes a chart listing the priority and relative level of importance for each type of street user. These priorities may be used as a “baseline” or starting point for that street's modal hierarchy (see [Chapter 3](#) for additional guidance on establishing modal hierarchy). As an individual street project advances, it is important to review the baseline priority and determine if any adjustments need to be made.

USER PRIORITY (EXAMPLE DEFAULT)			
User Type	Priority		
Pedestrians	■	■	High
Bicycles (*)	■	■	Moderate
Transit (**)	■	■	Moderate
Commercial Activity	■	■	Moderate
Curbside (Parking)	■	■	Moderate
Vehicles	■	■	Low

The User Priority chart (example above) shows a default listing of priorities by user type that is specific to each street typology. The priorities may be adjusted further during initial project scoping depending on local conditions and other transportation network-level considerations.

- **User Type:** The types of users and specifics related to their safe and comfortable accommodation within streets are described in detail below:
 - » **Pedestrians:** Pedestrians are the most vulnerable users within a roadway, and their safety and comfort must be provided for on all streets. All public streets should include sidewalks appropriate to the anticipated volume of pedestrians. Sidewalks should be separated from the roadway through the use of curbs and vertical features (street light posts, trees, signs, etc.) that provide physical barriers and improve pedestrian comfort.
 - » **(*) Bicycles:** People on bicycles are also vulnerable users. All streets should provide a means for bicycles to travel safely along them appropriate to the roadways' condition and context. Non-motorized plans that identify priority bicycle connections, low stress, or an "all ages and abilities facilities" are likely to put cyclists at a higher priority and may require separated facilities or low stress design treatments. Non-motorized modes also include a series of other micro-mobility choices, such as scooters, e-bikes, e-unicycles, skateboards, etc.

- » **(**) Transit:** Streets with active or planned transit corridors must consider the location and available space for bus stops. Higher priority transit corridors (such as bus rapid transit or BRT routes) may require use of additional design elements that support desired transit timing in order to provide consistent service and meet schedules.
- » **Commercial Activity:** Streets help support the economic vitality of the city. They allow customers to access businesses, they can provide outdoor space for dining and retail. Generally, the more pedestrian-oriented the commercial uses are, the more important it is that streets provide supporting design.
- » **Curbside Uses:** Curbside uses are critical on many types of streets for providing access to businesses or residences. These spaces often need to be designed in a flexible manner in order to accommodate changing uses. Curbside uses include on-street parking, passenger pick-up and drop-off, commercial loading, and other similar uses.
- » **Vehicles:** Vehicles should be accommodated on all streets, but the speed and impact of vehicle traffic should be balanced against the land use context and other street uses.

- **Priority:** Each user type is assigned a relative priority level.
 - » In practice, this means that as trade-offs need to be made within a roadway (e.g. due to limited right-of-way space) the safety, comfort, and needs of higher priority users should not be compromised in order to meet the needs of lower priority users on that street.
 - » Multiple user types at the same level of priority should be considered in parallel in order to ensure that needs are met.

Design Considerations

Any specific or more general design considerations pertinent to a high level understanding of the street typology.



URBAN CENTER STREET (UC) (PRIORITY STREET)

DESCRIPTION: Urban Center Streets represent highly active streets with an intense combination of active ground-floor uses, pedestrian activity, and vehicle volumes. These streets are desired to be the signature gateway corridors into downtown, designed at a high level of amenity.

- **High Priority:**
 - » Create a vibrant and welcoming pedestrian environment that supports commercial activity.
 - » High quality streetscape, wide pedestrian areas for outdoor dining, and gathering space is critical.
- **Moderate Priority:**
 - » Transit service with frequent stops are important for providing easy access to destinations.
 - » Curbside uses where space allows, provided pedestrian area widths are achieved, with a focus on short-term parking and drop-off zones. Loading zones should be avoided on these streets.
- **Low Priority:**
 - » Must accommodate higher volumes of vehicle traffic, but during peak hours lower levels of service is expected (LOS E acceptable).
 - » Bicycles would typically use parallel streets, although dedicated facilities should be considered where space allows or on priority bicycle corridors.

USER PRIORITY (BASELINE)				
User Type	Priority			
Pedestrians				High
Commercial Activity				High
Transit (*)				Moderate
Curbside				Moderate
Bicycles (**)				Moderate
Vehicles				Low

DESIGN CONSIDERATIONS

- Design the roadway for slower speeds (25 MPH). Lane reductions and/or narrowing should be used to the maximum extent feasible.
- Streetscape should be designed to provide flexibility in how the pedestrian area can be utilized or adapted for different purposes, depending on adjacent land uses.
- Opportunity for signature public street elements—such as public art, gateways, gathering and seating areas, landscape, etc.
- (*) Streets in priority transit corridors should consider transit operational improvements to maintain service consistency. Higher level transit stop may be desired.
- (**) On priority bikeway streets, curbside space may be reduced in order to provide appropriate low stress bicycle facilities.
- Limit driveways and curb-cuts.



