

# Complete Street Cross Section Options

Prepared by IPS For PACTS' Center Of Opportunity  
Streets and Roads

Graphic Credits:

Complete Streets Complete Networks: A Manual for the Design of  
Active Transportation – Chapter 2

by the Active Transportation Policy

<http://activetransportationpolicy.org/Design>

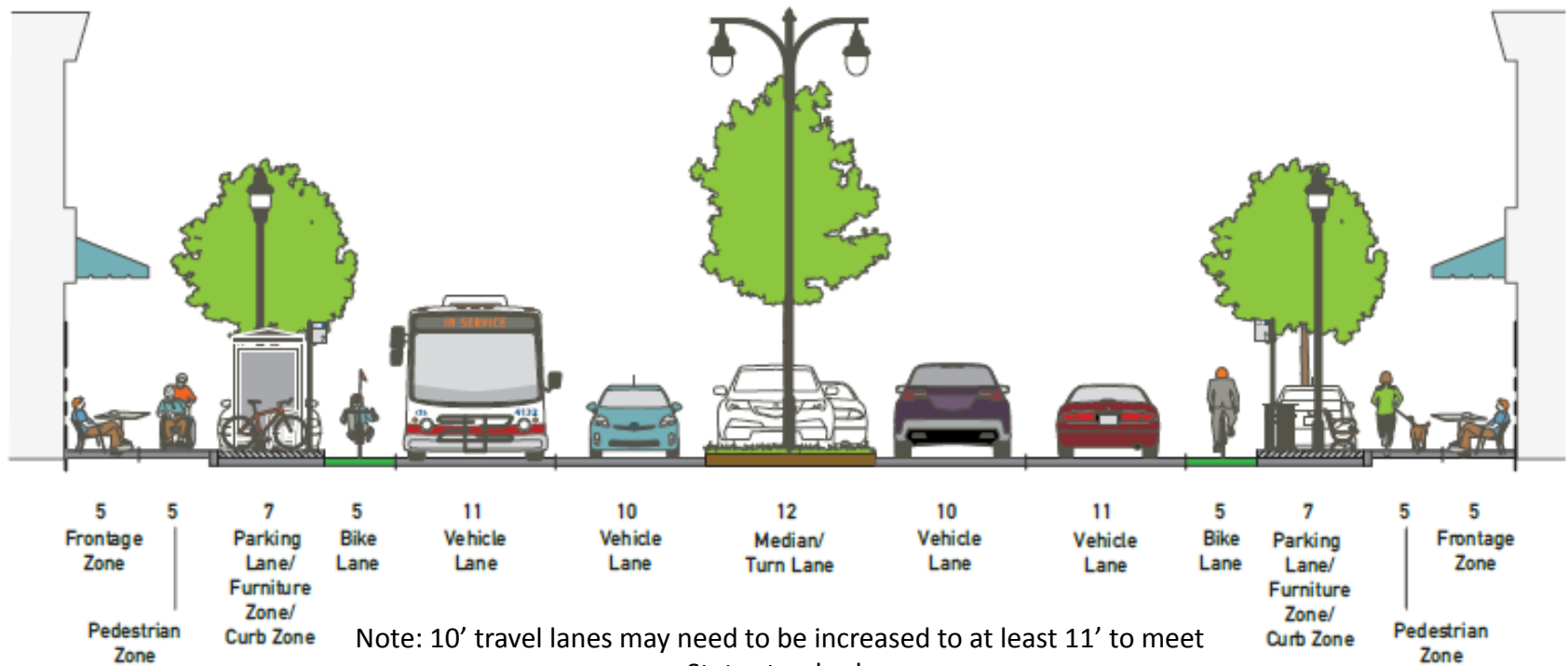
# How to use

- Cross Section samples that follow are divided into three groups
  - High Traffic Volume Cross Sections
  - Medium to High Traffic Volume Cross Sections
  - Low Traffic Volume Cross Sections
- Consider preferred aspects of each
  - consider roadway function, planned land use character and public service/maintenance requirements
- Determine how much right of way you have (or want)
- Develop a hybrid to meet your needs
- For more options see:
  - <http://activetransportationpolicy.org/Design>

# Complete Street Cross Sections for High Traffic Volume Roadways:

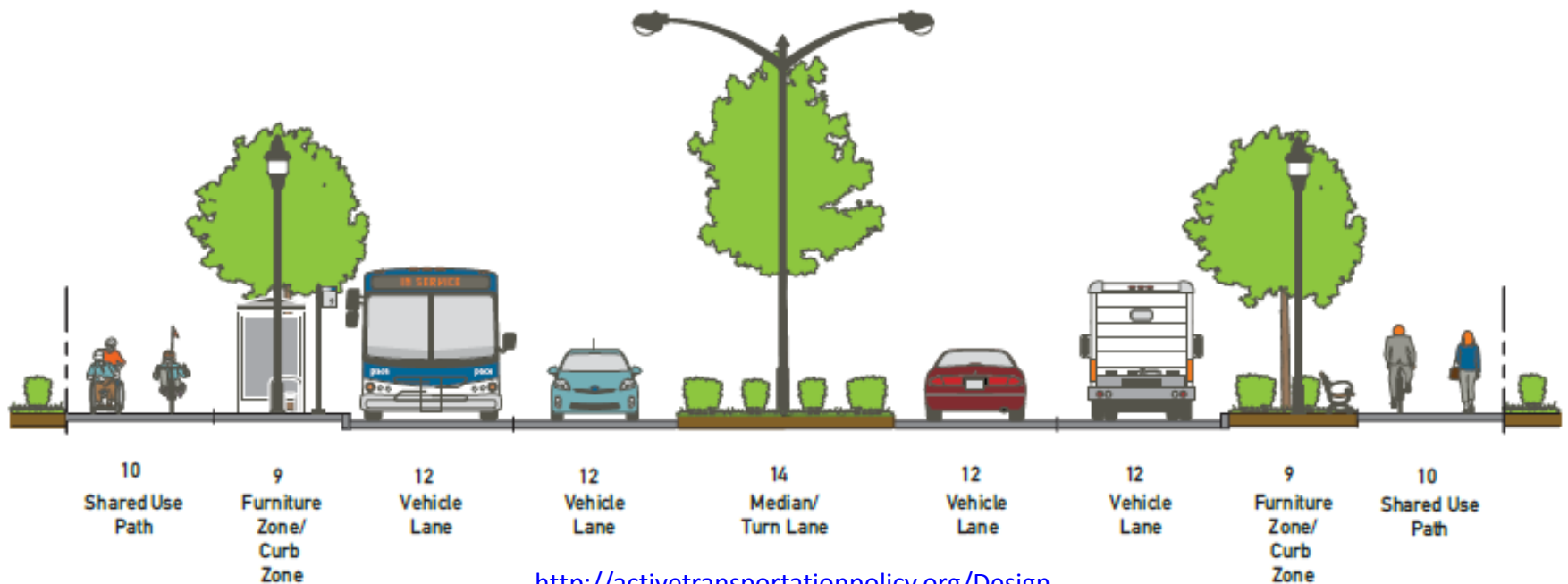
Routes 302 In Westbrook;  
Congress Street, Portland &  
Western Avenue, South Portland

Four lane w/ 'frontage zone', sidewalks, on-street parking/street furniture, bike lane plus median/ped refuge and turn lane - 98' r/w

