

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

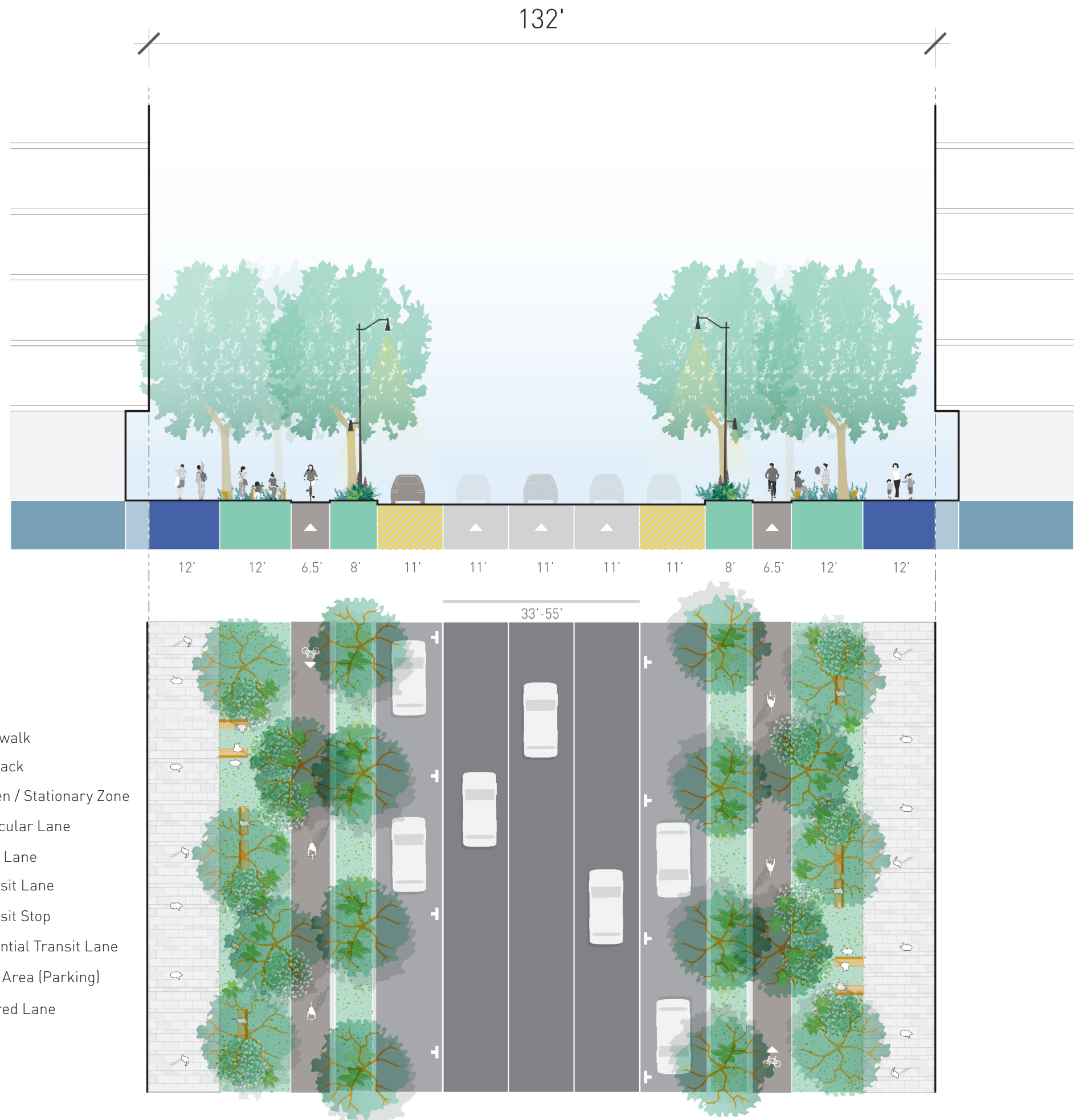
- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area (Parking)
- Shared Lane



