



Active transportation corridors

Proposed urban, suburban and urban-to-nature demonstration projects for the region

The benefits of active transportation

A regionwide network of on-street and off-street bikeways and walkways integrated with transit and supported by educational and encouragement programs would make travel by foot and bike safe, fast and enjoyable in the Portland metropolitan region.

Increasing active transportation benefits our region through the reduction of greenhouse gas emissions and congestion, providing inexpensive travel options, improving our health and reducing our health care costs, and fostering dynamic, mixed-use communities. We cannot afford not to invest in active transportation.

Trail and transportation partners in the Portland metropolitan region have identified a set of active transportation corridor demonstration projects. These projects are part of a proposed 1500-mile network. The demonstration projects will be used to increase the region's effectiveness in securing funding to complete the regional network of on-street and off-street trails, bikeways and walkways.

When completed, this network will provide new options for walking, including trails connected to neighborhoods and safe pedestrian crossings. It will take cycling well beyond the exclusive domain of avid cyclists to become a practical and preferred option for average residents. The completed network would allow people to bike and walk to transit, schools, employment centers, parks, natural areas and shopping.

What is an active transportation corridor?

An active transportation corridor is a set of routes, facilities and programs that achieve a particular transportation objective – getting from home to work, to play, to another city. Routes, which can be made up of a variety of facilities from trails, to bike lanes, to light rail, to sidewalk, provide seamless trip experiences from origin to destination. Complete corridors include amenities such as bike parking and way finding signs and maps, water fountains, benches, lighting and trees. Complete corridors are supported by programs such as Safe Routes to School and SmartTrips, letting residents and visitors know about active transportation and how to take advantage of these travel options. Interconnected corridors are linked to provide a regional system of safe, efficient, and green biking and walking routes.

For more information, call Lake Strongheart McTighe at 503-797-1660 or send e-mail to lake.mctighe@oregonmetro.gov



walk
bike
connect▶

Last year, the Blue Ribbon Committee on Trails – which has reconvened as the Executive Council for Active Transportation – recommended a strategy to accelerate development of the region’s network of trails and bikeways in order to double the current bicycle and walking mode share of the region’s cities and counties within the next ten years. A key element of this strategy included developing projects in urban, suburban, and urban-to-nature settings that would demonstrate the potential of active transportation. The projects outlined here represent the potential for active transportation in the region. They are representative of the types of projects that will benefit communities by enhancing access to nature, businesses and jobs, providing new places to recreate and travel safely.



Active transportation demonstration projects for unique environments

In order to address the unique transportation challenges of urban and suburban environments and to provide opportunities to connect with nature, demonstration projects must find specific solutions to the different challenges their environments face. To address unique environments, projects are characterized as urban, suburban or urban-to-nature. No active transportation corridor will fall neatly into any of these categories, but they are useful for identifying solutions to particular types of land use.

Urban area projects will operate within or adjacent to a single, urban “commute shed” with housing and commerce. Direct, safe and green trails and bikeways would connect to a dense on-street network. These projects would replicate the types of bicycling infrastructure found in the world’s best bicycling and pedestrian cities.

Lower density area projects, or suburban projects, where commerce and housing are more dispersed, will demonstrate how biking and walking facilities can be integrated with transit to become effective travel options. Key connections to light rail and buses and high quality bike parking facilities are key elements of these types of projects.

Urban-to-nature projects will link together significant natural areas, allowing people to access nature by bike and on foot. A highly visible, well designed project would be a tourist destination, increase residents and visitors’ access to nature, and serve as a signature project for the region.



Principles for active transportation

Active transportation is about successfully connecting biking and walking trips seamlessly from beginning to end. For example, you start on a local street, travel along a bike lane to a trail. The trail takes you to a transit station where you can park your bike and ride. When you step off the bus or train you can walk to your destination or pick up a bike at a bike share station. Active transportation projects integrate walking, biking and transit facilities, include bike parking, signalization and wayfinding elements, and are supported by educational and encouragement programs.

Principles for active transportation corridors

The travel experience is seamless.

Routes are direct and accessible.

Travel is safe.

Routes are intuitive.