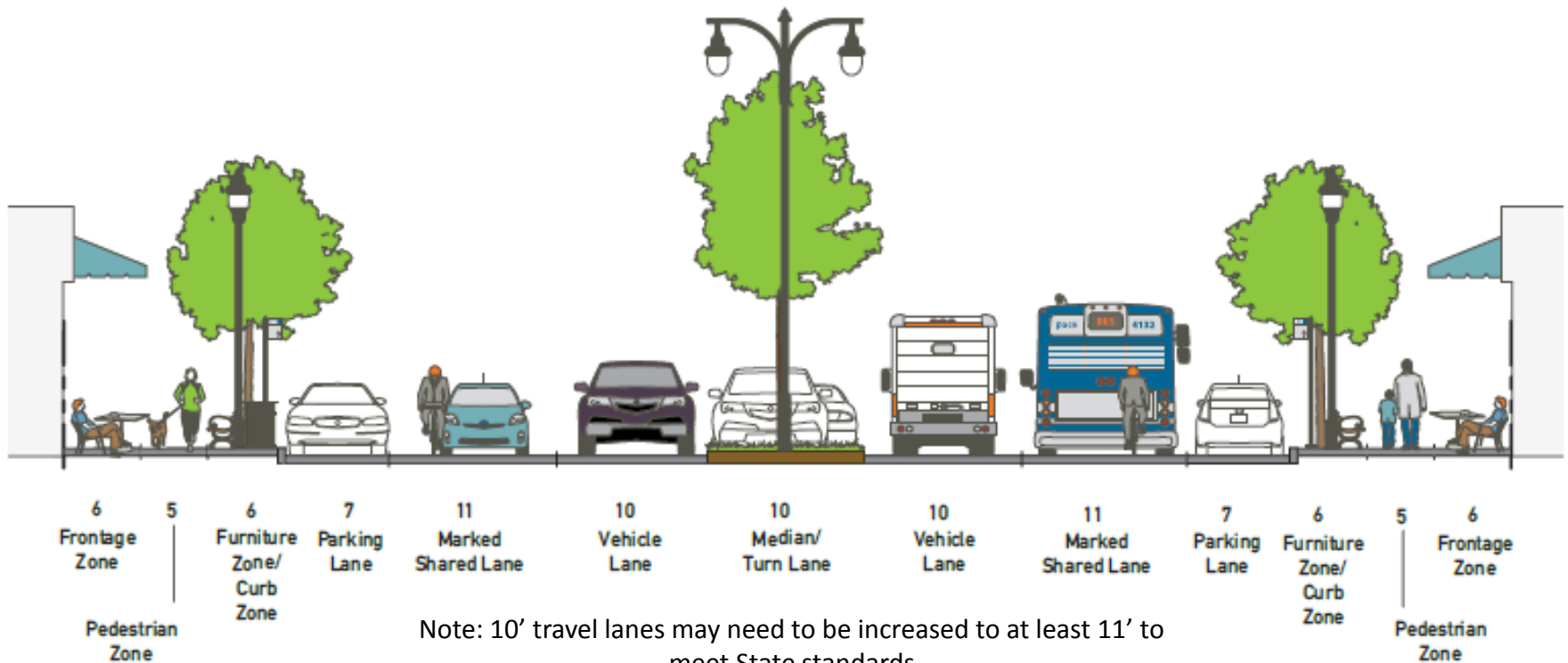


<http://activetransportationpolicy.org/Design>

# Four Lane with shared use path, furniture/curb zone, combined median/ped refuge-turn lane – 100' r/w

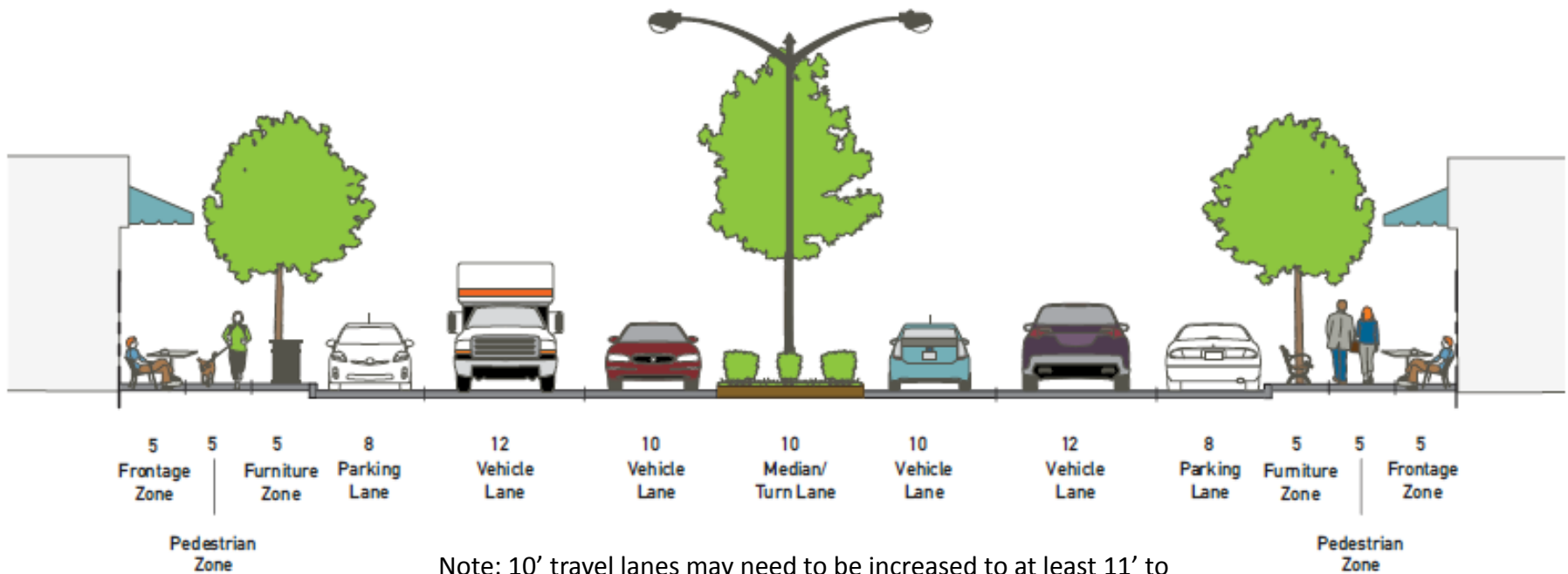


# Four Lane with frontage zone, sidewalk, esplanade, parking, combined median turn lane/ped refuge = 100 r/w



<http://activetransportationpolicy.org/Design>

# Four Lane with frontage zone, sidewalks, esplanade, parking, combined median/turn lane-ped refuge = 100' r/w



Note: 10' travel lanes may need to be increased to at least 11' to meet State standards