2. One-Way Thoroughfare

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

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

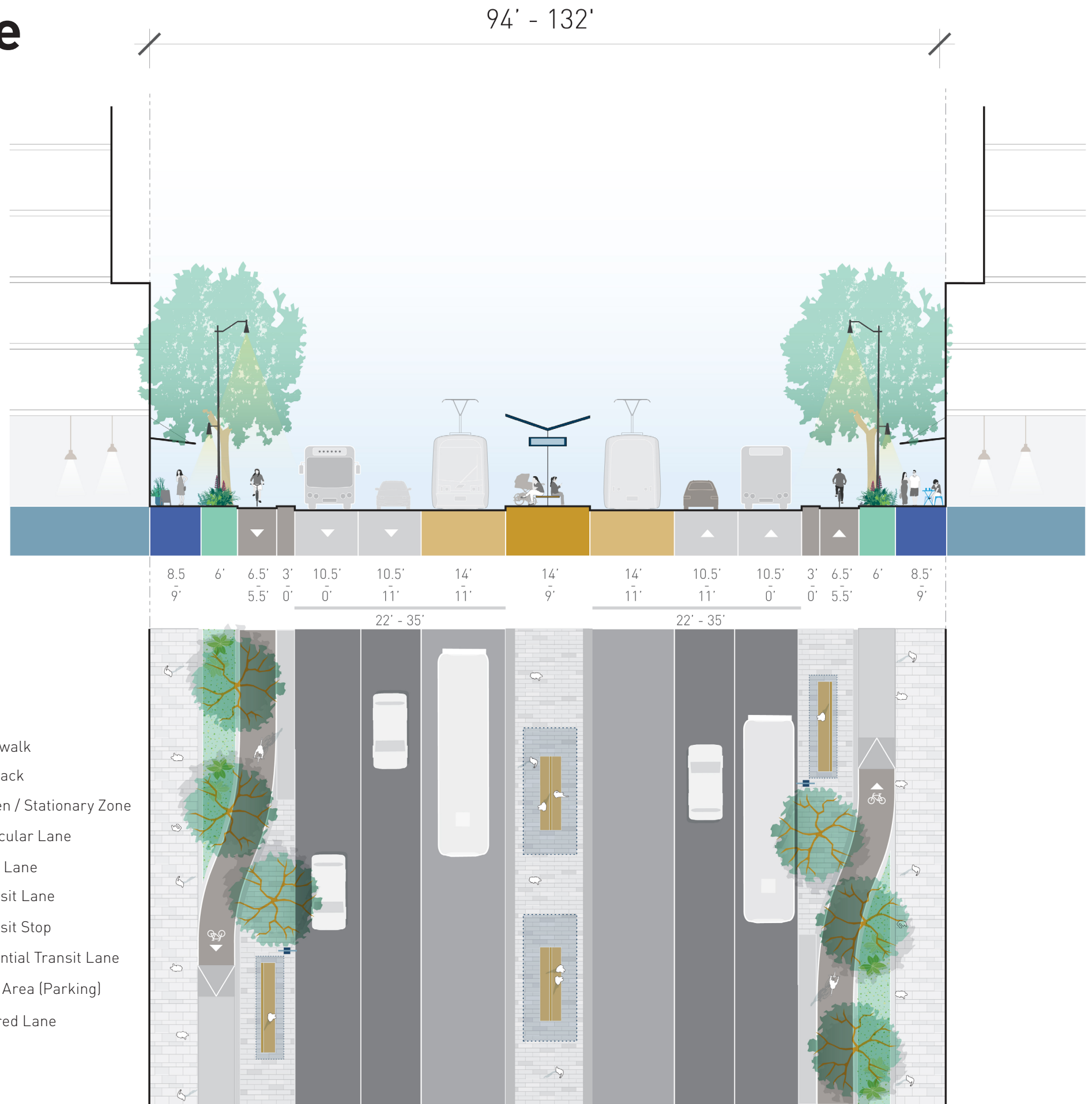


3. Destination Thoroughfare

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

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

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



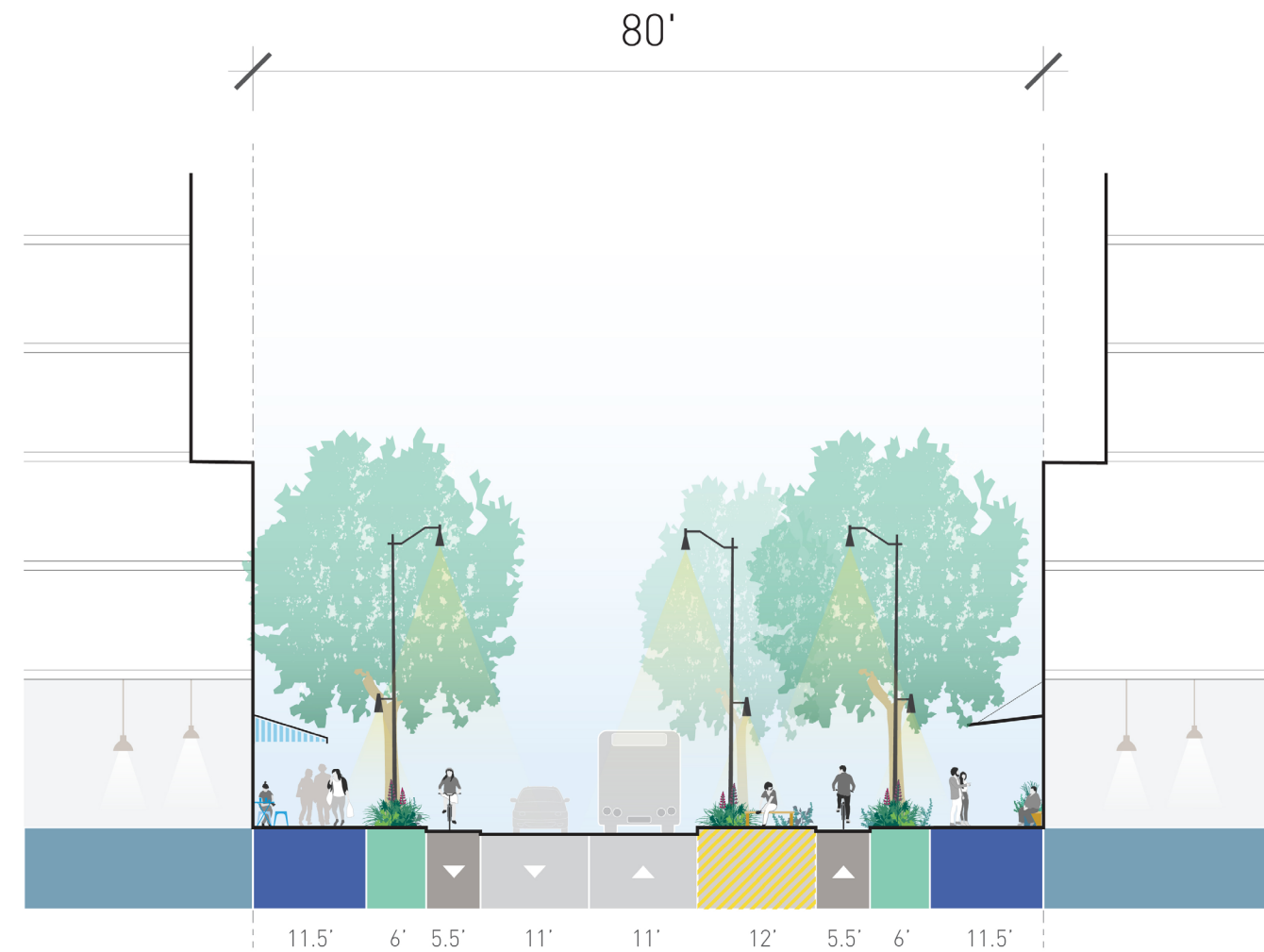
* Rail should be implemented according to City and State transportation and transit agencies' plans, and not on every Destination Thoroughfare typology. If rail does not need to be accommodated within the cross section, extra space could be allocated to flex area.

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

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

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

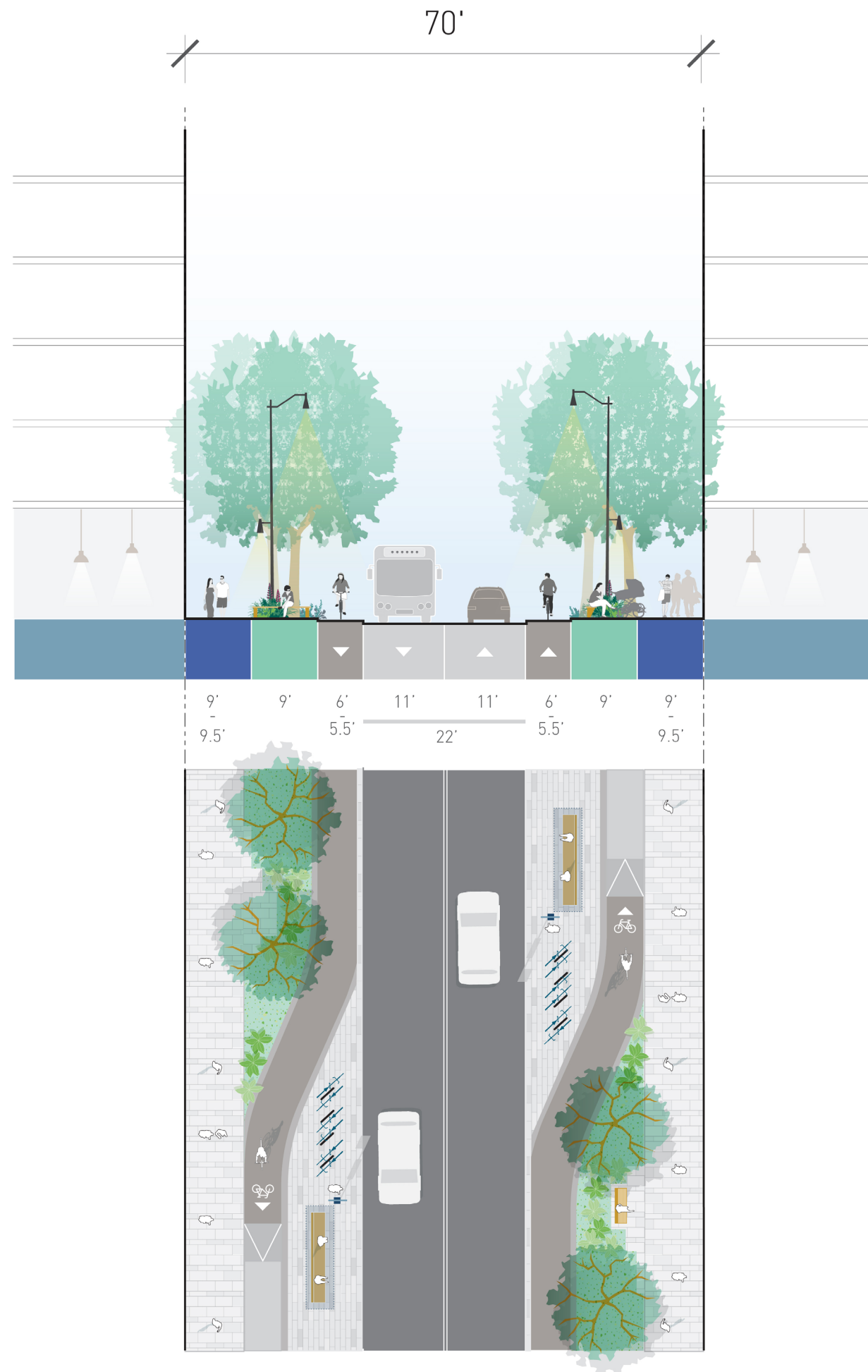


6a. Urban Green Street (70')

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

- 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.

