1 Two-Way Thoroughfare (Grand Boulevard)

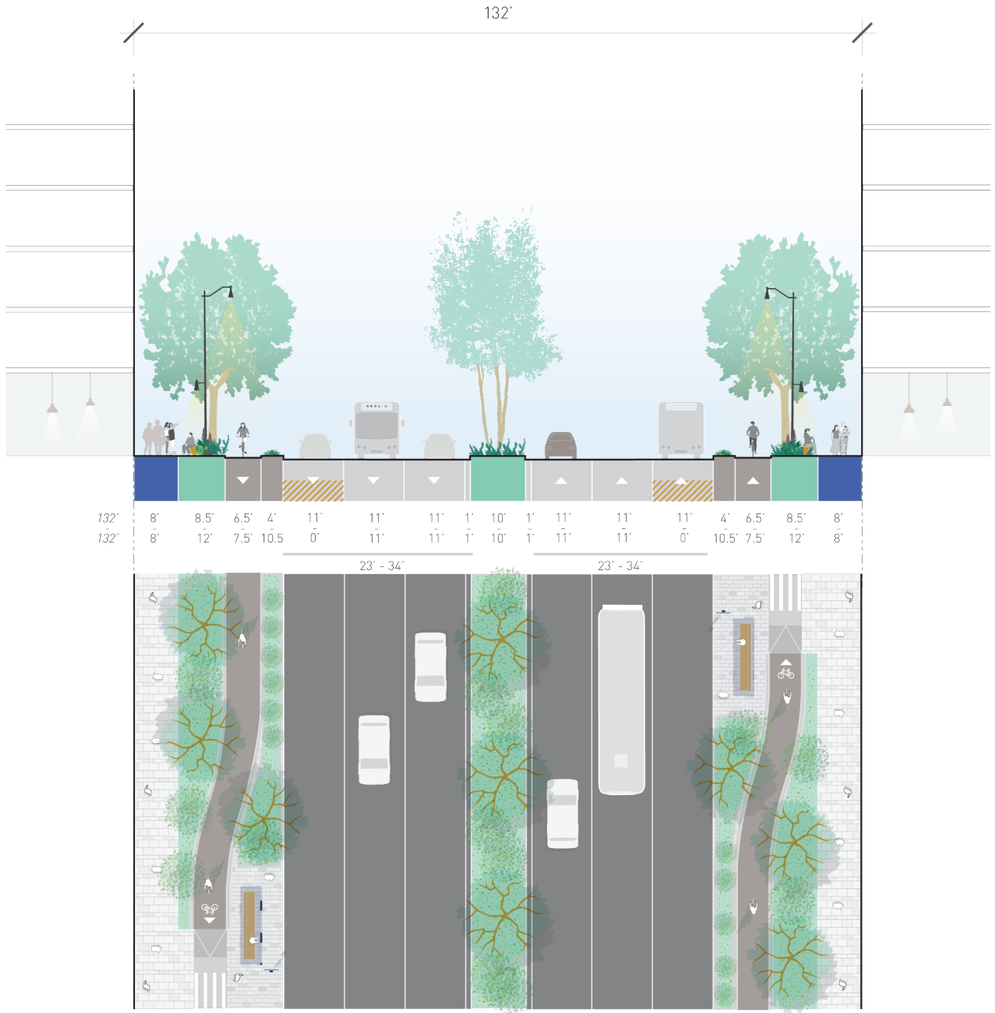
For UDOT Streets only: The street cross section shown can and will change. Per state code, the primary purpose of state highways is to "move higher traffic volumes over long distances." The elements outside of this purpose may change to fit within the existing right-of-way. Read more about "Applying Typologies to UDOT Streets" in Chapter 4.

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

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**132'**
Travel Lanes per direction	**3****
Lane Width / Crossing Distance	**11' / 23'-34' + 23'-34'**
Bike Lane	**Separated (Type 1)**
Transit	**B**
Median (or Left Turn Lane, when needed)	**10-12'**
Parking Use	**-**
Sidewalk ft (Min-Max)	**8'**
Existing/Zoning-Allowed Bldg Heights	**Varies**
Setback (Min-Max)	**Varies**
Likely Functional Classification	**Arterial**
Maximum Target Speed	**30 mph****
Traffic Volumes	**High**
Miles (% of total)	**2.0%**
Person Mobility	**Medium**
Greening	**Medium**
Placemaking	**High**
Curbside Uses	**Low**
Vehicle Mobility	**Medium**
Passeig de Gracia, Barcelona	

*** These state routes' speed limits may currently be between 30 to 40 mph. Click this link for information on 'Applications to State Routes'.*



2 One-Way Thoroughfare (Grand Boulevard)

Gateways and grand entrances (one-way) to Salt Lake City, introducing people to the City while accommodating regional traffic. (Note: The One-Way Thoroughfare typology will only be applied to select sections of 500 and 600 South).

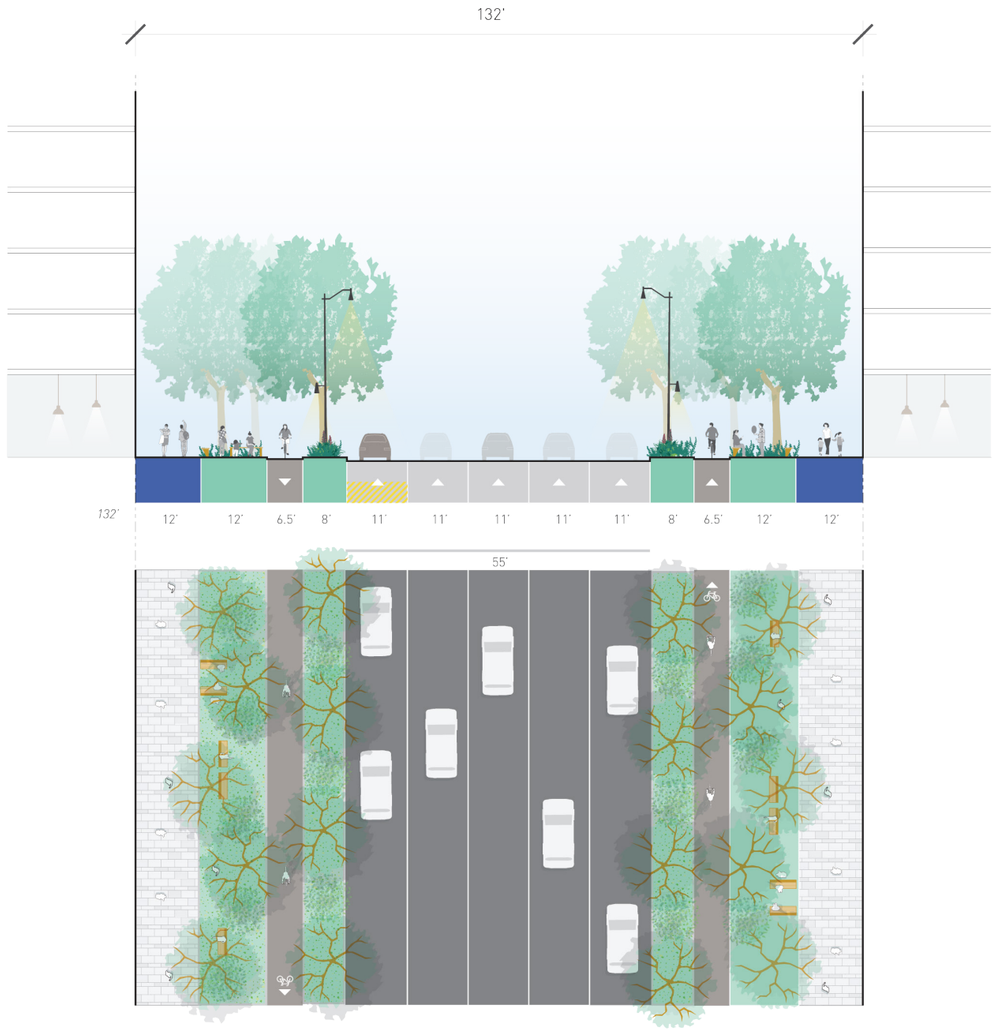
Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**132'**
Travel Lanes per direction	**4-5***
Lane Width / Crossing Distance	**11' / 44'- 55'**
Bike Lane	**Separated (Type 1)**
Transit	**-**
Median (or Left Turn Lane, when needed)	**-**
Parking Use	**100%, One Side**
Sidewalk ft (Min-Max)	**12'**
Existing/Zoning-Allowed Bldg Heights	**20' / 400'**
Setback (Min-Max)	**Small-Medium**
Likely Functional Classification	**Arterial**
Maximum Target Speed	**30 mph****
Traffic Volumes	**High**
Miles (% of total)	**0.5%**
Person Mobility	**Medium**
Greening	**Medium**
Placemaking	**High**
Curbside Uses	**Low**
Vehicle Mobility	**Medium**
2nd Avenue, New York, NY	
Boulevard Haussmann, Paris, France	

