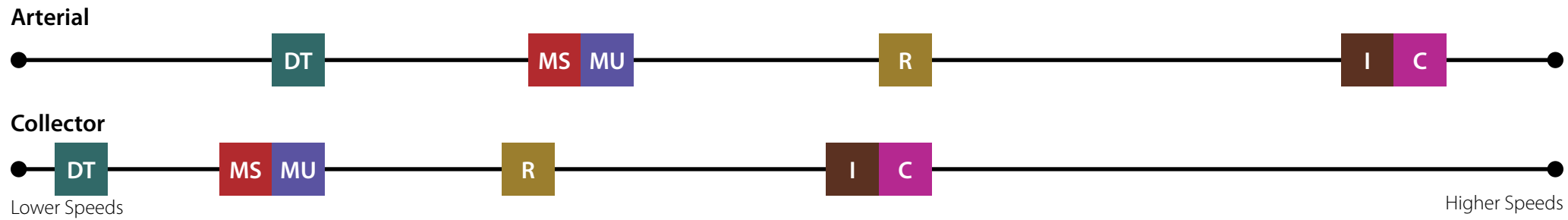


Street Types

The graphic below illustrates how aspects of street design and operation vary by street type.

Target Operating Speeds

The expected operating speed of a street can influence its overall design. Lower operating speeds are appropriate in certain neighborhood contexts and on collector streets, especially in high-volume pedestrian areas.



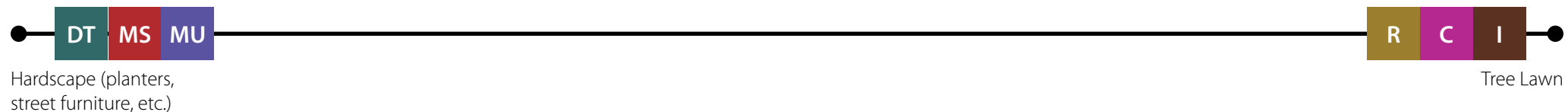
Driveway Access

The frequency of driveways or curb-cuts varies depending on context to reduce conflicts with pedestrians. Especially for downtown streets and main streets, it is important to minimize driveways where possible to prioritize people walking.



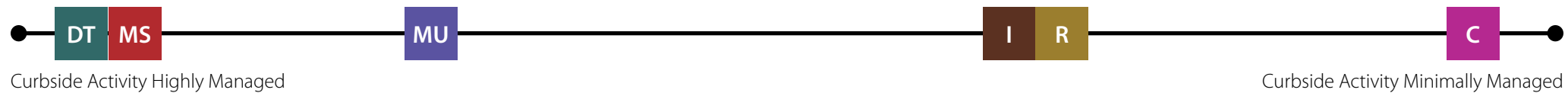
Amenity Zone Type

An amenity zone provides a buffer between the sidewalk and the street. In Downtown contexts, the amenity zone generally includes a mix of trees, planters and hardscaping such as street furniture, while in more residential places, the amenity zone includes tree lawns or trees in a vegetated strip.



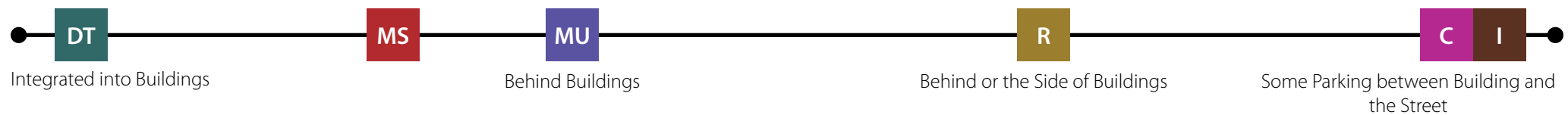
Curb-Side Management

The curb space is a valuable resource. Its use must be optimized based on adjacent land use and transportation network priorities. In areas with higher demand for curbside activity, on-street parking, loading zones, valet service and other management techniques are more common.



Parking Orientation

Parking orientation indicates where off-street parking may be provided in relationship to the building and the street. In main-street contexts for example, off-street parking usually occurs behind the building as opposed to the front of the building to prioritize people walking.



A number of attributes make up the physical character and design of a street. This includes the sidewalk width, roadway width and presence of trees. There are also many factors that contribute to the operation of a street such as speed, signal timing, access and management of the curb lane.

Blueprint Denver gives guidance on how a street's characteristics vary by land use character, place and neighborhood context. While Blueprint Denver establishes a framework for street types, they will need to be implemented by fully developing street design guidelines for each of the street types as well as updated standards and regulations accordingly.

The variables shown here are only a number of the different elements that may be informed by the street typology system.

- DT Downtown Streets
- MS Main Streets
- MU Mixed-Use Streets
- C Commercial Streets
- I Industrial Streets
- R Residential Streets