Thoroughfares

PURPOSE

1. To ensure the development of a well-connected thoroughfare network, composed of direct & convenient routes that reinforce [NAME OF TOWN / CITY] as a walkable, human-scaled environment.
2. To accommodate multiple modes of transportation.
3. To minimize the use of one-way thoroughfares and infrequent intersections that limit connectivity, discourage walking, induce traffic congestion, and increase vehicular air pollutant emissions by reducing the number of possible routes of travel and add unnecessary distance between destinations.
4. To provide a safe pedestrian environment including safe street crossings by avoiding turning lanes, minimizing lane widths, and providing adequate pedestrian space.
5. To promote streets that increase economic value and attract private sector investment.
6. To ensure safety & convenience for all users and to enhance the travel experience and options for pedestrians and bicyclists.

APPLICABILITY

1. Any project that provides a thoroughfare, regardless of whether it will be

under public or private ownership. 2. Any project that involves the installation

of 3 or more utility poles.

3. Any project that re-constructs any element or feature such as a sidewalk.

THOROUGHFARE TYPES

Footpath

Natural Lane

Paved Lane

Curbed Lane

Crossweave

Yield Street

Neighborhood Street

Commercial Street

Rural Road

GENERAL

1. Thoroughfares must be permanently open and provide public access as part of an overall connected thoroughfare network.
2. All thoroughfares, both privately and publicly owned, must be open to the public,

but may be maintained under either public or private ownership.

3. Gates or other obstacles may not temporarily or permanently impede public access along a thoroughfare, except for on lands actively used for large animal grazing.

THOROUGHFARE TYPES BY DISTRICT

	Footpath	Natural Lane	Paved Lane	Curbed Lane	Crossweave	Yield Street	Neighborhood Street
T1	Permitted	Permitted	Permitted	Permitted	Not Permitted	Special Permit	Not Permitted
T2	Permitted	Permitted	Permitted	Permitted	Special Permit	Permitted	Special Permit
T3	Permitted	Permitted	Permitted	Special Permit	Special Permit	Permitted	Permitted
T4	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
T5	Special Permit	Special Permit	Permitted	Permitted	Permitted	Permitted	Permitted
SD-HWY	Special Permit	Special Permit	Permitted	Permitted	Permitted	Permitted	Permitted
SD-FAB	Special Permit	Special Permit	Permitted	Permitted	Permitted	Permitted	Permitted
SD-CAMPUS	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
SD-CIVIC	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted

DESIGN

1. All thoroughfares must intersect with other thoroughfares, forming a network.

2. To every extent practical, new thoroughfares must align with existing or anticipated thoroughfares on the opposite side of the street to allow for a continuous path of travel.

3. Where development is proposed abutting vacant land, or land that is planned to be redeveloped, new thoroughfares adjacent to the project perimeter must be extended to the abutting property boundaries and connect with any existing roadways, or provide a stub to enable future connection.

4. When required, stub thoroughfares must be provided at intervals no further apart than 1,500 ft.

5. Cul-de-sacs and other dead-end thoroughfares are prohibited unless granted a Waiver on a case-by-case basis to accommodate specific site conditions.

6. Rights-of-way narrower than 40 ft and verge assemblies narrower than 9 ft are exempt from all street planting and street furnishing requirements.

MOVEMENT

1. One-way streets are permitted by waiver and only when:

   a. Available narrow thoroughfare types, including lanes or yield streets, cannot accommodate yield traffic, because of dimensional site constraints and on-street parking needs.

   b. When other street types cannot be wide enough to accommodate two-way

traffic, because of dimensional site constraints and on-street parking needs.

2. When one-way streets are authorized, the standards from the selected thoroughfare type must be met, with the exception of right-of-way and pavement width metrics, which may be adjusted to reflect the lane reduction.

SIDEWALKS

1. Sidewalks must be constructed or reconstructed according to sidewalk standards any time a project proposes new buildings or new uses within existing buildings in T4, T5, or SD-HWY.
2. Sidewalks must be installed, widened, or modified according to Thoroughfares.
3. Sidewalks must be maintained in a state of good repair by the owner of the property fronting any thoroughfare. 4. Sidewalks must be paved with a fixed, non-slip material.
5. Sidewalks must be as straight and direct as possible, except to avoid established trees or unavoidable obstacles.
6. Where sidewalks cross driveways or alleys, the sidewalk must remain level, with no change in cross-slope. The appearance of the sidewalk where it crosses a driveway or alley, including sidewalk material, must be maintained.
7. In T4 and T5, where sidewalks do not exist within the public right-of-way, temporary sidewalks made from gravel or other bituminous materials laid on a stabilized base must be provided on private land to enable safe pedestrian travel.

