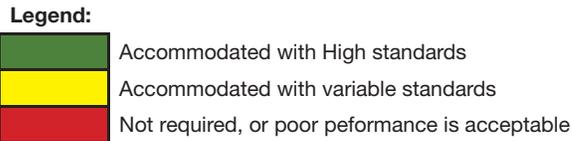


Facility		Transportation Modes					Current or Future Examples	Per cent of future Network (centre-line)
		Walking	Cycling	Transit	Goods	Autos		
Road	Skeletal Road	[Bar chart showing: 1 red, 1 red, 1 yellow, 1 green, 1 green]					Deerfoot Trail Glenmore Trail	34%
		[Empty bar]						
Street	Arterial Street	[Bar chart showing: 1 yellow, 1 yellow, 1 green, 1 green, 1 green, 1 green]					Country Hills Blvd Southland Drive	44%
	Industrial Arterial	[Bar chart showing: 1 yellow, 1 yellow, 1 yellow, 1 green, 1 yellow]						
	Urban Boulevard	[Bar chart showing: 1 green, 1 green, 1 green, 1 yellow, 1 yellow]					16 Avenue N. Macleod Trail	5%
	Neighbourhood Boulevard	[Bar chart showing: 1 green, 1 green, 1 yellow, 1 red, 1 red]						
	Parkway	[Bar chart showing: 1 green, 1 green, 1 yellow, 1 red, 1 yellow]					Memorial Drive Elbow Drive	4%



Note: Access to emergency services and incorporation of emergency evacuation routes must be considered in the design of all *road* and *street* types.

Figure 3 – The *Road* and *Street* Palette

Roads

Skeletal Roads promote the movement of vehicular traffic over longer distances. They typically operate at high speeds and have little direct access and interaction with adjacent land uses. Ideally, they should be spaced approximately three to five kilometres apart to form a grid across the city. Skeletal

Roads may present opportunities to implement *green infrastructure* in order to maximize water infiltration, slow, detain and filter *roadway* runoff, and preserve and enhance *biodiversity*.

Note: *Roads* equate to “expressways” and “freeways” from previous classifications.