ATTACHMENT 1

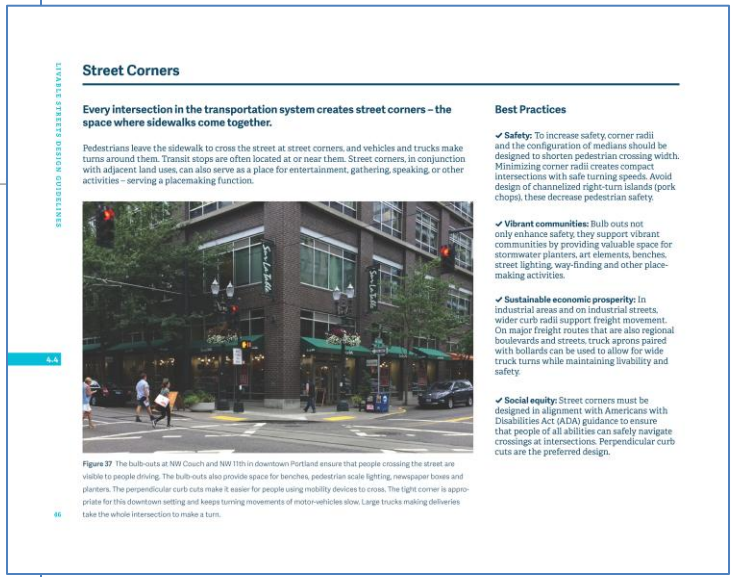
Designing Livable Streets and Trails

Metro Council Work Session

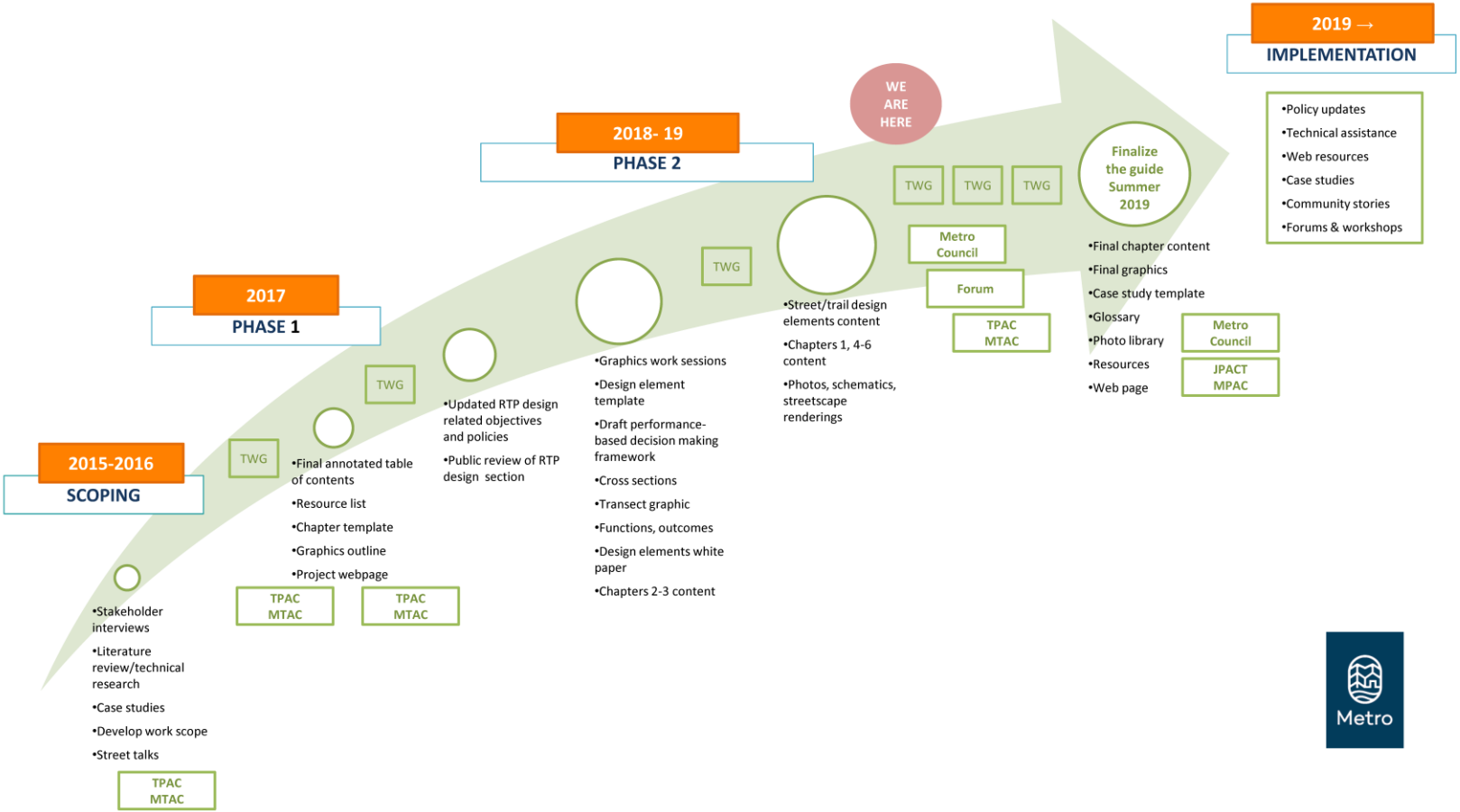
March 12, 2019

Updating design guidance for regional streets and trails

Projects funded with Regional Flexible Funds must be consistent with the guidelines



