



II. STREETS

TYOLOGY ELEMENT DEFINITIONS

The following pages provide illustrations of the typologies identified for Salt Lake City streets. Each page is dedicated to a distinct typology and every Salt Lake City street is assigned a distinct typology (see the map of assigned typologies at Salt Lake City's typologies website [here](#)). These typologies represent proposed design concepts based on current or anticipated land uses, and may not necessarily reflect the current roadway design on each individual street. On the right side of each of the following pages are illustrations showing the possible cross-section design for the typology, as well as a plan view showing how each typology might look when viewed from above. On the left side of each page, a table summarizes the typology's design elements and right-of-way priorities. The tables include the following elements:

- **RIGHT-OF-WAY (ROW):** The range of widths (in feet) of the publicly-owned portion of each street, as measured perpendicularly from property line to property line. These are often shown as ranges because not every street with the same typology assignment is the same width.
- **TRAVEL LANES PER DIRECTION:** The number of lanes dedicated to moving people in vehicles (cars, trucks, and buses) in each direction. These are often shown as ranges, acknowledging that not every street assigned a typology has the same number of lanes, and also that lane reductions might be more or less appropriate depending on transportation demand and community context.

- **LANE WIDTH/CROSSING DISTANCE:** The range of travel lane widths and the distance needed to walk across all travel lanes, combined. For example, on the One-Way Thoroughfare (Grand Boulevard) typology, this is shown as 11' / 33' – 55', meaning that the typical lane is 11' wide and the crossing distance is as short as 33' (for three travel lanes) or as long as 55' (for five travel lanes).



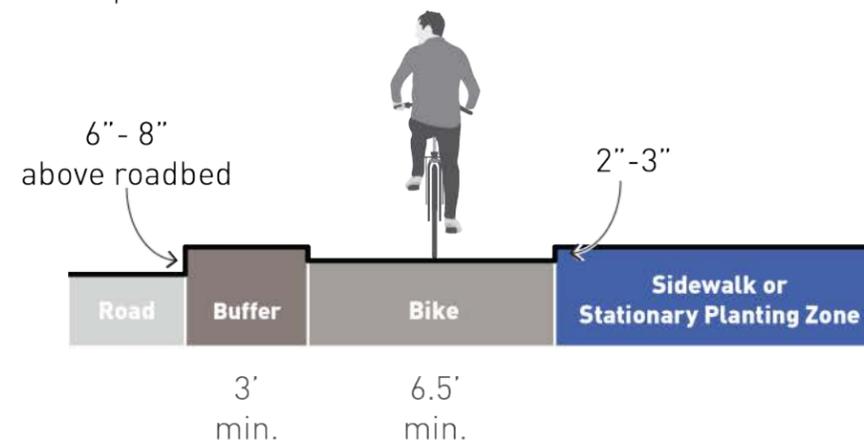


- **BIKE LANE:** The preferred bike lane type, either separated and raised (Type 1) or raised (Type 2), as shown below:

Bike Lane Types

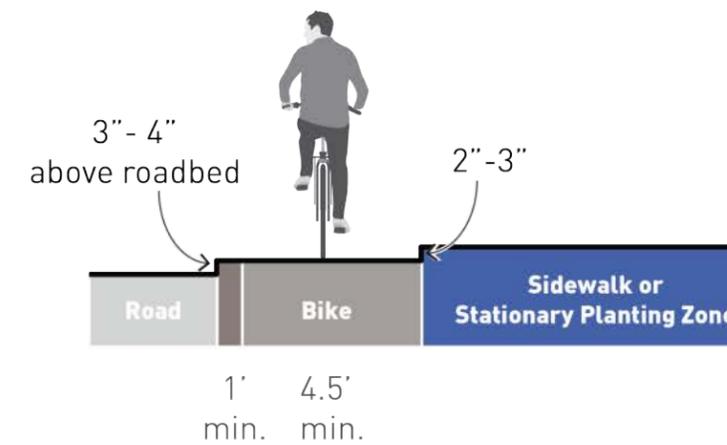
Type 1

Separated + Raised



Type 2

Raised

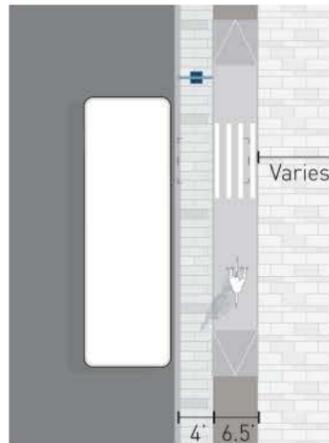




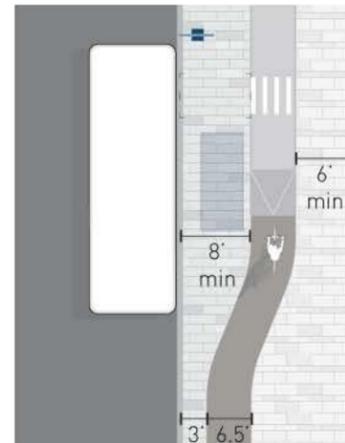
• **TRANSIT:** If transit is expected, this field describes whether that service would be bus (B), rail (R), or both. Transit should only be implemented according to regional and local transit plans, meaning not every street assigned a typology with space for transit will have transit.

Bus Stop Configurations

1. Shared Cycle Track Bus Stop



2. Island Bus Stop



3. Flex Zone Bus Stop





- **MEDIAN OR LEFT TURN LANE:** If a median is needed and its appropriate width. Medians may be green space, left-turn lanes, or transit platforms, based on needs at various points along each street.
- **PARKING USE:** This element indicates whether parking would be on one or both sides of the street, and how much of the curbside space might be used for parking. Curbside spaces are sometimes referred to as “flex zones”, and their use can vary depending on typology. This part of the right-of-way could be used for wider park strips, parklets, public art, transit lanes, vehicle parking, additional vehicle lanes, bus stops, bike share stations, and other purposes. The graphic below shows how this section of the right-of-way could be dedicated to a wide range of uses.
- **SIDEWALK:** The minimum to maximum desired sidewalk widths, on each side of the street.
- **BUILDING HEIGHT:** The height of adjacent buildings, expressed both in terms of current typical building heights (“Existing”) and the Zoning Ordinance’s (2020) maximum potential building height (“Allowable”). These heights are based on typical nearby zoning but should not be considered prescriptive and are subject to change. As typologies are implemented on individual corridors, planners should refer to the zoning that governs those corridors.
- **SETBACK:** Setbacks are the distance from the property line, or edge of the public right-of-way, to the building face. These are also based on the typical nearby zoning and are expressed generally (none, small, medium, large), instead of in feet.
- **LIKELY FUNCTIONAL CLASSIFICATION:** The traditional street hierarchy designations that underlie the typologies, such as arterial (a large street), collector (a medium-sized street), and local (a smaller street). These are still important to consider for federal funding and transportation network planning.
- **MAXIMUM TARGET SPEED:** Also known as design speed, this is the maximum speed at which people feel comfortable driving, based on street design, land use, and community context. Each typology’s target speed is inherent to its aspirational, future design and appropriate to the activities lining the street. It is likely that current posted speed limits on individual streets would be changed as a result of target speeds being modified through design.
- **TRAFFIC VOLUMES:** The relative amount of daily motor vehicle traffic expected for each typology, characterized as low, medium, or high.
- **MILES:** The percent of Salt Lake City’s centerline street mileage, as of 2019, represented by each typology.

Depending on context, some of the five critical functions may be prioritized more, less, or the same as others. However, physical space is provided for each critical function within the public right-of-way in the typology designs. Each of these functions’ prioritization is characterized as low, medium, or high.



* Flex Zone

The Flex Zone serves as a multi-use lane along the curbside where street Right of Way width allows. It provides space for a wide range of uses along a street - enhancing different neighborhood characters as well as reflecting the street's land uses. The Flex Zone can have different functions, it can be used for access & mobility, greening, for gathering & socializing, for public art & activation.

