

Multi-Modal Street Examples

OR HWY 43 Conceptual Design Plan

Medians



Medians serve an access management function within commercial areas by limiting the number of left turns and improving the overall flow of traffic. They can also provide a safe place for pedestrians to cross the roadway. Medians may be vegetated or hardscape. Planted medians can serve a stormwater management function, and can significantly soften the visual appearance of the street.

General Examples of Right-of-Way Configurations



Landscaped medians with four travel lanes and left turn pockets

These photographs present various examples of multi-modal streetscapes. Possibilities for allocating the right-of-way include:

- Travel lanes
- Turn lanes
- Medians
- Pedestrian refuge islands
- On-street parking
- Bike lanes
- Sidewalks
- Landscaping / Street trees
- Stormwater Management
- Street furniture



Two travel lanes with clearly marked bike lanes, on-street parking and street trees

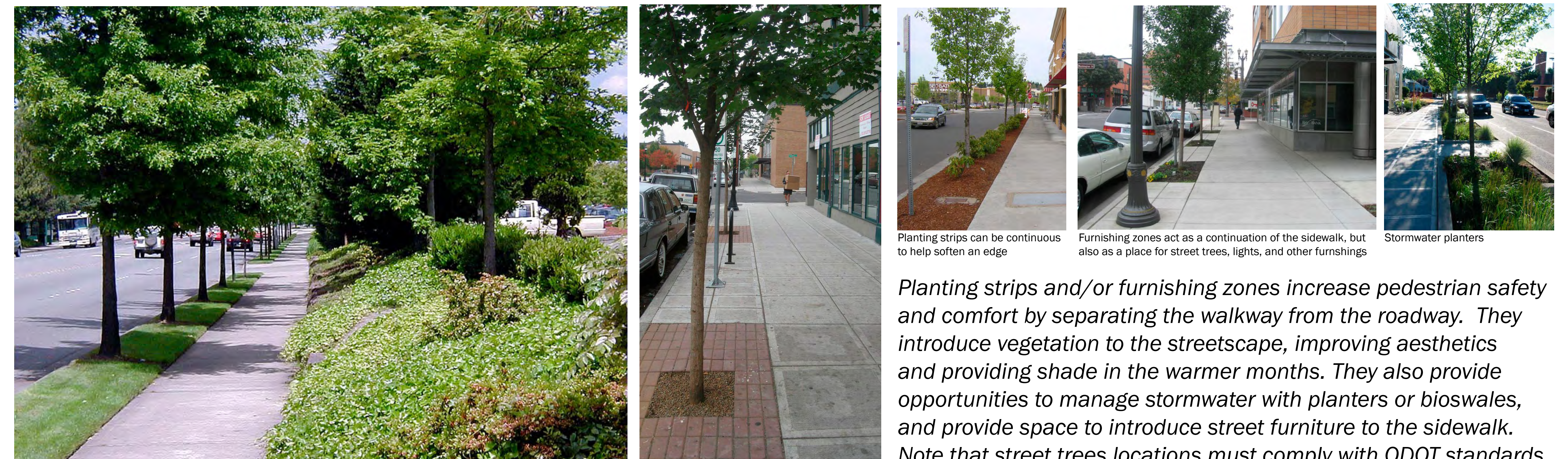
Four travel lanes separated by a landscaped median

Wide commercial sidewalks, street trees, on-street parking and clearly marked bike lanes

Bike lanes and curb-tight sidewalks

Landscaped median with four travel lanes and on-street parking

Planting Strips and Street Trees



Heavily vegetated pedestrian areas can create a more green and/or suburban feel; this image also shows how the visual impact of parking areas can be mitigated with landscaping

Street trees can also provide a visual buffer / amenity (and shade) within more urban commercial or mixed-use districts

Planting strips can be continuous to help soften an edge

Furnishing zones act as a continuation of the sidewalk, but also as a place for street trees, lights, and other furnishings

Stormwater planters

Planting strips and/or furnishing zones increase pedestrian safety and comfort by separating the walkway from the roadway. They introduce vegetation to the streetscape, improving aesthetics and providing shade in the warmer months. They also provide opportunities to manage stormwater with planters or bioswales, and provide space to introduce street furniture to the sidewalk. Note that street trees locations must comply with ODOT standards.