CROSSWALKS

1. Marked crosswalks are preferred at all intersections and are required at high priority pedestrian street crossing locations, such as at school crossings, or where other significant pedestrian desire lines cross streets, including mid blocks.
2. Shared spaces must be treated as marked crosswalks, requiring vehicles to yield to pedestrians.
3. A marked crosswalk must be at least six feet in width and may be signalized or unsignalized, but it must meet with the applicable standards of the Manual on Uniform Traffic Control Devices
4. At intersections, ADA-compliant curb ramps must be installed to enable persons with special mobility needs to safely enter, cross, and exit a roadway.
5. Curb ramps must align with the crosswalk, consistent with the direction of the user of the ramp.

ON-STREET PARKING

1. Parking stalls may be configured in one of four ways:
   a. Parallel parking stalls located in a single-file line on pavement directly adjacent to the verge, parallel with the movement of the travel lanes.
   b. Perpendicular parking stalls located on pavement directly adjacent to the verge, perpendicular to the movement of the travel lanes.
   c. Angled parking stalls located on pavement directly adjacent to the verge set at an

angle relative to the direction of travel, usually 30,45, or 60 degrees.

d. Opportunistic parking unmarked and located partially or entirely within the verge on a stabilized shoulder.

2. When marked, parking lanes may be distinguished from adjacent travel lanes by painted lines, changes in materials, or a combination thereof.

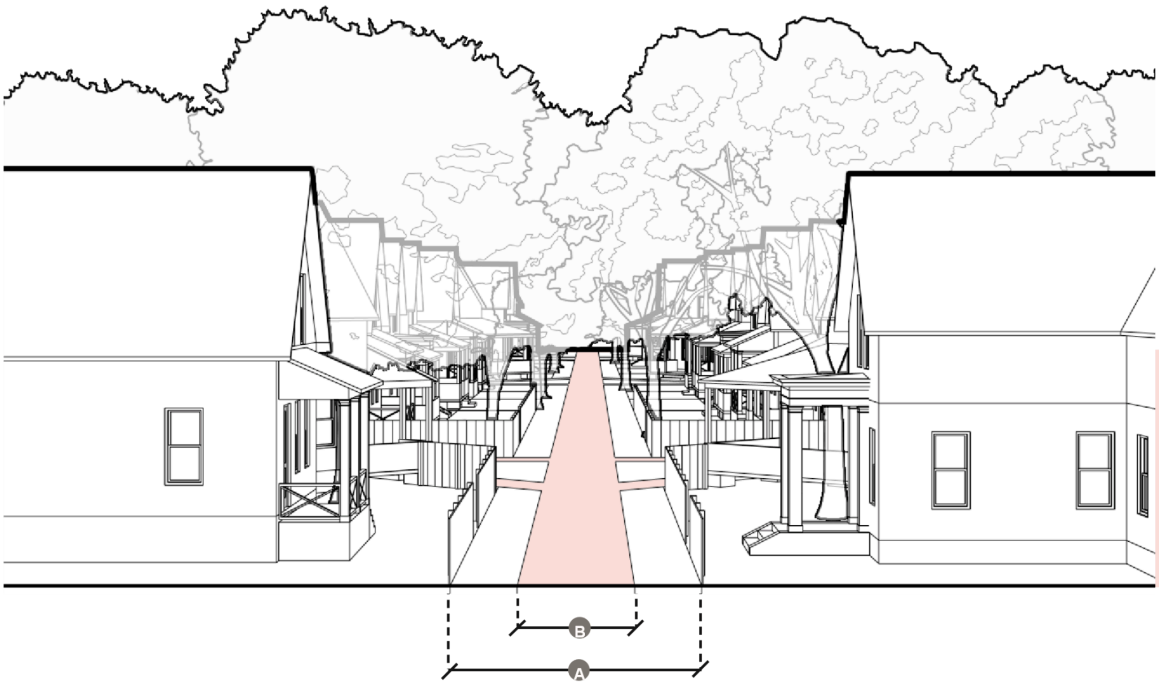
3. Thoroughfares with required parking may drop one or both parking lanes for portions of their length as long as the resulting space is given to the adjacent verge assembly.

