



Street Design Policies

What is the Regional Transportation Plan?

Metro's 2000 Regional Transportation Plan is a blueprint to guide new transportation investments in the Portland metropolitan region during the next 20 years. The plan begins to implement Metro's 2040 Growth Concept to protect the livability of this region in the face of an expected 50 percent increase in population and a 70 percent increase in jobs by 2020. The goal of the plan is to expand choices for travel in the region. To this end, the plan sets policies for traveling by cars, buses, light rail, walking, bicycling and movement of freight by air, rail, truck and water.



METRO
Regional Services
Creating livable communities

Metro, the regional government that serves the 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area, provides planning and services that protect the nature of our region.



Downtown Milwaukie with new street design concepts that will prioritize transportation needs relating to land use.

Street Design in the RTP

The regional street design program has three basic elements:

1. Regional street design concepts

These policy tools guide local implementation of the 2040 Growth Concept. Streets often perform conflicting functions while serving different travel

modes. Street design concepts prioritize auto, transit, pedestrian, bicycle and freight needs as they relate to land uses planned in the 2040 Growth Concept. The regional street design map (figure 1.3 in the RTP) identifies street design classifications for regional facilities.

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2. Street design guidelines

The regional street design concepts factor 2040 and local government land-use plans into major street design. The Creating Livable Streets handbook was developed as a tool for incorporating the concepts into local design codes and individual projects. The handbook is available from Metro or can be downloaded from Metro's web site (www.metro-region.org).

3. Boulevard program

In 1998, the Metropolitan Transportation Improvement Program began to allocate funds for projects designed to retrofit existing streets with "boulevard" features, such as improved sidewalks, pedestrian crossings and transit features. This program is intended to leverage development in 2040 centers and main streets through street improvements.

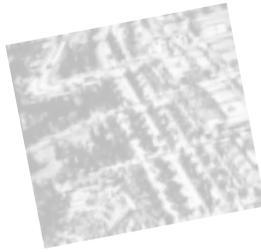
How can I get more information?

Call the transportation hotline, (503) 797-1900 option 2. You can leave a message requesting a copy of the Regional Transportation Plan or other fact sheets about the plan. Ask for a list of all RTP fact sheets. If you are hearing impaired, call TDD (503) 797-1804.

Visit our web site at www.metro-region.org

Send e-mail to trans@metro.dst.or.us

Local street design



Local streets serve the immediate travel needs at the neighborhood level. These streets are multi-modal, and are designed to serve most short auto, bicycle and pedestrian trips. They generally do not carry freight in residential areas, but are important to freight movement in industrial and commercial areas. Local streets may serve as transit routes. Local street designs include many connections with other streets.

The design of local street systems is generally beyond the scope of the RTP. However, the overall effect of local street design can impact the regional system if there is a lack of local connecting routes, forcing local trips onto regional facilities. Thus, local jurisdictions must create local street system plans and development standards to ensure adequate connections in residential and mixed-use developments. (See the fact sheet on Street Connectivity for details.)

The following principles should guide future local street designs:

- Local street system plans should extend and connect local streets over time in primarily developed areas. Local design codes should encourage these connections as part of the development review process.
- Local street design codes should allow street systems that serve a mix of development types within a continuous street pattern.
- Local street designs should encourage walking by ensuring that the shortest, most direct routes are provided to nearby commercial services, schools, parks and other neighborhood destinations, existing or planned.
- Local street design and zoning ordinances should ensure that residents have access to commercial services, including groceries, pharmacies and gas stations, without using throughways, regional boulevards, regional streets or urban roads.
- Where appropriate, local design codes should allow narrow streets, in order to conserve land, calm traffic or promote connectivity.
- Closed street system and cul-de-sac designs should be limited to situations where topography or existing developments prevent full street extensions or where connections would compromise local street functions. Safety and environmental impacts should also be considered in the development of local street systems. (See Street Connectivity fact sheet.)

