

CHAPTER 3.081 ¹

REGIONAL TRANSPORTATION FUNCTIONAL PLAN ²

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¹ METRO CODE CHAPTER 3.08 FORMERLY CALLED AFFORDABLE HOUSING TECHNICAL ADVISORY COMMITTEE (REPEALED ORD. 00-860A § 2).

² METRO CODE CHAPTER 3.08 NOW CALLED THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN (ORDINANCE NO. 10-1241B, § 5, ADOPTED 06/10/10, EFFECTIVE 09/08/10).

3.08.010 Purpose of Regional Transportation Functional Plan

- A. The Regional Transportation Plan establishes an outcomes-based framework that is performance-driven and includes policies, objectives and actions that direct future planning and investment decisions to consider economic, equity and environmental objectives. The principal performance objectives of the RTP are improved public health, safety and security for all; attraction of jobs and housing to downtowns, main streets, corridors and employment areas; creating vibrant, livable communities, sustaining the region's economic competitiveness and prosperity; efficient management to maximize use of the existing transportation system; completion of the transportation system for all modes of travel to expand transportation choices; increasing use of the transit, pedestrian and bicycle systems; ensuring equity and affordable transportation choices; improving freight reliability; reducing vehicle miles traveled and resulting emissions; and promoting environmental and fiscal stewardship and accountability. Metro and its regional partners will continue to develop a regional data collection and performance monitoring system to better understand the benefits and impacts of actions required by this functional plan relative to the RTP performance objectives. Local plan updates and amendments should rely on Metro data and tools or other locally-developed data and tools, when practical. Through performance evaluation and monitoring the region can be a responsible steward of public funds and be more accountable and transparent about local and regional planning and investment choices.
- B. The Regional Transportation Functional Plan (RTFP) implements the Goals and Objectives in section 2.3 of the Regional Transportation Plan (RTP) and the policies of the Regional Transportation Plan (RTP) and its constituent freight, high-capacity transit and transportation system management and operations plans which cities and counties of the region will carry out in their comprehensive plans, transportation system plans (TSPs), other land use regulations and transportation project development. Local implementation of the RTP will result in a more comprehensive approach for implementing the 2040 Growth Concept, help communities achieve their aspirations for growth and support current and future efforts to achieve the principal objectives of the RTP and address climate change.
- C. The RTFP is intended to be consistent with federal law that applies to Metro in its role as a metropolitan planning organization, the Oregon Transportation Plan, and Statewide Planning Goal 12 (Transportation) and its Transportation Planning Rule (TPR). If a TSP is consistent with this RTFP, Metro shall deem it consistent with the RTP.

(Ordinance No. 10-1241B, § 5)

TITLE 1: TRANSPORTATION SYSTEM DESIGN

3.08.110 Street System Design

- A. To ensure that new street construction and re-construction projects are designed to improve safety, support adjacent land use and balance the needs of all users, including bicyclists, transit vehicles, motorists, freight delivery vehicles and pedestrians of all ages and abilities, city and county street design regulations shall allow implementation of:
1. Complete street designs as set forth in *Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002)*, or similar resources consistent with regional street design policies;
 2. Green street designs as set forth in *Green Streets: Innovative Solutions for Stormwater and Street Crossings (2002)* and *Trees for Green Streets: An Illustrated Guide (2002)* or similar resources consistent with federal regulations for stream protection; and
 3. Transit-supportive street designs that facilitate existing and planned transit service pursuant subsection **3.08.120B**.
- B. City and county local street design regulations shall allow implementation of:
1. Pavement widths of less than **28 feet from curb-face to curb-face**;
 2. Sidewalk widths that include at least **five feet of pedestrian through zones**;
 3. **Landscaped pedestrian buffer strips**, or paved furnishing zones of at least five feet, that include street trees;
 4. **Traffic calming devices**, such as speed bumps and cushions, woonerfs and chicanes, to discourage traffic infiltration and excessive speeds;
 5. Short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers; and
 6. Opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended.
- C. To improve connectivity of the region's arterial system and support walking, bicycling and access to transit, each city and county shall incorporate into its TSP, to the extent practicable, a network of **major arterial streets at one-mile spacing** and **minor arterial streets or collector streets at half-mile spacing** considering the following:
1. Existing topography;
 2. Rail lines;
 3. Freeways;
 4. Pre-existing development;
 5. Leases, easements or covenants in place prior to May 1, 1995; and
 6. The requirements of **Titles 3 and 13 of the Urban Growth Management Functional Plan (UGMFP)**.
 7. Arterial design concepts in **Table 2.6** and **Figure 2.11 of the RTP**.

8. Best practices and designs as set forth in *Green Streets: Innovative Solutions for Stormwater, Street Crossings (2002)* and *Trees for Green Streets: An Illustrated Guide (2002)*, *Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002)*, and state or locally-adopted plans and best practices for protecting natural resources and natural areas.
- D. To improve local access and circulation, and preserve capacity on the region’s arterial system, each city and county shall incorporate into its **TSP a conceptual map of new streets for all contiguous areas of vacant and re-developable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development**. The map shall identify street connections to adjacent areas to promote a logical, direct and connected system of streets and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public right-of-way routes and limit closed-end street designs consistent with subsection E.
- E. If proposed residential or mixed-use development of five or more acres involves construction of a new street, the city and county regulations shall require the applicant to provide a site plan that:
1. Is consistent with the conceptual new streets map required by subsection D;
 2. Provides full street connections with spacing of no more than 530 feet between connections, except if prevented by barriers such as topography, rail lines, freeways, pre-existing development, leases, easements or covenants that existed prior to May 1, 1995, or by requirements of **Titles 3 and 13 of the UGMFP**;
 3. If streets must cross water features protected pursuant to **Title 3 UGMFP**, provides a **crossing every 800 to 1,200 feet** unless habitat quality or the length of the crossing prevents a full street connection;
 4. If full street connection is prevented, **provides bicycle and pedestrian accessways on public easements or rights-of-way spaced such that accessways are not more than 330 feet apart**, unless not possible for the reasons set forth in paragraph 3;
 5. Provides for **bike and pedestrian accessways that cross water features** protected pursuant to Title 3 of the UGMFP at an **average of 530 feet between accessways** unless habitat quality or the length of the crossing prevents a connection;
 6. If full street connection over water features protected pursuant to **Title 3 of the UGMFP** cannot be constructed in centers as defined in **Title 6 of the UGMFP** or **Main Streets shown on the 2040 Growth Concept Map**, or if spacing of full street connections exceeds 1,200 feet, provides bike and pedestrian crossings at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;
 7. Limits **cul-de-sac designs** or other closed-end street designs to circumstances in which barriers prevent full street extensions and **limits the length of such streets to 200 feet** and the **number of dwellings along the street to no more than 25**; and
 8. Provides **street cross-sections showing dimensions of right-of-way** improvements and **posted or expected speed limits**.

- F. For redevelopment of contiguous lots and parcels less than five acres in size that require construction of new streets, cities and counties shall establish their own standards for local street connectivity, consistent with subsection E.
- G. To protect the capacity, function and safe operation of **existing and planned state highway interchanges or planned improvements to interchanges**, cities and **counties shall**, to the extent feasible, **restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards**, and accommodate local circulation on the local system to improve safety and minimize congestion and conflicts in the interchange area. Public street connections, consistent with regional street design and spacing standards in this section, shall be encouraged and shall supercede this access restriction, though such access may be limited to right-in/right-out or other appropriate configuration in the vicinity of interchange ramp terminals. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate.

(Ordinance No. 10-1241B, § 5)