On-Street Parking



Permeable pavers can be used in parking areas to mitigate stormwater runoff

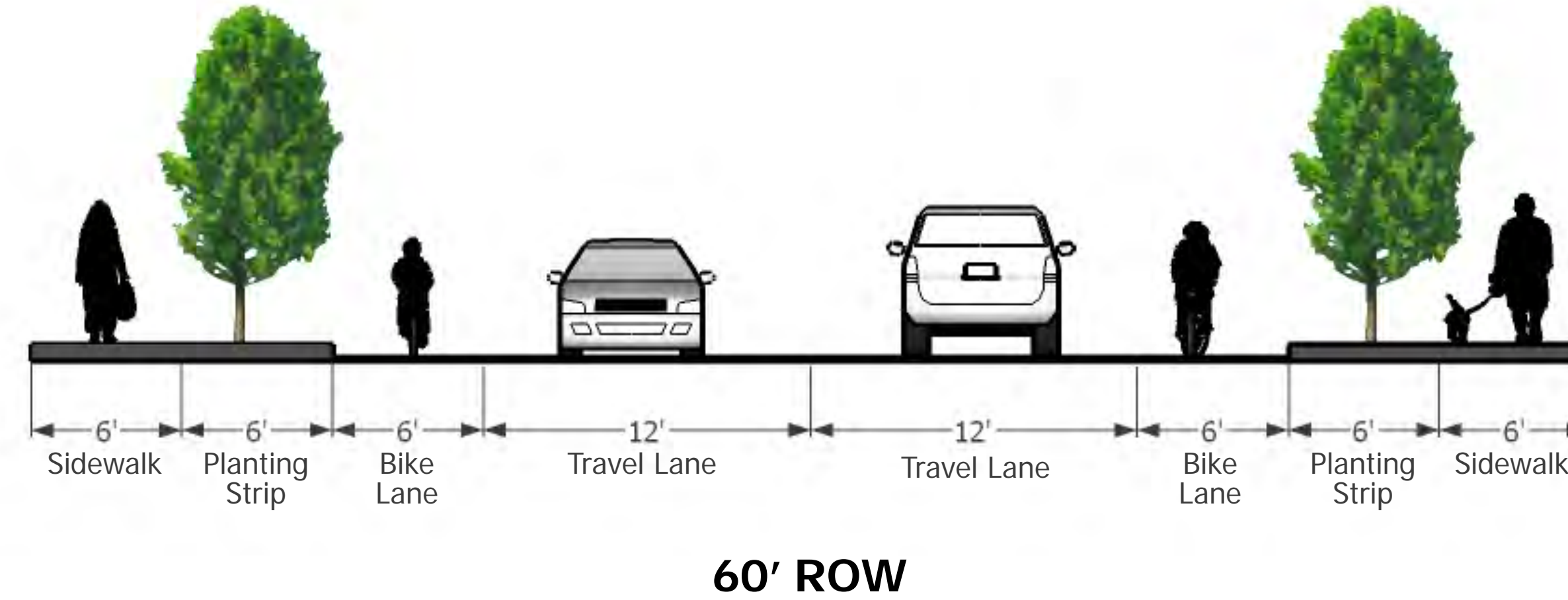
Distinct paving materials help to visually differentiate the on-street parking area from the travel lanes

On-street parking can help provide a buffer between sidewalks and moving vehicles

Clearly marked on-street parking is typically found in commercial areas. Parking areas may be marked through striping, or additionally by installing distinct paving materials. However, additional on-street parking may not be feasible in many locations; also on-street parking reduces the capacity, efficiency, and safety of the highway, and limited right-of-way may be better allocated elsewhere, such as for sidewalks and planter strips.

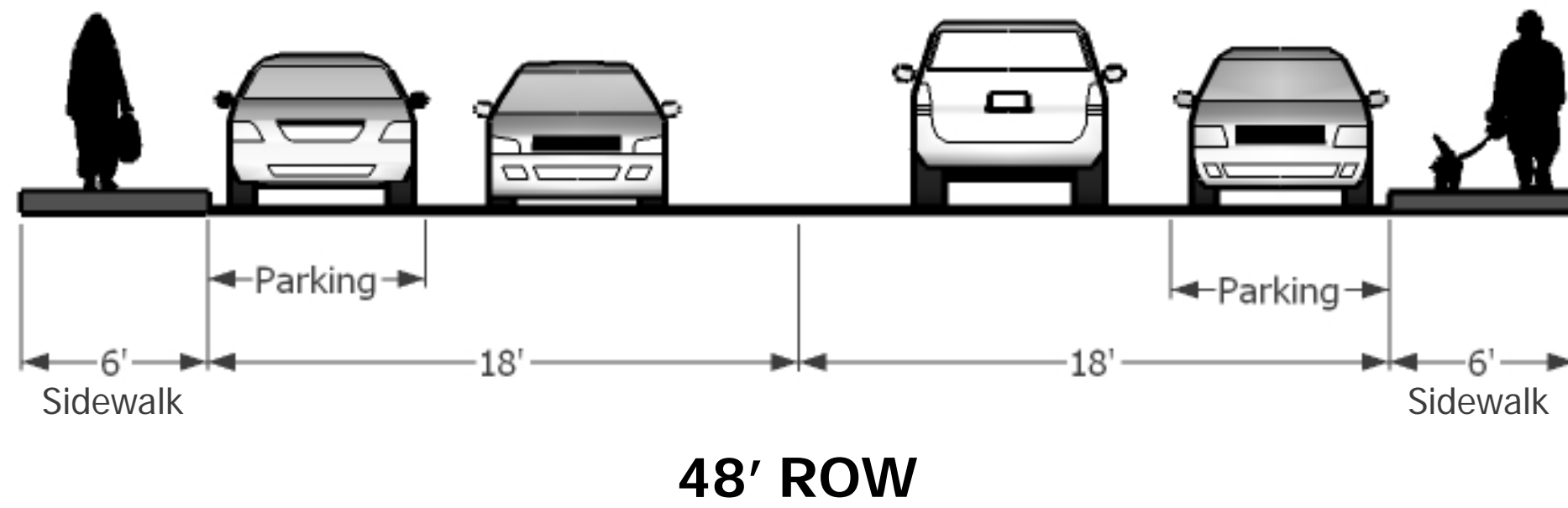
Existing Cross Sections for Arterials and Collectors that Intersect OR 43

Arterials:
(Hidden Springs, West A)

