ARTICLE 8. THOROUGHFARES

8.1 GENERAL DESCRIPTION

The urban landscape is characterized by a set of interdependent elements that create a sense of place. These include Thoroughfare type, Building type, Frontage type, and the form and disposition of landscape and lighting. This article describes the guidelines for development of Thoroughfares.

Thoroughfares provide the City with both the major part of public open space as well as moving lanes for vehicles and transit. A Thoroughfare is associated with a particular type of movement, and is endowed with two attributes: capacity and character. The capacity of the Thoroughfare refers to the number of vehicles that can move safely through a segment within a given time period; it is physically manifested by the number of lanes and their width, its movement type, by the centerline radius, the curb radius, and the super-elevation of the pavement. The character of the Thoroughfare refers to its suitability as a setting for pedestrian activities and is physically manifested by the associated Frontage types as determined by location within the Transect.

Thoroughfares can be categorized as Types appropriate to Transect Zones, with calibrated Right-of-Way widths, movement types, design speed, number of travel lanes, pavement width, curb radius and verge type. Thoroughfare Types and their application are described in Section 8.3, in order ranging across the Transect.

All Thoroughfares in the following catalogue are shown as ideal conditions based on Right-of-Way widths typically found in the City of Miami. Many City Thoroughfares have Right-of-Way widths that vary according to location. Irregular Right-of-Way widths shall default to the closest lesser width designation. For example, a 93’ – 0” Right-of-Way shall follow the 90’ – 0” Thoroughfare regulation. Similarly, an 88’ – 0” Right-of-Way shall follow the 80’ – 0” Thoroughfare regulation. The additional dimension shall be applied to the sidewalk and the verge.

In Zones T3 and T4, D1 and D2, generally sidewalks occur at the edge of the Right-of-Way. In Zones T5 and T6, sidewalks occur at the edge of the Right-of-Way and are given the additional dimensions of the 10 foot setback in the First Layer as an easement.

The following additional assumptions govern the Thoroughfares shown here:

• To clear sight lines for drivers, visibility triangles shall be required as described in Article 3, Section 3.9.4.1
• Pavement widths are measured inside of curb to inside of curb.
• Curb and gutter may range from 1’-6” for City streets to 2’-0” for some County streets.
• Parking spaces range from 7’-0” to 9’-0” including pan; they should be wider on higher speed Thoroughfares but may be restricted by existing Right-of-Way dimensions.
• Right turns may be taken from the parking lane.
• Street tree spacing shall be 22’ on center to match parallel parking or 25’ on center to match lot line spacing.
• Tree planters shall have a minimum dimension of 4’ x 4’, increased where possible to a 5’ x 5’ dimension.
• Bulb-outs may be added where Thoroughfare widths are wide and design speed high, or where sidewalks are narrow, in order to facilitate pedestrian safety.

Thoroughfares must evolve with the needs of the City. As Miami continues to grow, a Thoroughfare may change in character reflecting new density, or conversely, a return to an historic dimension. For instance, a continuous lawn planter may be replaced with individual tree wells for additional sidewalk space, or a wide neighborhood street may be narrowed to control traffic intrusion.

The accommodation of bicycle lanes and additional lanes for transit and the designation of bicycle routes require detailed response to the existing Thoroughfare condition and thus are not illustrated specifically here.
8.2 DRAWING: THE THOROUGHFARE ACROSS THE TRANSECT

MORE RURAL

- Informal landscape at sub-urban areas
- Curb ends in sub-urban areas
- Unmarked, non-metered parking lane in residential areas
- Frontage setbacks increase as move from urban to sub-urban areas
- Tree planting strips for less urban conditions
- Center stripe in urban areas
- Metered parking in commercial areas
- Meters and other vertical elements aligned neatly within verge
- Tree planters large to allow maximum water percolation
- Pave entire width for mixed use areas and/or high pedestrian traffic areas
- Increase right of way to allow a minimum pedestrian area of 10' clear
- Painted cross walk

MORE URBAN
8.3 SPECIFIC THOROUGHFARE TYPES DESCRIBED

HW-Highway

A Highway is a long-distance, high-capacity and high-speed Thoroughfare traversing the city. A Highway should have infrequent intersections and driveway entrances, and should have sidewalks and abutting buildings buffered by landscape where possible; otherwise it becomes strip development which interferes with traffic flow and pedestrian comfort.

Highway Frontages may have curbs or open swales drained by percolation. They have no parking. Buildings may front a wide sidewalk or be set back.

Highways can be rural linear parks, with a median and naturalistic landscaping and bicycle and Pedestrian Paths traversing the landscape independently.

RD-Road

A Road is a local, slow-movement Thoroughfare suitable for less urban Transect Zones. Roads provide frontage for low-density buildings with a substantial setback. Roads have narrow pavement and open swales drained by percolation, with or without sidewalks. The landscaping may be informal with multiple species arrayed in naturalistic clusters.

ST-Street

A Street is a local, multi-movement Thoroughfare suitable for all urbanized Transect Zones and all Frontages and Uses. A Street is urban in character, with raised curbs, drainage inlets, wide sidewalks, parallel parking, and trees in individual or continuous planters aligned in an allee. Character may vary somewhat, however, responding to the enfronting commercial or residential uses.