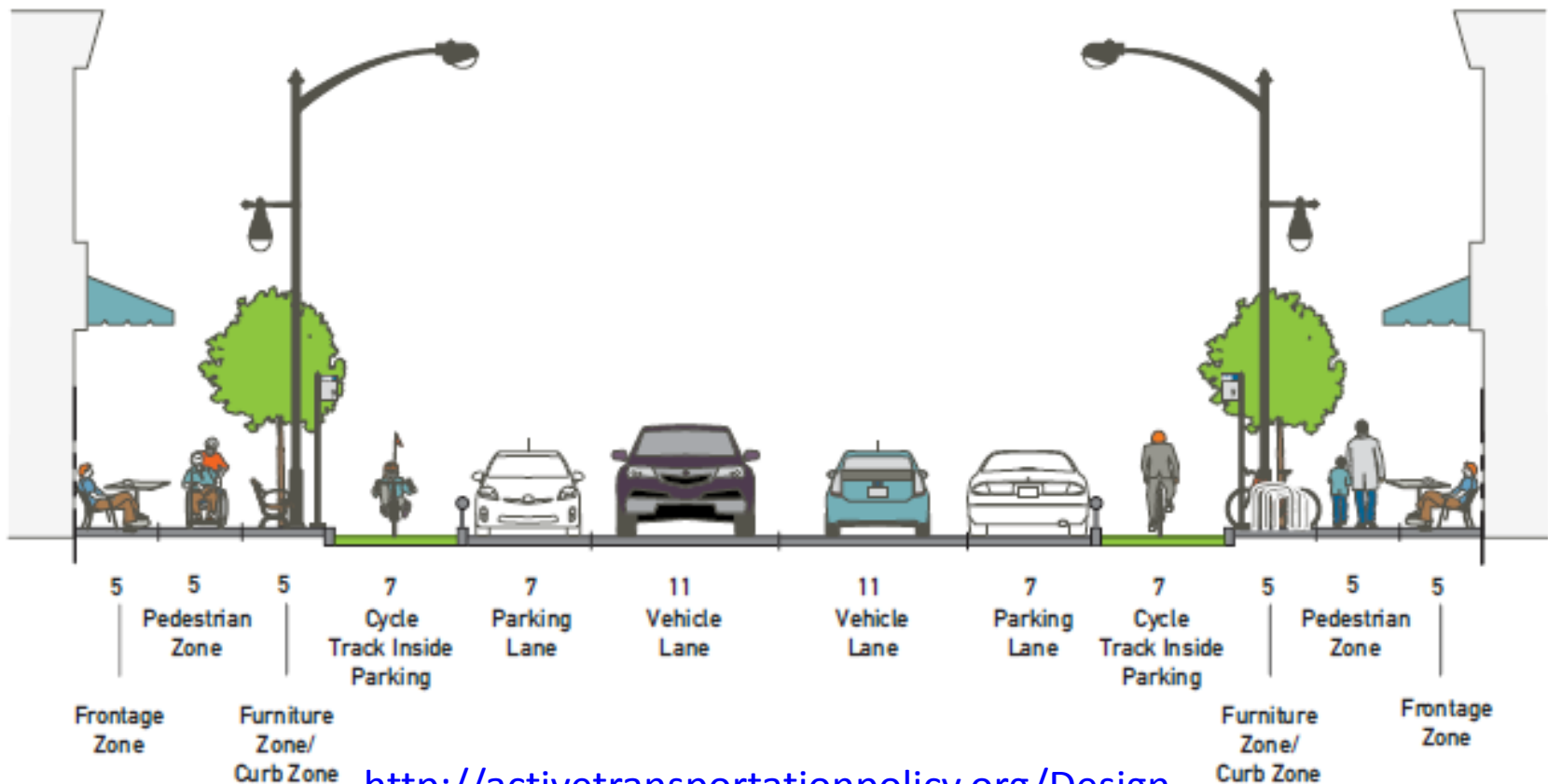
<http://activetransportationpolicy.org/Design>

Complete Street Cross Sections for  
Medium to High Traffic Volume Cross Sections

Brook Street, Prides Street in Westbrook;  
Westbrook Street, So. Portland;  
Routes 22/114 in South Gorham/North  
Scarborough  
and Routes 25 and 35 in Standish

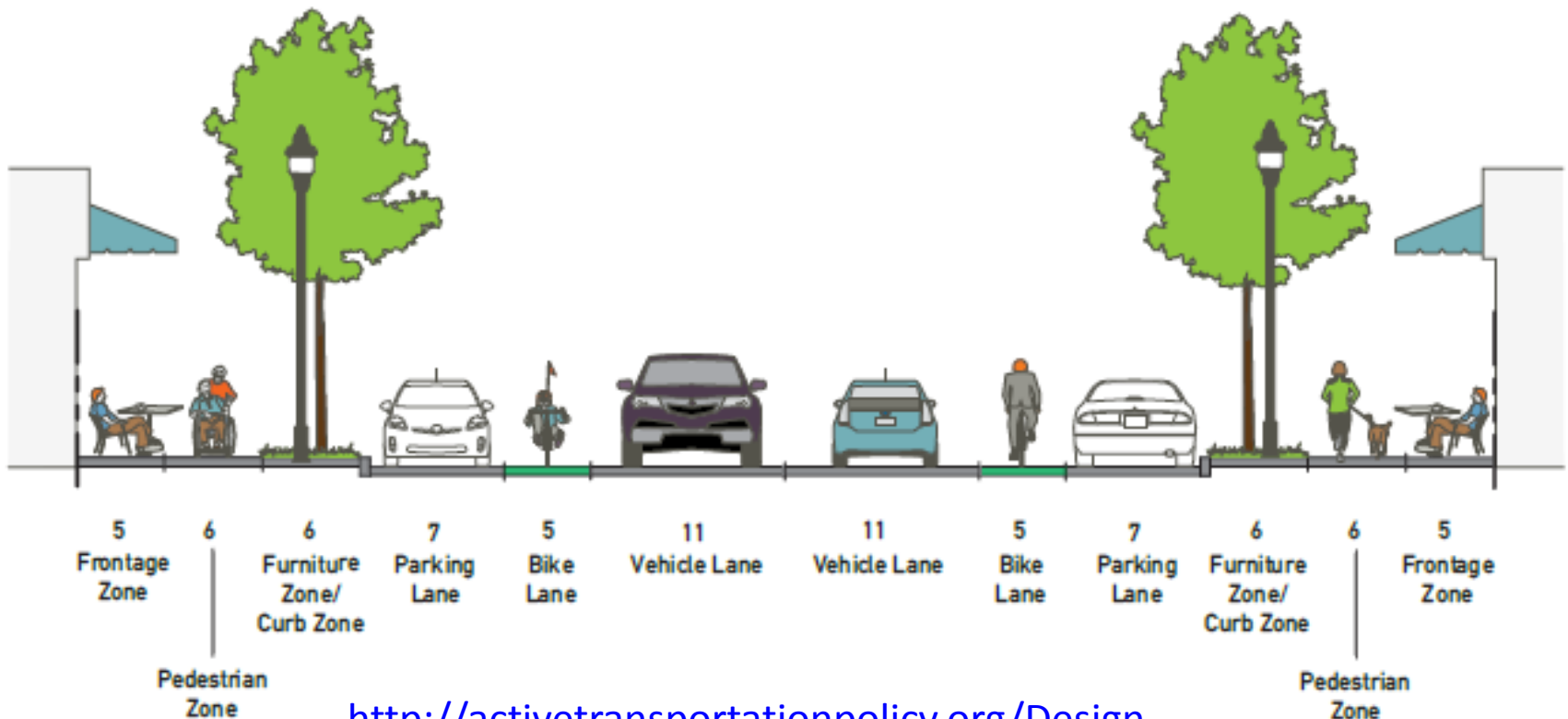


Two lane, frontage zone, sidewalks,  
esplanade, bike lane, on-street parking  
- no turn lane or median – 80' r/w



