



Complete Streets Design Update

Feb. 23, 2021

Land Use & Transportation

co.washington.or.us



Background

Washington County's transportation needs have evolved over time

Desire for design standards that reflect area types and community needs

Desire to consolidate, simplify, and clarify design options for bicycle treatments by adopting into the Road Design and Construction standards





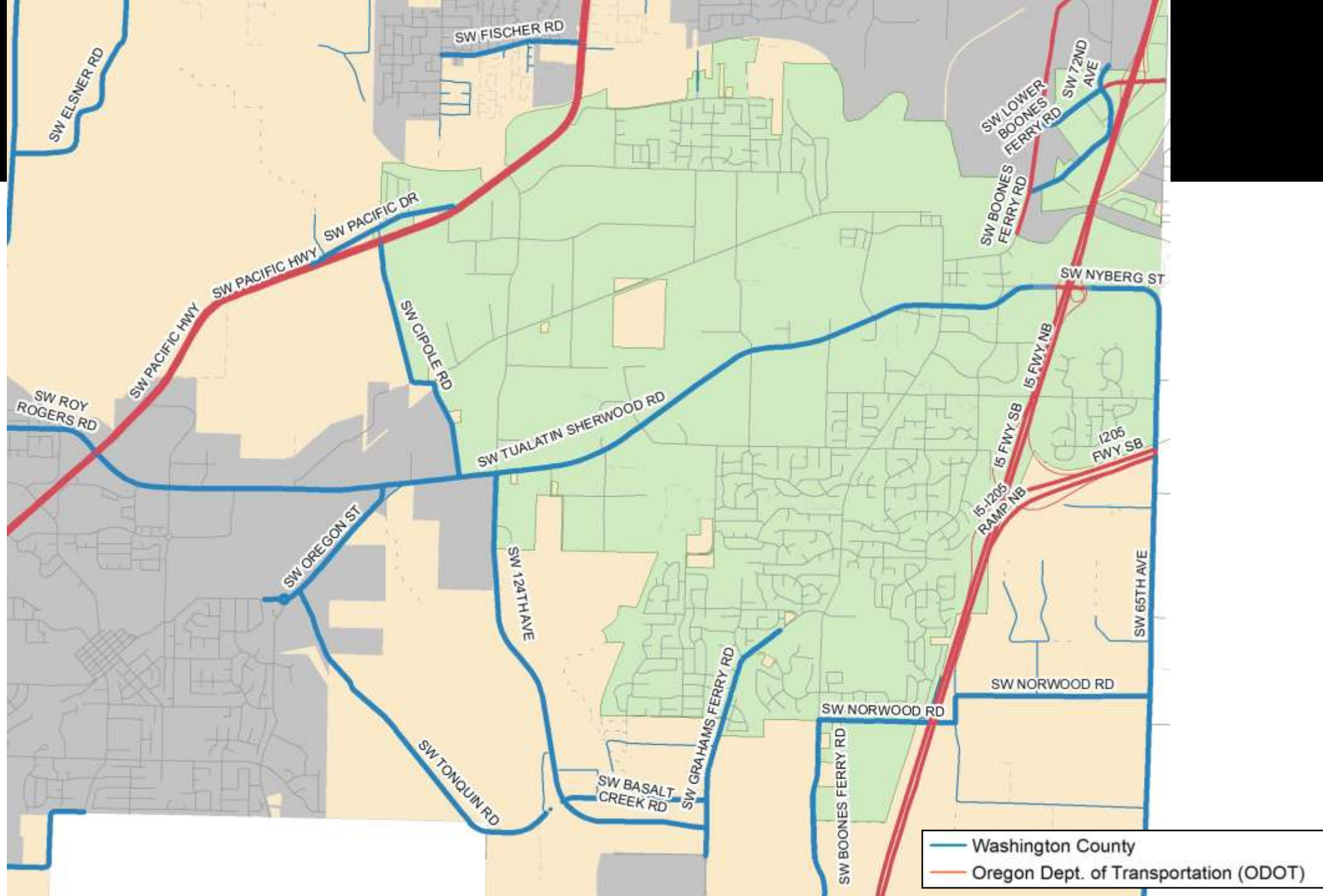
Objectives

Develop design standards that implement Transportation System Plan policies and reflect:

- Multiple land use contexts
- Different road users
- Evolving community expectations
- Multimodal throughput
- Flexibility in design speeds and lane widths

Focus on arterials and collectors in the urban/urbanizing areas







Definitions

Complete Streets are roadways designed to provide safe, accessible travel for everyone. All types of travel are equitably supported: Vehicles, pedestrians, bicycles, wheelchairs and public transportation.

