

APPENDIX A.

CORRIDOR MATRIX

The following Appendix contains the Corridor Matrix. The original matrix is in a spreadsheet format and is laid out in single sheet format by Multimodal Corridor type in the following pages.

Corridor Element Key	CORRIDOR MATRIX										
	Corridor Type	Transit Boulevard									
	Intensity	T-6		T-5		T-4		T-3		T-2	
	Context Zones & Corridor Elements	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM
	Building Context Zone										
A	BUILDING FRONTAGE ELEMENT	5 ft	3 ft	5 ft	3 ft	5 ft	2.5 ft	7 ft	1.5 ft	12 ft	1.5 ft
	Location of off street parking	rear	rear	rear	rear	rear	rear	rear	rear	rear	rear
	Typical building entry locations	front	front	front	front	front	front	front	front	front	front
	Roadway Edge Zone										
B	SIDEWALK THROUGH ELEMENT	10 ft	6 ft	10 ft	6 ft	8 ft	6 ft	6 ft	6 ft	6 ft	6 ft
C	AMENITY ELEMENT	8 ft	6 ft	8 ft	6 ft	8 ft	6 ft	8 ft	6 ft	9 ft	6 ft
	Surface Treatment for Amenity Element	Paved with tree wells		Paved with tree wells		Paved with tree wells		Paved with tree wells		Grassy strip with trees	
	Roadway Zone										
D	PARKING ELEMENT	8 ft both sides	None	8 ft both sides	None	8 ft both sides	None	8 ft both sides	None	8 ft both sides	None
E	BICYCLE ELEMENT	5 ft bike lane ⁽¹⁾	14 ft wide curb lane with shared lane markings	5 ft bike lane ⁽¹⁾	14 ft wide curb lane with shared lane markings	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width
F	TRAVEL LANE ELEMENT	12 ft ⁽²⁾	11 ft ⁽²⁾	12 ft ⁽²⁾	11 ft ⁽²⁾	12 ft ⁽²⁾	11 ft ⁽²⁾	12 ft ⁽²⁾	11 ft ⁽²⁾	12 ft ⁽²⁾	11 ft ⁽²⁾
	Design Speed	30 - 35 mph		30 - 35 mph		30 - 35 mph		30 - 35 mph		30 - 35 mph	
	Number of Through Lanes	4 to 6		4 to 6		4 to 6		4 to 6		2 to 6	
	Typical Traffic Volume Range (vehicles per day)	15,000 to 40,000		15,000 to 40,000		10,000 to 50,000		8,000 to 40,000		5,000 to 30,000	
G	MEDIAN ELEMENT	Transit provided in median	6 ft ⁽³⁾	Transit provided in median	6 ft ⁽³⁾	Transit provided in median	6 ft ⁽³⁾	Transit provided in median	6 ft ⁽³⁾	Transit provided in median	6 ft ⁽³⁾

⁽¹⁾Bike lane widths assume there is no on-street parking. Bike lane widths do not include the width of the gutter pan and assume a gutter pan is provided. On roadways with curb but no gutter (no on-street parking), add one foot of width. If 8-ft wide on-street parking is provided, add one foot of width. If 7-ft wide on-street parking is provided, add two feet of width. (Refer to Appendix B Corridor Matrix Annotation Document for discussion.) Additionally, more innovative bicycle facilities like buffered bike lanes, bicycle boulevard features, contra-flow bike lanes, and shared bike and bus facilities may be desirable. Please refer to the latest AASHTO Guide for the Development of Bicycle Facilities and the latest NACTO Urban Bikeway Design Guide for more detailed guidance on these more innovative facilities.

⁽²⁾Travel lane width does not include the shy distance and curb or curb and gutter pan. Note: 12 ft is the optimum **only** for transit modal emphasis. For all other modal emphases, travel lane width should be minimized. (Refer to Appendix B Corridor Matrix Annotation Document for discussion.)

⁽³⁾Median element widths are measured from back of curb to back of curb. Median element widths do not include the width of the curb and shy distance.

