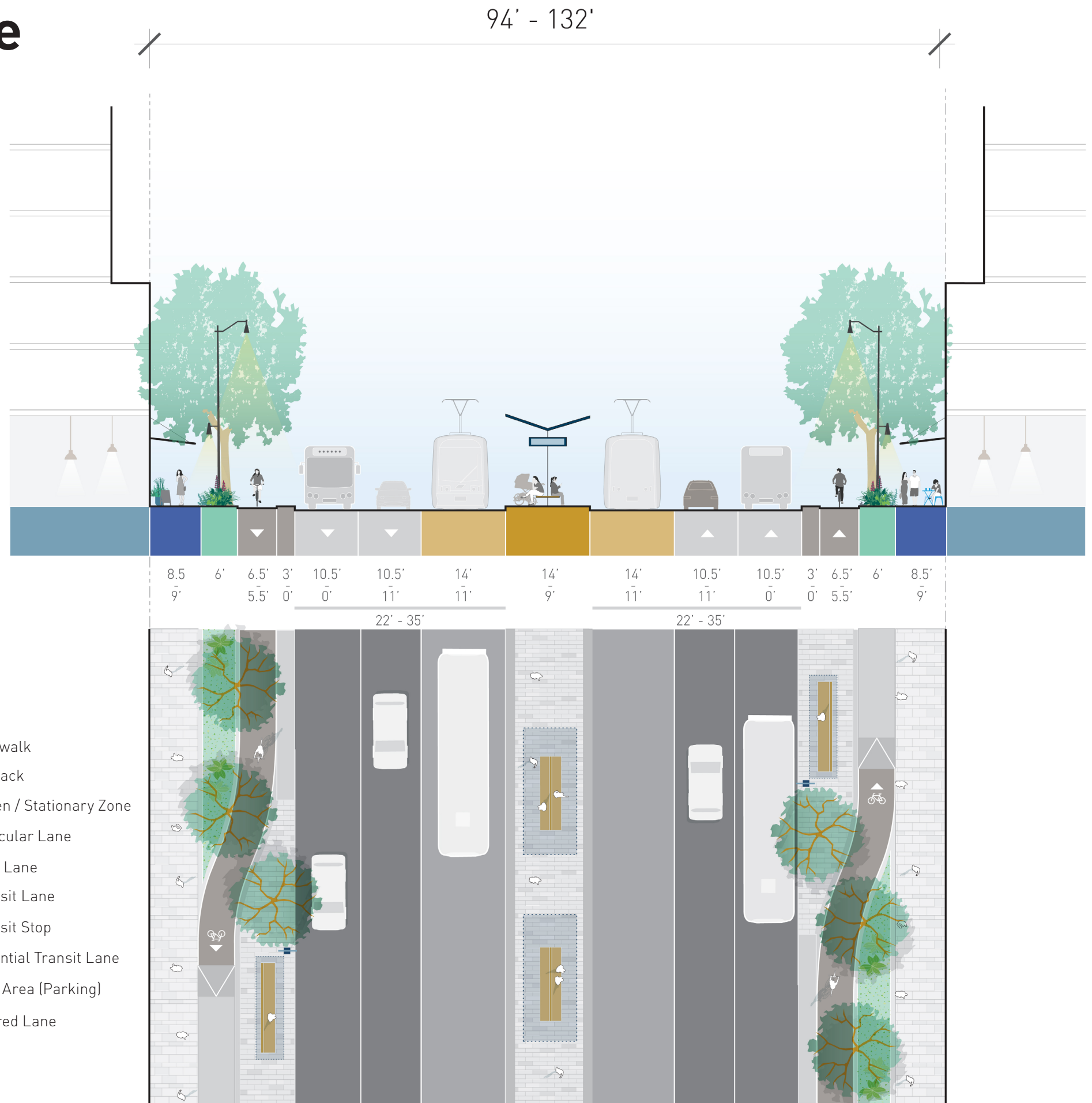


# 3. Destination Thoroughfare

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' / 22'-35' + 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>

- 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.