EVENT/FESTIVAL STREET (E/F) (PRIORITY STREET)

DESCRIPTION: Event/Festival Streets are special streets within the city that are dominated by pedestrian-centric activity. These streets are typically curbside or designed as shared spaces, enabling flexible use of the entire street corridor for special events. Vehicles can navigate through the space, but do so at very low speeds.

- **High Priority:**
 - » Pedestrians are the priority user, and the street should be designed to look and function as a pedestrian-dominated space.
 - » Maximize flexibility and pedestrian area space for commercial activity.
 - » Streetscape should create a comfortable, welcoming, and vibrant space.
- **Moderate Priority:**
 - » Curbside uses should emphasize short-term parking and drop-off zones. Larger loading zones are not desirable.
- **Low Priority:**
 - » Bicycles typically accommodated using sharrows or non-dedicated facilities.
 - » Transit typically connects at the cross-streets.
 - » Vehicle lanes should be as narrow as possible to reinforce slower speeds.

USER PRIORITY (BASELINE)				
User Type				Priority
Pedestrians	■	■	■	High
Commercial Activity	■	■	■	High
Curbside	■	■		Moderate
Bicycles	■			Low
Transit	■			Low
Vehicles	■			Low

DESIGN CONSIDERATIONS

- Curbside streets or shared streets should be designed carefully to ensure proper drainage.
- The design of the street should consider the operations of special events and/or street closures, so that the space can be readily closed to vehicle traffic and used entirely by pedestrians.
- Ample shade (using street trees) should be provided to create a cool and comfortable environment.
- Opportunity for special lighting installations to bring energy and unique aesthetics to these streets.
- Curb-cuts and driveways typically prohibited. Service should be provided from alleys.

EVENT/FESTIVAL STREETS



- TYPICAL FEATURES:**
- 1-2 vehicle lanes
 - Very slow speeds
 - One- or two-way travel
 - Curbside street design and/or shared space
 - Wide pedestrian zone
 - High quality streetscape
 - Limited curbside lanes
 - Seating & gathering space
 - Sidewalk occupancy uses well-supported
 - Bicycle accommodated with sharrow markings

DIMENSIONS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY

MAIN STREET (MS)

(MAIN STREET)

DESCRIPTION: Main Streets constitute the majority of downtown streets and near-downtown areas. These streets must balance a broad range of needs and demands—an inviting pedestrian-oriented streetscape, supportive spaces for adjacent businesses, parking and loading areas, modest traffic volumes, and accessible routes for cyclists and transit riders.

- **High Priority:**
 - » Provide a safe and comfortable pedestrian environment. Quality streetscape is desirable.
 - » Pedestrian areas should be wide enough to accommodate moderate intensity outdoor commercial activity.
- **Moderate Priority:**
 - » Curbside uses are important to balance throughout these streets, including drop-off zones, commercial loading zones, and metered parking.
 - » Streets that are part of the priority bicycle network may give up parking on one (or both) sides of the street to create separated facilities.
 - » Bus stops are important to accommodate.
- **Low Priority:**
 - » Streets must be able to accommodate vehicles and property access at low/comfortable speeds. LOS during peak hours may be lower (LOS E acceptable).

USER PRIORITY (BASELINE)				
User Type	Priority			
Pedestrians				High
Commercial Activity				High
Curbside				Moderate
Bicycles (*)				Moderate
Transit (*)				Moderate
Vehicles				Low

DESIGN CONSIDERATIONS

- Reduce vehicle lane width and/or remove lanes to extent feasible to provide consistent two-way traffic. Design to achieve 25 MPH speeds.
- Street improvements should anticipate future land use change and potential demand for pedestrian area and curbside uses.
- Pedestrian areas should target a minimum width of 14-feet, to allow adequate space for clear sidewalks and sufficient space for sidewalk occupancy uses (cafe dining, etc.).
- Balance short-term patron parking (e.g. 15 minutes) with longer term metered parking (e.g. 1-hour).
- (*) On priority transit or bicycle network streets, curbside zones may be reduced in order to provide appropriate facilities and operations for transit or low stress bicycle connectivity.

MAIN STREET



- TYPICAL FEATURES:**
- 2 vehicle lanes
 - Slow speeds (25 or less)
 - Two-way travel
 - Curbside lanes
 - Moderately wide pedestrian zone
 - Quality streetscape
 - Bus stops
 - Sidewalk occupancy
 - Seating & gathering space
 - Sharrows or buffered bicycle lanes

DIMENSIONS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY

NEIGHBORHOOD BUSINESS STREET (NB) (NEIGHBORHOOD CONNECTOR)

DESCRIPTION: Neighborhood Business Streets are typically major connecting streets in the city where clusters of smaller scale or traditional commercial/mixed-use buildings are located. These locations align with where more walkable mixed-use nodes are desired. These street must balance a mix of transportation functions and place-making objectives.

