

# **Salt Lake City**

# **Streets Typology**

Cross Sections & Plans

May 2020

**Gehl**

# 1. Two-Way Thoroughfare

Gateways and grand entrances (two-way) to Salt Lake City, introducing people to the City while accomodating regional traffic.

ROW	<b>115' - 132'</b>
Travel Lanes per direction	<b>2-3 (3 lanes if ROW=132')</b>
Lane Width / Crossing Distance	<b>11' / 22' - 32' + 22' - 32'</b>
Bike Lane	<b>Separated (Type 1)</b>
Transit	<b>B</b>
Median (or Left Turn Lane, when needed)	<b>10'</b>
Flex Area (i.e., parking, transit stop, art, etc.)	-
Sidewalk ft (Min-Max)	<b>8'</b>
Bldg Height (Existing/Allowable)	<b>Varies</b>
Setback (Min-Max)	<b>Varies</b>
Likely Functional Classification	<b>Arterial</b>
Target Speed	<b>30 mph</b>
Traffic Volumes	<b>High</b>
Miles (% of total)	<b>1.9</b>
Person Mobility	<b>Medium</b>
Greening	<b>Medium</b>
Placemaking	<b>High</b>
Curbside Diversity	<b>Low</b>
Vehicle Mobility	<b>Medium</b>

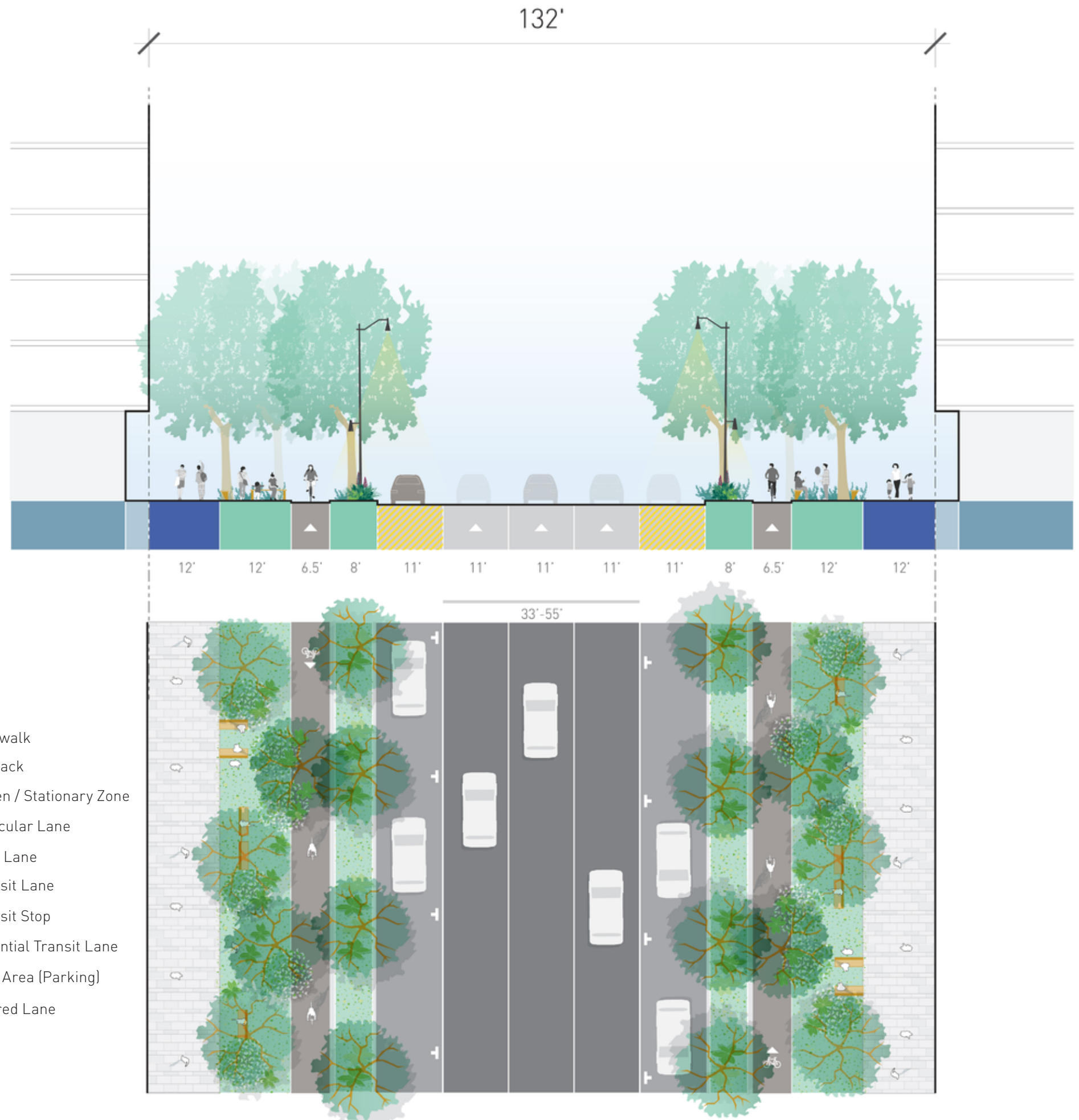
- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area (Parking)
- Shared Lane



# 2. One-Way Thoroughfare

Gateways and grand entrances (one-way) to Salt Lake City, introducing people to the City while accomodating regional traffic.

ROW	<b>132'</b>
Travel Lanes per direction	<b>3-5</b>
Lane Width / Crossing Distance	<b>11' / 33'- 55'</b>
Bike Lane	<b>Separated</b> (Type 1)
Transit	-
Median (or Left Turn Lane, when needed)	-
Flex Area (i.e.,parking, transit stop, art, etc.)	<b>100%, Both Sides</b>
Sidewalk ft (Min-Max)	<b>12'</b>
Bldg Height (Existing/Allowable)	<b>20' / 400'</b>
Setback (Min-Max)	<b>Small-Medium</b>
Likely Functional Classification	<b>Arterial</b>
Target Speed	<b>30 mph</b>
Traffic Volumes	<b>High</b>
Miles (% of total)	<b>0.5</b>
Person Mobility	<b>Medium</b>
Greening	<b>Medium</b>
Placemaking	<b>High</b>
Curbside Diversity	<b>Low</b>
Vehicle Mobility	<b>Medium</b>

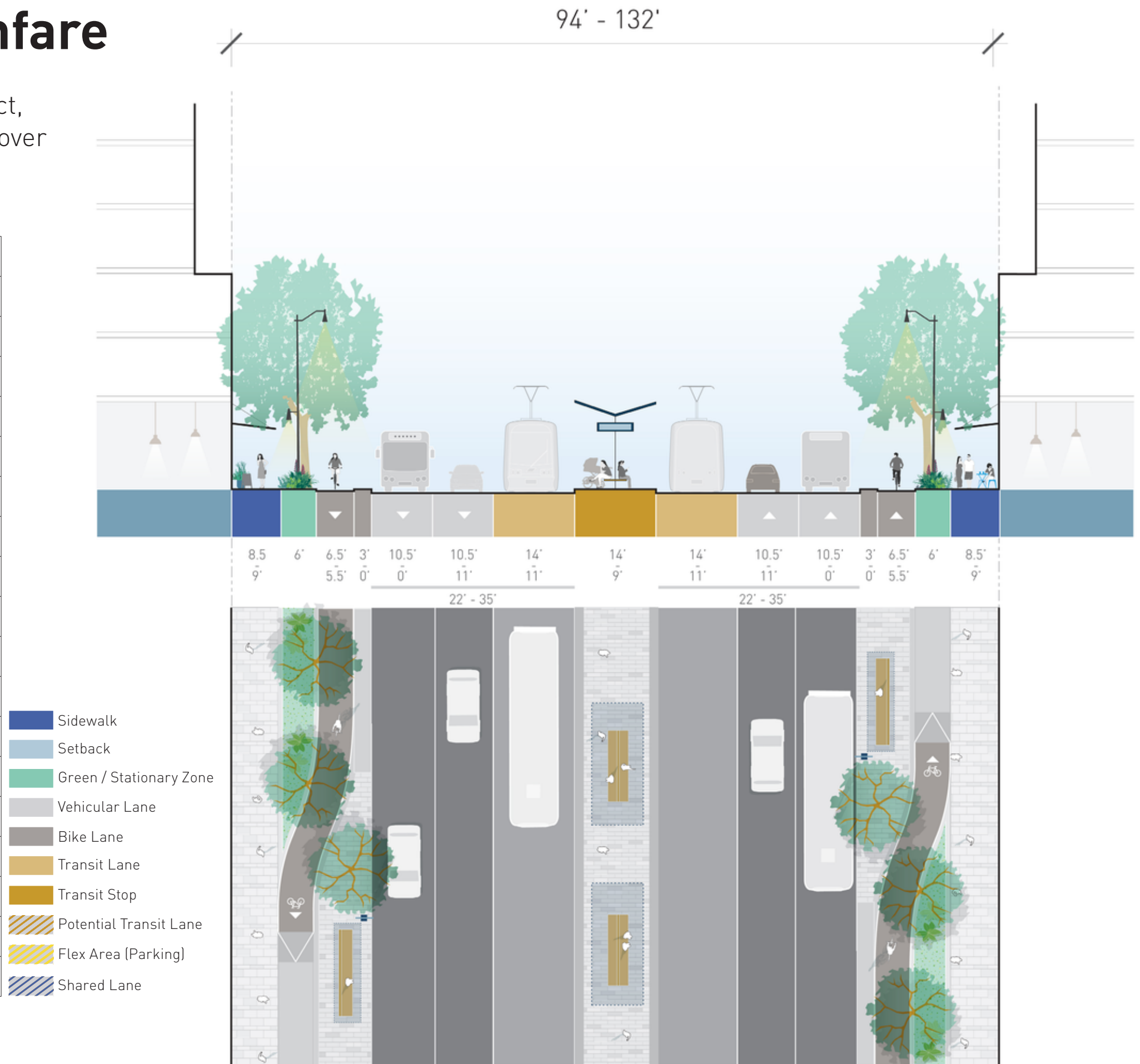


# 3. Destination Thoroughfare

Two-way thoroughfare within a destination district, where foot traffic and retail activity is prioritized over regional traffic.