Routes are easy to use.

Routes are attractive and travel is enjoyable.

The system is designed with nature.

The system is designed to relieve the strain on other transportation systems.

Principles for urban-to-nature routes

Routes are park-like.

Routes serve recreation and transportation functions.

Routes include spectacular views and destinations.

Routes avoid habitats of concern.

Routes preserve and restore habitats.

Riparian views are coordinated with habitat and restoration concerns.

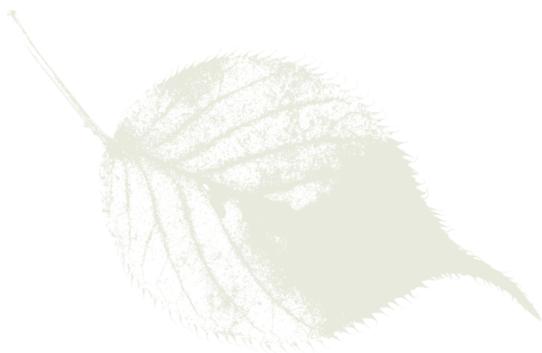
Routes provide amenities.

Some routes are designed as loops

A variety of trip lengths are possible.



Direct, safe and green trails and bikeways are a significant element of The Intertwine, a broad-based movement in the Portland region to create a system of parks, trails and natural areas that is second to none.



Active transportation corridor demonstration projects proposals

An active, outdoor-oriented culture, sustainability consciousness, a strong transit system and strong civic and elected leadership position the Portland metropolitan region to lead the nation in implementing an active transportation strategy. Travel by bike and foot now makes up as much as nine percent of total commute trips in Portland, and just under five percent in the metropolitan region as a whole.

In August 2009, trail and transportation partners from across the region submitted active transportation corridor demonstration project proposals in a response to Metro’s call for projects. The proposals will be used to highlight the need and potential for active transportation in the Portland metropolitan region. They make a strong case that the region is ready for a higher level of investment in trails, bikeways and bike boulevards.

The twenty-five demonstration projects link the region from the city of Forest Grove to the timberline of Mt. Hood, from the banks of the Willamette River at the French Prairie Bridge and on to Champoege State Park to the Columbia River and Vancouver, Washington. The regional network connects to trails and roadways that lead to Banks, Oregon and on to a proposed path to the Pacific and the Pacific Crest Trail. Once completed, the region’s active transportation network of trails, bikeways and bike boulevards will connect town and regional centers, neighborhoods and natural areas.

A brief description of each project follows. To learn more about the active transportation project and view the complete project descriptions visit: www.oregonmetro.gov/activetransport

1. Council Creek Regional Trail

Sponsor: City of Forest Grove

Partners: Metro, NW ACT, Oregon State Parks, Washington County, Cities of Hillsboro, Cornelius, and Banks

The proposed 15-mile Council Creek Regional Trail will provide an urban/rural active transportation corridor. It will connect the cities of Hillsboro, Cornelius and Forest Grove via a potential rail with trail corridor and a greenway along Council Creek. It will provide for recreational as well as commuter needs, and connect natural areas, parks, urban and employment centers, schools and universities. The Council Creek Trail will also provide connections to the Tualatin River Greenway and river trail with canoe access points, and to the existing 21-mile Banks to Vernonia Trail and linear park. The cities of Vernonia and

St. Helens and Columbia County will also be inter-linked by the trail. Ultimately, the Council Creek Trail will connect to the old logging road trail in Columbia County and potentially to the Oregon Coast, at Garibaldi and Tillamook, via a railroad line.



An example of a rural path in Holland, connecting to urban areas

2. Hillsboro Multi-Modal Corridors

Sponsor: City of Hillsboro

Partners: Metro, Washington County

This proposal would link housing and employment areas in Hillsboro with bicycle and pedestrian connections to existing light rail stations making the “last minute” connection to businesses on the westside. This project is made up of three north-south multi-modal travel corridors that would complete gaps in the existing bikeway, sidewalk and trail infrastructure: (1) The East Hillsboro Multi-modal Commute Corridor, (2) The Central Hillsboro Multi-modal Commute Corridor and (3) The West Hillsboro Multi-modal Commute Corridor.