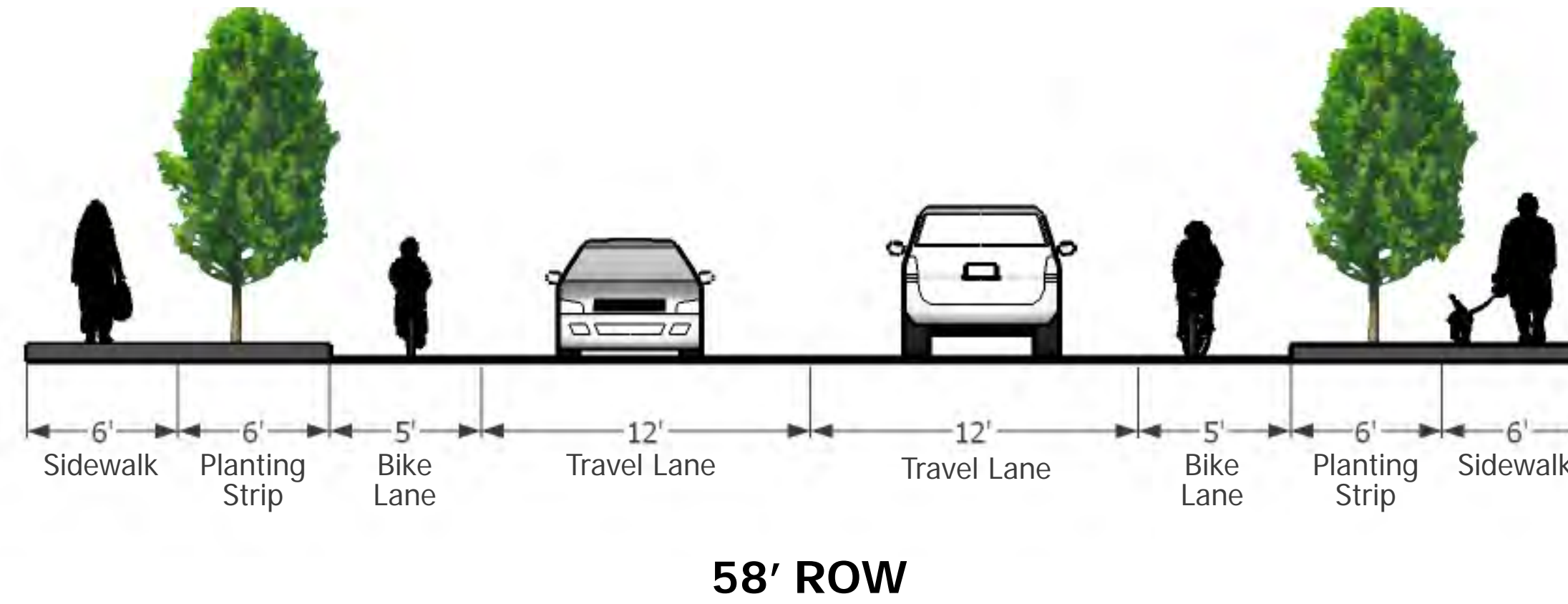


These cross sections present current conditions for arterials and collectors that intersect Hwy 43 as defined by the Transportation System Plan.

Collector Constrained:
(Mapleton)



Collector w/o Median:
(Marylhurst, Cedar Oak, Jolie Pointe, Pimlico, Failing)