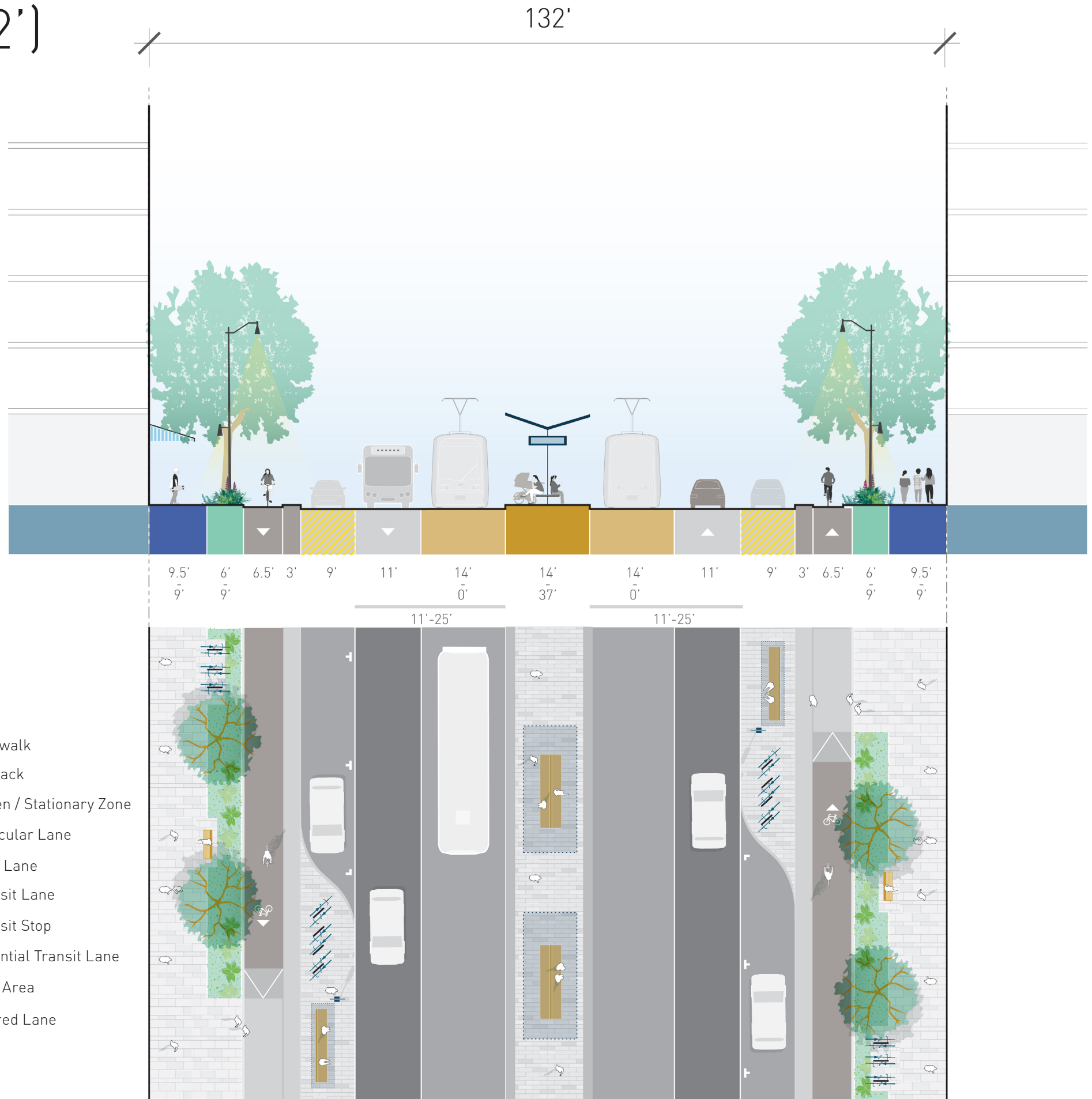
6b. Urban Green Street (132')