Corridor Element Key	CORRIDOR MATRIX										
	Corridor Type	Boulevard									
	Intensity	T-6		T-5		T-4		T-3		T-2	
	Context Zones & Corridor Elements	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM
	Building Context Zone										
A	BUILDING FRONTAGE ELEMENT	5 ft	3 ft	5 ft	3 ft	5 ft	2.5 ft	7 ft	1.5 ft	12 ft	1.5 ft
	Location of off street parking	rear	rear	rear	rear	rear	rear	rear	rear	rear	rear
	Typical building entry locations	front	front	front	front	front	front	front	front	front	front
	Roadway Edge Zone										
B	SIDEWALK THROUGH ELEMENT	10 ft	6 ft	10 ft	6 ft	8 ft	6 ft	6 ft	6 ft	6 ft	6 ft
C	AMENITY ELEMENT	8 ft	6 ft	8 ft	6 ft	8 ft	6 ft	8 ft	6 ft	9 ft	6 ft
	Surface Treatment for Amenity Element	Paved with tree wells		Paved with tree wells		Paved with tree wells		Paved with tree wells		Grassy strip with trees	
	Roadway Zone										
D	PARKING ELEMENT	8 ft both sides	None	8 ft both sides	None	8 ft both sides	None	8 ft both sides	None	8 ft both sides	None
E	BICYCLE ELEMENT	5 ft bike lane ⁽¹⁾	14 ft wide curb lane with shared lane markings	5 ft bike lane ⁽¹⁾	14 ft wide curb lane with shared lane markings	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width
F	TRAVEL LANE ELEMENT	12 ft ⁽²⁾	11 ft ⁽²⁾	12 ft ⁽²⁾	11 ft ⁽²⁾	12 ft ⁽²⁾	11 ft ⁽²⁾	12 ft ⁽²⁾	11 ft ⁽²⁾	12 ft ⁽²⁾	11 ft ⁽²⁾
	Design Speed	30 - 35 mph		30 - 35 mph		30 - 35 mph		30 - 35 mph		30 - 35 mph	
	Number of Through Lanes	4 to 6		4 to 6		4 to 6		4 to 6		2 to 6	
	Typical Traffic Volume Range (vehicles per day)	15,000 to 40,000		15,000 to 40,000		10,000 to 50,000		8,000 to 40,000		5,000 to 30,000	
G	MEDIAN ELEMENT	18 ft ⁽³⁾	6 ft ⁽³⁾	18 ft ⁽³⁾	6 ft ⁽³⁾	18 ft ⁽³⁾	6 ft ⁽³⁾	18 ft ⁽³⁾	6 ft ⁽³⁾	18 ft ⁽³⁾	6 ft ⁽³⁾

⁽¹⁾Bike lane widths assume there is no on-street parking. Bike lane widths do not include the width of the gutter pan and assume a gutter pan is provided. On roadways with curb but no gutter (no on-street parking), add one foot of width. If 8-ft wide on-street parking is provided, add one foot of width. If 7-ft wide on-street parking is provided, add two feet of width. (Refer to Appendix B Corridor Matrix Annotation Document for discussion.) Additionally, more innovative bicycle facilities like buffered bike lanes, bicycle boulevard features, contra-flow bike lanes, and shared bike and bus facilities may be desirable. Please refer to the latest AASHTO Guide for the Development of Bicycle Facilities and the latest NACTO Urban Bikeway Design Guide for more detailed guidance on these more innovative facilities.

⁽²⁾Travel lane width does not include the shy distance and curb or curb and gutter pan. Note: 12 ft is the optimum **only** for transit modal emphasis. For all other modal emphases, travel lane width should be minimized. (Refer to Appendix B Corridor Matrix Annotation Document for discussion.)

⁽³⁾Median element widths are measured from back of curb to back of curb. Median element widths do not include the width of the curb and shy distance.

