

An aerial photograph of a city area with a white line overlay representing street design standards. The overlay shows a grid of streets in the upper right, transitioning to more irregular, winding paths in the lower left. A scale bar at the bottom indicates distances in feet, with markers at 1000, 500, 0, and 1000 feet. The text 'Appendix E' and 'Street Design Standards' is centered over the map.

Appendix E

Street Design Standards

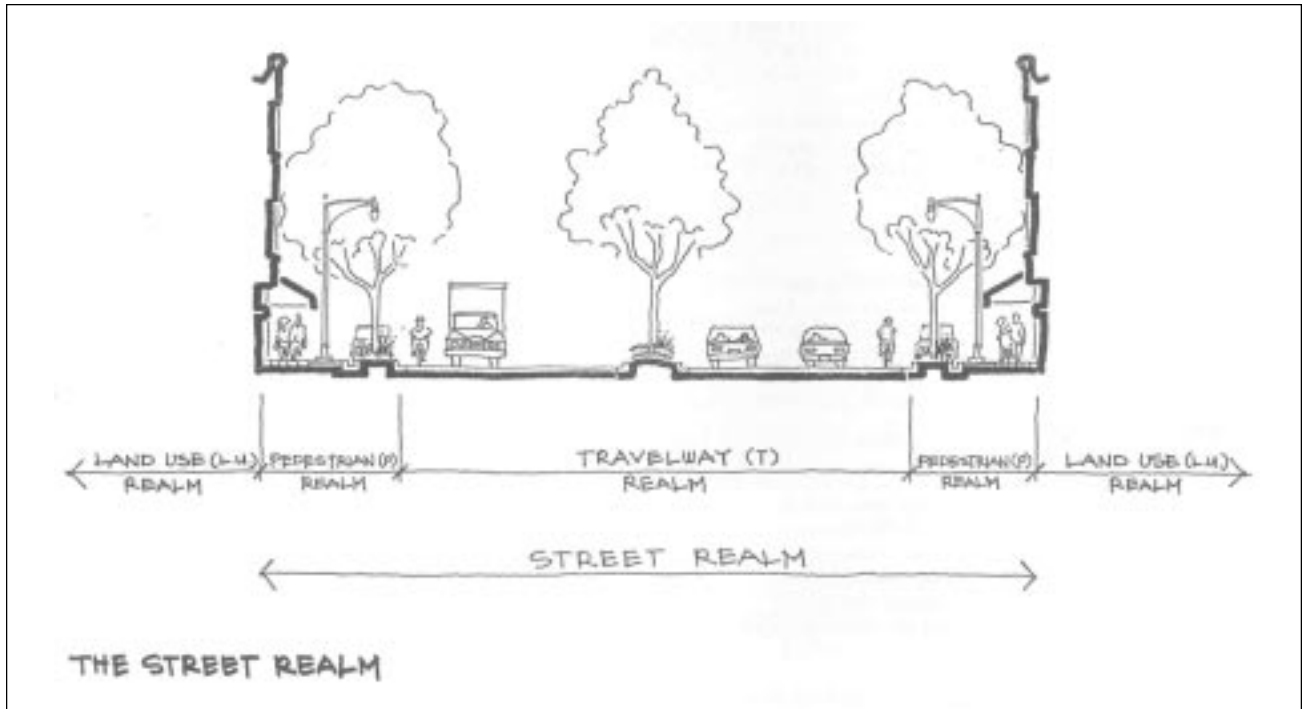


Street Design Standards

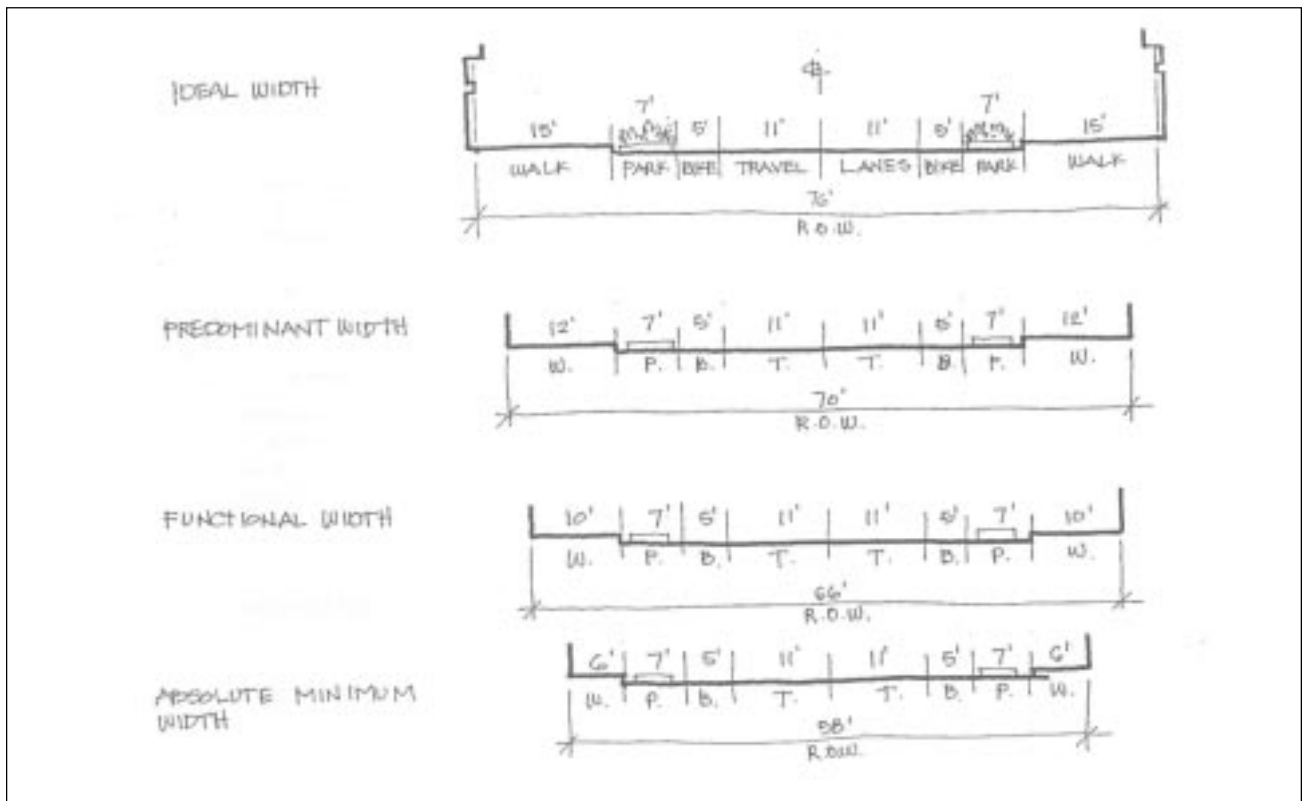
These design standards are excerpted from the publication: *Creating Livable Streets – Street Design Guidelines for 2040* Second edition