4. If perpendicular or angled parking are accommodated, right of way and pavement width may be increased by the additional width required by these parking configurations.

5. When parking meters are proposed, they must be located in the furnishing zone of the adjacent verge assembly.

UTILITY POLES

1. Utility poles must be located along alleys or mid-block when feasible.



Footpath

Description

An unpaved thoroughfare that provides pedestrian access through blocks.

Roadway

Right of Way Width (A)	6 ft min, 15 ft max
Pavement Width	3 ft min (1)
Movement	Pedestrian
No. of Travel Lanes	none
Travel Lane Width	n/a
Parking Lanes	none
Parking Lane Width	n/a
Parking Stall Type	No parking

Curb & Drainage

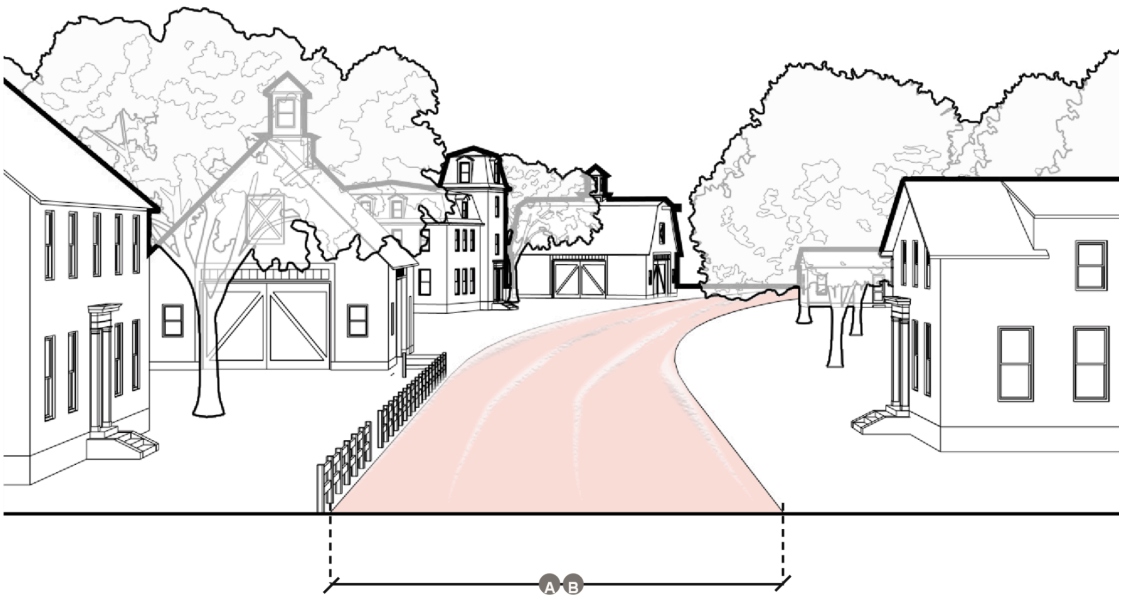
Curb Type	None
Drainage Type	Pervious or bioswale
Curb Radius	n/a

Encroachments

Verge Width	n/a
Walkway Type (B)	6 ft min, 15 ft max
Walkway Width	n/a
Planter Type	n/a
Planter Width	n/a
Furnishing Zone	n/a

Standards

1) Width must provide a 3 ft minimum clearance width of continuous passage
2) Surface may be compacted gravel, but it must be a smooth, durable material
3) Pedestrian thoroughfares without a furnishing zone may accommodate required street furnishings anywhere in the right-of-way.



b. Natural Lane

Description

An unpaved thoroughfare that provides access through blocks and to the front, sides, or backs of residential building types.

