

# Residential Streets

Residential Streets serve two major purposes in Denver's neighborhoods. As arterials, residential streets balance multi-modal mobility with land access. As collectors, Residential Streets are designed to emphasize walking, bicycling, and land access over mobility. In both cases, Residential Streets tend to be more pedestrian-oriented than Commercial Streets.

Residential Streets generally consist of two to four travel lanes, but place a higher priority on pedestrian and bicycle-friendliness than on auto mobility. In traditional Denver neighborhoods, homes are set back from Residential Streets to provide ample space for landscaping and trees. In Downtown and central area residential areas, homes are located more closely to Residential Streets.



26th Avenue West of Federal

## Elements of Residential Streets

### Initial Priority Elements

- Sidewalks
- Tree lawns
- On-street parking
- Landscaped medians
- Bike lanes on designated bicycle routes

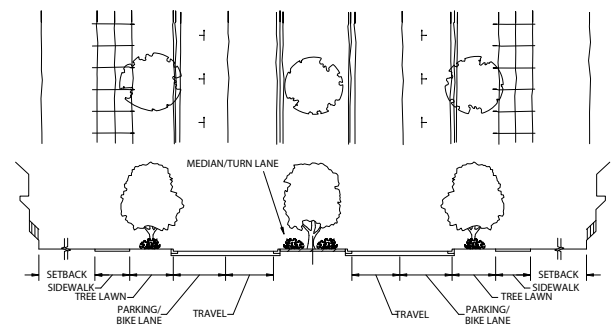
### Secondary Priority Elements

- Number and width of travel lanes (especially collector and local streets)

### Examples of Traffic Management Features

- Medians
- On-street parking
- Street trees
- Narrower travel lanes
- Traffic circles and roundabouts
- Reduced pedestrian crossing distances at intersections, using curb extensions, traffic islands, and other measures
- Diverters

### Cross-Section



Logan Street in South Denver