

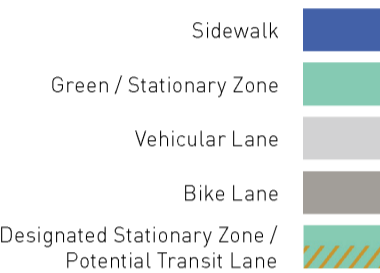
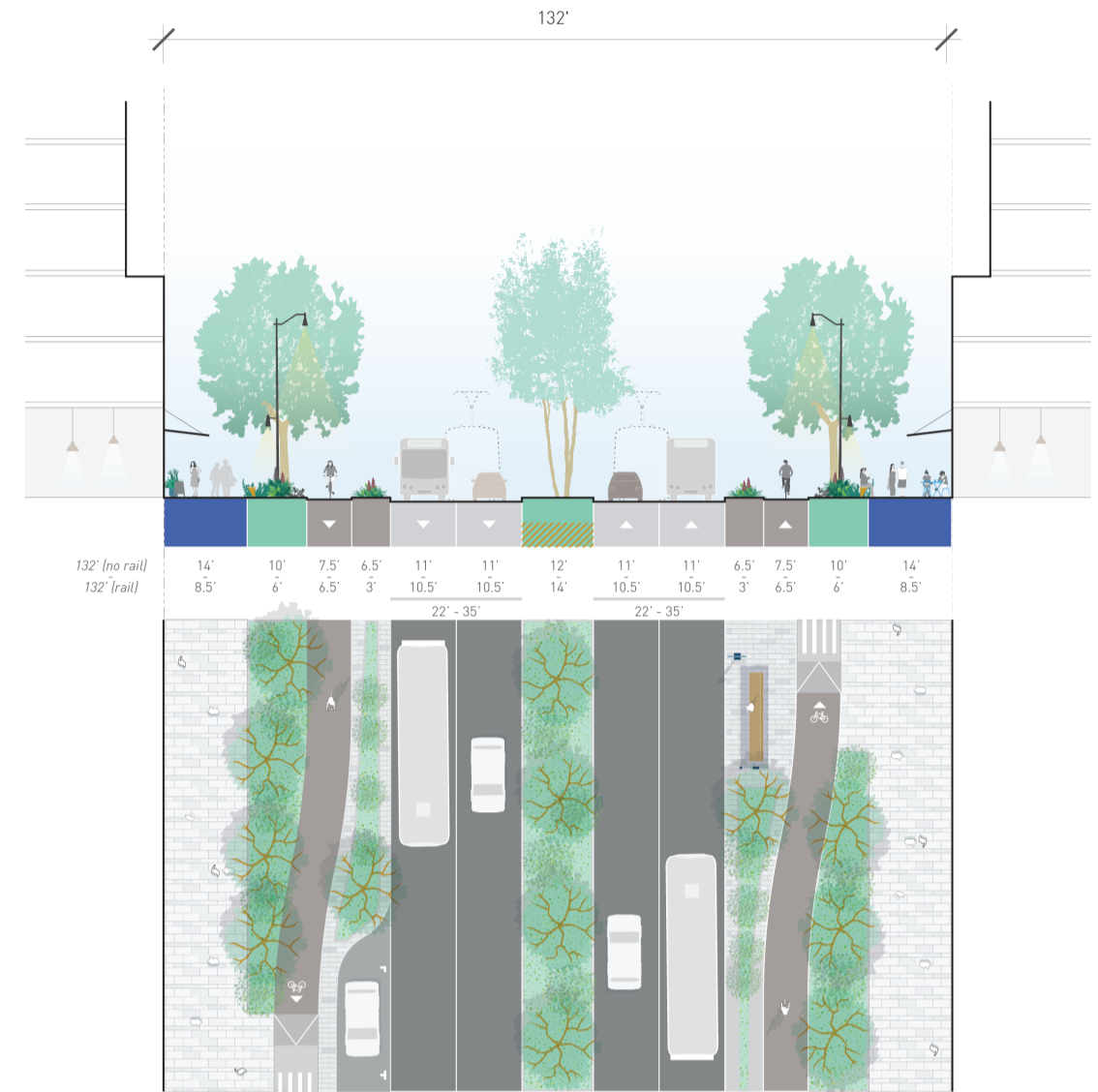
3A Destination Thoroughfare (City Version)

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.

