



Principles for Active Transportation

- ✓ Seamless
- ✓ Direct and accessible
- ✓ Safe
- ✓ Intuitive
- ✓ Easy to use
- ✓ Attractive and enjoyable
- ✓ Designed with nature
- ✓ Relieve strain on other transportation systems

Principles for Urban to Nature Routes

- ✓ Park-like
- ✓ Serve recreation and transportation functions
- ✓ Spectacular views and destinations
- ✓ Avoid habitats of concern
- ✓ Preserve and restore habitats
- ✓ Riparian views coordinated with habitat and restoration concerns
- ✓ Amenities provided
- ✓ Some routes are designed as loops
- ✓ A variety of trip lengths are possible



Active Transportation Partnership

Walk | Bike | Connect



Introduction

A region-wide network of on-street and off-street bikeways and walkways integrated with transit and supported by educational programs would make travel by foot and bike safe, fast and enjoyable. Such a system would take cycling well beyond the exclusive domain of avid cyclists and the courageous to become a practical and preferred option for average residents. It would provide new options for walking, including trails connected to neighborhoods and safe pedestrian crossings. The system would allow people to bike and walk to transit, schools, employment centers, parks, natural areas, and shopping. The purpose of these principles is to supplement the work completed on regional bike and pedestrian systems in the Regional Transportation Plan, creating the policy framework for integrated regional bicycle and pedestrian systems analogous to the regional systems for transit and auto travel. The principles will serve as the basis for developing and prioritizing active transportation projects. These projects will demonstrate the potential of an integrated system.

A regionwide bicycle network would be made up of on-street and off-street routes with connections to transit. In areas of higher residential or commercial density, such as city and town centers and established neighborhoods, the network will form a grid of bike lanes, bike boulevards, cycletracks, and trails spaced every 4 or 5 blocks. In less populated areas trails (off road facilities for pedestrians and bikes), bike boulevards (bike oriented roadways), cycle tracks (on-street protected facility) will serve as the backbone of the network providing streamlined routes that make active travel by bicycle fast and direct and connecting to the dense grid networks

A regionwide pedestrian network shares many of the facilities used by bicyclists, primarily trails and connections to transit. In areas of higher residential or commercial density a complete sidewalk network would support the pedestrian network, with safe and accessible connections to transit. Walking trails, with separate lanes for bikers and walkers and with many access points from neighborhoods will connect centers and provide options for walking short and long distances.

Guidelines that indicate how closely facilities should be spaced are representative of best practices. When prohibitive circumstances, such as landscape features, prevent the ideal spacing the best practices guidelines should be followed as close as possible.

Developed areas will retrofit the existing transportation system to include new routes, improve connections, and upgrade existing facilities. Developing areas grow around the network as part of their core transportation system.

Currently, the bike and walking network is developed on an opportunistic basis. Future developments should be developed as complete components, similar to how light rail projects are developed. This helps enhance usability and minimizes overhead cost.



Background

In 2008, the Blue Ribbon Committee for Trails included a set of recommended principles in *The Case for Active Transportation*. Metro, in partnership with a regional working group that included transportation and trail planners and advocates, developed these recommended principles into a set of recommended principles for developing regional active transportation corridors. The draft principles were reviewed and discussed at a regional workshop on active transportation in April 2009.

In May 2009, Metro issued a call for active transportation corridor projects that embodied the Principles for Active Transportation and that could be strengthened and prepared for potential funding to be developed as demonstration projects. Twenty-five potential demonstration projects were identified by August 2009. These projects, along with the Regional Trail Packages identified for the Blue Ribbon Committee for Trails comprise a portfolio of projects that the region can prepare to seek regular funding streams for biking and walking and take advantage of unique funding opportunities.

From the Principles for Active Transportation, Metro staff developed a set of criteria that will help determine the strengths of projects and how they could be improved to create better environments for users. The criteria were reviewed by staff from local jurisdictions in May 2010.

Principles

- The travel experience is seamless.
 - Users are able to travel from origin to destination without barriers in the route.
 - Connections between on-street and off-street facilities and transit are easy and practical to use.
 - The system connects residents with key destinations including central city, regional and town centers, commercial, employment, schools, and main street areas, parks and natural areas
 - Transit facilities provide bike storage and/or bike parking, options for bike rentals, and on-board accommodation of bicycles
- Routes are direct and accessible.
 - Users are able to travel from origin to destination along the most direct route possible.
 - Route spacing is appropriate to the area; the network is more closely spaced in areas of higher residential or commercial density (such as every 4-5 blocks) and less closely spaced in less dense areas (such as every 2 miles).
 - For trails, access points are frequent in urban areas (such as every ____), less frequent in rural areas (such as every _____).
- Travel is safe.
 - Facilities are designed to minimize the interaction of bikers, walkers, and auto traffic
 - For trails, the number of intersections to be crossed are minimized
 - Intersections are conveniently located, safe and easy to cross.



- Routes are intuitive.
 - Routes incorporate a wayfinding system that is consistent across different travel modes
 - Routes are designed to reflect how people use the network
 - The public are informed and educated about the integration of modes.
- Routes are easy to use.
 - When possible, routes are selected for flat, unchallenging topography
- Routes are attractive and travel is enjoyable
 - Provide the experience of nature along routes
 - Routes provide access to amenities such as shopping, restaurants, restrooms, etc.
- The system is designed with nature.
 - Incorporate green storm water and streets
 - Partner with significant habitat preservation and natural area restoration
 - Enhance wildlife corridors and provide wildlife crossings
 - Consider parks, natural areas and outstanding natural features as destinations
- The system is designed to relieve the strain on other transportation systems
 - Where traffic congestion will result in level-of-service failure, factor in high capacity protected bicycle routes.

Urban to Nature Routes

Active transportation is enhanced by using the system to experience nature. These connections provide the potential for long rides, for the enjoyment of diverse natural environments, and to introduce a wide range of people to riding and walking. Routes may be of different levels of significance. For example, some routes may tie together local parks and attractions and be of most interest to residents that live nearby. Other routes may be of national or international significance, for example the “Path to the Pacific” or “Mount Hood Connections” may one day become attractions that draw visitors from all over the world.

Principles for Urban to Nature Routes

- The Routes are inherently park-like and serve both recreation and transportation functions.
- People are drawn to these routes for their user experience. They include spectacular views and destinations, along with the quiet experiences of nature.
- Routes are sensitively planned, avoiding habitats of concern, preserving and restoring habitats.
- Special attention is paid to riparian resources with selected views coordinated with habitat and restoration concerns.
- Food, water and restrooms are available as needed for long distances as are lodging, such as bicycle camping, hostels or B&Bs.
- Some routes are designed as loops
- Trips of a variety of trip lengths are possible.