**UDOT prefers five lanes on this typology, while Salt Lake City prioritizes narrower streets.*

*** These state routes' speed limits may currently be between 30 to 40 mph. Click this link for information on 'Applications to State Routes'.*

For UDOT Streets only: The street cross section shown can and will change. Per state code, the primary purpose of state highways is to "move higher traffic volumes over long distances." The elements outside of this purpose may change to fit within the existing right-of-way. Read more about "Applying Typologies to UDOT Streets" in Chapter 4.



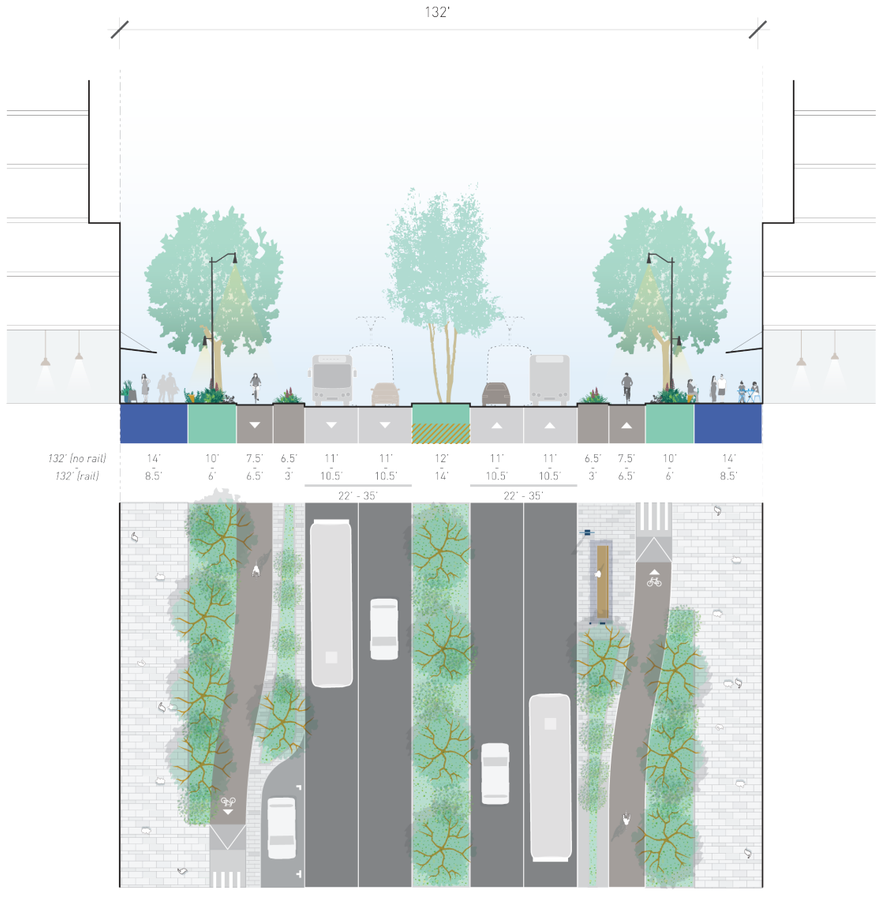
3A Destination Thoroughfare (City Version)

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

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**132' (rail)**
Travel Lanes per direction	**2**
Lane Width / Crossing Distance	**10.5'-11' / 22'-35' + 22'-35'**
Bike Lane	**Separated (Type 1)**
Transit	**B,R***
Median (or Left Turn Lane, when needed)	**12-14'**
Parking Use	**50%, Both Sides (no Rail)**
Sidewalk ft (Min-Max)	**8.5 -14'**
Existing/Zoning-Allowed Bldg Heights	**Varies**
Setback (Min-Max)	**-**
Likely Functional Classification	**Arterial**
Maximum Target Speed	**25 mph**
Traffic Volumes	**High**
Miles (% of total)	**1.8%**
Person Mobility	**High**
Greening	**Medium**
Placemaking	**High**
Curbside Uses	**Medium**
Vehicle Mobility	**Medium / Low**
Broad Street, Philadelphia, PA	
Broadway, New York, NY	
Boulevard Massane, Paris, France	

** Rail should be implemented according to City and State transportation and transit agencies' plans, and not on every Destination Thoroughfare typology. Implementation of rail transit may increase crossing distance by 14' to accommodate rail tracks, and does not necessarily add more travel lanes. Crossing distance of 35' represents two lanes plus transit lane.*



3B Destination Thoroughfare (UDOT Version)

The state route option of a two-way thoroughfare within a destination district, where foot traffic and retail activity are high priorities.

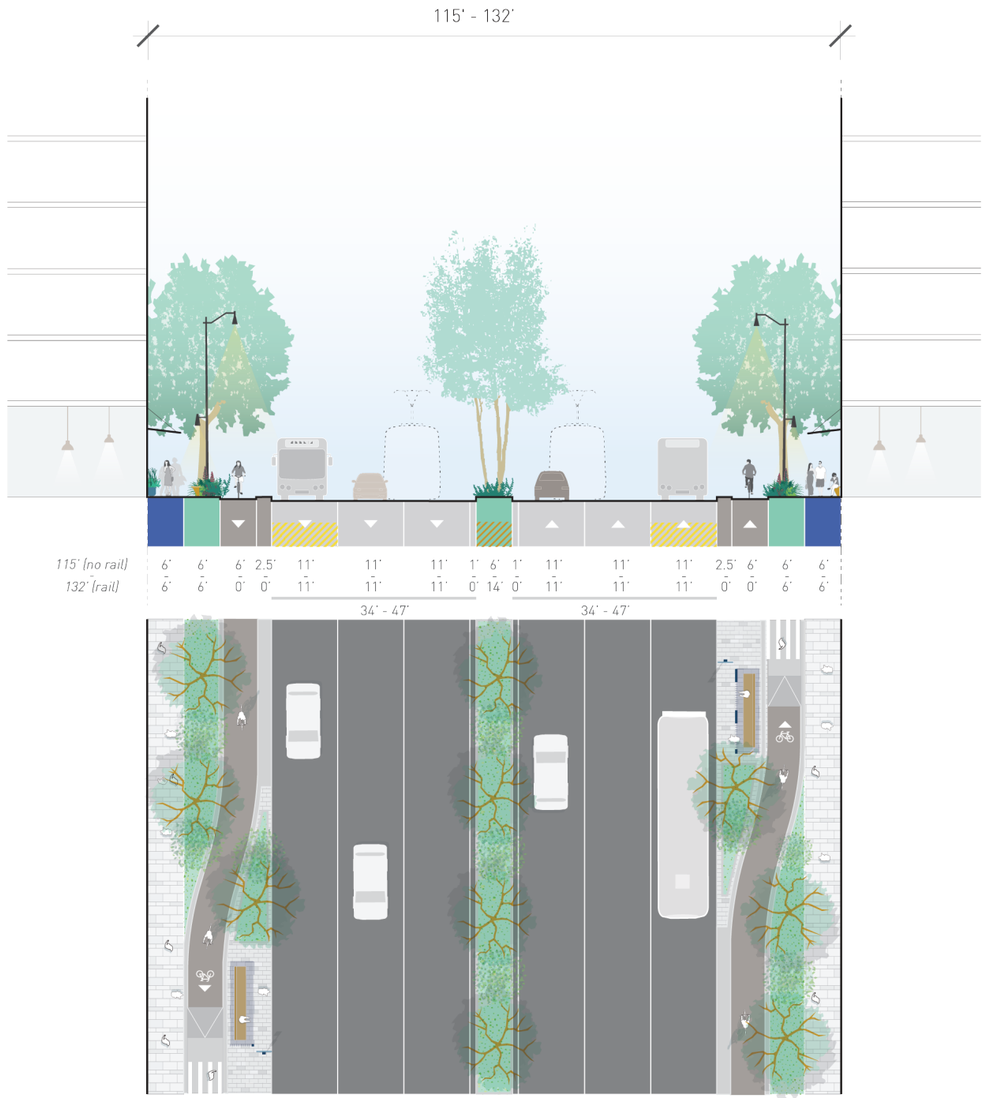
Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**115' (no rail) - 132' (rail)**
Travel Lanes per direction	**3****
Lane Width / Crossing Distance	**10.5'/ 34'-47' + 34'-47'**
Bike Lane	**Separated (Type 1)**
Transit	**B,R***
Median (or Left Turn Lane, when needed)	**6 -14'**
Parking Use	**-**
Sidewalk ft (Min-Max)	**7.5'**
Existing/Zoning-Allowed Bldg Heights	**Varies**
Setback (Min-Max)	**-**
Likely Functional Classification	**Arterial**
Maximum Target Speed	**25 mph****
Traffic Volumes	**High**
Miles (% of total)	**2.6%**
Person Mobility	**High**
Greening	**Medium**
Placemaking	**High**
Curbside Uses	**Medium**
Vehicle Mobility	**Medium**
Broad Street, Philadelphia, PA	
Broadway, New York, NY	

