

2040 Land Use Design Type	Design Classification	Street Connections	Prioritized Travel Modes	Motor vehicle Functional Classification	Target and Design Speed	Number of Lanes	Medians and Turn Lanes	Flex Zone Uses	Pedestrian Design	Bikeway Design	Transit Design	Freight Design	Green Streets/ Stormwater Management
Any	Freeways	Limited Grade-separated	Motor vehicle, freight, transit	Throughway	45 to 60 mph	Up to six with auxiliary lanes in some places	Center barrier, no turn lanes	Shoulder for emergency use, bus on shoulder or carpool	Parallel facility; crossings on over- or underpasses; crossings every 200 to 1,200 ft.	Multiuse path; crossings on over- or underpasses	Bus on shoulder, express bus, light rail	Enhanced mobility	Vegetated landscaping and green streets treatments to manage stormwater
Any	Highways	Limited Some grade-separated, signalized	Motor vehicle, freight, transit	Throughway	35 to 50 mph	Up to six with auxiliary lanes in some places	Median, limited turn lanes in some locations	Shoulder for safety, emergency use, bus on shoulder or carpool	Parallel facility or buffered sidewalks; crossings on over- or underpasses; crossings every 200 to 1,200 ft.	Multiuse path or separated bikeway; crossings on over- or underpasses	Bus on shoulder, express bus, light rail	Enhanced mobility	Vegetated landscaping and green streets treatments to manage stormwater
Centers, station communities and some main streets	Regional and community boulevards	Many; access management emphasized	Pedestrian, transit, bicycle; access for all modes	Major arterial (regional boulevard) Minor arterial (community boulevard)	20 to 25 mph	Two to four lanes	Median desired, some turn lanes; minimize additional crossing width at intersections	None, or separated bikeway, enhanced bus, parking, green streets	Buffered sidewalks, enhanced crossings and access to transit; crossings every 200 to 530 ft. (1 to 2 blocks)	Separated bikeway; enhanced crossings	Accessible stations, priority bus treatments as appropriate	Access: loading and unloading	Vegetated landscaping and green streets treatments to manage stormwater
Corridors, neighborhoods, some main streets and employment and industrial areas	Regional and community streets	Some to many; access management as possible	Balanced and modal network priorities	Major arterial (regional street) minor arterial (community street)	20 to 30 mph	Two to four lanes	Median desired; some turn lanes; minimize additional crossing width at intersections	None, or separated bikeway, enhanced bus, parking, green streets	Buffered sidewalks, enhanced crossings and access to transit; crossings every 200 to 530 ft (1 to 2 blocks)	Separated bikeway; enhanced crossings	Accessible stations, priority bus treatments as appropriate	Mobility on freight corridors; access: loading and unloading	Vegetated landscaping and green streets treatments to manage stormwater
Employment and industrial areas	Industrial streets	Some; access management emphasized	Freight, motor vehicle, transit	Major or minor arterial	20 to 40 mph	Two to four lanes	Median in some instances; some turn lanes	None, separated bikeway or multiuse path, enhanced bus, parking, green streets	Sidewalk with buffer or multiuse path; enhanced crossings and access to transit; crossings every 200 to 530 ft. (1 to 2 blocks)	Separated bikeway or multiuse path; enhanced crossings	Accessible stations, priority bus treatments as appropriate	Priority freight treatments, wider lanes and intersections	Vegetated landscaping and green streets treatments to manage stormwater