



The Regional Active Transportation Plan: Overview & ECAT Role



Executive Council for Active Transportation
March 29, 2012



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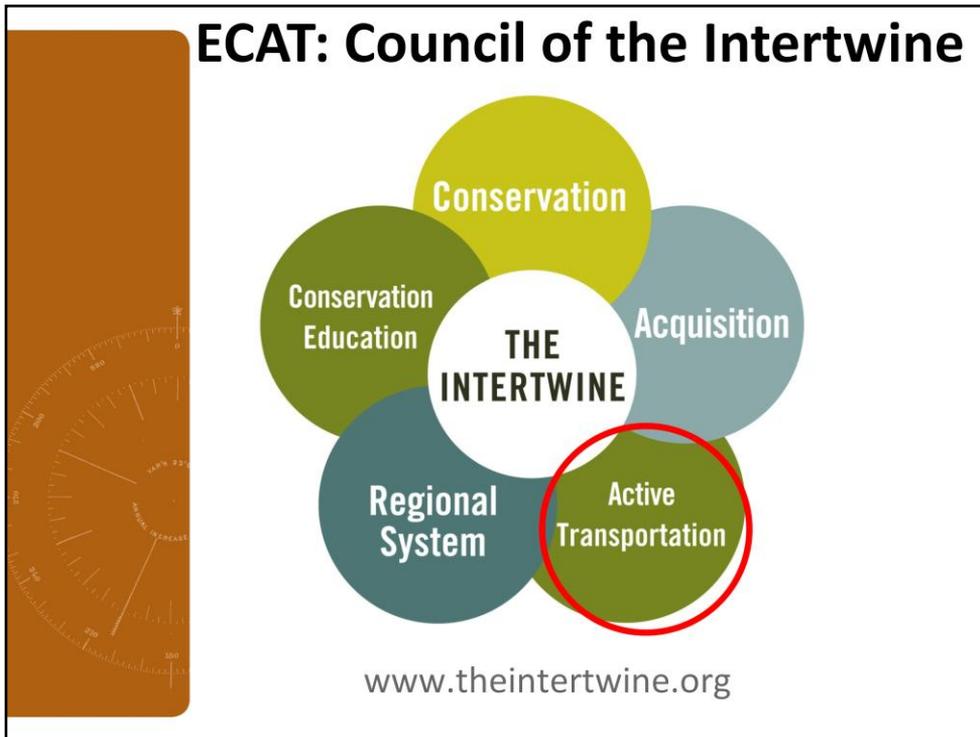


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Working on ATP – integrating walking, biking and transit.

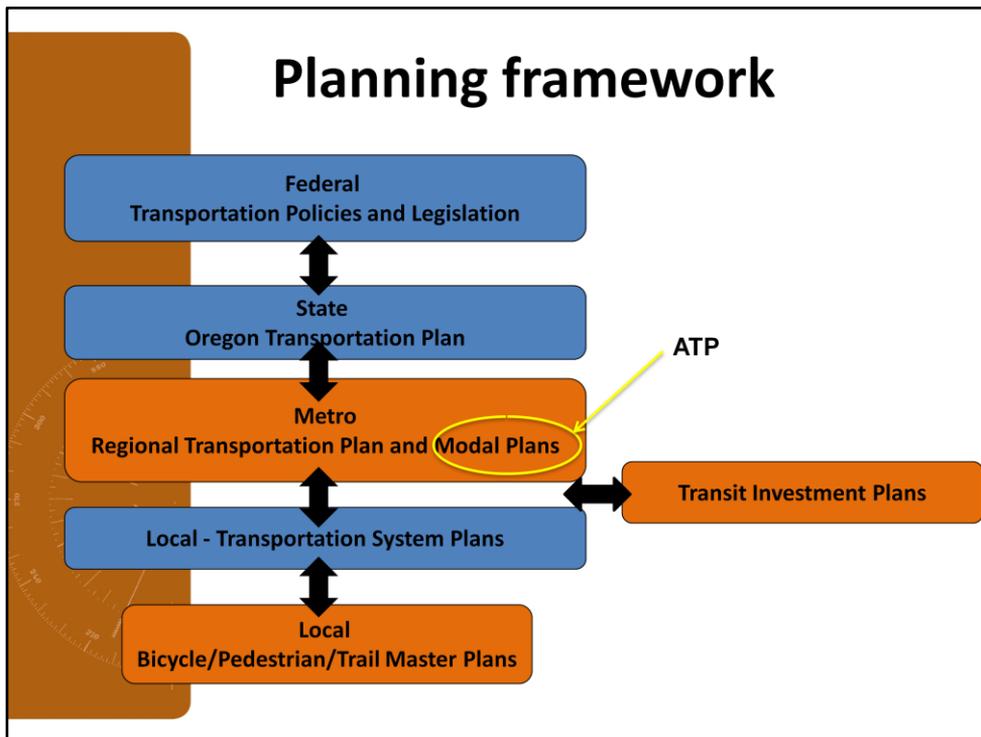
What is active transportation?

