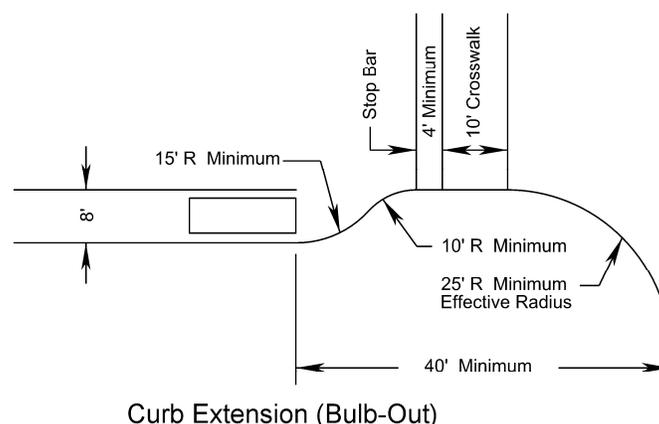


Alleys are encouraged to provide site access, though alleys will not be accepted by VDOT for maintenance in the secondary system. The alley network also ensures minimal service vehicle access on the neighborhood street. Alley entrances should be designed in accordance with Standard CG-11 and be a minimum width of 20 feet measured from face of curb to face of curb with a minimum radius of 12.5 feet. However, the selected radius shall accommodate the anticipated type of vehicle usage.\*

- C. Large vehicular corridors are usually found within the core area and near the perimeter of the proposed development. Neotraditional Neighborhood Developments typically include transit availability within a 15-minute walk of most areas of the development so a good network of streets that can accommodate busses is important.
- D. All or most low volume streets should have short block lengths of between 250 and 500 feet.
- E. Traffic calming – Many of the previously identified traffic calming devices may be utilized in a Neotraditional Neighborhood Development to promote pedestrian movement. Loop streets or eyebrows are often used in neotraditional neighborhood development and may be considered acceptable ancillary pavement areas used only with curb and gutter sections. These features are not normally considered separate streets but may be used within the internal subdivision street network and should not adjoin any existing road.
- F. Curb Extensions – Curb extensions at intersections are frequently used in Neotraditional developments. Curb Extensions are usually found on higher volume streets where they are used to protect parking areas or reduce pedestrian crossing times. For intersections with curb extensions, a minimum 35' radius should be used as in the sketch below. Intersection chokers or curb extensions can also be used to calm traffic and to shorten the distance pedestrians must travel to cross a street.



**FIGURE 16 - CURB EXTENSION DETAIL**

\* Rev. 1/08