DR-Drive

A Drive is a local movement Thoroughfare along the edge of a wide Right-of-Way or an open space. One side of a Drive may have the urban character of a Street or Boulevard with sidewalk and buildings; the other side may have the qualities of a parkway such as along a railroad track with naturalistic planting. Alternatively, a Drive may have an urban character with landscape and formal planting, such as along the bayfront or riverfront.

AV-Avenue

An Avenue is a limited distance, slow or free-movement Thoroughfare connecting proximate locations within an urbanized area. Unlike a Boulevard, in its truest form, an avenue’s length is finite and its axis is terminated. It always has a substantial planted median. An Avenue may be conceived as an elongated square.

The Avenue is appropriate for the approach to a Civic building. At Urban Centers, the median may
be wide enough to hold monuments and even buildings. In residential areas, the median may be planted naturalistically to become a parkway or green.

Avenue Frontages have raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by narrow continuous planters, preferably with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced allee in individual or continuous planters.

BV-Boulevard

A Boulevard is a long-distance, high capacity multi-movement Thoroughfare, outside of neighborhoods and at neighborhood edges. A Boulevard may be lined by parallel parking, with wide sidewalks, and trees in continuous or individual planters.

Boulevards may have central or side medians with slip roads. Side medians segregate slower traffic and parking activity at the edges from through traffic at the center.

Boulevards have sidewalks with raised curbs along both sides, drainage by inlets, parallel parking, sidewalks, and trees aligned in a regularly spaced allee in individual or continuous planters.

PP-Pedestrian Passage

A Pedestrian Passage is a narrow connector restricted to pedestrian use and limited vehicular use that passes between buildings or between a building and a public open space. Passages provide shortcuts through long blocks and connect rear parking areas with frontages. In T3, Pedestrian Passages may be unpaved and informally landscaped. In T4, T5 and T6, they should be paved and landscaped and may provide limited vehicular access. When in Civic Zones, passages should correspond with their context and abutting Transect Zones.

AL-Alley

An Alley is a narrow vehicular access-way at the rear or side of buildings providing service and parking access, and utility easements. Alleys have no sidewalks, landscaping, or building frontage requirements. They accommodate trucks and dumpsters, and may be paved from building face to building face, with drainage by inverted concrete crown. In older residential neighborhoods Alleys may be unpaved.
TABLE A
This table assigns lane widths and curb radii to specific movement types (described below) in each Transect Zone. Movement types describe the expected driver experience on a given Thoroughfare. The design speed for pedestrian safety and mobility is the determinant for each of these movement types.

Movement Types
Yield: Drivers must proceed slowly and with extreme care and must yield in order to pass a parked car or approaching vehicle. Functional equivalent of traffic calming. Design speed of 20 mph or less; this type can accommodate bicycle routes.

Slow: Drivers can proceed carefully with an occasional stop to allow a pedestrian to cross or another car to park. Drivers should feel uncomfortable exceeding design speed due to presence of parked cars, enclosure, tight turn radii, and other design elements. Design speed of 20-25 mph; this type can accommodate bicycle routes.

Free: Drivers can expect to travel generally without delay at the design speed; street design supports safe pedestrian movement at the higher design speed. This movement type is appropriate for Thoroughfares designed to traverse longer distances or that connect to higher intensity locations. Design speed of 25-30 mph; this type can accommodate bicycle routes.

Speed: Drivers can expect travel similar to conventional street design, but with continued emphasis on pedestrian safety and comfort. Design speed of 30-35 mph. Bicycle safety to be assessed by Thoroughfare.

High Speed: Conventional street design in which drivers can expect a separation of modes - e.g. bike lanes, walking

Speed: paths, and roads - allowing automobile travel unimpeded by pedestrians or walkability concerns. This movement is rarely used in traditional town planning but may be needed when traveling outside of pedestrian areas. Bicycle safety to be assessed by Thoroughfare.

<table>
<thead>
<tr>
<th>Movement Type</th>
<th>Design Speed</th>
<th>TRAVEL LANE WIDTH</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>D1</th>
<th>D2</th>
<th>C1</th>
<th>C5</th>
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<td>YIELD</td>
<td>20 mph or less</td>
<td>8 feet</td>
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<td>SLOW</td>
<td>20-25 mph</td>
<td>9 feet</td>
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<td>FREE</td>
<td>25-30 mph</td>
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<td>SPEED</td>
<td>30-35 mph</td>
<td>11-12 feet</td>
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<td>HIGH SPEED</td>
<td>Above 35 mph</td>
<td>12 feet</td>
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<thead>
<tr>
<th>Movement Type</th>
<th>Design Speed</th>
<th>PARKING LANE WIDTH</th>
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<tbody>
<tr>
<td>YIELD</td>
<td>20 mph or less</td>
<td>(Parallel) 7 feet</td>
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<tr>
<td>YIELD, SLOW</td>
<td>20-25 mph</td>
<td>(Parallel) 7 feet</td>
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<tr>
<td>SLOW, FREE</td>
<td>20-30 mph</td>
<td>(Parallel) 7 - 8 feet</td>
</tr>
<tr>
<td>SLOW, FREE</td>
<td>20-30 mph</td>
<td>(Angle) 18 feet</td>
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<tr>
<td>FREE, SPEED</td>
<td>25-35 mph</td>
<td>(Parallel) 8 feet</td>
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<table>
<thead>
<tr>
<th>Movement Type</th>
<th>Design Speed</th>
<th>CURB RADIUS WITH PARKING*</th>
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<tbody>
<tr>
<td>YIELD</td>
<td>20 mph or less</td>
<td>5-10 feet</td>
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<tr>
<td>SLOW</td>
<td>20-25 mph</td>
<td>10-15 feet</td>
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<tr>
<td>FREE</td>
<td>25-30 mph</td>
<td>15-20 feet</td>
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<tr>
<td>SPEED</td>
<td>30-35 mph</td>
<td>20-30 feet</td>
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</tbody>
</table>

