

Table V-4
Clackamas County
Regional Street Design Types

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Regional Street Design Types	
Design Type	Design Guidelines
Freeway	Design is determined by State and Federal Guidelines
Highway	Usually 4-6 travel lanes. Generally should be divided with an impassable median, left-turn refuges may be provided at signalized intersections. Bikelanes should be provided, sidewalks should be provided within the urban area.
Regional Street	Usually 4 travel lanes. Two-way center turn lane, 14-15 feet wide, could be replaced with a raised median 4-16 feet wide. Planting strip is a high priority between curb and sidewalk. No on-street parking is allowed.
Regional Boulevard	Usually 4 travel lanes. Two-way center turn lane, 12-14 feet wide, could be replaced with a raised median, 4-16 feet wide. Planting strip is a high priority and may be indented for on-street parking, which may be allowed.
Community Street	Usually 2 travel lanes. Two-way center turn lane, 12-14 feet wide, could be replaced by a raised median, 4-14 feet wide. Planting strip may be indented for on-street parking, which may be allowed.
Community Boulevard	Usually 2 travel lanes. There is no two-way center turn lane. Raised median is required, 4-16 feet wide. Planting strip may be indented for on-street parking, which may be allowed.
Road (Urban and Rural)	Usually 2-4 travel lanes. May have an impassable median. Left turn refuges may be provided at intersections. In urban area bikelanes and sidewalks should be provided, in rural area 6-8 foot shoulder should be provided. Planting strip between curb and sidewalk is optional. On-street parking is usually not recommended. In rural areas, passing lanes or climbing lanes may be provided, where appropriate.
For All	The number and widths of lanes, bikelanes, access and signalization are determined by functional class. Width of sidewalks is determined by functional class and adjacent land use.