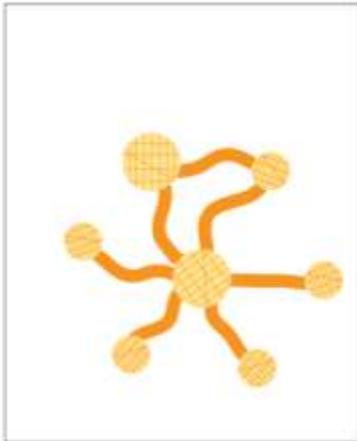


Regional Active Transportation Plan

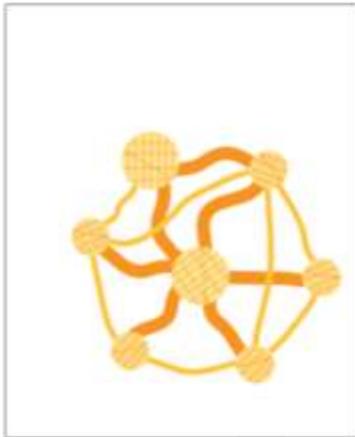
Regional Pedestrian Network Concepts, Functional Classes & Design Guidelines

REGIONAL PEDESTRIAN NETWORK CONCEPT

All streets (except limited access highways) and off-street trails are part of the regional pedestrian network. The Principal Regional Pedestrian Network is comprised of Regional Pedestrian Parkways linking Regional Pedestrian and Bicycle Districts and forms the spine of the entire regional pedestrian network. The regional pedestrian network is organized into functional classes; this is the first time the Regional Transportation Plan has provided functional classes for pedestrian facilities.



Regional Pedestrian Parkways are a new functional class for pedestrian facilities and the highest functional class for pedestrian facilities. They are high quality and high priority routes for pedestrian activity. A connected network of on and off-street parkways are anchored by pedestrian districts providing access to transit and key destinations in the region. Pedestrian districts are the region's urban centers where pedestrian activity is highest. On-street parkways mirror frequent transit routes. Shared use paths, which are also regional bicycle parkways, connect to the on-street network, transit and nature. Adequate width and separation between pedestrians and bicyclists are provided on shared use path parkways. The principal pedestrian network provides the spine for regional pedestrian corridors and local pedestrian corridors to make a complete regional pedestrian network.



Regional Community Pedestrian Corridors is the second highest functional class of the regional pedestrian network and the second highest priority. On-street community pedestrian corridors are any major or minor arterial on the regional arterial network that is not part of the principal regional pedestrian network. Off-street community pedestrian corridors are community trails/shared use paths not included in the principal regional pedestrian network. Community pedestrian corridors experience less transit access and/or pedestrian activity.



Local Pedestrian Connectors are all streets and trails not included in the principal regional or regional corridor networks. Local connectors experience lower volumes of pedestrian activity and on-street connectors are typically on residential and low-volume/speed roadways. Connectors, however, are an important element of the regional pedestrian network because they allow for door-to-door pedestrian travel.

Regional Active Transportation Plan

Regional Pedestrian Network Concepts, Functional Classes & Design Guidelines

FUNCTIONAL CLASS AND DESIGN TYPES

High level design guidelines were identified for completing and upgrading the region’s bicycle and pedestrian networks. The guidelines serve as a checklist to ensure that the regional active transportation network is developed to make walking and bicycling easy, safe and comfortable. The guidelines should be used in conjunction with fully developed design guidelines such as those listed below. Note that Metro’s guidelines recommend wider widths for shared use paths and separated bikeways.

- Metro Creating Livable Streets: Street Design Guidelines for 2040 (for pedestrian elements)
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- Washington County Bicycle Design facility Toolkit
- Oregon Department of Transportation Bicycle and Pedestrian Design Guide
- Institute of Transportation Engineers Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- AASHTO Guide for the Development of Bicycle Facilities, 4th Edition

Regional Pedestrian Network Functional Classification Design Types and Design Guidelines

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| <p>Functional Class 1 (FC-1) <u>Regional Pedestrian Parkways and Districts</u> Highest functional class of pedestrian facilities for the regional network. Roadway corridors mirror frequent transit routes. Districts and corridors are areas with current or planned higher levels of pedestrian activity. Functional class 1 off-street shared use paths are also regional bicycle parkways.</p> | <p>Functional Class 2 (FC-2) <u>Community Pedestrian Corridors</u> Second highest functional class of the regional pedestrian network. On-street community pedestrian corridors are major or minor arterials on the regional arterial network that are not Regional Pedestrian Parkways. Off-street community pedestrian corridors are regional trails that are not Pedestrian Parkways.</p> | <p>Functional Class 3 (FC-3) <u>Local Pedestrian Connectors</u> All streets and trails/paths not included in the principal regional or regional corridor networks. Local connectors experience lower volumes of pedestrian activity and on-street connectors are typically on residential and low-volume/speed roadways. Allow for door-to-door pedestrian travel.</p> |
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Regional Active Transportation Plan

