

Planning for bicycles

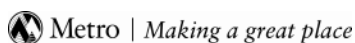
2014

REGIONAL TRANSPORTATION PLAN

www.oregonmetro.gov/rtp

RTP FACT SHEETS: ONE IN A SERIES

The 2014 Regional Transportation Plan sets the course for using innovation and creativity to build a sustainable transportation system. It calls for making transportation investments that serve downtowns, main streets, job centers and other areas of urban activity. It sets out the importance of offering a range of affordable transportation options for everyone. It suggests that transportation investments should boost our economy, increase access and opportunity for underserved communities and clean our air. And it calls for on-going monitoring to ensure that as time goes on our investments are effectively coordinated across communities to make the most of past investments and keep this region a great place.



Metro crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper.

More bicycling in the future

Bicycling is a healthy, efficient, low-cost and sustainable way to get around the region, reducing air pollution and congestion while linking people to neighborhoods, parks, jobs and to other modes of transportation. The 2014 Regional Transportation Plan (RTP) provides a policy framework to guide development of a region-wide network of on-street and off-street bikeways, integrated with transit and supported by research, innovative design and educational programs to make bicycling safe, direct and enjoyable.

Regional bicycle policies, network concepts, network maps and functional classifications were updated in the RTP through the development of the 2014 Regional Active Transportation Plan (ATP).

New to the RTP is the Integrated Active Transportation Network Concept, which emphasizes the need to integrate walking, bicycling and transit to provide a variety of transportation options that work together. Ten Guiding Principles provide a framework for developing integrated active transportation with special attention to creating a network that is safe, comfortable, easy to use, and enjoyable. The network will provide access to destinations for all people, including people with low incomes, people of color, people with disabilities, people with low-English proficiency, youth and seniors.



Regional trails, like the Springwater Corridor in Portland and Gresham, provide a safe and comfortable route for recreational and commuter bicyclists.

Five policies form the RTP bicycle network vision

1. Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles.
2. Build an interconnected regional network of bicycle routes and districts integrated with transit and nature that prioritizes seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities
3. Build a green ribbon of bicycle parkways as part of the region's integrated mobility strategy.
4. Improve bike-transit connections.
5. Ensure that the regional bicycle and pedestrian network equitably serves all people.

Regional bicycle classifications

The RTP identifies five regional bicycle system functional classifications (Figure 2.18). These bikeways create the spine of regional and local bicycle networks. The 2014 ATP provides recommended design guidance for developing the regional bicycle network using a flexible toolbox based on adjacent auto traffic speeds and volumes. Chapter 9 of the 2014 ATP provides useful design guidance and lists nationally recognized resources for bicycle facility design. oregonmetro.gov/activetransport

Regional bicycle parkways are the highest functional class for regional bikeways. Bicycle parkways are spaced approximately every two miles in a spiderweb-grid pattern across the region, and connect to and through every urban center, many regional destinations and to most employment and industrial land areas, regional parks and natural areas. Bicycle parkways can be any type of facility, such as trails, buffered bicycle lanes, cycletracks or bicycle boulevards. Bicycle parkways are on routes that currently serve or will serve higher volumes of bicyclists and provide important connections to destinations.

Regional bikeways are the second functional class for bikeways and complete the regional bicycle network. Like regional bicycle parkways, they provide for travel to and within urban centers. Regional bikeways can be any type of facility, such as trails, buffered bicycle lanes, cycletracks or bicycle boulevards.

Bicycle districts are areas with a concentration of transit, commercial, cultural, educational, institutional and/or recreational destinations where bicycle travel is intended to be attractive, comfortable and safe. Bicycle districts are also areas with current or planned high levels of bicycle activity. Urban centers and station communities are bicycle districts.

Bike-transit facilities provide secure, protected large-scale bike parking facilities. Some facilities may include additional features such as showers, lockers, trip planning resources and bicycle repair.

Local bikeways are not identified as regional routes. However, they are an important part of the network. They are typically shorter routes with less bicycle demand and use than regional routes. They provide for door to door bicycle travel.



The Sunset Transit Center Bike & Ride provides a large, secure, indoor parking area that makes the bike-transit connection much easier.

Local bicycle plans

The following elements of the Regional Transportation Functional Plan (RTFP) must be addressed in local plans:

- inventory existing facilities and identify gaps and deficiencies in the bicycle system
- evaluate needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle parking, considering TriMet Bicycle Parking Guidelines and SMART Transit Master Plan
- list improvements to the bicycle system that help the city or county achieve the regional non-single occupancy vehicle modal targets and other established targets
- provide bikeways along arterials, collectors and local streets, and bicycle parking in centers, at major transit stops, park-and-ride lots and associated with institutional uses
- provide safe street crossings and controlled bicycle crossings on major arterials
- establish bicycle parking minimums.

** For complete requirements, refer to the Regional Transportation Functional Plan Section 3.08.140 and 3.08.410H.*

How can we track bicycle planning success with the RTP performance targets?

By 2040:

- ✓ reduce the number of fatal and severe injury crashes for bicyclists by 50 percent compared to 2007-2011 average
- ✓ triple bicycling mode shares across the region compared to 2010
- ✓ increase by 50 percent the miles of bikeways and trails compared to the regional network in 2010
- ✓ increase by 50 percent the number of essential destinations accessible within 30 minutes by bicycling compared to 2010.

**Essential destinations include hospitals, medical centers, grocery stores, schools, and social service centers with more than 200 monthly LIFT pick-ups.*