

TITLE IV

Title IV Attachment 1

City of Parkville

**Appendix A
Context Appropriate Street Design Standards
[Adopted 2-7-2017 by Ord. No. 2884]**

Design Element	Street Type			
	Standard Street	Neighborhood Street	Activity Street	Natural Street
Lanes/Lane Widths	The number of lanes and lane widths for any street section should be based upon the anticipated capacity, the desired vehicle speed (target speed), and balanced with the need to accommodate other critical elements of complete streets within the right-of-way. Each street design type has different emphasis on priorities that best support the context. In general lane widths between 10 feet and 12 feet wide are sufficient for rural and urban arterials, where 12-foot wide lanes should only be used on principal arterials where higher-speed, free-flowing traffic is the priority. ¹ Lanes that are 10 feet wide are preferred for low-volume or slow-speed streets, pedestrian areas, areas where frequent truck traffic is not anticipated, and other similar conditions. ²			
Sidewalks	Most streets need sidewalks on both sides (except extremely low-density areas, extremely high-traffic/high-vehicle-oriented contexts, or where alternate facilities like a multi-use path are provided). Typically wider is better: 5 feet is the minimum for 2 individuals to walk comfortably side by side; 8 feet is the minimum to support commercial or mixed-density housing; 12 feet is the minimum to support economic activity by pedestrians; and 16 feet or more is the minimum to support social spaces along our streets. Sidewalks should be buffered from moving vehicle lanes by tree lawns, furniture/amenity areas, on-street parking or a combination of all of these.	8 feet minimum At least 12 feet ideal (not including paving between tree wells); 16 feet or more recommended to support social spaces along streets at key locations	Multi-use path preferred on arterials, particularly in association with the trail system 4 feet to 5 feet minimum on 1 side for collectors or local, or omitted as natural conditions warrant	

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Bicycle Facility	<p>Multi-use path preferred on arterial and major collectors (12 feet or more)</p> <p>Bike lane 6 feet or sharrow (14 feet outside lane) preferred on minor collectors; acceptable on major collectors</p> <p>Sharrow is acceptable on local roads; or bicycle facilities are omitted and bicycles combine with vehicles where design speed is below 20 miles per hour and/or traffic volumes are very low</p>	<p>Trees in tree lawn</p> <p>Tree lawn width 4 feet to 6 feet for small trees (less than 30 feet tall); 6 feet to 8 feet for medium trees (30 feet to 50 feet tall); 8 feet or more for large trees (50 feet or more tall)</p> <p>1 large or medium tree every 35 feet</p>	<p>Sharrow acceptable (14 feet outside lane)</p> <p>Bicycle facilities can be omitted on limited segments where design speed is below 20 miles per hour and bicycles comfortably mix with vehicles and/or where alternative parallel routes are located within 600 feet.</p>	<p>Multi-use path preferred on arterial (12 feet or more)</p> <p>Bike lane 6 feet or sharrow (14 feet outside lane) acceptable on collectors</p> <p>Sharrow is acceptable on local roads; or bicycles facilities are omitted and bicycles combine with vehicles where design speed is below 20 miles per hour or traffic volumes are very low</p>
Landscape/ Amenity Area	<p>Trees in tree lawn; landscape easements acceptable alternative</p> <p>Tree lawn width 4 feet to 6 feet for small trees (less than 30 feet tall)</p> <p>6 feet to 8 feet for medium trees (30 feet to 50 feet tall); 8 feet or more for large trees (50 feet or more tall)</p> <p>1 large or medium tree every 50 feet</p>	<p>Trees in tree lawn</p> <p>Tree lawn width 4 feet to 6 feet for small trees (less than 30 feet tall); 6 feet to 8 feet for medium trees (30 feet to 50 feet tall); 8 feet or more for large trees (50 feet or more tall)</p> <p>1 large or medium tree every 35 feet</p>	<p>Trees in tree wells, 4-foot to 6-foot addition to sidewalk</p> <p>24 square feet minimum for tree wells; 36 square feet plus recommended</p> <p>1 tree every 35 feet or clustered for effect at gateways and focal points</p>	<p>More dense, irregular and natural plantings of trees and shrubs; coordinated with sidewalks and/or bicycle facilities and drainage relating to the land forms</p> <p>Buffer design based on specific plans or natural amenities for a particular context</p>

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Street Furniture/ Amenity Area	None; unless in or abutting high-pedestrian areas such as the downtown, mixed-use areas, open and civic spaces, or the gateways or character commercial areas of the community character elements of the plan		Located in 4-foot to 6-foot or more zone abutting curb and between tree wells where on-street parking is provided; and/or located in first 6 feet along building frontage, provided that at least a 6-foot clear zone for pedestrians is provided	None
Parking	Permitted with special engineering review	7 feet parallel permitted. (includes curb and gutter)	8 feet parallel required; 18 feet angled permitted on local or some collector applications (includes curb and gutter)	None
Drainage	1-foot to 1.5-foot curb and gutter; or green infrastructure drainage (i.e., rain gardens and perforated curbs) with special engineering review			10 feet or more of natural swale; or green infrastructure drainage (i.e., rain gardens and perforated curbs) with special engineering review

NOTES:

¹ AASHTO. Geometric Design of Highways and Streets, pg. 473, AASHTO, Washington D.C., 2004. The AASHTO Green Book is a guide intended to be used flexibly for different types of streets in different contexts. The Forward to the Green Book makes it clear that the dimensions are guides and not standards, and that ranges should not be used to imply that the larger end of a range is preferred. (AASHTO. Geometric Design of Highways and Streets, pg. xliii).

² AASHTO. Geometric Design of Highways and Streets, pg. 473, AASHTO, Washington D.C., 2004.