** Rail should be implemented according to City and State transportation and transit agencies' plans, and not on every Destination Thoroughfare typology. Implementation of rail transit may increase crossing distance by 14' to accommodate rail tracks, and does not necessarily add more travel lanes. Crossing distance of 35' represents two lanes plus transit lane.*

*** These state routes' speed limits may currently be between 30 to 40 mph. Click this link for information on 'Applications to State Routes'.*

For UDOT Streets only: The street cross section shown can and will change. Per state code, the primary purpose of state highways is to "move higher traffic volumes over long distances." The elements outside of this purpose may change to fit within the existing right-of-way. Read more about "Applying Typologies to UDOT Streets" in Chapter 4.



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.

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**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)	**-**
Parking Use	**100%, One Side**
Sidewalk ft (Min-Max)	**11.5'**
Existing/Zoning-Allowed Bldg Heights	**25' / 400'**
Setback (Min-Max)	**-**
Likely Functional Classification	**Collector**
Maximum Target Speed	**20 mph**
Traffic Volumes	**Medium**
Miles (% of total)	**0.9%**
Person Mobility	**High**
Greening	**Medium**
Placemaking	**High**
Curbside Uses	**High**
Vehicle Mobility	**Low**
King Street, Toronto, Ontario	
Norrebrogade, Copenhagen, Denmark	
Calle de Fuencarral, Madrid, Spain	

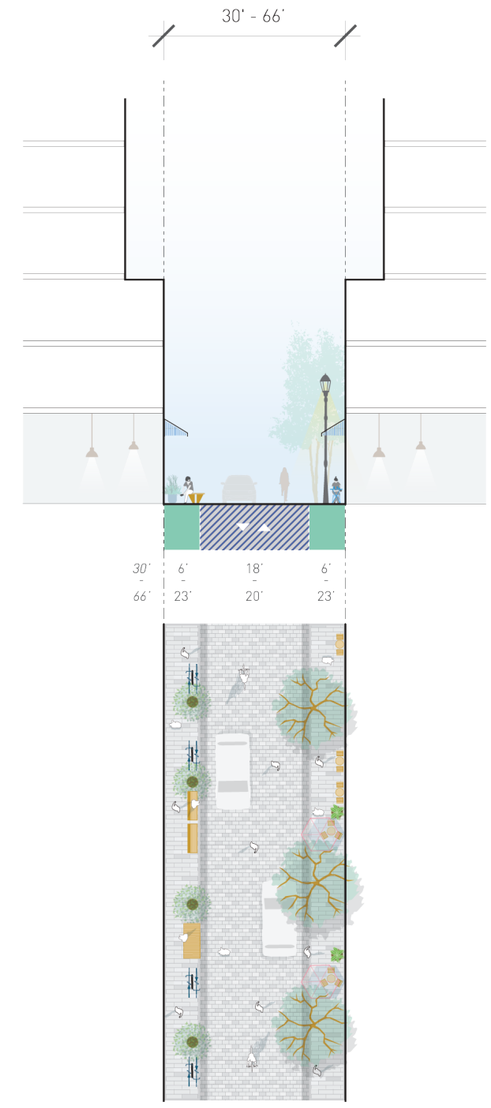
** Rail should be implemented according to City and State transportation and transit agencies' plans, and not on every Destination Thoroughfare typology. Implementation of rail transit may increase crossing distance by 14' to accommodate rail tracks, and does not necessarily add more travel lanes. Crossing distance of 35' represents two lanes plus transit lane.*

5 Commercial Shared Street

Where cars are invited guests and where focus is on people, activity, and placemaking. These may be one-way or car-free, if desired by the community.

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**30' - 66'**
Travel Lanes per direction	**0-1**
Lane Width / Crossing Distance	**-**
Bike Lane	**-**
Transit	**-**
Median (or Left Turn Lane, when needed)	**-**
Parking Use	**0-50%, One Side (Short Term)**
Sidewalk ft (Min-Max)	**-**
Existing/Zoning-Allowed Bldg Heights	**20' / 400'**
Setback (Min-Max)	**-**
Likely Functional Classification	**Local**
Maximum Target Speed	**10 mph**
Traffic Volumes	**Very Low**
Miles (% of total)	**0.5%**
Person Mobility	**High**
Greening	**Medium**
Placemaking	**High**
Curbside Uses	**High**
Vehicle Mobility	**Low**
Wall Street, Asheville, NC	
Marshall Street, Boston, MA	
Regent Street, Salt Lake City, UT	

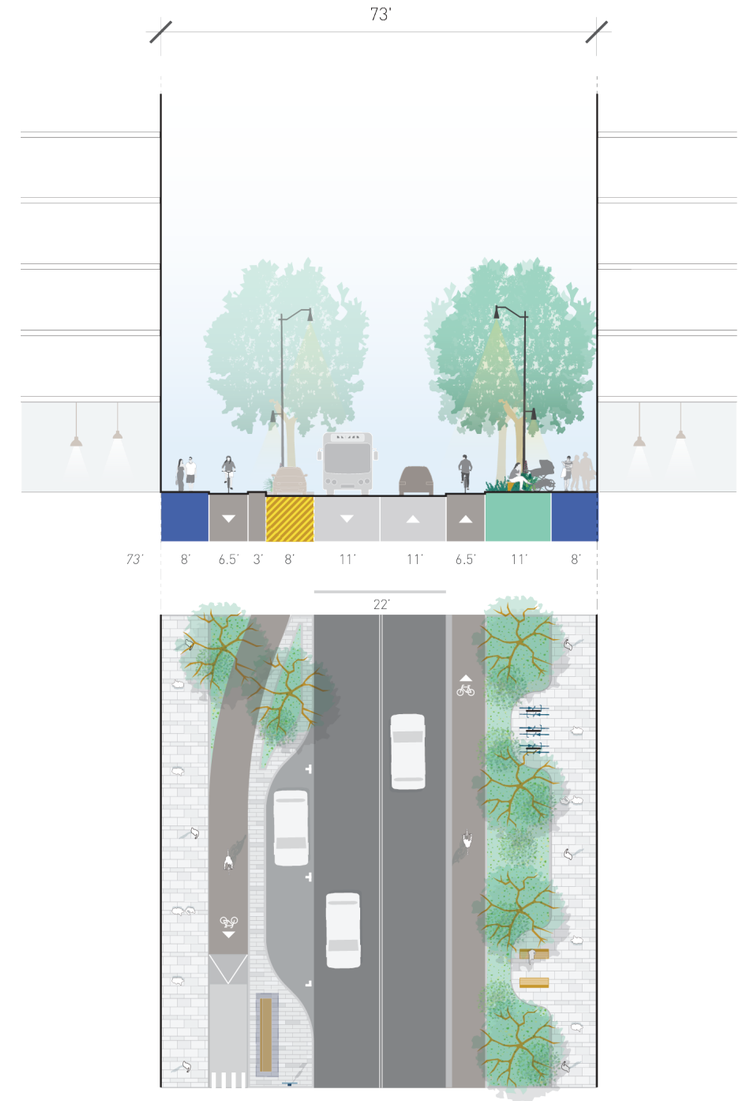


6A Urban Green Street (73')