Regional Pedestrian Network Concepts, Functional Classes & Design Guidelines

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| <p>FC-1 Design Type A <u>Off-street shared use path</u></p> <ul style="list-style-type: none"> • Minimum width of 14'; additional width or bifurcation where demand warrants. • Marked crosswalks at all crossings of collector and arterial roads, additional crossing features where appropriate. • Marked high-visibility crosswalks with lighting at all crossings of collector and arterial roads, additional crossing features where appropriate. • Lighting of path is desirable. • Pedestrian countdown heads at all signals. • Short signal cycle lengths (90s or less), pedestrian-friendly timing, and lead pedestrian intervals at signals are desirable. • Separation of pedestrians and bicyclists. • Seating and pull outs are provided. • Way finding included. | <p>FC-2 Design Type A <u>Off-street shared use or pedestrian only path</u></p> <ul style="list-style-type: none"> • Preferred width of 12', minimum width of 10'. • Marked crosswalks with lighting at all crossings of collector and arterial roads, additional crossing features where appropriate. • Lighting of path may be desirable. • Way finding included. | <p>FC-3 Design Type A <u>Off-street shared use or pedestrian only path</u></p> <ul style="list-style-type: none"> • Local standards apply. |
| <p>FC-1 Design Type B <u>Low traffic street</u> <u>(ADT <12,000 and posted speed is 35 or less)</u></p> <ul style="list-style-type: none"> • Minimum sidewalk plus buffer width of 10'. • Buffer width includes width of on-street parking, landscape buffer, furnishing zone; cycle track can serve as a buffer. • Pedestrian clear zone of 6' or more. • Street trees between roadway and pedestrian clear zone. • Marked crosswalks provided ≤530' spacing along corridor using context sensitive placement • Crossing features such as refuge islands, curb extensions, raised crosswalks, raised intersections, and beacons or signals where appropriate. • Lighting at all crosswalks. • Pedestrian-scale lighting along corridor. • Pedestrian countdown heads at all signals. • Short signal cycle lengths (90-s or less), pedestrian-friendly timing, and lead pedestrian intervals at signals are desirable. • Walkable street-fronting retail uses and on-street parking is desirable in centers and along Main Streets. • Medians desirable along corridors with 4+ lanes. • Minimize driveway count and width. • Context-based traffic calming is desirable. | <p>FC-2 Design Type B <u>Low traffic street</u> <u>(ADT <12,000 and posted speed is 35 or less)</u></p> <ul style="list-style-type: none"> • Minimum sidewalk plus buffer width of 10'. • Buffer width includes width of on-street parking, landscape buffer, furnishing zone; cycle track can serve as a buffer. • Pedestrian clear zone of 5' or more. • Street trees between roadway and pedestrian clear zone. • Marked crosswalks provided every ≤530' along corridor using context sensitive placement. • Crossing features such as refuge islands, curb extensions, and beacons or signals where appropriate. • Lighting at all crosswalks. • Pedestrian-scale lighting along corridor. • Pedestrian countdown heads at all signals. • Short signal cycle lengths (90-s or less), pedestrian-friendly timing, and lead pedestrian intervals at signals are desirable. | <p>FC-3 Design Type B <u>Low traffic street</u></p> <ul style="list-style-type: none"> • Local standards apply. |

Regional Active Transportation Plan

Regional Pedestrian Network Concepts, Functional Classes & Design Guidelines

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| <p>FC- 1 Design Type C High traffic street (ADT >12,000 or posted speed is 40 or more)</p> <ul style="list-style-type: none"> • Minimum sidewalk plus buffer width of 17'; raised cycle track can serve as buffer. • Buffer width includes width of on-street parking, landscape buffer, furnishing zone. • Pedestrian clear zone of 6' or more. • Street trees between roadway and pedestrian clear zone. • Marked crosswalks provided ≤530' spacing along corridor using context sensitive placement. • Crossing features such as refuge islands, curb extensions, raised crosswalks, raised intersections, and beacons or signals where appropriate. • Lighting at all crosswalks. • Pedestrian-scale lighting along corridor. • Pedestrian countdown heads at all signals. • Short signal cycle lengths (90-s or less), pedestrian-friendly timing, and lead pedestrian intervals at signals are desirable. • Walkable street-fronting retail uses and on-street parking is desirable in centers and along Main Streets. • Medians desirable along corridors with 4+ lanes. • Minimize driveway count and width. • Context-based traffic calming is desirable. | <p>FC- 2 Design Type C High traffic street (ADT >12,000 or posted speed is 40 or more)</p> <ul style="list-style-type: none"> • Minimum sidewalk plus buffer width of 14'; raised cycle track can serve as buffer. • Buffer width includes width of on-street parking, landscape buffer, furnishing zone. • Pedestrian clear zone of 6' or more. • Street trees between roadway and pedestrian clear zone. • Marked crosswalks provided ≤530' spacing along corridor using context sensitive placement. • Crossing features such as refuge islands, curb extensions, raised crosswalks, raised intersections, and beacons or signals where appropriate. • Lighting at all crosswalks. • Pedestrian-scale lighting along corridor. • Pedestrian countdown heads at all signals. • Short signal cycle lengths (90-s or less), pedestrian-friendly timing, and lead pedestrian intervals at signals are desirable. • Walkable street-fronting retail uses and on-street parking is desirable in centers and along Main Streets. • Medians desirable along corridors with 4+ lanes. • Minimize driveway count and width. • Context-based traffic calming is desirable. | <p>FC- 3 Design Type C High traffic street (ADT >12,000 or posted speed is 40 or more) N/A</p> |
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