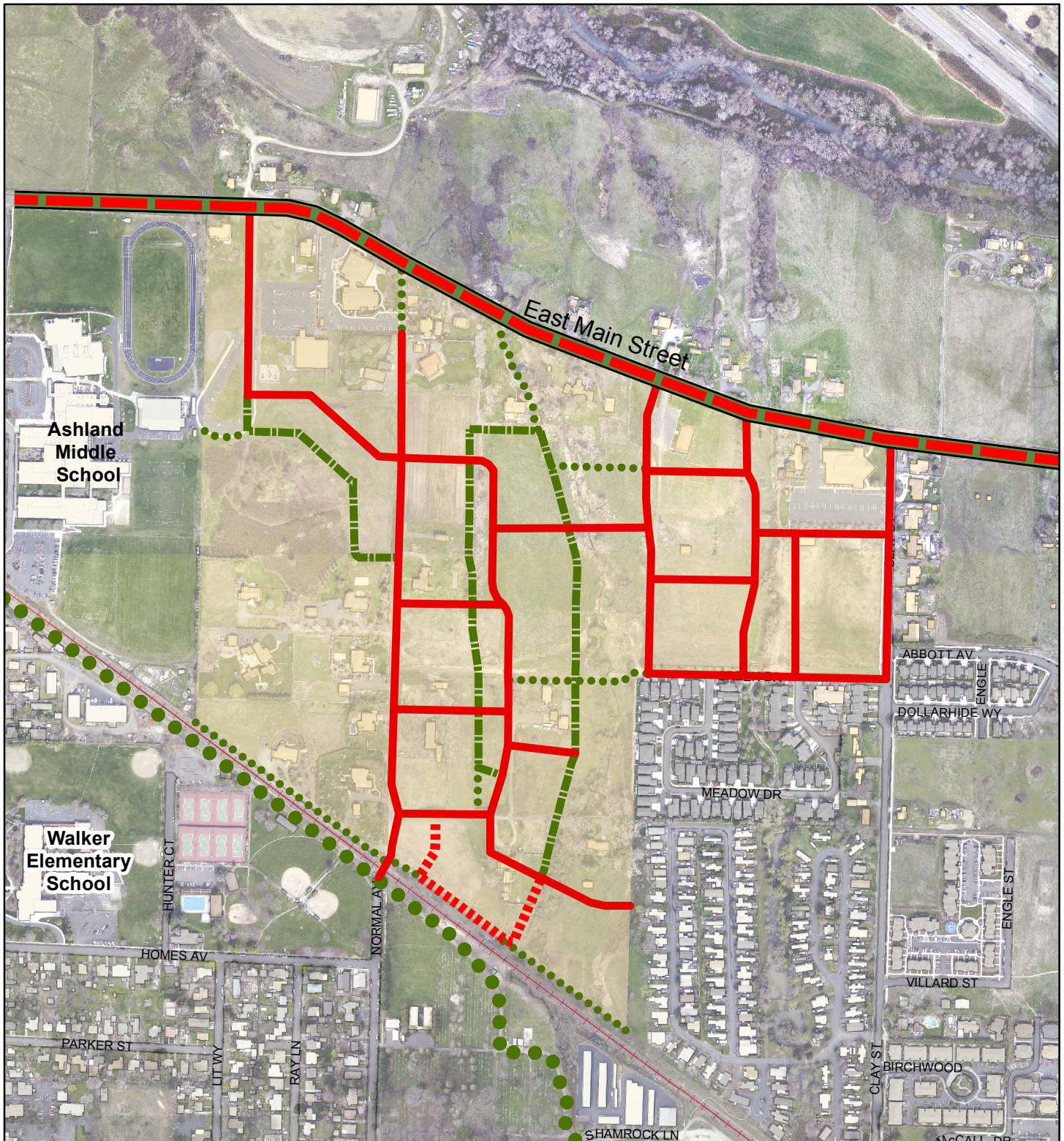


Normal Neighborhood Plan Street Network

0 200 400 800 1,200 Feet

- Neighborhood Collector
- Neighborhood Street
- - - Multi-Use Path
- Shared Street
- Alley





Normal Neighborhood Plan Pedestrian and Bicycle Network

0 200 400 800 1,200 Feet

----- alley

----- shared street

— streets with sidewalks

..... multi-use path

— avenue with sidewalks & bikelanes

..... central bike path



3/11/2014

Exhibit C

Shared Street

Provides access to residential in an area in which right-of-way is constrained by natural features, topography or historically significant structures. The constrained right-of-way prevents typical bicycle and pedestrian facilities such as sidewalks and bicycle lanes. Therefore, the entire width of the street is collectively shared by pedestrians, bicycles, and autos. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications the space is shared across modes.

Street Function:	Provide vehicular, pedestrian, and bicycle neighborhood circulation and access to individual residential and commercial properties designed to encourage socializing with neighbors, outdoor play for children, and creating comfortable spaces for walking and biking.
Connectivity:	Connects to all types of streets.
Average Daily Traffic:	1,500 or less motor vehicle trips per day
Managed Speed:	Motor vehicle travel speeds should be below 15 mph
Right-of-Way Width:	25'
Pavement width:	18' minimum, maintaining full fire truck access and minimum turning paths at all changes in alignment and intersections.
Motor Vehicle Travel Lanes:	Minimum 12' clear width.
Bike Lanes:	Not applicable, bicyclists can share the travel lane and easily negotiate these low use areas
Parking:	Parking and loading areas may be provided within the right of way with careful consideration to ensure parked vehicles do not obstruct pedestrian, bicycles, or emergency vehicle access.
Parkrow:	Not applicable
Sidewalks:	Not applicable, pedestrians can share the travel lane and easily negotiate these low use areas. Refuge areas are to be provided within the right of way to allow pedestrians to step out of the travel lane when necessary.

Shared Street Cross Section