3. Aloha Bike Boulevard Corridor Connector

Sponsor: Washington County

Partners: Tualatin Hills Park and Recreation District, and Cities of Hillsboro and Beaverton

This project provides for seamless, accessible, and connected bicycle and pedestrian routes that include major east-west as well as north-south connectivity through the community of Aloha. An on-street network of bike-lanes, low traffic bike boulevards and trails will connect to the Westside Trail and active transportation corridors in Hillsboro and Beaverton. The completed network will include way-finding signs, grade-separated roadway crossings, and bike and pedestrian activated signals enabling trips to be made safely and seamlessly to destinations such as schools, the Tualatin Valley Highway employment corridor, rapid bus service, and MAX.



A suburban bike path in Holland connecting housing to employment



A completed section of the Westside Trail

4 – 7. The Crescent Connection (4. Westside Trail, 5. Beaver Creek Trail, 7. Fanno Creek Beaverton Trail)

Sponsor: Cities of Tigard, Durham, Beaverton and Tualatin Hills Park & Recreation District

Partners: Washington County and Metro

The sponsors partnered on this proposal to create a continuous bicycle and pedestrian route of trails, on-street bike lanes, and a separated bikeway paralleling the Westside MAX, from southeast to north central Washington County through several activity centers. The Crescent Connection will link downtown Tigard, Washington Square Regional Center, downtown Beaverton and the Tektronix/ Nike employment area. Trail gaps, including bridges across Fanno Creek, will be completed and connections to transit centers will be made.



Fanno Creek Trail

6. The Tonquin Trail

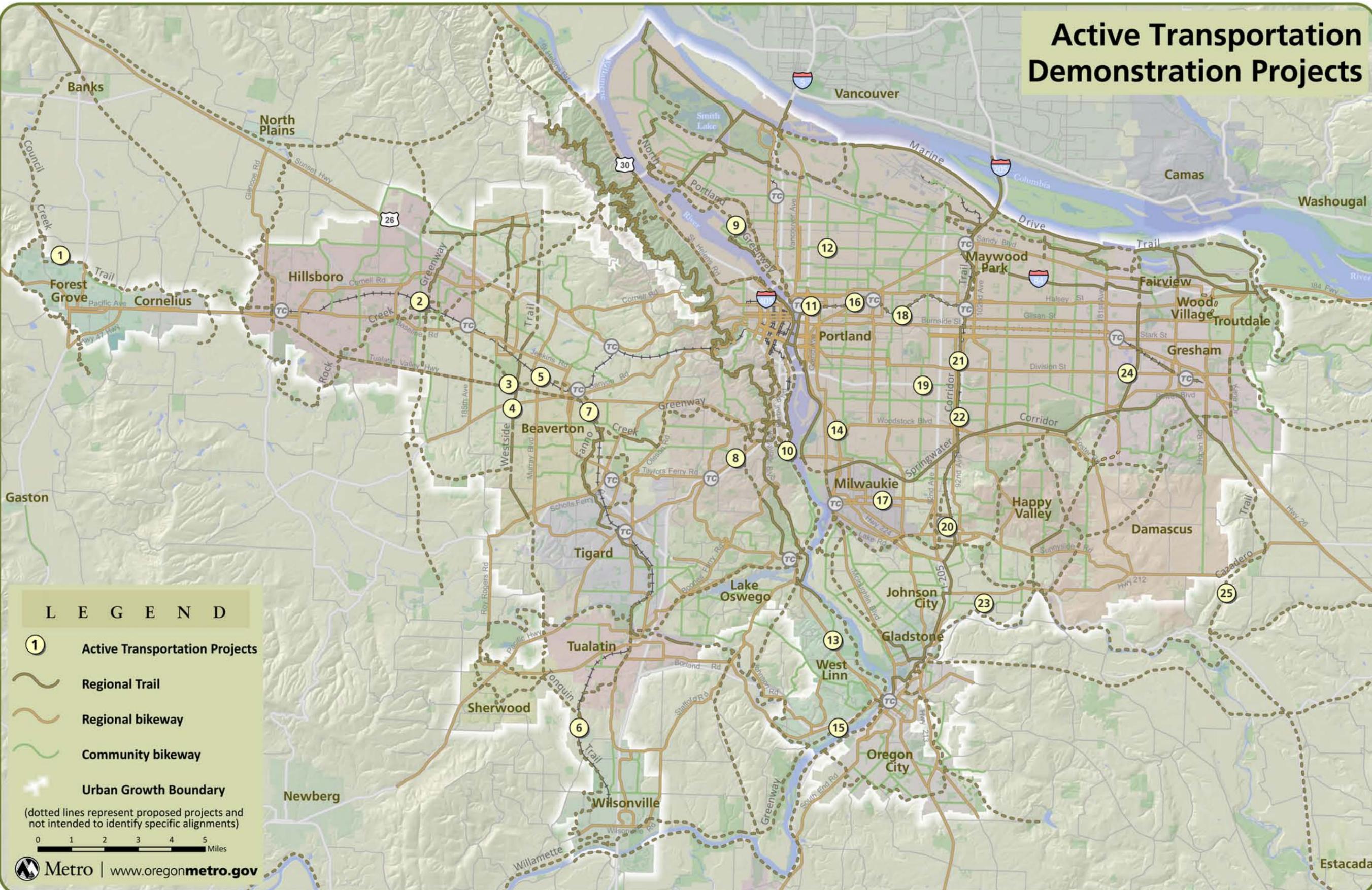
Sponsor: Cities of Sherwood, Wilsonville and Tualatin