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

* 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

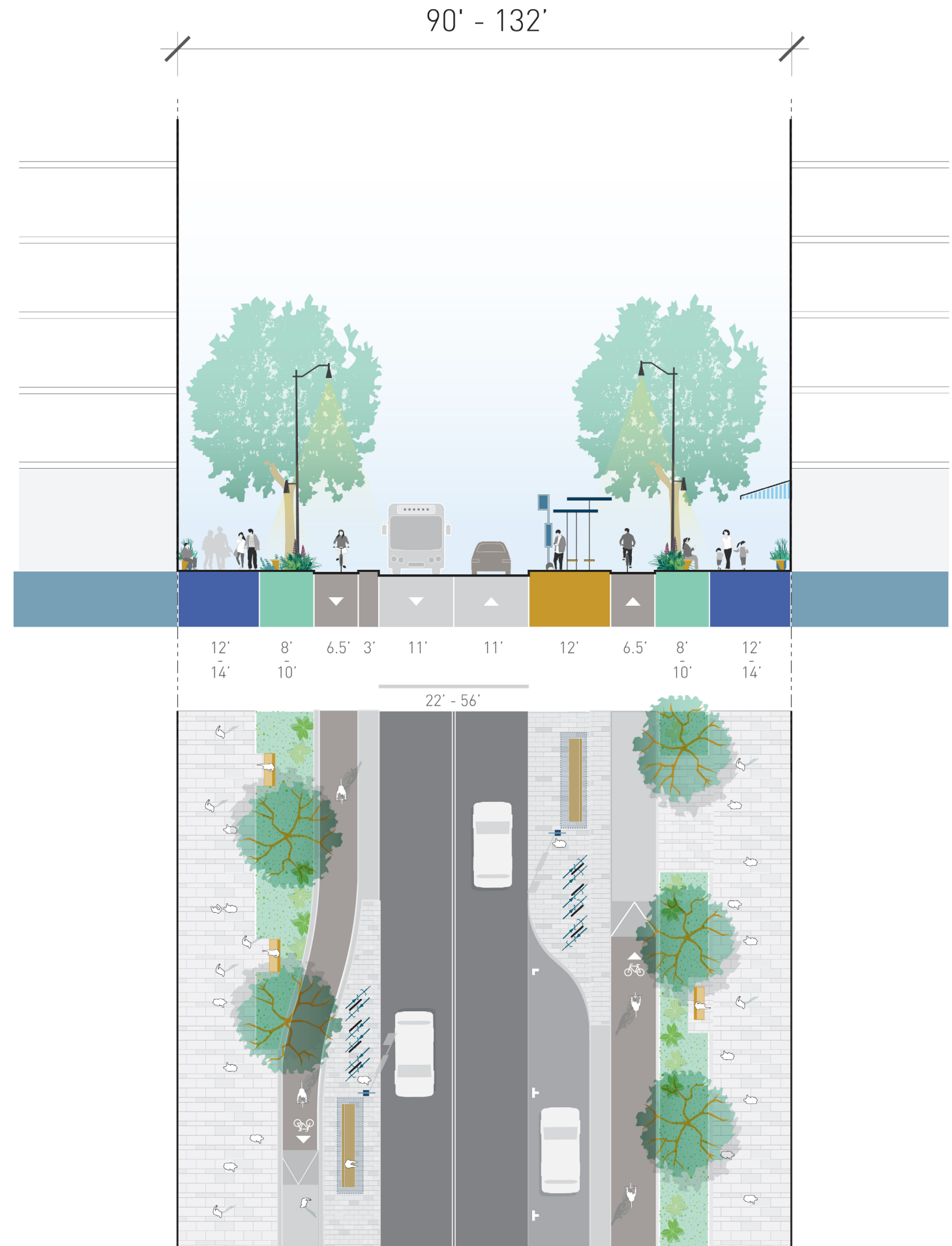


7. Urban Village Main Street

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

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

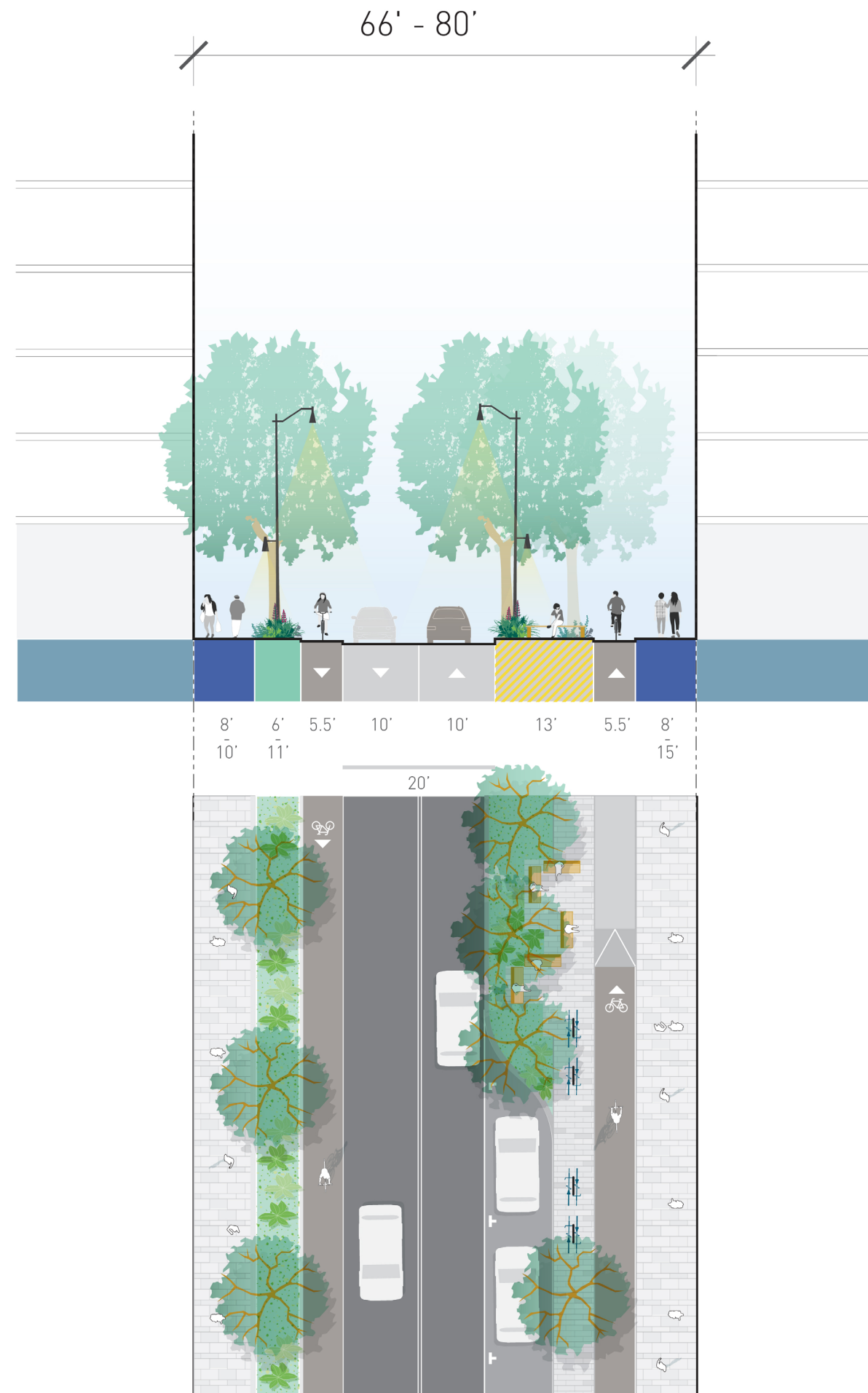


8. Urban Village Street

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

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