Access & Mobility

- Street parking
- Bike parking
- Transit stop
- Passenger load / unoad zones

Greening

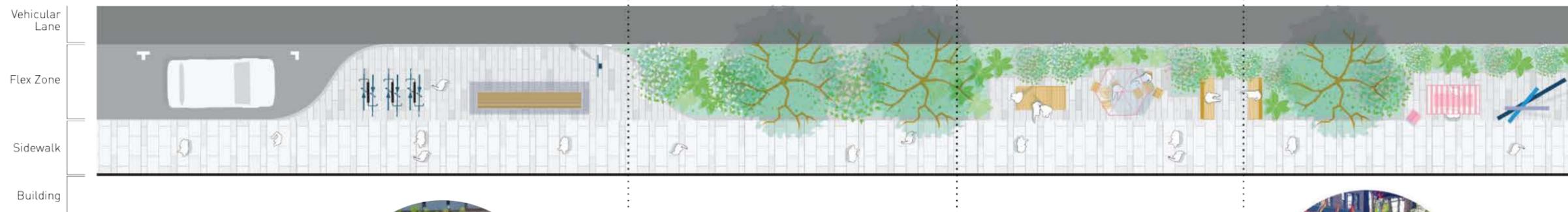
- Low plantings
- Trees
- Stormwater infiltration

Gathering & Socializing

- Outdoor dining
- Informal / formal seating
- Parklet

Art & Activation

- Public Art
- Vendors / Food Trucks



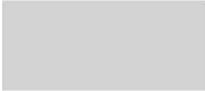


STREET TYPOLOGY DESIGNS



Use Categories

This is a comprehensive list of all the different uses included in the Salt Lake City Street Typologies. The [typologies online map](#) demonstrates where individual typologies are assigned to each Salt Lake City street.

	Sidewalk		Designated Travel Lane / Potential Parking		Parking and/or Transit Stop Island
	Green / Stationary Zone		Designated Parking / Potential Travel Lane		
	Vehicular Lane		Designated Travel Lane / Potential Transit Lane		
	Bike Lane		Designated Stationary Zone / Potential Transit Lane		
	Shared Lane		Flex Zone *		



1 Two-Way Thoroughfare (Grand Boulevard)

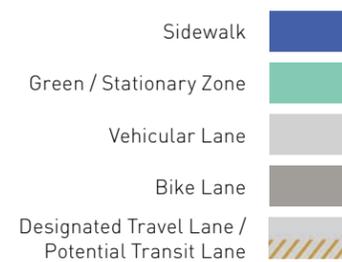
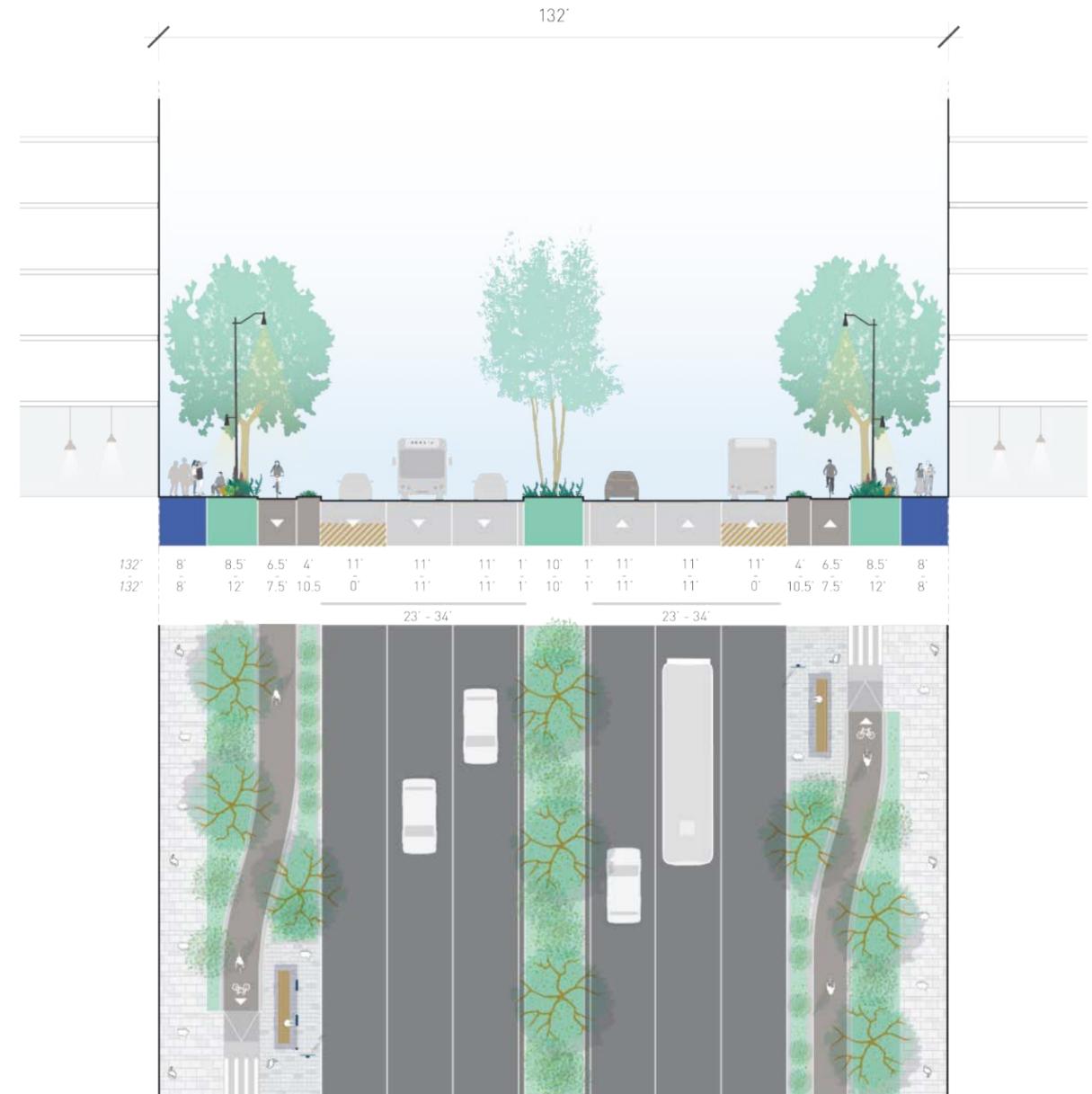
Gateways and grand entrances (two-way) to Salt Lake City, introducing people to the City while accommodating regional traffic.

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'.

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.





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).

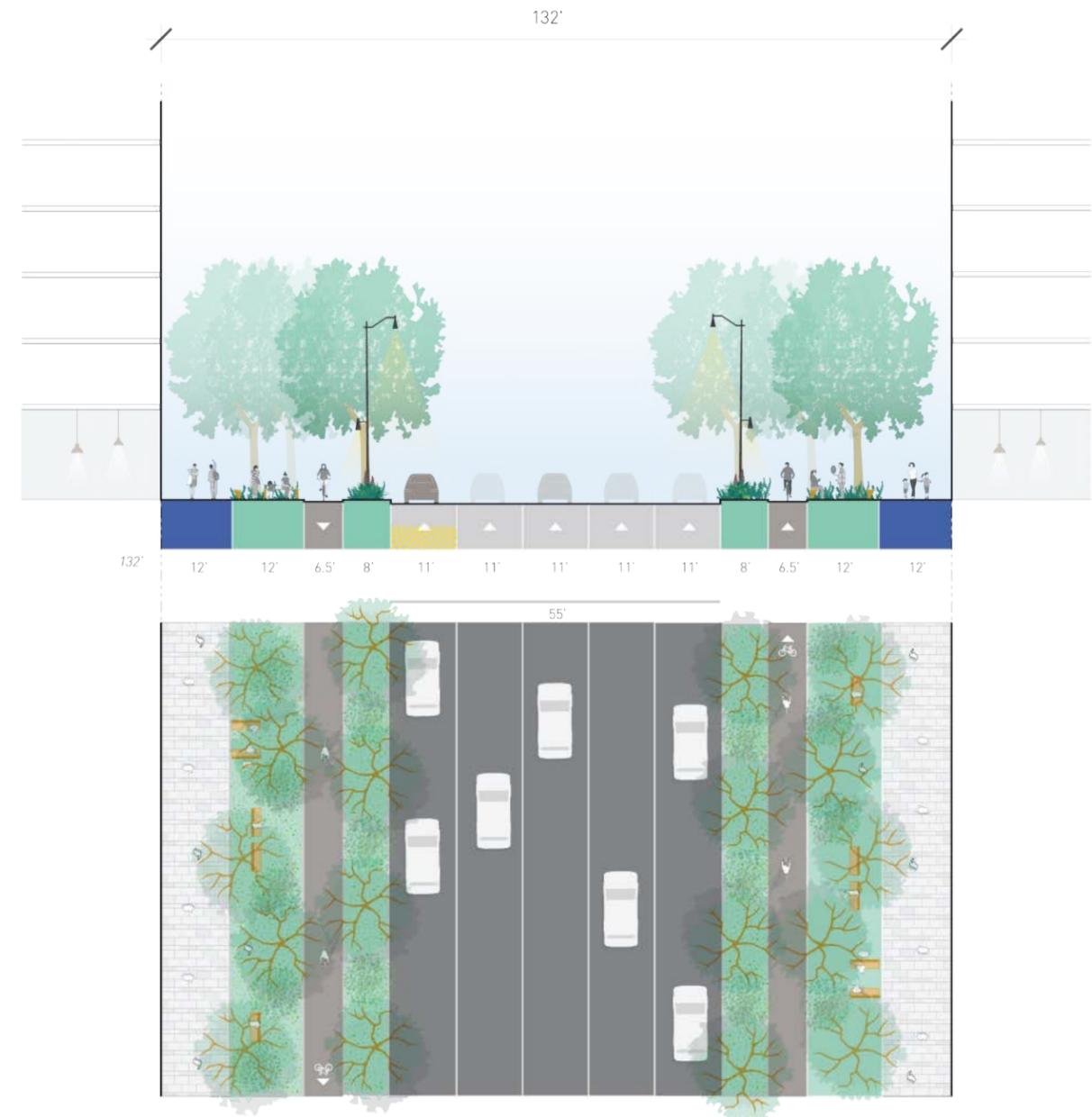
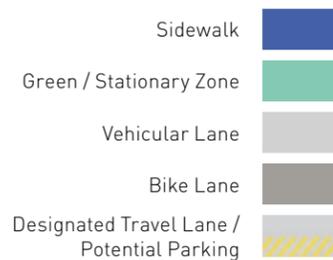
Note: Refer to [Chapter 2](#) of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to [Chapter 3](#) for intersection treatments.