Regional street design concepts

Regional street design concepts are intended to serve many types of travel in ways that support specific needs of the 2040 land-use components. Street design concepts fall into five categories, as follows:

1. Throughways

Throughways emphasize vehicle travel and connect major activity centers.

Freeways and highways are designed for high-speed travel for longer vehicle trips throughout the region, including freight routes. Throughways may benefit from traffic management systems. These facilities may also incorporate transit-priority designs and light rail or other high-capacity transit.

Freeways

Freeways usually consist of four to six lanes, with additional lanes in some cases. They are completely divided, have few street connections and always occur at separated grades with access controlled by ramps.

Highways

Highways usually consist of four to six lanes, with few street connections. Highways are usually divided by medians, with left turn lanes at intersections. Highways have striped bikeways and sidewalks, with improved pedestrian crossings.

2. Boulevards

Boulevards serve the central city, regional and town centers, station communities and some main streets. They balance many travel demands of these highly developed areas. Special emphasis is on pedestrian, bicycle and public transportation. These facilities may benefit from access management, traffic calming and other techniques.

There are two types of boulevards:

Regional boulevards

Though these facilities carry a significant amount of motor vehicle traffic, the design emphasis is on public transit, bicycles and pedestrians, where dense development will be oriented toward the street. These designs are usually four lanes with low to moderate vehicle speeds. Regional boulevards are usually served with high-quality transit service. Pedestrian and bike improvements are substantial. Regional boulevards may serve as primary freight routes, in some cases.

Community boulevards

These facilities serve a significant volume of motor vehicle traffic, with less through traffic than regional boulevards. They have an emphasis on public transportation, bicycle and pedestrian travel. They are designed for low speeds, with two to four vehicle lanes and usually include on-street parking. High-quality transit service is supported by substantial amenities at stops and stations. There are significant pedestrian and bike improvements. These streets may serve as secondary freight routes. (See drawing on next page.)