* Dimensions with parking on each leg of intersection. Both tangent sections adjacent to the curb return must be parked, or else curb radii must be evaluated using “design vehicle” and AutoTurn or turning templates.
### TABLE B  PUBLIC FRONTAGES

#### RURAL | TRANSECT | URBAN

<table>
<thead>
<tr>
<th>TRANSECT ZONE</th>
<th>Public Frontage Type</th>
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</thead>
<tbody>
<tr>
<td>T1 HW &amp; RD</td>
<td>T2 RD &amp; ST</td>
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</tbody>
</table>

#### a. Assembly:
The principal variables are the type and dimension of curbs, walkways, planters and landscape.

#### b. Curb:
The detailing of the edge of the vehicular pavement, incorporating drainage.

<table>
<thead>
<tr>
<th>Type</th>
<th>Radius</th>
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</thead>
<tbody>
<tr>
<td>Open Swale</td>
<td>10-30 feet</td>
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<tr>
<td>Raised Curb</td>
<td>5-20 feet</td>
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<tr>
<td>Raised Curb</td>
<td>5-20 feet</td>
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<tr>
<td>Raised Curb</td>
<td>5-20 feet</td>
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<tr>
<td>Raised Curb</td>
<td>5-20 feet</td>
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</tbody>
</table>

#### c. Walkway:
The pavement dedicated exclusively to pedestrian activity.

<table>
<thead>
<tr>
<th>Type</th>
<th>Width</th>
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<tbody>
<tr>
<td>Path</td>
<td>Optional</td>
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<td>Path</td>
<td>Sidewalk</td>
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<td>Path</td>
<td>Sidewalk</td>
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<td>Path</td>
<td>Sidewalk</td>
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<tr>
<td>Path</td>
<td>Sidewalk</td>
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#### d. Planter:
The layer which accommodates street trees and other landscape.

<table>
<thead>
<tr>
<th>Arrangement</th>
<th>Species</th>
<th>Planter Type</th>
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<tbody>
<tr>
<td>Continuous</td>
<td>Multiple</td>
<td>Continuous Planter</td>
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<tr>
<td>Continuous</td>
<td>Single</td>
<td>Continuous Planter</td>
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<tr>
<td>Continuous</td>
<td>Alternating</td>
<td>Continuous Planter</td>
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<tr>
<td>Continuous</td>
<td>Single</td>
<td>Continuous Planter</td>
</tr>
<tr>
<td>Continuous</td>
<td>Single</td>
<td>Individual Planter</td>
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</tbody>
</table>

**Note:** Appropriate types for Civic Zones shall be determined based on context and abutting Transect Zones.
a. **(HW) For Highways:** This Frontage has open swales drained by percolation, bicycle trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.

b. **(RD) For Roads:** This Frontage has open swales drained by percolation and a walking path or bicycle trail along one or both sides and yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.

c. **(ST) For Street:** This Frontage has raised curbs drained by inlets and sidewalks separated from the vehicular lanes by individual or continuous planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced allee.

d. **(DR) For Drive:** This Frontage has raised curbs drained by inlets and a wide sidewalk or paved path along one side, related to a greenway or waterfront. It is separated from the vehicular lanes by individual or continuous planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced allee.

e. **(AV) For Avenues:** This Frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced allee.

f. **(ST) (AV) For Mixed Use Streets or Avenues:** This Frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible.

g. **(BV) For Boulevards:** This Frontage has slip roads on both sides. It consists of raised curbs drained by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of rows of a single tree species aligned in a regularly spaced allee.

Note: Appropriate types for Civic Zones shall be determined based on context and abutting Transect Zones.
Following is a list of suggested species chosen on the basis of appropriateness to location (T-zone), hardiness, and adaptability to the environment, with deference to natives. Other species meeting the same criteria may be used.