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

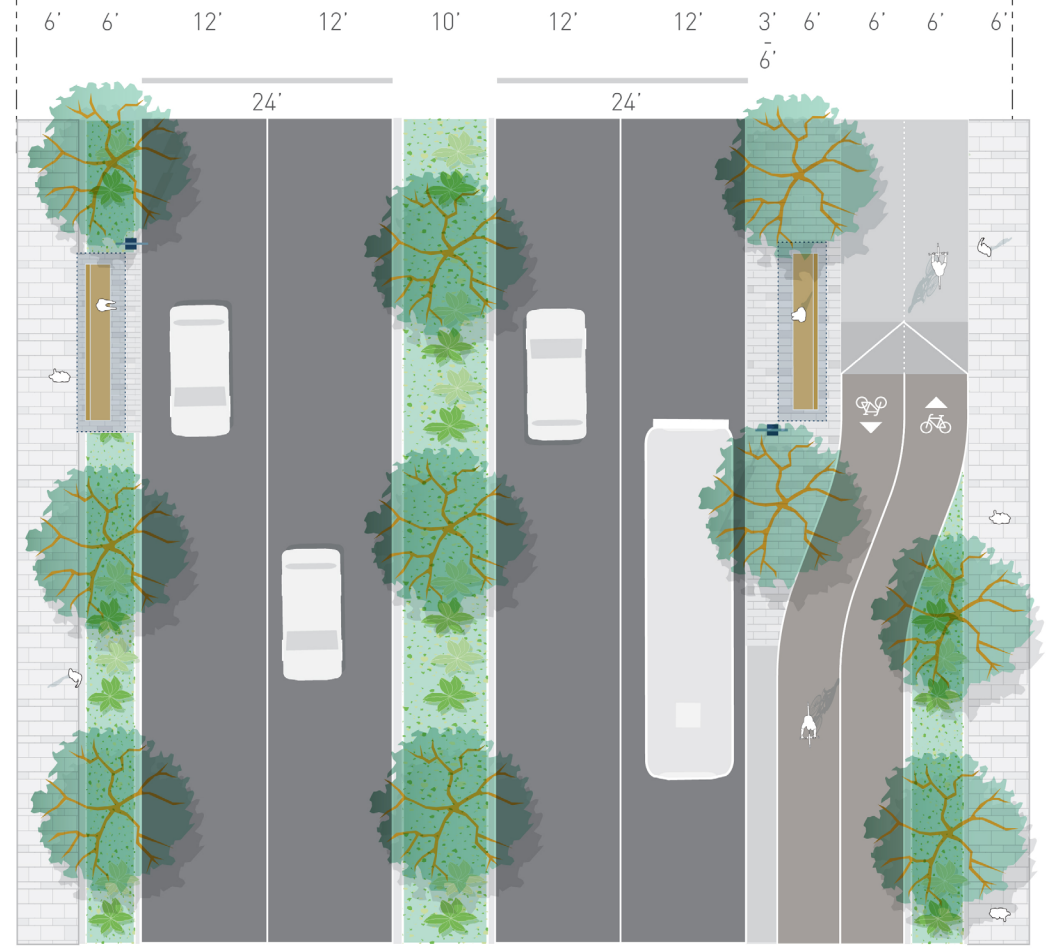
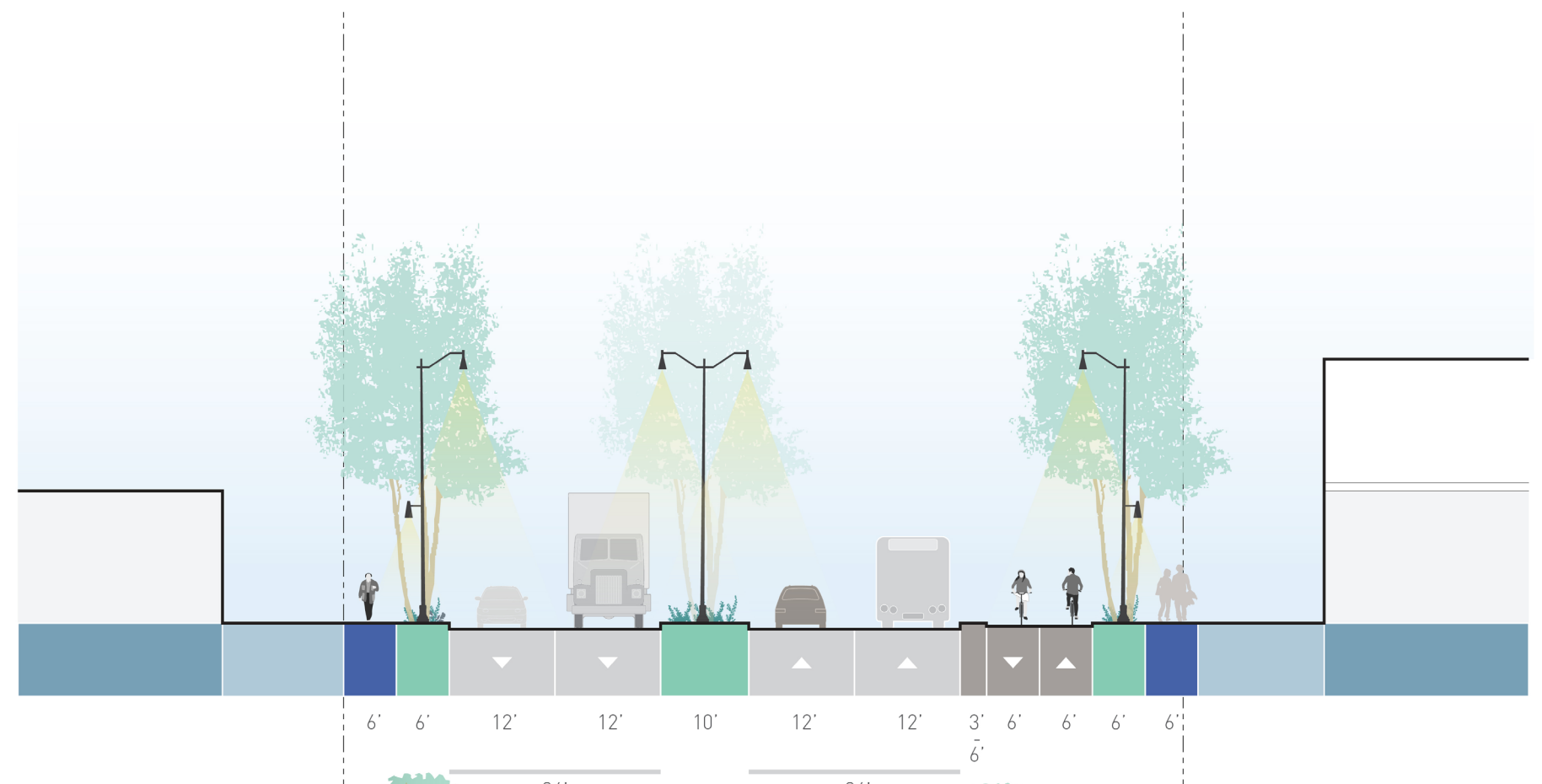


9. Industrial / Business Park Thoroughfare

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



- 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.

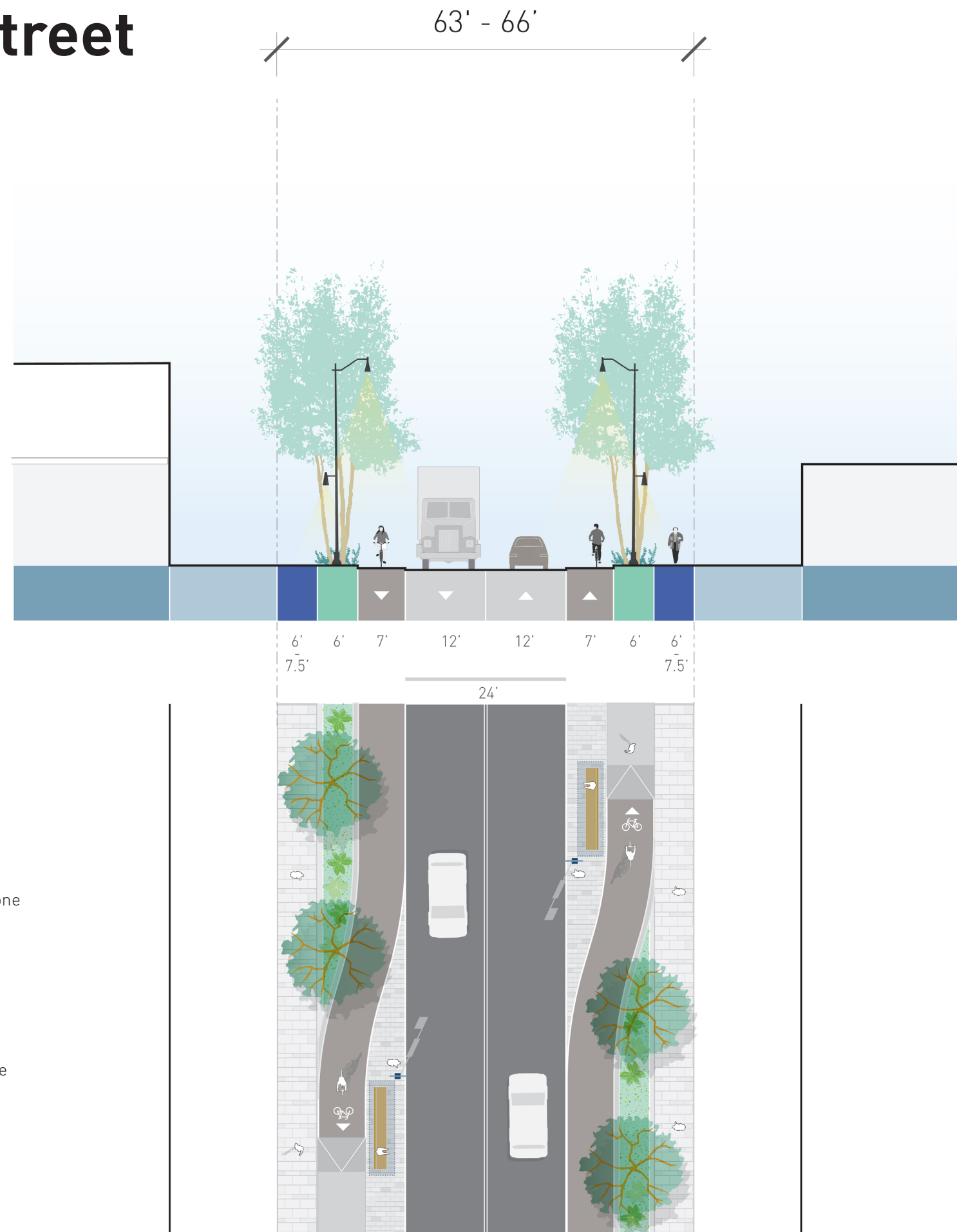
** Some routes designated as this typology are less than 94' wide, and will not be able to accommodate the desired cross-section without widening the roadway footprint.