Active transportation is travel powered by human energy, such as walking and riding a bike. Using public transportation is active travel because most trips involve walking or riding a bike.



As a Council of the Intertwine, Mission: **complete bicycle and pedestrian trails, bike parkways and boulevards, cycletracks and other facilities** in order to increase the number of people walking and biking, reduce transportation costs, reduce our impact on the environment, improve community and individual health, strengthen the economy and provide enjoyment to the residents of the region.

Guiding ATP



Building on current visions, policies and priorities

Local Transportation System Plans

Local bike/ped/trail plans (Portland’s 2035 Bicycle Master Plan, Wilsonville Bicycle and Pedestrian Master Plan, etc)

TriMet Pedestrian Network Analysis

East Portland Action Plan

Connecting Clackamas County

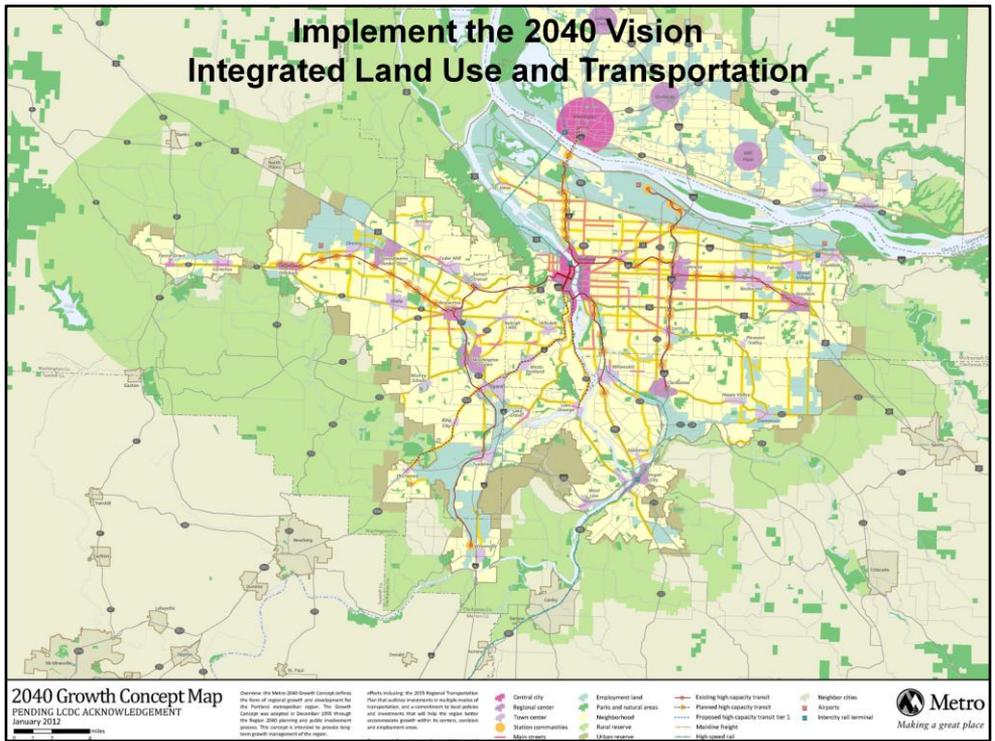
Regional trail plans

RTP

Etc...