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

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**73' (no rail)**
Travel Lanes per direction	**1**
Lane Width / Crossing Distance	**11' / 22'**
Bike Lane	**Varies (Type 1, 2)**
Transit	**B**
Median (or Left Turn Lane, when needed)	**-**
Parking Use	**25%, Both Sides**
Sidewalk ft (Min-Max)	**8'**
Existing/Zoning-Allowed Bldg Heights	**Varies**
Setback (Min-Max)	**Varies**
Likely Functional Classification	**Collector**
Maximum Target Speed	**20 mph**
Traffic Volumes	**Medium**
Miles (% of total)	**Up to 2.7%**
Person Mobility	**High**
Greening	**High**
Placemaking	**Medium**
Curbside Uses	**Medium**
Vehicle Mobility	**Low**
Av Mexico, CDMX, Mexico	



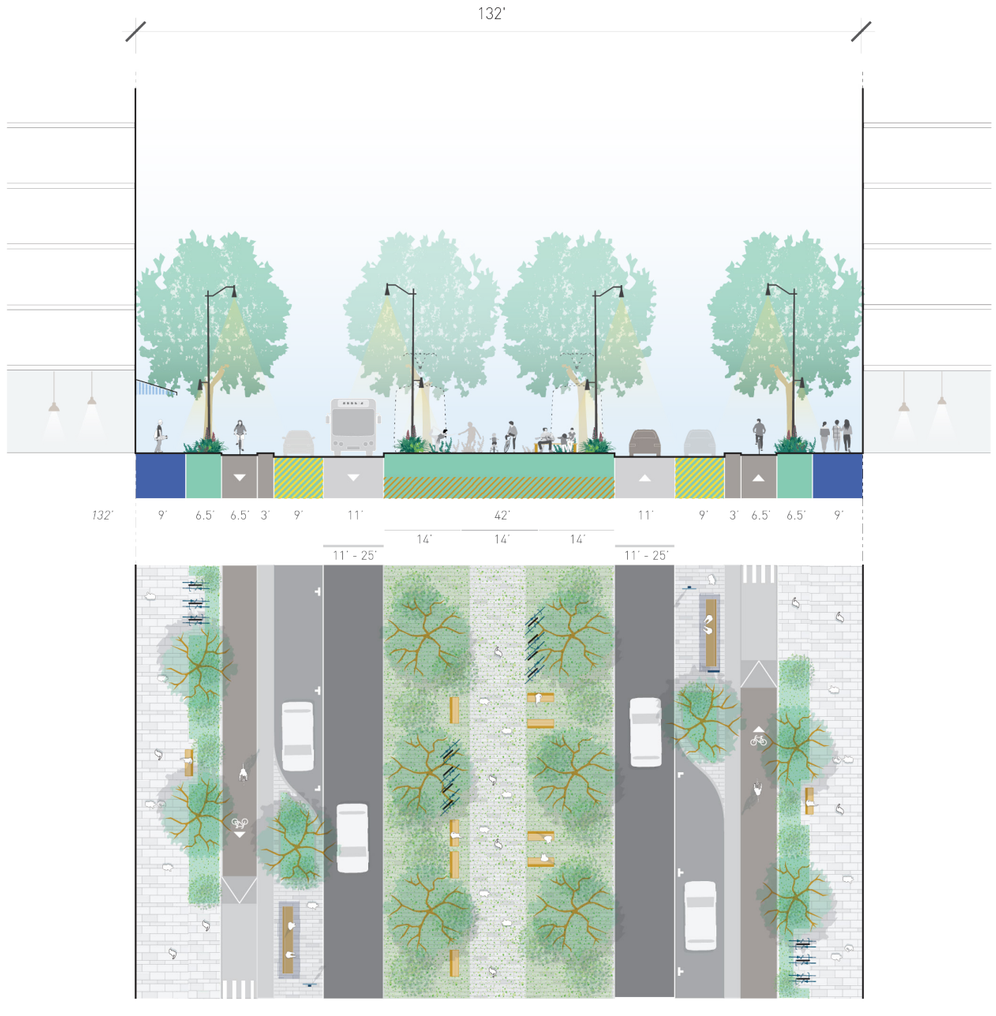
6B Urban Green Street (132')

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

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**132' (rail)**
Travel Lanes per direction	**1**
Lane Width / Crossing Distance	**11' / 11'-25' + 11'-25'**
Bike Lane	**Separated (Type 1)**
Transit	**B,R***
Median (or Left Turn Lane, when needed)	**42'**
Parking Use	**50%, Both Sides**
Sidewalk ft (Min-Max)	**9'**
Existing/Zoning-Allowed Bldg Heights	**Varies**
Setback (Min-Max)	**Varies**
Likely Functional Classification	**Collector**
Maximum Target Speed	**20 mph**
Traffic Volumes	**Medium**
Miles (% of total)	**Up to 2.7%**
Person Mobility	**High**
Greening	**High**
Placemaking	**Medium**
Curbside Uses	**Medium**
Vehicle Mobility	**Low**
La Rambla, Barcelona, Spain	
Boulevard Richard Lenoir, Paris, France	
Sonder Boulevard, Copenhagen, Denmark	

** Rail should be implemented according to City and State transportation and transit agencies' plans, and not on every Destination Thoroughfare typology. Implementation of rail transit may increase crossing distance by 14' to accommodate rail tracks, and does not necessarily add more travel lanes. Crossing distance of 35' represents two lanes plus transit lane.*



7 Urban Village Main Street

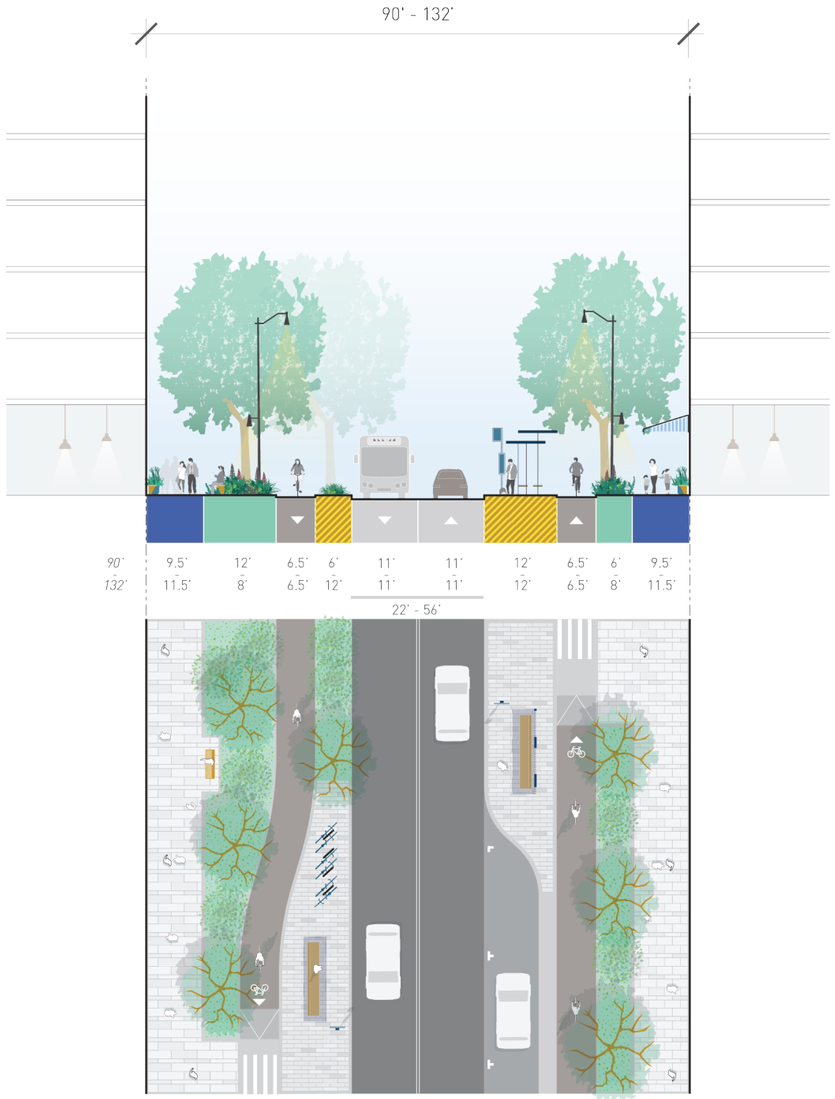
Main street in or connecting urban village centers with multiple land uses and building types, where activity, movement, sense of place, and access are important.