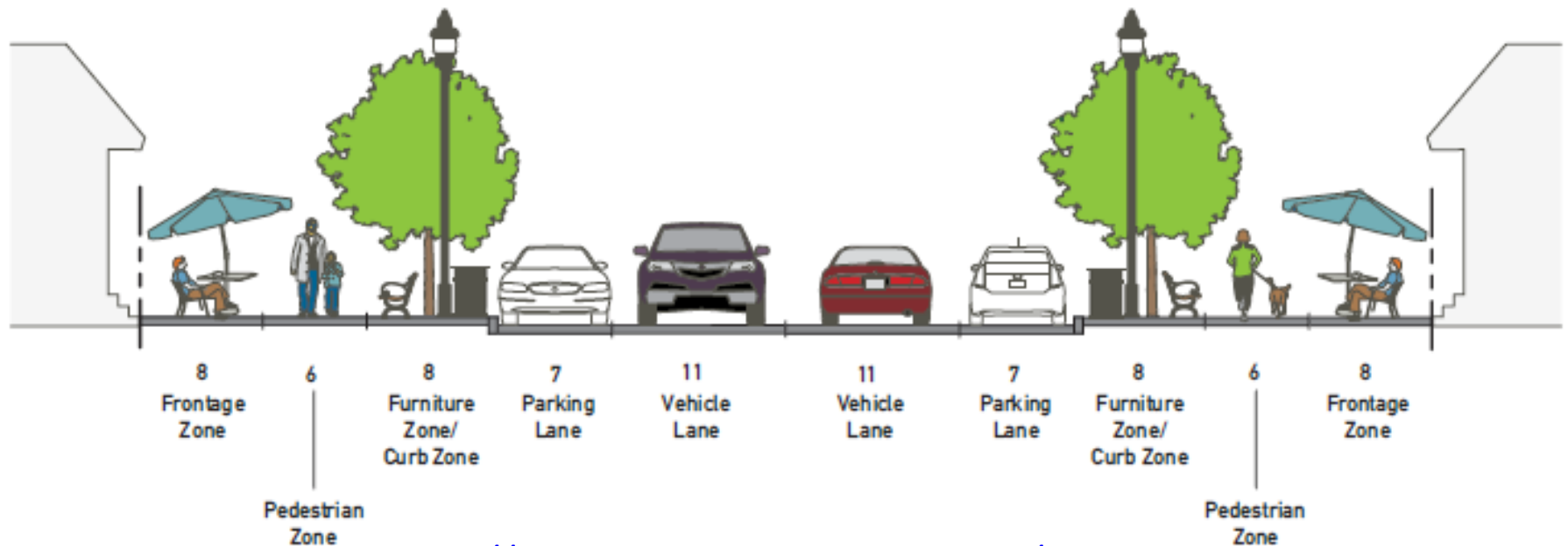
<http://activetransportationpolicy.org/Design>

Two lane with frontage zone, sidewalks, esplanade, parking and bike lane – no turn lane or ped refuge = 80' r/w



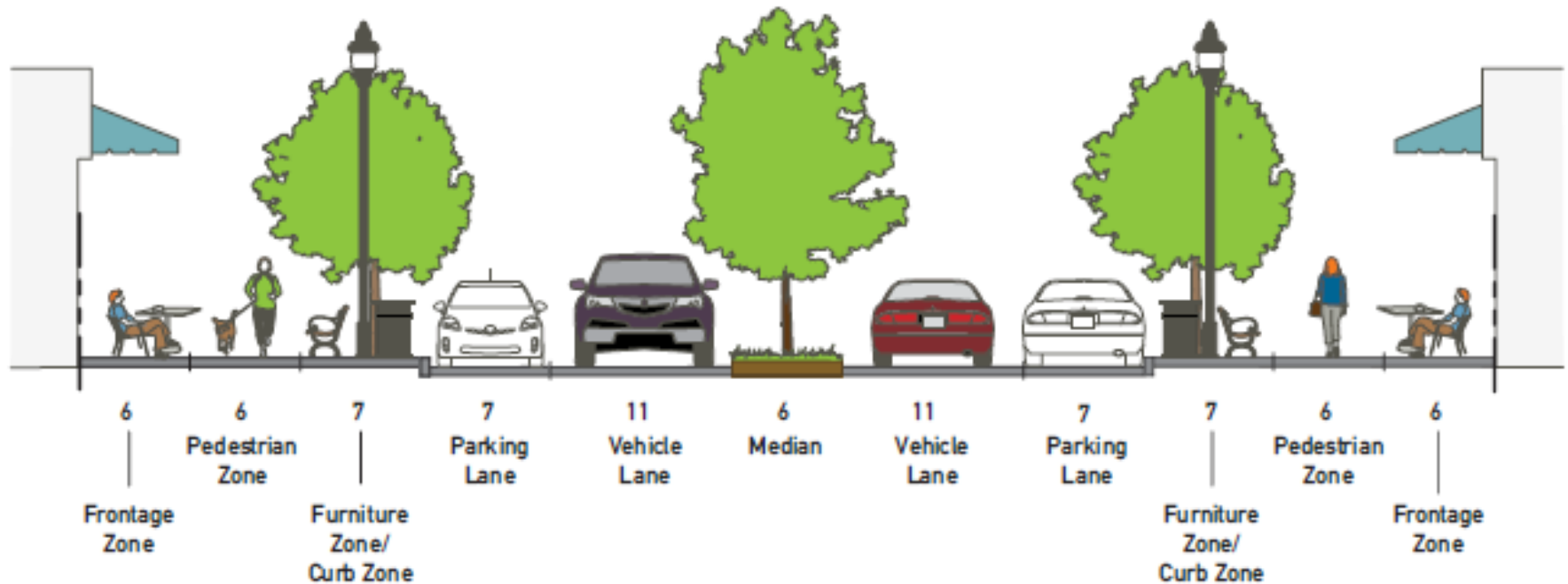
<http://activetransportationpolicy.org/Design>

Two lane w/frontage zone,  
sidewalks, esplanade, parking - no  
turn lane or ped refuge = 80' r/w