Partners: Clackamas and Washington Counties, Metro, and TriMet

This proposed trail will link the Willamette River and Graham Oaks Nature Park in Wilsonville with the Tualatin River in Tualatin and the Tualatin River National Wildlife Refuge in Sherwood. The trail will connect to other regional trails and destinations including the Fanno Creek Greenway Trail, the Westside Trail, and the future French Prairie Bridge providing access to Champoeg and Willamette Mission State Parks. The trail will be primarily off street and will link homes with schools, places of employment, recreational amenities, the commuter rail Westside Express Service stations in Wilsonville and Tualatin, industrial centers, park and ride stations, town centers, and regional open space destinations.



Active Transportation Demonstration Projects



LEGEND

- ① Active Transportation Projects
- Regional Trail
- Regional bikeway
- Community bikeway
- Urban Growth Boundary

(dotted lines represent proposed projects and not intended to identify specific alignments)

0 1 2 3 4 5 Miles

8. SW Barbur Blvd. and Feeder Routes

Sponsor: City of Portland

Partners: Oregon Department of Transportation, Cities of Lake Oswego and Tigard

It is surprisingly difficult to travel from downtown Portland, south and west to the town centers of Hillsdale, west Portland, Tigard, and Washington Square. This project provides a system of high-quality bicycling routes along major arterials, removing existing barriers, particularly at bridges. The project uses SW Barbur Blvd. as a regional trunk line for transit riders, cyclists, and pedestrians providing for direct trips between commercial, jobs, and housing and Portland's city center. The project will also connect to parks and the regional trail system, including the Fanno Creek Greenway Trail, the Willamette River Greenway, and the local Southwest Portland urban trail system.

9. North Portland Willamette Greenway

Sponsor: City of Portland

Partners: Metro, Port of Portland, npGREENWAY, Friends of Baltimore Woods, 40 Mile Loop Land Trust, and Neighborhood Associations

The proposed trail will connect the Willamette Cove natural area, Cathedral Park, Pier Park, Chimney Park, and the Smith and Bybee Wetland Natural Area. The trail section proposed will terminate at the Columbia Slough. The trail will provide access to the Willamette River from the Steel Bridge/Eastbank Esplanade in downtown Portland to Kelley Point Park. In addition, the proposed greenway would make a loop between the Columbia River, the Columbia Slough and the Willamette River, connecting two river parks with natural areas as well as residential, commercial and industrial areas.