<table>
<thead>
<tr>
<th>Specific Planting</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>D</th>
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<tbody>
<tr>
<td>Silver palm - <em>Cocothrinax argentata</em></td>
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<td>Florida thatch palm - <em>Thrinax radiata</em></td>
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<td>Sabal palm - <em>sabal palmetto</em></td>
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<td>Hurricane palm - <em>Dictyosperma album</em></td>
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<td>Florida royal palm - <em>Roystonea elata</em></td>
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<td>True date palm - <em>Phoenix dactylifera</em></td>
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<td>Satin leaf - <em>Chryosophyllum oliviforme</em></td>
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<td>Silver buttonwood - <em>Conocarpus erectus var. sericea</em></td>
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<td>Geiger tree - <em>Cordia sebesteria</em></td>
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<td>Cinnecord - <em>Acacia choriophylla</em></td>
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<td>Pigeon plum - <em>Coccoloba diversifolia</em></td>
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<td>Lilac tree - <em>Lonchocarpus violaceus</em></td>
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<td>Live oak - <em>Quercus virginiana</em></td>
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<td>Mahogany - <em>Swietenia mahagoni</em></td>
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<td>Paradise tree - <em>Simarouba glauca</em></td>
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<td>Jamaican dogwood - <em>Piscidia piscipula</em></td>
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<td>Apple blossom shower - <em>Cassia javanica</em></td>
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<td>Santa Maria - <em>Calophyllum brasiliense</em></td>
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<td>Gumbo limbo - <em>Bursera simaruba</em></td>
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<td>Royal poinciana - <em>Delonix regia</em></td>
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<td>Coral honeysuckle - <em>Lonicera sempervirens</em></td>
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<td>Queen’s wreath - <em>Petrea volubilis</em></td>
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<td>Madagascar jasmine - <em>Stephanotis floribunda</em></td>
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<td>Jade vine - <em>Strongylodon macrobotrys</em></td>
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<td>Bougainvillea spp*</td>
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<td>Blanket flower - <em>Gaillardia pulchella</em></td>
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<td>Dayflower - <em>Commelina erecta</em></td>
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<td>Boston fern - <em>Nephrrolepis exaltata</em></td>
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<tr>
<td>Wart fern - <em>Microsorum scolopendria</em></td>
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* indicates non-native
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<th>Cobra Head</th>
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<td>TBD</td>
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</tbody>
</table>

Note: Appropriate types for Civic Zones must be determined based on context and abutting Transect Zones. New or additional lamp types, that meet the same criteria, may be considered.
SIDEWALK ARRANGEMENT
Sidewalk may be scored concrete.
Verge may be permeable pavement.
All vertical elements shall be located within verge and neatly aligned.

EXISTING SIDEWALK DIMENSIONS
LESS THAN IDEAL
Sidewalk dimensions shall comply with A.D.A. standards. Narrow sidewalks should provide a 5'-0" X 5'-0" minimum passing space at reasonable intervals not to exceed 200 feet. See Chapter 11-4.3 Florida Building Code. All vertical elements to be located within verge and neatly aligned.
### Thoroughfare Types

<table>
<thead>
<tr>
<th>Thoroughfare Type</th>
<th>Character</th>
<th>Transect Zone Assignment</th>
<th>Right-of-Way Width</th>
<th>Sidewalk Easement</th>
<th>Pavement Width</th>
<th>Movement</th>
<th>Traffic Flow</th>
<th>Design Speed</th>
<th>Pedestrian Crossing Time</th>
<th>Traffic Lanes</th>
<th>Parking Lanes</th>
<th>Curb Radius</th>
<th>Visibility Triangle</th>
<th>Walkway Type</th>
<th>Planter Type</th>
<th>Curb Type</th>
<th>Landscape</th>
<th>Mobility Type</th>
</tr>
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<tbody>
<tr>
<td>Pedestrian Passage</td>
<td>PP</td>
<td>Suburban</td>
<td>T3, T4</td>
<td>10 - 20 feet</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Paved</td>
<td>Continuous</td>
<td>N/A</td>
<td>Groundcover</td>
<td>Pedestrian, Bicycle</td>
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<tr>
<td>Alley</td>
<td>AL</td>
<td>Suburban</td>
<td>T3, T4</td>
<td>12 - 30 feet</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Groundcover, Trees</td>
<td>N/A</td>
<td>Groundcover, Trees</td>
<td>Pedestrian, Bicycle</td>
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</tr>
<tr>
<td>Road</td>
<td>RD</td>
<td>Suburban</td>
<td>T3, T4</td>
<td>12 - 30 feet</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Groundcover, Trees</td>
<td>N/A</td>
<td>Groundcover, Trees</td>
<td>Pedestrian, Bicycle</td>
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</tr>
<tr>
<td>Street</td>
<td>ST</td>
<td>Suburban</td>
<td>T3, T4</td>
<td>12 - 30 feet</td>
<td>N/A</td>
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<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>Groundcover, Trees</td>
<td>Pedestrian, Bicycle</td>
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<tr>
<td>Avenue</td>
<td>AV</td>
<td>Suburban</td>
<td>T3, T4</td>
<td>12 - 30 feet</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>N/A</td>
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<td>N/A</td>
<td>Groundcover, Trees</td>
<td>Pedestrian, Bicycle</td>
<td></td>
</tr>
<tr>
<td>Drive</td>
<td>DR</td>
<td>Suburban</td>
<td>T3, T4</td>
<td>12 - 30 feet</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Groundcover, Trees</td>
<td>N/A</td>
<td>Groundcover, Trees</td>
<td>Pedestrian, Bicycle</td>
<td></td>
</tr>
<tr>
<td>Boulevard</td>
<td>BV</td>
<td>Suburban</td>
<td>T3, T4</td>
<td>12 - 30 feet</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>N/A</td>
<td>Groundcover, Trees</td>
<td>N/A</td>
<td>Groundcover, Trees</td>
<td>Pedestrian, Bicycle</td>
<td></td>
</tr>
<tr>
<td>Highway</td>
<td>HW</td>
<td>Suburban</td>
<td>T3, T4</td>
<td>12 - 30 feet</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>N/A</td>
<td>Groundcover, Trees</td>
<td>N/A</td>
<td>Groundcover, Trees</td>
<td>Pedestrian, Bicycle</td>
<td></td>
</tr>
</tbody>
</table>

