

Planning for pedestrians

2035

REGIONAL TRANSPORTATION PLAN

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RTP FACT SHEETS: ONE IN A SERIES

The 2035 Regional Transportation Plan sets the course for using innovation and creativity to build a sustainable transportation system. It calls for making transportation investments that serve downtowns, main streets, job centers and other areas of urban activity. It sets out the importance of offering a range of affordable transportation options for everyone. It suggests that transportation investments should boost our economy, increase access and opportunity for underserved communities and clean our air. And it calls for on-going monitoring to ensure that as time goes on our investments are effectively coordinated across communities to make the most of past investments and keep this region a great place.



Metro, the regional government, crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper.

Better opportunities for pedestrians

Successful communities across America are increasingly defined by their walkability. Everyone is a pedestrian, but too often walking is not a safe and convenient option for getting to work or school or meeting daily travel needs. Walking, however, contributes to a healthy lifestyle for young and old alike, and walking supports vibrant local economies.

As a primary mode of travel that serves short trips and supports other travel options, the pedestrian system should be complete, direct, safe and enjoyable to use. The system should be accessible to everyone regardless of one's ability to walk unassisted. Walking for short distances is an attractive option for most people when safe and convenient pedestrian facilities are available.

A high quality pedestrian environment

The combination of well-maintained and illuminated sidewalks of appropriate width, curb ramps, well-marked and protected street crossings, and streetscape amenities including benches, landscaping and wide planting strips make walking an appealing, convenient and safe mode of travel. On-street facilities can be supplemented with trails and separate sidewalk connections to provide direct and pleasant connections for pedestrians. A well-connected, high-quality pedestrian environment encourages walking by providing safe and convenient access to destinations within a short distance.

Four policies form the RTP pedestrian network vision

1. Promote walking as the primary mode for short trips.
2. Build a well-connected network of pedestrian facilities that serves all ages and abilities.
3. Create walkable downtowns, centers, main streets and station communities.
4. Improve pedestrian access to transit.



A crossing in downtown Milwaukie, Oregon, demonstrates a high quality pedestrian environment with a striped crosswalk, curb extensions, street lighting and street trees, and buildings oriented to the street.

Public transportation use is enhanced by pedestrian improvements, especially those facilities that connect transit stations or bus stops to surrounding areas or that provide safe and attractive waiting areas. Improving walkway connections provides opportunities for residents to walk to work, go shopping or run personal errands. This reduces the need to take an automobile to work, and promotes public transportation and carpooling as commute options.

*For more information on good pedestrian planning and design, see TriMet's *Pedestrian Network Analysis* and Willamette Pedestrian Coalition's *Getting Around on Foot*.

Regional pedestrian system functional classification

The regional pedestrian system provides for safe walking along all major streets and complements the region's land use goals. The Regional Transportation Plan defines three areas where the pedestrian system is a regional priority:

Pedestrian districts are areas of high, or potentially high, pedestrian activity where the region has placed a priority on creating a walkable environment. These include the Portland central city, regional and town centers, main streets and light rail station communities, where compact mixed-use, transit-oriented communities are planned. Pedestrian districts should be designed to reflect an urban development and design pattern where walking is safe and convenient.

Transit/mixed-use corridors are priority areas for pedestrian improvements. These corridors generate substantial pedestrian traffic near neighborhood retail development, schools, parks and bus stops. These corridors should be designed to promote pedestrian travel with features such as wide sidewalks with buffering from adjacent vehicle traffic, street crossings at least every 530 feet (unless there are no intersections, bus stops or other pedestrian attractions), special crossing amenities at select locations, special lighting, benches, bus shelters, awnings and street trees. Because street intersections are often widely spaced along these corridors, mid-block pedestrian crossings are needed to provide full access to transit stops.

Regional trails are paved off-street regional facilities that accommodate pedestrian and bicycle travel and meet the requirements of the Americans with Disabilities Act.

Regional trails are likely to be used by people walking to work or school, to access transit or travel to a store or library.

How can we track pedestrian planning success with the RTP performance targets?

By 2035:

- ✓ reduce the number of pedestrian fatalities and serious injuries by 50 percent, compared to 2005
- ✓ triple the walking mode share compared to 2005
- ✓ increase by 50 percent the number of essential destinations* accessible within 30 minutes by trails or within 15 minutes by sidewalks for all residents compared to 2005.

*Essential destinations include hospitals, medical centers, grocery stores, schools, and social service centers with more than 200 monthly LIFT pick-ups.

Local pedestrian plans

As required in the Regional Transportation Functional Plan (RTFP), city and county TSPs shall include a pedestrian plan, with implementing land use regulations, for an interconnected network of pedestrian routes within and through the city or county. The plan shall include:

- an inventory of existing facilities that identifies gaps and deficiencies in the pedestrian system
- an evaluation of needs for pedestrian access to transit and essential destinations for all mobility levels
- a list of improvements to the pedestrian system that help the city or county achieve the regional non-SOV modal targets (see RTFP Table 3.08-1 for targets)
- provisions for sidewalks along arterials, collectors and most local streets
- provisions for the safe crossing of streets and controlled pedestrian crossings on major arterials
- provisions for pedestrian districts within comprehensive plans or local land use regulations.

*For complete language, refer to the Regional Transportation Functional Plan, section 3.08.130 Pedestrian System Design.