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'.

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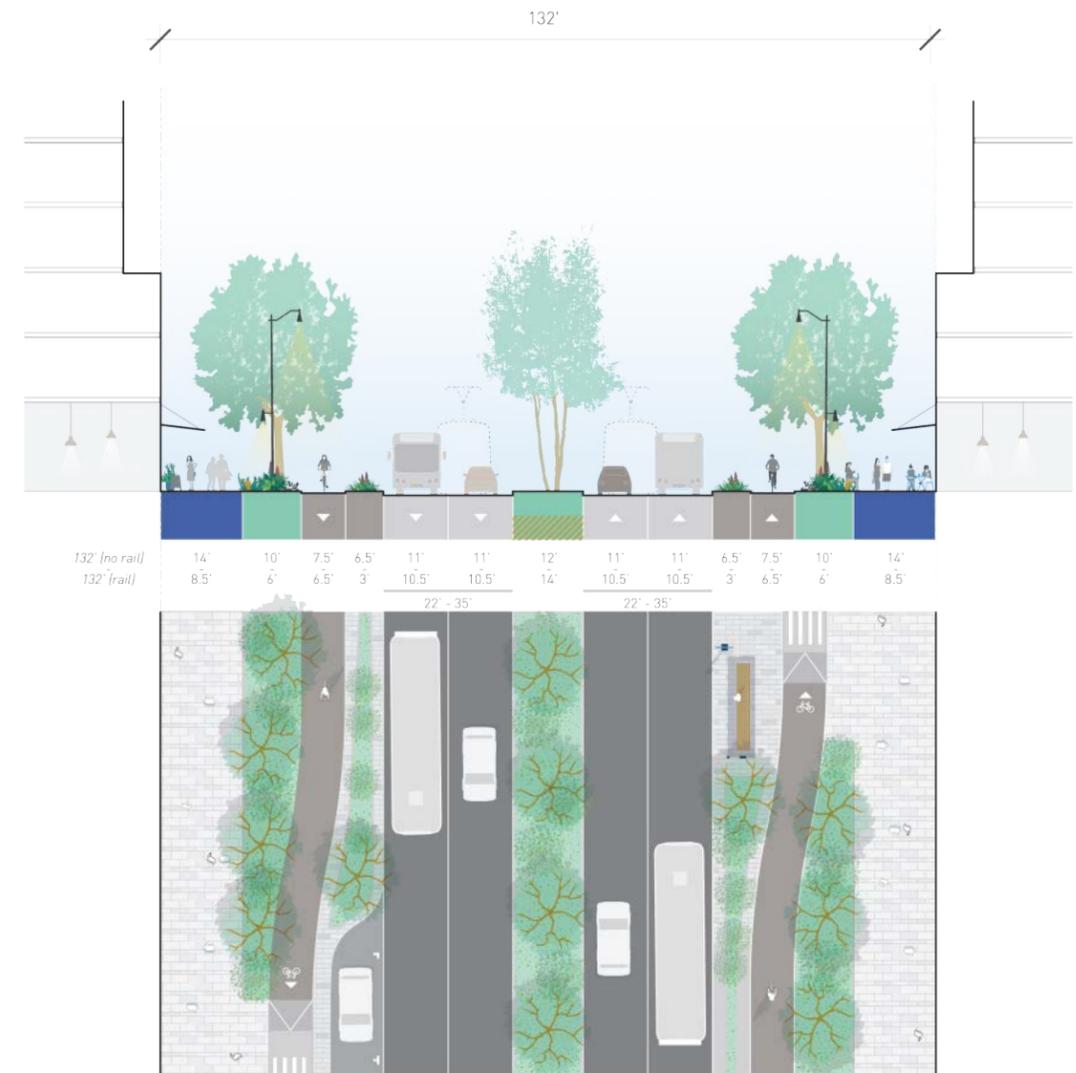
3A Destination Thoroughfare (City Version)

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.



- Sidewalk
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Designated Stationary Zone / Potential 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.

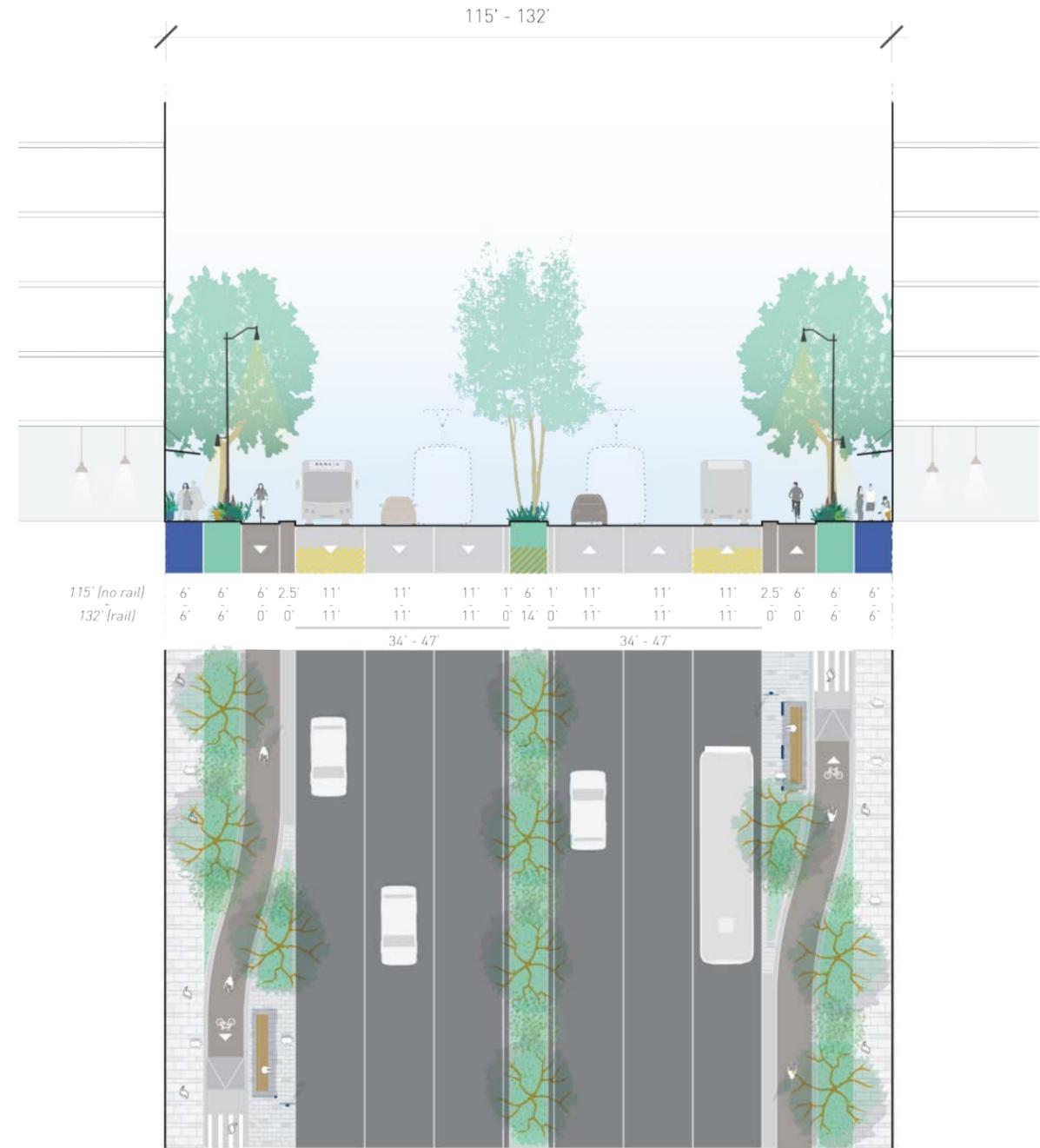
Note: Refer to [Chapter 2](#) of the Salt Lake City Street and Intersection Typology Guide for typology element definitions. Refer to [Chapter 3](#) for intersection treatments.

