

NMD Road Designation	Maintenance responsibility	Street Design Criteria												Application	Description	
		Max. design speed (mph)	Traffic flow	Total number of lanes	Paved width min. fc-fc (ft)	Lane width (ft)	Bike lane width (ft)	Parking lane width (ft)	Planted median min. width (ft)	Planting strip min. width (ft)	Sidewalk minimum width		Curb			Right-of-way min. width (ft) (note "I")
											Residential (ft)	Commercial (ft)				
Boulevard	Public or Private	30	2-way	4	Varies	11 - 12	4	6	6	6	5	12 - 18	Y	Varies	Centers and where a "seam" is created between adjacent neighborhoods	Multi-lane thoroughfare that may include a center median to create linear park appearance. Bike lanes are generally provided. Parking lanes may be separated from the travel lanes with medians on both sides. See notes A and B.
Avenue	Public or Private	25	2-way	2	40 - 44	10 - 12	4	6	6	6	5	12 - 18	Y	64 - 68	Centers and General Areas	Two-lane thoroughfares that connect to important places/spaces in the Center, may serve mixed use areas, function as a "main" street or secondary to a "main" street. Parking lanes are provided and diagonal parking may be allowed with the appropriate width. Bikes lanes are generally provided unless determined not applicable. Avenues may include a center median to create linear park appearance. See notes A, B and C.
Street	Public or Private	20 - 25	2-way	2	30 - 32	na	4 (C)	6 (D)	na	6	5	na	Y	54 - 56	Edge, General Areas, Centers & Transitions from residential to mixed-use areas	Neighborhood "Street"; local slow-movement thoroughfare that is urban in character and the street is considered a "shared" space. On-street parking is permitted (intermittent or delineated). See notes A, C, and D.
Lane	Public or Private	20	2-way	2	22 (pking one side) ----- 28 (pking two sides)	na	na	na	na	6	5	na	Y	46 - 52	Edges and General Areas; on limited basis in Centers	Narrow very slow-traffic street where "yield" movements intended and the street is considered a "shared" space. Intermittent on-street parking is permitted. See notes A, E, F, G and H.
Alley - Residential	Private	na	2-way	1	12	na	na	na	na	na	na	na	N	20	Edges and General Areas	Narrow accessways at the rear of residential lots to garages or designated parking; "yield" movements intended. Right-of-way or easement width reductions may be considered in accordance with Code 14-512F. The base-stone of the driving surface shall be extended at least 12" beyond edge of pavement to prevent edge failure; further extension to support the shoulder areas is recommended.
Alley - Commercial	Private	na	2-way	1	18	na	na	na	na	na	na	na	Y	20	Centers	Narrow accessways at the rear of lots to service areas; "yield" movements intended. Accessways are curbed unless pavement extends to the walls of adjacent structures.

Limitation Notes:

- A. The characteristics of the urban streetscape and influence of pedestrian/bike traffic will encourage slow speeds.
- B. Commercial sidewalk street trees are planted within tree grates in lieu of planting strips.
- C. Streets with adt > 3000 shall delineate bike lanes and parking lanes (based on "DISC - Final Report"). Under 3000 adt the street is "shared space".
- D. The parking lane width on "Streets" where striping is applicable (per "C") or desired.
- E. May be accepted as a public street if 3rd offstreet parking space is accommodated.
- F. Shall terminate at a "T" intersection, with a higher category street, within no more than 2 continuous blocks.
- G. Block lengths shall be as follows for each NMD area: Center 200' - 300' ; General Areas 300' - 400' ; Edge Areas 400' - 600'.
- H. At intervals not exceeding 200 ft., hydrants, alley or share driveway entrances, or other "no parking" areas will be matched on both sides of the street to assure a 20 ft. wide zone to operate fire/emergency equipment.
- I. The minimum right-of-way width is measured to a point 12 inches behind residential area sidewalks and 12 feet from the face of curb along commercial area sidewalks.

Definitions:

Shared Space - street width is shared by vehicles, bicycles and pedestrians.

Center, General, and Edge Areas - Elements of the neighborhood model that comprise the "Transect Concept" and are described in detail in "The Development Area Initiatives Project - Volume 1 of the Final Report", Section 3, "Fitting the Pieces Together" (pgs. 29 - 36).

Intermittent On-street Parking - On-street parking that is not required by Code and is random and discontinuous along one or both sides of the street.