

# City of Mill Creek

## Roadway Functional Classification

Road Classification	Roadway Function	Minimum Functional Elements	Minimum Roadway Dimensions
<b>Private Drive</b>	Direct access for up to four residential lots with a maximum length of 200 feet	(1) TL = 12'	12' paved, 20' min clearance
<b>Private Alley</b>	Serves as the primary vehicular access to the rear of single family units and/or has a length greater than 200 feet	(1) TL = 12'	12' paved, 20' min clearance
<b>Private Road</b>	Direct access to five or more private lots in residential areas	(2) TL = 20' CG = 2'	20' curb to curb*
<b>Residential</b> (parking on one side only)	Provides direct access to abutting land and access to the higher classification facility. Offers the lowest level of mobility and through traffic movement is deliberately discouraged.	(1.5) TL = 18' (1) PL = 8' CG = 2' (2) PS = 10' (2) SW = 10'	26' curb to curb* 48' ROW  <b>Note:</b> Overlap of travel lanes is for traffic calming.
<b>Collector</b> (no on street parking)	Provides both land access service and traffic circulation within residential neighborhoods and commercial and industrial areas.	(2) BL = 10' (2) TL = 22' CG = 1' (2) PS = 10' (2) SW = 10 – 12'	32' curb to curb* 53' – 55' ROW
<b>Minor Arterial</b> (no on street parking)	Interconnects with and augments major arterials and provides service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials.	(2) BL = 10' (2) TL = 22' (1) LM = 11' CG = 1' (2) PS = 10' (2) SW = 10 – 12'	43' curb to curb* 64 – 66' ROW
<b>Major Arterial</b> (no on street parking)	Serves the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires and carry a high proportion of the total urban area travel on a minimum of roadway mileage. Carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements.	(2) BL = 10' (2) TL = 24' (1) LM = 12' CG = 1' (2) PS = 10' (2) SW = 10 – 12'	46' curb to curb* 67 – 69' ROW

\*Curb to curb dimension is measured from the gutter flow line.

**NOTE:** The above roadway elements and dimensions are only intended as minimums. Additional elements, such as on street parking or medians, can be added on a case by case basis depending on the land use of the development.

## Roadway Functional Element Key

Functional Element	Abbreviation	Dimensions
<b>Bicycle Lane</b>	BL	5 feet (with striped separation)
<b>Landscape Median/Turn Lane</b>	LM	10-12 feet
<b>Parking Lane</b>	PL	7-8 feet*
<b>Planter Strip</b>	PS	5 feet
<b>Sidewalk/Trail</b>	SW	5-10 feet
<b>Travel Lane</b>	TL	10-12 feet*
<b>Curb and Gutter</b> (for ROW)	CG	1-2 feet (vertical or rolled, respectively)

\* Minimum dimensions are consistent with Washington State Department of Transportation (WSDOT) and the American Association of State Highway and Transportation Officials (AASHTO) Standards

The purpose of these requirements are to provide a basic framework and criteria in which a roadway is designed; in order to meet the function of the land use, physical site characteristics, character of the neighborhood and safety. All roadways must meet the minimum requirements. Approval of the roadway design will occur through the land development approval process, pursuant to MCMC Title 14.

## Roadway Design Criteria

### Roadways

1. Roadway design shall meet emergency service access requirements with a 20' minimum clearance width.
2. The roadway design shall serve the function and accessibility needs of the land use(s) and be consistent with the Streetscape Element of the City of Mill Creek Comprehensive Plan.
3. Travel lane width shall be designed to meet the travel speed of the roadway and average daily trips.
4. Accessibility for vehicles, pedestrians and other modes of transportation shall be provided.
5. Walkability shall be addressed in the design by using rolled or vertical curbs, planter strips and sidewalks as deemed necessary to create the most efficient use of space for a safe environment.
6. On-street parking shall be provided as necessary and consider the availability and limitations of parking. Such factors to consider may include the availability of parking on private property, CC&R's, existing and proposed land uses (public facilities and parks) and shared parking options.
7. Street lighting shall be provided for all roadway classifications.
8. Traffic calming measures shall be constructed to ensure speed limits are observed.
9. Parking shall be encouraged on the right hand side of the street and shall be reviewed on an individual basis for each development.

### Sidewalks

1. All residential, collector, arterial streets, and state highways shall have sidewalks along both sides, where practical and appropriate.
2. Mid-block crossings shall be allowed with approval from the City Engineer.
3. Sidewalks shall be located in a way that promotes public safety.

4. All sidewalks shall comply with the Federal Americans with Disabilities Act (ADA) requirements.
5. Sidewalks shall be "transit oriented" (i.e., located to connect neighborhoods to transit stops and include pedestrian boarding pads where appropriate).
6. Sidewalks shall be provided for easy and safe access to all transit bus stop sites.
7. Curb extensions should be constructed at corners and crosswalks to "calm" traffic and reduce pedestrian exposure.

#### Trails

1. Trails shall connect public sidewalks, public roads/bicycle lanes, public facilities, and other public areas (i.e., shopping center).
2. All trails shall comply with the Federal Americans with Disabilities Act (ADA).
3. Trails shall connect between neighborhoods where possible.
4. Trails shall be designed to accommodate bicycle and pedestrian use.
5. Trails shall be located within major open space corridors.

#### Bicycle Lanes

1. Bicycle Lanes shall be located along both sides of all state highways, arterials, and collectors, where practical.
2. Bicycle lanes shall be provided where possible to interconnect with adjoining jurisdictions' bicycle lanes.
3. New road construction shall provide adequate pavement width to allow for the shared use by vehicles and bicycles.
4. Public trails/multi-use sidewalks shall be used where shoulder area is not suitable for bicycle lanes.

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