Roadway

Right of Way Width (A)	12 ft min, 14 ft max
Pavement Width	8 ft min, 12 ft max
Movement	Yielding
No. of Travel Lanes	1 lane, unmarked
Travel Lane Width (B)	12 ft max with no shoulder. 10 ft max with 2 ft shoulder
Parking Lanes	n/a
Parking Lane Width	n/a
Parking Stall Type	Opportunistic

Curb & Drainage

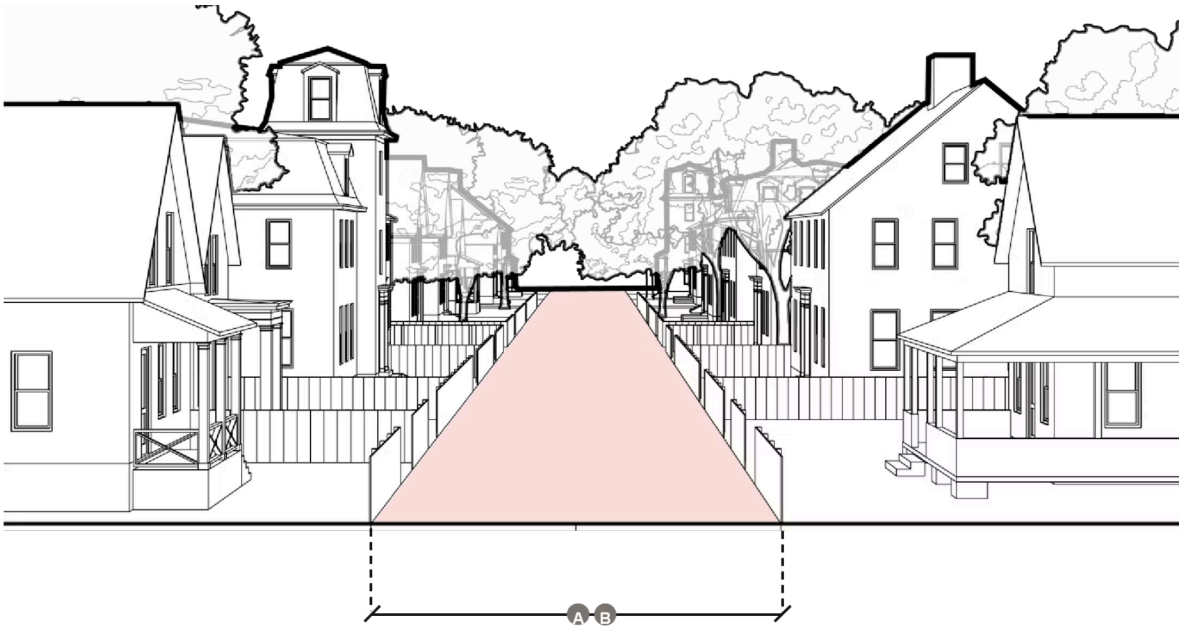
Curb Type	None
Drainage Type	Pervious or bioswale
Curb Radius	n/a

Encroachments

Width	n/a
Walkway Type	none
Walkway Width	n/a
Planter Type	none
Planter Width	n/a
Furnishing Zone	none

Standards

1. Right of way width may be extended to 20 ft max to support fire and EMS equipment.



c. Paved Lane

Description

A paved thoroughfare that provides access through blocks and to the front, sides, or backs of residential building types.

Roadway

Right of Way Width (A)	14 ft min, 24 ft max
Pavement Width (B)	24 ft max
Movement	Yielding or two-way
No. of Travel Lanes	2 lanes unmarked
Travel Lane Width	9 ft min, 18 ft max, unmarked
Parking Lanes	1 side or none
Parking Lane Width	unmarked
Parking Stall Type	Parallel, Opportunistic

Curb & Drainage

Curb Type	None
Drainage Type	Gutter or bioswale
Curb Radius	n/a

Encroachments

Width	none
Walkway Type	shared
Walkway Width	n/a
Planter Type	n/a
Planter Width	n/a
Furnishing Zone	n/a

Standards

None

d. Curbed Lane

Description

A paved thoroughfare that provides access through blocks and to the front, sides, or backs of residential or mixed-use building types.