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

** 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.

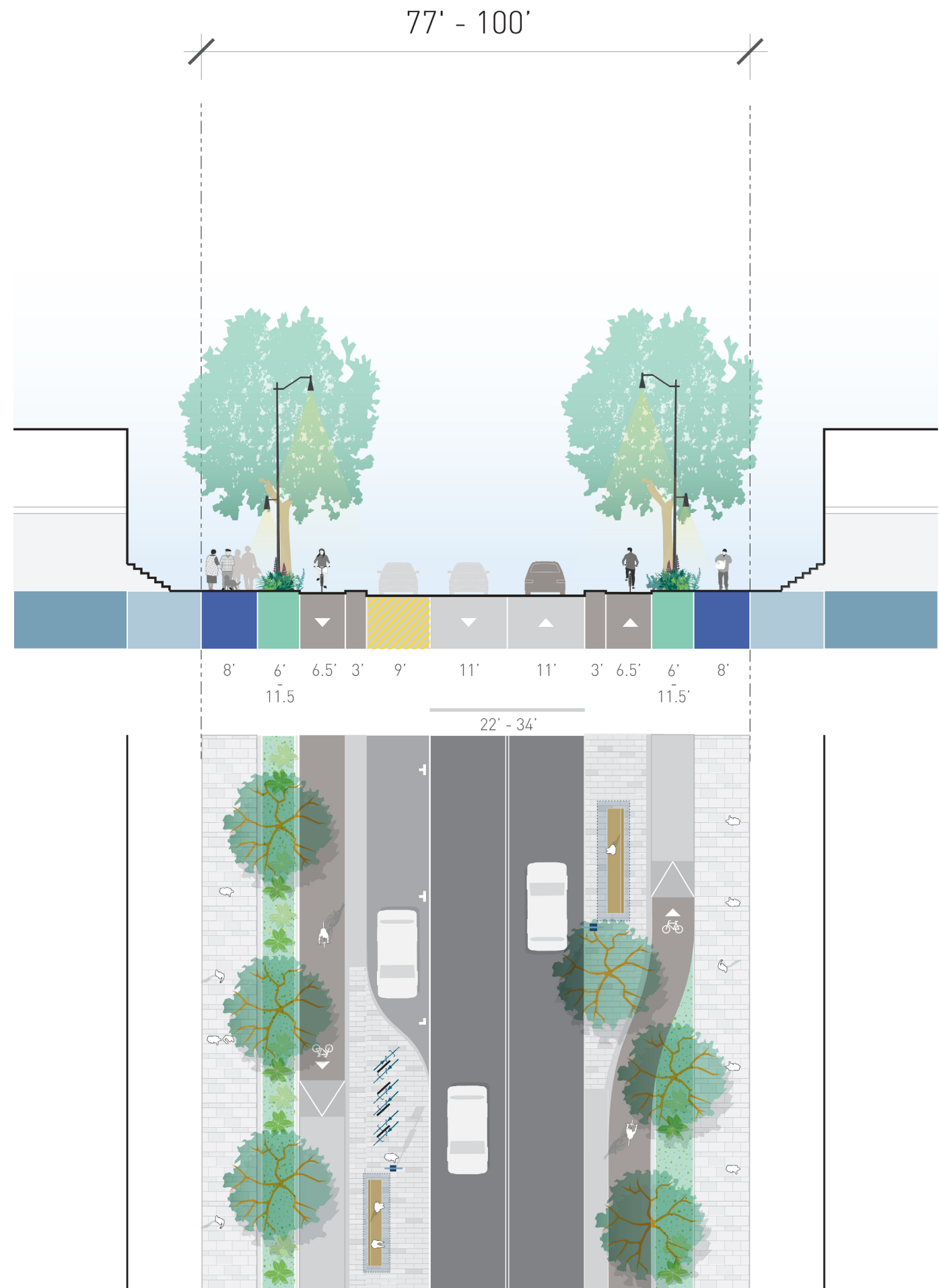


11. Neighborhood Corridor

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

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

** 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.

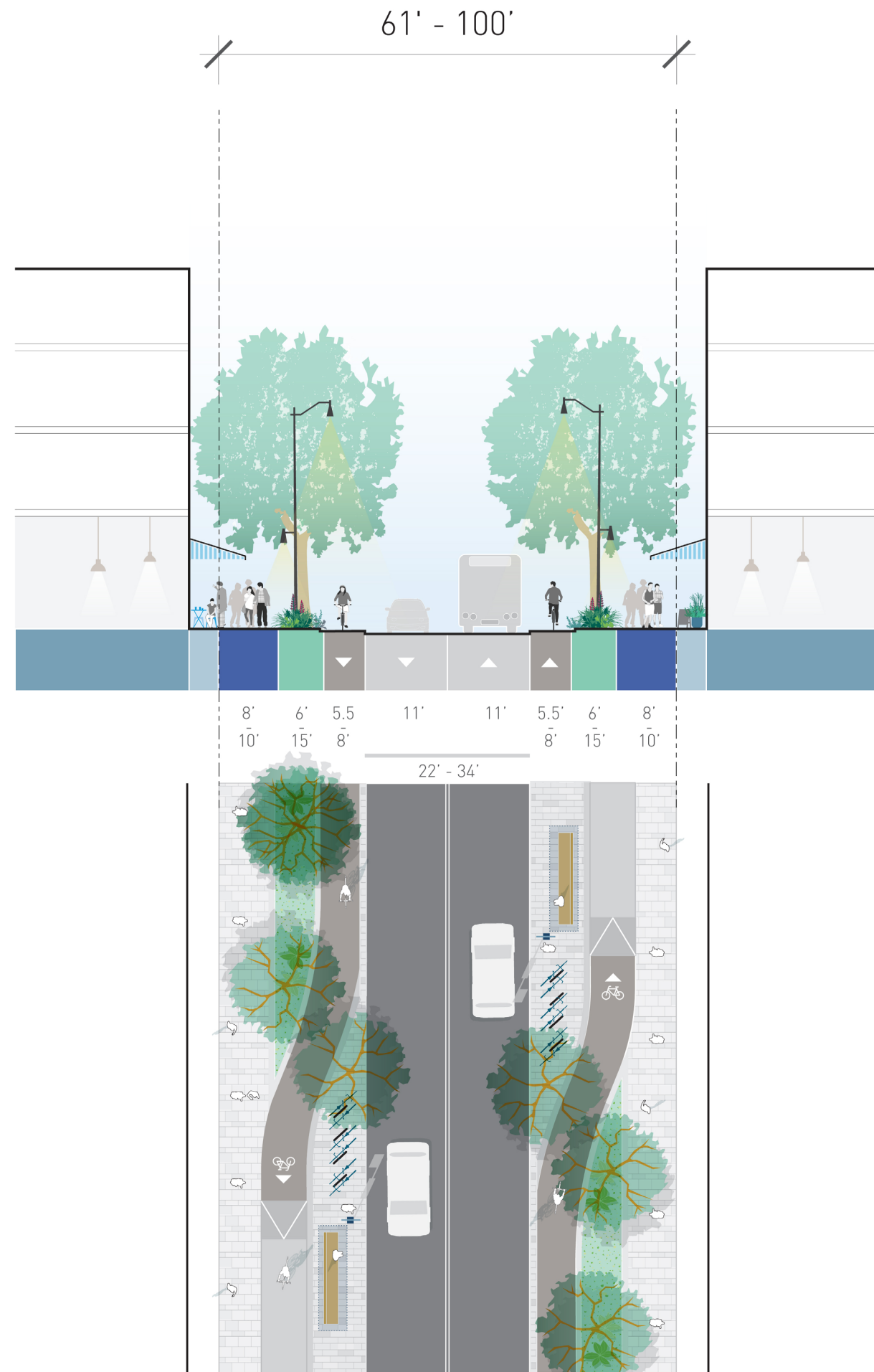


12. Neighborhood Center

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

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

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



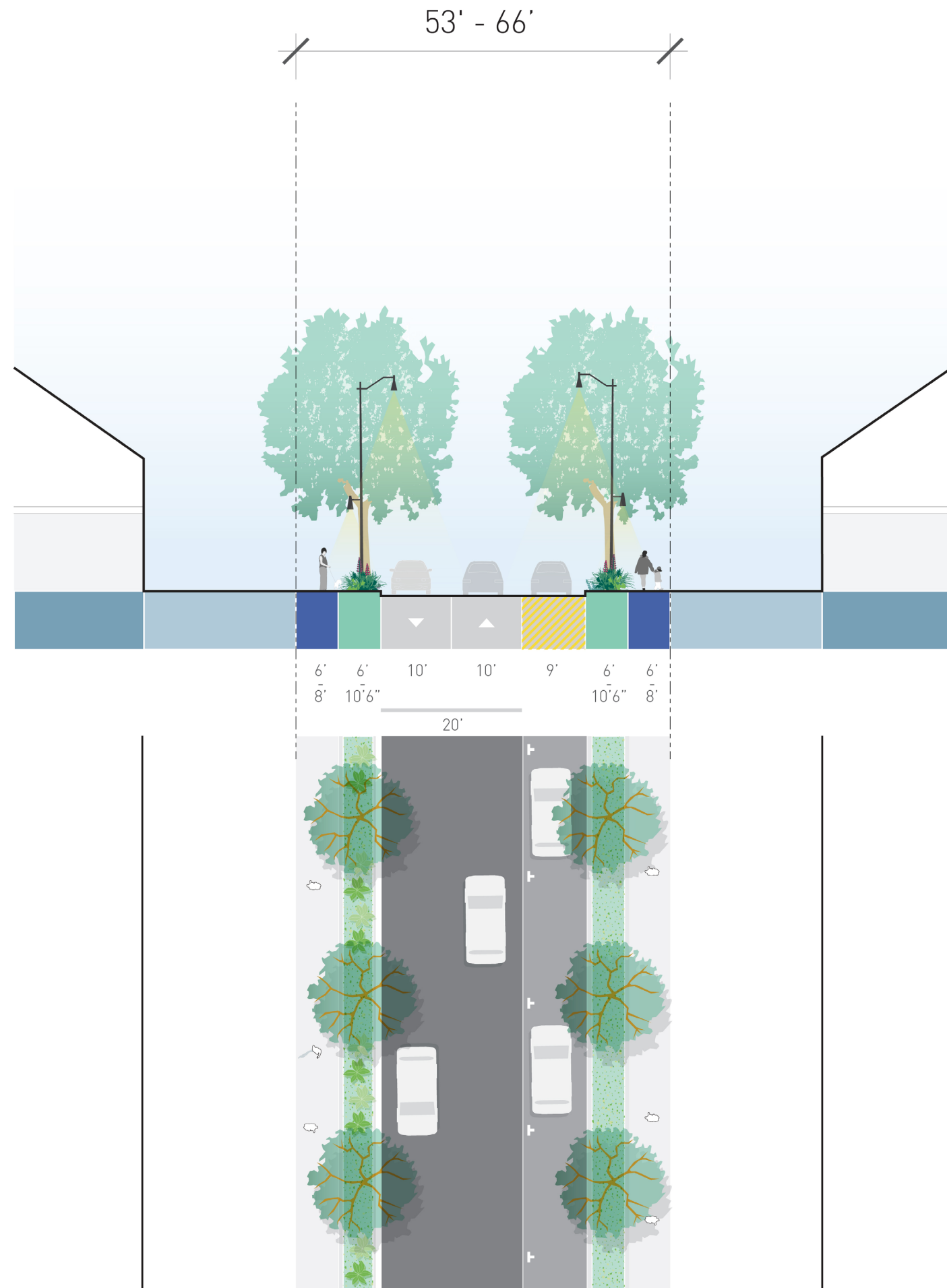