### Movement Types

- **Yield** below 20 mph
- **Slow** 20 - 25 mph
- **Free** 25 - 30 mph
- **Speed** 30 - 35 mph
- **High Speed** above 35 mph

### Thoroughfare Path Types

- **Suburban**
  - **PP-10-5**
    - Pedestrian Path: Urban
      - T4, T5, T6
      - 12 - 30 feet
      - N/A
      - 5 - 30 feet
      - N/A
      - Emergency Vehicle Clearance @ 20'
      - N/A
      - N/A
      - N/A
      - N/A
      - N/A
      - See Article 3, Section 3.9.4.1; Article 4, Table 8
      - Paved
      - Continuous or Individual Planters
      - N/A
      - Groundcover, Trees
      - Pedestrian, Bicycle

- **Urban**
  - **PP-12-5**
    - Pedestrian Path: Paved
      - Continuous
      - N/A
      - Groundcover
      - Pedestrian, Bicycle

---

**Note:**
- Designation refers to minimum dimension
- Pavement width measured to inside of curb

**Movement Types**
- Below 20 mph
- 20 - 25 mph
- 25 - 30 mph
- 30 - 35 mph
- Above 35 mph

**THOROUGHFARE TYPES**
- **Pedestrian Passage:** PP
- **Alley:** AL
- **Road:** RD
- **Street:** ST
- **Avenue:** AV
- **Drive:** DR
- **Boulevard:** BV
- **Highway:** HW
### Thoroughfare Types

<table>
<thead>
<tr>
<th>Thoroughfare Type</th>
<th>Character</th>
<th>Transect Zone Assignment</th>
<th>Right-of-Way Width</th>
<th>Sidewalk Easement</th>
<th>Pavement Width</th>
<th>Movement</th>
<th>Traffic Flow</th>
<th>Design Speed</th>
<th>Pedestrian Crossing Time</th>
<th>Traffic Lanes</th>
<th>Parking Lanes</th>
<th>Curb Radius</th>
<th>Visibility Triangle</th>
<th>Walkway Type</th>
<th>Planter Type</th>
<th>Curb Type</th>
<th>Landscape</th>
<th>Mobility Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alley</td>
<td>Urban</td>
<td>T3, T4, T5, T6</td>
<td>20 - 25 feet</td>
<td>N/A</td>
<td>12 - 25 feet</td>
<td>Yield</td>
<td>Two-Way</td>
<td>10 mph</td>
<td>4 - 8 seconds</td>
<td>2</td>
<td>None</td>
<td>5 - 10 feet</td>
<td>Inverted Crown with Concrete or Other</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Pedestrian, Bicycle, Vehicle</td>
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<tr>
<td>Road</td>
<td>Rural, Suburban</td>
<td>T3</td>
<td>40 feet</td>
<td>N/A</td>
<td>18 feet</td>
<td>Slow</td>
<td>Two-Way</td>
<td>20 - 25 mph</td>
<td>6 seconds</td>
<td>2</td>
<td>None</td>
<td>Parking Allowed on Grass</td>
<td>See Article 3, Section 3.9.4.1; Article 4, Table 8</td>
<td>5' Sidewalk Optional</td>
<td>Continuous</td>
<td>Swale</td>
<td>Natural or Clustered</td>
<td>Pedestrian, Bicycle, Vehicle</td>
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</table>
### Thoroughfare Types