Roadway

Right of Way Width (A)	18 ft min, 24 ft max
Pavement Width (B)	24 ft max
Movement	Yielding
No. of Travel Lanes	1 lane
Travel Lane Width (C)	9 ft min, 18 ft max, unmarked
Parking Lanes	1 side or none, unmarked
Parking Lane Width (D)	7 ft max
Parking Stall Type	Parallel

Curb & Drainage

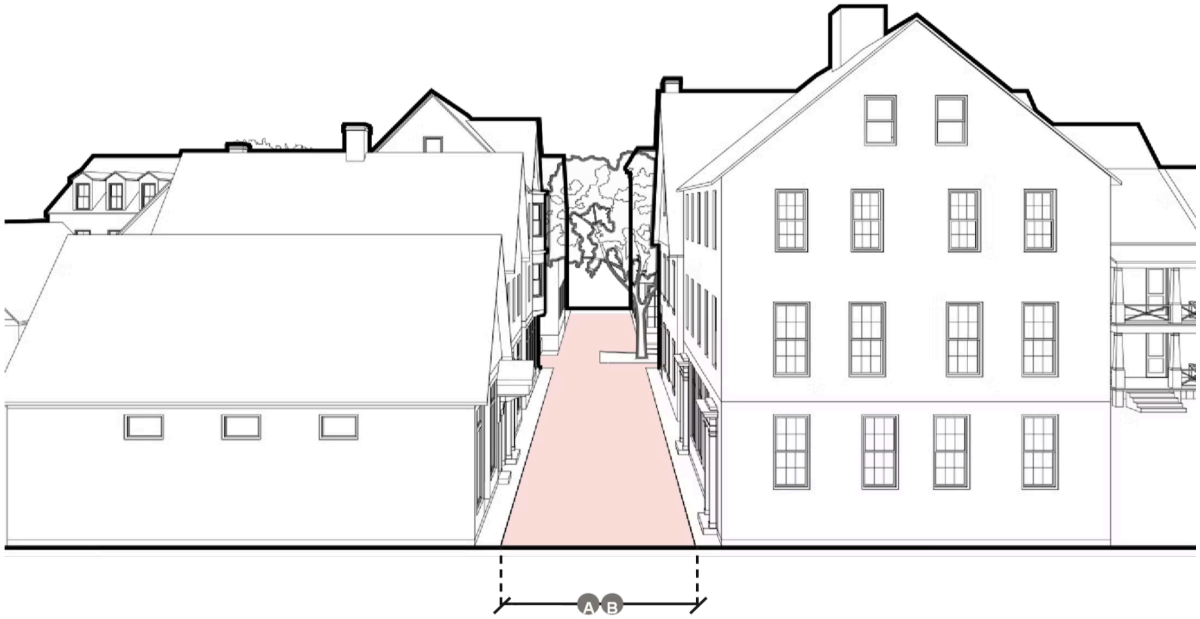
Curb Type	Granite
Drainage Type	Gutter or bioswale
Curb Radius	4 ft max

Encroachments

Width (E)	4 ft min on 1 or 2 sides
Walkway Type	none, or sidewalk on 1 or 2 sides
Walkway Width (F)	4 ft m in
Planter Type	Tree Pits or continuous planter (2)
Planter Width (G)	3 ft min (2)
Furnishing Zone (H)	1 ft min, 6 ft max

Standards

None



e. Crossweave

Description

A paved thoroughfare that provides pedestrian access through blocks.

Roadway

Right of Way Width (A)	12 ft min, 30 ft max
Pavement Width	n/a
Movement	Pedestrian
No. of Travel Lanes	none
Travel Lane Width	n/a
Parking Lanes	none
Parking Lane Width	n/a
Parking Stall Type	No parking