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'.

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- Sidewalk
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Designated Travel Lane / Potential Parking
- Designated Stationary Zone / Potential Transit Lane



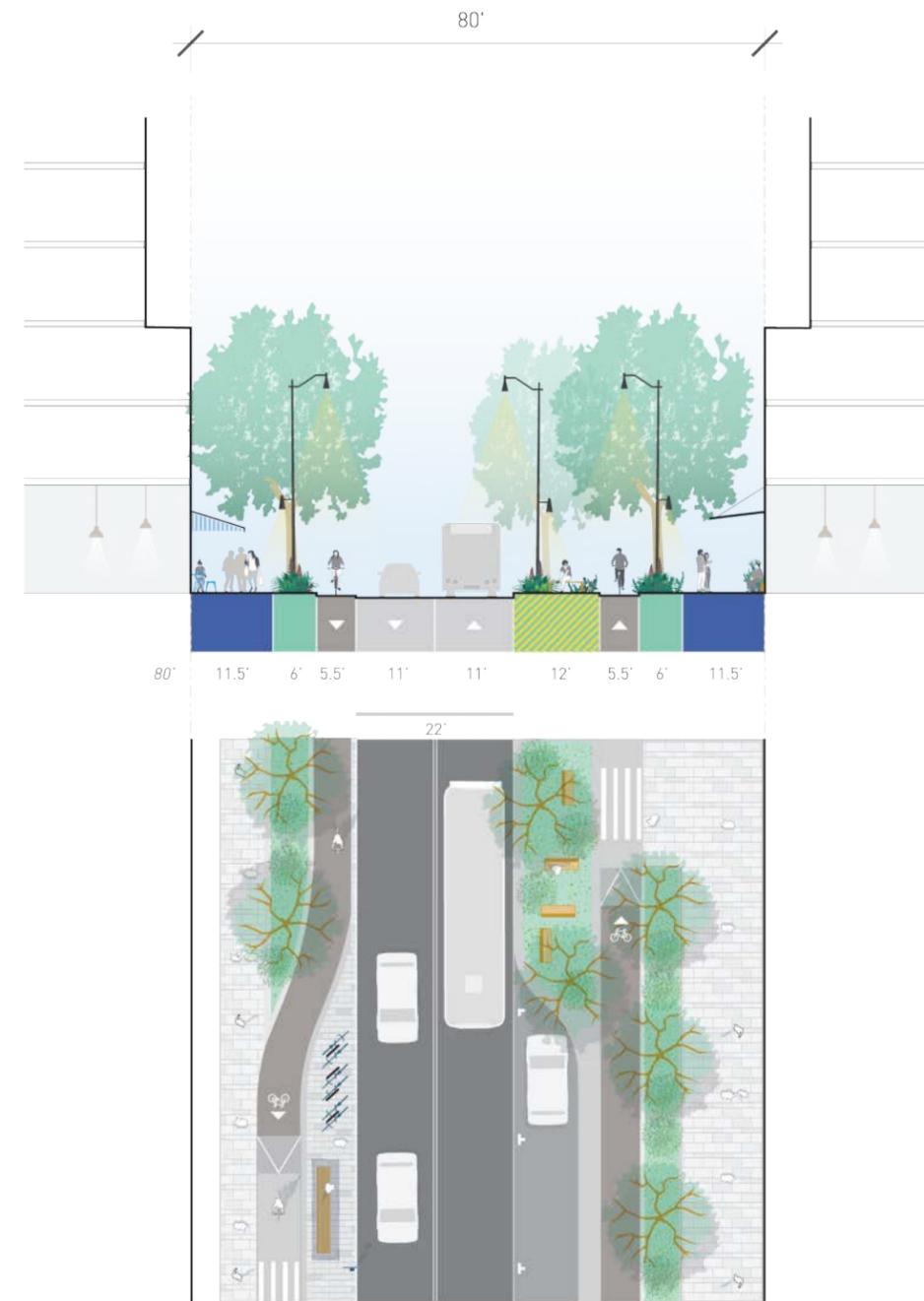
4 Destination Street

“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	

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- Sidewalk
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Flex Zone