Corridor Element Key	CORRIDOR MATRIX												
	Corridor Type →	Major Avenue											
	Intensity →	T-6		T-5		T-4		T-3		T-2		T-1	
	Context Zones & Corridor Elements ↓	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM
Building Context Zone													
A	BUILDING FRONTAGE ELEMENT	7 ft	3 ft	7 ft	3 ft	7 ft	2.5 ft	7 ft	2.5 ft	12 ft	2 ft	12 ft	2 ft
	Location of off street parking	rear	rear	rear	rear	rear	side	rear	side	rear	side	rear	side
	Typical building entry locations	front	front	front	front	front	front	front	side	front	side	front	side
Roadway Edge Zone													
B	SIDEWALK THROUGH ELEMENT	9 ft	6 ft	9 ft	6 ft	6 ft	6 ft	6 ft	6 ft	6 ft	5 ft	6 ft	5 ft
C	AMENITY ELEMENT	7 ft	6 ft	7 ft	6 ft	7 ft	6 ft	7 ft	6 ft	9 ft	6 ft	9 ft	6 ft
	Surface Treatment for Amenity Element	Paved with tree wells		Paved with tree wells		Paved with tree wells		Paved with tree wells		Grassy strip with trees		Grassy strip with trees	
Roadway Zone													
D	PARKING ELEMENT	8 ft both sides	None	8 ft both sides	None	8 ft both sides	None	8 ft both sides	None	8 ft both sides	None	8 ft both sides	None
E	BICYCLE ELEMENT	5 ft bike lane ⁽¹⁾	14 ft wide curb lane with shared lane markings	5 ft bike lane ⁽¹⁾	14 ft wide curb lane with shared lane markings	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width
F	TRAVEL LANE ELEMENT	12 ft ⁽²⁾	11 ft ⁽²⁾	12 ft ⁽²⁾	11 ft ⁽²⁾	12 ft ⁽²⁾	11 ft ⁽²⁾	12 ft ⁽²⁾	11 ft ⁽²⁾	12 ft ⁽²⁾	11 ft ⁽²⁾	12 ft ⁽²⁾	11 ft ⁽²⁾
	Design Speed	30 - 35 mph		30 - 35 mph		30 - 35 mph		30 - 35 mph		30 - 35 mph		30 - 35 mph	
	Number of Through Lanes	2 to 4		2 to 4		2 to 4		2 to 4		2 to 4		2 to 4	
	Typical Traffic Volume Range (vehicles per day)	10,000 to 30,000		8,000 to 25,000		5,000 to 25,000		5,000 to 20,000		2,000 to 10,000		2,000 to 10,000	
G	MEDIAN ELEMENT	18 ft ⁽³⁾	None	18 ft ⁽³⁾	None	18 ft ⁽³⁾	None	18 ft ⁽³⁾	None	18 ft ⁽³⁾	None	18 ft ⁽³⁾	None

⁽¹⁾Bike lane widths assume there is no on-street parking. Bike lane widths do not include the width of the gutter pan and assume a gutter pan is provided. On roadways with curb but no gutter (no on-street parking), add one foot of width. If 8-ft wide on-street parking is provided, add one foot of width. If 7-ft wide on-street parking is provided, add two feet of width. (Refer to Appendix B Corridor Matrix Annotation Document for discussion.) Additionally, more innovative bicycle facilities like buffered bike lanes, bicycle boulevard features, contra-flow bike lanes, and shared bike and bus facilities may be desirable. Please refer to the latest AASHTO Guide for the Development of Bicycle Facilities and the latest NACTO Urban Bikeway Design Guide for more detailed guidance on these more innovative facilities.

⁽²⁾Travel lane width does not include the shy distance and curb or curb and gutter pan. Note: 12 ft is the optimum only for transit modal emphasis. For all other modal emphases, travel lane width should be minimized. (Refer to Appendix B Corridor Matrix Annotation Document for discussion.)

⁽³⁾Median element widths are measured from back of curb to back of curb. Median element widths do not include the width of the curb and shy distance.

Corridor Element Key	CORRIDOR MATRIX												
	Corridor Type	Avenue											
	Intensity	T-6		T-5		T-4		T-3		T-2		T-1	
	Context Zones & Corridor Elements	OPTIMAL	MINIMUM										
	Building Context Zone												
A	BUILDING FRONTAGE ELEMENT	8 ft	2.5 ft	8 ft	2.5 ft	8 ft	2.5 ft	10 ft	1.5 ft	15 ft	1.5 ft	15 ft	1.5 ft
	Location of off street parking	rear	rear	rear	rear	rear	side	rear	side	rear	side	rear	side
	Typical building entry locations	front	front	front	front	front	front	front	side	front	side	front	side
	Roadway Edge Zone												
B	SIDEWALK THROUGH ELEMENT	8 ft	5 ft	7 ft	5 ft	6 ft	5 ft						
C	AMENITY ELEMENT	7 ft	6 ft	8 ft	6 ft	7 ft	6 ft						
	Surface Treatment for Amenity Element	Paved with tree wells		Grassy strip with trees		Grassy strip with trees							
	Roadway Zone												
D	PARKING ELEMENT	8 ft both sides	None	8 ft both sides	None	8 ft both sides	None	7 ft both sides	None	7 ft both sides	None	7 ft both sides	None
E	BICYCLE ELEMENT	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width	4 ft bike lane ⁽¹⁾	Shared lane markings with no additional lane width
F	TRAVEL LANE ELEMENT	12 ft ⁽²⁾	11 ft ⁽²⁾										
	Design Speed	25-30 mph											
	Number of Through Lanes	2 to 4											
	Typical Traffic Volume Range (vehicles per day)	2,000 to 20,000		2,000 to 15,000		1,500 to 10,000		1,000 to 10,000		1,000 to 5,000		1,000 to 5,000	
G	MEDIAN ELEMENT	18 ft ⁽³⁾	None										