Designing Livable Streets + Trails Project Timeline & Deliverables



Agencies and organizations represented on the Technical Work Group

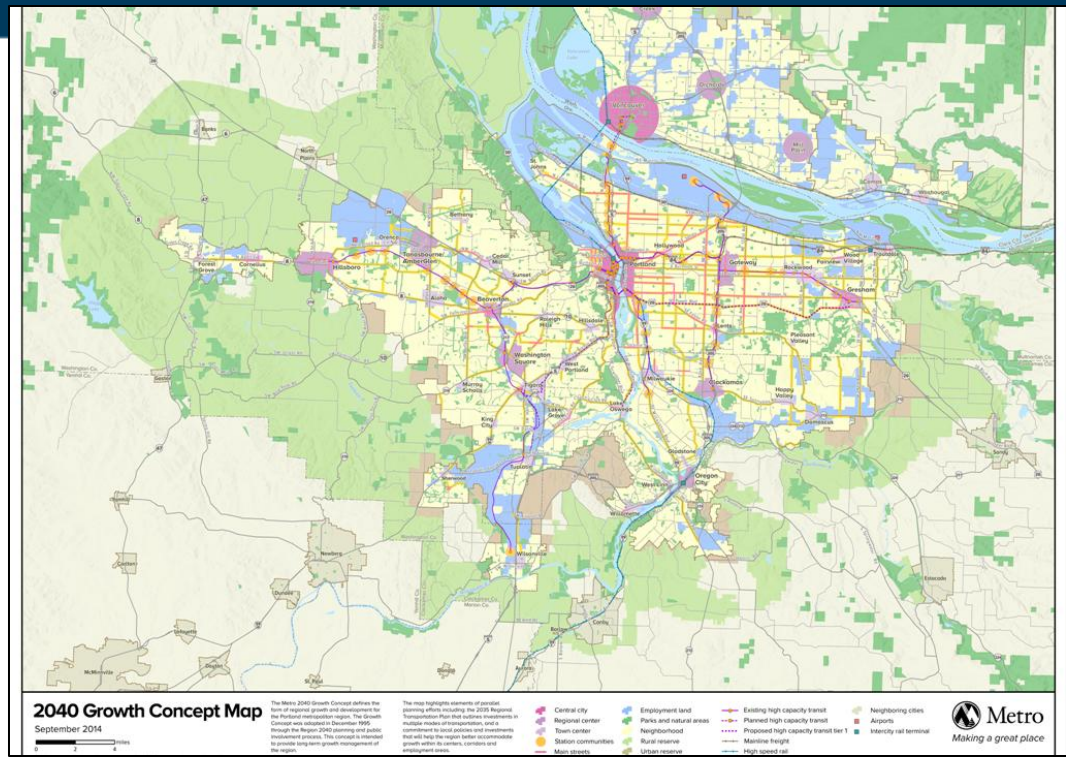
A Technical Work Group has provided review & input throughout the update

Clackamas County Planning and Engineering
Multnomah County Transportation Planning
Multnomah County - Public Health
Washington County Planning and Engineering
Metro Planning and Development
Metro Parks and Nature
Oregon Department of Transportation, Region 1
Oregon Department of Transportation, Salem
TriMet
US DOT Federal Highways Administration
Tualatin Hills Park and Recreation District
MTAC alternate
Sustainable Cities Initiative, U of O
Better Blocks PDX

City of Beaverton Transportation Planning
City of Forest Grove Engineering
City of Gresham Planning and Engineering
City of Hillsboro Planning
City of Portland Bureau of Environmental Services
City of Portland Bureau of Transportation
City of Portland Parks and Recreation
City of Sherwood Community Development
City of Tualatin Engineering and Parks
City of West Linn Public Works
City of Wilsonville Engineering
Audubon Society of Portland
Oregon Walks
Safe Routes to School National Partnership
The Street Trust
Landscape architect

Guidelines link land use and transportation and implement the 2040 Growth Concept