ROW	<b>94'</b> (no rail)- <b>132'</b> (rail)
Travel Lanes per direction	<b>2-3</b> (3 if 113' ROW, no rail)
Lane Width / Crossing Distance	<b>10.5'-14'</b> / <b>22'-35'</b> + <b>22'-35'</b>
Bike Lane	<b>Separated</b> (Type 1)
Transit	<b>B,R*</b>
Median (or Left Turn Lane, when needed)	<b>9-14'</b>
Flex Area (i.e.,parking, transit stop, art, etc.)	<b>50%, Both Sides</b> (no Rail)
Sidewalk ft (Min-Max)	<b>8.5-9'</b>
Bldg Height (Existing/Allowable)	<b>Varies</b>
Setback (Min-Max)	-
Likely Functional Classification	<b>Arterial</b>
Target Speed	<b>25 mph</b>
Traffic Volumes	<b>High</b>
Miles (% of total)	<b>4.5</b>
Person Mobility	<b>High</b>
Greening	<b>Medium</b>
Placemaking	<b>High</b>
Curbside Diversity	<b>Medium</b>
Vehicle Mobility	<b>Medium / Low</b>

\* Rail should be implemented according to City and State transportation and transit agencies' plans, and not on every Destination Thoroughfare typology. If rail does not need to be accommodated within the cross section, extra space could be allocated to flex area.

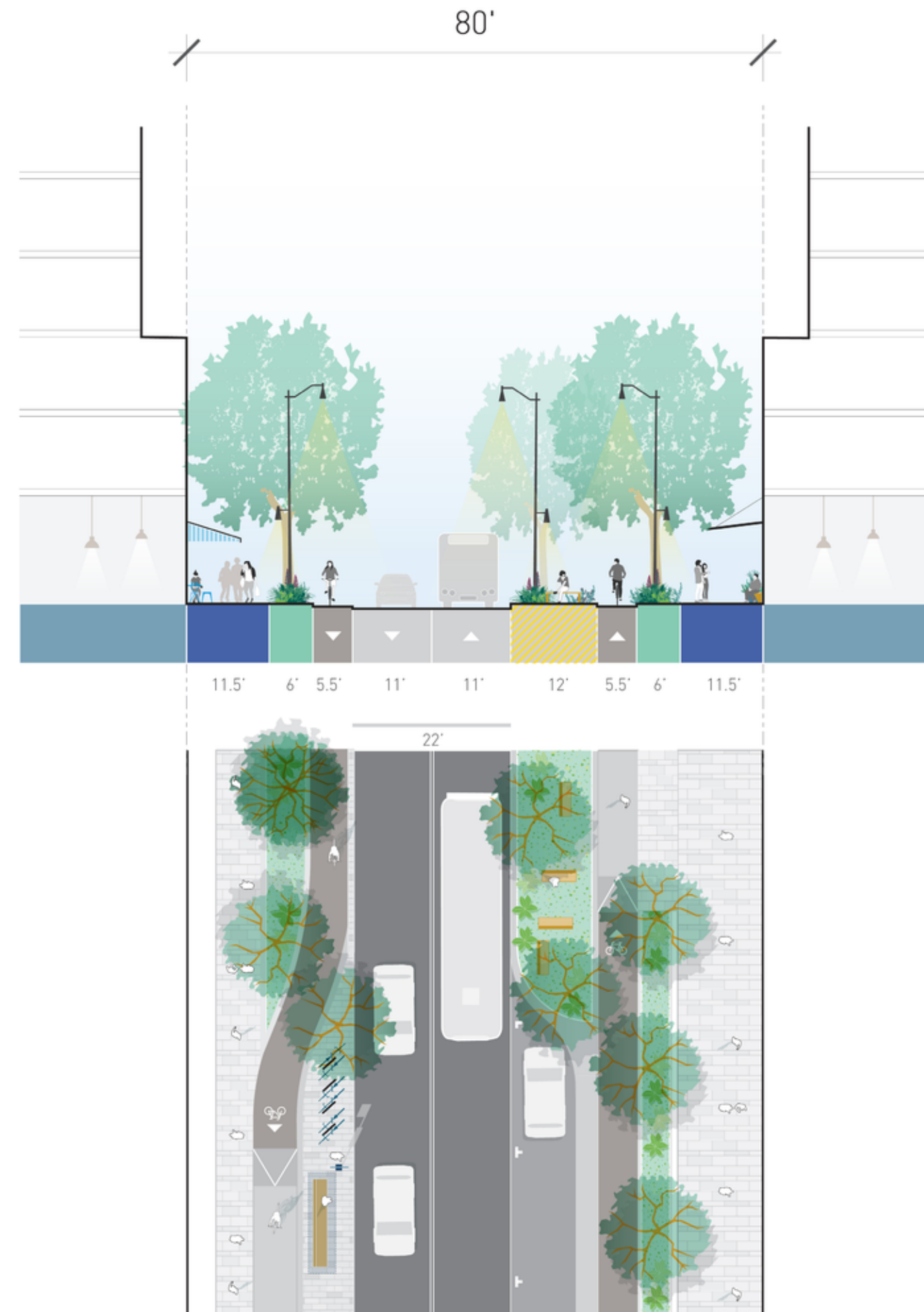


# 4. Destination Street

“Minor” street where all activities in a destination district mix. Land uses are diverse, buildings are tall, and the street is narrower than on thoroughfares.

ROW	<b>80'</b>
Travel Lanes per direction	<b>1</b>
Lane Width / Crossing Distance	<b>11' / 22'</b>
Bike Lane	<b>Varies</b> (Type 1,2)
Transit	<b>B,R*</b> (Streetcar)
Median (or Left Turn Lane, when needed)	-
Flex Area (i.e.,parking, transit stop, art, etc.)	<b>50%, One Side</b>
Sidewalk ft (Min-Max)	<b>11.5'</b>
Bldg Height (Existing/Allowable)	<b>25' / 400'</b>
Setback (Min-Max)	-
Likely Functional Classification	<b>Collector</b>
Target Speed	<b>20 mph</b>
Traffic Volumes	<b>Medium</b>
Miles (% of total)	<b>1.1</b>
Person Mobility	<b>High</b>
Greening	<b>Medium</b>
Placemaking	<b>High</b>
Curbside Diversity	<b>High</b>
Vehicle Mobility	<b>Low</b>

\* Rail should be implemented according to City and State transportation and transit agencies' plans, and not on every Destination Street typology.



- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area
- Shared Lane

# 5. Commercial Shared Street

Human-scale and commercially oriented streets, where cars may be invited but that focus on activity and placemaking.

ROW	<b>30' - 66'</b>
Travel Lanes per direction	<b>0-1</b>
Lane Width / Crossing Distance	-
Bike Lane	-
Transit	-
Median (or Left Turn Lane, when needed)	-
Flex Area (i.e., parking, transit stop, art, etc.)	<b>25%, One Side</b>
Sidewalk ft (Min-Max)	-
Bldg Height (Existing/Allowable)	<b>20' / 400'</b>
Setback (Min-Max)	-
Likely Functional Classification	<b>Local</b>
Target Speed	<b>10 mph</b>
Traffic Volumes	<b>Very Low</b>
Miles (% of total)	<b>0.5</b>
Person Mobility	<b>High</b>
Greening	<b>Medium</b>
Placemaking	<b>High</b>
Curbside Diversity	<b>High</b>
Vehicle Mobility	<b>Low</b>

- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area
- Shared Lane

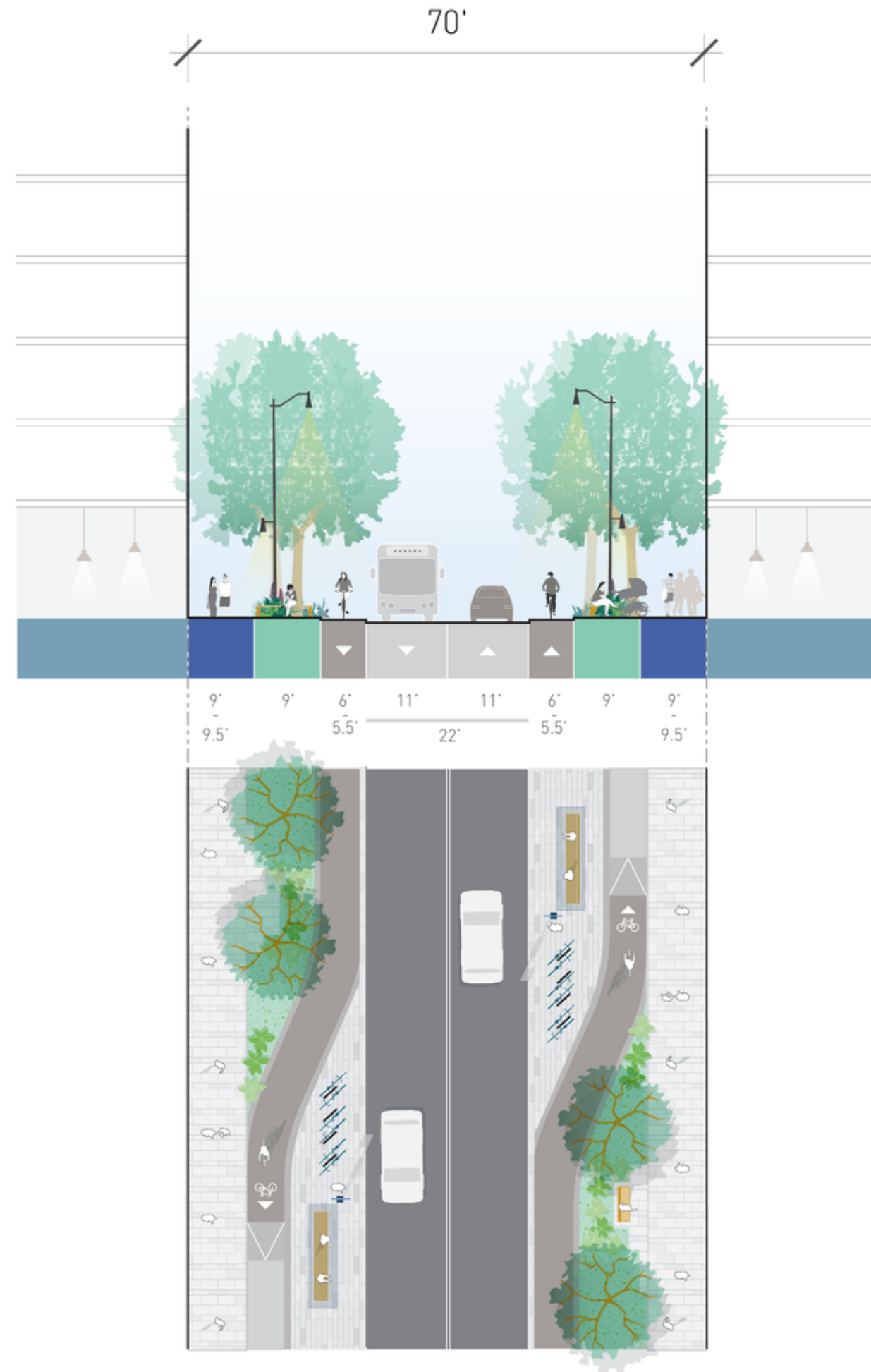


# 6a. Urban Green Street (70')

Street in a denser area of the City where greening of any type is the priority, such as the Downtown Plan's "Green Loop" or another medium sized street near parks or open spaces.