The HCT plan for bicycling and walking

Local implementation and aspirations, regional impacts



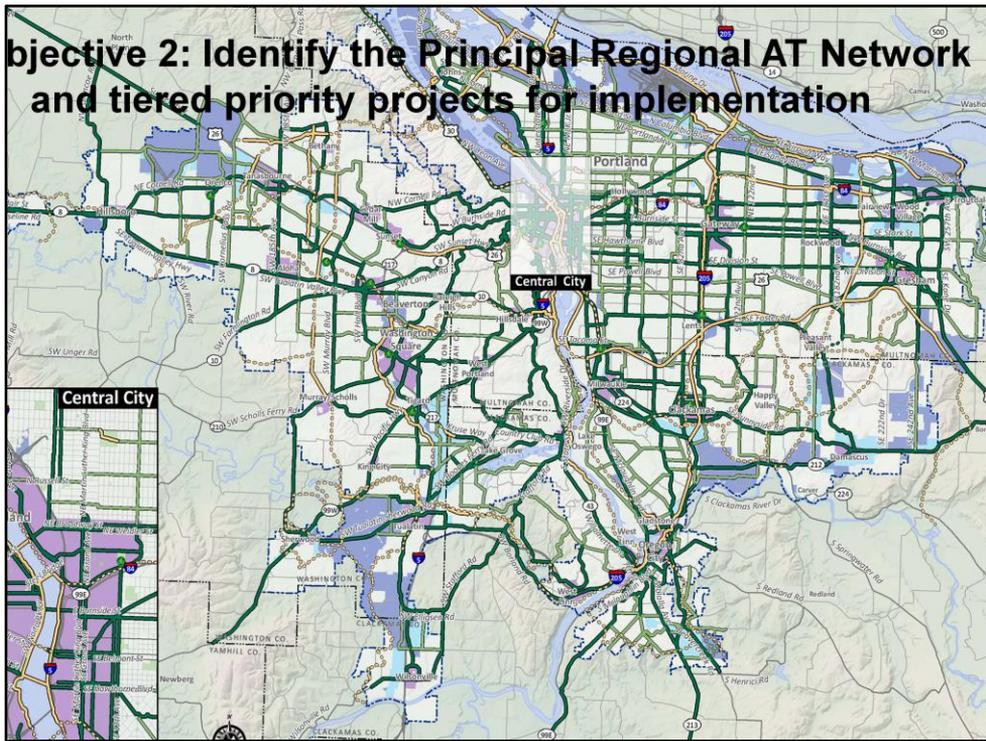
The ATP: Help implement the region's 2040 Growth Vision

Four objectives



These principles can also be thought of as strategies for achieving our regional mode share targets.

Objective 2: Identify the Principal Regional AT Network and tiered priority projects for implementation



Objective 3: Recommend policies, performance targets & measures



Triple regional mode share of bicycle, walking and transit trips by 2035

Objective 4: Agreed upon implementation & funding strategies



"We as a region need to be very clear about what we're doing... we need to think about what our strategies are"