⁽¹⁾Bike lane widths assume there is no on-street parking. Bike lane widths do not include the width of the gutter pan and assume a gutter pan is provided. On roadways with curb but no gutter (no on-street parking), add one foot of width. If 8-ft wide on-street parking is provided, add one foot of width. If 7-ft wide on-street parking is provided, add two feet of width. (Refer to Appendix B Corridor Matrix Annotation Document for discussion.) Additionally, more innovative bicycle facilities like buffered bike lanes, bicycle boulevard features, contra-flow bike lanes, and shared bike and bus facilities may be desirable. Please refer to the latest AASHTO Guide for the Development of Bicycle Facilities and the latest NACTO Urban Bikeway Design Guide for more detailed guidance on these more innovative facilities.

⁽²⁾Travel lane width does not include the shy distance and curb or curb and gutter pan. Note: 12 ft is the optimum only for transit modal emphasis. For all other modal emphases, travel lane width should be minimized. (Refer to Appendix B Corridor Matrix Annotation Document for discussion.)

⁽³⁾Median element widths are measured from back of curb to back of curb. Median element widths do not include the width of the curb and shy distance.

Corridor Element Key	CORRIDOR MATRIX												
	Corridor Type	Local Street											
	Intensity	T-6		T-5		T-4		T-3		T-2		T-1	
	Context Zones & Corridor Elements	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM
Building Context Zone													
A	BUILDING FRONTAGE ELEMENT	8 ft	2.5 ft	8 ft	2.5 ft	8 ft	2.5 ft	15 ft	1.5 ft	20 ft	1.5 ft	30 ft	1.5 ft
	Location of off street parking	rear	rear	rear	rear	rear	rear	rear	side	rear	side	rear	side
	Typical building entry locations	front	front	front	front	front	front	front	side	front	side	front	side
Roadway Edge Zone													
B	SIDEWALK THROUGH ELEMENT	6 ft	5 ft	6 ft	5 ft	6 ft	5 ft	6 ft	5 ft				
C	AMENITY ELEMENT	7 ft	6 ft	7 ft	6 ft	7 ft	6 ft	7 ft	6 ft				
	Surface Treatment for Amenity Element	Paved with tree wells		Paved with tree wells		Paved with tree wells		Paved with tree wells		Grassy strip with trees		Grassy strip with trees	
Roadway Zone													
D	PARKING ELEMENT	7 ft both sides	None	7 ft both sides	None	7 ft both sides	None	7 ft both sides	None	7 ft both sides	None	7 ft both sides	None
E	BICYCLE ELEMENT	Shared lane markings or bicycle boulevard features	Unmarked shared lane (no additional lane width)	Shared lane markings or bicycle boulevard features	Unmarked shared lane (no additional lane width)	Shared lane markings or bicycle boulevard features	Unmarked shared lane (no additional lane width)	Bicycle Boulevard features (see AASHTO & NACTO)	Unmarked shared lane (no additional lane width)	Bicycle Boulevard features (see AASHTO & NACTO)	Unmarked shared lane (no additional lane width)	Bicycle Boulevard features (see AASHTO & NACTO)	Unmarked shared lane (no additional lane width)
F	TRAVEL LANE ELEMENT	11 ft ⁽¹⁾	10 ft ⁽¹⁾	11 ft ⁽¹⁾	10 ft ⁽¹⁾	11 ft ⁽¹⁾	10 ft ⁽¹⁾	11 ft ⁽¹⁾	10 ft ⁽¹⁾	11 ft ⁽¹⁾	10 ft ⁽¹⁾	11 ft ⁽¹⁾	10 ft ⁽¹⁾
	Design Speed	25 mph		25 mph		25 mph		25 mph		25 mph		25 mph	
	Number of Through Lanes	2 to 4		2 to 4		2		2		2		2	
	Typical Traffic Volume Range (vehicles per day)	less than 10,000		less than 10,000		less than 8,000		less than 5,000		less than 2,000		less than 2,000	
G	MEDIAN ELEMENT	None	None	None	None	None	None	None	None	None	None	None	None

⁽¹⁾Travel lane width does not include the shy distance and curb or curb and gutter pan.