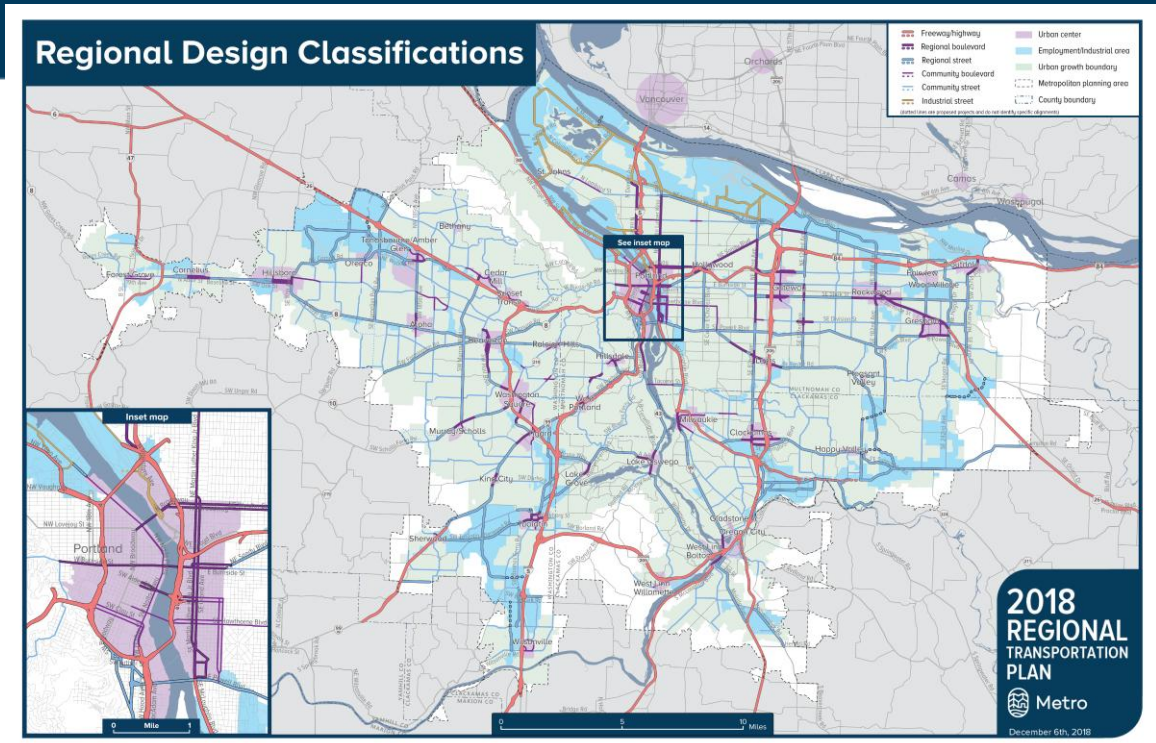
The functions of streets and trails, and the design elements that support those functions, are determined by land use and adopted policies.



Regional street design policy in the Regional Transportation Plan

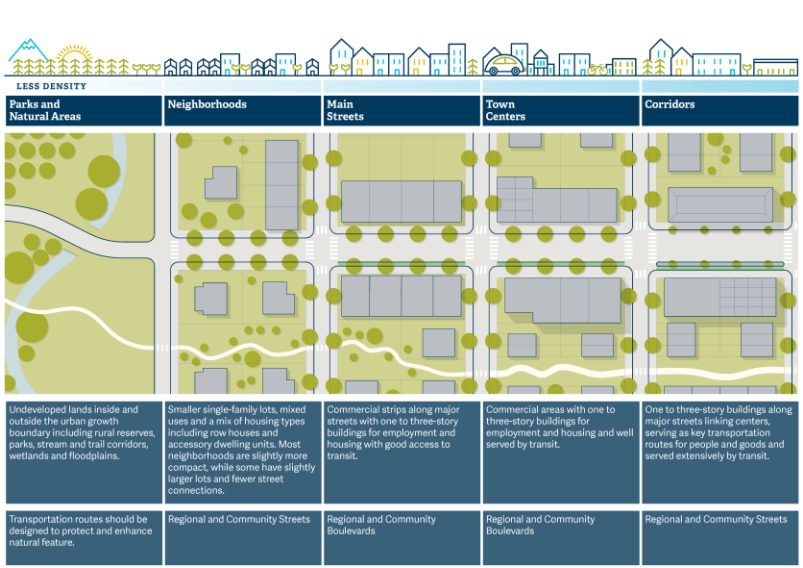
Regional street design classifications dictate how throughways and arterials in the RTP should be designed:

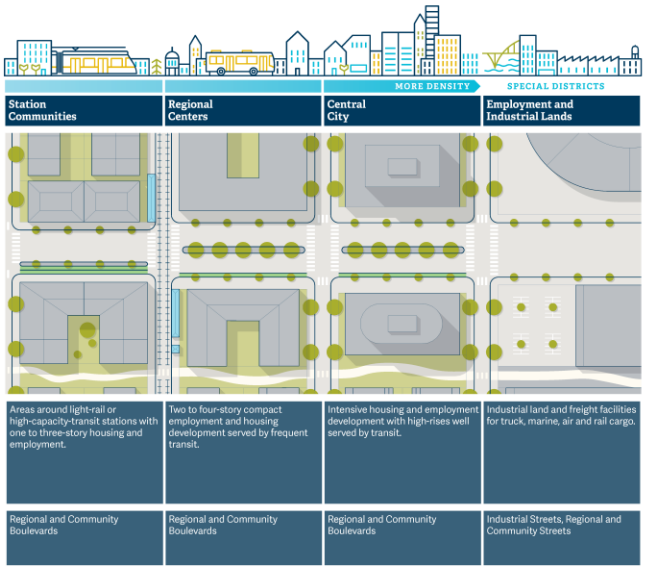
- number of lanes
- priority functions
- design speed
- separation of modes
- flex-zone uses
- place-making/public space
- green infrastructure



Street design classifications correspond to land use

Metro Land-Use and Transportation Transect





Regional street design classifications support multimodal travel and the specific transportation needs of the 2040 Growth Concept land use types. Local streets serve all land use types. Freeways and highways can traverse any type of land use.

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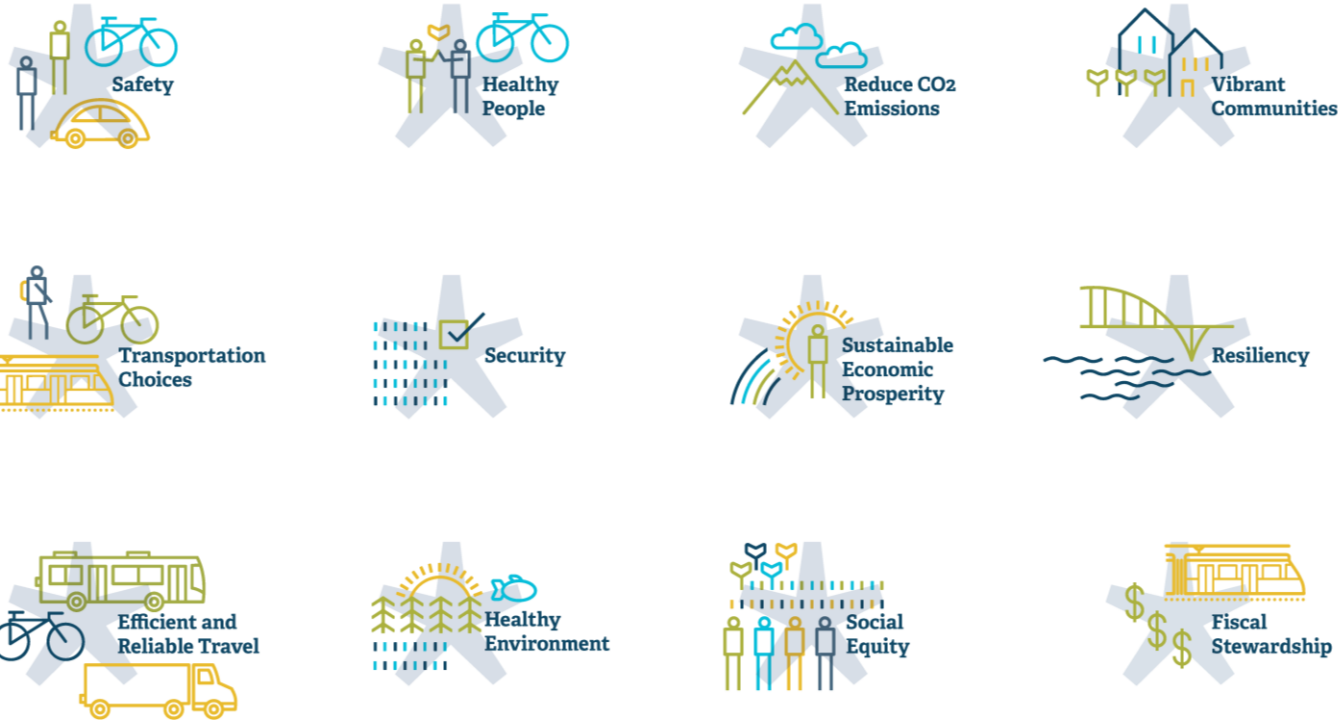
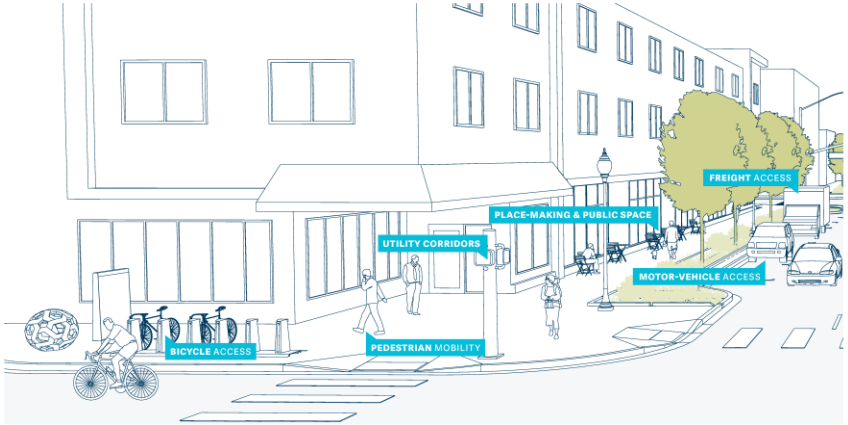
Design decisions are guided by desired policy outcomes/design principles