Project Phases

PHASE I January - June 2012

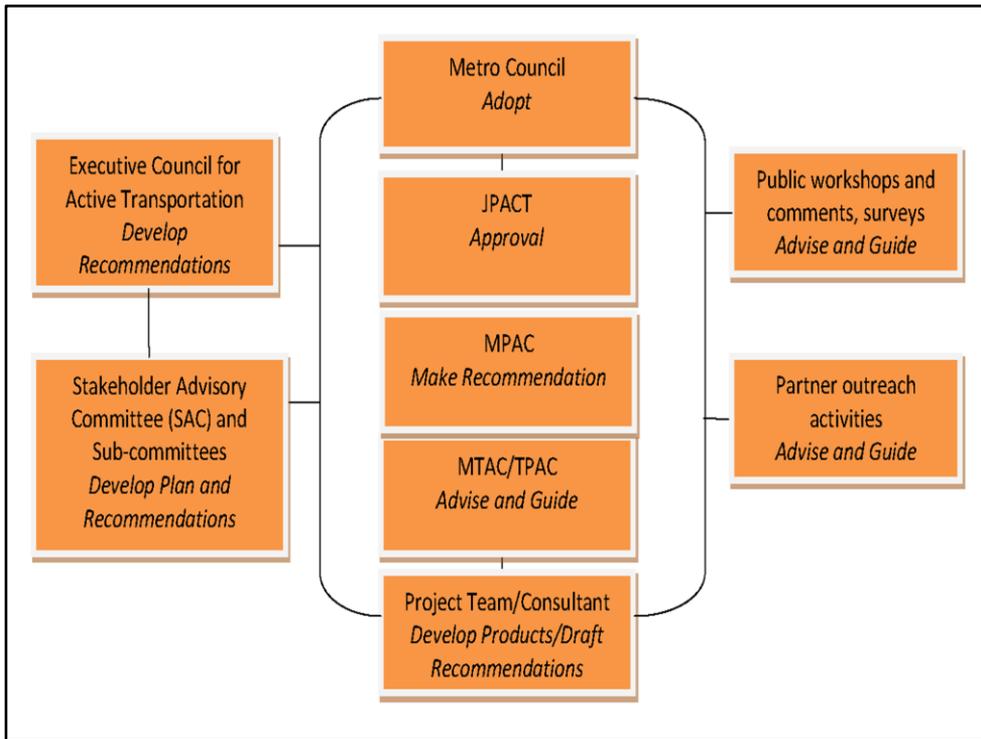
Existing Conditions and Framing Choices

PHASE II August 2012-January 2013

Network Concepts and Select Alternative

PHASE III February - June 2013

Identify Priorities/Implementation Plan



Develop business and health partnerships

Provide guidance at Major Milestones



The Benefits of Active Transportation & Achieving Regional Outcomes

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Overview of some of the research supporting the econ benefits of AT, organized around six outcomes that the region has agreed upon. Outcomes that we want to plan for and achieve with our investments.

1. Vibrant communities
2. Equity
3. Clean air and water
4. Climate change leadership
5. Transportation Choices
6. Economic prosperity

I am going to talk a little bit about how in Portland and the region we are seeing demonstrated evidence that AT is helping us achieve those outcomes, and with strategic investments, programming we can do a lot more.

Working on ATP – integrating walking, biking and transit.

Transportation choices



Safe, easy, green and efficient. Connects people to where they need to go, low cost transportation, safer streets, lowered health care costs, more money in the local economy, cleaner environment, less congestion, an equitable region

40% trips made in the US are under 2 miles, 50% trips under 3 miles: huge untapped potential. Active transportation has significant potential to be a real transportation option. In urban areas a significant portion of automobile traffic, 10-30%, consists of short trips that could shift to non-motorized travel (Litman 2010). 10-14 % of peak morning traffic is school trip related. The National Hwy Transportation Administration estimates 20-25%

Why do we want transportation choices?

Get more people actively traveling. As investments in AT increase, so does use. Proportion of investment mirrors proportion of use.

Over Regional **300 miles of trails and 700 miles of on-street bikeways**

Regional 10.72% active transportation mode share. That means that in 2005, 10.72% of the trips were made by walking, riding a bike and taking transit. Transit=3.26%, Walk=6.45%, bike=1.01%. Citizens in the region drive 20% fewer miles than the national average. Parts of the region has much higher mode shares. Portland = 6-8% commute Portland residents are **7 times more likely to commute by bike than other cities of similar size**. Per capita transit ridership tripled in Portland due to various transit improvements.