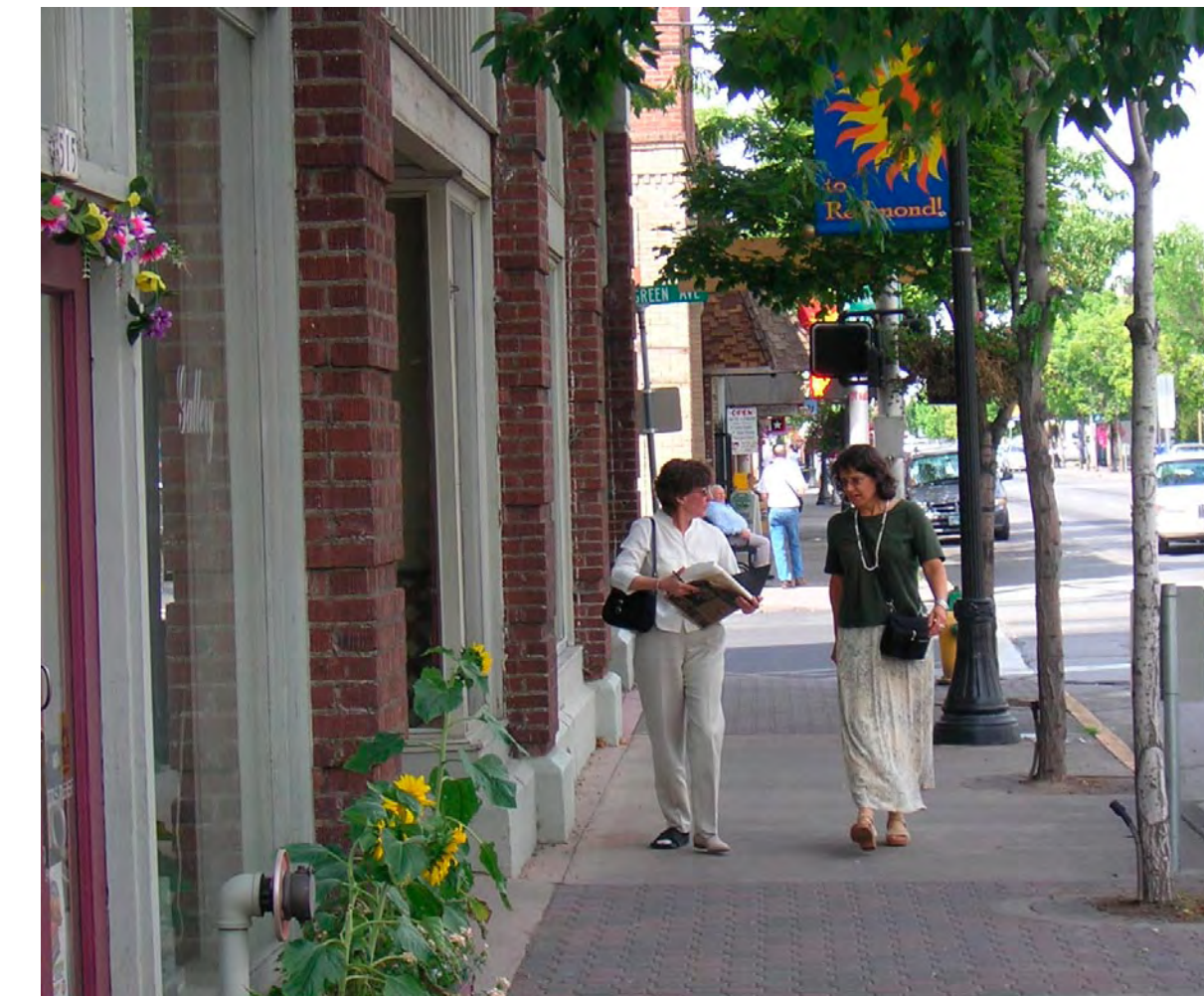
Bike Lanes



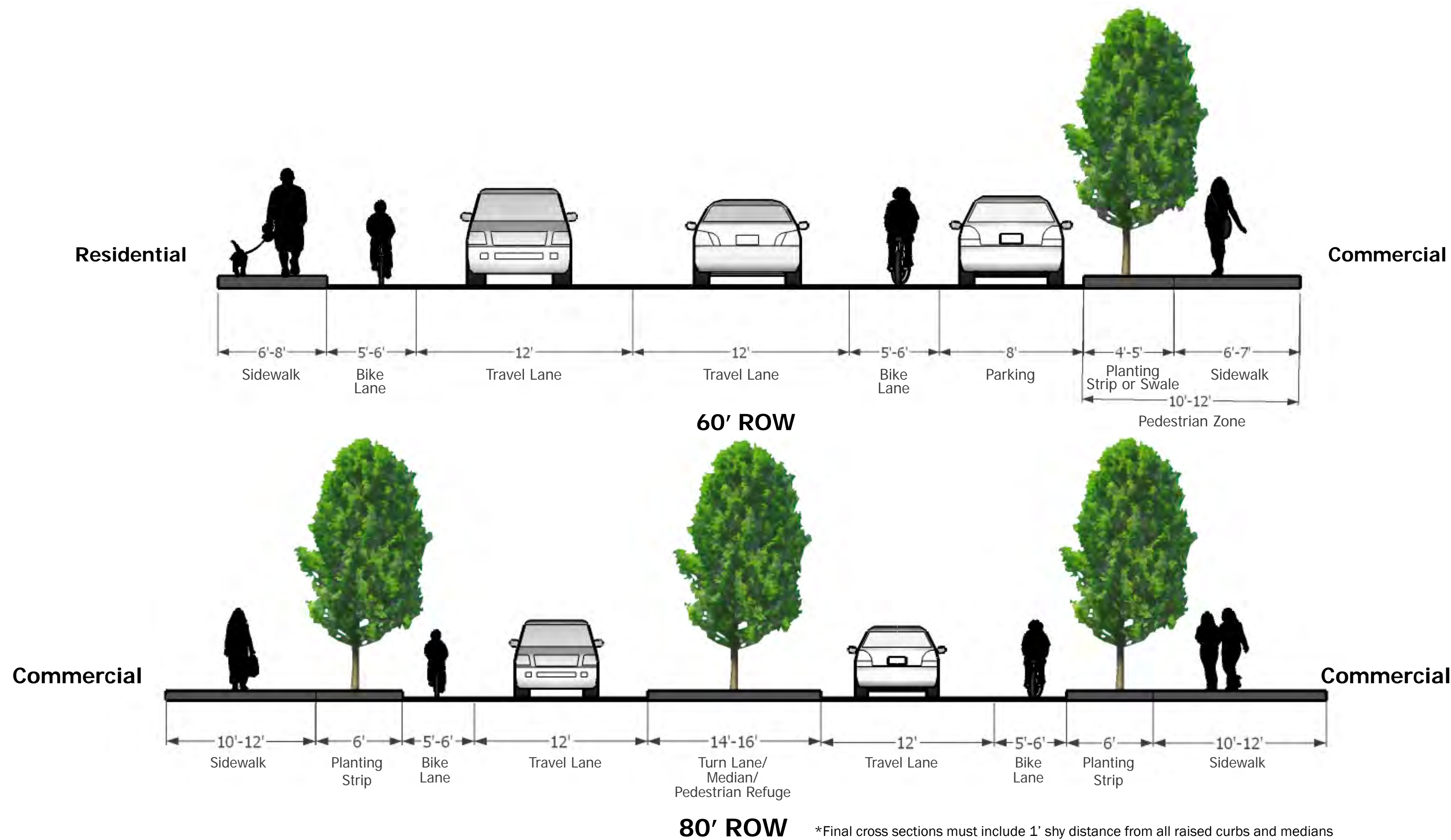
Clearly marked bike lanes increase safety for bicyclists.



