

## Streets

**Arterial Streets** provide a high-quality environment for all modes of transportation, and are the most common type of *street* in the transportation system. They have varying degrees of interaction with adjacent land uses, but on average allow for greater connectivity than *Skeletal Roads*. *Arterial Streets* are not destinations themselves but provide a reasonably direct connection between multiple communities and major destinations. Ideally, they should be spaced approximately 800 metres to 1600 metres apart. *Green infrastructure* strategies might include, among others, vegetated swales, rain gardens, filter strips, and native vegetation.

**Industrial Arterials** are located in industrial areas throughout Calgary. Their first priority is the efficient movement of heavy trucks, but, as *streets*, they still accommodate all modes of transportation. They tend to be lower-speed *streets* with a high percentage of truck volume, which often represents up to 30 per cent of all traffic. The level of connectivity provided is dependent on a number of factors, including the size of adjacent industrial lots.

**Urban Boulevards** form the backbone of higher-density *Corridors* and *Activity Centres*. They give the highest priority to walking, cycling and transit, but accommodate reasonably high volumes of vehicular traffic. These *streets* are destinations, both locally and regionally. They are fully integrated with adjacent land uses (see the *Urban Corridor typology* in the MDP) and provide high levels of connectivity to surrounding communities or destinations. High-quality urban design and *green infrastructure* are critical components of Urban Boulevards. Snow clearing should be handled in such a way that it does not interfere with pedestrian and bicycle movement.

**Neighbourhood Boulevards** are similar to Urban Boulevards, but on a smaller scale. These *streets* support retail and medium-density residential *Corridors*. Pedestrians and cyclists have the highest priority on Neighbourhood Boulevards. These *streets* are destinations, but primarily for the local communities surrounding them. They are fully integrated with adjacent land uses (see the *Neighbourhood Corridor typology* in the MDP) and provide the highest level of connectivity of all *street* types. High-quality urban design and *green infrastructure* strategies are incorporated into Neighbourhood Boulevards. Snow clearing should be handled in such a way that it does not interfere with pedestrian and bicycle movement.

**Parkways** focus on integration with natural areas. Natural vegetation and new forms of stormwater management are integrated with the *street*. Adjacent land uses would include large natural parks, waterways or special public institutions. Parkways present many opportunities to maximize water infiltration, slow and detain rainfall, filter *roadway* runoff, enhance the *urban forest*, preserve and enhance *biodiversity* and increase habitat connectivity between adjacent land uses. Parkways focus on pedestrian and cyclist movements (both recreational and commuting) but accommodate all modes of transportation.

Note: All of the above *street* types equate to “Major Streets” from previous classifications.

**Residential Streets** are a seventh classification that is not shown in Figure 3 since they are smaller-scale *streets* that do not serve a city-wide role. They are *streets* that serve primarily residential areas, although they can also be found in *Activity Centres*. Residential Streets include several sub-categories, including Collector *Streets*, Local *Streets* and alleys.