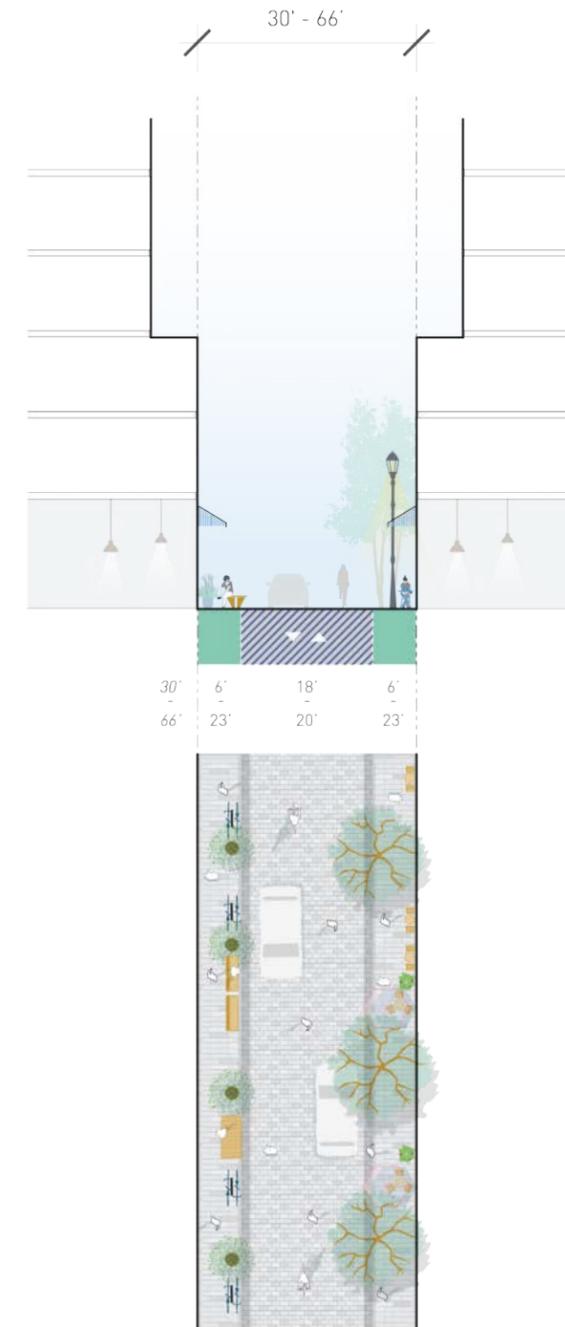


5 Commercial Shared Street

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	



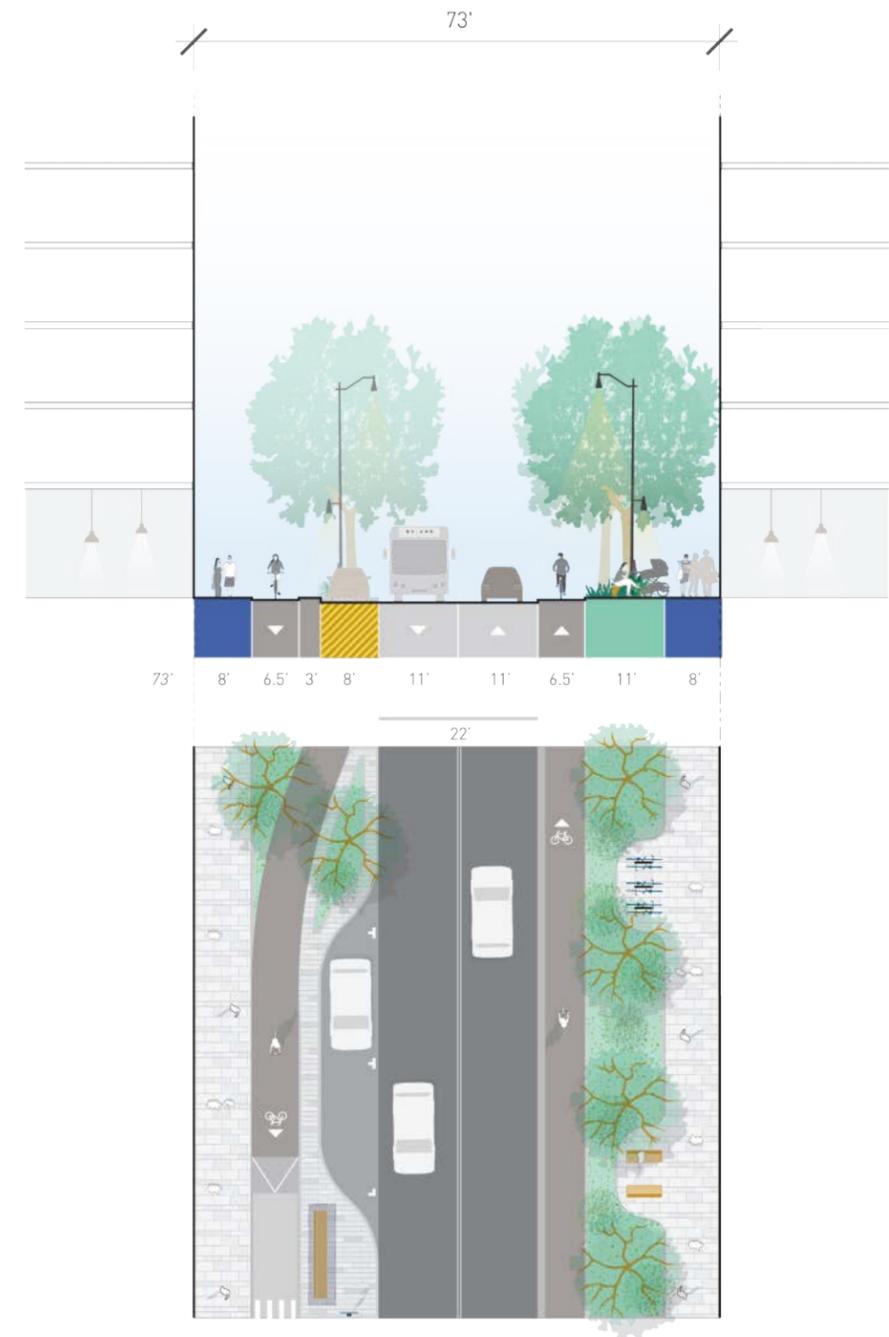


6A Urban Green Street (73')

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	



- Sidewalk
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Parking and/or Transit Stop Island



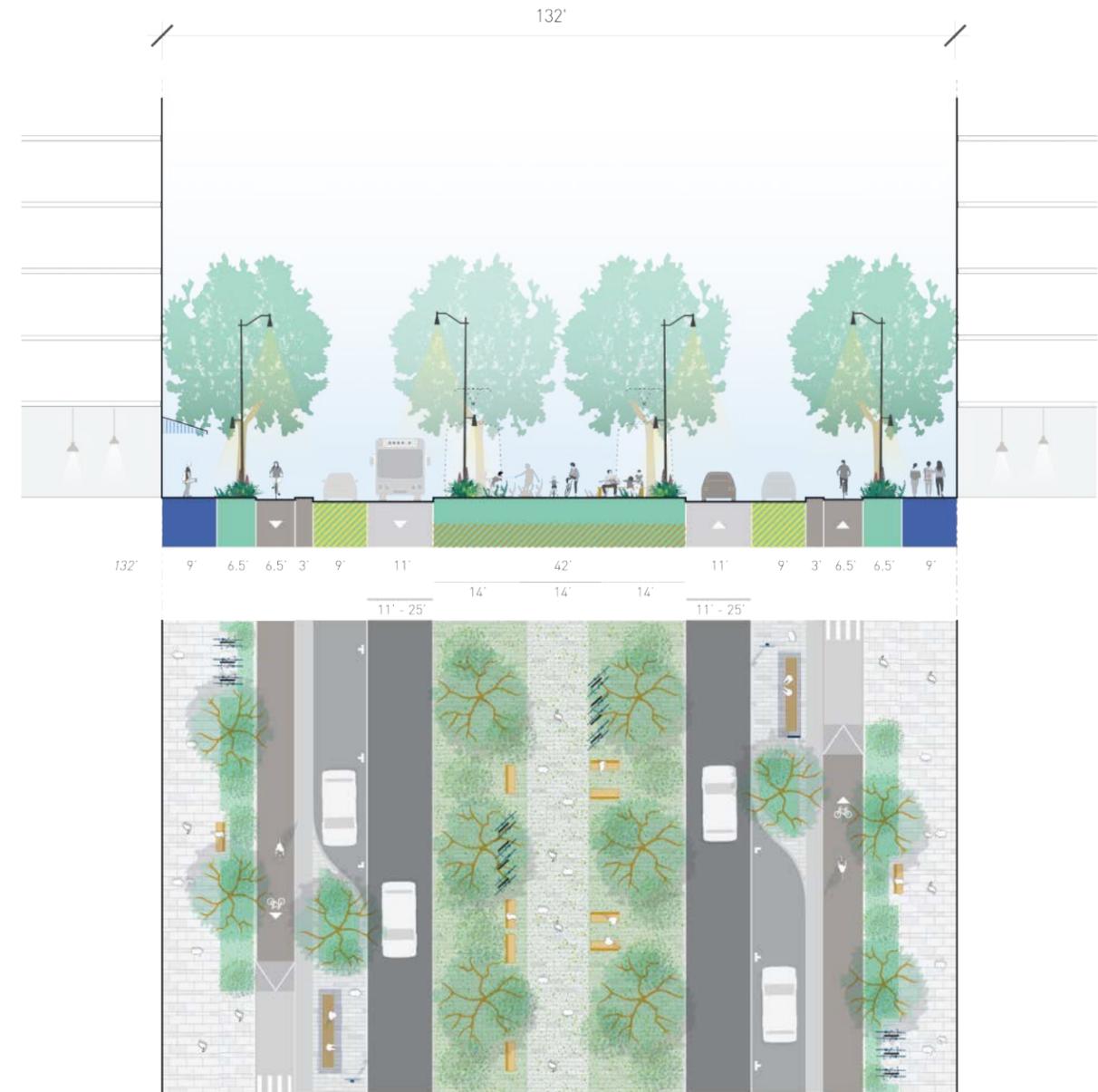
6B Urban Green Street (132')

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

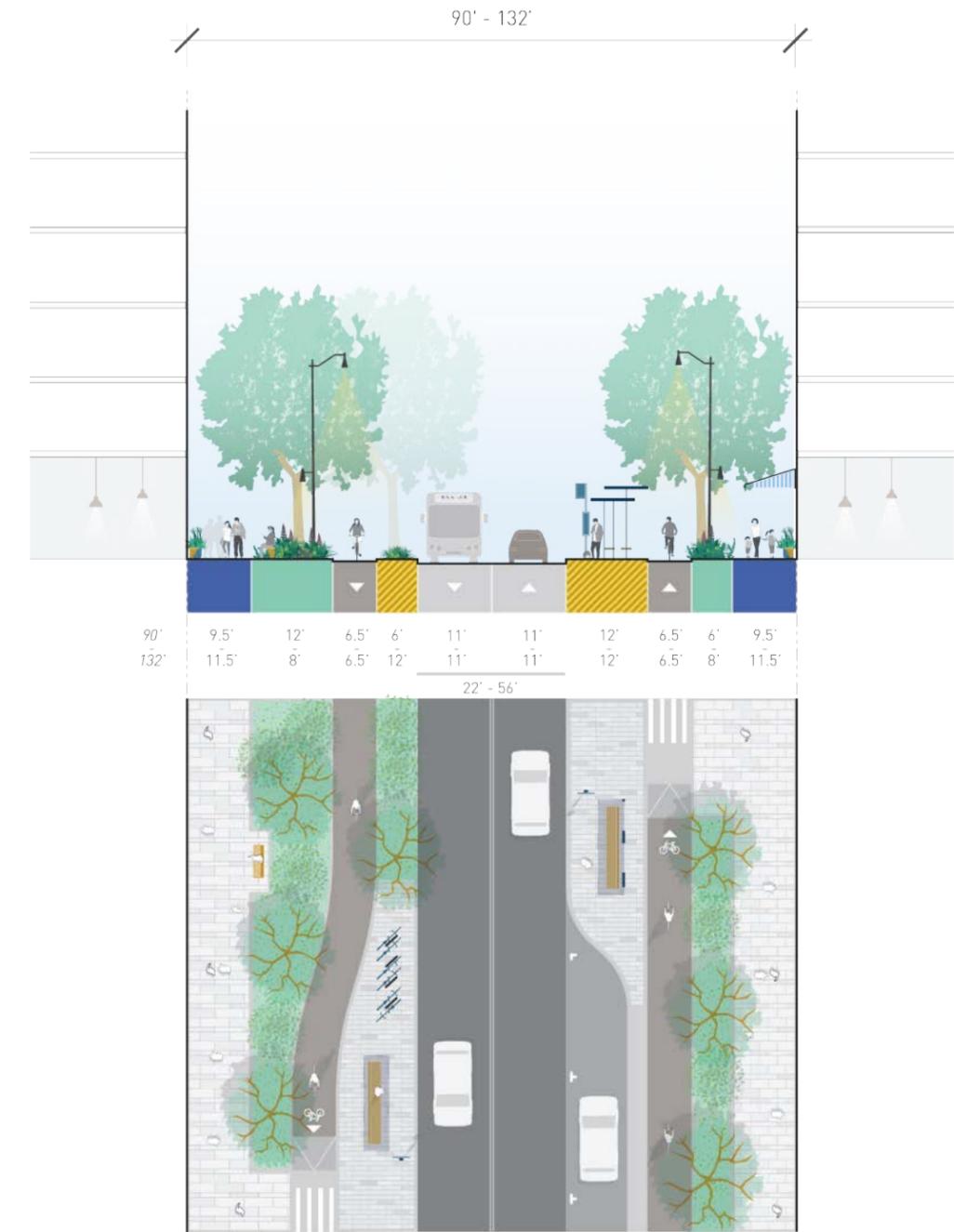
Main street in or connecting urban village centers with multiple land uses and building types, where activity, movement, sense of place, and access are important.