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**90' - 132'**
Travel Lanes per direction	**1-2 (2 lanes if Right of Way =132')**
Lane Width / Crossing Distance	**11' / 22' + 22'**
Bike Lane	**Separated (Type 1)**
Transit	**B**
Median (or Left Turn Lane, when needed)	**12' (add if Right of Way=132')**
Parking Use	**50%, Both Sides**
Sidewalk ft (Min-Max)	**9.5 - 11.5'**
Existing/Zoning-Allowed Bldg Heights	**15' / 150'**
Setback (Min-Max)	**Varies**
Likely Functional Classification	**Collector**
Maximum Target Speed	**25 mph****
Traffic Volumes	**Medium**
Miles (% of total)	**7.7%**
Person Mobility	**High**
Greening	**Medium / High**
Placemaking	**High**
Curbside Uses	**High**
Vehicle Mobility	**Medium / Low**
2nd Avenue, Casper, WY	
Santa Cruz Avenue, Menlo Park, CA	
NE 3rd Street, McMinnville, OR	

*** These state routes' speed limits may currently be between 30 to 40 mph. Click this link for information on 'Applications to State Routes'.*

For UDOT Streets only: The street cross section shown can and will change. Per state code, the primary purpose of state highways is to "move higher traffic volumes over long distances." The elements outside of this purpose may change to fit within the existing right-of-way. Read more about "Applying Typologies to UDOT Streets" in Chapter 4.

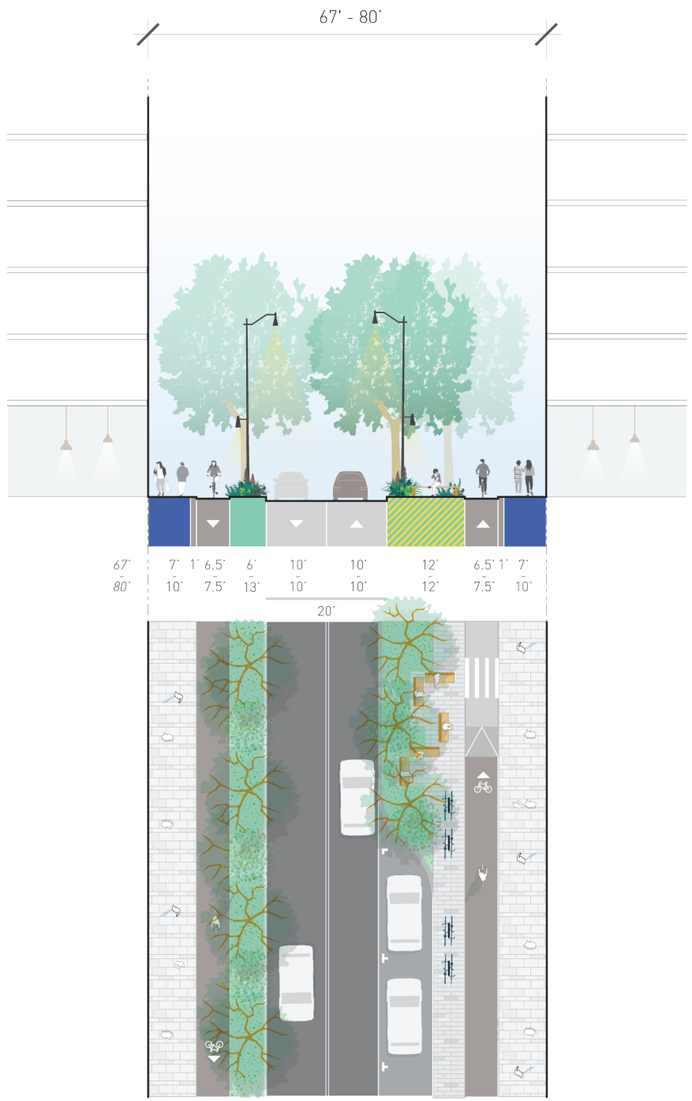


8 Urban Village Street

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

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**67' - 80'**
Travel Lanes per direction	**1**
Lane Width / Crossing Distance	**10' / 20'**
Bike Lane	**Separated (Type 1)**
Transit	**-**
Median (or Left Turn Lane, when needed)	**-**
Parking Use	**75%, One Side**
Sidewalk ft (Min-Max)	**8-10'**
Existing/Zoning-Allowed Bldg Heights	**15' / 150'**
Setback (Min-Max)	**None - Small**
Likely Functional Classification	**Local**
Maximum Target Speed	**15 mph**
Traffic Volumes	**Low**
Miles (% of total)	**7.7%**
Person Mobility	**High**
Greening	**High**
Placemaking	**Medium**
Curbside Uses	**Medium**
Vehicle Mobility	**Low**
John Islip Street, London, UK	
Cranberry Street, Brooklyn, NY	
Kekstraat, Haren, NL	