Curb & Drainage

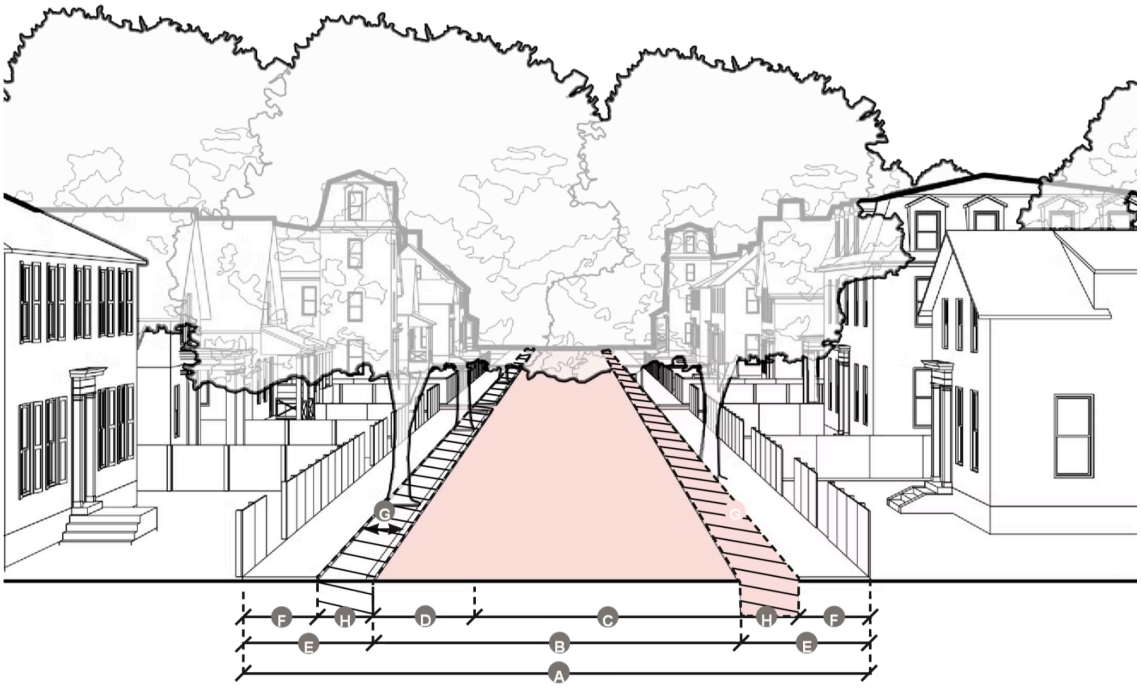
Curb Type	None
Drainage Type	Center drain or gutter, bioswale
Curb Radius	n/a

Encroachments

Width	30 ft max
Walkway Type	shared
Walkway Width (B)	12 ft min, 30 ft max
Planter Type	none
Planter Width	none
Furnishing Zone	none

Standards

1. Pedestrian thoroughfares without a furnishing zone may accommodate required street furnishings anywhere in the right-of-way.



f. Yield Street

Description

A paved thoroughfare that accommodates slow flow traffic for all modes through residential neighborhoods.

Roadway

Right of Way Width (A)	21 ft min, 36 ft max
Pavement Width (B)	14 ft min, 22 ft max
Movement	Yielding
No. of Travel Lanes	1 yield lane, unmarked
Travel Lane Width (C)	18 ft max
Parking Lanes	1 or 2 sides, opportunistic
Parking Lane Width (D)	8 ft max, unmarked
Parking Stall Type	Parallel, Opportunistic

Curb & Drainage

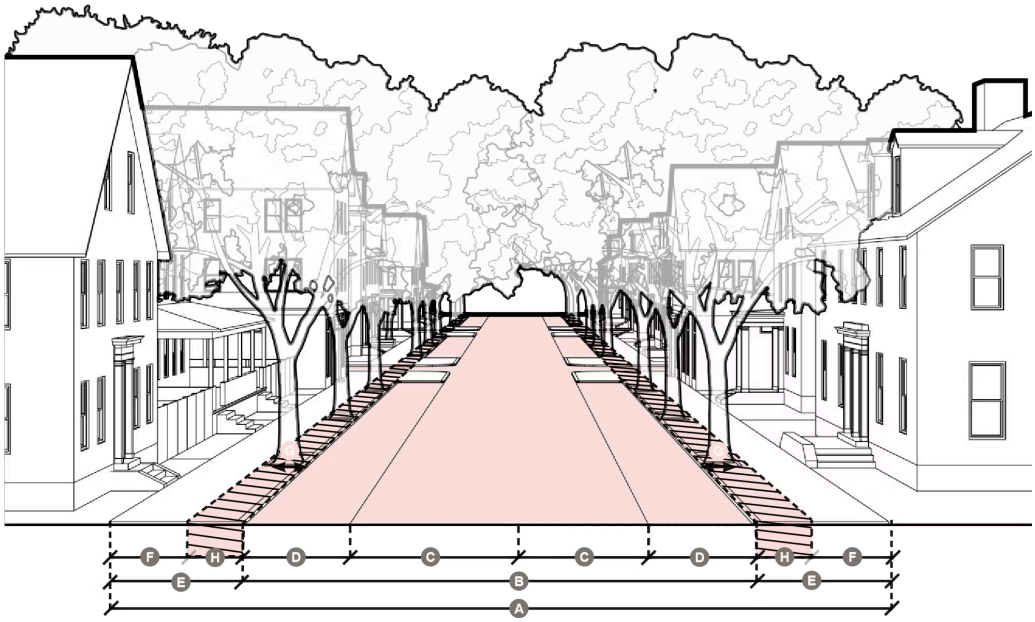
Curb Type	Granite or none
Drainage Type	Gutter or bioswale
Curb Radius	6 ft max