The **Road Design and Construction Standards** establish the technical engineering design and construction requirements for public road and bridge improvements under Washington County's jurisdiction.

The **Transportation System Plan (TSP)** is an element of the County's Comprehensive Plan that describes the transportation system and outlines projects, programs and policies to meet its needs now and in the future.



Transportation System Plan Policies

Strategy 1.1.1 Plan, engineer, design and construct the transportation system using accepted design standards that promote safety and that provide the intended multimodal function as indicated in the TSP and the Road Design and Construction Standards.

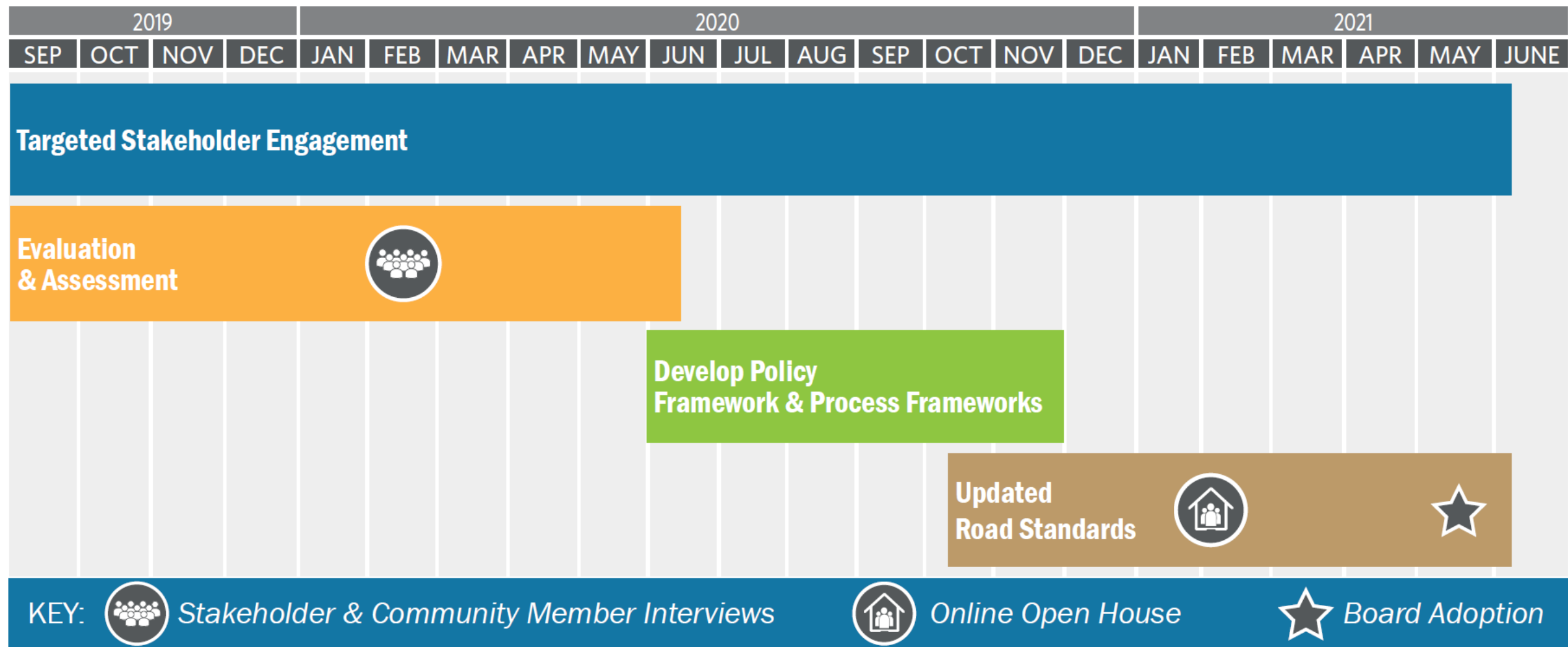
Strategy 1.1.4 Where and when practicable, separate travel modes and minimize conflicts between and within modes.