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'.

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- Sidewalk
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Parking and/or Transit Stop Island

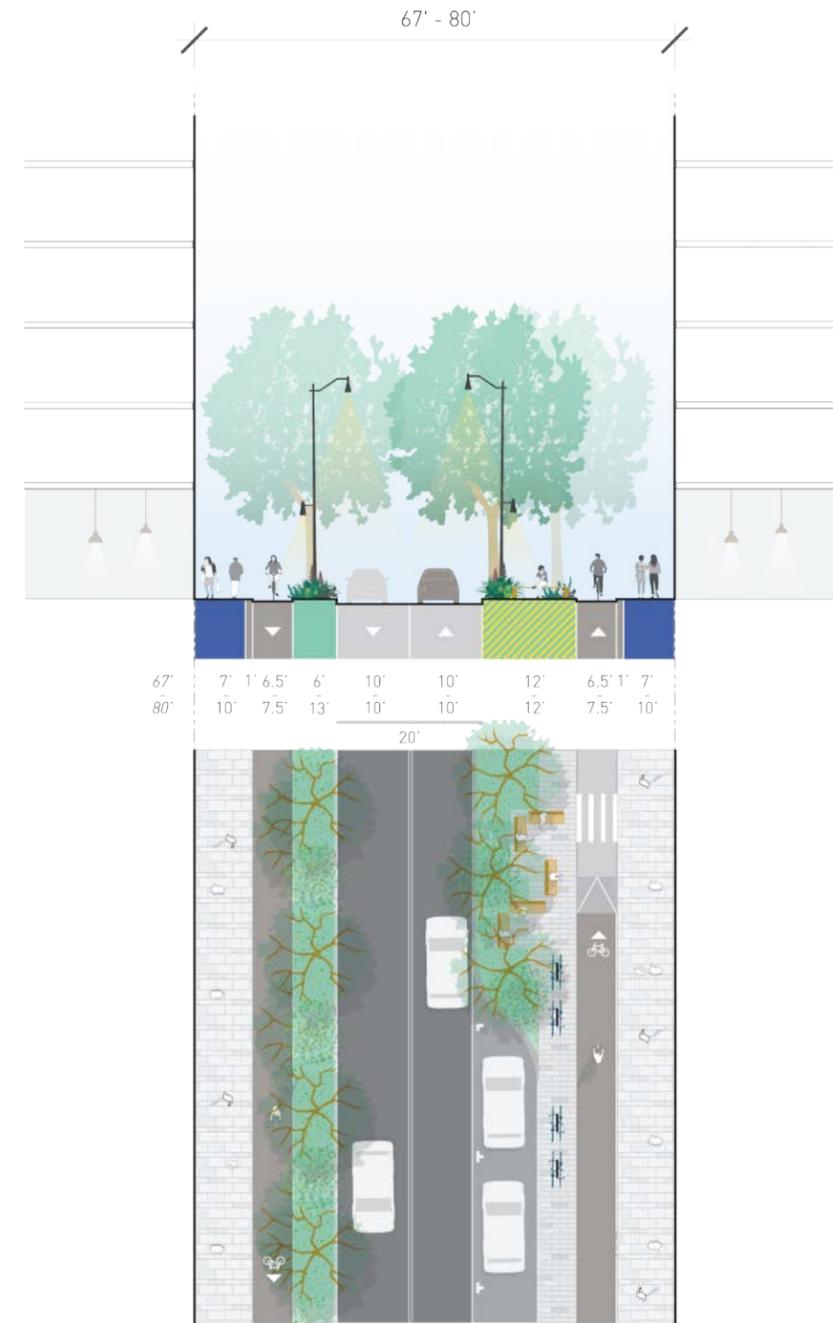
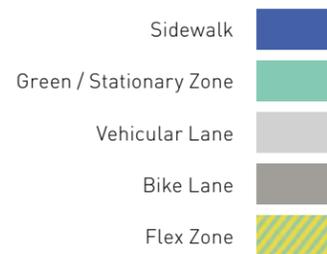


8 Urban Village Street

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	





9 Industrial/Business Park Thoroughfare

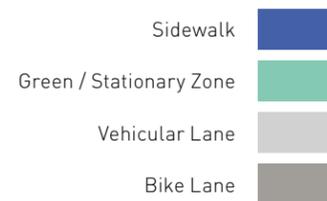
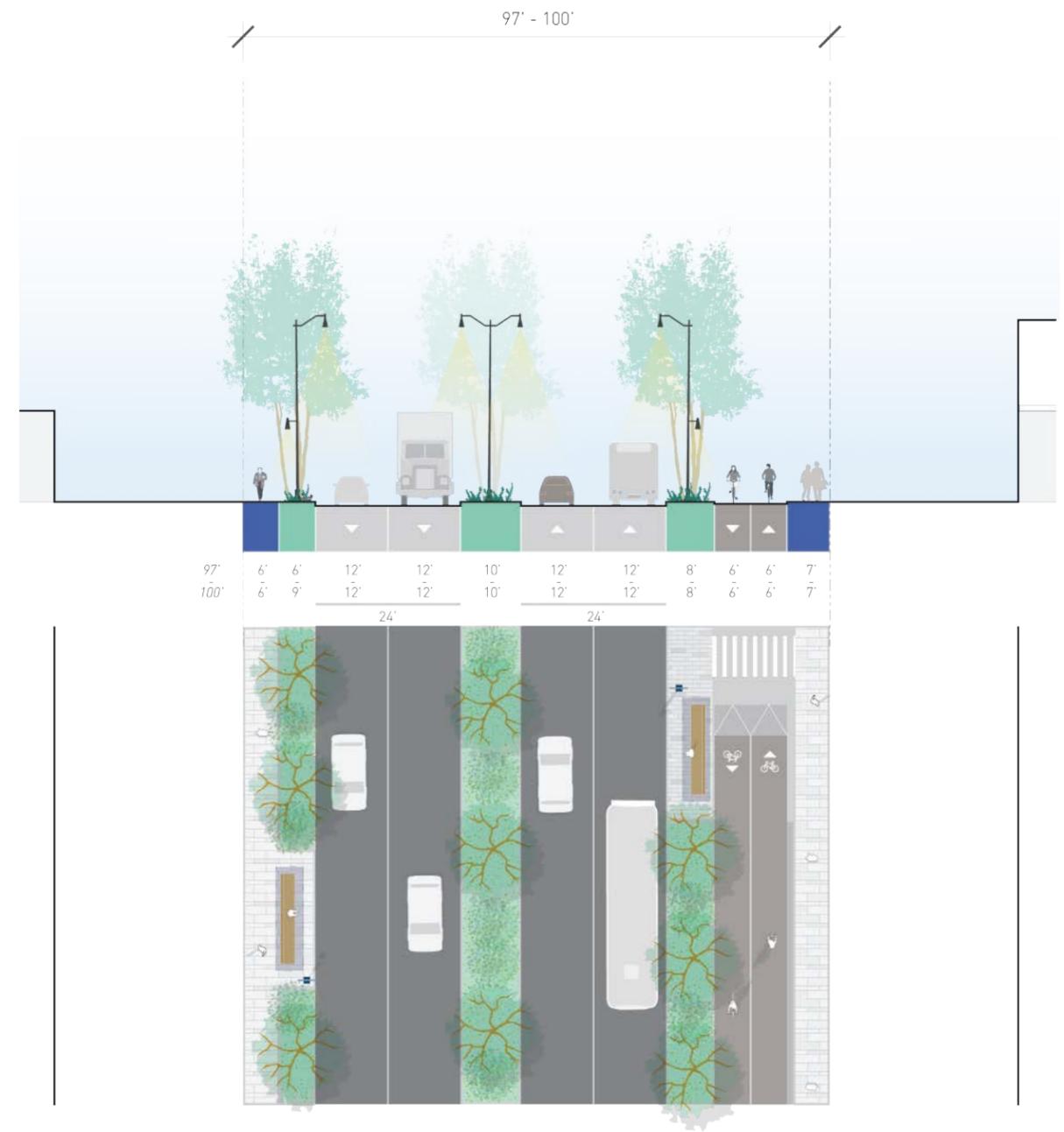
Principal street in industrial or business parks, mostly west of Redwood Road, with important connections to freeways. Other street priorities are accommodated at lesser intensities.

