



Planning for bikeable communities

This factsheet is intended to assist cities and counties in the region in updating their local transportation system plans to align with the Regional Transportation Plan.



Bicycling is an affordable, convenient and healthy form of transportation. However, many of the region's busiest roads lack safe and comfortable bikeways that are suitable for all ages and abilities. Most traffic crashes involving people bicycling occur at intersections that lack safety features to protect people bicycling. While many people are interested in bicycling, they may not feel safe.

Regional bicycle network classifications

[Regional Transportation Plan \(RTP\)](#)

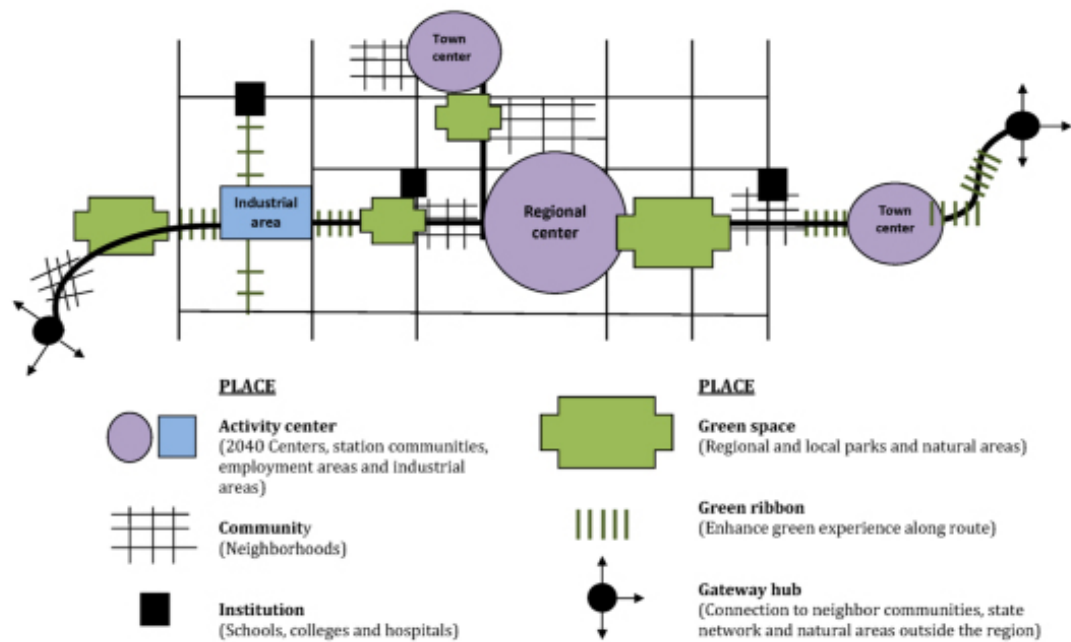
Figure 3.34 of the regional bicycle network identifies bicycle network functional classifications. The regional bicycle network concept is organized around a spine of bicycle parkways, the highest functional class for bicycle routes. This provides safe, comfortable and efficient bicycle travel within and between centers, allowing for long distance travel by bicycle. Facility designs may vary, but they must provide separation and protection.

Functional classifications in local transportation system plans must be consistent with the regional classifications.

Regional Transportation Plan bicycle policies

RTP section 3.3.8.2

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



[Regional Transportation Plan \(RTP\)](#) Figure 3.33: The regional bicycle network concept. A region-wide bicycle network is made up of on-street and off-street routes with connections to transit and other destinations.

Bicycle parkways are spaced approximately every two miles and connect to and through every urban center, many regional destinations and most employment and industrial land areas, as well as regional parks and natural areas. Bicycle parkways serve routes that currently serve or will serve higher volumes of bicyclists.

Local bikeways are all other streets and trails.

Bicycle districts correspond to 2040 centers and station communities. Bicycle districts are well served by transit, commercial, cultural, educational, institutional and recreational destinations.

Bike-transit facilities are often referred to as Bike & Rides and are generally located at transit centers and stations, providing secure, protected large-scale bike parking facilities. Bicycle routes are designed to be attractive, comfortable and safe, consistent with design guidance in the [Designing Livable Streets and Trails Guide](#).

Designing streets for bicycles

Implementing the vision will require the following:

- **Safe access to destinations:** People using bicycles need to be able to safely access commercial and community destinations along streets and trails. Providing access requires high-quality, comfortable bikeways and safe intersections and crossings.
- **Bicycle parking:** Convenient, secure and covered bicycle parking is also crucial for providing bicycle access. Bicycle parking should be easy to find and located close to building entrances.
- **Shared mobility options:** Bike sharing, e-scooters and other shared mobility systems can also provide convenient options. Street designs should provide adequate space within the right-of-way for parking shared bicycles and other shared systems where access is prioritized.
- **Quality bikeways:** Bikeways should be physically separated from higher-speed and heavy motor vehicle traffic to facilitate safe and comfortable travel.

- **Connected routes:** Bicycle mobility is supported by direct, intuitive and connected routes. Strategies to enhance bicycle mobility, such as “green wave” signal timing (traffic signals timed for bicycle travel speeds), can further increase the attractiveness of bicycling as a travel mode.
- **Adaptable facility planning:** Bicycle facility designs should anticipate increased bicycle trips in the future. Designs that provide extra width now or that allow the ability to expand in the future if needed foster the flexibility to serve continued increases in demand frequently, planned and designed for pedestrian safety and made accessible to people with varying abilities.



The [Designing Livable Streets and Trails Guide](#) includes specific design guidance on best practices in pedestrian network planning.

Overview of local plan requirements

Local transportation system plans shall include a bicycle plan and the following actions and investments:

- Direct, comfortable and safe bicycle routes and secure bicycle parking.
- Bikeways along arterials, collectors and local streets.
- Bicycle parking in centers, at major transit stops, park-and-ride lots and institutional uses.
- Safe crossing of streets and controlled bicycle crossing on major arterials.

For complete language, refer to the [Regional Transportation Functional Plan](#) section 3.08.140 Bicycle System Design.