Wide Sidewalks



Example Right-of-Way Configurations for OR 43 in Commercial Areas



These cross sections present potential configurations for the available right-of-way within commercial areas of Hwy 43. Note that wider sidewalks are provided adjacent to commercial areas. (While on-street parking currently exists in some areas, additional on-street parking may not be feasible.) Where possible, planting strips should be provided to create a buffer between the pedestrian and the street, and to provide opportunities for stormwater management. Medians may also provide landscaping elements and access management.



Sidewalks in commercial areas should be a minimum of 10' wide to allow for greater foot traffic and to provide a more pleasant and safe pedestrian environment.

Off-Street Trails

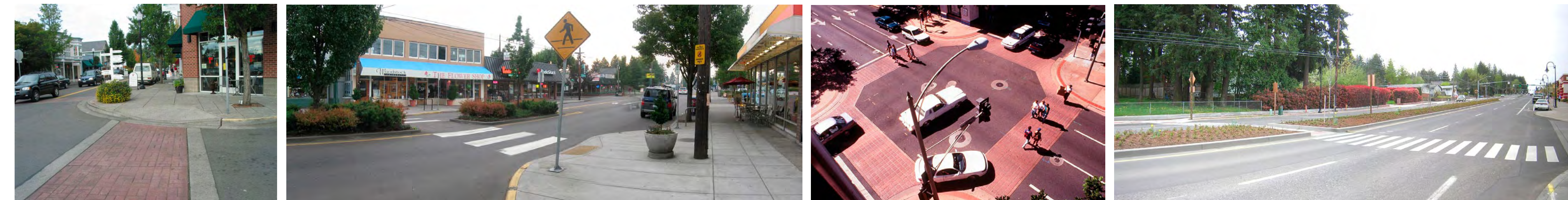


Off-street pedestrian and bike paths provide non-motorized travel and recreation options for pedestrians and bicyclists of all ages and abilities.

Pedestrian Crossings



Pedestrian refuge islands provide a safer way for pedestrians to cross the street by allowing the pedestrian to focus on one lane or direction of traffic at a time. Curb extensions can also be used to shorten crossing distances. Additionally, clearly marked crosswalks and intersection treatments help signal the presence of pedestrians to drivers. Different paving treatments help to highlight the pedestrian realm and calm traffic. With all of these methods, illumination is crucial to maximizing visibility and increasing safety for pedestrians.



Textured crosswalk

Landscaped median with curb extensions

Textured / colored intersection

Mid-block crossing with refuge

Gateways

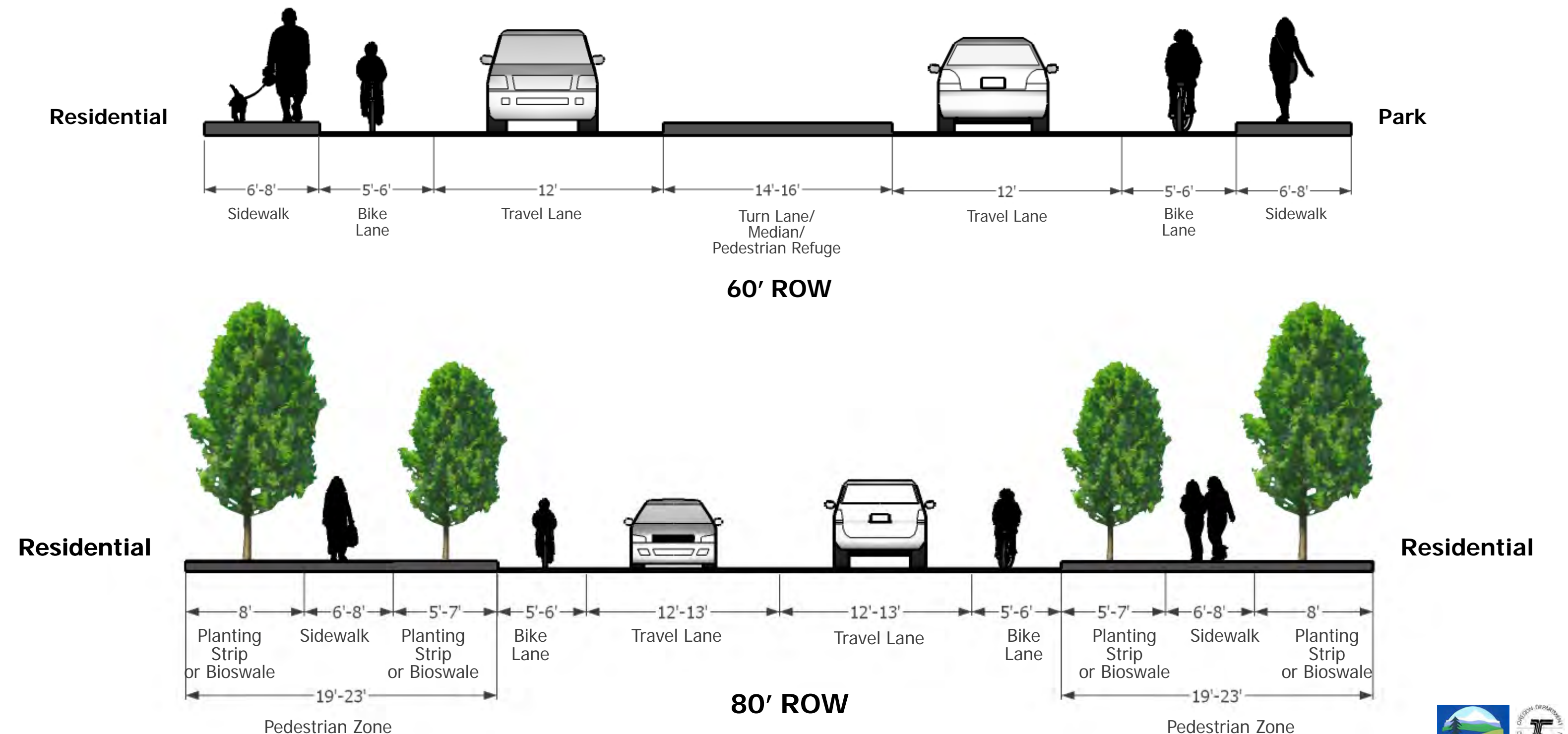


Distinct "Gateways" help to define a place as unique, and mark one's arrival into the city or district.