Active transportation translates into:

- Reduced congestion and lowered costs of congestion
- More physical activity, cleaner air and water = Lowered health care costs
- Lowered household costs = more money in the local economy
- Equitable access to transportation = mobility for aging and young populations
- Safer streets. Streets that are safer for biking and walking are streets that are safer for cars, trucks and buses. Significantly reducing serious and fatal crashes will lower costs to society. American pedestrians and cyclists 4 times more likely to be killed or injured than were Dutch and German pedestrians and cyclists, both on a per-trip and on a per-kilometer basis.
- Healthy, clean environment = reduced societal costs
- A strategy to combat climate change
- Active, vibrant communities where people can get to where they want to go without a car

Vibrant Communities



Supports 20 minute neighborhoods and vibrant street life, fosters community interaction, keeps eyes on the street, supports local businesses, connects people, creates local identity, uniqueness of place

We know that communities want more AT:

1. In 2008 a majority of Wash Co residents agreed that the city and county governments should invest more in trains, buses, bicycle and pedestrian projects, and that bicycle and pedestrian projects should receive approx 13% of transportation funding (currently at about 2%)
2. A DHM poll on the public's mood
3. Opt In Poll: 75% of the respondents (4,000 people) said it was very or somewhat important to have access to safe and convenient bicycle and walking paths in their neighborhood and city.
4. 71% of Americans want to ride a bike more, and 60% of Portlanders would ride more if they felt safe doing so.

Active transportation infrastructure supports the 20 minute neighborhood concept. People can easily walk or ride a bike to the grocery or drug store, library or bookstore, school, even work.

More people out walking and biking leads to less crime and increases a feeling of personal safety, leading to increased value of homes and property.

People that walk and bike to businesses spend more money and stay longer:
Streetsblog

Clean air and water



Reduces pollution and green house gas emissions, keeps water and air clean for future generations, saves money

Motor vehicle production and use produce air, noise and water pollution which harm people, agricultural and the natural environment (Chester and Horvath 2008).

Some pollutants, such as noise, carbon monoxide and particulates, have local impacts so their costs vary depending on where emissions occur, while others, such as ozone, methane and carbon dioxide, have regional and global impacts (Litman 2009).

Walking and cycling produce virtually no pollution. Per mile emission reductions tend to be relatively large when non-motorized modes substitute for short urban trips which have high emission rates due to cold starts and congestion.

A British study estimates that shifts from driving to non-motorized modes provide air pollution reduction benefits of 10¢ per mile for urban-peak driving, 5¢ for urban off-peak and 1¢ for rural driving.

Leadership on climate change



Reduces drive alone trips, increases the number of people walking and biking, connects destinations to bicycle and walking paths

One of the desired outcomes is leading the way on ending climate change. AT is a crucial tool for meeting GHG emission target reductions.

European Cyclists' Federation: taking into account the production, maintenance and fuel [food] related to bicycle use, emissions from cycling were over 10 times lower than those stemming from the private car.

Another way to say it: For every 1 mile pedaled rather than driven, nearly 1 pound of CO² (0.88 lbs) is saved. An average car emits 575 pounds of CO₂ a year. (US Environmental Protection Agency, 2009)

Equity



Provides transportation options and safe access to essential destinations, lowers household costs, reduces health care costs for everyone

Household COSTS

- According to Consumer Expenditures in 2006, released in February of 2008 by the U.S. Department of Labor's U.S. Bureau of Labor Statistics, the average vehicle costs \$8,003 per year to own and operate. This is second only to housing costs. As of 2009, fuel costs to 8.5% of household budgets.
- By comparison, a TriMet annual Adult All-Zone Pass costs \$968, just over 10 percent of the cost of owning a car, and a bicycle can cost less than a few hundred dollars.

Aging in Place/Youth

Access to essential daily services safe and convenient

Less pollution

HEALTH

- **Weight related illnesses and ashtma adversely affect low income and environmental justice populations**
- **Over 11 million trips** made on regional trails in 2010. Intertwine users kept off an estimated **17-million pounds of fat** and saved the region **\$155 million in averted health care costs** in 2010.
- **3 hours a week to longer life:** Bicycling or walking 3 hours a week can reduce the risk of heart disease and stroke by 50 percent (Bikes Belong)
- Reducing air and water pollution

Economic prosperity



Attracts workforce, supports tourism, supports local businesses, creates jobs, fosters new businesses, part of brand identity and marketing

HIGH ROI – Health Care Costs, Tourism, Industry

- Have all heard of the Green Dividend – \$800 million circulating in the local economy
- Colorado - \$1 billion
- UK - \$3 billion
- Iowa - \$1 million a day or \$365 million
- Minnesota \$315 million
- Portland by 2017, approx. \$500 million healthcare savings, \$200 million fuel savings, and \$7-12 billion in longevity value, resulting in positive net benefits. Gotschi (2011)
- 11 metropolitan areas in the upper Midwest - \$8 billion annually
- Teton County, Wyoming trails - \$18 million
- Maine - \$66.8 million
- New Yorkers save \$19 billion per year because they rely less on cars than residents of other major U.S. cities.