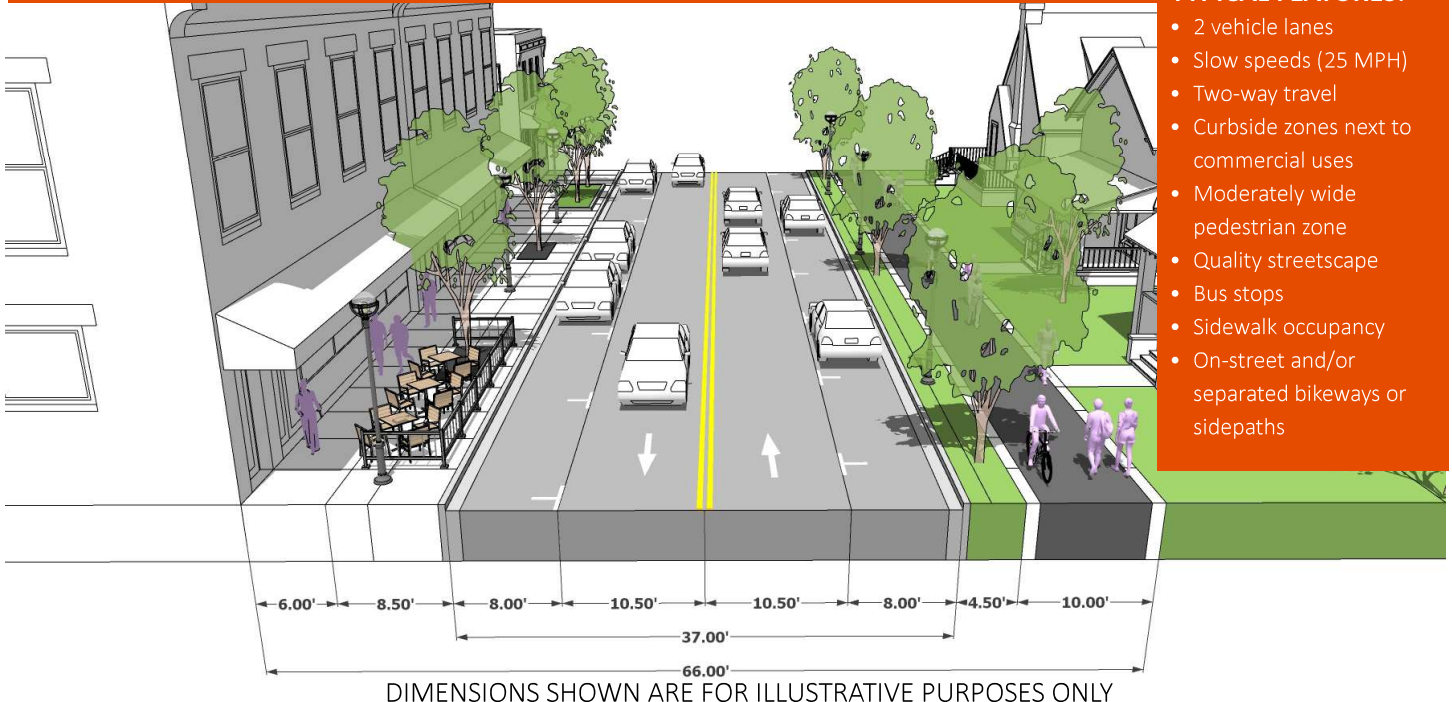
- **High Priority:**
 - » Pedestrian safety and comfort is critical for supporting access to neighborhood commercial areas and supporting business activity.
- **Moderate Priority:**
 - » Requires carefully balancing multiple uses. Exact priority will depend heavily on the specific corridor and whether the street is a transit and/or bicycle emphasis corridor.
 - » Moderate to higher vehicle volumes must be accommodated, but roadway design should support low speeds (25 MPH).
- **Low Priority:**
 - » *** Curbside uses should be focused in front of commercial properties when space allows and it can serve to buffer pedestrian areas. Parking is often accommodated on side streets or in off-street parking lots. It may be critical to provide some level of on-street parking on this type street.

USER PRIORITY (BASELINE)				
User Type	Priority			
Pedestrians				High
Commercial Activity				Moderate
Bicycles (*)				Moderate
Transit (**)				Moderate
Vehicles				Moderate
Curbside (***)				Moderate

DESIGN CONSIDERATIONS

- (*) Bicycle facilities should be designed as a low stress facility to the extent possible. Conventional or buffered bicycle lanes should be avoided in favor of separated bicycle lanes or even shared-use sidepaths.
- (**) These streets typically serve as transit corridors. Bus stops should align with concentrations of commercial land use. Roadway level of service should be mindful of the needs of transit operations.
- Intersections should all have clear and distinct crosswalks. Mid-block crossings should be considered wherever the distances between signalized crossings are relatively long.
- Intersections should be designed to minimize pedestrian crossing distances.