ROW	<b>70'</b> (no rail), <b>132'</b> (rail)
Travel Lanes per direction	<b>1</b>
Lane Width / Crossing Distance	<b>11' / 22'</b>
Bike Lane	<b>Raised</b> (Type 2)
Transit	<b>B,R*</b>
Median (or Left Turn Lane, when needed)	-
Flex Area (i.e., parking, transit stop, art, etc.)	-
Sidewalk ft (Min-Max)	<b>9'-9.5'</b>
Bldg Height (Existing/Allowable)	<b>Varies</b>
Setback (Min-Max)	<b>Varies</b>
Likely Functional Classification	<b>Collector</b>
Target Speed	<b>20 mph</b>
Traffic Volumes	<b>Medium</b>
Miles (% of total)	<b>2.5</b>
Person Mobility	<b>High</b>
Greening	<b>High</b>
Placemaking	<b>Medium</b>
Curbside Diversity	<b>Medium</b>
Vehicle Mobility	<b>Low</b>

- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area
- Shared Lane



\* Rail should be implemented according to City and State transportation and transit agencies' plans, and not on every Urban Green Street typology.

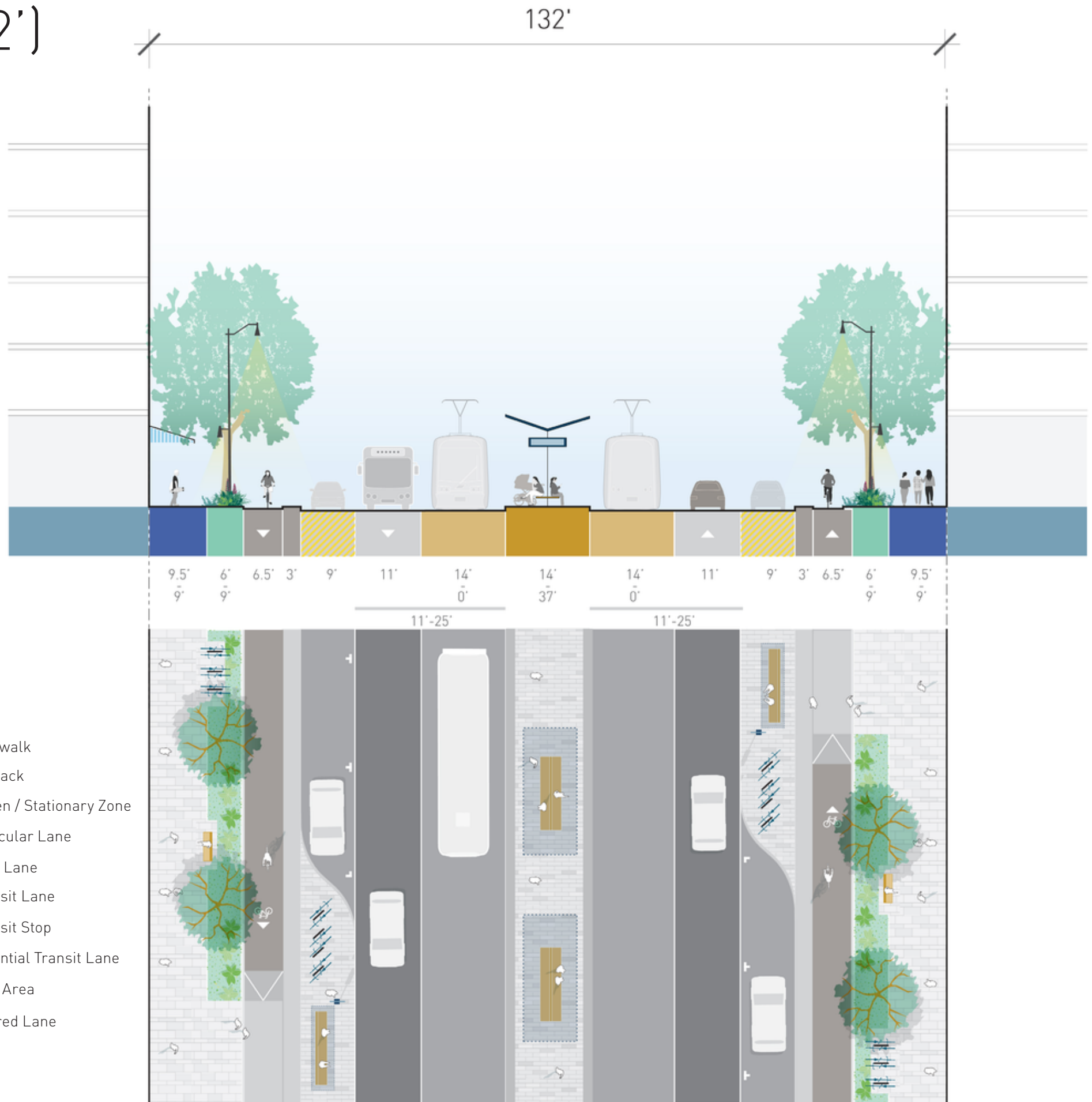
# 6b. Urban Green Street (132')

Street in a denser area of the City where greening of any type is the priority, such as the Downtown Plan's "Green Loop" or another medium sized street near parks or open spaces.

ROW	<b>70'</b> (no rail), <b>132'</b> (rail)
Travel Lanes per direction	<b>1</b>
Lane Width / Crossing Distance	<b>11' / 11'-34' + 11'-34'</b>
Bike Lane	<b>Separated</b> (Type 1)
Transit	<b>B,R*</b>
Median (or Left Turn Lane, when needed)	<b>Varies</b>
Flex Area (i.e.,parking, transit stop, art, etc.)	<b>50%, Both Sides</b>
Sidewalk ft (Min-Max)	<b>9-9.5'</b>
Bldg Height (Existing/Allowable)	<b>Varies</b>
Setback (Min-Max)	<b>Varies</b>
Likely Functional Classification	<b>Collector</b>
Target Speed	<b>20 mph</b>
Traffic Volumes	<b>Medium</b>
Miles (% of total)	<b>2.5</b>
Person Mobility	<b>High</b>
Greening	<b>High</b>
Placemaking	<b>Medium</b>
Curbside Diversity	<b>Medium</b>
Vehicle Mobility	<b>Low</b>

\* Rail should be implemented according to City and State transportation and transit agencies' plans, and not on every Urban Green Street typology.

- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area
- Shared Lane



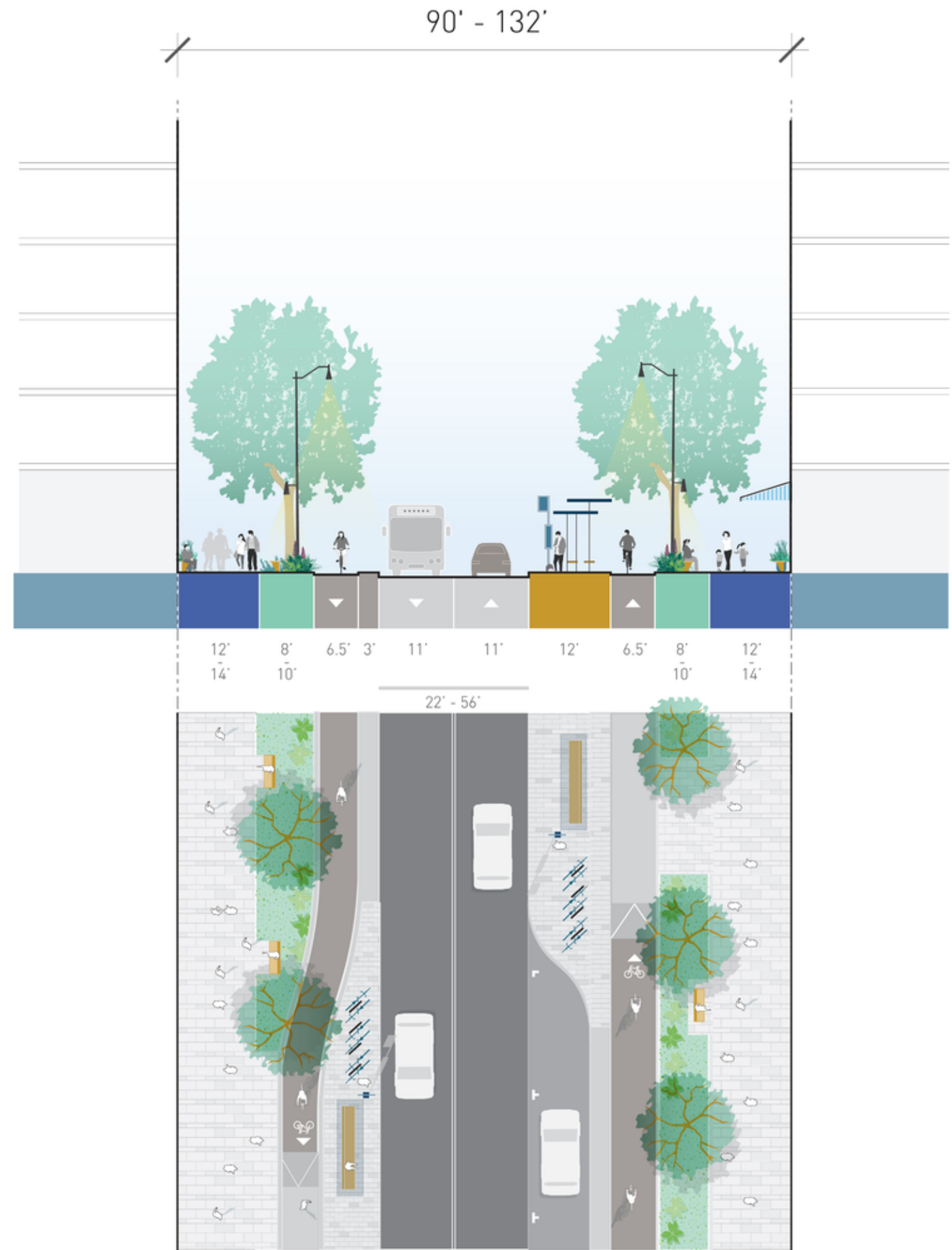


# 7. Urban Village Main Street

Main street in or connecting urban village centers with multiple land uses and building types, where activity, movement, sense of place, and access are important.

ROW	<b>90' - 132'</b>
Travel Lanes per direction	<b>1-2</b> (2 lanes if ROW =132')
Lane Width / Crossing Distance	<b>11' / 22' + 22'</b>
Bike Lane	<b>Separated</b> (Type 1)
Transit	<b>B</b>
Median (or Left Turn Lane, when needed)	<b>10'</b> (add if ROW=132')
Flex Area (i.e., parking, transit stop, art, etc.)	<b>50%, One Side</b>
Sidewalk ft (Min-Max)	<b>12-14'</b>
Bldg Height (Existing/Allowable)	<b>15' / 150'</b>
Setback (Min-Max)	<b>Varies</b>
Likely Functional Classification	<b>Collector</b>
Target Speed	<b>25 mph</b>
Traffic Volumes	<b>Medium</b>
Miles (% of total)	<b>7.1</b>
Person Mobility	<b>High</b>
Greening	<b>Medium / High</b>
Placemaking	<b>High</b>
Curbside Diversity	<b>High</b>
Vehicle Mobility	<b>Medium</b>

- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area
- Shared Lane

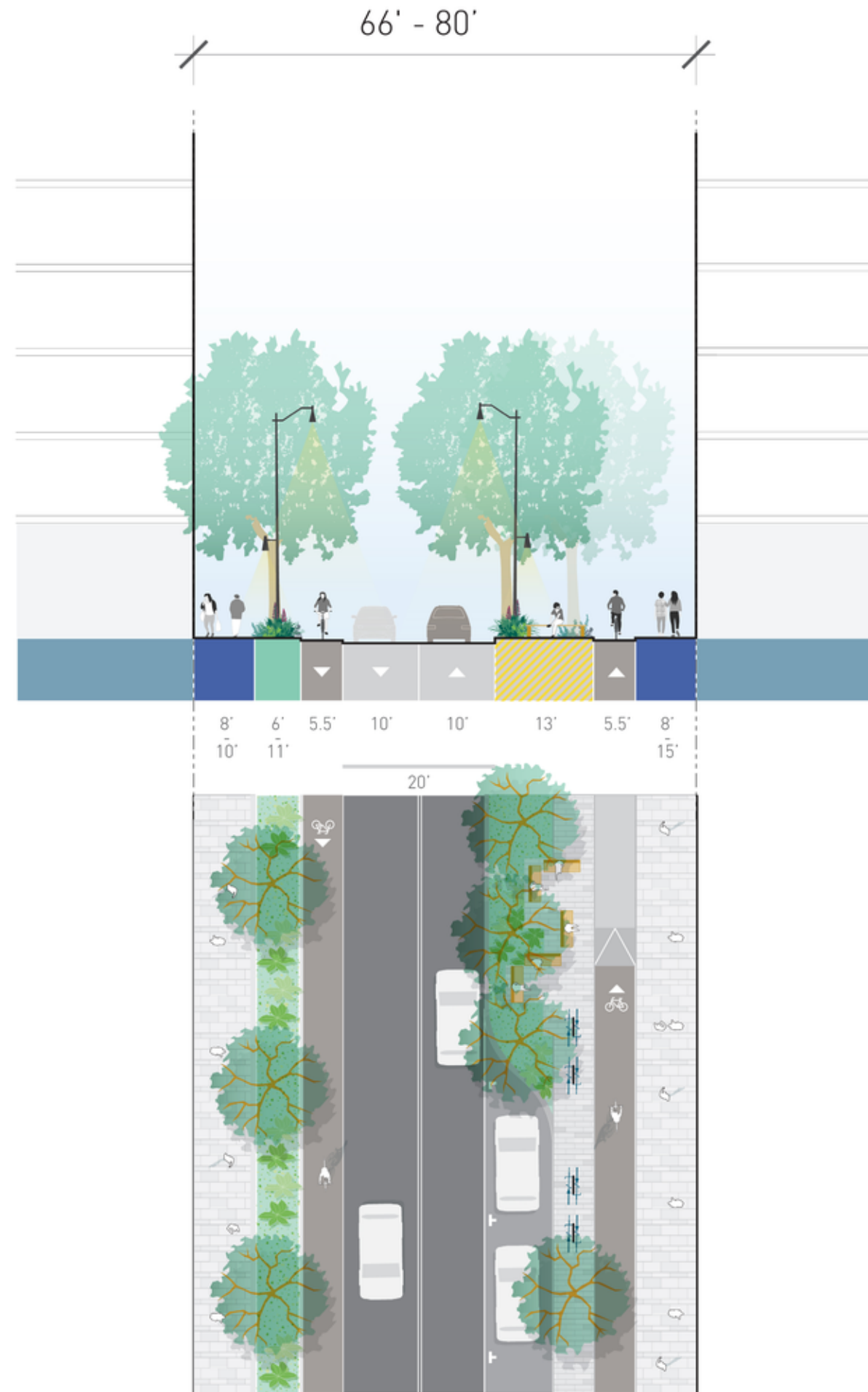


# 8. Urban Village Street

Predominantly residential street in an urban village with some additional land uses, where neighbors spend time, and where trips begin and end.

ROW	<b>66' - 80'</b>
Travel Lanes per direction	<b>1</b>
Lane Width / Crossing Distance	<b>10' / 20'</b>
Bike Lane	<b>Varies</b> (Type 1,2)
Transit	-
Median (or Left Turn Lane, when needed)	-
Flex Area (i.e., parking, transit stop, art, etc.)	<b>75%, One Side</b>
Sidewalk ft (Min-Max)	<b>8-15'</b>
Bldg Height (Existing/Allowable)	<b>15' / 150'</b>
Setback (Min-Max)	<b>None - Small</b>
Likely Functional Classification	<b>Local</b>
Target Speed	<b>15 mph</b>
Traffic Volumes	<b>Low</b>
Miles (% of total)	<b>11.8</b>
Person Mobility	<b>Medium</b>
Greening	<b>High</b>
Placemaking	<b>Medium</b>
Curbside Diversity	<b>Medium</b>
Vehicle Mobility	<b>Low</b>

- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area
- Shared Lane

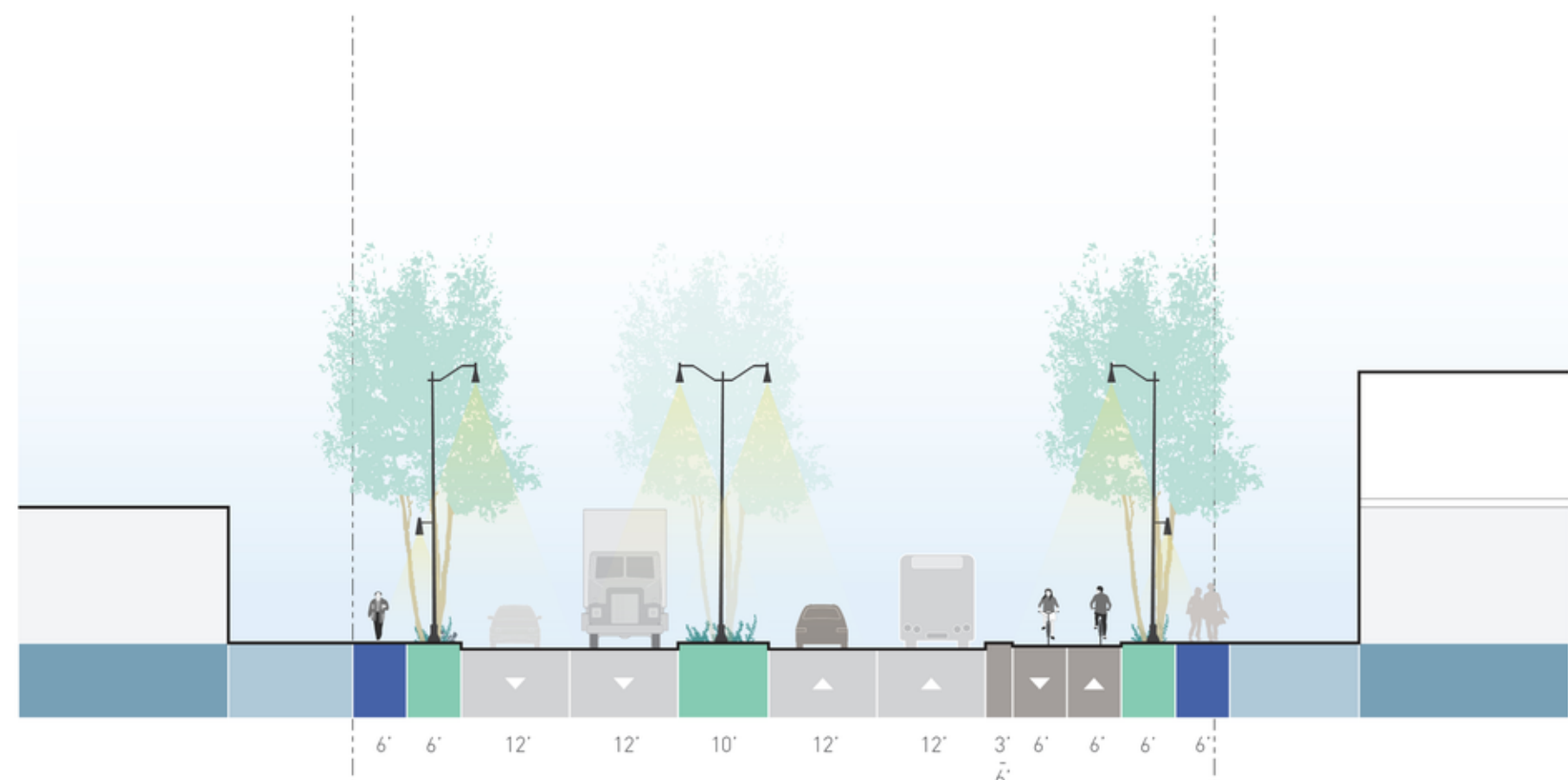


# 9. Industrial / Business Park Thoroughfare

97' - 100'

Principal street in industrial or business parks, mostly west of Redwood Road, with important connections to freeways. Other street priorities are accommodated at lesser intensities.

ROW	<b>97' - 100' **</b>
Travel Lanes per direction	<b>2</b>
Lane Width / Crossing Distance	<b>12' / 24' + 24'</b>
Bike Lane	<b>Separated</b> (Type 1)
Transit	<b>B</b>
Median (or Left Turn Lane, when needed)	<b>10'</b>
Flex Area (i.e., parking, transit stop, art, etc.)	-
Sidewalk ft (Min-Max)	<b>6'</b>
Bldg Height (Existing/Allowable)	<b>15' / 150'</b>
Setback (Min-Max)	<b>Large</b>
Likely Functional Classification	<b>Arterial</b>
Target Speed	<b>30 mph</b>
Traffic Volumes	<b>Medium</b>
Miles (% of total)	<b>6.5</b>
Person Mobility	<b>Medium</b>
Greening	<b>Medium</b>
Placemaking	<b>Low</b>
Curbside Diversity	<b>Low</b>
Vehicle Mobility	<b>High</b>



- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area
- Shared Lane

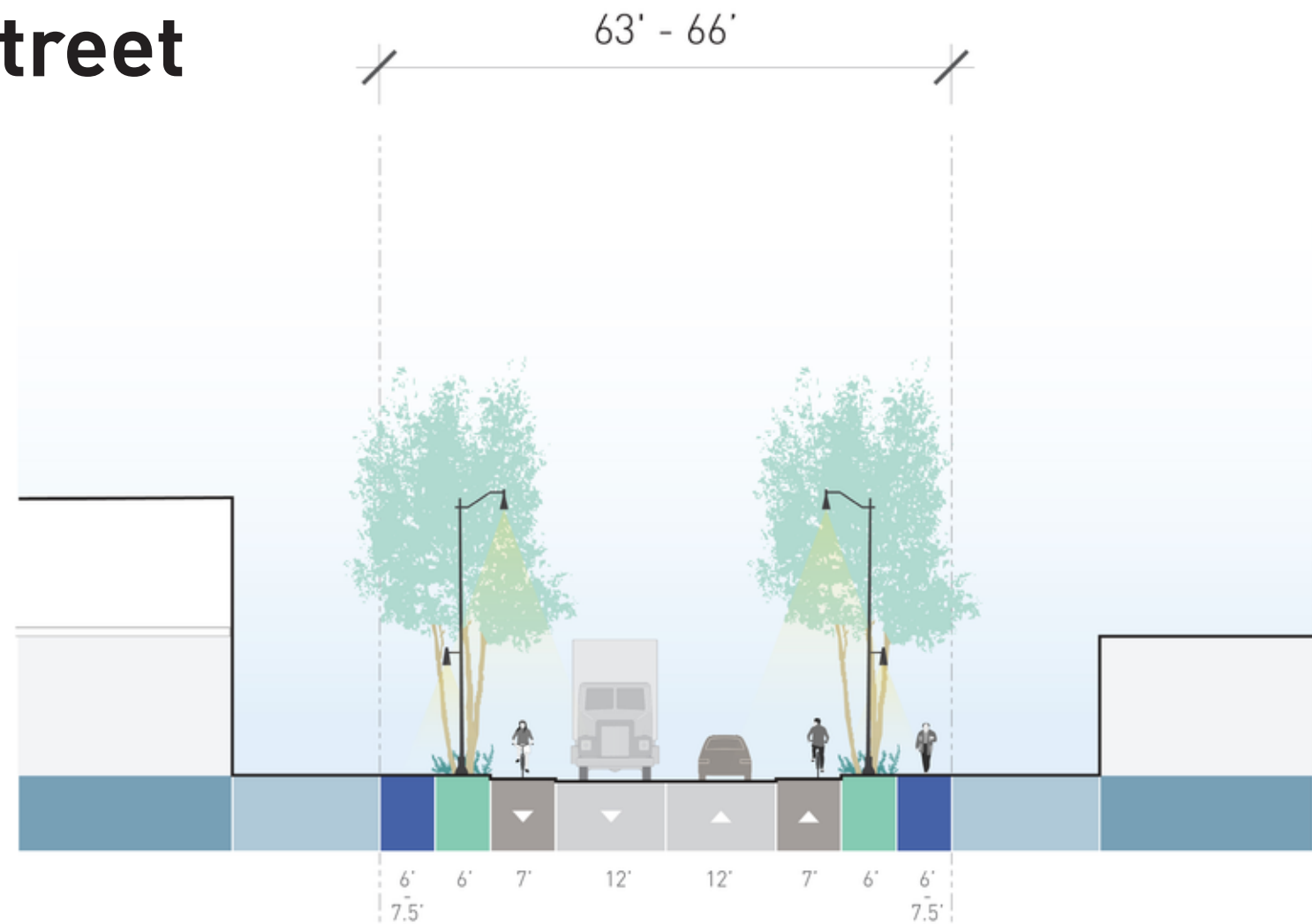
Note: Planting shown is illustrative. Frequency, type, and intensity of planting to be determined in project design.

\*\* Some routes designated as this typology are less than 94' wide, and will not be able to accommodate the desired cross-section without widening the roadway footprint.

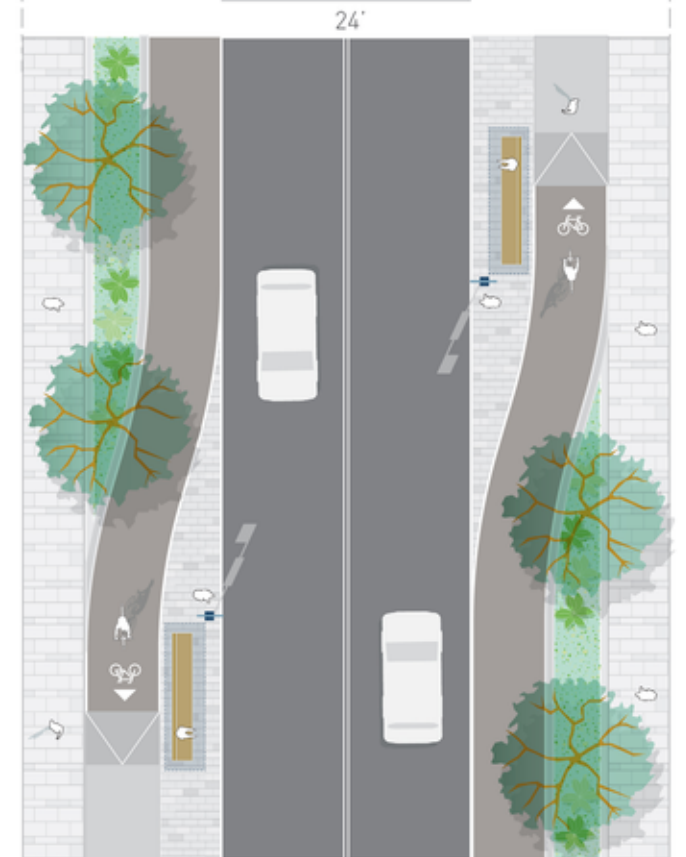
# 10. Industrial / Business Park Street

Narrower, low traffic street where trips begin and end, and where walking and greening are higher priorities than on the area's thoroughfares.

