

ARTERIAL STREET – A minor thoroughfare with the potential of servicing **more than 150 units of residential development** with only one outlet. Standish's arterials are State Routes 11, 25, 35, 113, 114, 237, Saco Road and any street that is designed to be used, or is used to carry, an **Average Daily Traffic (ADT) volume of at least 3,000 vehicles per day**. These major streets serve to carry high volumes of traffic into, through and out of the Town.

COLLECTOR STREET –A street servicing at least 40 units but not more than 150 units of residential development. A street whose principal function is to **carry traffic between local and arterial streets**, but that may also provide direct access to abutting properties. It serves, or is designed to serve, directly or indirectly, more than **150 dwelling units** but not more than 300 dwelling units, and is designed to be used, or is used to carry, an Average Daily Traffic (**ADT**) **volume of at least 1,500 but not more than 3,000 vehicles per day.**

INDUSTRIAL AND COMMERCIAL STREETS

Streets servicing this type of development. A street that provides access to abutting commercial or industrial properties, the primary function of which is to serve those properties and the development proposed for them. It is designed to be used, or is used to carry, an **Average Daily Traffic (ADT) volume of at least 1,000** but not more than 3,000 vehicles per day.

LOCAL STREET

A street servicing **fewer than 40 units** of residential development. A street whose primary function is to provide access to abutting properties. It serves, or is designed to serve, not **more than 150 dwelling units**, and is designed to be used, or is used to carry, an Average Daily Traffic (ADT) volume of **not more than 1,500 vehicles per day**.

Vehicle Travel Lane Widths

Design Guidelines

1) Travel lane width is a function of the **use of the lane, the type of vehicle served, and the speed of the vehicle**. All of these factors, as well as whether the lane is an “inside” lane or an “outside” lane should be considered in determining travel lane width.

Vehicle Travel Lane Widths

Design Guidelines

1) Travel lane width is a function of the **use of the lane, the type of vehicle served, and the speed of the vehicle**. All of these factors, as well as whether the lane is an “inside” lane or an “outside” lane should be considered in determining travel lane width.

2) Lane widths should be **wider on higher-speed streets** than on lower-speed streets.