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'.

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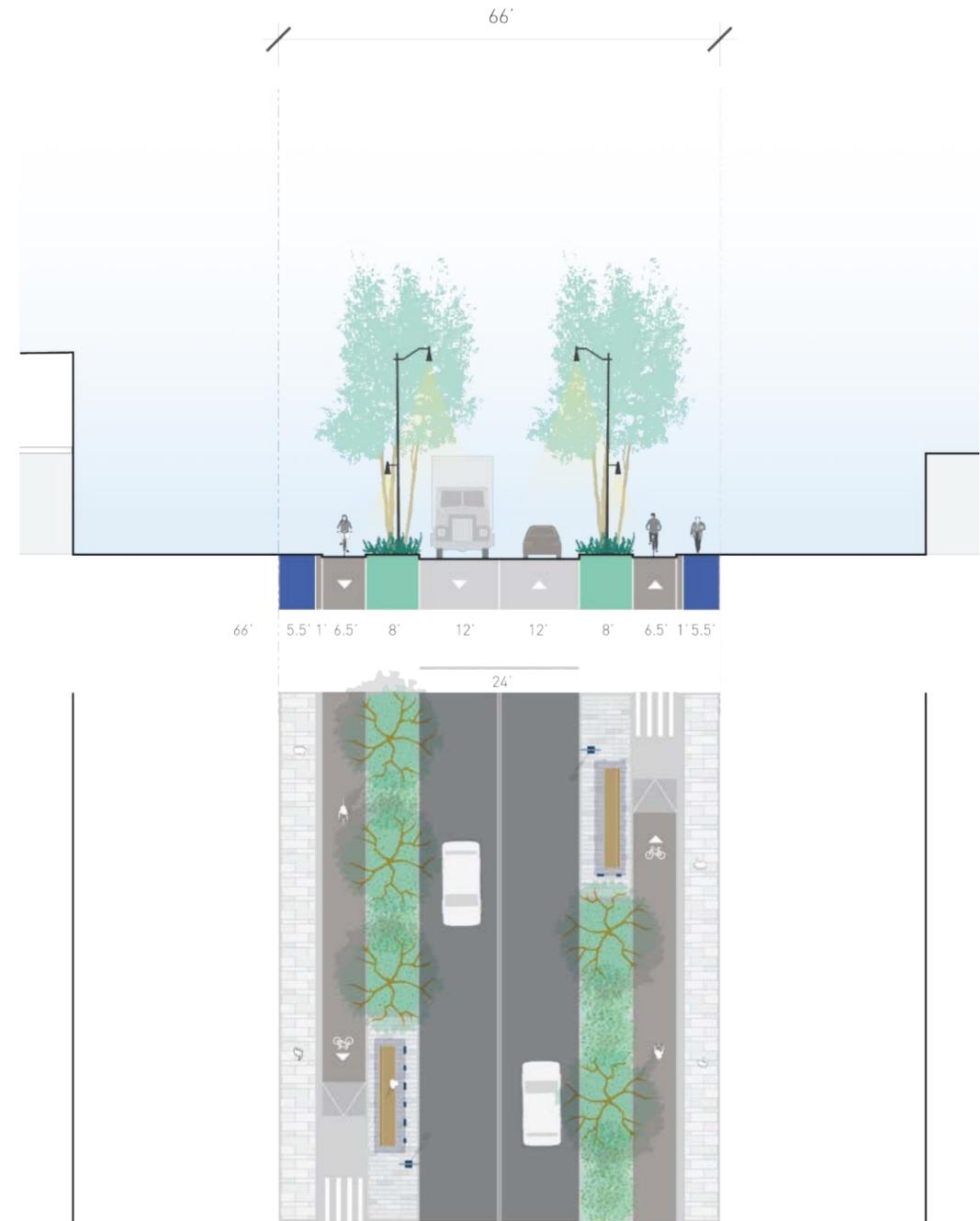


10 Industrial/Business Park Street

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

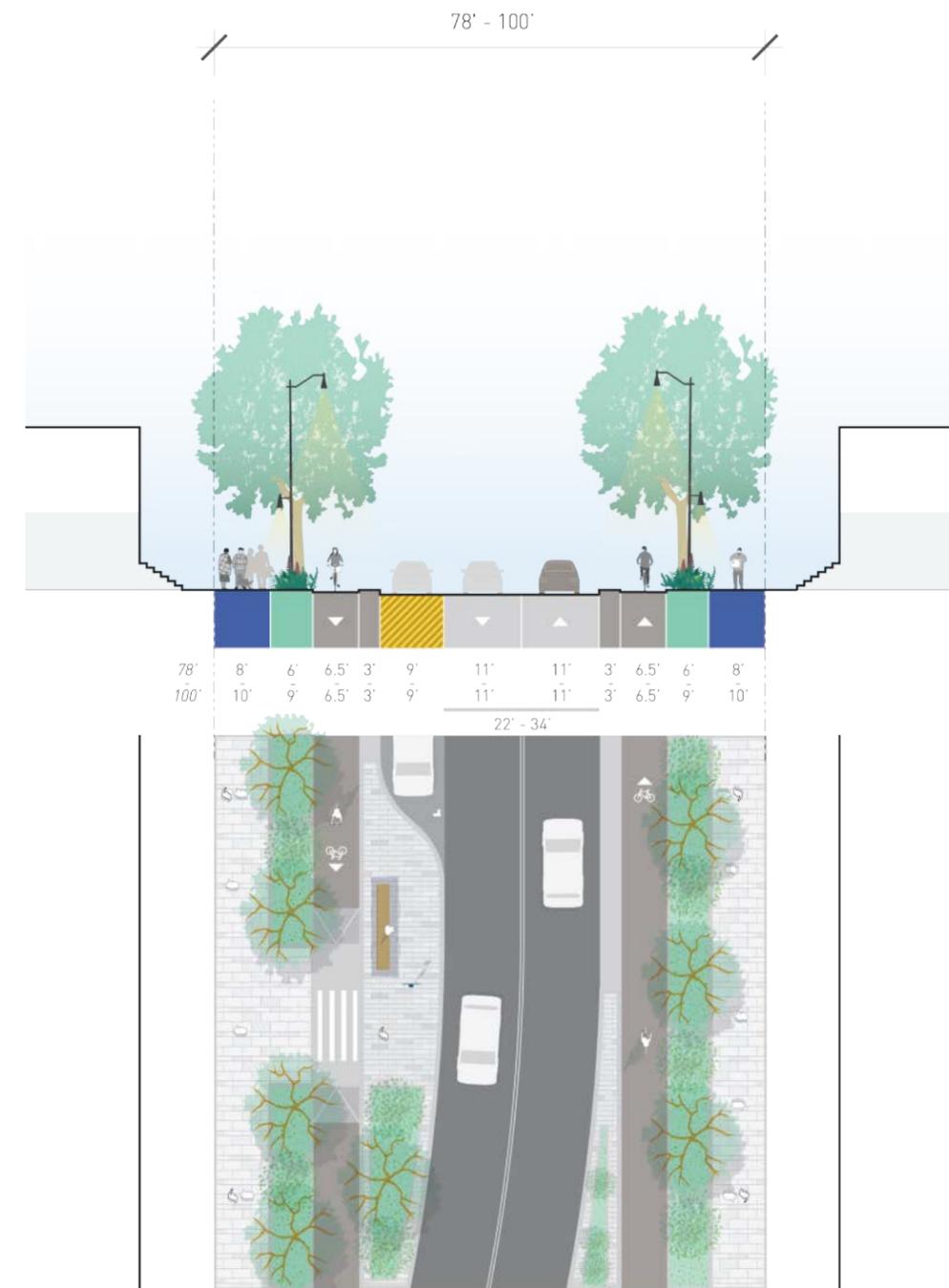
Principal street through and/or between neighborhoods, with a greater focus on residential uses than an Urban Village Main Street.