** Some routes designated as this typology are less than 61' wide, and will not be able to accommodate the desired cross-section without widening the roadway footprint.

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

** 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.



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

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

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

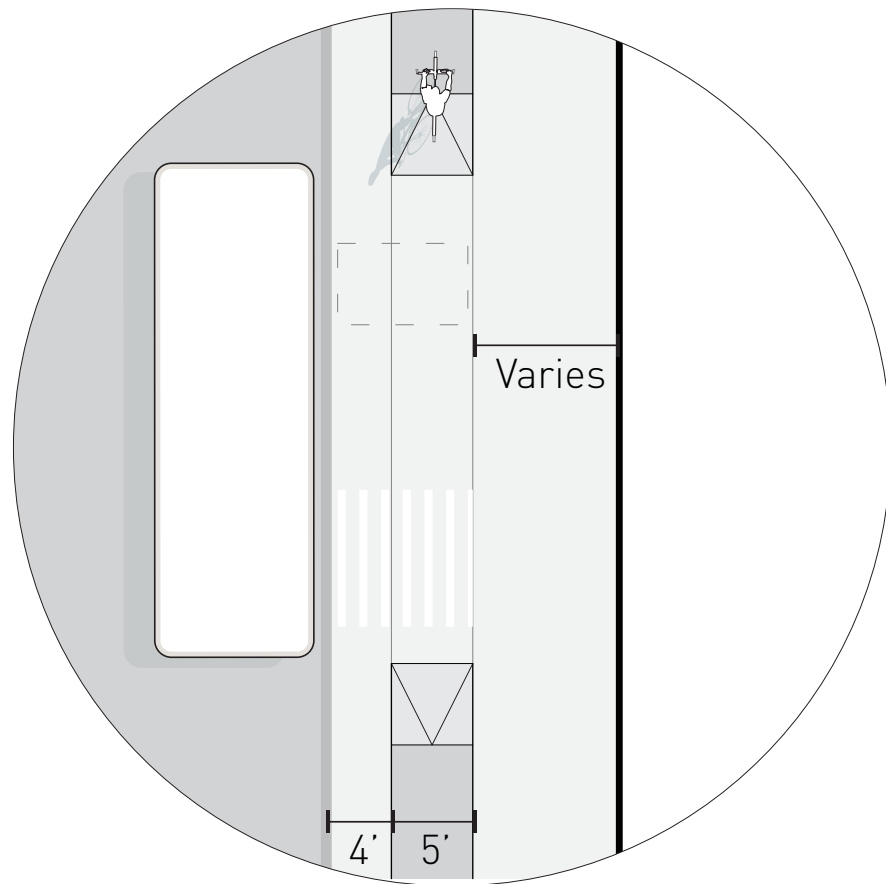
- Sidewalk
- Setback
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Transit Lane
- Transit Stop
- Potential Transit Lane
- Flex Area
- Shared Lane