ROW	<b>63' - 66' **</b>
Travel Lanes per direction	<b>1</b>
Lane Width / Crossing Distance	<b>12' / 24'</b>
Bike Lane	<b>Raised</b> (Type 2)
Transit	<b>B</b>
Median (or Left Turn Lane, when needed)	-
Flex Area (i.e., parking, transit stop, art, etc.)	-
Sidewalk ft (Min-Max)	<b>6-7.5'</b>
Bldg Height (Existing/Allowable)	<b>15' / 150'</b>
Setback (Min-Max)	<b>Large</b>
Likely Functional Classification	<b>Local</b>
Target Speed	<b>20 mph</b>
Traffic Volumes	<b>Low</b>
Miles (% of total)	<b>10.5</b>
Person Mobility	<b>Medium</b>
Greening	<b>Medium</b>
Placemaking	<b>Low</b>
Curbside Diversity	<b>Medium</b>
Vehicle Mobility	<b>Medium</b>



- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area
- Shared Lane



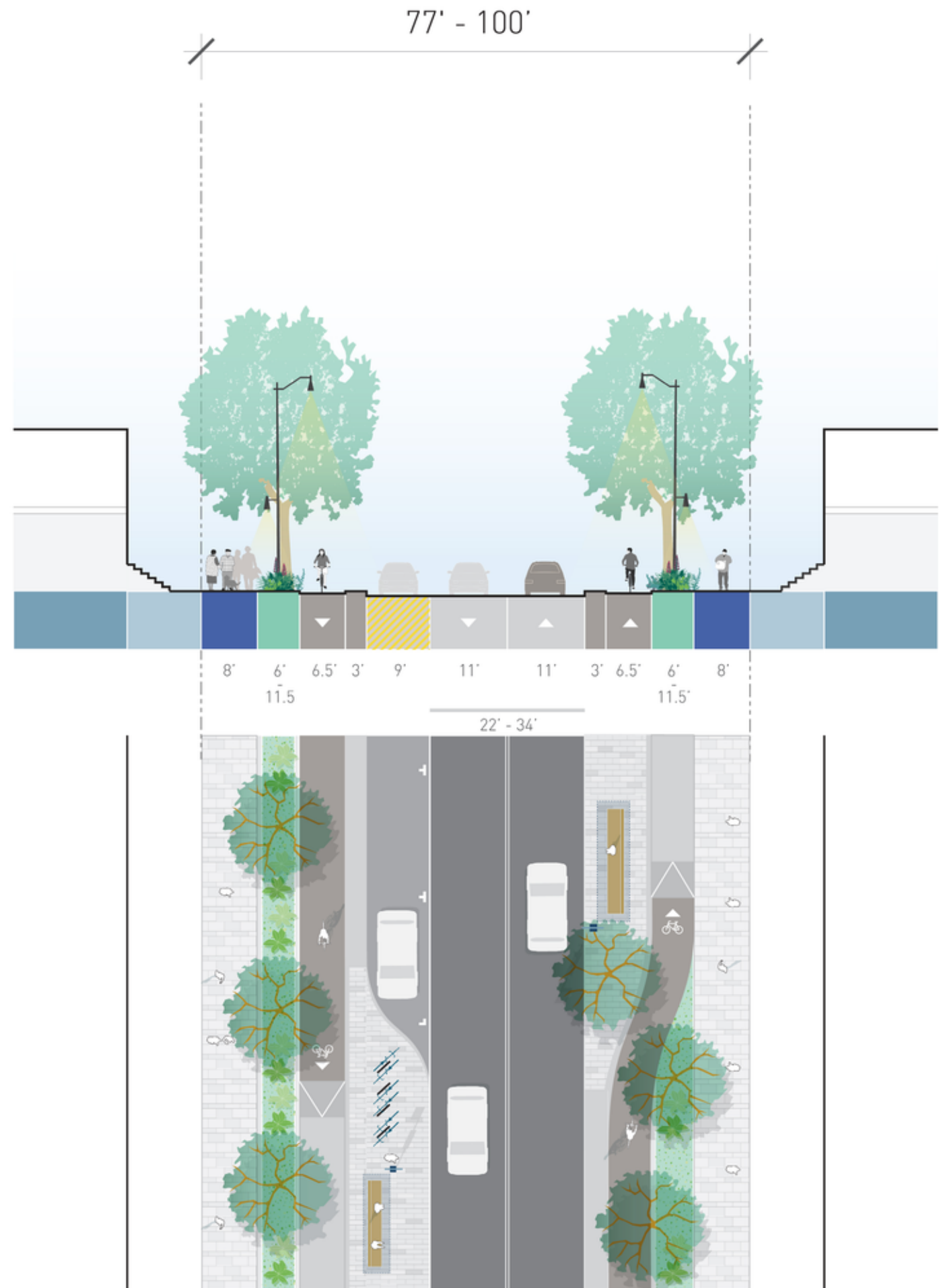
\*\* Some routes designated as this typology are less than 63' wide, and will not be able to accommodate the desired cross-section without widening the roadway footprint.

# 11. Neighborhood Corridor

Principal street through and/or between neighborhoods, with a greater focus on residential uses than an Urban Village Main Street.

ROW	<b>77' - 100' **</b>
Travel Lanes per direction	<b>1</b>
Lane Width / Crossing Distance	<b>11' / 22'-34'</b>
Bike Lane	<b>Separated</b> (Type 1)
Transit	<b>B</b>
Median (or Left Turn Lane, when needed)	<b>12'</b> (add if ROW=100')
Flex Area (i.e., parking, transit stop, art, etc.)	<b>50%, One Side</b>
Sidewalk ft (Min-Max)	<b>8'</b>
Bldg Height (Existing/Allowable)	<b>15' / 60'</b>
Setback (Min-Max)	<b>Small - Medium</b>
Likely Functional Classification	<b>Collector</b>
Target Speed	<b>25 mph</b>
Traffic Volumes	<b>Medium</b>
Miles (% of total)	<b>7.6</b>
Person Mobility	<b>Medium</b>
Greening	<b>High</b>
Placemaking	<b>Medium</b>
Curbside Diversity	<b>Medium / Low</b>
Vehicle Mobility	<b>Medium</b>

\*\* Some routes designated as this typology are less than 77' wide, and will not be able to accommodate the desired cross-section without widening the roadway footprint.

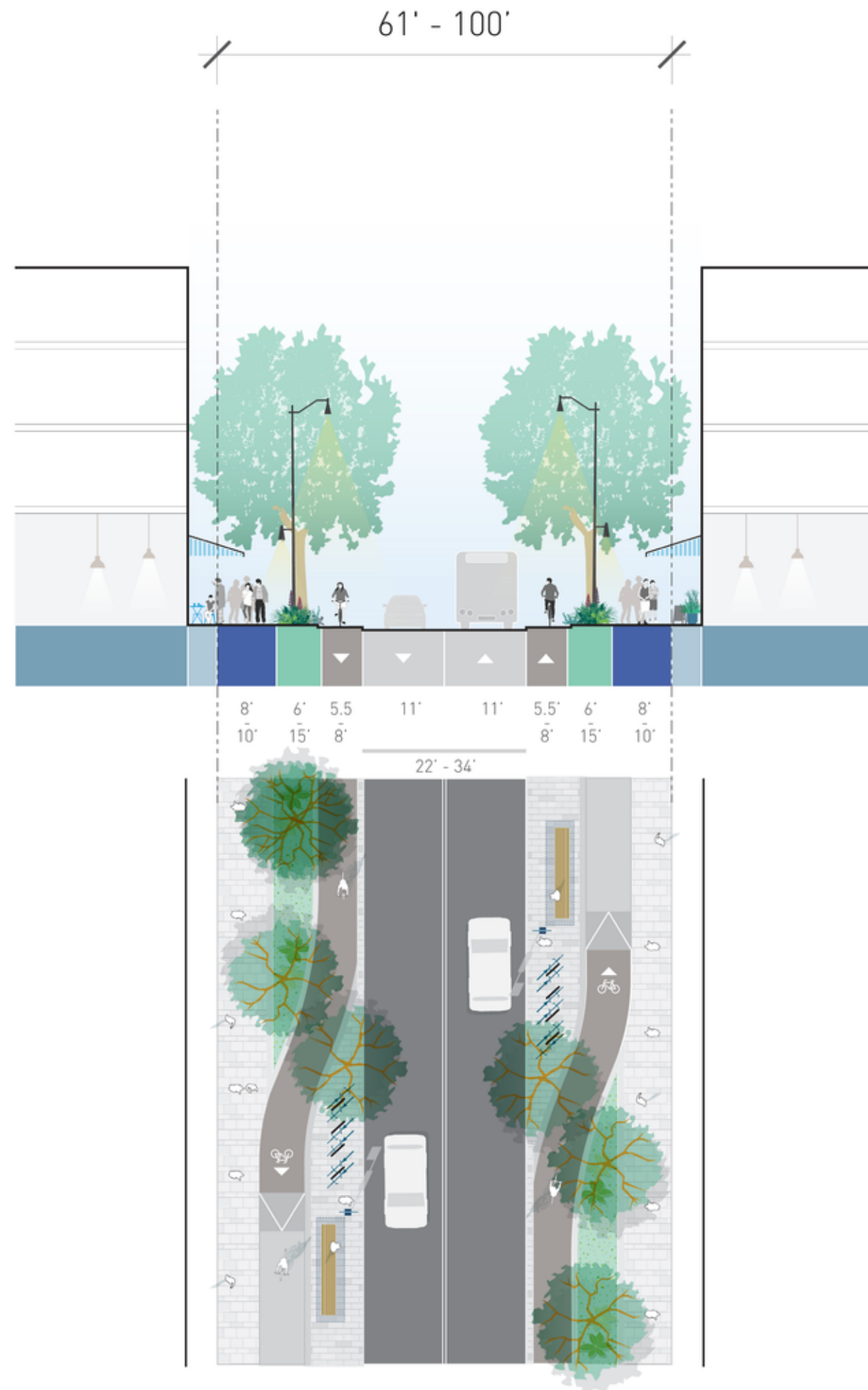


# 12. Neighborhood Center

An intersection of larger and smaller streets at small scale neighborhood centers, emphasizing social connections, some amenities, and gathering.