Vehicle Travel Lane Widths

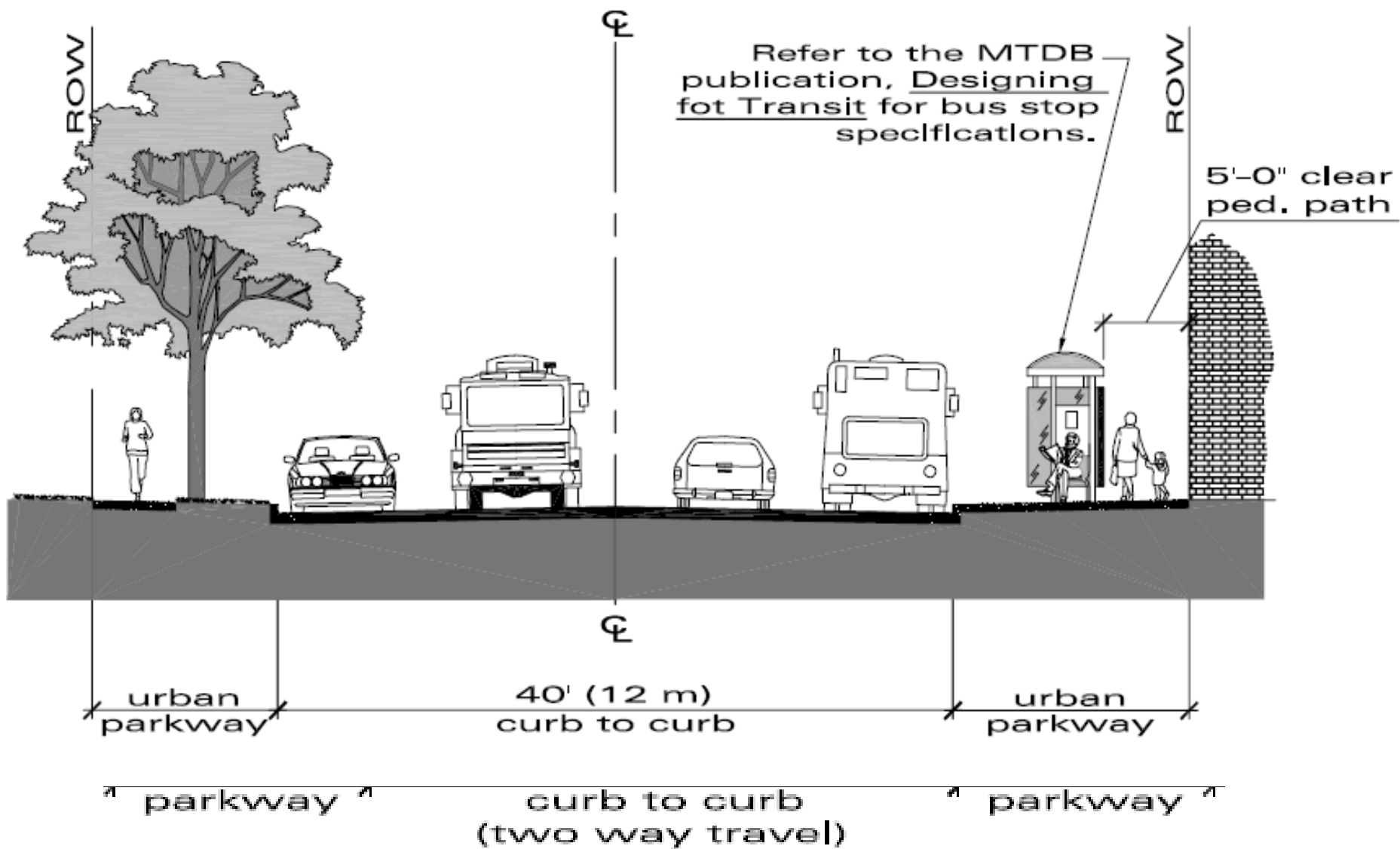
Design Guidelines

3) Outside lanes may require a wider width to accommodate turning trucks and buses, and to reduce the effects of adjacent obstructions like parked cars. If a bicycle lane is present, outside lanes need to be wide enough to provide for safety and comfort of bicyclists adjacent to those lanes.

Vehicle Travel Lane Widths

4) Typical travel lane widths:

- a) Major Arterials.** Travel lanes are typically 12' wide on major arterial streets.
- b) Minor Arterials.** Travel lanes are typically 11' wide on minor arterial streets.
- c) Major Collectors.** Travel lane widths are typically 11' wide on Major Collector streets, although wider lane widths may be required for industrial areas or other areas with significant amounts of large truck traffic.



Vehicle Travel Lane Width Design Standards

- 1) The minimum travel lane width on Major and Minor Arterial streets is 11'.**
- 2) The minimum travel lane width on Major Collector and Neighbourhood Collector streets is 10'.**

Sidewalk Design Standards

1) Setback sidewalks with a minimum width of 5 Feet are the standard except for the following situations:

- a) Alternating setback and curb side or meandering sidewalks shall be permitted in areas where constraints (like significant trees and other natural features) and right-of-way limitations exist.**
- b) Sidewalks in commercial areas shall be designed to provide adequate space for pedestrian travel, street furniture, and related uses. Curb side sidewalks in pedestrian oriented commercial areas**

Sidewalk Design Standards

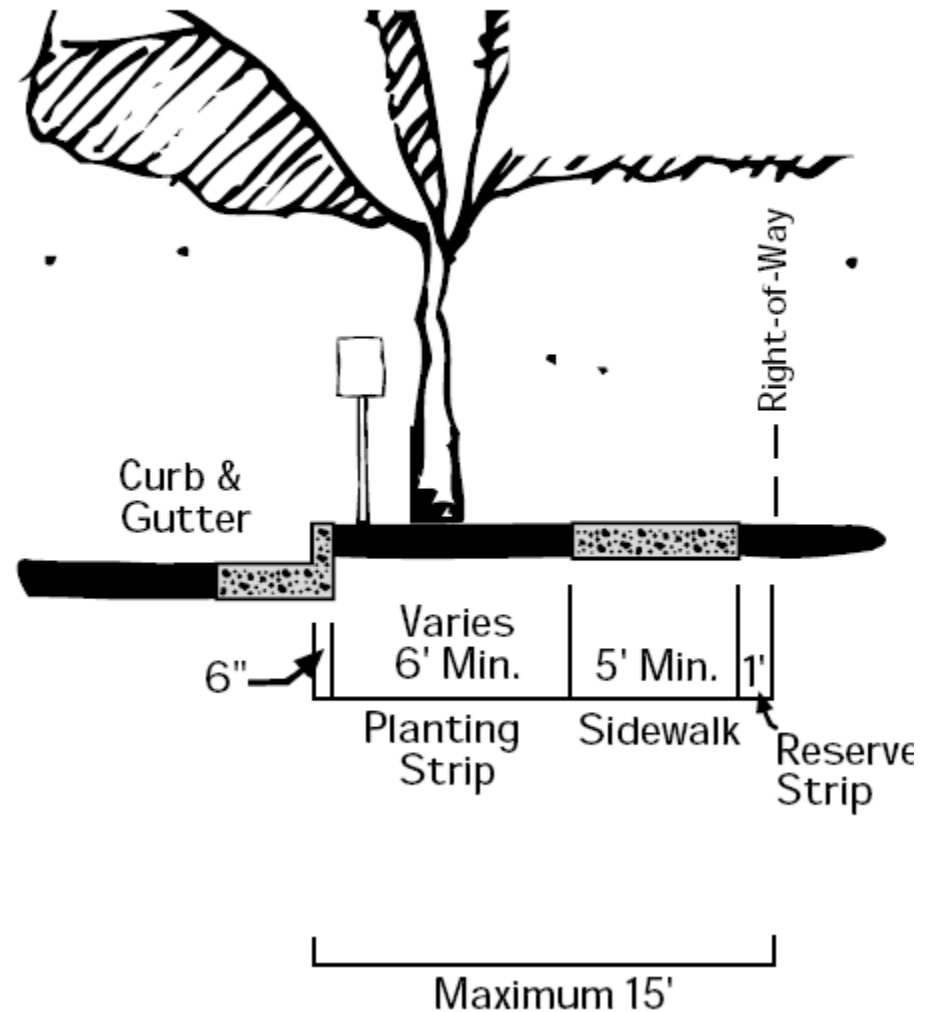
b) Sidewalks in commercial areas shall be designed to provide adequate space for pedestrian travel, street furniture, and related uses. Curb side sidewalks in pedestrian oriented commercial areas shall be a minimum of 10 feet wide, and shall incorporate tree wells in lieu of landscaped planter strips.