June 2002 which received a national award from the Environmental Protection Agency as an innovative approach to street design that could be replicated across the country. The full handbook is 90 pages long and is incorporated by reference. It was produced by Metro, the regional transportation agency for Portland, Oregon.

Metro may be contacted by phone: (503) 797-1502
by internet: www.metro-region.org
by mail: Metro
600 NE Grand Ave.
Portland, OR 97232-2736

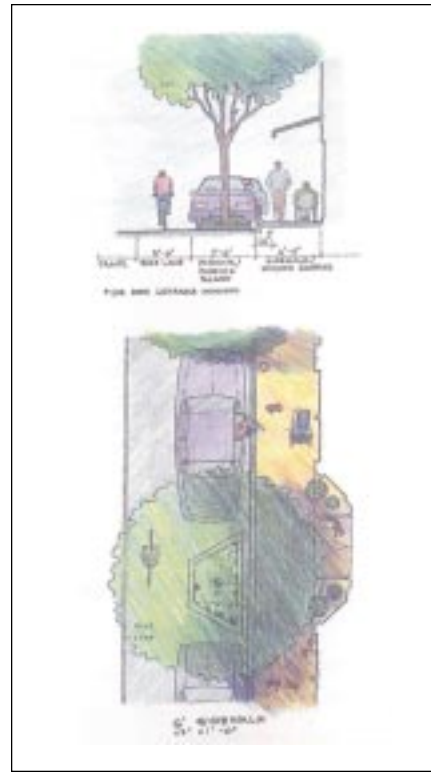
The following graphics are specifically incorporated into the Chestertown Comprehensive Plan – Transportation Element – and provide design guidance for future street improvements.