**Pedestrian Passage**
- PP

**Alley**
- AL

**Road**
- RD

**Street**
- ST

**Avenue**
- AV

**Drive**
- DR

**Boulevard**
- BV

**Highway**
- HW

### Thoroughfare Types

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<tr>
<th>Thoroughfare Type</th>
<th>Character</th>
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<th>Right-of-Way Width</th>
<th>Sidewalk Easement</th>
<th>Pavement Width</th>
<th>Movement</th>
<th>Traffic Flow</th>
<th>Design Speed</th>
<th>Pedestrian Crossing Time</th>
<th>Traffic Lanes</th>
<th>Parking Lanes</th>
<th>Curb Radius</th>
<th>Visibility Triangle</th>
<th>Walkway Type</th>
<th>Plant Type</th>
<th>Curb Type</th>
<th>Landscape</th>
<th>Mobility Type</th>
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</thead>
<tbody>
<tr>
<td><strong>ST-57-20</strong></td>
<td>Street</td>
<td>Low Density Residential</td>
<td>T3, T4</td>
<td>40 feet</td>
<td>N/A</td>
<td>Slow</td>
<td>Two-Way</td>
<td>20 - 25 mph</td>
<td>6 seconds</td>
<td>1</td>
<td>1</td>
<td>10 feet</td>
<td>5' Sidewalk</td>
<td>Individual Planters and Turf Block</td>
<td>5' Sidewalk</td>
<td>10 feet</td>
<td>Trees at 22' o.c. avg.</td>
<td>Pedestrian, Bicycle, Vehicle</td>
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<tr>
<td><strong>ST-50-20</strong></td>
<td>Street</td>
<td>Low Density Residential</td>
<td>T3, T4</td>
<td>50 feet</td>
<td>N/A</td>
<td>Slow</td>
<td>Two-Way</td>
<td>20 - 25 mph</td>
<td>6 seconds</td>
<td>2</td>
<td>2</td>
<td>10 feet</td>
<td>5' Sidewalk</td>
<td>Pan</td>
<td>Trees at 22' or 44' o.c. avg.</td>
<td>Pedestrian, Bicycle, Vehicle</td>
<td></td>
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</tbody>
</table>

**Note:**
- Designation refers to minimum dimension
- Pavement width measured to inside of curb

### Movement Types

- **Yield**
  - Below 20 mph

- **Slow**
  - 20 - 25 mph

- **Free**
  - 25 - 30 mph

- **Speed**
  - 30 - 35 mph

- **High Speed**
  - Above 35 mph

### Key

- **ST-57-20**
  - Thoroughfare Type
  - Right of Way Width
  - Pavement Width

- **ST-50-20**
  - Thoroughfare Type
  - Right of Way Width
  - Pavement Width

---

**See Article 3, Section 3.9.4.1; Article 4, Table 8**
**Thoroughfare Type**

**Character**

**Transect Zone Assignment**

**Right-of-Way Width**

**Sidewalk Easement**

**Pavement Width**

**Movement**

**Traffic Flow**

**Design Speed**

**Pedestrian Crossing Time**

**Traffic Lanes**

**Parking Lanes**

**Curb Radius**

**Visibility Triangle**

**Walkway Type**

**Planter Type**

**Curb Type**

**Landscape**

**Mobility Type**

---

### Thoroughfare Types

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<th>Character</th>
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<th>Sidewalk Easement</th>
<th>Pavement Width</th>
<th>Movement</th>
<th>Traffic Flow</th>
<th>Design Speed</th>
<th>Pedestrian Crossing Time</th>
<th>Traffic Lanes</th>
<th>Parking Lanes</th>
<th>Curb Radius</th>
<th>Visibility Triangle</th>
<th>Walkway Type</th>
<th>Planter Type</th>
<th>Curb Type</th>
<th>Landscape</th>
<th>Mobility Type</th>
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<tbody>
<tr>
<td>Residential</td>
<td></td>
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<td>50 feet</td>
<td>N/A</td>
<td>24 feet</td>
<td>Free</td>
<td>Two-Way</td>
<td>25 - 30 mph</td>
<td>9 seconds</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T3, T4</td>
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<td></td>
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<td></td>
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</tr>
<tr>
<td>5' Sidewalk</td>
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**Notes:**

- Designation refers to minimum dimension.
- Pavement width measured to inside of curb.

**Movement Types**

- Yield below 20 mph
- Slow 20 - 25 mph
- Free 25 - 30 mph
- Speed 30 - 35 mph
- High Speed above 35 mph
Thoroughfare Type
Character
Transect Zone Assignment
Right-of-Way Width
Sidewalk Easement
Pavement Width
Movement
Traffic Flow
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Visibility Triangle
Walkway Type
Planter Type
Curb Type
Landscape
Mobility Type

Yield below 20 mph
Slow 20 - 25 mph
Free 25 - 30 mph
Speed 30 - 35 mph
High Speed above 35 mph

ST-50-28
ST-50-29

See Article 3, Section 3.9.4.1; Article 4, Table 8
See Article 3, Section 3.9.4.1; Article 4, Table 8
THOROUGHFARE TYPES