10. Lake Oswego to Portland

Sponsor: Cities of Lake Oswego and Portland, Clackamas County and Metro

Partners: Oregon Department of Transportation, TriMet

This proposed project would create bicycle and pedestrian facilities that follow the Willamette River and connect neighborhood redevelopment projects in downtown Lake Oswego's Foothills District and Portland's South Waterfront and Johns Landing districts. This corridor would also pass Tryon Creek State Park and several local parks with recreational and natural restoration opportunities. This proposed project would complement three other transportation projects currently under development in the corridor, including a new gateway into the South Waterfront District, a new Sellwood Bridge, and a streetcar transit connection.

11. Holladay Green Street

Sponsor: Lloyd TMA

This proposal would create a green, car-free street through the heart of the Lloyd District, an area that currently lacks a low stress bike route. NE Holladay Street would be transformed into a necklace of greenspaces, linking Holladay Park, Oregon Square, Kaiser Plaza, and the Eastbank Esplanade. The proposed corridor will create a seamless bike, pedestrian and transit connection, linking four light rail stations and a future streetcar station. A commuter and recreation opportunity would be provided to the more than 23,000 employees at the 650 businesses in the district, as well as the thousands of people that travel daily through this area to other parts of the city. The corridor will require closing NE Holladay Street to car traffic and will allow for a "festival" street with electrical and water hook-ups for vendors.

12. North/Northeast Portland Bicycle Demonstration Project

Project Sponsor: City of Portland

This project aims to dramatically increase bicycling in inner N/NE neighborhoods through a dense network of world class facilities. The demonstration project area covers 13 square miles, encompassing 100,000 residents, 42 schools and 30 parks, bounded roughly by the Willamette River/I-5 to the west, Sullivan's Gulch to the south, the North-South Fifties Bikeway to the east and Columbia Boulevard to the north. The project would provide over 50 miles of world class bikeways, including separated bike paths. The project includes the NE Holladay Green Street. The City's award winning SmartTrips programs will alert and encourage residents to take advantage of the new and improved mobility options available to them.



Bike parking in Denmark
(credit: streetblog)

13. Highway 43 Corridor – Lake Oswego, West Linn and Milwaukie

Sponsor: Clackamas County

Partners: Oregon Department of Transportation, Cities of West Linn, Lake Oswego, Portland, Oregon City, and Milwaukie, Western Railroad and Metro

This proposal connects to the Lake Oswego to Portland project (#10) creating a seamless bike and pedestrian trip along Highway 43 and Old River Road from Lake Oswego to West Linn. The project includes the Lake Oswego to Milwaukie connection via a proposed Milwaukie Rail Pedestrian/Bicycle Bridge. This active transportation corridor will result in a continuous pedestrian/bicycle facility along the Highway 43 corridor providing an important link for commuters and recreational riders and walkers.

14. Bicycle and Pedestrian Improvements in the Portland to Milwaukie Light Rail Corridor

Sponsor: Cities of Portland and Milwaukie, Clackamas County

Partners: TriMet, Metro, Oregon Department of Transportation,

This proposal would leverage funded bicycle and pedestrian investments by the city in the Milwaukie Light Rail Project to develop an active transportation corridor connecting downtown Portland to downtown Milwaukie. With a combination of off-street paths, bicycle lanes and cycle tracks, this corridor will link Portland State University, Portland's South Waterfront, the Central Eastside Industrial District, Portland's extensive existing bikeway network in its inner Southeast Portland neighborhoods, the Brooklyn neighborhood, the McLoughlin corridor, the East moreland and Sellwood neighborhoods, the Springwater

Corridor, downtown Milwaukie and ultimately the Trolley Trail that leads to Oregon City. This seven-mile corridor consists of five miles of new off-street paths and 1.5 miles of new protected bikeways.

15. Willamette Falls Drive

Sponsor: City of West Linn and Clackamas County

The planned 2.06 miles of bicycle lanes, sidewalks and accompanying streetlights on Willamette Falls Drive between Willamette Drive (Highway 43) and 10th Street of this project would connect existing bicycle and pedestrian systems via Willamette Drive and would add an elevated bike lane to an area of West Linn with steep topography.