Example Right-of-Way Configurations for OR 43 in Residential Areas

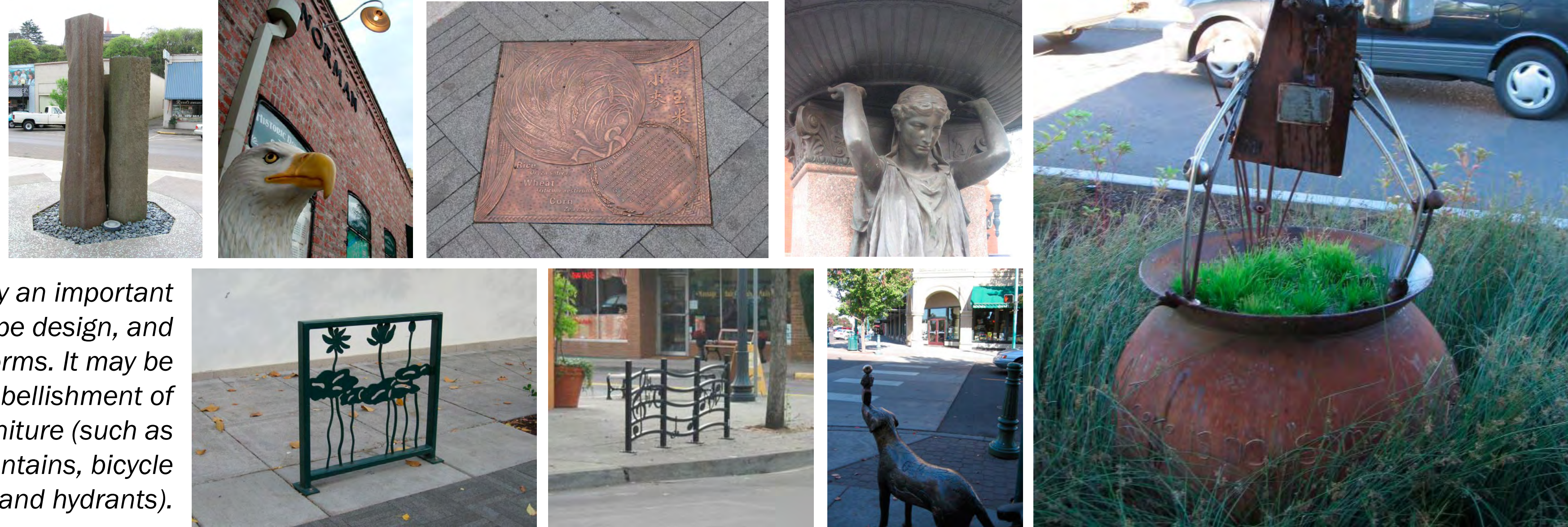
These cross sections present potential configurations for the available right-of-way within residential areas of Hwy 43. (Note that sidewalks have been provided along both sides of the street.) Pedestrian refuges may be provided to provide access to parks or other community destinations.

Where right-of-way permits, planting strips may be provided between the sidewalk and the street to create a buffer between the pedestrian and moving traffic, and to provide opportunities for stormwater management. Additional plantings could help create a sense of green along the corridor.



*Final cross sections must include 1' shy distance from all raised curbs and medians