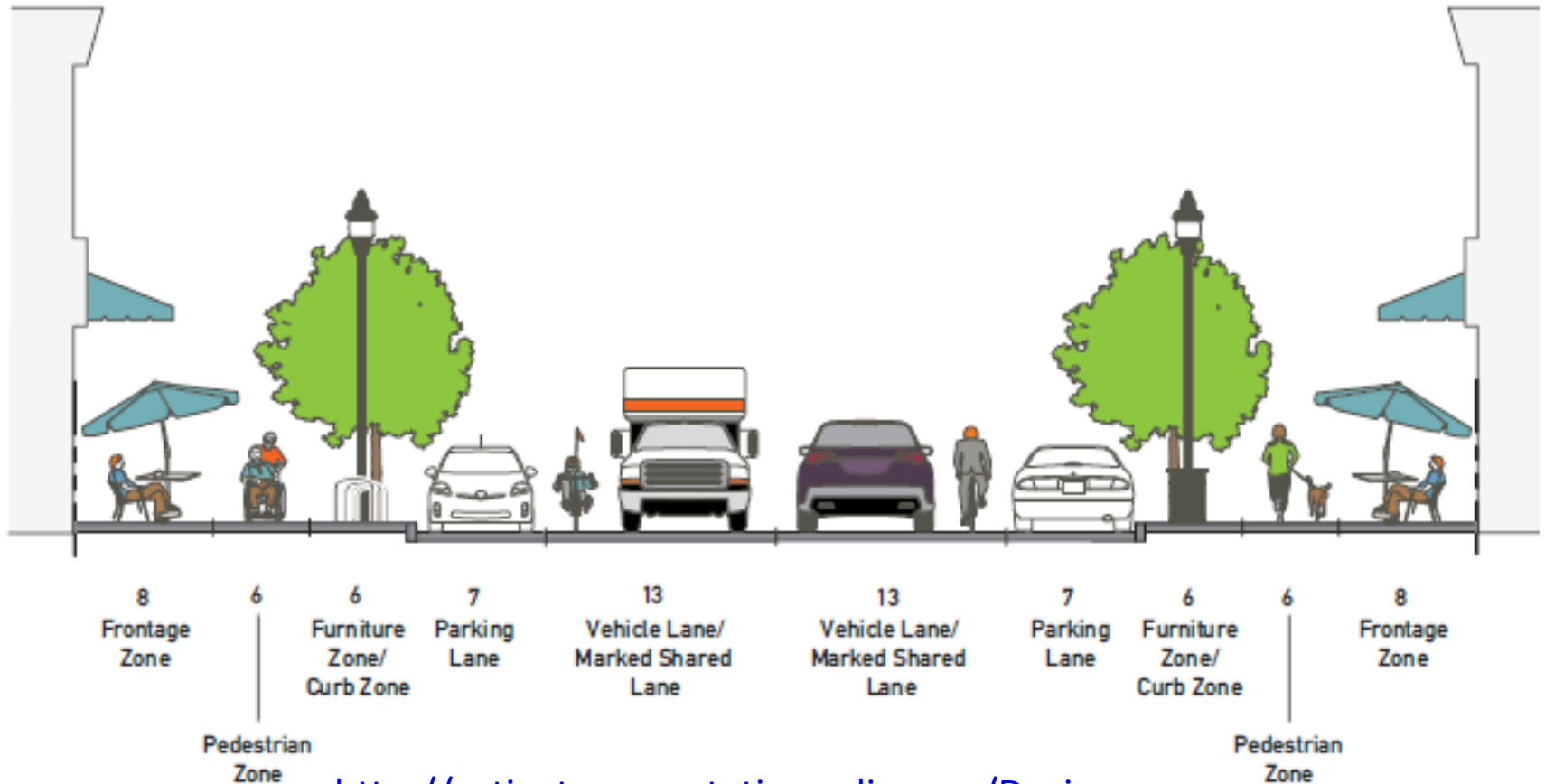


<http://activetransportationpolicy.org/Design>

Two lanes with frontage zone,  
sidewalks, esplanades, parking and  
median/turn lane-ped refuge = 80' r/w

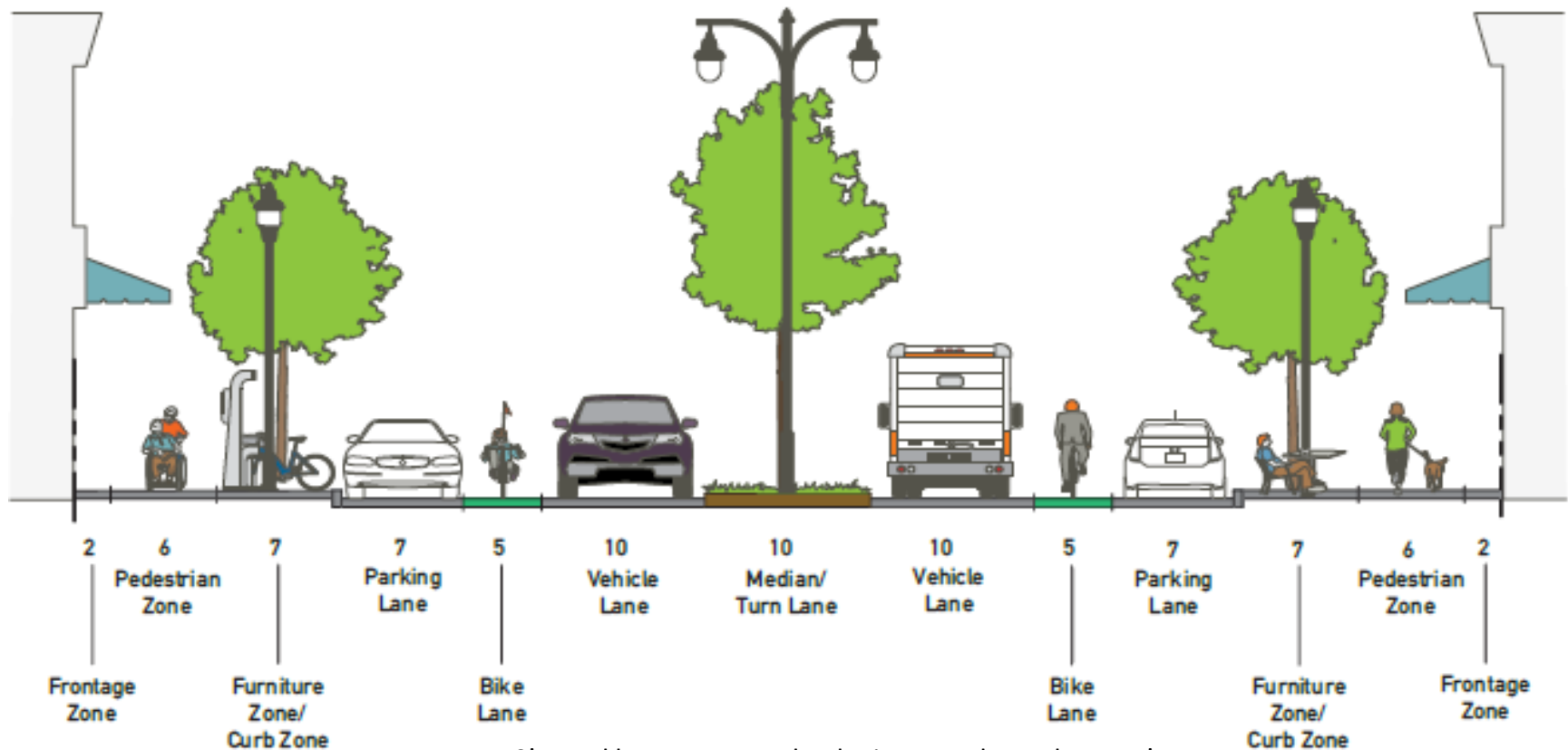


Two lane with frontage zone,  
sidewalks, esplanades, parking, shared  
bike-auto lanes = 80' r/w



<http://activetransportationpolicy.org/Design>

Two lane, tiny frontage zone, sidewalks,  
esplanades, parking lane, bike lane, plus  
median/turn lane = 84' r/w