Sidewalk
Green / Stationary Zone
Vehicular Lane
Bike Lane
Flex Zone

9 Industrial/Business Park Thoroughfare

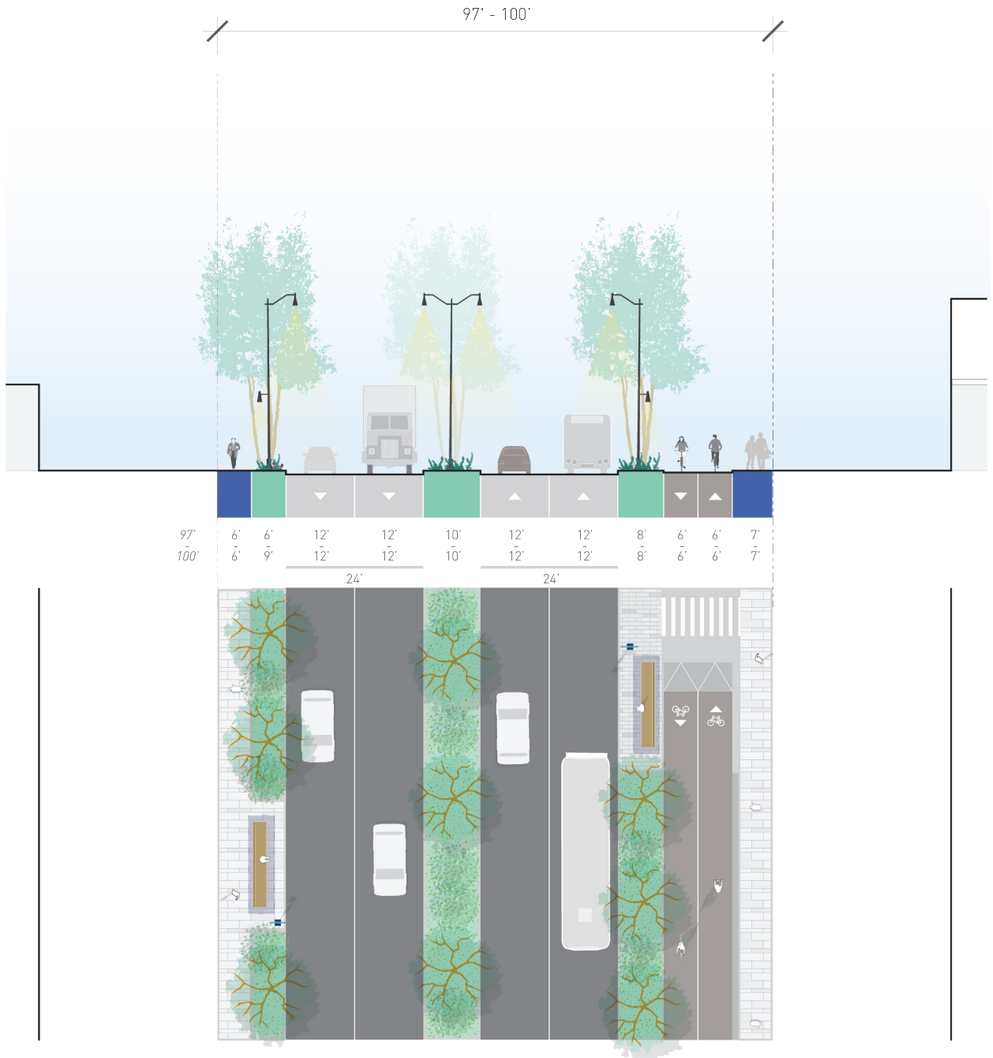
Principal street in industrial or business parks, mostly west of Redwood Road, with important connections to freeways. Other street priorities are accommodated at lesser intensities.

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**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'**
Parking Use	**-**
Sidewalk ft (Min-Max)	**6-7'**
Existing/Zoning-Allowed Bldg Heights	**15' / 150'**
Setback (Min-Max)	**Large**
Likely Functional Classification	**Arterial**
Maximum Target Speed	**30 mph ****
Traffic Volumes	**Medium**
Miles (% of total)	**6.5%**
Person Mobility	**Medium**
Greening	**Medium**
Placemaking	**Low**
Curbside Uses	**Low**
Vehicle Mobility	**High**
Floraweg, Utrecht, NL	
Patterson Pass Road, Livermore, CA	

*** These state routes' speed limits may currently be between 30 to 40 mph. Click this link for information on 'Applications to State Routes'.*

For UDOT Streets only: The street cross section shown can and will change. Per state code, the primary purpose of state highways is to "move higher traffic volumes over long distances." The elements outside of this purpose may change to fit within the existing right-of-way. Read more about "Applying Typologies to UDOT Streets" in Chapter 4.

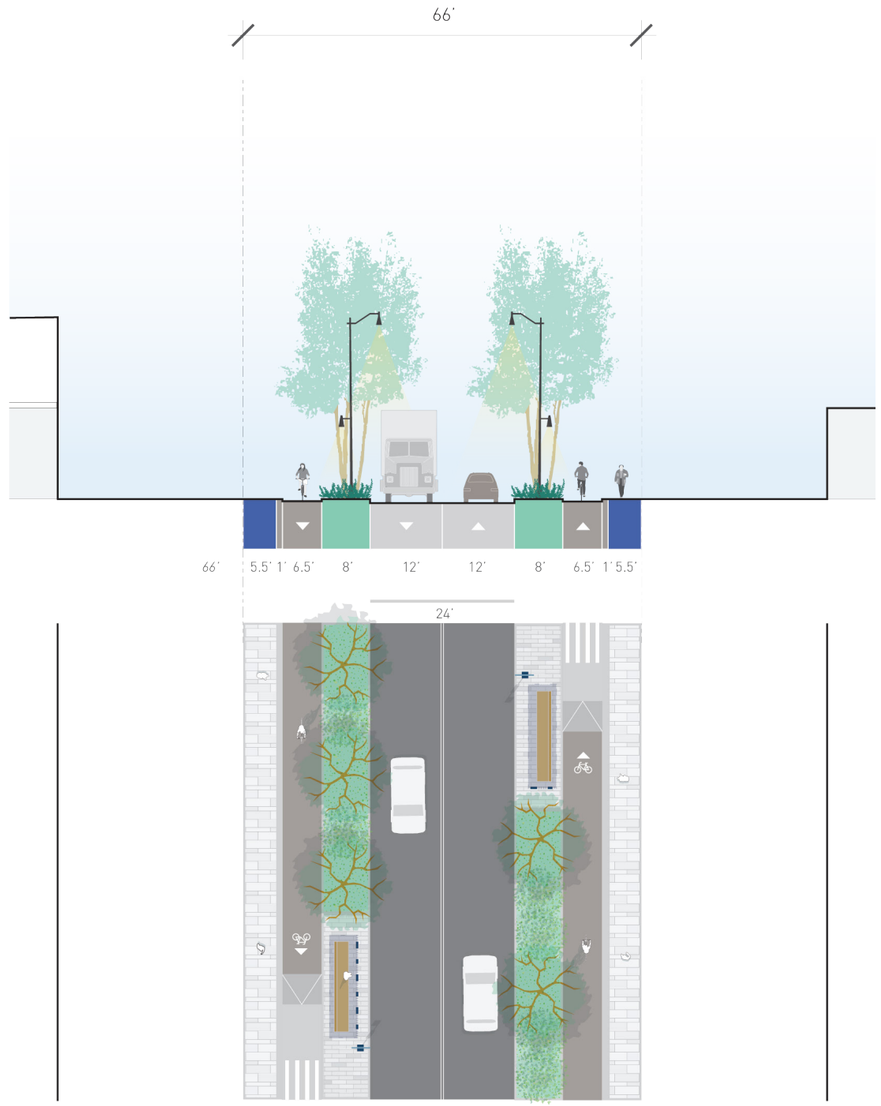


10 Industrial/Business Park Street

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

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**66'**
Travel Lanes per direction	**1**
Lane Width / Crossing Distance	**12' / 24'**
Bike Lane	**Separated (Type 1)**
Transit	**B**
Median (or Left Turn Lane, when needed)	**-**
Parking Use	**-**
Sidewalk ft (Min-Max)	**5.5'**
Existing/Zoning-Allowed Bldg Heights	**15' / 150'**
Setback (Min-Max)	**Large**
Likely Functional Classification	**Local**
Maximum Target Speed	**20 mph**
Traffic Volumes	**Low**
Miles (% of total)	**10.7%**
Person Mobility	**Medium**
Greening	**Medium**
Placemaking	**Low**
Curbside Uses	**Medium**
Vehicle Mobility	**Medium**
Niels Bohrweg, Utrecht, NL	