NEIGHBORHOOD BUSINESS STREET



TYPICAL FEATURES:

- 2 vehicle lanes
- Slow speeds (25 MPH)
- Two-way travel
- Curbside zones next to commercial uses
- Moderately wide pedestrian zone
- Quality streetscape
- Bus stops
- Sidewalk occupancy
- On-street and/or separated bikeways or sidepaths

COMMERCIAL BUSINESS STREET (CB) (NEIGHBORHOOD CONNECTOR)

DESCRIPTION: Commercial Business Streets are located along significant transportation corridors in the city, often passing through commercial nodes containing relatively small scale commercial land uses that are more suburban and/or auto-oriented (compared to Neighborhood Business streets). These roads often function as gateways into the city and so the visual character of the corridor and accommodating other modes of travel is vital.

- **High Priority:**
 - » Streets must be designed for pedestrian safety and comfort as a priority, especially at intersections. Pedestrian areas should be buffered against vehicle traffic.
- **Moderate Priority:**
 - » (*) Transit service is often a priority along these roadways. Ensure adequate shelters and amenities.
 - » (**) Bicycles should be accommodated in a separated manner, such as designing one side of the street as a sidepath.
 - » Higher volumes of vehicle traffic must be accommodated. Access management is important for minimizing conflict points.
- **Low Priority:**
 - » Commercial activity is generally accommodated outside of the public right-of-way.

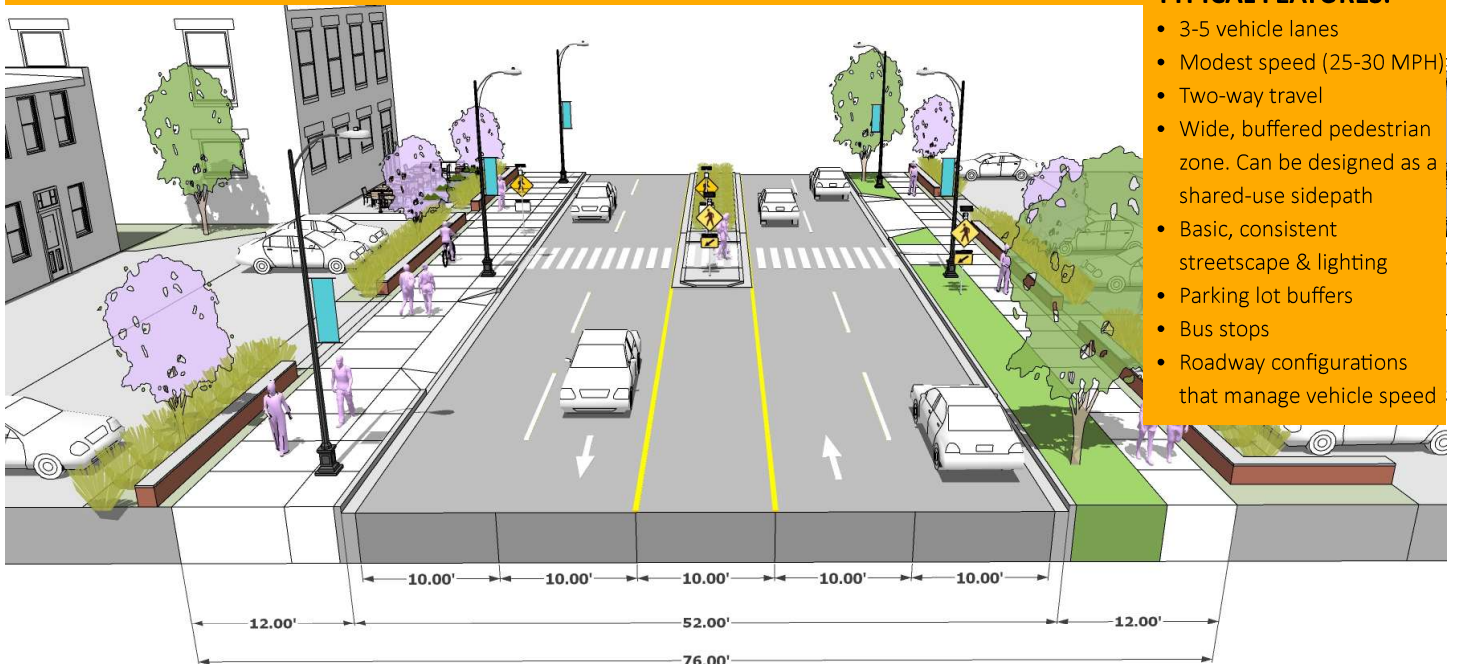
USER PRIORITY (BASELINE)				
User Type	Priority			
Pedestrians				High
Transit (*)				Moderate
Bicycles (**)				Moderate
Vehicles				Moderate
Commercial Activity				Low
Curbside				Low

» On-street parking is typically not a priority given separation between roadway and storefronts. Space better utilized for wider pedestrian areas.