Public Art

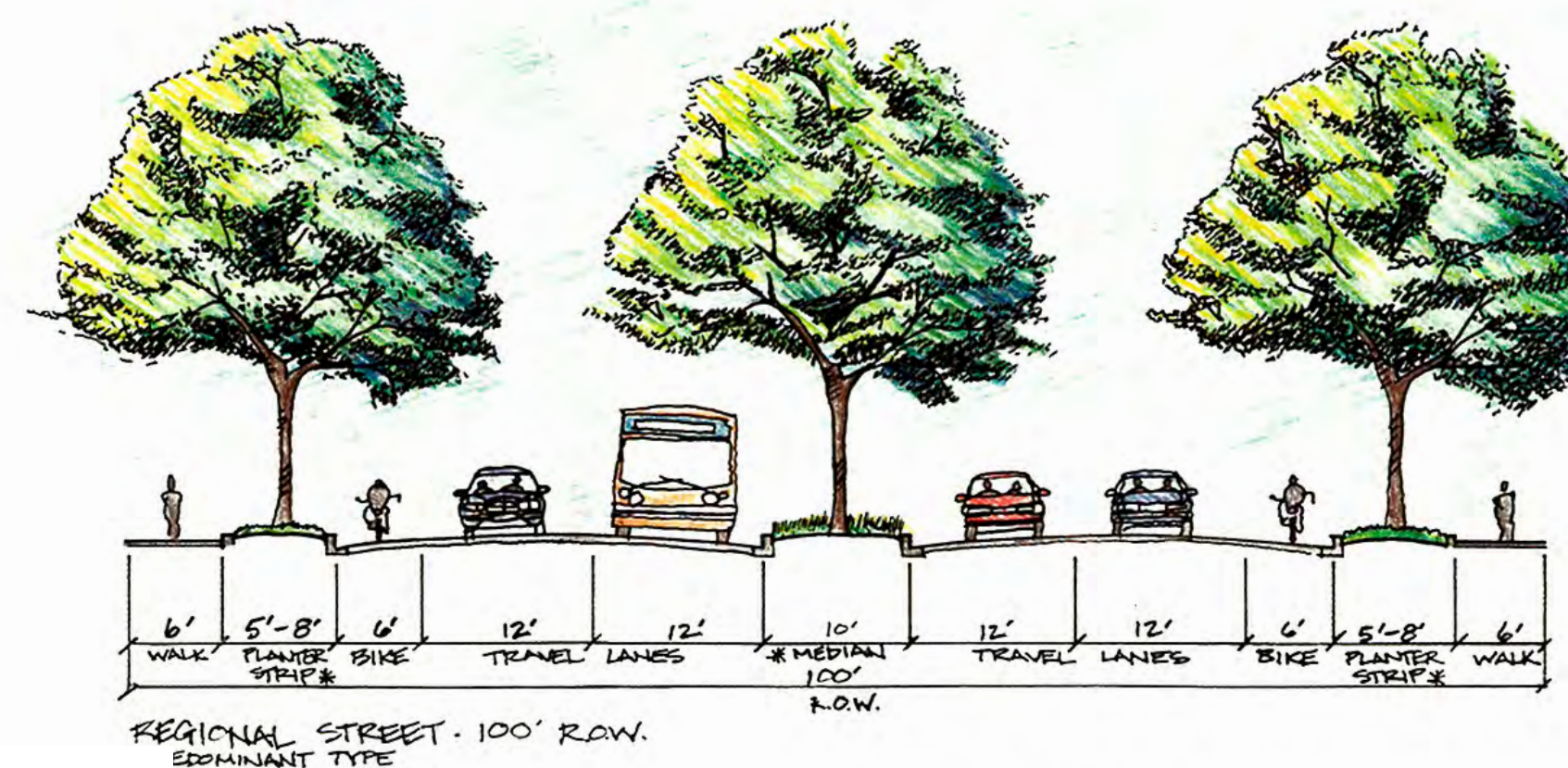
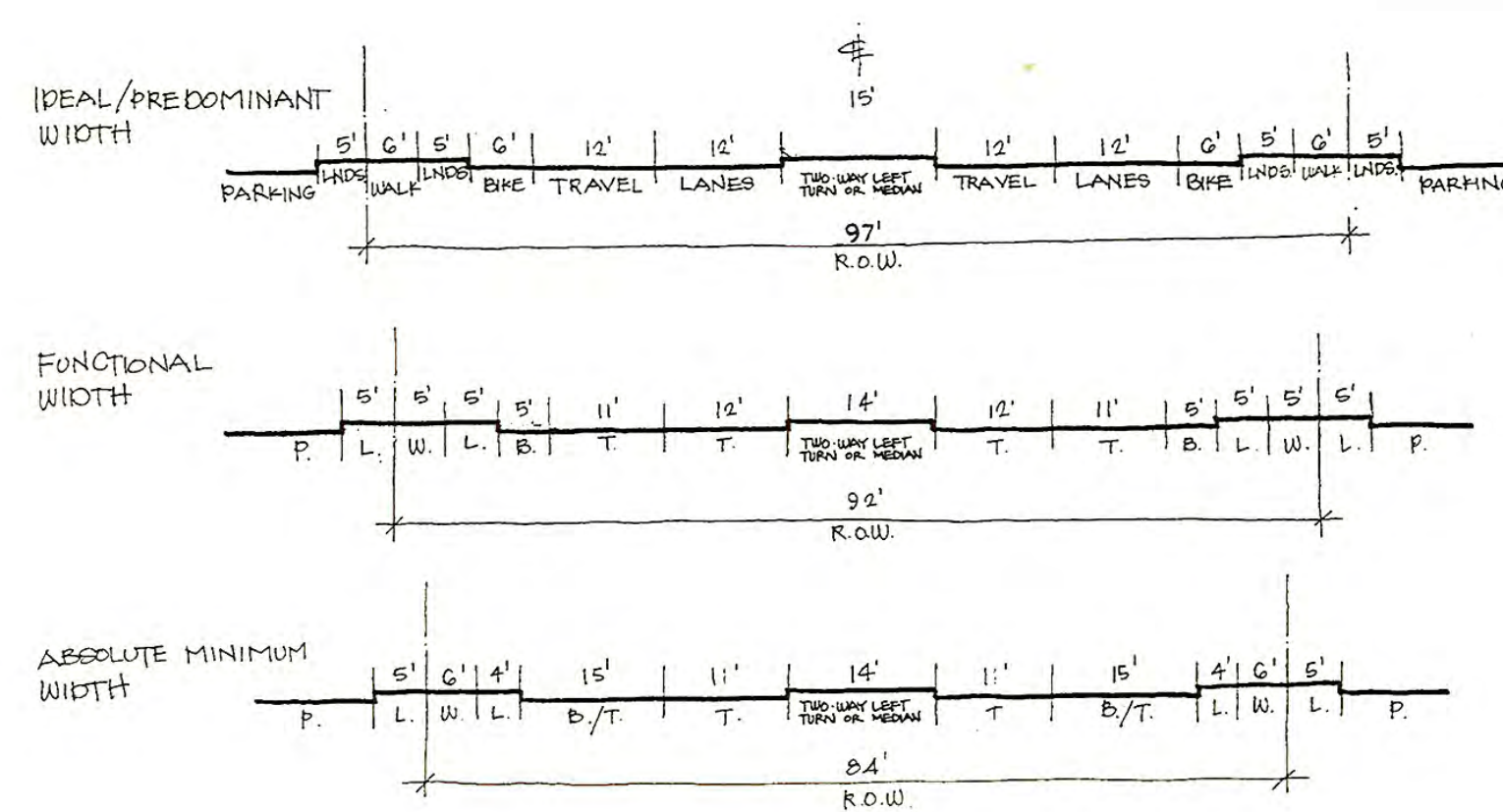


Public art can play an important role in a streetscape design, and may take many forms. It may be sculptural, or an embellishment of existing street furniture (such as trash cans, water fountains, bicycle racks, benches, and hydrants).