ROW	<b>61' - 100' **</b>
Travel Lanes per direction	<b>1</b>
Lane Width / Crossing Distance	<b>11' / 22'-34'</b>
Bike Lane	<b>Raised</b> (Type 2)
Transit	<b>B</b>
Median (or Left Turn Lane, when needed)	<b>12'</b> (add if ROW=100')
Flex Area (i.e., parking, transit stop, art, etc.)	-
Sidewalk ft (Min-Max)	<b>8-10'</b>
Bldg Height (Existing/Allowable)	<b>15' / 150'</b>
Setback (Min-Max)	<b>Small - Medium</b>
Likely Functional Classification	<b>Collector</b>
Target Speed	<b>20 mph</b>
Traffic Volumes	<b>Medium</b>
Miles (% of total)	<b>0.7</b>
Person Mobility	<b>High</b>
Greening	<b>High</b>
Placemaking	<b>High</b>
Curbside Diversity	<b>Medium</b>
Vehicle Mobility	<b>Low</b>

- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area
- Shared Lane



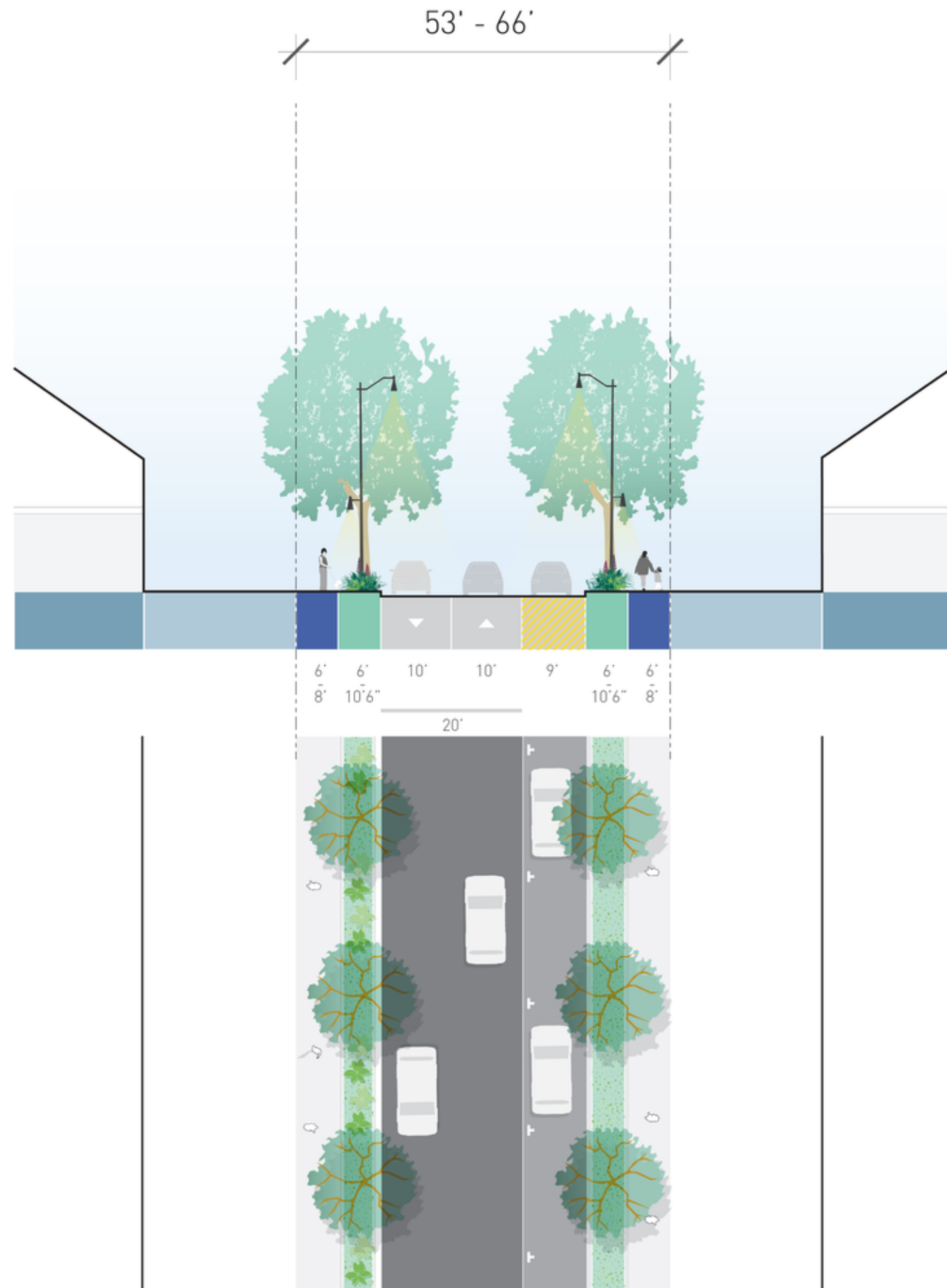
\*\* Some routes designated as this typology are less than 61' wide, and will not be able to accommodate the desired cross-section without widening the roadway footprint.

# 13. Neighborhood Street

Minor Neighborhood street where homes are typically the most common use and where trips begin or end. This is the most common typology, in miles.

ROW	<b>53' - 66' **</b>
Travel Lanes per direction	<b>0-1</b>
Lane Width / Crossing Distance	<b>10' / 20'</b>
Bike Lane	-
Transit	-
Median (or Left Turn Lane, when needed)	-
Flex Area (i.e., parking, transit stop, art, etc.)	<b>100%, One Side</b>
Sidewalk ft (Min-Max)	<b>6'-8'</b>
Bldg Height (Existing/Allowable)	<b>15' / 60'</b>
Setback (Min-Max)	<b>Small-Medium</b>
Likely Functional Classification	<b>Local</b>
Target Speed	<b>15 mph</b>
Traffic Volumes	<b>Low</b>
Miles (% of total)	<b>30.6</b>
Person Mobility	<b>High</b>
Greening	<b>High</b>
Placemaking	<b>Low</b>
Curbside Diversity	<b>Medium / Low</b>
Vehicle Mobility	<b>Medium</b>

\*\* Some routes designated as this typology are less than 53' wide, and will not be able to accommodate the desired cross-section without widening the roadway footprint.

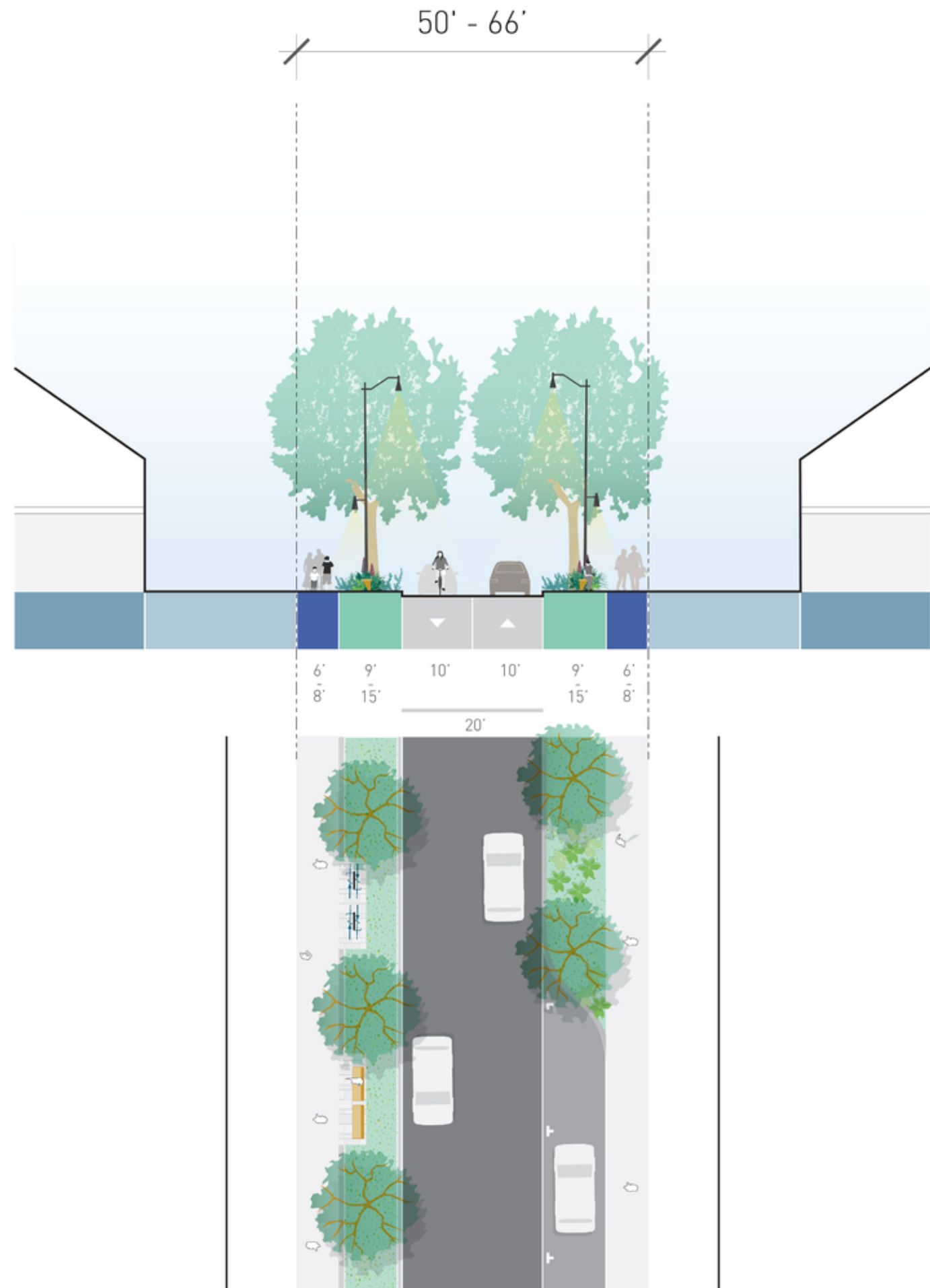


# 14. Neighborhood Green Street

A Neighborhood Street where greening and traffic calming are prioritized, and where walking and bicycling may be higher than on busier corridors.

ROW	<b>50' - 66'</b>
Travel Lanes per direction	<b>0-1</b>
Lane Width / Crossing Distance	<b>10' / 20'</b>
Bike Lane	-
Transit	-
Median (or Left Turn Lane, when needed)	-
Flex Area (i.e., parking, transit stop, art, etc.)	<b>50%, One Side</b>
Sidewalk ft (Min-Max)	<b>6'-8'</b>
Bldg Height (Existing/Allowable)	<b>Varies</b>
Setback (Min-Max)	<b>Small-Medium</b>
Likely Functional Classification	<b>Local</b>
Target Speed	<b>15 mph</b>
Traffic Volumes	<b>Low</b>
Miles (% of total)	<b>9.7</b>
Person Mobility	<b>High</b>
Greening	<b>High</b>
Placemaking	<b>Low</b>
Curbside Diversity	<b>Low</b>
Vehicle Mobility	<b>Low</b>

- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area
- Shared Lane





# 15. Neighborhood Shared Street

Human-scaled and residential oriented streets, where cars maybe invited but that focus on activity and sense of place near homes.