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.



- Sidewalk
- Green / Stationary Zone
- Vehicular Lane
- Bike Lane
- Parking and/or Transit Stop Island



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	



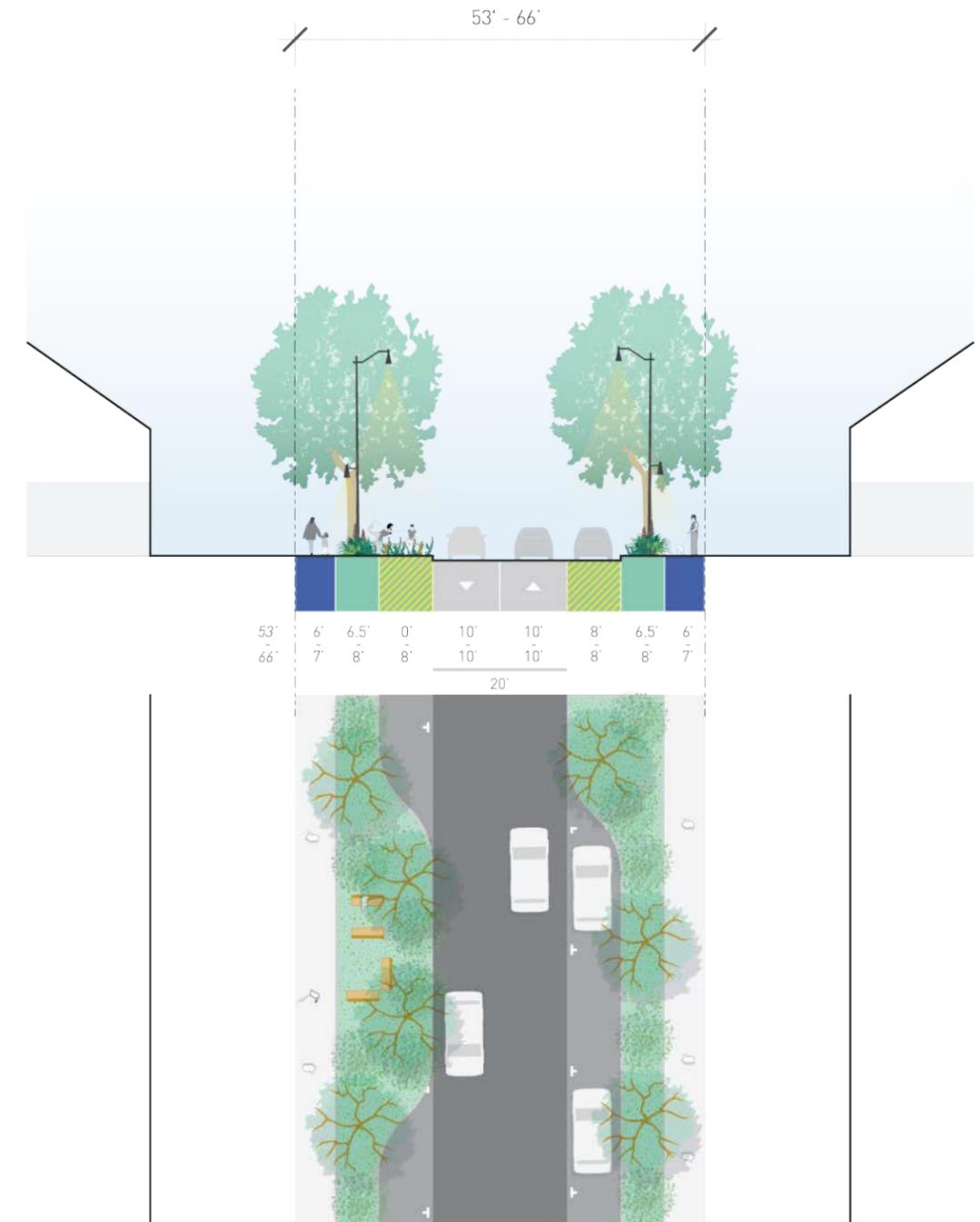


13 Neighborhood Street

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	



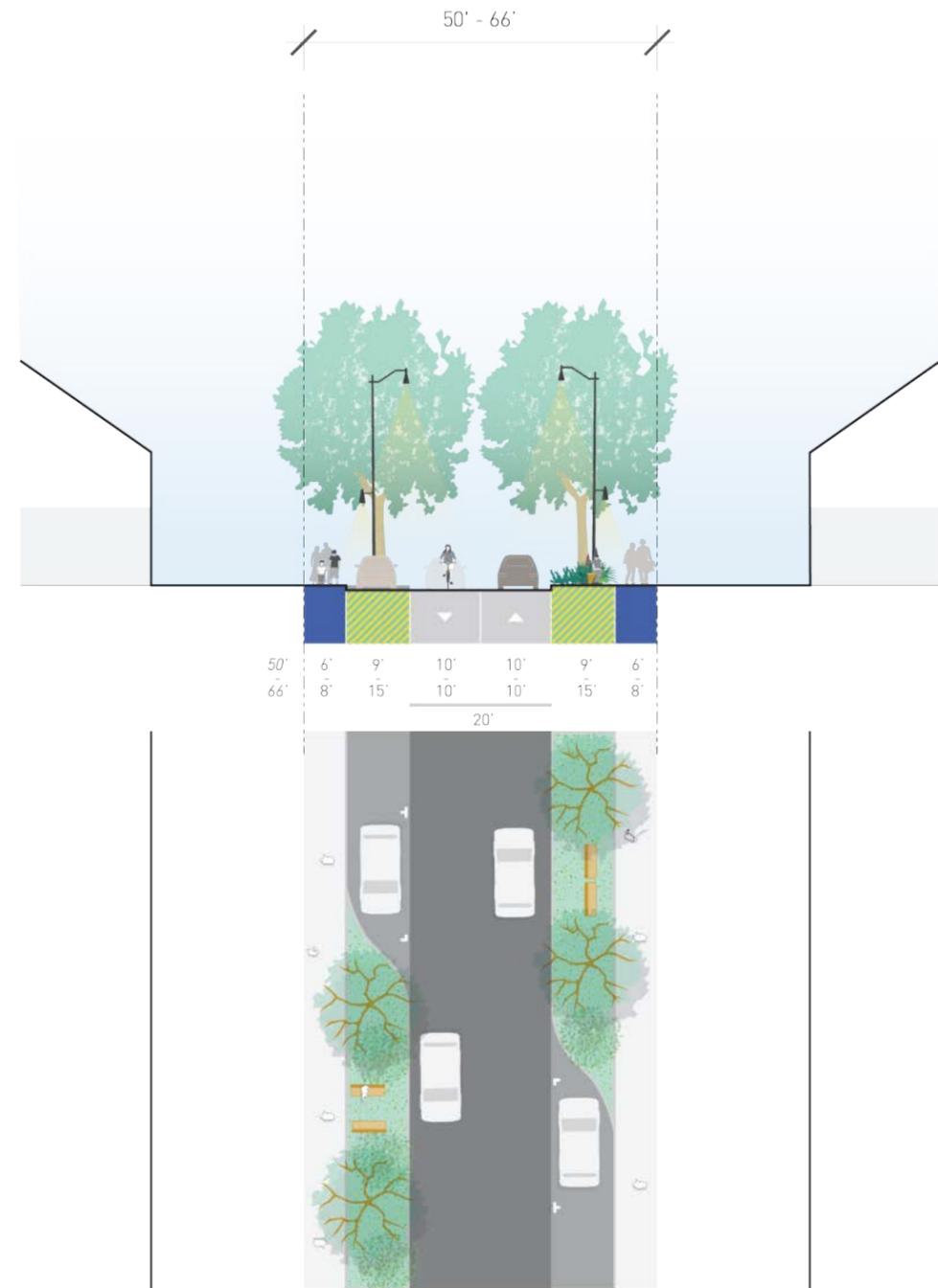
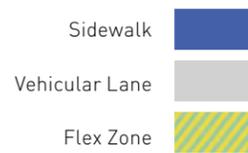


14 Neighborhood Green Street

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	

