

Key	Corridor Typology	Corridor Width & Block Length <small>(right-of-way &amp; centerline-centerline/feet)</small>	Thoroughfare Classification/ Location	Modes Accommodated (Priority) <small>(Motorized vehicles included unless specifically excluded)</small>	Modes Discouraged	Street Metrics <small>Traffic Management Goals</small>	Dominant Land Use
				Highest →			
C.1	MM City Beautiful	Both vary according to historic pattern and district	Arterial / Along edge of district or at the core		Commercial (weight limit based); parking unless sequestered; local access curb cuts unless grouped or per historic pattern	25-35 mph posted speed w/ speed control traffic mgmt if toward center of district. Can be higher (45 mph) if	Variable historic pattern w/ corridor overlay regulations for land use preservation and control of adaptive reuse. Can handle high intensity residential if
C.2	MM Modern Parkway	110' min+variable width contiguous park and open space one or both sides, dependent on district. Blocks follow old standards, otherwise over 1000'	Primary Arterial / Along edge of district		Parking unless grouped; local access unless grouped	45 mph posted speed; Platooned signalization	Medium to high intensity residential encouraged with buffers and setbacks to offset noise; else commercial not including retail. Common services like restaurants
C.3a	MM Commuter/Urban	90' min. Blocks greater than or equal to 500' - tend to align along long edge of rectangular blocks.	Arterial / From edge of district to core pkwy to district, or secondary arterial between		Time restricted parking/travel lanes if bike lanes; bike lanes if multi-use path available; local access curb cuts unless grouped	35 mph posted speed; Platooned signalization	Variable land uses w/ mixed-use characteristics, district portal transitions
C.3b	MM Commuter/Suburban	100 minimum 130 minimum for new development. Blocks greater than or equal to 600' - tend to align along long edge of rectangular blocks.	Arterial / From edge of district to core pkwy to district, or secondary arterial between		Time restricted parking/travel lanes if bike lanes; bike lanes if multi-use path available; local access curb cuts unless grouped	35 (40) mph posted speed Platooned signalization	Variable/transitional land uses w/ clustered multi-unit residential, commercial development not including retail at midblock. Common services like restaurants
C.4a	MM Connector/Urban	60 minimum 90 minimum new development. Blocks less than or equal to 500' - tend to align along short edge of rectangular blocks	Collector: accesses local streets, parking facilities		Regional transit or commuter traffic; local access curb cuts unless grouped	25 mph posted speed w/ speed control traffic mgmt.	Variable land uses with distributed generators and destinations, mixed-use near district cores
C.4b	MM Connector/Suburban	90' min, 105 minimum new development. Blocks less than or equal to 600' - tend to align along short edge of rectangular blocks	Collector accessing local streets, unified development blocks		Regional transit or commuter traffic; local access curb cuts unless grouped	35 mph posted speed	Variable and transitional land uses w/ clustered multi-unit residential, commercial and mixed-use development
C.5	MM Modern Boulevard	120'-140' min. Blocks preferably between 200' and 250'	High Access Arterial at core of district		Commercial traffic is restricted (turning/parking); parking unless grouped; local access curb cuts unless grouped	35 mph posted speed	Medium to high intensity mixed use encouraged, highest intensity residential tends to be perpendicular to blvd itself
C.6a	MM Pedestrian/Urban	90 minimum. Blocks preferably between 200' and 250'	Arterial or collector. Core of town or district within larger city. Mixed use extension of		Regional transit or high volume commuter thru-traffic if alt. routes available; local access curb cuts unless grouped	25 mph posted speed w/ speed control traffic mgmt.	Medium intensity mixed use commercial, retail with adjacent medium intensity residential
C.6b	MM Pedestrian/Suburban	130 minimum. Blocks preferably less than 500'	Arterial or collector. Core of Edge City or village district of larger conurbation.		Regional transit or high volume commuter thru-traffic if alt. routes available; local access curb cuts unless grouped	25 mph posted speed w/ speed control traffic mgmt.	Low to medium intensity mixed use commercial, retail with adjacent low to medium intensity residential
C.7	MM Social Street	Varies per existing district conditions. Blocks between 200' to 250'	Local for cars, collector for other modes / Core of CBPD		Through transit or vehicles based on access constraints & speed control traffic management, commercial service traffic encouraged on parallel service street	speed/volume self regulating w/ shared use design parameters	Highest intensity pedestrian mixed use, medium to high density residential
C.8	MM Quiet Street	Varies per existing district conditions. Blocks less than 600'	Local / Throughout residential quarter		Transit, commercial or through vehicles based on access constraints & speed control traffic management	15-25 mph posted speed w/ shared use design parameters	Low to medium intensity residential, live-work units
C.9	MM Bicycle Boulevard	Varies by existing conditions of multiple districts comprising corridor	Local Streets / Main arterial for bikes, minimum along edge of bike district		Transit, commercial or through vehicles based on access constraints & speed control traffic management	15-25 mph posted speed w/ speed control traffic mgmt.	Low to medium intensity residential, small-scale village mixed-use districts allowed but not usual.
C.10a	Service Commercial	20-40 minimum Dependent on platting pattern and building service needs	Local / Parallel to commercial streets like blvd		Transit, commercial or through vehicles based on access constraints & speed control traffic management	15 mph posted speed w/ shared use design parameters, restricted turning patterns	Commercial, office, institutional, medium to high intensity residential, mixed use
C.10b	Service Residential	20 minimum, dependent on platting pattern and existing blocks	Local / Parallel to local and quiet streets to facilitate parking		Transit, commercial or through vehicles based on access constraints & speed control traffic management	15 mph posted speed w/ shared use design parameters	Low to medium intensity residential
C.11a	MM Off-Street	24-40 minimum according to land use buffer requirements plus contiguous open space	NA for cars, arterial for peds and bikes		Transit or other motorized vehicles	bike/ped shared use design parameters	Linear park and open space passing through or along all land uses w/ appropriate buffers and setbacks
C.11b	MM Transit Off-Street	Per combined requirements of specific transit mode & multi use path	NA for cars, transit arterial along edge of district, co-locate bike arterial		Non-transit motorized vehicles	access control w/ parallel/shared use design parameters	Passing through or along all land uses w/ appropriate buffers, setbacks and access controls
C.12	MM Transitions	Varies according to coincident corridor criteria.	Varies according to coincident corridor classifications		On street parking or transit stations within portal viewshed/influence area	35-15 mph posted speed transition w/ speed control traffic mgmt.	Transition between distinct district or corridor types, demarcation of edge+ core of districts