16. Sullivan's Gulch

Sponsor: City of Portland

Partners: Union Pacific Railroad, Sullivan's Gulch Trail Committee, Metro, TriMet, Portland Development Commission, Gateway Green, and Central Eastside and Lloyd District neighborhoods

Sullivan's Gulch was once a ravine filled with trees, waterfalls and a spring. The Banfield Expressway paved the gulch in 1957. The Sullivan's Gulch Trail would provide a multi-modal trail corridor in the ravine for commuting and recreation trips. Trees and plantings would recall the former environment. The proposed project is a five-mile, east-west link to the Portland metropolitan area's bike network. The trail would give users access into and out of the city with connections to light rail, transit and urban amenities at the Rose Quarter, Convention Center, Lloyd Center, Hollywood District and the Gateway Regional Center. Access points into neighborhoods will be provided at the majority of the 17 streets that bridge the north and south sides of the corridor.

The entire trail would be located on the north side of the Union Pacific Railroad freight rail tracks, extending from the Eastbank Esplanade at the Willamette River to the Gateway Regional Center, I-205 bike path and NE 122nd.

17. King Road Area AT Corridor

Sponsor: Clackamas County and City of Milwaukie

This proposed corridor will create a safe and comfortable connection along King Road and Monroe Boulevard. The corridor would connect the Clackamas Town Center light rail stations, the I-205 path and Phillips Creek Trail. A network of local streets connects to downtown Milwaukie and McLoughlin Boulevard, the future Park Avenue light rail station and the Springwater Corridor. This corridor project would dramatically increase transportation options for residents and employees.

18. 60th Street Light Rail Station

Sponsor: City of Portland

Partners: Oregon Department of Transportation, TriMet, Metro, Rose City Park Neighborhood Association, Central Northeast Neighbor, Inc.

This proposal would make the NE 60th and NE Glisan Blue Line station a focus for other transportation modes. Specifically, street improvements would be completed for NE Oregon – 60th to 63rd, NE Holladay Street – 60th to 62nd, NE Hassalo Street – 57th to 63rd, NE Multnomah Street – NE 60th to NE 63rd, NE 58th Avenue – NE Holladay to NE Hassalo, NE 59th Avenue – NE Holladay to NE Hassalo, NE 61st Avenue – NE Multnomah to I-84, and NE 62nd Avenue – NE Holladay to NE Multnomah. In addition, the sidewalk would be widened on NE 60th between Halsey and I-84.

19. International Connections

Sponsor: Rose City Park Neighborhood Association

This proposal establishes a north/south bicycle and pedestrian route that links culturally significant sites, natural features and parks, community centers, health clinics, other bike/pedestrian corridors, the light rail MAX station on NE 60th, and future stations on I-205. The route would extend from the south end at Willamette National Cemetery, travel northward through the future Lents Town Center, next to the 60th Street MAX station, past the Hollywood Town Center, through the Portland International District, the Cully neighborhood, and near the Portland International Airport. The Corridor would end at the Marine Drive section of the 40-Mile Loop on the Columbia River.

20. Clackamas Regional Center

Sponsor: Clackamas County

Partners: City of Happy Valley, Oregon Department of Transportation, TriMet

This proposal would provide a seamless bike and pedestrian route connecting two light rail lines at the Fuller Road Station and the Clackamas Town Center Station. Both stations have bike parking, but pedestrian and bicycle connections between them are limited. This proposal consists of three major bicycle and pedestrian infrastructure connections: (1) Phillips Creek Trail, connecting the SE Fuller Road Station and the Clackamas Town Center Station, (2) Mt. Scott Creek Trail, connecting Clackamas Regional Center east along Sunnyside Road with Mount Scott, Scouter's Mountain and Mount Talbert Park and residential neighborhoods in Happy Valley, and (3) a connection between the Clackamas Town Center and the Harmony Community Campus.