Encroachments

Width (E)	3 ft min, 1 or 2 sides, or none
Walkway Type	none, or Sidewalk on 1 or 2 sides
Walkway Width (F)	4 ft min
Planter Type	none or continuous planter or tree pits
Planter Width (G)	3 ft min
Furnishing Zone (H)	1.5 ft min

Standards

None



g. Neighborhood Street

Description

A paved thoroughfare that accommodates slow flow traffic for all modes through mixed-use neighborhoods.

Roadway

Right of Way Width (A)	44 ft min, 52 ft max
Pavement Width (B)	24 ft min, 36 ft max
Movement	Two-way
No. of Travel Lanes	1 or 2 lanes, unmarked
Travel Lane Width (C)	10 ft max
Parking Lanes	1 or 2 sides
Parking Lane Width (D)	7 ft min, 8 ft max
Parking Stall Type	Parallel

Curb & Drainage

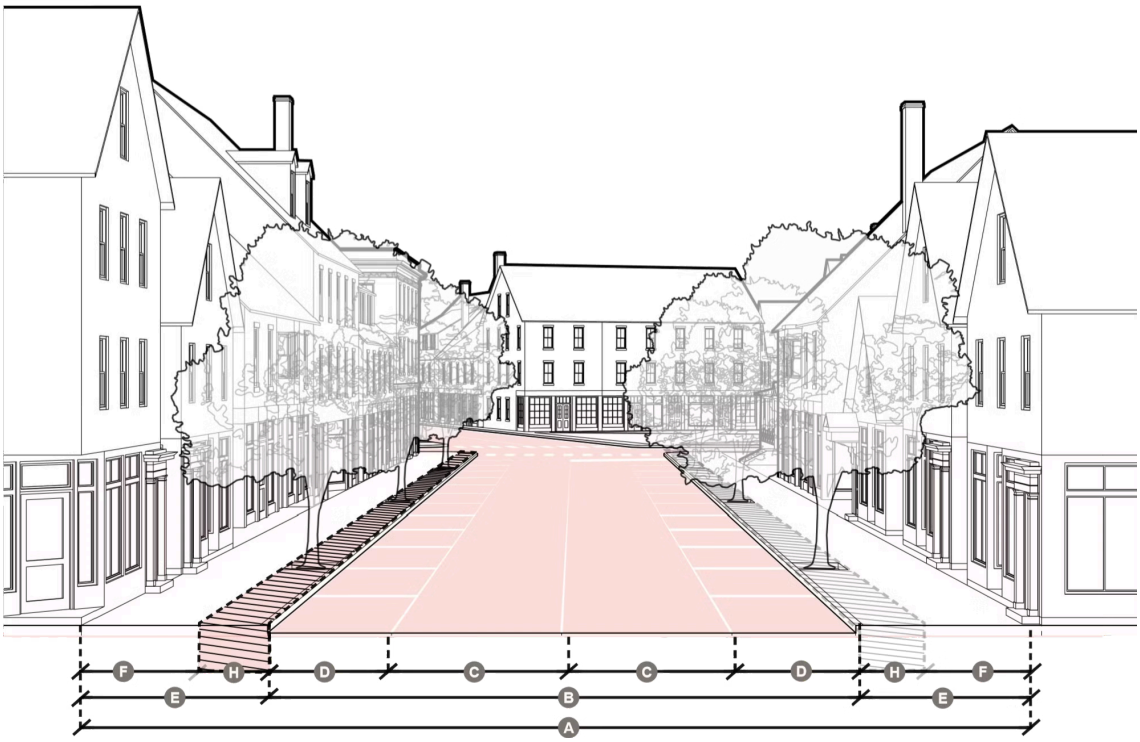
Curb Type	Granite
Drainage Type	Gutter or bioswale
Curb Radius	12 ft max

Encroachments

Width (E)	8 ft min, 2 sides
Walkway Type	sidewalk, 2 sides
Walkway Width (F)	4 ft min
Planter Type	continuous planter or tree pits (2)
Planter Width (G)	3 ft min (2)
Furnishing Zone (H)	1.5 ft min

Standards

1. The thoroughfare may drop one or both parking lanes for portions of its length as long as the resulting space is given to the adjacent verge assembly.
2. Planters are optional on verges less than 9 ft wide.



h. Commercial Street

Description

A paved thoroughfare that accommodates slow flow traffic for all modes through commercial centers.