DESIGN CONSIDERATIONS

- Streetscape should emphasize creating buffers and a sense of separation between pedestrians and vehicle travel lanes. Regular street lights, trees, landscape, and other elements can be used to create separation.
- Reduce vehicle speeds as much as possible (including down to 25 MPH). Use medians, narrower lanes, lane shifts, and other major street calming methods to slow speeds.
- Consistent lighting is important and an opportunity for creating a stronger visual character and/or gateway identity into the city.
- Intersections should be designed to minimize pedestrian crossing distances.
- Use buffers with landscape and/or knee walls to separate sidewalks and parking areas.

COMMERCIAL BUSINESS STREET



- TYPICAL FEATURES:**
- 3-5 vehicle lanes
 - Modest speed (25-30 MPH)
 - Two-way travel
 - Wide, buffered pedestrian zone. Can be designed as a shared-use sidepath
 - Basic, consistent streetscape & lighting
 - Parking lot buffers
 - Bus stops
 - Roadway configurations that manage vehicle speed

DIMENSIONS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY

CITY CONNECTOR STREET (CC) (SUB-URBAN STREET)

DESCRIPTION: City Connector Streets are typically located near the edges of the city, and often serve as a transition from highways or more rural roadways into the city proper. City Connectors frequently traverse through a mixture of land uses, including institutional, commercial, and industrial uses.

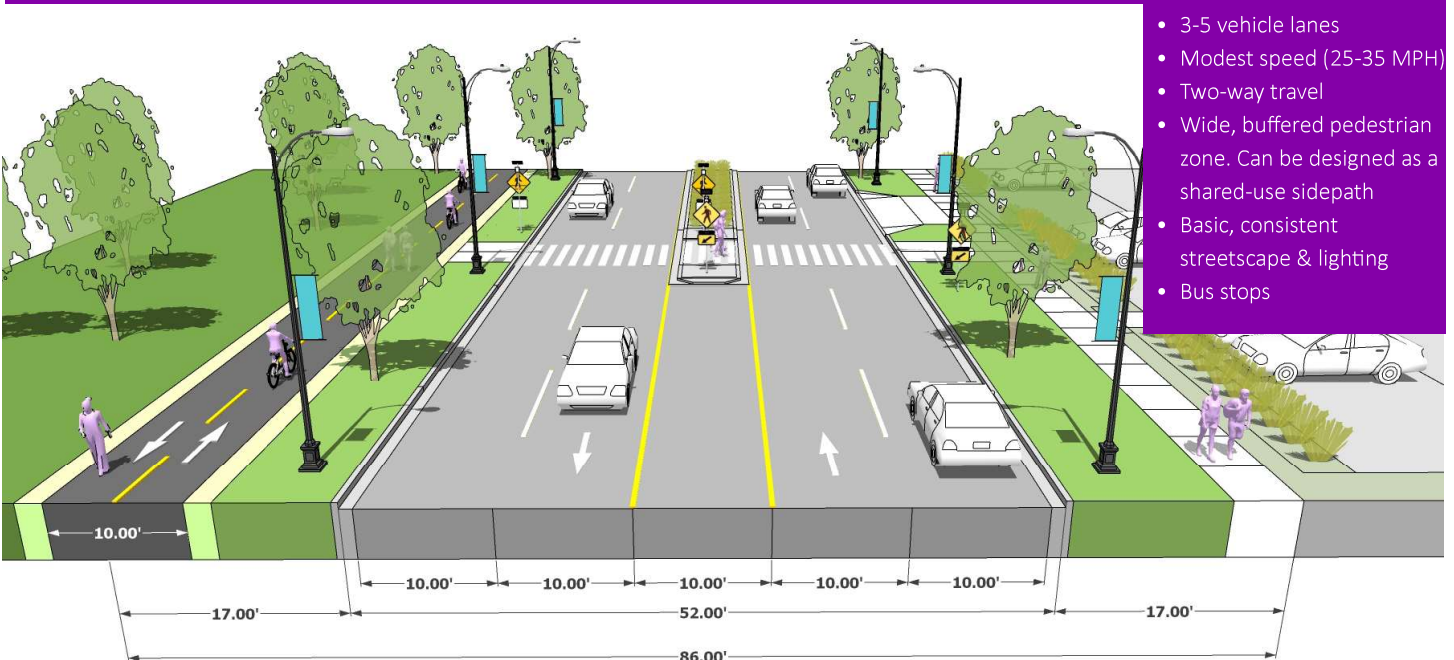
- **High Priority:**
 - » Basic sidewalks must be provided at a minimum. Consider expanding one or both sides of the street to function as sidepaths.
- **Moderate Priority:**
 - » Vehicles, including heavier truck traffic, are the predominate users on most City Connector Streets. Access management is important for minimizing conflict points.
 - » (*) Transit service is often a priority along these roadways. Ensure adequate shelters and amenities.
 - » (**) Bicycles should be accommodated in a separated manner, such as designing one side of the street as a sidepath. Especially important if route is part of a priority bicycle corridor.
- **Low Priority:**
 - » Commercial activity generally accommodated outside of the public right-of-way.
 - » No on-street parking.