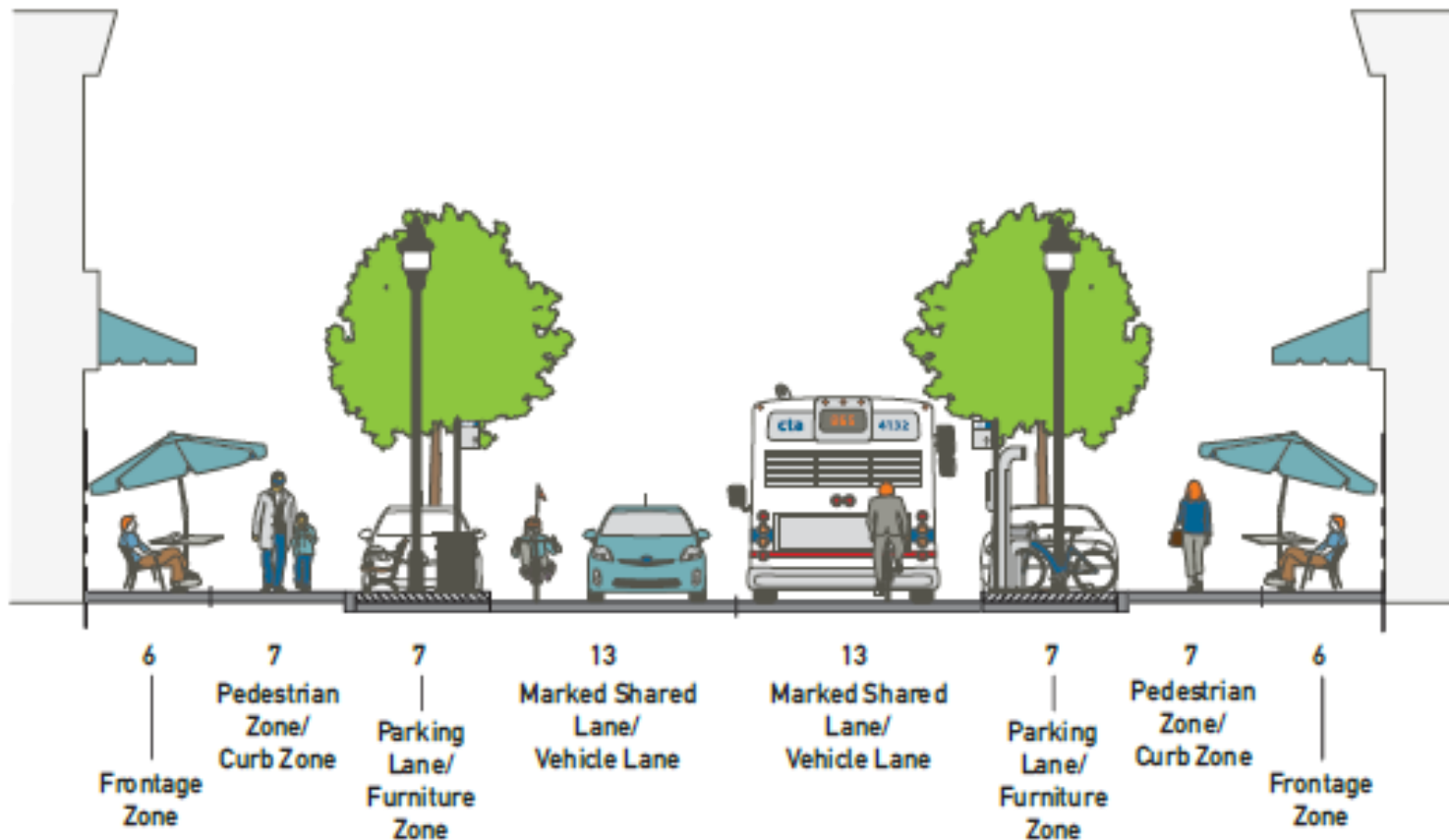
Note: 10' travel lanes may need to be increased to at least 11' to meet State standards

<http://activetransportationpolicy.org/Design>

Complete Street Cross Sections for  
Low Volume Roadways such as new  
local or connector roads

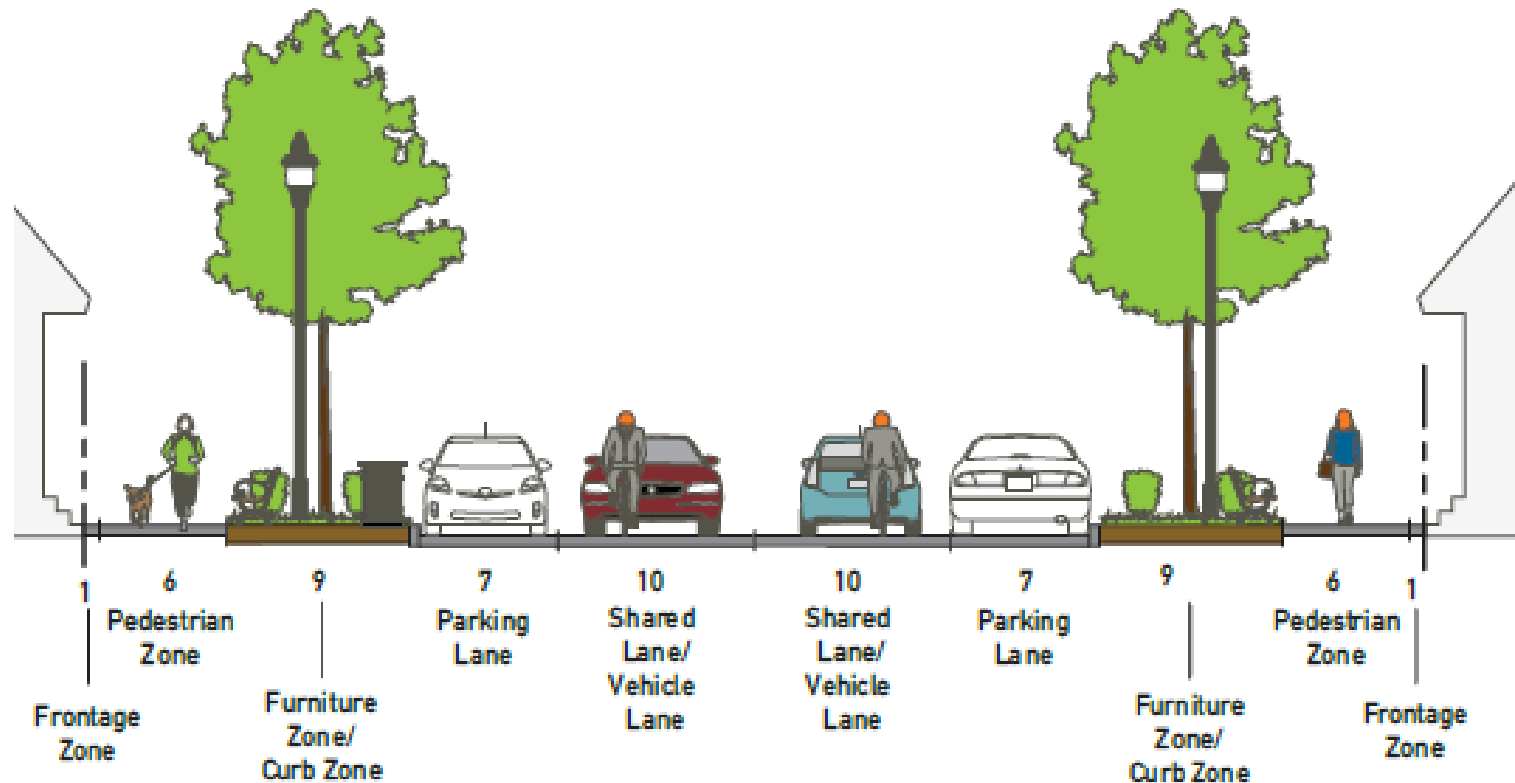
in Westbrook,  
South Gorham,  
North Scarborough,  
South Portland,  
Portland  
and Standish

Two lane, frontage zone, sidewalks,  
parking/esplanade, shared  
bike/auto/bus lane = 63' r/w