MARKETING and TOURISM and INDUSTRY: 68% of businesses involved in Portland's SmartTrips Business program said that promoting biking and walking helped them market their business. Over 100 articles in the NY Times since 1985 on tourism associated with bikes in the Portland area.

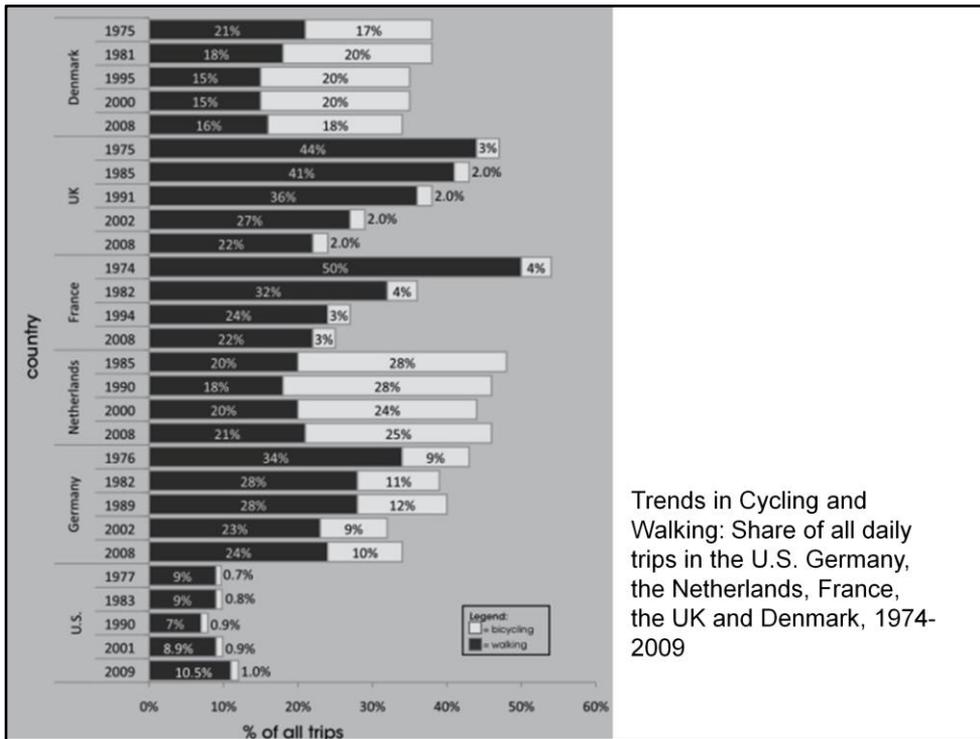
Wisconsin bicycle industry brings \$556 million and 3,420 jobs to the state. Portland region industry - \$90 million and 1500 sustainable job

Workforce Attractor:

- Attracts workforce, Greater Portland Inc.
 - The Downtown Denver Partnership identifies providing active transportation infrastructure as a crucial element to attracting a skilled and quality workforce.
<http://www.bizjournals.com/denver/pdf/DDPMagnetReport021512.pdf>
- Public investment in high quality streetscapes, bicycle facilities, and transit service can “tip the scale in the direction of development feasibility (Metro)

LOWER EMPLOYER COSTS

- When employees bike, walk and take transit to work, health care costs can be reduced 20-55% and reduce short-term sick leave 6-32% (2002 US Dept Health and Human Services report)



Trends in Cycling and Walking: Share of all daily trips in the U.S. Germany, the Netherlands, France, the UK and Denmark, 1974-2009

www.oregonmetro.gov/activetransport



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