USER PRIORITY (BASELINE)				
User Type	Priority			
Pedestrians				High
Vehicles				Moderate
Transit (*)				Moderate
Bicycles (**)				Moderate
Commercial Activity				Low
Curbside				Low

DESIGN CONSIDERATIONS

- Roadway geometry should comfortably accommodate larger design vehicles. Minimize extraneous or pavement areas by incorporating medians or traffic islands.
- Provide consistent lighting along length of the corridor.
- Use high-visibility and well-lit mid-block crossings to increase non-motorized connectivity.

CITY CONNECTOR STREET



- TYPICAL FEATURES:**
- 3-5 vehicle lanes
 - Modest speed (25-35 MPH)
 - Two-way travel
 - Wide, buffered pedestrian zone. Can be designed as a shared-use sidepath
 - Basic, consistent streetscape & lighting
 - Bus stops

DIMENSIONS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY

NEIGHBORHOOD NETWORK STREET (NN) (NEIGHBORHOOD CONNECTOR)

DESCRIPTION: Neighborhood Network Streets are primary transportation corridors that provide connectivity throughout the city but traversing through predominately residential areas. Given the higher volumes of traffic, managing vehicle speeds and protecting the comfort and safety of residents is a priority.

- **High Priority:**
 - » Comfortable, buffered sidewalks must be provided on both sides of the street. Use street trees to provide shade and comfort.
- **Moderate Priority:**
 - » (*) Transit service is often a priority along these roadways. Ensure adequate shelters and amenities.
 - » (**) Streets often function as a core part of the bicycle network. Minimally should include conventional or buffered bicycle lanes. Separated facilities preferred, especially on priority bicycle corridors.
 - » Moderate to high volumes of vehicle traffic must be accommodated, but speed and behavior must be respectful of the residential context.
- **Low Priority:**
 - » Commercial activities typically not present.
 - » Curbside uses typically not present. Where excess pavement allows for on-street parking, can be used

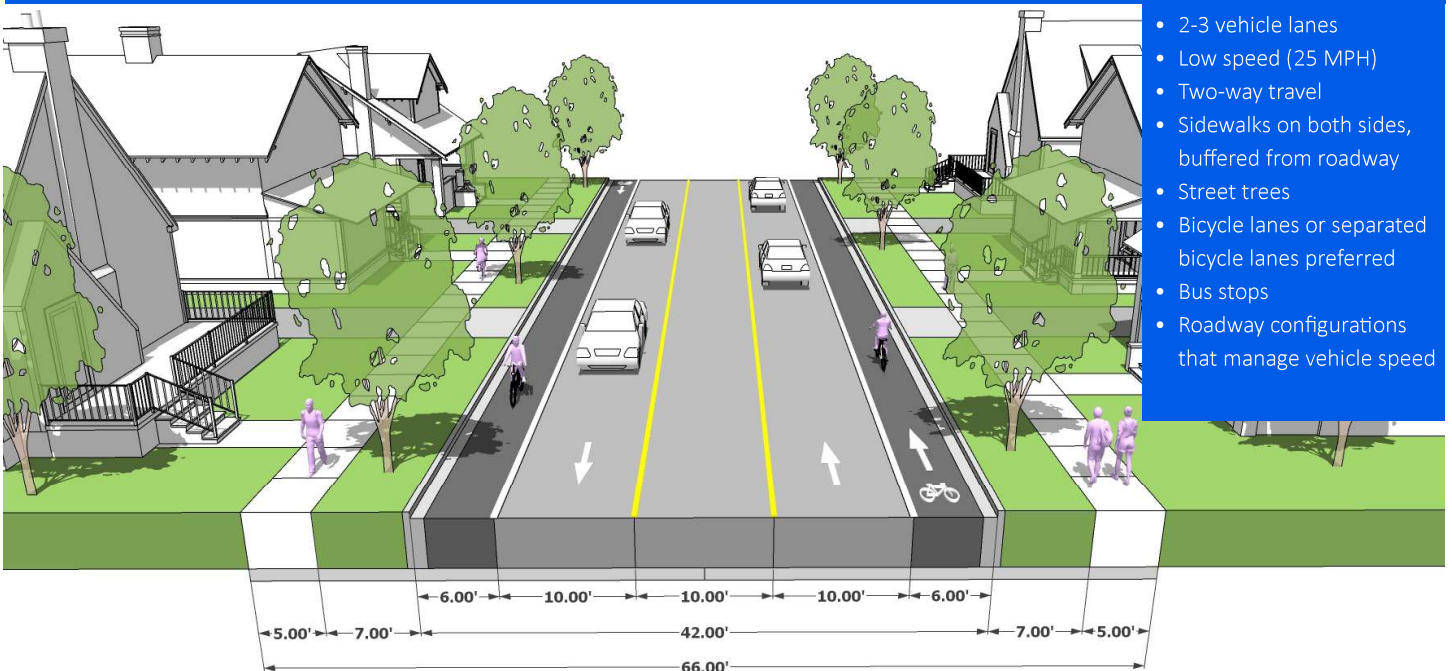
USER PRIORITY (BASELINE)				
User Type	Priority			
Pedestrians				High
Transit (*)				Moderate
Bicycles (**)				Moderate
Vehicles				Moderate
Commercial Activity				Low
Curbside				Low