The "street realm" concept - what is included



Typical street cross-sections and functional needs

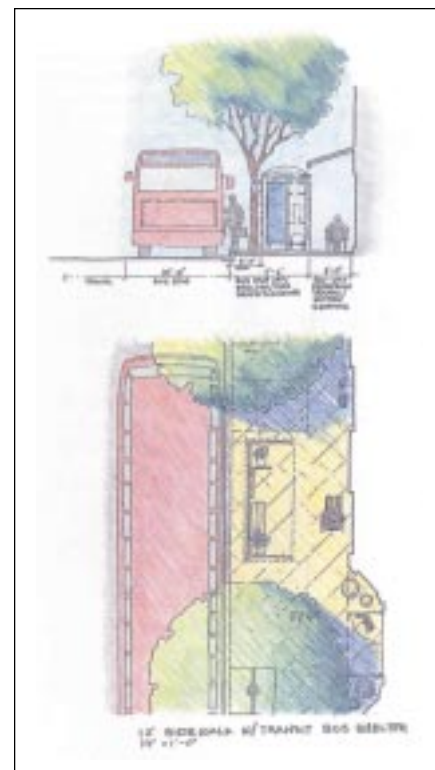
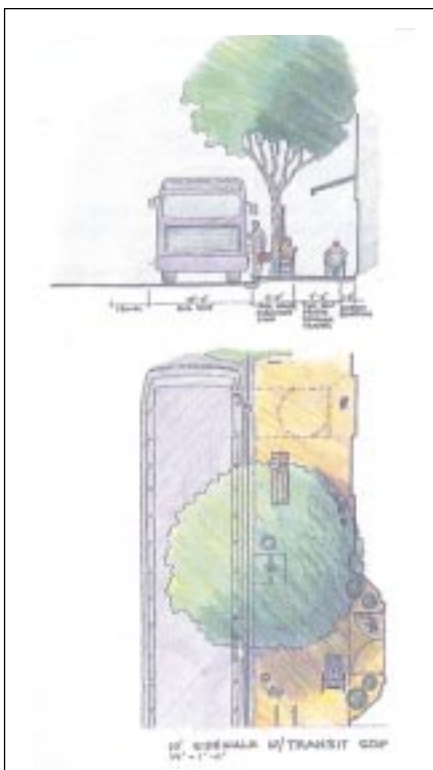