Corridor Element Key	CORRIDOR MATRIX												
	Corridor Type →	Multimodal Through Corridor											
	Intensity →	T-6		T-5		T-4		T-3		T-2		T-1	
	Context Zones & Corridor Elements ↓	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM	OPTIMAL	MINIMUM
Building Context Zone													
A	BUILDING FRONTAGE ELEMENT	15 to 25 ft	10 ft	15 to 25 ft	10 ft	20 to 35 ft	15 ft	25 to 35 ft	15 ft	30 to 45 ft	20 ft	30 to 45 ft	20 ft
	Location of off street parking	rear	front	rear	front	rear	front	rear	front	rear	front	rear	front
	Typical building entry locations	front/side	rear	front/side	rear	front/side	rear	front/side	rear	front/side	rear	front/side	rear
	Roadway Edge Zone												
B	SIDEWALK THROUGH ELEMENT	14 ft shared use path	5 ft sidewalk	14 ft shared use path	5 ft sidewalk	12 ft shared use path	5 ft sidewalk	12 ft shared use path	5 ft sidewalk	10 ft shared use path	5 ft sidewalk	10 ft shared use path	5 ft sidewalk
C	AMENITY ELEMENT	A minimum of 8 feet width is necessary between the face of the curb and the edge of the shared use path. Physical barriers, such as dense shrubbery, railings, or fencing may be placed between travel lanes and shared use path.									Shoulder and drainage ditch recommended instead of curb and gutter. Width between travel lanes and shared use path varies depending on speed. 20 to 28 ft for 60 mph design speed. 14 to 22 ft for 50 mph design speed.		
	Surface Treatment for Amenity Element												
	Roadway Zone												
D	PARKING ELEMENT	On Street Parking Prohibited	On Street Parking Prohibited	On Street Parking Prohibited	On Street Parking Prohibited	On Street Parking Prohibited	On Street Parking Prohibited	On Street Parking Prohibited	On Street Parking Prohibited	On Street Parking Prohibited	On Street Parking Prohibited	On Street Parking Prohibited	On Street Parking Prohibited
E	BICYCLE ELEMENT	14 ft shared use path	14 ft wide curb lane with shared lane markings	14 ft shared use path	14 ft wide curb lane with shared lane markings	12 ft shared use path	14 ft wide curb lane with shared lane markings	12 ft shared use path	14 ft wide curb lane with shared lane markings	10 ft shared use path	6 ft paved shoulder or 15 ft wide curb lane with shared lane markings	10 ft shared use path	6 ft paved shoulder or 15 ft wide curb lane with shared lane markings
F	TRAVEL LANE ELEMENT	12 ft ⁽¹⁾	11 ft ⁽¹⁾	12 ft ⁽¹⁾	11 ft ⁽¹⁾	12 ft ⁽¹⁾	11 ft ⁽¹⁾	12 ft ⁽¹⁾	11 ft ⁽¹⁾	12 ft ⁽¹⁾	12 ft ⁽¹⁾	12 ft ⁽¹⁾	12 ft ⁽¹⁾
	Design Speed	35 - 45 mph		35 - 45 mph		35 - 45 mph		35 - 55 mph		45 - 55 mph		45 - 55 mph	
	Number of Through Lanes	4 to 6		4 to 6		4 to 6		2 to 4		2 to 4		2 to 4	
G	MEDIAN ELEMENT	18 ft ^{(2),(3)}	17 Ft ^{(2),(3)}	18 ft ^{(2),(3)}	17 Ft ^{(2),(3)}	18 ft ^{(2),(3)}	17 Ft ^{(2),(3)}	18 ft ^{(2),(3)}	None	40 ft ⁽³⁾	None	40 ft ⁽³⁾	None

⁽¹⁾Travel lane width does not include the shy distance and curb or curb and gutter pan.

⁽²⁾Median element widths are measured from back of curb to back of curb. Median element widths do not include the width of the curb and shy distance.

⁽³⁾Median width does not include accommodation for transit in the median. If transit runs in the median, the width will vary based upon detailed design.