Roadway

Right of Way Width (A)	50 ft min, 74 ft max
Pavement Width (B)	38 ft max
Movement	Two-way
No. of Travel Lanes	2 lanes
Travel Lane Width (C)	10 ft min, 11 ft max
Parking Lanes	2 sides (1)
Parking Lane Width (D)	7 ft min, 8 ft max
Parking Stall Type	Parallel, Angled (1)

Curb & Drainage

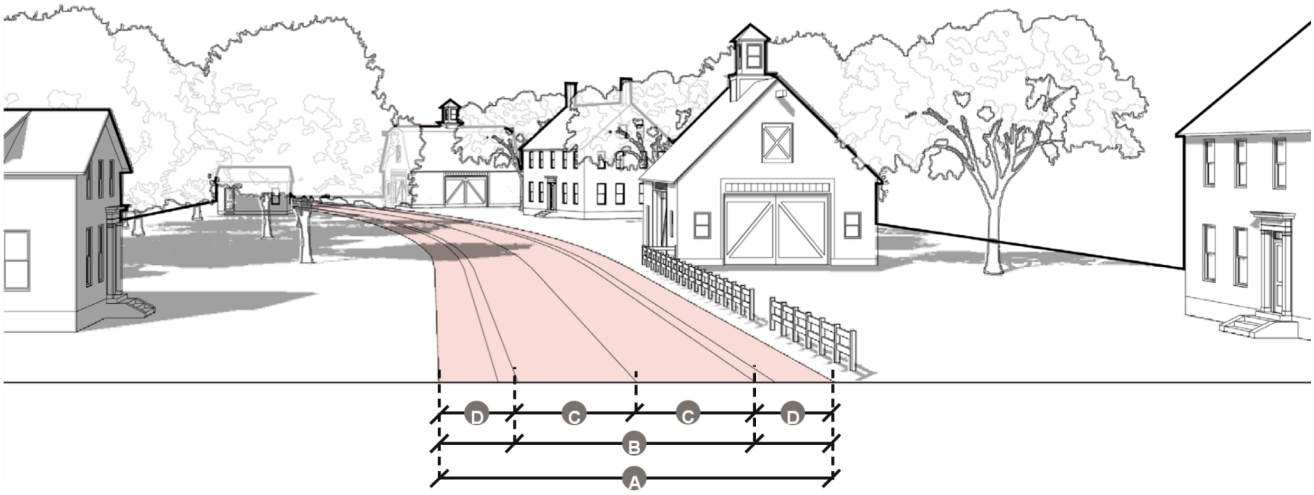
Curb Type	Granite
Drainage Type	Gutter or bioswale
Curb Radius	12 ft max

Encroachments

Width (E)	8 ft min, 2 sides
Walkway Type	Sidewalk, 2 sides
Walkway Width (F)	4 ft min
Planter Type	Tree pits
Planter Width (G)	3 ft min
Furnishing Zone (H)	1.5 ft min, 6 ft max

Standards

1. Angled parking permitted by special permit only.



i. Rural Road

Description

A higher speed road that occurs predominantly within rural areas.

Roadway

Right of Way Width (A)	50 ft max
Pavement Width (B)	26 ft max
Movement	Two-way
No. of Travel Lanes	2 lanes, marked or unmarked
Travel Lane Width (C)	10 ft max (1)
Shoulder Width (D)	3 ft min (1)
Parking Lanes	none
Parking Lane Width	n/a
Parking Stall Type	n/a

Curb & Drainage

Curb Type	none
Drainage Type	pervious or bioswale
Curb Radius	n/a

Encroachments

Width	n/a
Walkway Type	none
Walkway Width	n/a
Planter Type	none
Planter Width	n/a
Furnishing Zone	none

Standards

1. If a rural road provides a 3’ minimum shoulder, it should have a 1’ hatched buffer to the travel lane.