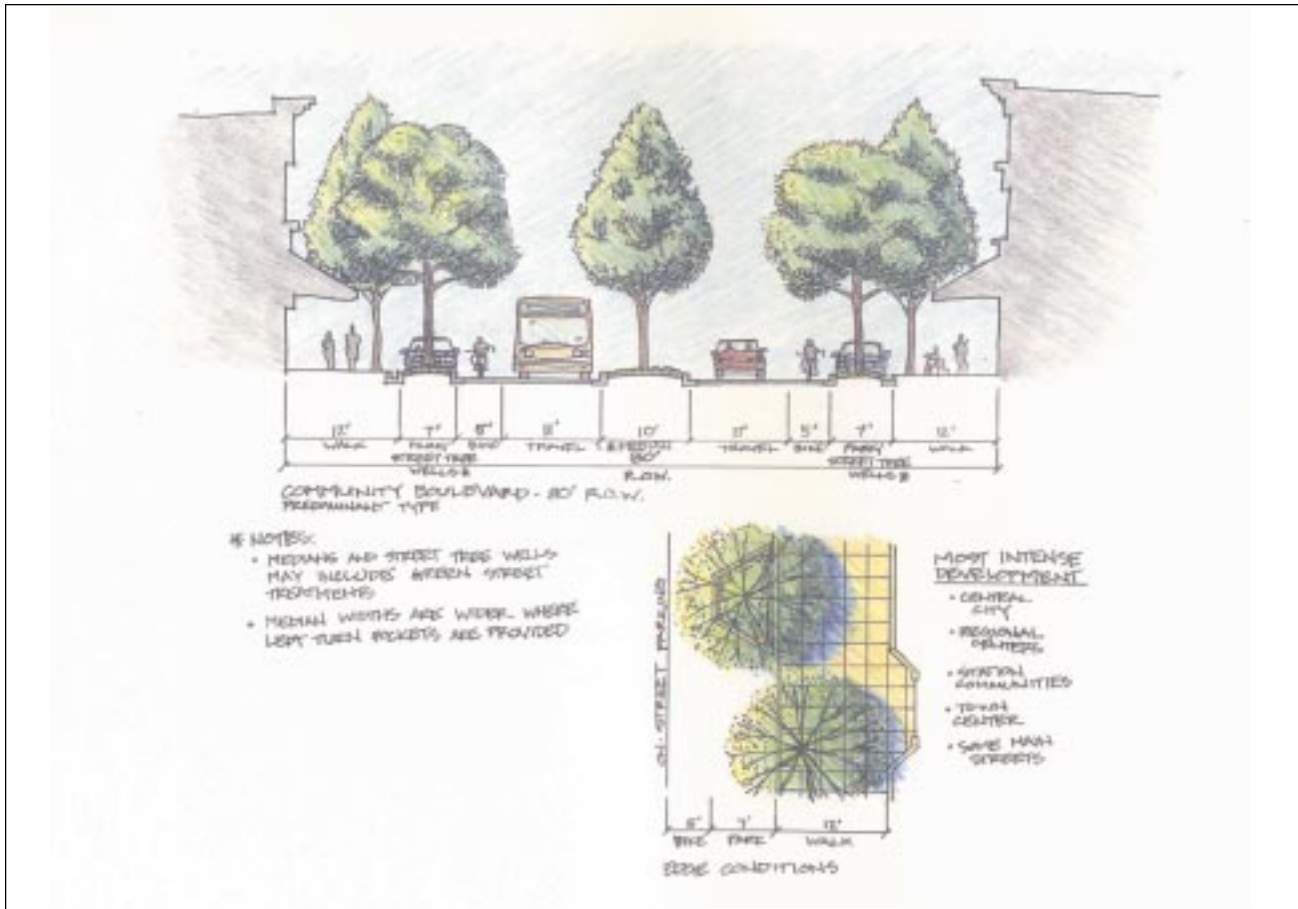
Typical sidewalk design standards (for various widths)



