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.