

# Planning for bicycles

# 2035

REGIONAL TRANSPORTATION PLAN

[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

## 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.

## More bicycling in the future

Bicycling is a healthy, efficient and sustainable way to get around the region, reducing air pollution and congestion while linking people to neighborhoods, parks, jobs and to other modes of transportation. The 2035 Regional Transportation Plan (RTP) provides a policy framework to guide development of a regionwide network of on-street and off-street bikeways, integrated with transit and supported by research, innovative design and educational programs to make bicycling safe, direct and enjoyable.



*Regional trails, like the Springwater Corridor in Portland and Gresham, provide a safe and comfortable route for recreational and commuter bicyclists.*

### Three policies form the RTP bicycle network vision

1. Build an interconnected network of bicycle facilities that provides seamless access to 2040 target areas.
2. Improve bike-transit connections.
3. Build a green ribbon of bicycle parkways as part of the region's integrated mobility strategy.

## Regional bicycle classifications

The following are the regional bicycle system functional classifications as identified in the RTP (Figure 2.22). These bikeways create an interconnected network that can be designed using a flexible toolbox

based on adjacent traffic speeds and volumes. A useful resource documenting best practices for urban bikeway design is available online. <http://nacto.org/cities-for-cycling/design-guide/>

**Regional bicycle parkways** form the backbone of the regional bicycle network, providing for direct and efficient travel with minimal delays in different urban environments and to destinations outside the region.

**Regional bikeways** provide for travel to and within the central city, regional centers, and town centers.

**Community bikeways** provide for travel to and within main streets, station communities, corridors, industrial and employment areas. These routes provide access to regional attractions such as schools and parks, and connect neighborhoods to the rest of the regional bicycle network.

**Regional trails** are paved off-street facilities serving bicyclists and other non-motorized users. They typically serve as longer distance routes connecting neighborhoods to 2040 target areas, often providing access to parks, schools, and natural areas.

## Bike-transit connections

Effectively linking bicycling with transit increases the reach of both modes. It allows longer trips to be made without driving and reduces the need to provide auto park-and-ride lots at transit stations. Transit provides a fast and comfortable travel environment between regional destinations that overcomes barriers to bicycling (hills, distance and streets without bikeways), while bicycling provides access from the front door to a transit station faster than walking and without waiting to make a transfer between transit vehicles.



*The Sunset Transit Center Bike & Ride provides a large, secure, indoor parking area that makes the bike-transit connection much easier. TriMet's Bicycle Parking Guidelines help TriMet and local jurisdictions determine the appropriate location, size and design of large-scale bike-parking facilities.*

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

By 2035:

- ✓ reduce the number of bicyclist fatalities plus serious injuries by 50 percent compared to 2005
- ✓ triple the biking mode share compared to 2005
- ✓ increase by 50 percent the number of essential destinations accessible within 30 minutes by trails and bicycling compared to 2005
- ✓ increase by 50 percent the number of essential destinations accessible within 30 minutes by bicycling compared to 2005.

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

**Bicycle parkways** are a new policy concept that play a key role in the region's mobility strategy. Key experiential aspects that bike parkways should embody:

1. Comfort and safety provided by protection from motorized traffic
2. Large volumes of cyclists traveling efficiently with minimal delays
3. Experience of nature

The bicycling experience is optimized to such a high level that users will clearly know when they are riding a bicycle parkway. The specific design varies depending on the land use context. The facility can be designed as an off-street trail along a stream or rail corridor, a cycle track along a main street or town center, or a bicycle boulevard through a residential neighborhood. Priority treatment is given to cyclists (e.g. signal timing) using the bike parkway when it intersects with other transportation facilities.

Specific bicycle parkway routes have not yet been designated. The regional active transportation action plan (described further in the Key Focus areas in the Next RTP fact sheet) will identify and prioritize specific routes.

## Local bicycle plans

The following key tasks must be addressed in local plans:

- Inventory existing facilities and identify gaps and deficiencies in the bicycle system
- Evaluate needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle parking, considering TriMet Bicycle Parking Guidelines
- List improvements to the bicycle system that help the city or county achieve the regional non-SOV modal targets and other established targets
- Provide bikeways along arterials, collectors and local streets, and bicycle parking in centers, at major transit stops, park-and-ride lots and associated with institutional uses
- Provide safe street crossings and controlled bicycle crossings on major arterial
- Establish bicycle parking minimums.

\*For complete language, refer to the Regional transportation Functional Plan Section 3.08.140 and 3.08.410H.