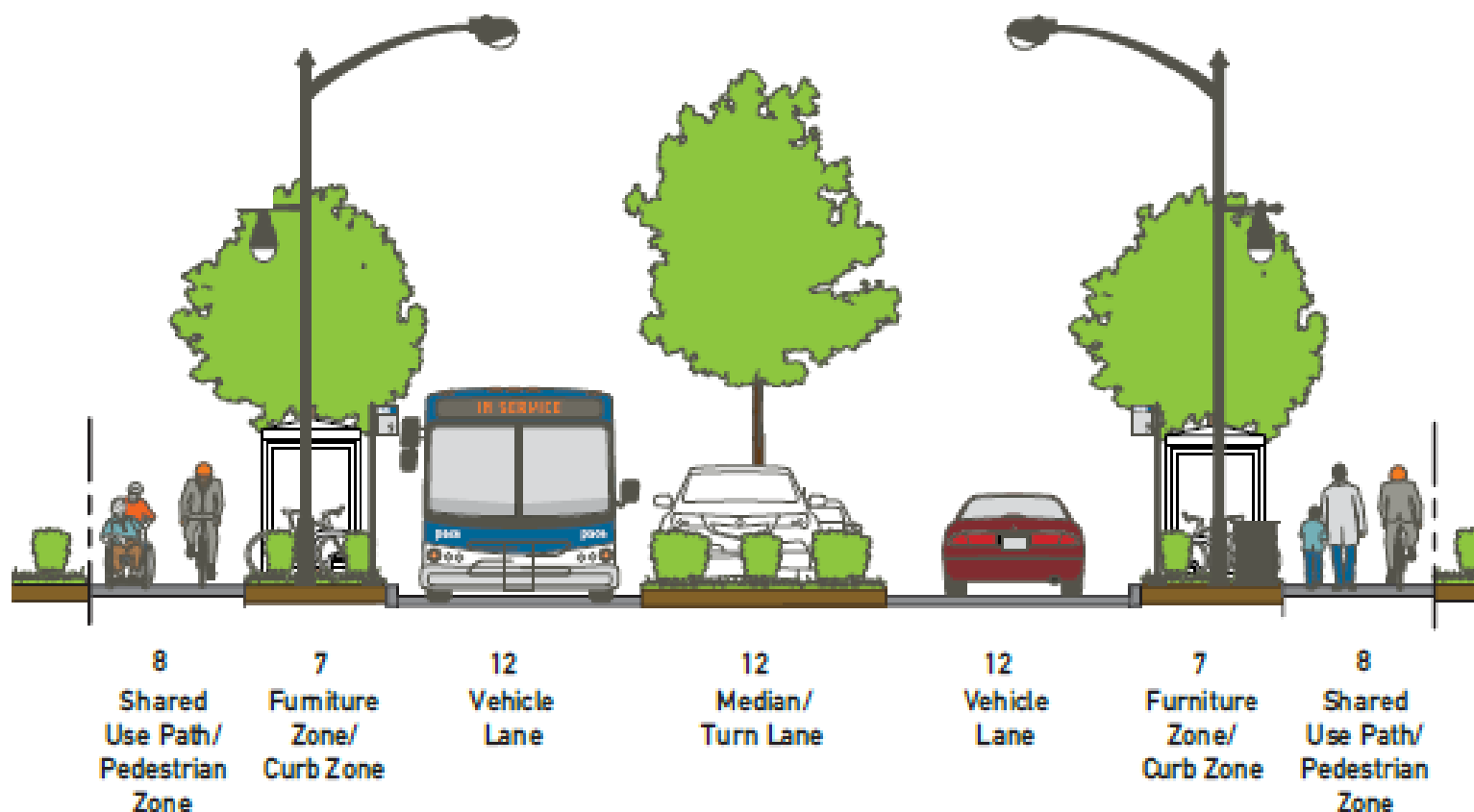


Two lane with tiny frontage zone,  
sidewalks, esplanade, parking,  
shared lanes = 66' r/w

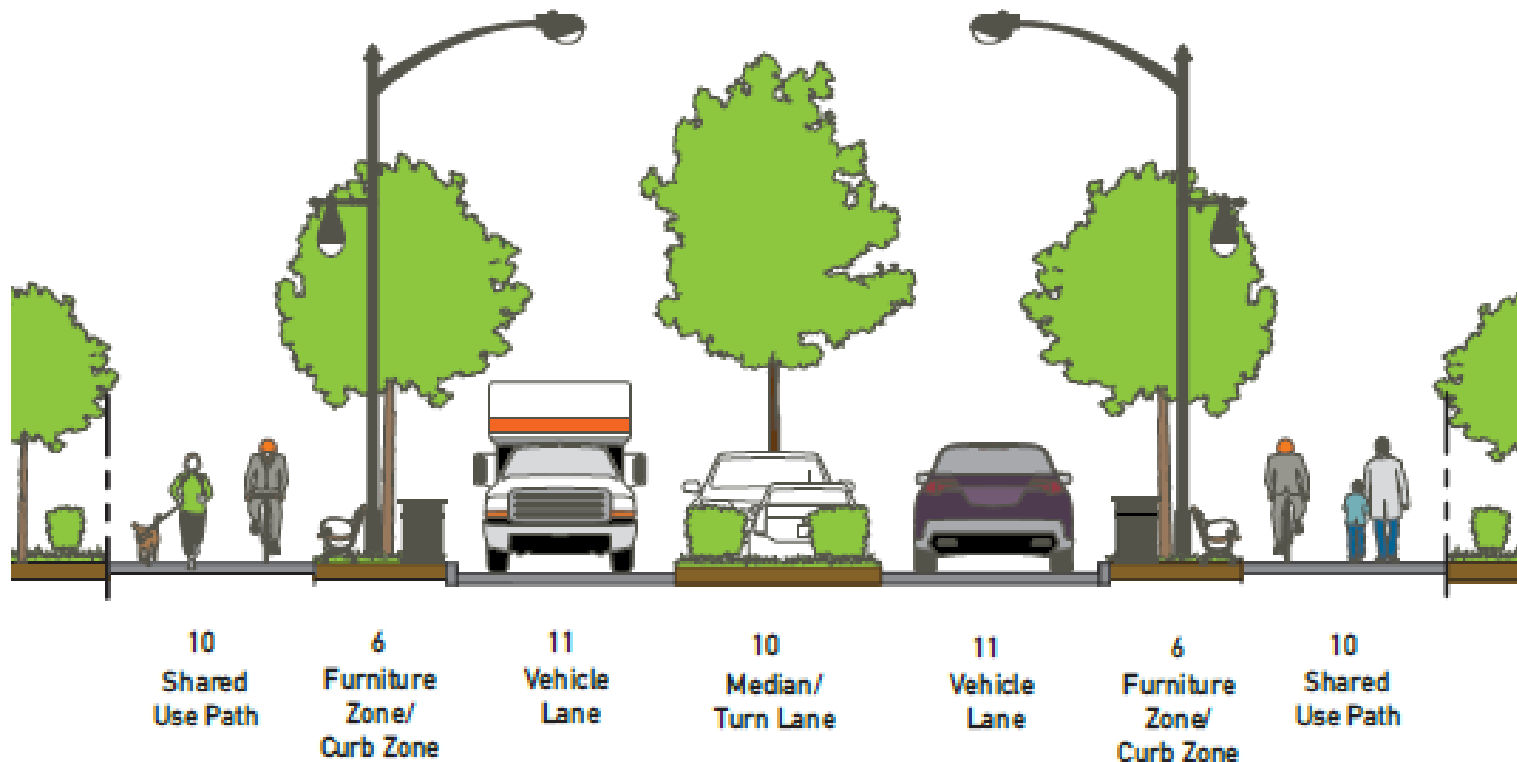


<http://activetransportationpolicy.org/Design>

Two lane, no on-street parking; shared  
use path, esplanade and median/turn  
lane = 66' r/w