STREET TYPES

Thoroughfare Type
Mixed Use

Character
T4

Transect Zone Assignment
50 feet

Right-of-Way Width
N/A

Sidewalk Easement
34 feet

Pavement Width
Slow

Movement
Two-Way

Traffic Flow
20 - 25 mph

Design Speed
6 seconds

Pedestrian Crossing Time
2

Traffic Lanes
2

Parking Lanes
2

Curb Radius
15 feet

Visibility Triangle
See Article 3, Section 3.9.4.1; Article 4, Table 8

Walkway Type
7' Sidewalk

Planter Type
Individual Planters in Bulb-outs

Curb Type
Raised

Landscape
Specific Locations

Mobility Type
Pedestrian, Bicycle, Vehicle

Note: 10' Easement Not Applicable to T4
### Thoroughfare Types

<table>
<thead>
<tr>
<th>Character</th>
<th>Transect Zone Assignment</th>
<th>Right-of-Way Width</th>
<th>Sidewalk Easement</th>
<th>Pavement Width</th>
<th>Movement</th>
<th>Traffic Flow</th>
<th>Design Speed</th>
<th>Pedestrian Crossing Time</th>
<th>Traffic Lanes</th>
<th>Parking Lanes</th>
<th>Curb Radius</th>
<th>Visibility Triangle</th>
<th>Walkway Type</th>
<th>Planter Type</th>
<th>Curb Type</th>
<th>Landscape</th>
<th>Mobility Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street</td>
<td>Mixed Use</td>
<td>T4, T5, T6</td>
<td>70 feet</td>
<td>10 feet</td>
<td>Free, Speed</td>
<td>Two-Way</td>
<td>25 - 35 mph</td>
<td>11 seconds</td>
<td>2</td>
<td>2</td>
<td>15 feet</td>
<td>See Article 3, Section 3.9.4.1; Article 4, Table 8</td>
<td>Individual Planters</td>
<td>Raised</td>
<td>16'-26' Sidewalk</td>
<td>Pedestrian, Bicycle, Vehicle, Transit Route</td>
<td></td>
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<tr>
<td>Avenue</td>
<td>Mixed Use</td>
<td>T4, T5, T6</td>
<td>70 feet</td>
<td>10 feet</td>
<td>Slow</td>
<td>Two-Way</td>
<td>20 - 25 mph</td>
<td>14 seconds</td>
<td>2</td>
<td>2</td>
<td>10 feet</td>
<td>See Article 3, Section 3.9.4.1; Article 4, Table 8</td>
<td>Individual Planters</td>
<td>Raised</td>
<td>11' - 21' Sidewalk</td>
<td>Pedestrian, Bicycle, Vehicle, Transit Route</td>
<td></td>
</tr>
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</table>

**Note:** 10' Easement Not Applicable to T4
**PUBLIC HEARING-FIRST READING 2008-04**

**THOROUGHFARE TYPES**

<table>
<thead>
<tr>
<th>Thoroughfare Type</th>
<th>Right-of-Way Width</th>
<th>Pavement Width</th>
</tr>
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<tbody>
<tr>
<td>PP</td>
<td>57</td>
<td>20</td>
</tr>
<tr>
<td>AL</td>
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<tr>
<td>RD</td>
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<tr>
<td>AV</td>
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<td></td>
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<tr>
<td>DR</td>
<td></td>
<td></td>
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<tr>
<td>BV</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HW</td>
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</tbody>
</table>

**MOVEMENT TYPES**

<table>
<thead>
<tr>
<th>Movement</th>
<th>Traffic Flow</th>
<th>Design Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free</td>
<td>Two-Way</td>
<td>25 - 30 mph</td>
</tr>
<tr>
<td>Two-Way</td>
<td>Two-Way</td>
<td>25 - 30 mph</td>
</tr>
</tbody>
</table>

**Note:** Designation refers to minimum dimension.

**THOROUGHFARE TYPES**

<table>
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<tr>
<th>Thoroughfare Type</th>
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<th>Pedestrian Crossing Time</th>
<th>Traffic Lanes</th>
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<th>Curb Radius</th>
<th>Visibility Triangle</th>
<th>Walkway Type</th>
<th>Planter Type</th>
<th>Curb Type</th>
<th>Landscape</th>
<th>Mobility Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>AV-70-46</td>
<td>Avenue</td>
<td>Mixed Use</td>
<td>T5, T6</td>
<td>70 feet</td>
<td>10 feet</td>
<td>Free</td>
<td>Two-Way</td>
<td>25 - 30 mph</td>
<td>16 seconds</td>
<td>2 Moving Lanes, 2 Temporary Lanes, 1 Turning Center Lane</td>
<td>2 Temporary</td>
<td>15 - 20 feet</td>
<td>See Article 3, Section 3.9.4.1; Article 4, Table 8</td>
<td>Individual Planters, Continuous Median</td>
<td>Raised</td>
<td>Trees at 22' - 25' o.c. avg.</td>
<td>Pedestrian, Bicycle, Vehicle, Transit Route</td>
<td></td>
</tr>
<tr>
<td>AV-90-40</td>
<td>Avenue</td>
<td>Mixed Use</td>
<td>T4, T5, T6</td>
<td>80 feet</td>
<td>10 feet</td>
<td>Free</td>
<td>Two-Way</td>
<td>25 - 30 mph</td>
<td>16 seconds</td>
<td>2 Moving Lanes, 1 Turning Median</td>
<td>2</td>
<td>15 - 20 feet</td>
<td>See Article 3, Section 3.9.4.1; Article 4, Table 8</td>
<td>Individual Planters, Continuous Median</td>
<td>Raised</td>
<td>Trees at 22' o.c. avg.</td>
<td>Pedestrian, Bicycle, Vehicle, Transit Route</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** 10' Easement Not Applicable to T4
**PUBLIC HEARING-FIRST READING 2008-04**