as a speed management technique.

DESIGN CONSIDERATIONS

- Roadways should be designed to reinforce slower vehicle speeds (25 MPH). Typically two to three lanes. Narrow lane widths to extent possible.
- Frequent pedestrian crossings important for improving walk-ability of neighborhoods. Use mid-block crossings with good lighting and medians between signalized crossing points.
- Design intersections to reduce pedestrian crossing distances.
- Street trees are important for reinforcing neighborhood character.
- Street lighting should be focused primarily at pedestrian crosswalks and intersections. Avoid spilling light directly into residences.

URBAN CENTER STREET



- TYPICAL FEATURES:**
- 2-3 vehicle lanes
 - Low speed (25 MPH)
 - Two-way travel
 - Sidewalks on both sides, buffered from roadway
 - Street trees
 - Bicycle lanes or separated bicycle lanes preferred
 - Bus stops
 - Roadway configurations that manage vehicle speed

DIMENSIONS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY

ENHANCED NEIGHBORHOOD STREET (EN) (NEIGHBORHOOD CONNECTOR)

DESCRIPTION: Enhanced Neighborhood Streets are roadways that traversing through the interior of neighborhoods, often serving as an "internal spine" for neighborhood connections, and must serve modest network connectivity functions. These streets provide access to and through neighborhoods and often have higher traffic volumes than the most local neighborhood streets. Managing the volume and speeds of vehicles along these roadways is essential for protecting the neighborhood character.

- **High Priority:**
 - » Pedestrians are the priority user. Streets must create a safe and comfortable environment.
 - » (*) As the start/end point of bicycle trips for residents, streets should utilize low stress facilities. Opportunity for neighborhood greenways of bicycle boulevard treatments.
- **Moderate Priority:**
 - » Curbside uses and neighborhood parking important for supporting access to homes and function as a traffic calming tool.
 - » (**) Safe, comfortable bus stops provided where transit routes are present.
- **Low Priority:**
 - » Vehicles accommodated at low speed. Cut-through traffic discouraged through design.

USER PRIORITY (BASELINE)				
User Type	Priority			
Pedestrians	■	■	■	High
Bicycles (*)	■	■	■	High
Curbside	■	■	■	High
Transit (**)	■	■	■	Moderate
Vehicles	■	■	■	Low
Commercial Activity	■	■	■	Low

» Commercial activity generally not present, except where neighborhood focused commercial uses exist.

DESIGN CONSIDERATIONS

- Vehicle travel lanes typically unmarked (no centerline).
- Intersections should be designed to minimize crossing distances for pedestrians. Use bump-outs to extent feasible.
- All intersections should provide appropriate pedestrian crosswalks in each direction.
- Vehicle speed and volume management techniques are important. Consider use of traffic circles, raised crosswalks, speed tables, and other treatments.
- Street trees are important for reinforcing neighborhood character.
- Street lighting should be focused primarily at pedestrian crosswalks and intersections. Avoid spilling light directly into residences.

URBAN CENTER STREET



TYPICAL FEATURES:

- Typically unmarked vehicle lane (no centerline)
- Low speed (25 MPH)
- Two-way travel
- Sidewalks on both sides
Use parking and amenity zone to provide buffer
- Street trees
- Low stress bicycle facilities appropriate to low speed & volume roadway
- Use vehicle speed & volume management tools

DIMENSIONS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY

LOCAL NEIGHBORHOOD STREET (LN) (LOCAL STREET)

DESCRIPTION: Local Neighborhood Streets are the calmest and quietest street typology, intended to provide the most direct and localized access to residences. Such streets exhibit the lowest traffic volumes, but speeds are essential to manage in order to maintain a calm, residential atmosphere.