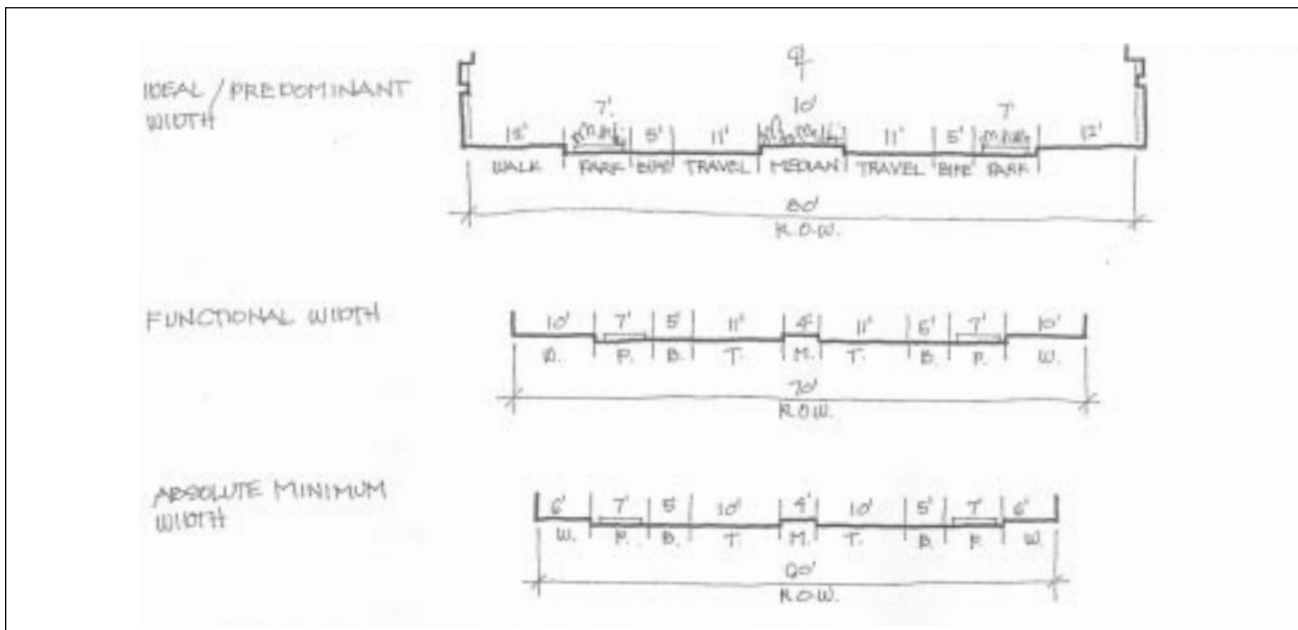
| Sidewalk Function | Minimum Width Range | Sidewalk Width in Feet | | | | | | | | | | | | | | | | | | | | |
|---|---------------------|------------------------|---|---|---|---|---|---|---|---|---|----|--|--|--|--|--|--|--|--|--|--|
| | | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | | | | | | | | | |
| Pedestrian path clearance from building wall | 1'-6" | █ | | | | | | | | | | | | | | | | | | | | |
| Open car door clearance from curb | 1'-6" to 2'-0" | █ | █ | | | | | | | | | | | | | | | | | | | |
| Pedestrian path clearance from street trees | 1'-6" | █ | | | | | | | | | | | | | | | | | | | | |
| Single pedestrian through traffic | 1'-10" to 3'-0" | █ | █ | █ | | | | | | | | | | | | | | | | | | |
| Bus traffic curbside clearance for street furniture | 2'-0" | █ | █ | | | | | | | | | | | | | | | | | | | |
| Street furniture zone | 2'-0" to 3'-0" | █ | █ | █ | | | | | | | | | | | | | | | | | | |
| Wheelchair movement clear width | 2'-8" to 3'-0" | █ | █ | █ | | | | | | | | | | | | | | | | | | |
| Window shopping zone width from storefront | 3'-0" | █ | █ | █ | | | | | | | | | | | | | | | | | | |
| Clear distance width between bus bench and curb | 3'-0" | █ | █ | █ | | | | | | | | | | | | | | | | | | |
| Planting strip width for trees | 3'-0" to 4'-6" | █ | █ | █ | █ | | | | | | | | | | | | | | | | | |
| Clear distance between bus shelter and curb | 3'-0" to 4'-6" | █ | █ | █ | █ | | | | | | | | | | | | | | | | | |
| Two-way pedestrian through traffic | 3'-8" to 4'-0" | █ | █ | █ | █ | | | | | | | | | | | | | | | | | |
| Minimum ADA sidewalk (3'-0" wide required every 200') | 4'-0" | █ | █ | █ | █ | | | | | | | | | | | | | | | | | |
| Practical ADA sidewalk (wheelchair turning circle) | 5'-0" | █ | █ | █ | █ | █ | | | | | | | | | | | | | | | | |
| Bus zone with bench width | 5'-0" | █ | █ | █ | █ | █ | | | | | | | | | | | | | | | | |
| Bus zone with bus shelter | 7'-8" | █ | █ | █ | █ | █ | █ | █ | █ | | | | | | | | | | | | | |
| Minimum ADA bus drop-off clear zone | 8'-0" | █ | █ | █ | █ | █ | █ | █ | █ | █ | | | | | | | | | | | | |

Sidewalk requirements and bus shelter needs





Typical community boulevard design standards



Typical community boulevard design cross-sections