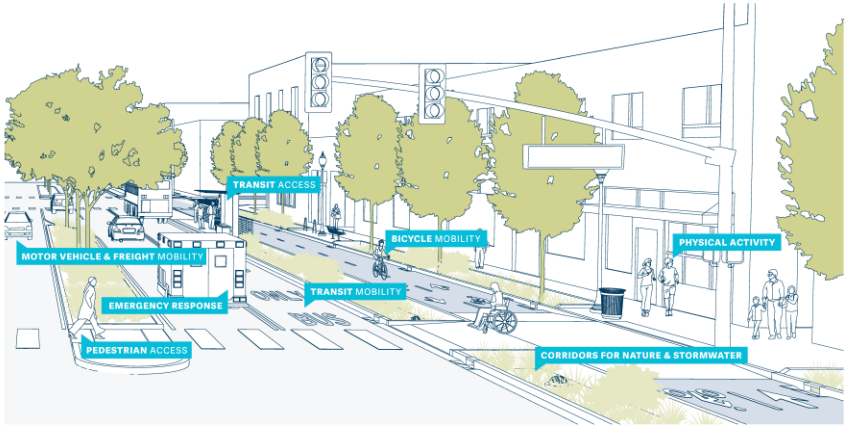


Design serves the different functions of streets

Desired functions are identified in modal plans and adopted policies

Livable Street Functions





Pedestrian
ACCESS & MOBILITY

Every street and trail has safe, comfortable space for people walking, rolling, and enjoying the place they're in.

Bicycle
ACCESS & MOBILITY

Connected bicycle networks, separated from hehavy vehicle traffic, ensure that bicycling is a great way to get around in our communities.

Transit
ACCESS & MOBILITY

Our streets enable transit to serve the region with an efficient, reliable way to travel between and within our communities.

Freight
ACCESS & MOBILITY

Key freight corridors provide reliable freight movement, and streets allow delivery access to serve both businesses and residents.

Motor-vehicle
ACCESS & MOBILITY

Our transportation system provides for safe, reliable travel in motor vehicles, providing space to facilitate pooled or shared trips.

Place-making & Public Space

Our streets and trails are a canvas for our community life and daily commerce, helping to form our regional identity.

Corridors for Nature & Stormwater

Weaving nature and sustainable stormwater management into our streets and trails protects and enhances our region's natural assets.

Utility Corridors

Our transportation corridors move more than just people and goods; they also move water, power, gas, communications, and information.

Physical Activity

Our streets and trails are places where people enjoy spending time outdoors as part of an active lifestyle.

Emergency Response

In case of a local or widespread emergency, our streets must provide access and evacuation routes to keep people safe.

