



# Planning for bicycles

## What is the Regional Transportation Plan?

Metro's 2000 Regional Transportation Plan is a blueprint to guide new transportation investments in the Portland metropolitan region during the next 20 years. The plan begins to implement Metro's 2040 Growth Concept to protect the livability of this region in the face of an expected 50 percent increase in population and a 70 percent increase in jobs by 2020. The goal of the plan is to expand choices for travel in the region. To this end, the plan sets policies for traveling by cars, buses, light rail, walking, bicycling and movement of freight by air, rail, truck and water.



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Metro, the regional government that serves the 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area, provides planning and services that protect the nature of our region.



*Children celebrate the grand opening of Peninsula Crossing, a mixed-use path in North Portland.*

## More bicycling in the future

Bicycling is an important way to get around the region, reducing air pollution and congestion while linking people to neighborhoods, parks, jobs and to other modes of transportation. A major goal of the 2000 Regional Transportation Plan is to provide a regional network of safe and convenient bikeways, including bike lanes, multi-use paths and bicycle boulevards.

### Regional bicycle system

The plan provides for a continuous regional network of safe and convenient bikeways connected to other transportation modes and local bikeway systems, consistent with regional street design guidelines. As part of this policy, the following objectives include:

- **Regional system** – Integrate the efforts of the state, counties and cities in the region to develop a convenient, safe, accessible and appealing regional system of bikeways.
- **Transportation function** – Design the regional bikeway system to function as part of the overall transportation system and include appropriate bicycle facilities in all transportation projects.
- **Design standards** – Integrate multi-use paths with on-street bikeways, consistent with established design standards.
- **Safety standards** – Work with local jurisdictions, the Oregon Department of Transportation and other public agencies to identify locations where there are high incidents of bicycle-related accidents and address safety concerns at those locations.

In order to increase the use of bicycles throughout the region and improve bicycle access to the public transportation system, the plan includes the following objectives:

- **Travel trips** – Promote increased bicycle use for all travel purposes.
- **Station facilities** – Coordinate with Tri-Met to improve bicycle access and parking facilities at existing and future light rail stations, transit centers and park-and-ride locations.
- **Parking facilities** – Work with local jurisdictions, ODOT and other public agencies to provide appropriate short- and long-term bicycle parking and other end-of-trip facilities at regional activity centers through the use of established design standards.
- **Forecasting** – Develop travel-demand forecasting for bicycle use and integrate with regional transportation planning efforts.

The policies and objectives direct the region's planning and investment in the regional bicycle system. The bicycle is an important component in the region's strategy to provide a multi-modal transportation system. The 2040 Growth Concept focuses growth in the central city and regional centers, station communities, town centers and main streets. One way to meet the region's travel needs is to provide more opportunities to use bicycles for shorter trips.

The regional bikeway system identifies a network of bikeways throughout the region that provide for bicyclist mobility between the central city, regional centers and town centers. A complementary system of on-street and off-street regional bikeway corridors, regional multi-use trails and local bikeways is proposed to provide a continuous network.

## **Bicycle classification system**

The following are the regional bicycle system functional classification categories as identified in the plan (Figure 1.18). These classifications are on-street bikeways that would be designed using a flexible "toolbox" of designs. The appropriateness of each design is based on adjacent motor vehicle speeds and volumes. The most appropriate design is defined in the regional street design concepts and in "Creating Livable Streets: Street Design Guidelines for 2040". Regional streets provide the primary network for bicycle travel in the region and require features that support bicycle traffic. Bicycle lanes are the preferred bikeway design for throughway (highway), boulevard, street and road design classification concepts.

**Regional access bikeway** – The function of regional access bikeways is to focus on accessibility to and within the central city, regional centers and some of the larger town centers. Bicyclist travel time to and from activity centers is an important consideration on regional access bikeways. Regional access bikeways generally have higher volumes because they serve areas with higher population and employment density.

**Regional corridor bikeway** – Regional corridor bikeways function as longer routes that provide point-to-point connectivity between the central city, regional centers and larger town centers. Regional corridor bikeways are generally of longer distance than regional access bikeways and community connector bikeways. Regional corridor bikeways generally have higher automobile speeds and volumes.

## **Community connector**

**bikeway** – These bikeways connect smaller town centers, main streets, station area, industrial areas and other regional attractions to the regional bikeway system.

## **Multi-use paths with bicycle transportation function**

Multi-use paths are connections that are likely to be used by people bicycling to work or school to access transit or to travel to a store, library or to other local destinations. Multi-use paths that support both utilitarian and recreational bicycle functions are included as part of the bicycle transportation system. Bicycle-pedestrian sidewalks on bridges are also included. In terms of design, multi-use paths are physically separated from motor vehicle traffic by open space or a barrier, and are either within the highway right-of-way or within an independent right-of-way. Pedestrians, joggers, skaters and other non-motorized travelers also use multi-use paths.

## **For more information**

Call the transportation hotline, (503) 797-1900 option 2. You can leave a message requesting a copy of the Regional Transportation Plan or other fact sheets about the plan. Ask for a list of all RTP fact sheets. If you are hearing impaired, call TDD (503) 797-1804.

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