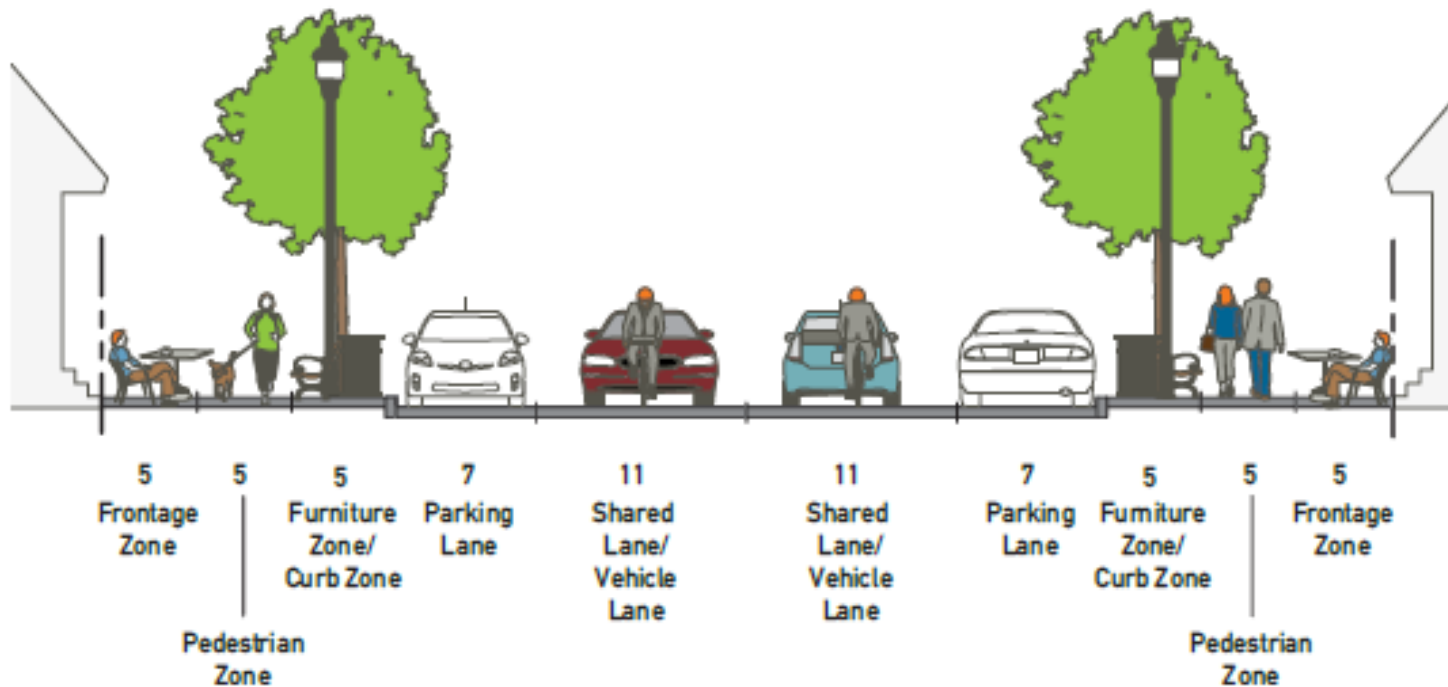


Two lane, no on-street parking; shared  
use path, esplanade and median/turn  
lane = 64' r/w



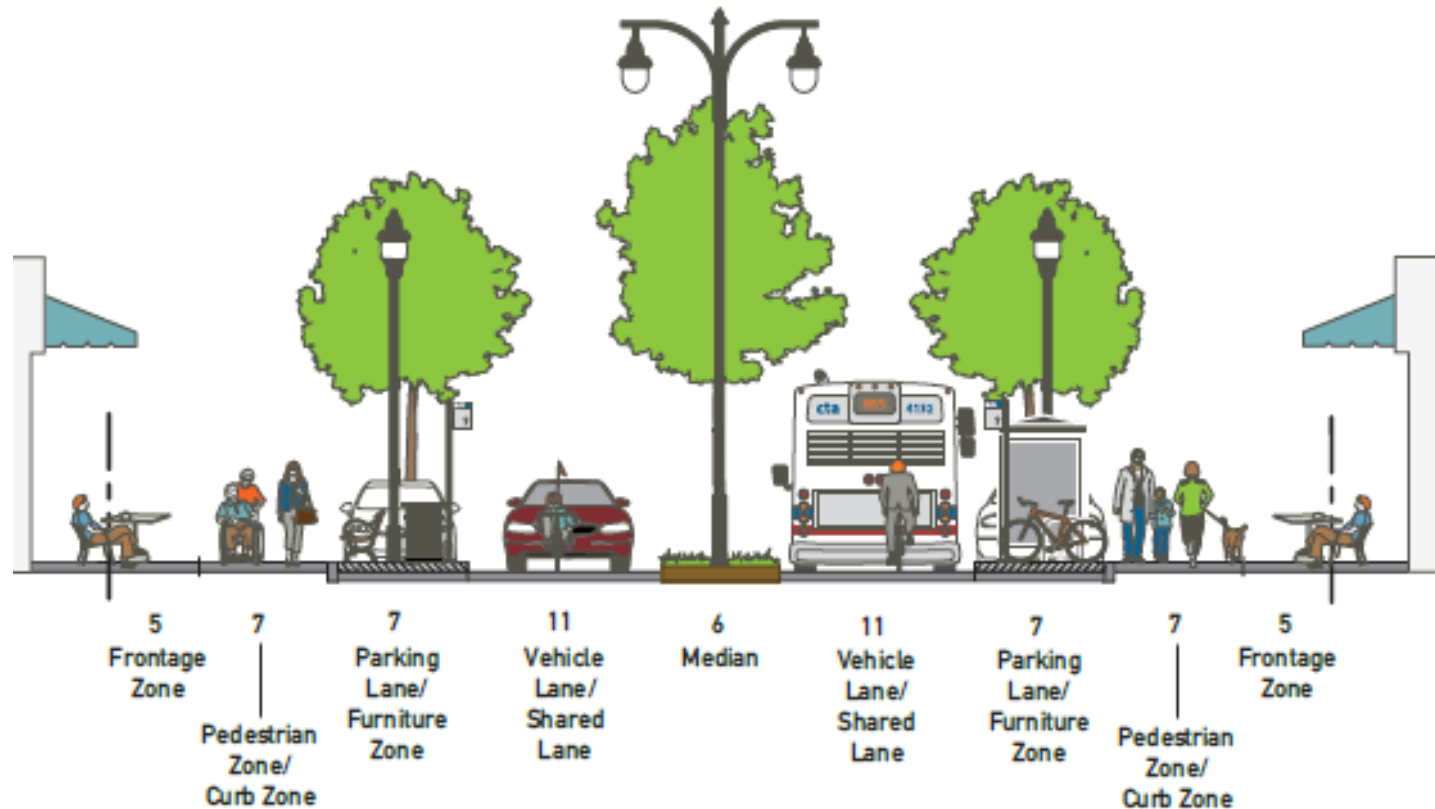
<http://activetransportationpolicy.org/Design>

Two lane, frontage zone, sidewalks,  
esplanade, on-street parking, shared  
bike/auto lane; no median or center  
turn lane – 66' r/w



<http://activetransportationpolicy.org/Design>

Two lane, with frontage zone,  
sidewalks, parking/esplanade mix,  
shared bike/auto travel and median  
turn lane = 66' r/w



# Choose

- Preferred Characteristics
- Determine how much right of way you have (or want)
- Refer to this manual for more ideas
  - <http://activetransportationpolicy.org/Design>
- Devise a hybrid of several possibilities if necessary.