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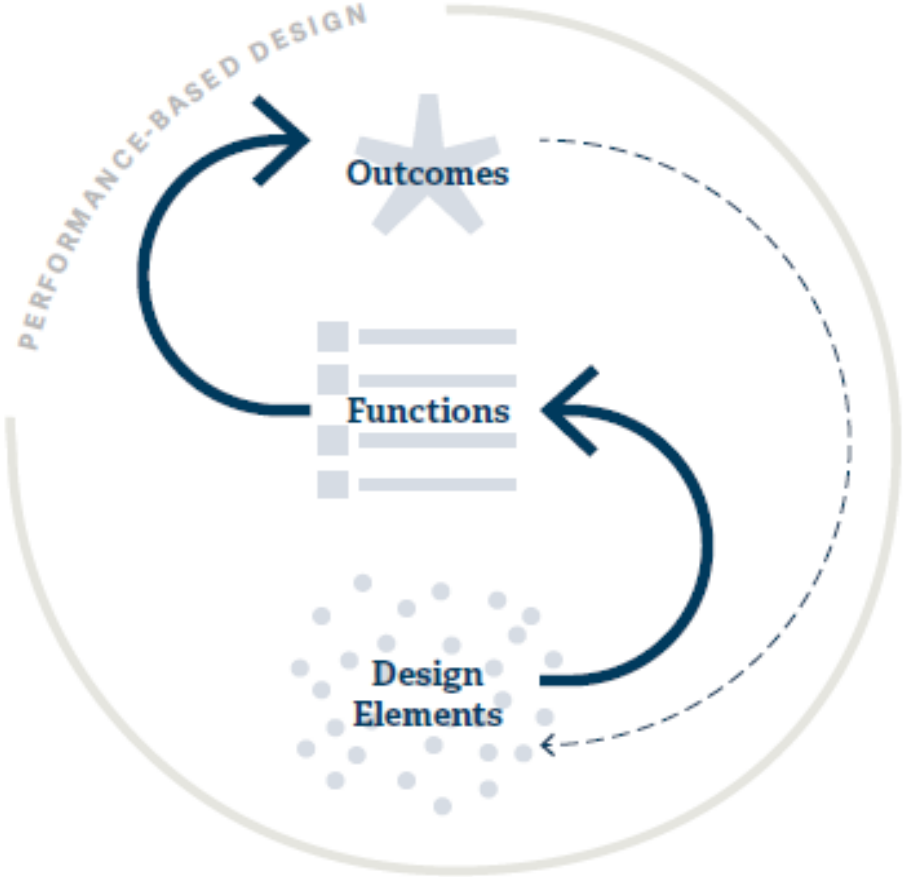
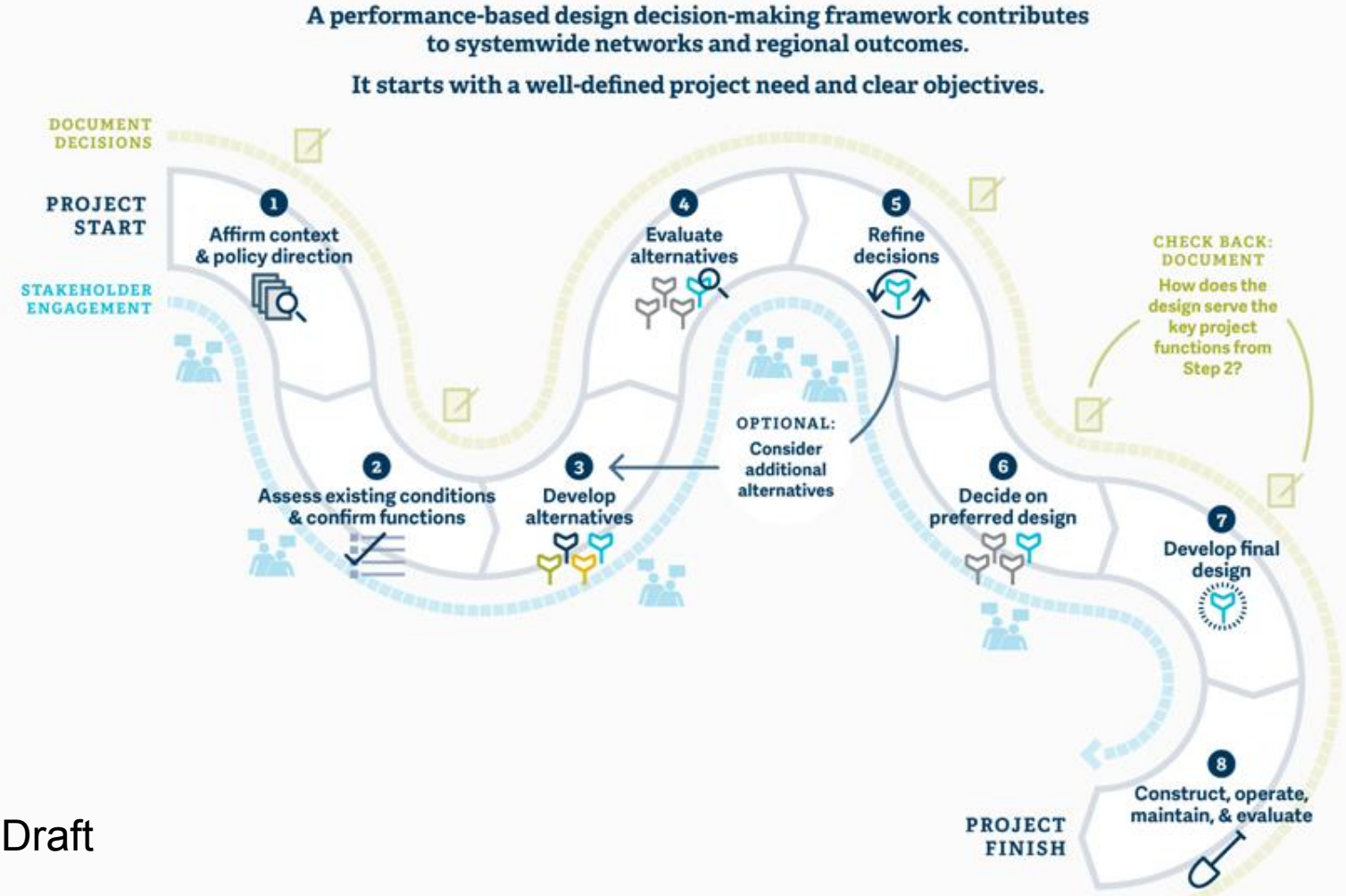


With performance-based design, design elements support street functions to achieve desired outcomes

