

## 가로망계획 수립에 관한 지침 개정방향 연구

Revision Directions of Street Network Planning Guideline  
within Urban Management Planning in Korea

이종민 Lee, Jong Min

오성훈 Oh, Sunghoon

임유경 Lim, Yookyong

이민경 Lee, Min Kyoung

( a u r i

---

# Revision Directions of Street Network Planning Guideline within Urban Management Planning in Korea

SUMMARY

Lee, Jon Min  
Oh, Sunghoon  
Lim, Yookyong  
Lee, Min Kyoung

---

Pedestrian-friendly environment is attracting a growing interest as the city and transportation planning policy paradigm has been shifting from mobility of vehicles to accessibility for humans. Such environment is considered an important social asset not only for the public safety and health but also for the competitiveness and sustainability of the municipal community. However, the current city planning policy guide does not reflect these recent trends and thereby needs significant improvement. For this reason, the present study discusses the current limitations in and the improvement for the current “street network planning guideline” by investigating recent changes in the definition and function of streets through literature review and domestic and foreign cases. The limitations and improvement are discussed from both microscopic and macroscopic perspectives.

From the microscopic perspective, the consistency between guides should be improved because the guide in the transportation planning law has been continuously revised but the transportation-related guide in the city planning law has remained almost unchanged since 1990. The consistency in terminology also should be improved; for example, inaccurate usage of ‘mean walking distance’, ‘walking velocity’, ‘mean driving distance’, and ‘walking distance’ in presenting the criteria of distances and velocities on major arterial road, minor arterial road and collector road. In addition, many old terms and numbers should be updated; for example, the year of 1991 is considered the present in the major traffic sign and street facility

enforcement plan.

From the macroscopic perspective, this study suggests three major improvements. First, we propose to replace the current street categorization based on the width with a “function-oriented” categorization, for better consideration of neighboring regional characteristics and safer and more convenient utilization of streets. Second, we suggest building smaller daily-life zones than the current large zones being built near major arterial road and minor arterial road. Finally, traffic calming is recommended for pedestrian safety, comfortable environment, and convenient street usage.

Although this study suggests fundamental directions of improving the guides based on recent changes in the transportation technologies and associated social environments, it does not provide detailed revision of individual guides because the detailed revision should be carefully made after collecting and analyzing various expert opinions. Further large-scale research should be performed for the detailed, integrative revision of “street network planning guide” according to the fundamental directions suggested by this study (e.g., “street function-oriented”, “smaller daily-life zones”, “traffic calming”), while conducting comparative analysis of relevant guidelines.

**Keywords :**

street network, pedestrian-friendly environment, traffic calming, small neighborhood