Sidewalk Design Standards

b) Sidewalks in commercial areas shall be designed to provide adequate space for street furniture, and related facilities. Sidewalks in pedestrian-oriented areas shall be a minimum of 10 feet wide and shall incorporate tree wells in landscaped strips.

Setback Sidewalk

Figure 6



Sidewalk Design Standards

- 2) Sidewalks shall **not have obstructions** such as mailboxes, signs or utilities that reduce the usable width of the sidewalk below 5'.
- 3) Sidewalks **shall be continuous** along the full frontage of a development.
- 4) All driveway entrances and other curb cuts shall be **constructed flush with the adjacent street surface**.



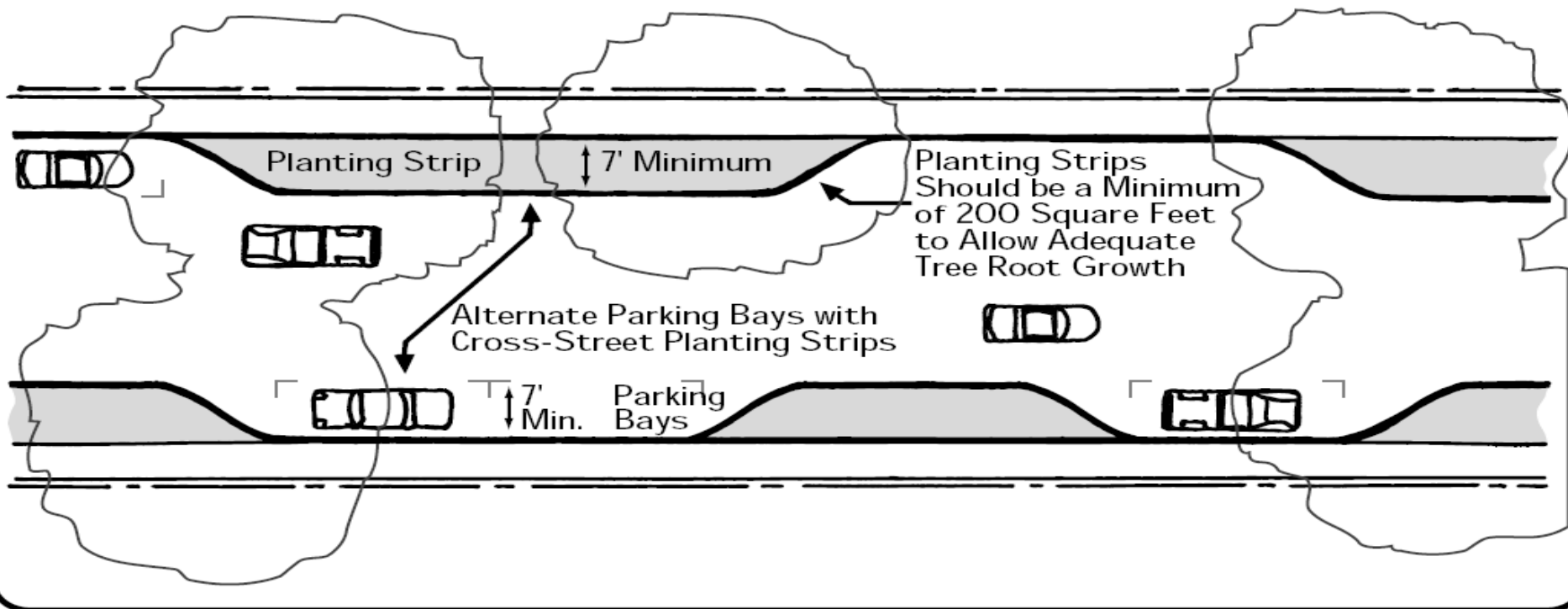
Sidewalk Design Standards

On-Street Parking Standards

1) Parking lane widths on arterial and collector streets shall be a minimum of 7' in width.

Alternating Parking/Planting Strip

Figure 8



Sidewalk Design Standards

On-Street Parking Standards

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