Charlotte Streets Map Legend

**Collector**
Low speed and volume street, not intended for longer distance travel. Often serves to “connect” arterials. Limited to two lanes, with shared space for bicycles, and space for on-street parking. Built to Office/Commercial Wide standard.

**Main Street**
“Destination” street with highest emphasis on pedestrian comfort and mobility. Limited to two travel lanes, which are typically shared with cyclists, due to low speeds and relatively low volumes. Always includes on-street parking.

**Avenue**
Street with a balanced emphasis on all modes, but tilted more towards pedestrians and cyclists in higher density environments, such as transit station areas. Number of travel lanes varies, but usually includes center space (specified by the “+”). Always includes a specified bike facility, and on-street parking is allowed, based on context.

**Boulevard**
Street with emphasis shifted more towards motor vehicles. Will have 4 or more travel lanes, with a median (specified by the “+”). Bicycle and pedestrian facilities are still critical, particularly in station areas, due to higher traffic volumes. On-street parking is not appropriate.

**Parkway**
Highest emphasis on motor vehicles, with bicycle facilities on shared-use paths set away from the travel lanes. Will have 4 or more lanes with a median (specified by the “+”).

**XCLT Greenway (On-Street)**
There are several streets where the Cross Charlotte Trail will continue as an on-street greenway connection. The greenway connection will be either a shared-use path or a cycle-track and sidewalk.