Strategy 3.3.1 Prioritize enhanced complete street and boulevard designs with wider sidewalks and a higher level of streetscape amenities within Metro 2040 Regional Centers, Town Centers, Station Communities and Main Streets, and consolidate the TSP overlay designations of these streets.

Strategy 6.1.6 Consider all abilities and travel options when planning, designing and implementing transportation improvements.



Timeline





Community Outreach

- Project website
- 12 targeted stakeholder interviews to inform scope
- Washington County Coordinating Committee and partner agency presentations
- Online Open House: <https://streets.washcoopenhouses.org/>
- Community group and committee presentations



Proposed Updates

Include Area Types for each Functional Classification

Design details vary by Area Type:

- Bicycle facility options
- Sidewalk width
- Design/target speeds
- On-street parking option
- Lane widths



Area Type: Town Center, Main Street or Station Area



Pedestrian-friendly areas with lots of commercial or residential activity accessed by bicycles, on foot, public transportation and cars

Proposed design updates include:

- More protection for bicyclists and pedestrians
- On-street parking option
- Lower design/target speed
- Narrower vehicle lanes and median



Area Type: Other Urban



Other areas within the Urban Growth Boundary; more focused on vehicle traffic, a variety of land uses

Proposed design updates include:

- More protection for bicyclists and pedestrians
- On-street parking option for collectors
- Lower design/target speed
- Narrower vehicle lanes and median



Area Type: Rural



Farm and forest lands with small commercial areas and large residential lots

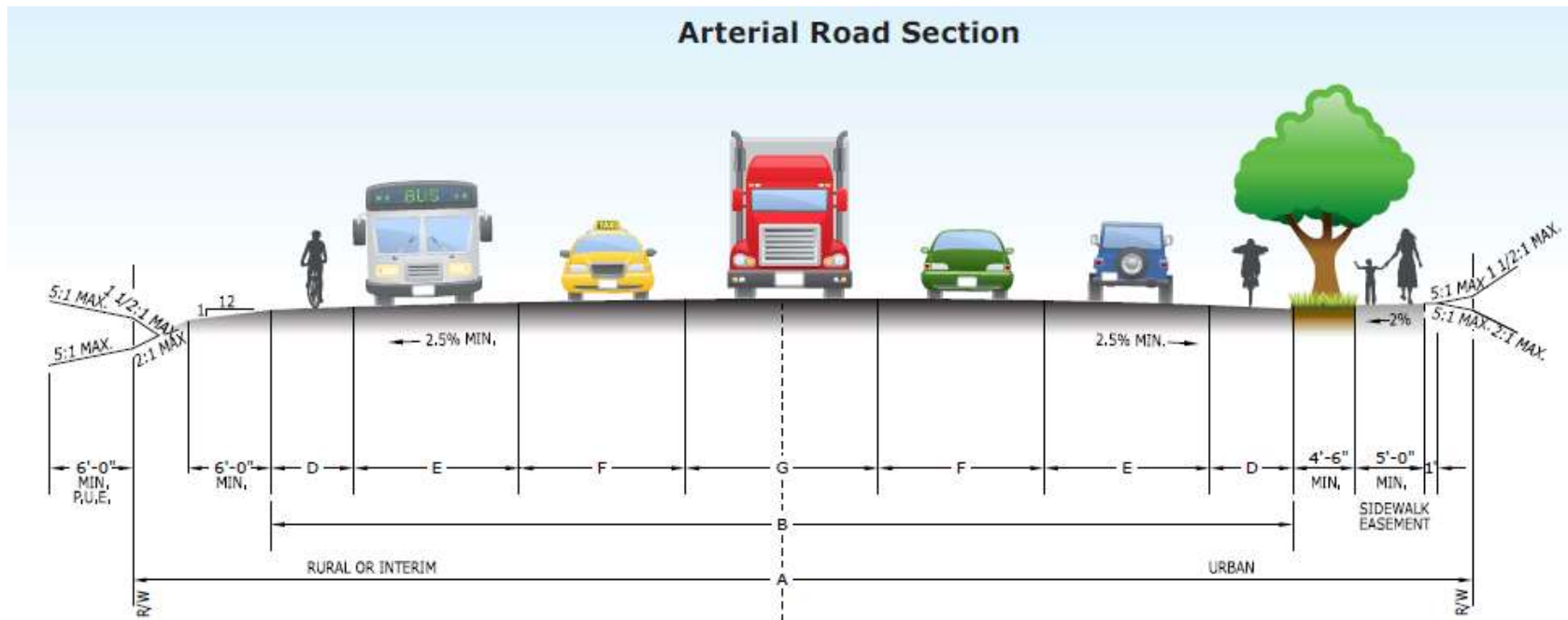
Cars, freight vehicles, slow-moving farm equipment and cyclists share the road