Bus Stop Types

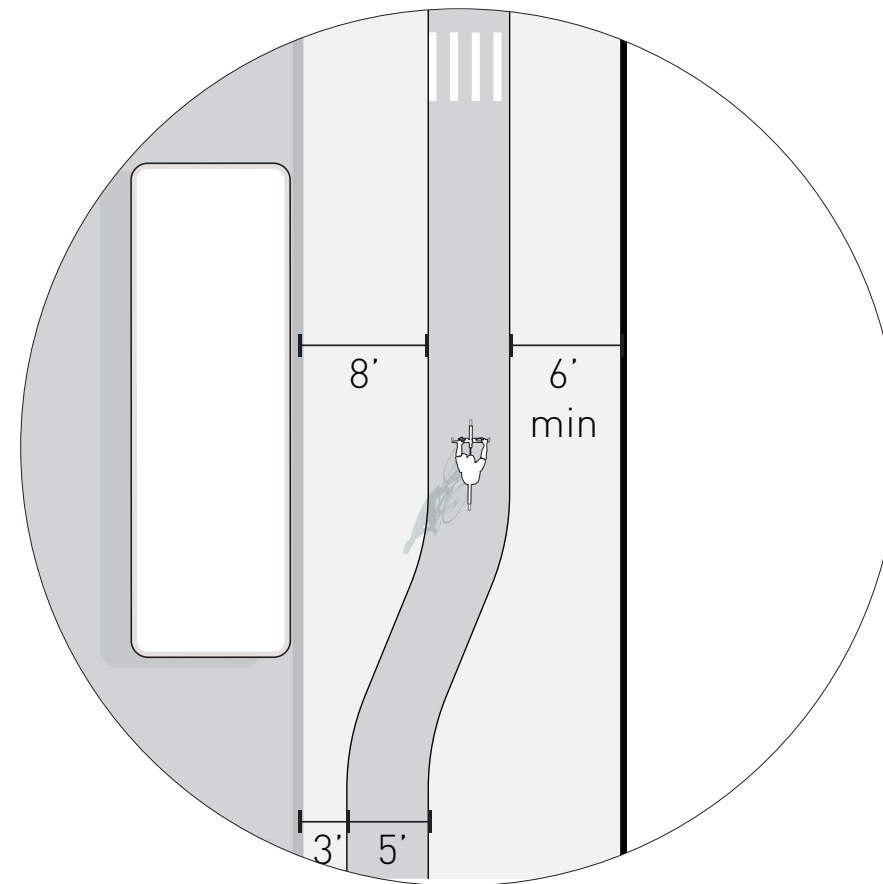
Type A

Shared Cycle Track Stop



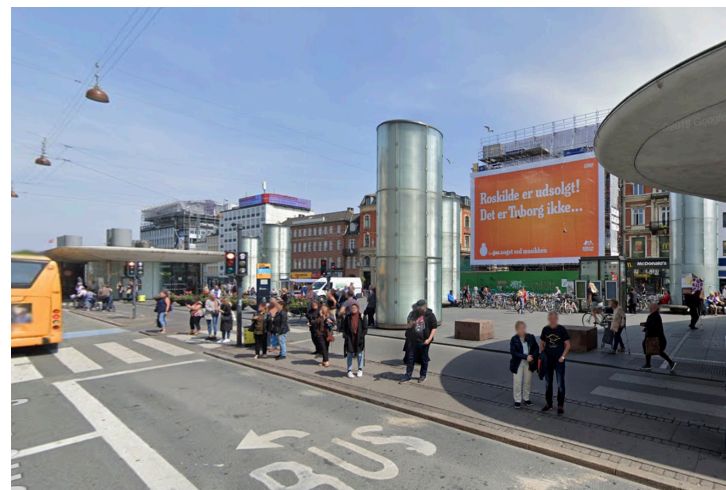
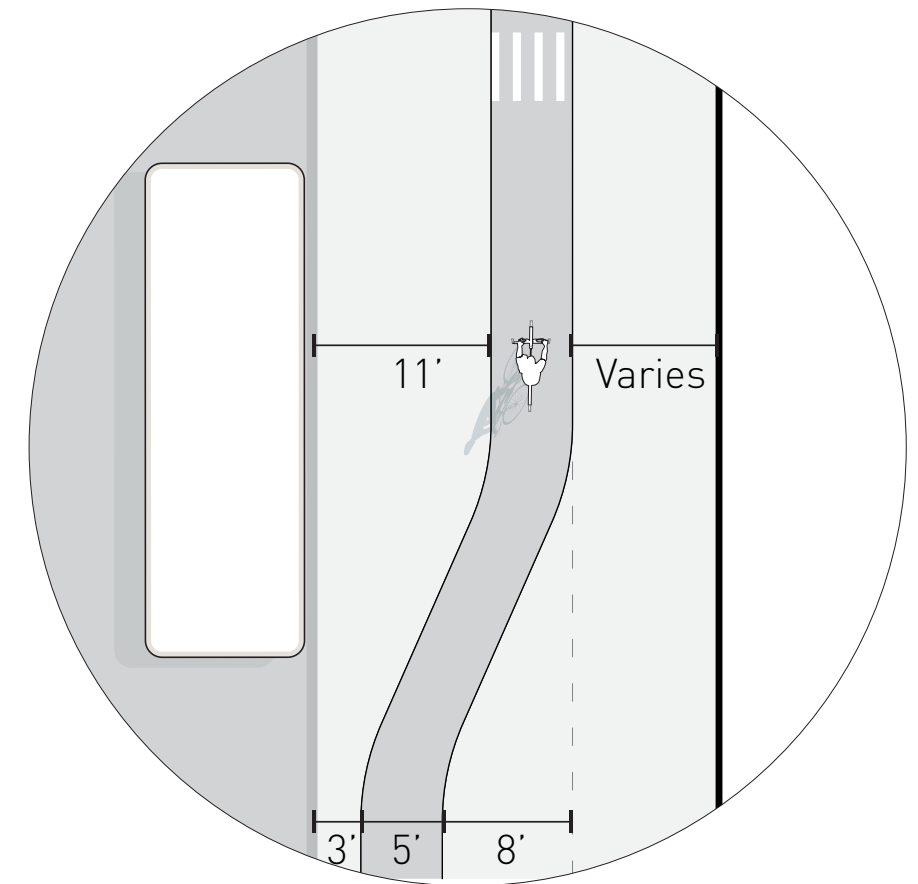
Type B

Bus Stop Island - Small



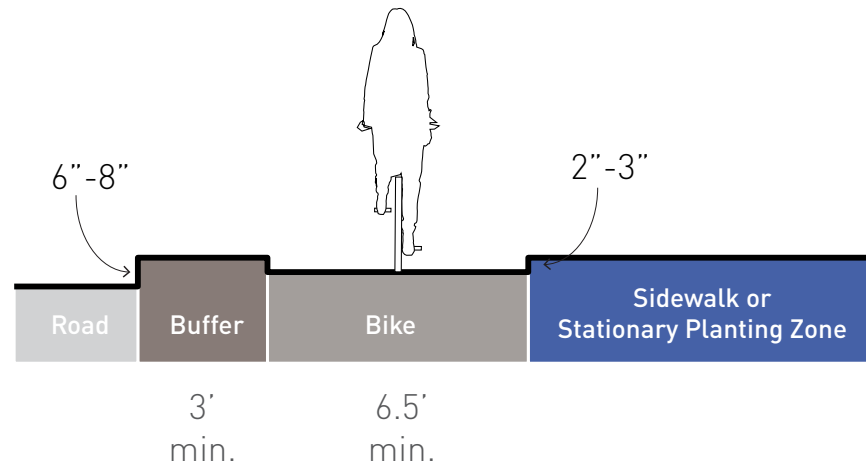
Type C

Bus Stop Island - Large



Bike Lane Types

Type 1: Separated + Raised



Type 2: Raised