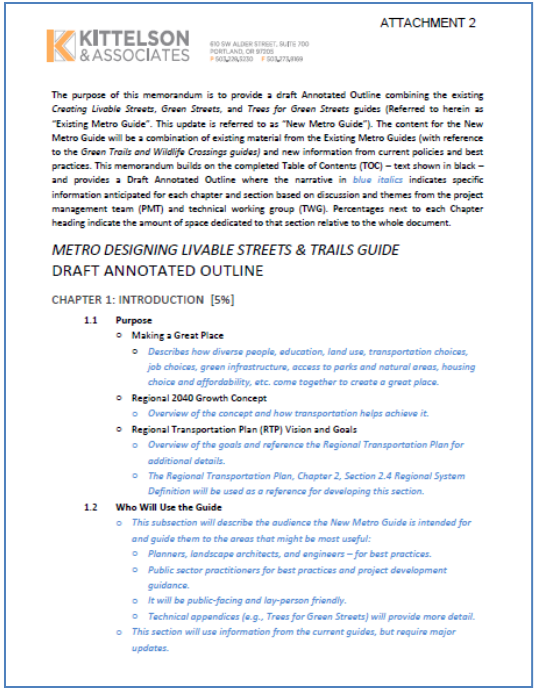

A performance-based design decision-making framework contributes to systemwide networks and regional outcomes.
It starts with a well-defined project need and clear objectives.
DOCUMENT DECISIONS
PROJECT START
STAKEHOLDER ENGAGEMENT
1
Affirm context & policy direction
2
Assess existing conditions & confirm functions
3
Develop alternatives
4
Evaluate alternatives
5
Refine decisions
OPTIONAL:
Consider additional alternatives
6
Decide on preferred design
7
Develop final design
CHECK BACK: DOCUMENT
How does the design serve the key project functions from Step 2?
8
Construct, operate, maintain, & evaluate
PROJECT FINISH

Draft

What is in the guidelines?

An annotated outline describes what will be in the guidelines – content is being developed

1. Purpose and how to use the guidelines
2. Policy framework and desired outcomes
3. Design functions and classifications
4. Design elements, recommendations, considerations
5. Visualizations, street illustrations
6. Performance-based decision making framework
7. Implementation strategies and examples



ATTACHMENT 2

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The purpose of this memorandum is to provide a draft Annotated Outline combining the existing *Creating Livable Streets*, *Green Streets*, and *Trees for Green Streets* guides (Referred to herein as "Existing Metro Guide". This update is referred to as "New Metro Guide"). The content for the New Metro Guide will be a combination of existing material from the Existing Metro Guides (with reference to the *Green Trails and Wildlife Crossings guides)* and new information from current policies and best practices. This memorandum builds on the completed Table of Contents (TOC) – text shown in black – and provides a Draft Annotated Outline where the narrative in *blue italics* indicates specific information anticipated for each chapter and section based on discussion and themes from the project management team (PMT) and technical working group (TWG). Percentages next to each Chapter heading indicate the amount of space dedicated to that section relative to the whole document.

METRO DESIGNING LIVABLE STREETS & TRAILS GUIDE
DRAFT ANNOTATED OUTLINE

CHAPTER 1: INTRODUCTION [5%]

1.1 **Purpose**
- **Making a Great Place**
  - *Describes how diverse people, education, land use, transportation choices, job choices, green infrastructure, access to parks and natural areas, housing choice and affordability, etc. come together to create a great place.*
- **Regional 2040 Growth Concept**
  - *Overview of the concept and how transportation helps achieve it.*
- **Regional Transportation Plan (RTP) Vision and Goals**
  - *Overview of the goals and reference the Regional Transportation Plan for additional details.*
  - *The Regional Transportation Plan, Chapter 2, Section 2.4 Regional System Definition will be used as a reference for developing this section.*

1.2 **Who Will Use the Guide**
- *This subsection will describe the audience the New Metro Guide is intended for and guide them to the areas that might be most useful:*
  - *Planners, landscape architects, and engineers – for best practices.*
  - *Public sector practitioners for best practices and project development guidance.*
  - *It will be public-facing and lay-person friendly.*
  - *Technical appendices (e.g., Trees for Green Streets) will provide more detail.*
- *This section will use information from the current guides, but require major updates.*

Design element example: Motor vehicle travel lanes

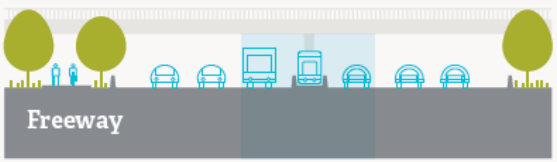
The number and width of motor vehicle travel lanes is one of the most important design elements of a transportation project.