State planning law limits improvements in rural area

No proposed update from current standard



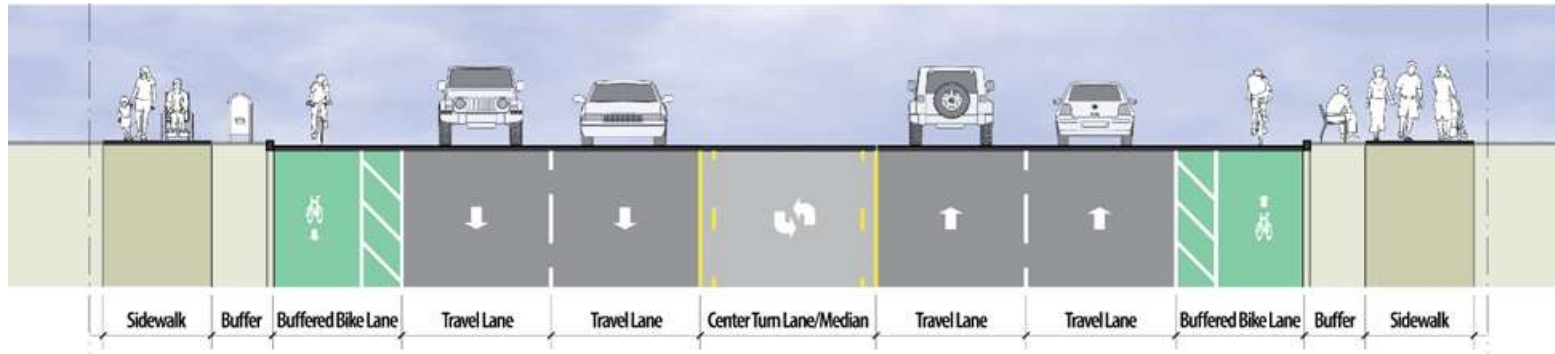
Existing Cross Section



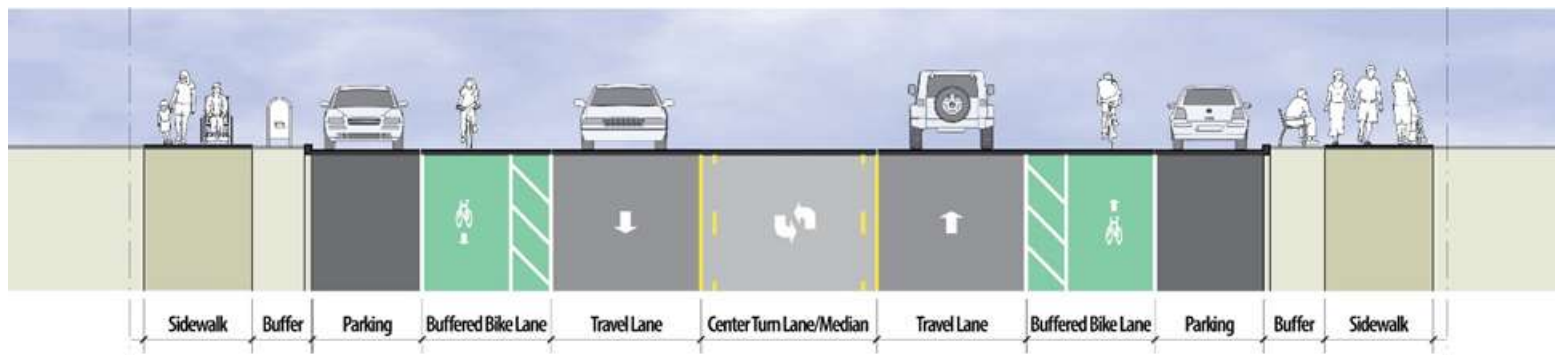
- No differentiation by area type
- 45 mph design speed
- 6-foot bike lane, no protective treatments
- 5-foot sidewalk
- 12-foot vehicle lanes
- 14-foot median
- On-street parking not allowed