ROW	<b>30' - 66'</b>
Travel Lanes per direction	<b>0-1</b>
Lane Width / Crossing Distance	-
Bike Lane	-
Transit	-
Median (or Left Turn Lane, when needed)	-
Flex Area (i.e., parking, transit stop, art, etc.)	<b>50%, One Side</b>
Sidewalk ft (Min-Max)	-
Bldg Height (Existing/Allowable)	<b>15' / 60'</b>
Setback (Min-Max)	<b>Small</b>
Likely Functional Classification	<b>Local</b>
Target Speed	<b>10 mph</b>
Traffic Volumes	<b>Very Low</b>
Miles (% of total)	<b>4.4</b>
Person Mobility	<b>High</b>
Greening	<b>High</b>
Placemaking	<b>High</b>
Curbside Diversity	<b>Low</b>
Vehicle Mobility	<b>Low</b>

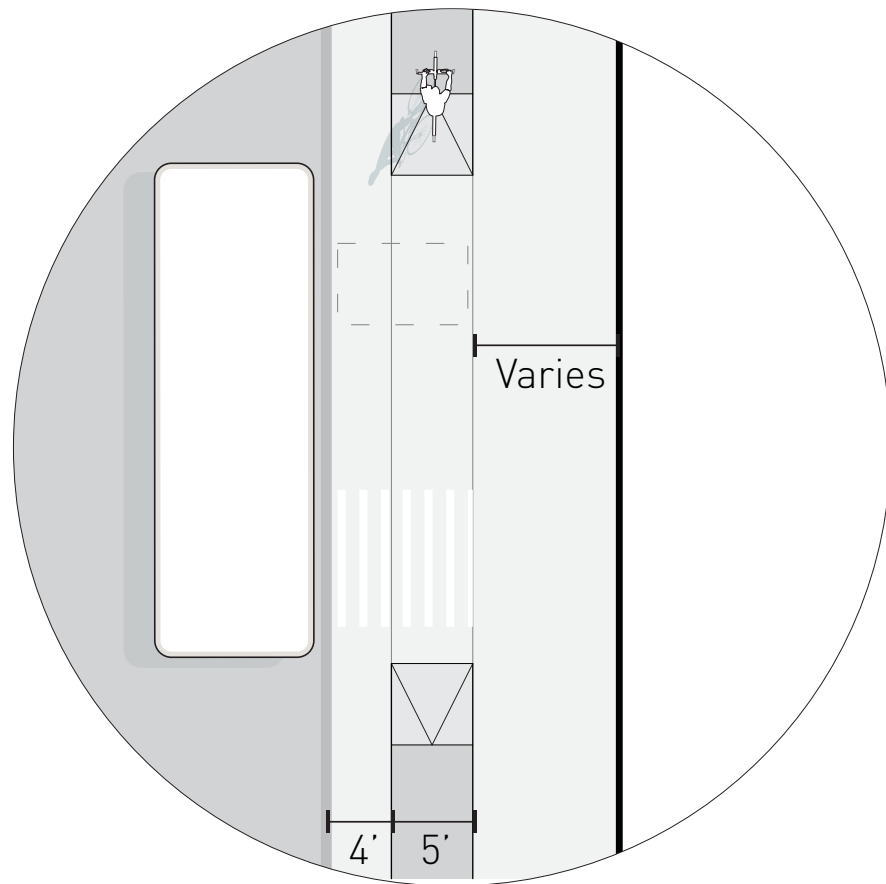
- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area
- Shared Lane



# Bus Stop Types

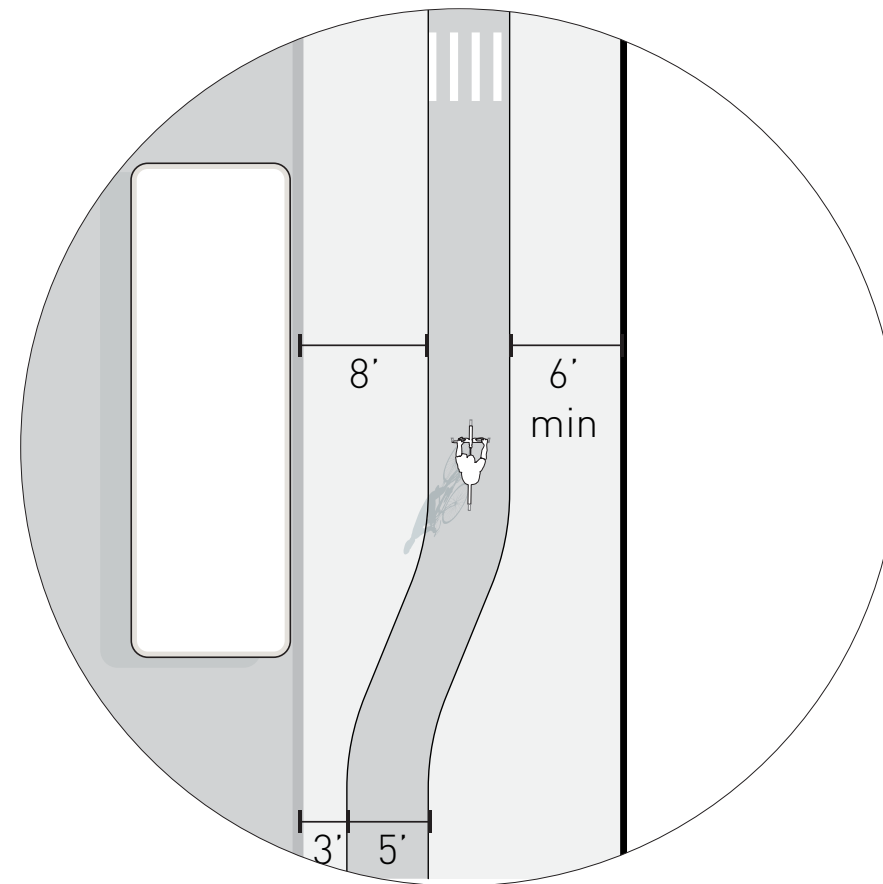
## Type A

Shared Cycle Track Stop



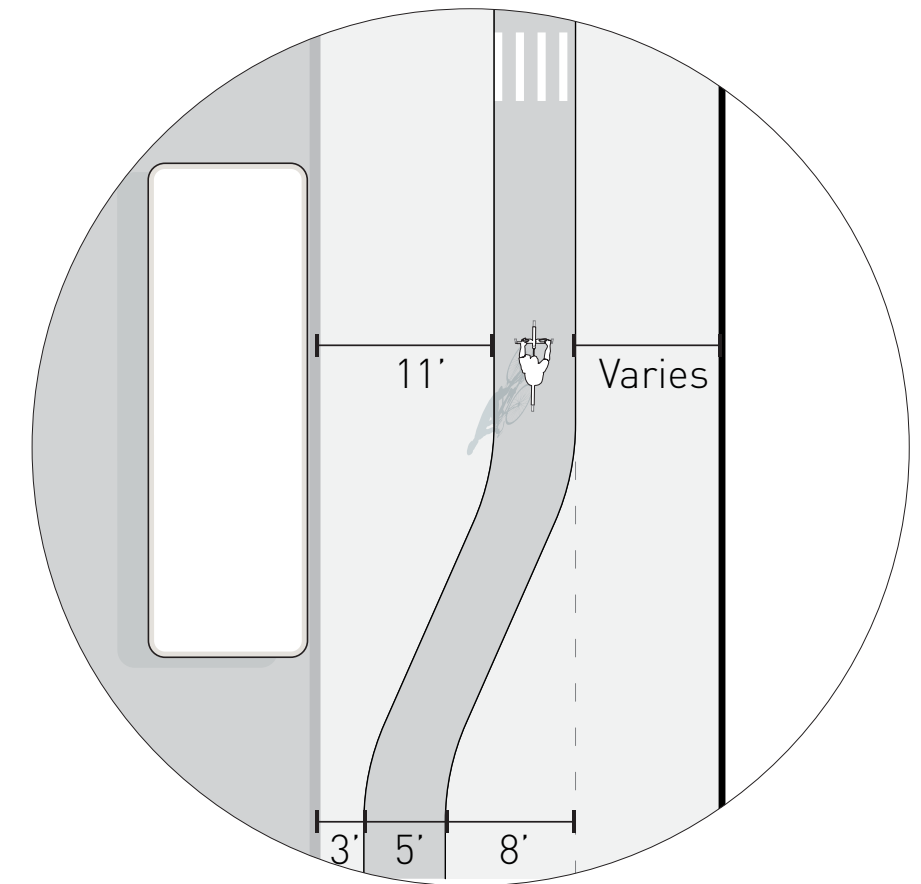
## Type B

Bus Stop Island - Small



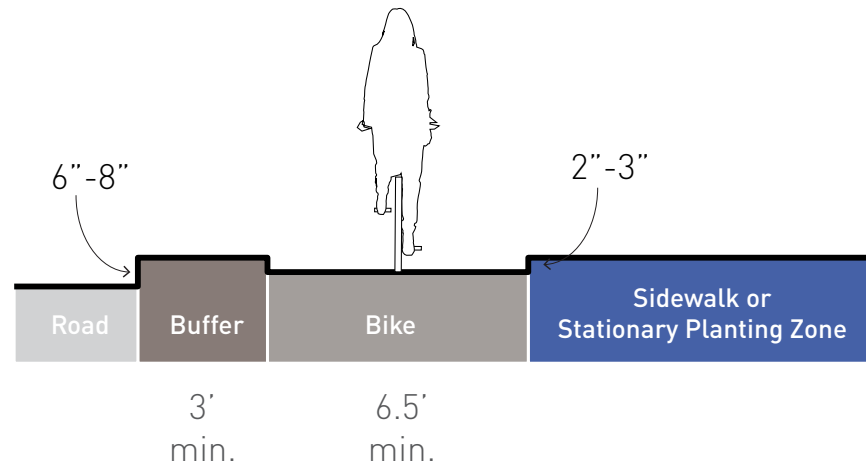
## Type C

Bus Stop Island - Large



# Bike Lane Types

**Type 1:** Separated + Raised



**Type 2:** Raised