**ARTICLE 8. THOROUGHFARES**

<table>
<thead>
<tr>
<th>Thoroughfare Type</th>
<th>Character</th>
<th>Transect Zone Assignment</th>
<th>Right-of-Way Width</th>
<th>Sidewalk Easement</th>
<th>Pavement Width</th>
<th>Movement</th>
<th>Traffic Flow</th>
<th>Design Speed</th>
<th>Pedestrian Crossing Time</th>
<th>Traffic Lanes</th>
<th>Parking Lanes</th>
<th>Curb Radius</th>
<th>Visibility Triangle</th>
<th>Walkway Type</th>
<th>Planter Type</th>
<th>Curb Type</th>
<th>Landscape</th>
<th>Mobility Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenue</td>
<td>Mixed Use</td>
<td>T4, T5, T6</td>
<td>90 feet</td>
<td>10 feet</td>
<td>60 feet</td>
<td>Two-Way</td>
<td>25 - 30 mph</td>
<td>17 seconds</td>
<td>4 Moving Lanes, 1 Turning Median</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**AV-90-60**

- Avenue
- Mixed Use
- T4, T5, T6
- 90 feet
- 10 feet
- 60 feet
- Two-Way
- 25 - 30 mph
- 17 seconds
- 4 Moving Lanes, 1 Turning Median
- 2
- 15 - 20 feet
- See Article 3, Section 3.9.4.1; Article 4, Table 8
- 9' - 18' Sidewalk
- Individual Planters, Continuous Median
- Raised
- Trees at 22' o.c. avg.
- Pedestrian, Bicycle, Vehicle, Transit Route

**BV-100-62**

- Boulevard
- Mixed Use
- T4, T5, T6
- 100 feet
- 10 feet
- 62 feet
- Free
- Two-Way
- 25 - 30 mph
- 16 seconds
- 4 Moving Lanes
- 2
- 15 - 20 feet
- See Article 3, Section 3.9.4.1; Article 4, Table 8
- 6' - 16' Sidewalk
- Individual Planters, Continuous Median
- Raised
- Trees at 22' o.c. avg.
- Pedestrian, Bicycle, Vehicle, Transit Route

**Note:** 10’ Easement Not Applicable to T4
THOROUGHFARE TYPES

Pedestrian Passage PP
Alley AL
Road RD
Street ST
Avenue AV
Drive DR
Boulevard BV
Highway HW

Thoroughfare Type

Character
Transect Zone Assignment
Right-of-Way Width
Sidewalk Easement
Pavement Width
Movement
Traffic Flow
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Visibility Triangle
Walkway Type
Planter Type
Curb Type
Landscape
Mobility Type

Note: Designation refers to minimum dimension
Pavement width measured to inside of curb

THOROUGHFARE TYPES

Thoroughfare Type

Character
Transect Zone Assignment
Right-of-Way Width
Sidewalk Easement
Pavement Width
Movement
Traffic Flow
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Visibility Triangle
Walkway Type
Planter Type
Curb Type
Landscape
Mobility Type

Note: 10' Easement Not Applicable to T4
### Thoroughfare Types

<table>
<thead>
<tr>
<th>Thoroughfare Type</th>
<th>Character</th>
<th>Transect Zone Assignment</th>
<th>Right-of-Way Width</th>
<th>Sidewalk Easement</th>
<th>Pavement Width</th>
<th>Movement</th>
<th>Traffic Flow</th>
<th>Design Speed</th>
<th>Pedestrian Crossing Time</th>
<th>Traffic Lanes</th>
<th>Parking Lanes</th>
<th>Curb Radius</th>
<th>Visibility Triangle</th>
<th>Walkway Type</th>
<th>Planter Type</th>
<th>Curb Type</th>
<th>Landscape</th>
<th>Mobility Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street</td>
<td>Mixed Use</td>
<td>T4, T5, T6</td>
<td>70 feet</td>
<td>10 feet</td>
<td>56 feet</td>
<td>Free</td>
<td>Two-Way</td>
<td>25 - 30 mph</td>
<td>16 seconds</td>
<td>2</td>
<td>1</td>
<td>15 - 20 feet</td>
<td>None</td>
<td>Individual Planters</td>
<td>Raised</td>
<td>Trees at 22&quot; o.c. avg.</td>
<td>Pedestrian, Bicycle, Vehicle, Transit Route</td>
<td>Note: 10' Easement Not Applicable to T4</td>
</tr>
<tr>
<td>Boulevard</td>
<td>Mixed Use</td>
<td>T5, T6</td>
<td>90 feet</td>
<td>10 feet</td>
<td>62 feet</td>
<td>Free</td>
<td>Two-Way</td>
<td>25 - 30 mph</td>
<td>16 seconds</td>
<td>4</td>
<td></td>
<td>15 - 20 feet</td>
<td>None</td>
<td>Individual Planters</td>
<td>Raised</td>
<td>Trees at 22&quot; o.c. avg.</td>
<td>Pedestrian, Bicycle, Vehicle, Transit Route</td>
<td>Note: 10' Easement Not Applicable to T4</td>
</tr>
</tbody>
</table>