A variety of factors should guide decisions on how existing or new road right-of-way is divided up:

- Safety of all users
- Mobility/capacity for all users
- Serving priority functions
- Travel Speeds
- Right-of-way width needed

Design element example: Motor vehicle travel lanes

Guidance on number of travel lanes is provided by the Regional Design Classifications



RIGHT-OF-WAY
110'+

RIGHT-OF-WAY
90'-120'

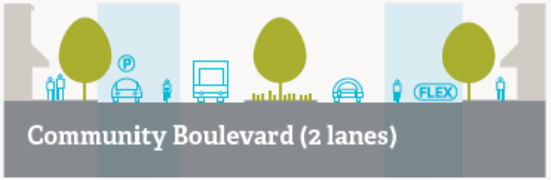
RIGHT-OF-WAY
80'-120'

RIGHT-OF-WAY
100'-135'

RIGHT-OF-WAY
70'-100'

RIGHT-OF-WAY
60'-100'

RIGHT-OF-WAY
60'-90'



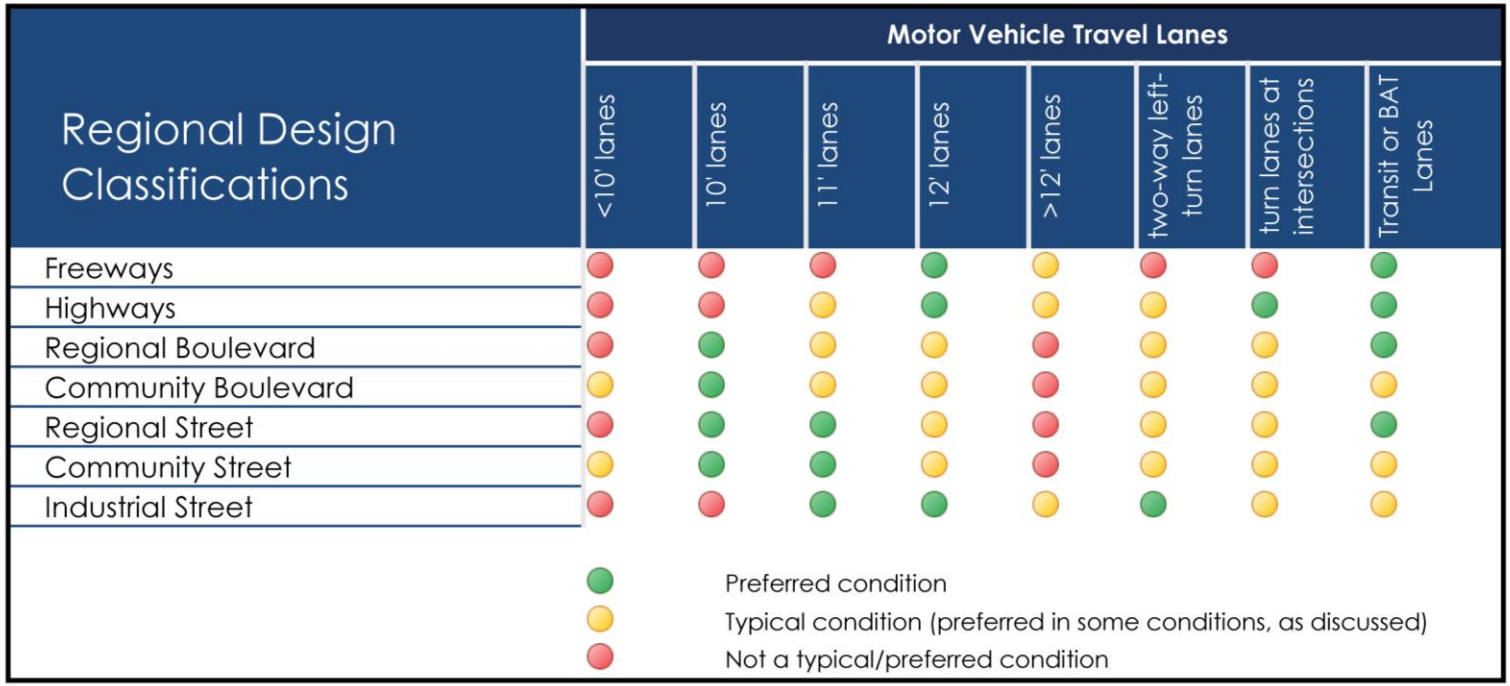
RIGHT-OF-WAY
60'-80'

RIGHT-OF-WAY
60'-80'

Shaded areas optional based on available width

Design element example: Motor vehicle travel lanes

Lane widths guidance is based on national best practice (NCHRP 880) and recommends starting with lower widths



Draft

Next steps

March 21- Update to JPACT

April 22 – Policymaker’s forum on design

June/July – Preview final draft of guidelines

Metro Council policy questions

- Are there additional policy outcomes or clarifications to those already identified, that the Council wish staff to reflect in the regional transportation design guidelines?
- Does the Council have further direction on the approach or content of the design guidelines?
- Is there additional direction the Council wants to provide in regards to applying regional street and trail design guidelines to future transportation funding?

oregonmetro.gov