21. The I-205 Bicycle and Pedestrian Path

Sponsor: Oregon Department of Transportation

Partners: Metro, Cities of Portland, Maywood Park, Happy Valley, Johnson City, and Gladstone, Multnomah and Clackamas Counties, and many non-profit and government agency partners

The Oregon Department of Transportation is currently undertaking an action plan to identify feasible short-, medium-, and long-term projects that would increase the comfort and user-friendliness of the I-205 path to encourage more people to use the path for recreation and transportation. This proposal would implement projects identified in that plan including crossings, maintenance and operations, aesthetics/beautification/landscaping, public safety/illumination, way findings, multimodal connections, and visibility and accessibility improvements.

22. Lents Demonstration Project

Sponsor: City of Portland

Today bicycling and walking facilities are few and far between in Lents, a dense, mixed-use environment. This project would transform Lents into a world-class location for accessibility by bicycle, walking and transit and builds on the new opportunity of light rail through area. New facilities will be constructed within a three-mile radius centered around Lents Town Center and touching 164,000 residents. These facilities will connect homes and neighborhoods to commercial and transit destinations. Specifically, this proposal includes three components: (1) bicycle infrastructure – residential bicycle boulevards, commercial corridor cycle tracks, new and/or improved bicycle lanes/cycle tracks on

collector streets and advisory bicycle lanes, (2) pedestrian infrastructure – pedestrian improvements will focus on streets where current facilities are substandard, especially those that provide direct access to transit and commercial uses, and (3) encouragement programs – the encouragement program will alert area residents to the new and improved mobility options available to them following completion of the infrastructure improvements. This demonstration project is an opportunity to monitor the transformation of an area with a modest start into one of our region's highest performing mode split areas.



The Division Street project would connect to the Gresham Fairview Trail

23. Jennifer Street Employment Corridor

Sponsor: Clackamas County

This proposed corridor will provide pedestrian and bicycle facilities from the Green Line Clackamas Town Center light rail station to the southern industrial employment area along Highway 212/224 and Jennifer Avenue. Completing the missing links of bike lanes or constructing a cycle track and sidewalks will provide employees with multi-modal opportunities to reach employment. Also, this proposal includes a bicycle route from the Green Line to Jennifer Avenue from the I-205 multi-use path to Lawnfield Road, 98th Court, Mather Road, Industrial Way, and Clackamas Road connecting to Jennifer Avenue and to the Highway 212/224 industrial/employment area.



Mt. Hood on the Springwater Trail

24. Division Street Multimodal Pilot Project

Sponsor: City of Gresham

Partners: City of Portland, TriMet, Metro

The City of Gresham proposes to construct multimodal facilities and amenities along 1.5 miles of Division Street from the west city limits (bordering Portland and just east of 174th Avenue) to NW Wallula Avenue, also known as 212th Avenue. The project will provide facilities that link primary activity centers and destinations in both Gresham and Portland. Amenities such as benches, way-finding signs, bike parking, bike boxes at major intersections, and bicycle/pedestrian actuated signals are included in this proposal.

25. Mt. Hood Connections

Sponsor: Oregon State Parks, Cities of Sandy and Estacada, Villages of Mt. Hood, US Forest Service, and Barlow Trail Association

A 60-mile ride or walk will take you from downtown Portland to the spectacular natural scenery of Mt. Hood. This project will link the urban Springwater Corridor multi-modal trail with trails that run along rivers, through old growth forests, to viewpoints that offer vistas of Mt. Hood and the surrounding National Forest. The first phase of this project will finish the Springwater_Cazadero trail connection from Portland to the Clackamas River and then on to the city of Estacada, which is the beginning of the West Cascades Scenic Byway. Subsequent work

will complete planning and land acquisition along the trail connection from the Springwater_Cazadero Trail to the city of Sandy and on to Dodge Park, located at the mouth of the Bull Run River. From here cyclists will be able to travel through the villages of Mt. Hood to Timberline Lodge at Mt. Hood. This route, with generous food and lodging along the way, has the potential to become a favorite experience of residents as well as tourists visiting the Portland region.

What's next?

Over the next several months Metro and trail and transportation partners will be working to refine the proposed active transportation projects in preparation for potential funding. We will be identifying ways to strengthen partnerships and enhance the principles for active transportation in the projects. Some projects may be combined or broadened. For more information visit www.oregonmetro.gov/activetransport.





Metro | *People places. Open spaces.*

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

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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