Note: These streets are not mapped explicitly in the street typology map, and are instead shown by the gray street lines. Streets without an assigned typology are assumed to be local neighborhood streets.

- **High Priority:**
 - » Pedestrians are the priority user. Streets must create a safe and comfortable environment.
 - » As low volume and low speed streets, most bicycle users should be comfortable cycling within the roadway.
- **Moderate Priority:**
 - » Curbside uses and neighborhood parking important for supporting access to homes and function as a traffic calming tool.
 - » (*) Safe, comfortable bus stops provided where transit routes are present. Consideration of potential future transit routes should be given.

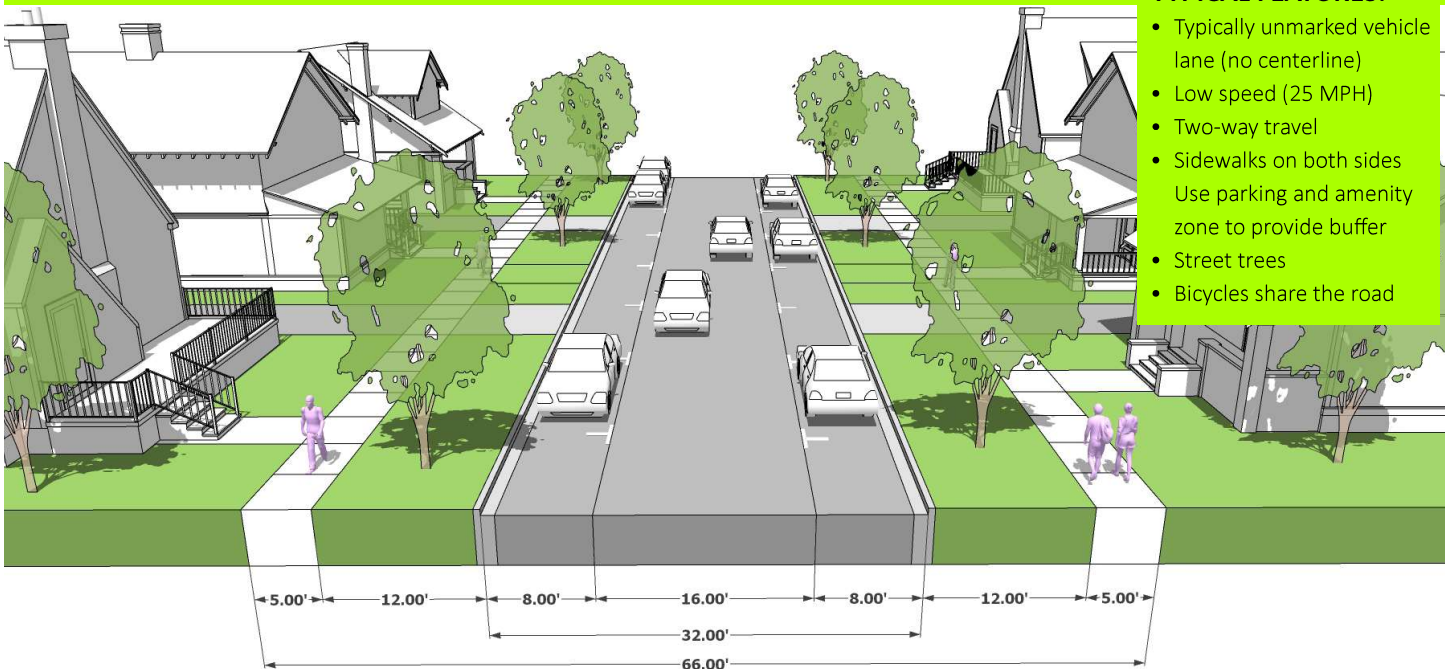
USER PRIORITY (BASELINE)				
User Type	Priority			
Pedestrians				High
Bicycles				High
Curbside				High
Transit (*)				Low
Vehicles				Low
Commercial Activity				Low

- **Low Priority:**
 - » Vehicles accommodated at low speeds.
 - » Commercial activity generally not present.

DESIGN CONSIDERATIONS

- Vehicle travel lanes typically unmarked (no centerline).
- Intersections should be designed to minimize crossing distances for pedestrians. Use bump-outs to extent feasible.
- All intersections should provide appropriate pedestrian crosswalks in each direction.
- Street trees are important for reinforcing neighborhood character.
- Street lighting should be focused primarily at crossings and intersections. Avoid spilling light directly into residences.

LOCAL NEIGHBORHOOD STREET



- TYPICAL FEATURES:**
- Typically unmarked vehicle lane (no centerline)
 - Low speed (25 MPH)
 - Two-way travel
 - Sidewalks on both sides
 - Use parking and amenity zone to provide buffer
 - Street trees
 - Bicycles share the road

DIMENSIONS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY

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