11 Neighborhood Corridor

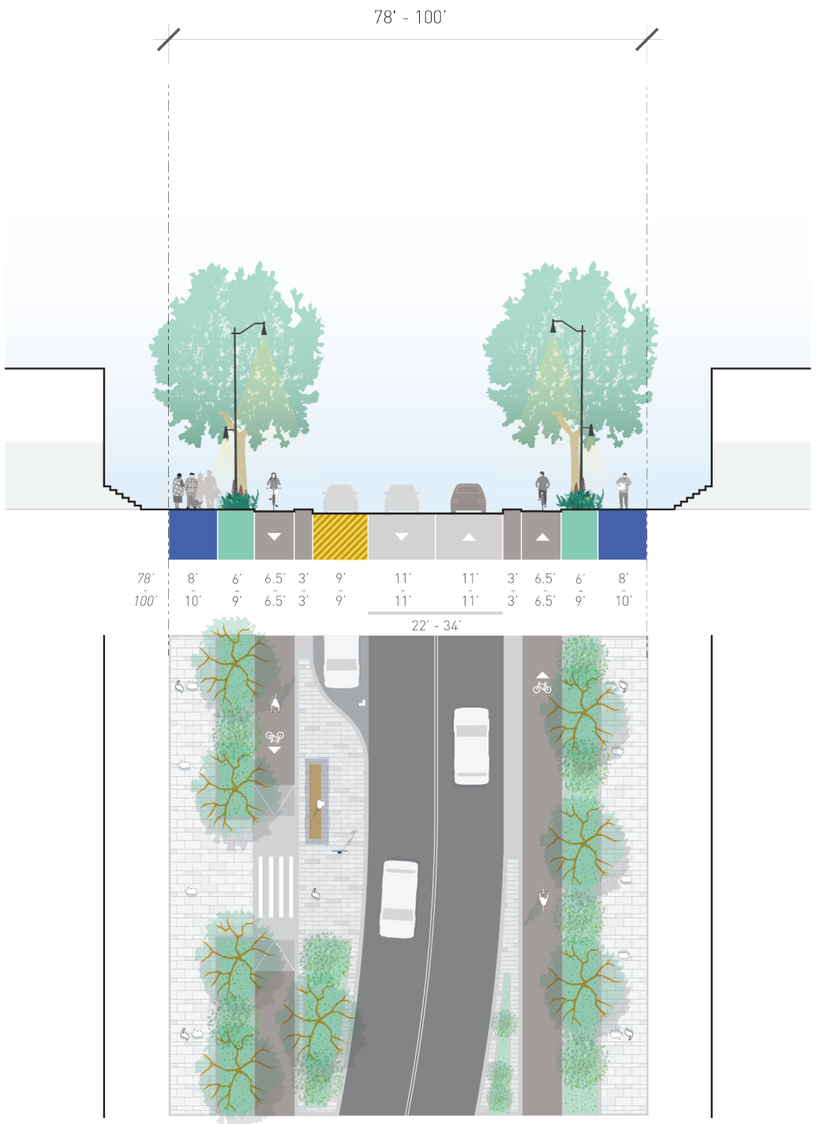
Principal street through and/or between neighborhoods, with a greater focus on residential uses than an Urban Village Main Street.

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**78' - 100'**
Travel Lanes per direction	**1**
Lane Width / Crossing Distance	**11' / 11'-22'**
Bike Lane	**Separated (Type 1)**
Transit	**B**
Median (or Left Turn Lane, when needed)	**12' (added if ROW=100')**
Parking Use	**50%, Both Sides**
Sidewalk ft (Min-Max)	**8-10'**
Existing/Zoning-Allowed Bldg Heights	**15' / 60'**
Setback (Min-Max)	**Small - Medium**
Likely Functional Classification	**Collector**
Maximum Target Speed	**25 mph ****
Traffic Volumes	**Medium**
Miles (% of total)	**6.8%**
Person Mobility	**Medium**
Greening	**High**
Placemaking	**Medium**
Curbside Uses	**Medium / Low**
Vehicle Mobility	**Medium / Low**
Rijksstraatweg, Haren, NL	

*** These state routes' speed limits may currently be between 30 to 40 mph. Click this link for information on 'Applications to State Routes'.*

For UDOT Streets only: The street cross section shown can and will change. Per state code, the primary purpose of state highways is to "move higher traffic volumes over long distances." The elements outside of this purpose may change to fit within the existing right-of-way. Read more about "Applying Typologies to UDOT Streets" in Chapter 4.

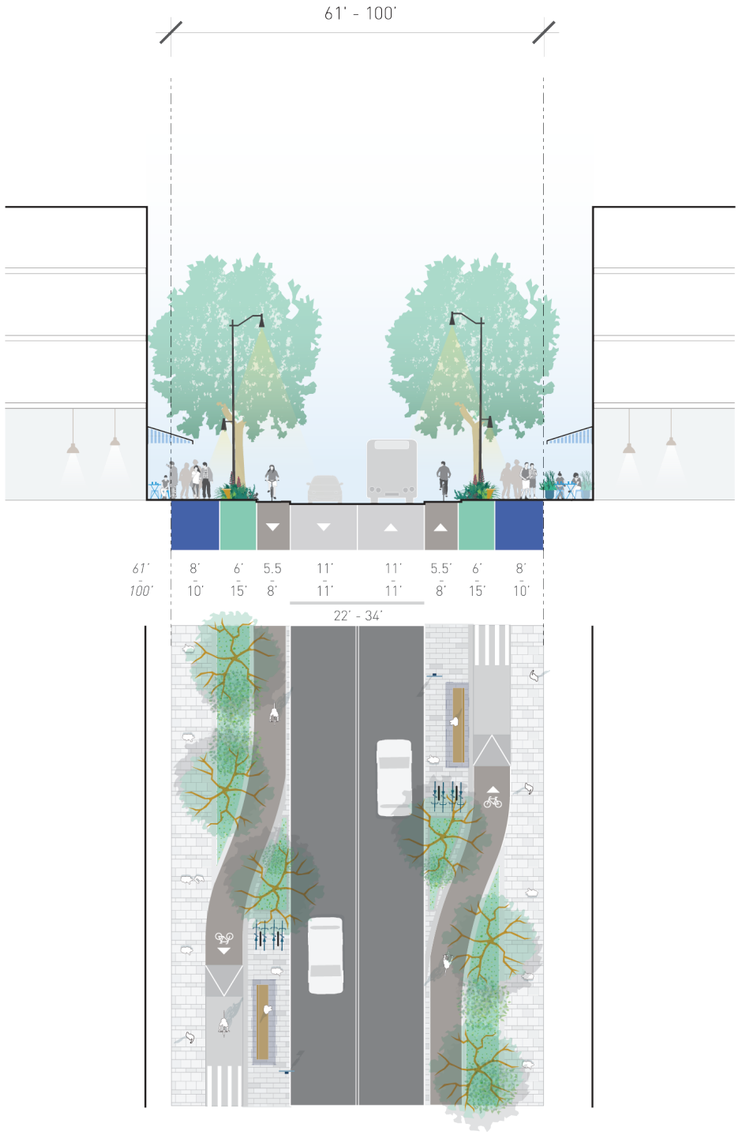


12 Neighborhood Center

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

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**61' - 100'**
Travel Lanes per direction	**1**
Lane Width / Crossing Distance	**11' / 11'-22'**
Bike Lane	**Raised (Type 2)**
Transit	**B**
Median (or Left Turn Lane, when needed)	**12' (added if Right of Way=100')**
Parking Use	**-**
Sidewalk ft (Min-Max)	**8-10'**
Existing/Zoning-Allowed Bldg Heights	**15' / 45'**
Setback (Min-Max)	**Small - Medium**
Likely Functional Classification	**Collector**
Maximum Target Speed	**20 mph**
Traffic Volumes	**Medium**
Miles (% of total)	**1.0%**
Person Mobility	**High**
Greening	**High**
Placemaking	**High**
Curbside Uses	**Medium**
Vehicle Mobility	**Medium / Low**
Mt, Vernon Avenue, Alexandria, VA	
32nd Avenue NW, Seattle, WA	
Union Street, Seattle, WA	