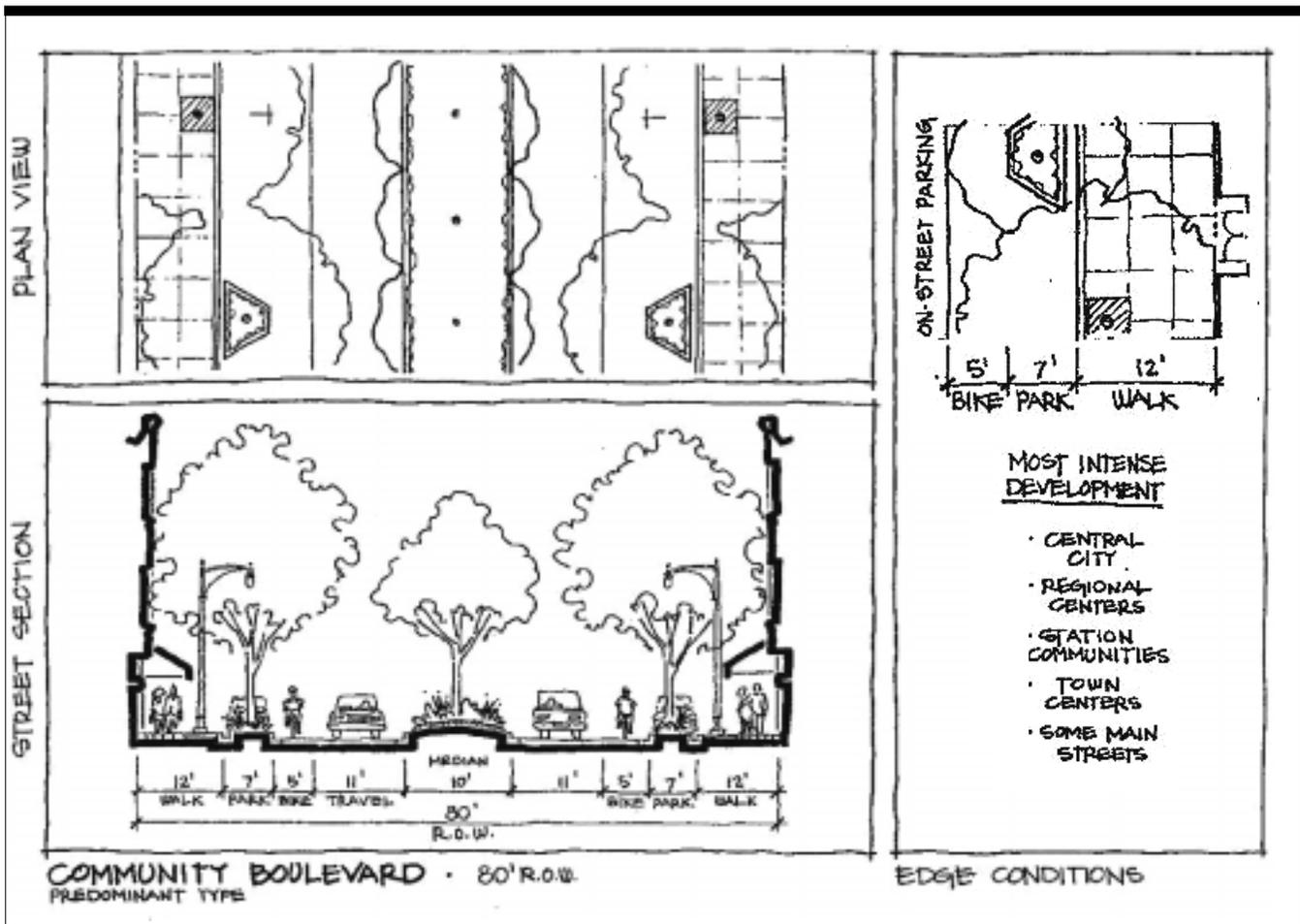
3. Streets

Streets serve mixed-use corridors, some main streets and neighborhoods with designs that balance all types of travel. They provide for automobiles, freight, walking, bicycling and public transportation in the areas they serve. These streets may benefit from access management to provide mobility for cars and trucks.

Streets are divided into regional and community scale designs:

Regional streets

These designs serve residential neighborhoods as well as more densely developed corridors and main streets. They are designed to carry significant traffic while providing for safe, convenient use of



Community boulevards are designed to serve a significant amount of traffic while emphasizing amenities for public transit, bicycling and walking.

public transit, bicycling and walking. These street designs usually accommodate moderate speeds on four lanes, often with a center median. Regional streets often serve as primary freight routes.

Community streets

Community streets are designed to carry significant vehicle traffic while providing for public transportation, bicycles and pedestrians. Two to four lanes are usually included, and on-street parking is often provided. A center median is often included and sidewalks and bikeways are included in all designs. These streets often serve as secondary freight routes.

4. Roads

Roads are traffic-oriented designs that provide vehicle mobility and have less emphasis on pedestrians, bicycles and public transportation. Roads serve the travel needs of low-density industrial and employment areas, as well as rural lands outside

the urban growth boundary. Roads are divided into urban and rural designs:

Urban roads

Urban roads are designed to carry significant vehicle traffic while providing for safe bicycle, pedestrian and public transit use. Urban roads serve low-density industrial areas, intermodal facilities and employment centers. Urban roads serve as primary freight routes. Sidewalks, pedestrian crossings at key locations, and striped bikeways are included in the designs.

Rural roads

These facilities are designed to carry rural traffic while accommodating limited public transportation, bicycles and pedestrians. Rural roads usually have two to four lanes and allow moderate traffic speeds. These roads often serve as primary freight routes, providing farm-to-market connections. Public transportation is rarely provided. Bikes and pedestrians share a common striped shoulder.