Arterial: Town Center, Main Street, Station Area



5 lanes; no on-street parking

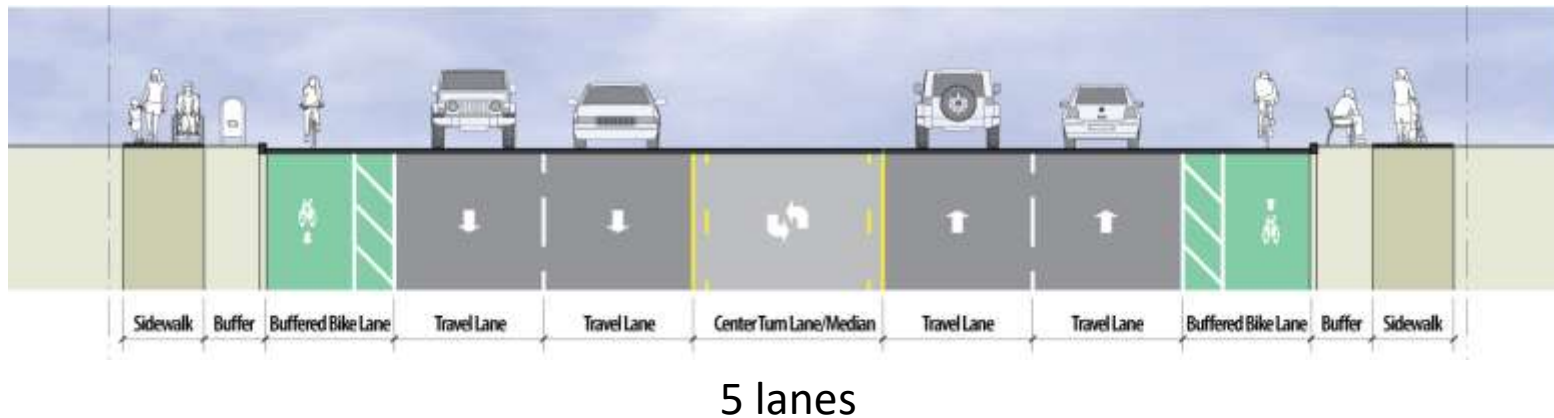


3 lanes; with on-street parking

- 30 mph design/target speed
- Buffered 6.5-foot bike lane (optional green paint)
- 8-foot sidewalk
- Buffer zone for light poles, benches, mailboxes, landscaping, etc.
- 11-foot vehicle lanes
- 13-foot median
- Option for on-street parking



Arterial – Other Urban



- 35 mph design/target speed
- Buffered 6.5-foot bike lane (optional green paint)
- 6-foot sidewalk
- Buffer zone for light poles, benches, mailboxes, landscaping, etc.
- 11-foot vehicle lanes
- 14-foot median
- On-street parking not allowed



Protected Bicycle Facilities



- Design details for separated and protected bicycle facilities
- Provides standard options for project designers



What We've Heard

- Can the 'Town Center' area type be expanded to include schools?
- Bicycle treatment preference is strongly in two camps: on-street buffered bike lanes for confident riders, and fully separated paths for families/less confident riders.
- Concerns about maintenance and debris with some of the bicycle protection options.
- What happens at intersections?
- What about pedestrian crossings?



Questions

Do you agree with the selected area types?

Do you think that the proposed design updates will achieve project objectives?

What do you think of the bicycle protection design options?

Are there other groups we should engage?



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