

Metro guide

Complete Streets and Active Transportation

What is active transportation?

Walking, riding a bicycle, using a wheelchair and accessing public transportation are all forms of traveling actively. Active transportation means getting where you need to go – actively!

What are complete streets?

Complete streets are safe, convenient and comfortable for users of all ages and abilities, regardless of their mode of transportation.

Metro's Regional Transportation Plan has a complete streets policy and design approach for planning, operating and maintaining roadways across the region.

Designing and building complete streets improves safety for everyone, encourages travel by walking, bicycling and transit and increases accessibility, reliability and transportation equity.



ACTIVE TRANSPORTATION

Safer streets for people walking and biking

Walking, bicycling and other forms of active travel are good for everyone. They're healthful and affordable. They keep our air and water clean. They support the economy, relieve congestion and improve mobility, especially for those unable to drive.

That's why people and communities across our region prioritize investing in active transportation: it benefits everyone, however we get around.

Active transportation depends on complete streets. People cannot safely walk or bicycle when streets are missing or have deficient sidewalks,

bicycle facilities or safe crossings. Public demand for walking and bicycling is high, but not feeling safe is one of the primary reasons that people choose not to walk or bicycle for transportation.

A range of policies, plans, design guidance and funding opportunities converge to help create complete streets in more communities around the Portland metropolitan region.

Metro partners with local governments, community-based organizations, residents and businesses to help everyone get where they're going safely.



10 PRINCIPLES FOR A BETTER ACTIVE TRANSPORTATION NETWORK

Ten guiding principles for developing a safe and complete regional pedestrian and bicycle network are included in the 2014 Regional Transportation Plan.

Principle 1. Cycling, walking, and transit routes are integrated and connections to regional centers and regional destinations are seamless.

Principle 2. Routes are direct, form a complete network, are intuitive and easy-to-use and are accessible at all times.

Principle 3. Routes are safe and comfortable for people of all ages and abilities and welcoming to people of all income levels and backgrounds.

Principle 4. Routes are attractive and travel is enjoyable.

Principle 5. Routes are integrated with nature and designed in a habitat and environmentally sensitive manner.

Principle 6. Facility designs are context sensitive and seek to balance all transportation modes.

Principle 7. Corridor capacity is increased and strain on other transportation systems is relieved.

Principle 8. Regional destinations are accessible for people with low incomes, people of color, people with disabilities, people with low-English proficiency, youth and seniors.

Principle 9. Measurable data and analyses inform the development of the network and active transportation policies.

Principle 10. Investments implement regional and local land use and transportation goals and plans to achieve regional active transportation modal targets.



REGIONAL ACTIVE TRANSPORTATION POLICIES SUPPORT SAFER STREETS

Metro's regional active transportation policies guide investments and help communities achieve their own active transportation targets and desired outcomes.

Policy 1. Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles.

Policy 2. Develop well-connected regional pedestrian and bicycle routes and districts integrated with transit and nature that prioritize safe, convenient, accessible and comfortable pedestrian and bicycle access for all ages and abilities.

Policy 3. Ensure that the regional active transportation network equitably serves all people.

Policy 4. Complete the regional pedestrian and bicycle networks.

Policy 5. Utilize data and analyses to guide transportation investments.

For complete policy text and action items, refer to the 2014 Regional Active Transportation Plan:
www.oregonmetro.gov/activetransport



50s Bikeway, Portland

Traveling by bicycle from Northeast to Southeast Portland is more comfortable with the completion of the 6.7-mile **50s Bikeway**. Traffic diverters and bicycle signals prioritize bicycle crossings at busy arterials and bicycle lanes, bicycle boulevard treatments and pavement markings create space and give direction.

Walking and bicycling across the Morrison Bridge got a lot easier and safer with the **Morrison Pedestrian and Bicycle Access project**. Improvements included a wide separated path and accessible entrances from both sides of the river.



The **Trolley Trail** in Clackamas County provides a convenient, direct 6-mile multi-use path along an abandoned streetcar route between Milwaukie and Gladstone.



BUILDING COMPLETE STREETS IN OUR REGION

Metro has a unique ability to make active transportation more accessible around the region.

The Metro Council, working with local and state leaders on the Joint Policy Advisory Committee for Transportation (JPACT), allocates federal transportation funds, known as regional flexible funds. These and other federal sources are an vital source of funding for active transportation projects in the region. Since 1996, Metro has allocated regional flexible funds to over 60 regionally significant active transportation projects, including those highlighted below.

These projects improve the lives of thousands of residents by increasing healthy transportation options, providing affordable access to jobs, school and other destinations, reducing congestion and fostering economic development.

The **Cornelius Main Street** project has made walking and bicycling along busy Baseline Avenue safer and more comfortable. Street lighting, benches, enhanced crossings, sidewalks and bicycle lanes transformed the street into a center for the community.



The **Gresham MAX Multi-Use Path** provides access to transit at the Cleveland, Civic Center and Ruby Junction stations and pedestrian and bike connections between Rockwood, Civic Neighborhood and historic downtown Gresham.



In downtown **Forest Grove**, pedestrian improvements helped improve access to transit, Pacific University, shops, theaters and other destinations.



REGIONAL ACTIVE TRANSPORTATION TARGETS SUPPORT COMPLETE STREETS

Quantifiable performance targets track our region's progress towards achieving our shared goal for a balanced and accessible transportation systems. The Regional Transportation Plan sets performance targets for 2040, including three directly related to active transportation:

Triple current levels of walking, bicycling and transit. Today nearly 27 percent of trips region wide are made by walking, bicycling and transit. Performance data indicates our region is making progress toward this target.

Reduce fatal and severe injury crashes for pedestrians, bicyclists and motor vehicle occupants by half. Reaching this target could mean at least 50 fewer people killed or severely injured while bicycling and walking in the region each year, saving approximately \$82 million annually in reduced societal costs of crashes.

Increase by 50 percent the miles of sidewalks, bikeways and trails in the regional network. Our region will meet the target if all the pedestrian and bicycle projects in the Regional Transportation Plan are completed by 2040.

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President
Tom Hughes

Metro Council
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Brian Evans

More information on Metro's active transportation policies can be found at oregonmetro.gov/activetransport

For more information on this program, please contact:
Lake McTighe
503-797-1660
Lake.McTighe@oregonmetro.gov



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WHAT'S NEXT FOR ACTIVE TRANSPORTATION PLANNING AND POLICIES?

Updated design guidance will help our communities create the kinds of streets that support safe and comfortable active transportation, consistent with regional policies and principles outlined above.

In the last two updates of the Regional Transportation Plan, several topics were identified that require updated, expanded or new design guidance. These topics include arterial crosswalk spacing, transit and freight supportive street design, arterials and throughway sizing, bicycle facility and trail design, stormwater management and street trees. These and other topics will be addressed through the Designing Livable Streets project and will comprise the design track of the 2018 update of the Regional Transportation Plan.

OPPORTUNITIES TO TAKE ACTION

- **Fall 2015:** A public comment period on the 2019-2021 regional flexible funding policy will help frame the next round of regional flexible fund allocations.
- **Fall 2015:** JPACT and the Metro Council will make decisions on what will be included in the work plan of the Regional Transportation Plan update.
- **Fall 2015:** The Metro Council will make a decision on the 2-year work plan for an update of Designing Livable Streets, Metro's design guidelines for streets and trails. Safety and the interaction of freight, transit, motor vehicle, bicycle and pedestrian travel will be focus areas for the update.
- **Winter 2016:** Solicitation begins for 2019-21 regional flexible fund allocations.

