

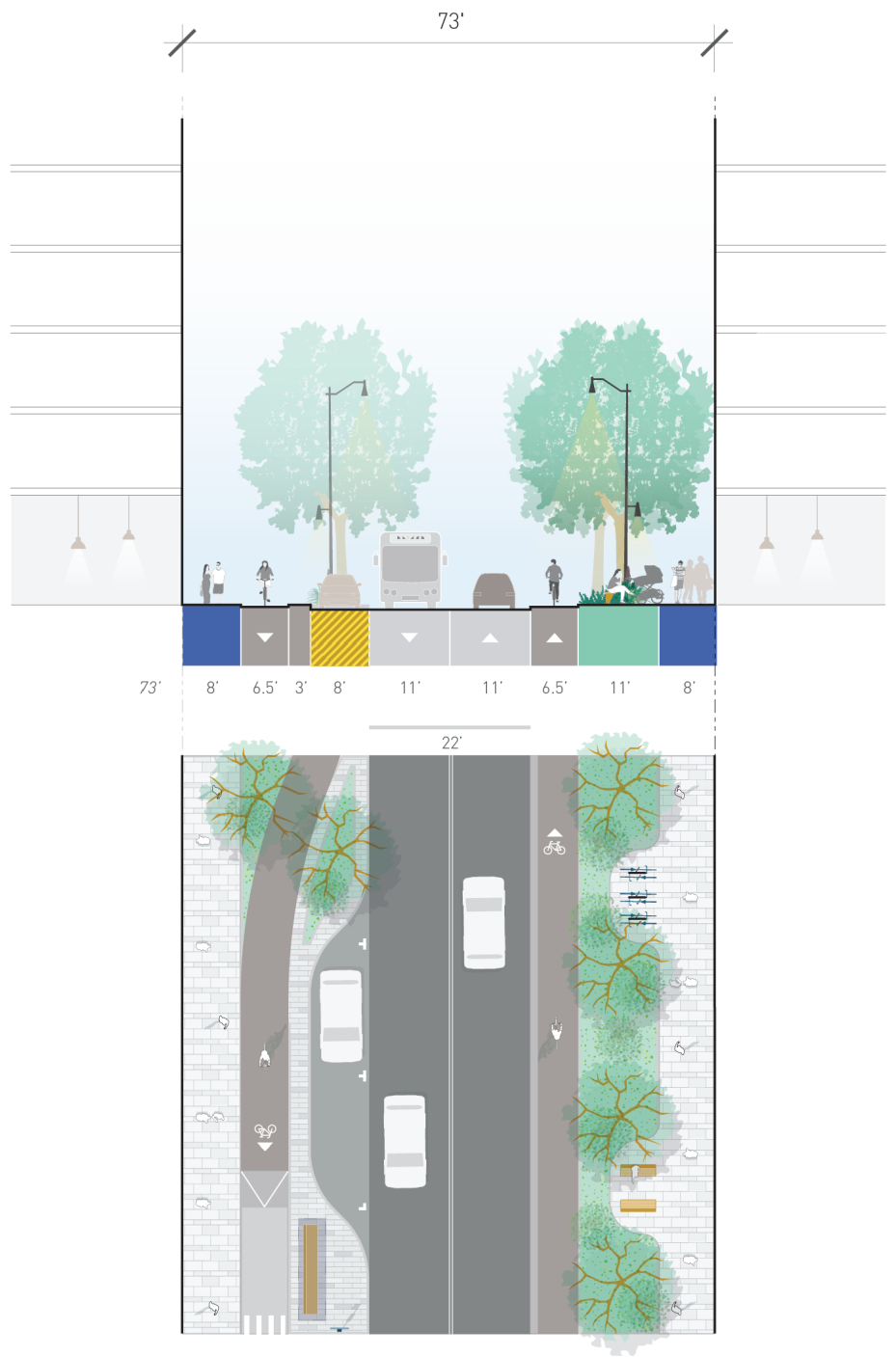
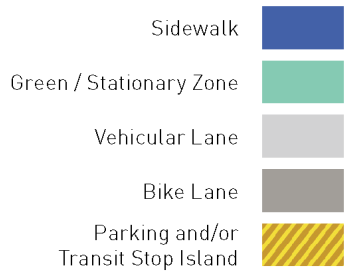


6A Urban Green Street (73')

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.

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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.