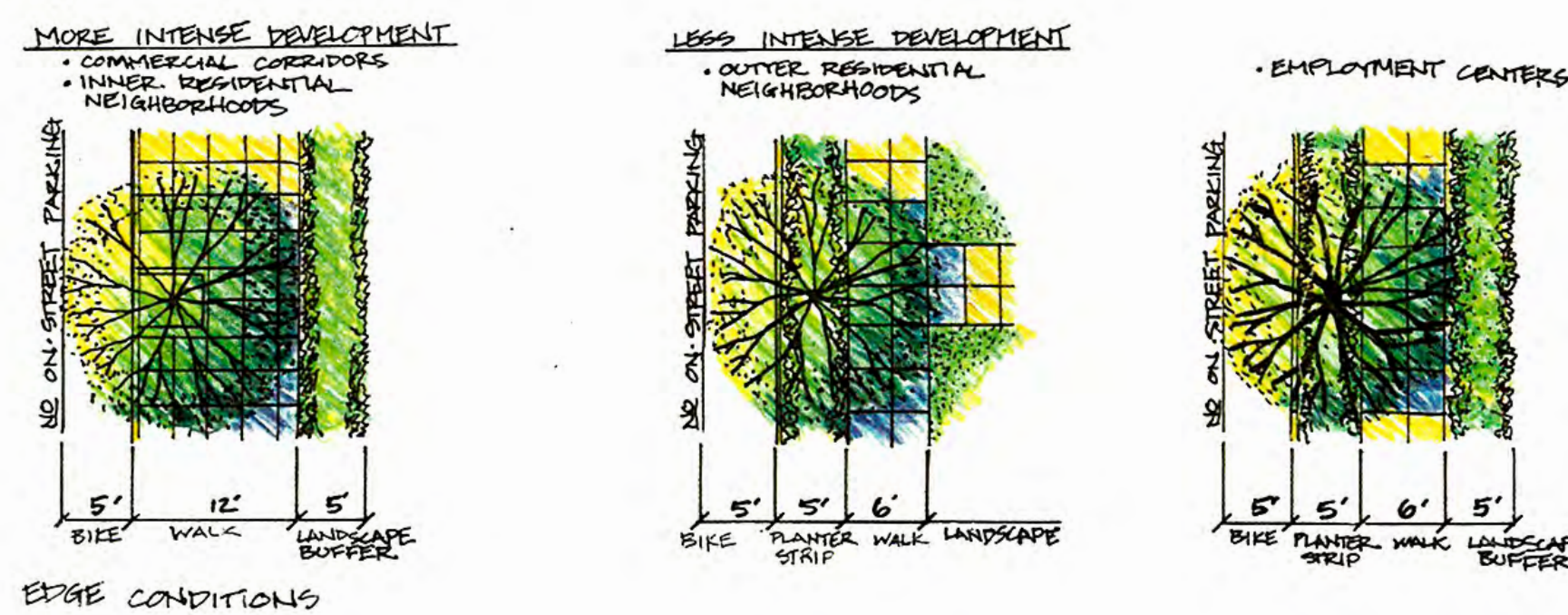
Transit Stops



Metro Examples of Regional Street Design



Metro's "Creating Livable Streets, Street Design Guidelines" presents street design recommendations for various street types. These diagrams illustrate design recommendations for "Regional Streets," which span from 84 feet to 100 feet in total right-of-way width.



| 2040 Design District | Buildings Oriented Toward Street | Vehicle Travel Lanes | Vehicle Speed | Turn/Median | Street Connect | Driveways | On-Street Parking | Transit Amenities | Pedestrian Amenities | Improved Ped Xings | Bikeways | Freight Function |
|---|---|---|---------------|--|----------------|------------------------------|-------------------|--|---|--------------------------|-------------------|---|
| Corridor, Some Main Streets, Inner Neighborhood, Outer Neighborhood | All major intersections and transit stops | Usually 4; add'l lanes in some situations | Moderate | Mix of medians and turn lanes that provide pedestrian refuge | Some to many | Few (combined when possible) | Allowed | High-quality service supported with amenities at major stops and station areas | Moderate sidewalk width with buffering; lighting and special crossing amenities tied to major transit stops | At signaled intersection | Striped or shared | Primary freight routes; provide access to markets and may include loading amenities within the right of way |

Transit shelters shield riders from the elements while waiting for a bus, and can also provide display boards that communicate the current time and scheduling information. (TriMet limits shelter placement to those stops with 35 or more boardings per weekday. The responsibility (and cost) of providing shelters at stops not meeting required TriMet ridership levels may lie with the City.) At a minimum, benches should be provided.

Street Furnishings



Coordinated street furnishings such as plantings, ornamental light fixtures, benches and trash cans can visually enhance the streetscape.