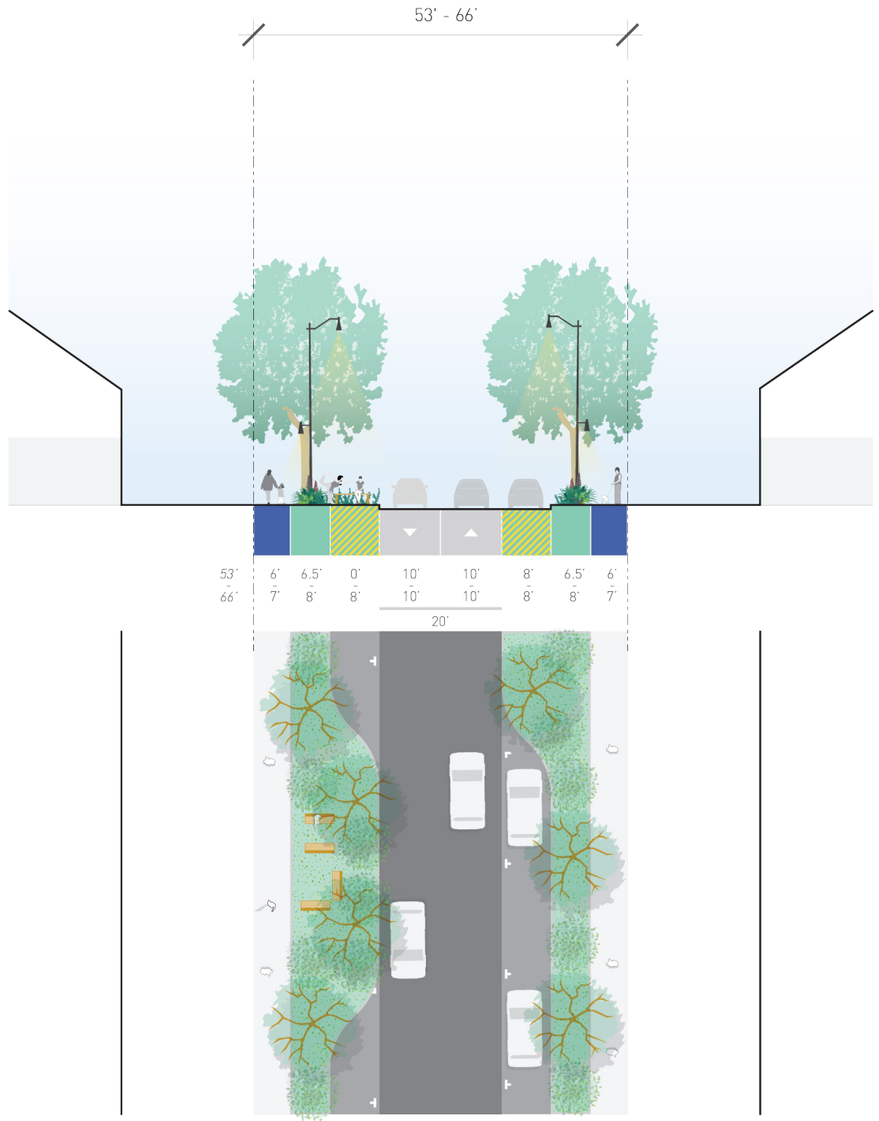


13 Neighborhood Street

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.

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**53' - 66'**
Travel Lanes per direction	**0-1**
Lane Width / Crossing Distance	**10' / 20'**
Bike Lane	**-**
Transit	**-**
Median (or Left Turn Lane, when needed)	**-**
Parking Use	**75%, One to Two Sides**
Sidewalk ft (Min-Max)	**6'-7'**
Existing/Zoning-Allowed Bldg Heights	**15' / 60'**
Setback (Min-Max)	**Small-Medium**
Likely Functional Classification	**Local**
Maximum Target Speed	**15 mph**
Traffic Volumes	**Low**
Miles (% of total)	**33.9%**
Person Mobility	**High**
Greening	**High**
Placemaking	**Low**
Curbside Uses	**Medium / Low**
Vehicle Mobility	**Low**
3rd Avenue, Salt Lake City, UT	
48th Avenue South, Minneapolis, MN	

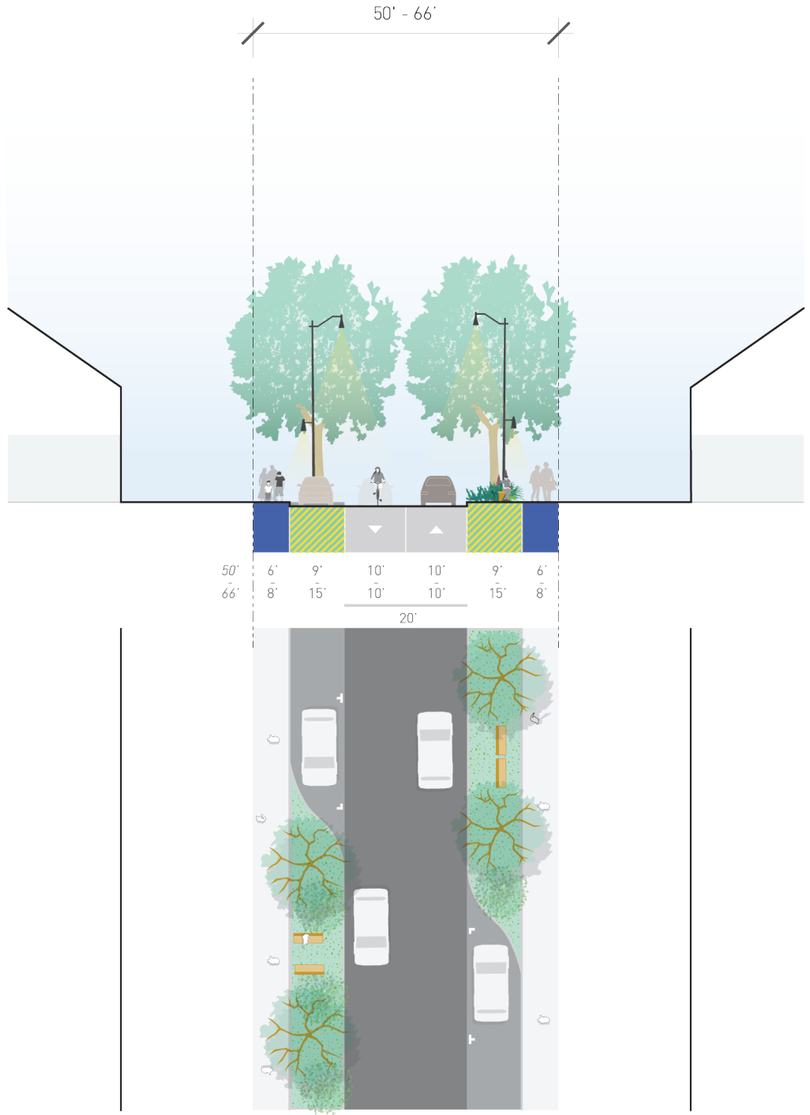


14 Neighborhood Green Street

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

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**50' - 66'**
Travel Lanes per direction	**0-1**
Lane Width / Crossing Distance	**10' / 20'**
Bike Lane	**-**
Transit	**-**
Median (or Left Turn Lane, when needed)	**-**
Parking Use	**50%, One to Two Sides**
Sidewalk ft (Min-Max)	**6'-8'**
Existing/Zoning-Allowed Bldg Heights	**Varies**
Setback (Min-Max)	**Small-Medium**
Likely Functional Classification	**Local**
Maximum Target Speed	**15 mph**
Traffic Volumes	**Low**
Miles (% of total)	**9.6%**
Person Mobility	**High**
Greening	**High**
Placemaking	**Low**
Curbside Uses	**Low**
Vehicle Mobility	**Low**
N 42nd Street, Seattle, WA	
10th Avenue, Vancouver, BC	



15 Neighborhood Shared Street

Where cars are invited guests and where focus is on people, activity, and placemaking. These may be one-way or car-free, if desired by the community.

Note: Refer to Chapter 2 of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to Chapter 3 for intersection treatments.

Right of Way	**30' - 66'**
Travel Lanes per direction	**0-1**
Lane Width / Crossing Distance	**-**
Bike Lane	**-**
Transit	**-**
Median (or Left Turn Lane, when needed)	**-**
Parking Use	**25%, One Side**
Sidewalk ft (Min-Max)	**-**
Existing/Zoning-Allowed Bldg Heights	**15' / 60'**
Setback (Min-Max)	**Small**
Likely Functional Classification	**Local**
Maximum Target Speed	**10 mph**
Traffic Volumes	**Very Low**
Miles (% of total)	**5.1%**
Person Mobility	**High**
Greening	**High**
Placemaking	**Medium**
Curbside Uses	**Low**
Vehicle Mobility	**Low**
Kleine Appelstraat, Groningen, NL	
Jerichausgade, Copenhagen, DK	
Argyle Court, Salt Lake City, UT