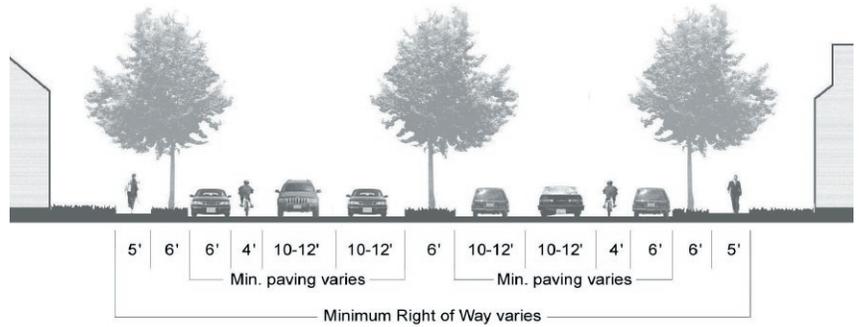


**BOULEVARD**

A boulevard is a 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

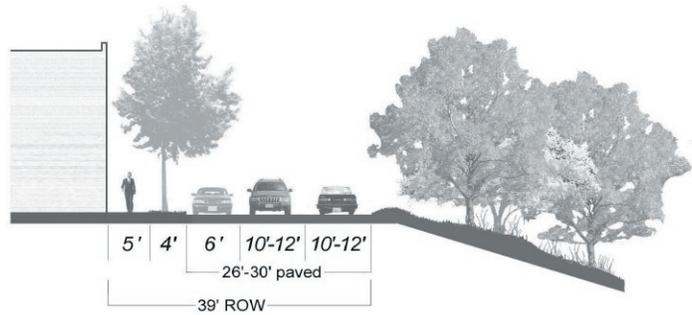
DESIGN SPEED: 35-45 *mph*



**DRIVE**

A drive is a curvilinear thoroughfare that defines the edge between an urban area and an undeveloped area, as along a stream valley, park, or promontory. One side of the drive has the urban character of a boulevard with sidewalks, buildings, and street trees, while the other has the qualities of a parkway. A pedestrian path or sidewalk parallels the undeveloped edge of the roadway, but is not immediately adjacent to it. The urban side of the drive has curb and gutter drainage. Typically, a median divides the lanes.

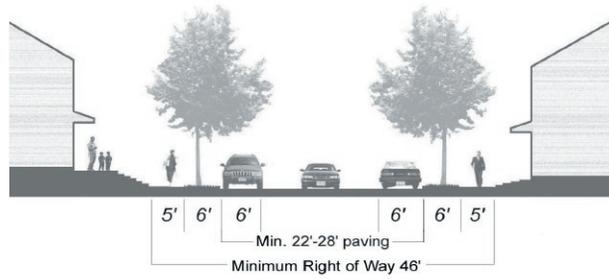
DESIGN SPEED: 25-35 *mph*



LANE

A lane is a narrow very slow-traffic street where "yield" movements intended and the street is considered a "shared" space. Intermittent on-street parking is permitted.

DESIGN SPEED: 15-25 mph

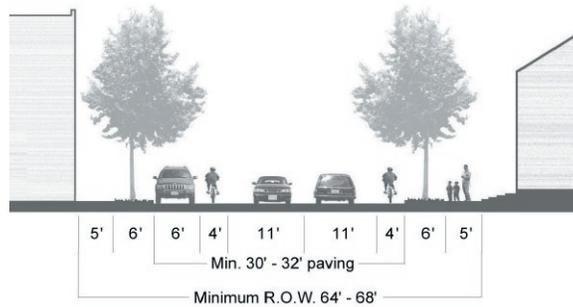


- CT 3
- CT 4
- CT 5

STREET

A neighborhood "Street" is a 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).

DESIGN SPEED: 25 mph

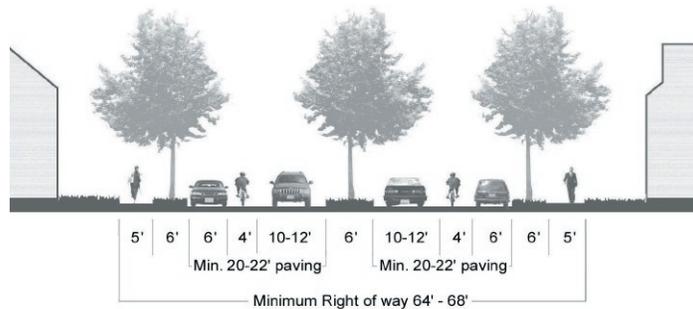


- CT 3
- CT 4
- CT 5
- CT 6

AVENUE

Avenues are 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.

DESIGN SPEED: 25-35 mph

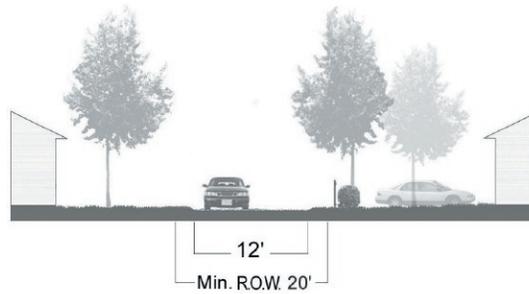


- CT 4
- CT 5
- CT 6

ALLEY - RESIDENTIAL

Residential alleys are 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.

DESIGN SPEED: 15 mph or below



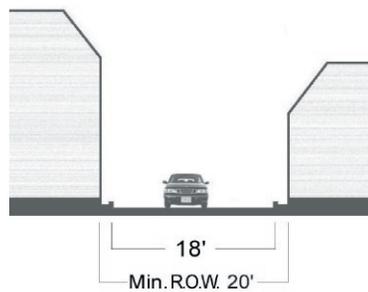
CT 2

CT 3

ALLEY - COMMERCIAL

Commercial alleys are 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.

DESIGN SPEED: 15 mph or below



CT 3

CT 4

CT 5

CT 6