

Planning for pedestrians

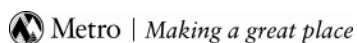
2014

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.

Walking – the primary transportation mode

Successful communities across America are increasingly defined by their walkability. Everyone is a pedestrian, but too often walking is not a safe and convenient option for getting to work or school or meeting daily travel needs. Walking, however, contributes to a healthy lifestyle and supports vibrant local economies.

As a primary mode of travel that serves short trips and supports other travel options, walking should be accessible, safe and enjoyable for everyone.

The combination of well-maintained and illuminated sidewalks of appropriate width, curb ramps, well-marked and protected street crossings, and streetscape amenities including benches, landscaping and wide planting strips make walking an appealing, convenient and safe mode of travel. On-street facilities can be supplemented with trails and separate sidewalk connections to provide direct and pleasant connections for pedestrians. A well-connected, high-quality pedestrian environment encourages walking by providing safe and convenient access to nearby destinations.

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



A pedestrian crossing in downtown Milwaukie, Oregon, demonstrates a high quality pedestrian environment.

Five policies form the RTP pedestrian network vision

1. Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles.
2. Build a well-connected network of pedestrian routes, including safe street crossings, integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities.
3. Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities
4. Improve pedestrian access to transit
5. Ensure that the regional pedestrian network equitably serves all people.

Regional pedestrian classifications

The RTP identifies four regional pedestrian system functional classifications (Figure 2.20). These routes create the spine of the region's pedestrian network. The 2014 ATP provides recommended design guidance for developing the regional pedestrian 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 pedestrian facility design.

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Pedestrian Parkways are the highest functional class for routes on the regional pedestrian network. They are high-quality and high-priority routes for pedestrian activity. Pedestrian Parkways are generally major urban streets that provide frequent and almost frequent transit service (existing or planned). They can also be regional trails. Adequate width and separation between pedestrians and bicyclists should be provided on parkways designed as multi-use trails.

Regional Pedestrian Corridors are the second highest functional class of the regional pedestrian network. On-street Regional Pedestrian Corridors are any major or minor arterial on the regional urban arterial network that is not a Pedestrian Parkway. Regional trails that are not Pedestrian Parkways are classified as Regional Pedestrian Corridors. These routes are also expected to see a high level of pedestrian activity.

Pedestrian districts are areas of high or potentially high pedestrian activity where the region has placed a priority on creating a walkable environment. These include the central city, regional and town centers, main streets and light rail station communities, where compact mixed-use, transit-oriented communities are planned. Pedestrian districts should be designed to reflect an urban development and design pattern where walking is safe and convenient.

Local Pedestrian Connectors are all streets and trails not included on the regional pedestrian network. Connectors, however, are an important element of the regional pedestrian network because they allow for door-to-door pedestrian travel.

Connecting people to transit and everything beyond

Access to public transportation is enhanced by pedestrian improvements, especially those facilities that connect transit stations or bus stops to surrounding areas or that provide safe and attractive waiting areas. When people can walk and access reliable transit, they have better access to jobs, school, shopping and other essential destinations. For more information on good pedestrian planning and design, see TriMet's *Pedestrian Network Analysis* and Oregon Walks' *Getting Around on Foot Action Plan*.

Local pedestrian plans

According to the Regional Transportation Functional Plan (RTFP), the following elements must be addressed in local plans:

- inventory of existing facilities that identifies gaps and deficiencies in the pedestrian system
- evaluation of needs for pedestrian access to transit and essential destinations for all mobility levels
- list of improvements to the pedestrian system that help the city or county achieve the regional non-single occupancy vehicle modal targets and other established targets
- provision for sidewalks along arterials, collectors and most local streets
- provision for the safe crossing of streets and controlled pedestrian crossings on major arterials
- provision for pedestrian districts within comprehensive plans or local land use regulations.

**For complete requirements, refer to the Regional Transportation Functional Plan, section 3.08.130 Pedestrian System Design.*

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

By 2040:

- ✓ reduce the number of fatal and severe injury crashes for pedestrians by 50 percent compared to 2007-2011 average
- ✓ triple pedestrian mode shares across the region compared to 2010
- ✓ increase by 50 percent the miles of sidewalks and trails compared to the regional network in 2010

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