Regional Active Transportation Plan Update

Portland Bicycle Advisory Committee

April 9, 2013

Lake McTighe
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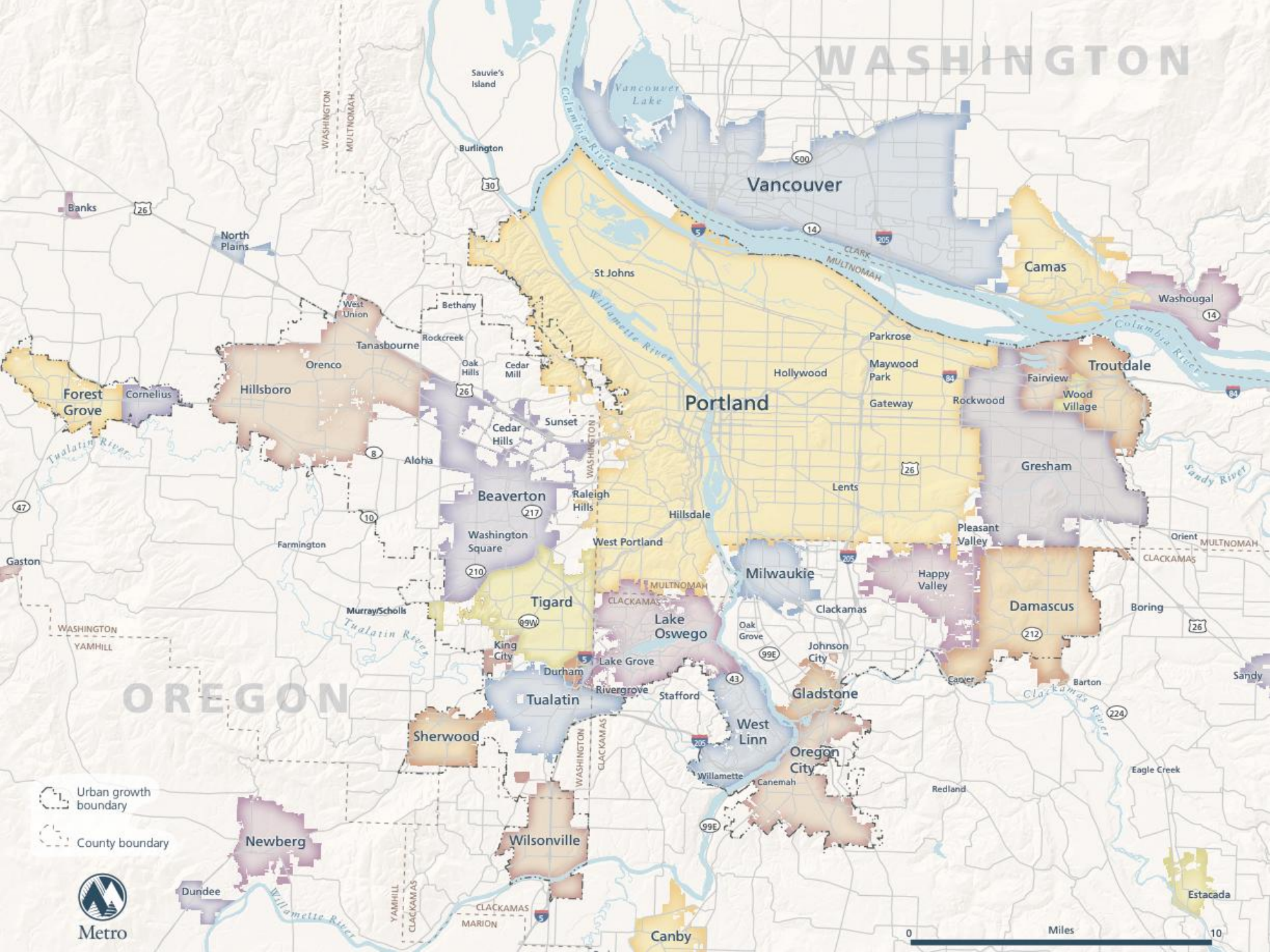
Regional Transportation Planning

The ATP will…

- Update policies in the RTP and the RTFP
- Design guidelines for bicycle facilities
- Integrate bicycling, walking, transit networks
- Update pedestrian and bicycle networks/maps
- Identify network of Regional Bicycle Parkways
- Add/recommended projects to RTP
- Prioritize projects for investment
- Recommend strategies for implementation


WASHINGTON
OREGON
Vancouver
Portland
Camas
Washougal
Troutdale
Gresham
Fairview
Wood Village
Rockwood
Parkrose
Maywood Park
Hollywood
Lents
Hillsdale
West Portland
Pleasant Valley
Happy Valley
Damascus
Boring
Milwaukie
Clackamas
Lake Oswego
Tigard
Tualatin
Sherwood
West Linn
Oregon City
Gladstone
Johnson City
Lake Grove
Durham
King City
Rivergrove
Stafford
Oak Grove
Carver
Barton
Sandy
Eagle Creek
Redland
Estacada
Canby
Wilsonville
Newberg
Dundee
Hillsboro
Beaverton
Forest Grove
Cornelius
Tanasbourne
Orenco
West Union
Bethany
Rockcreek
Oak Hills
Cedar Mill
Cedar Hills
Sunset
Aloha
Raleigh Hills
Washington Square
Farmington
Murray/Scholls
Gaston
North Plains
Banks
Burlington
Sauvie's Island
Vancouver Lake
St Johns
Orient
Willamette
Canemah
Columbia River
Willamette River
Tualatin River
Clackamas River
Sandy River
CLARK
MULTNOMAH
CLACKAMAS
WASHINGTON
YAMHILL
MARION
Urban growth boundary
County boundary
Metro
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10
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Existing Conditions – Findings

2011 Oregon Household Activity Survey

More people are riding bikes in Portland and the region.

- Regional bicycle mode share increased by nearly 191%, 1.1% to 3.2% between 1994 and 2011
- Portland's bicycle mode share increased by 268%, from 1.6% to 6% (highest growth of all modes)

Existing Conditions – Findings

2011 Oregon Household Activity Survey

Diversity in bicycling, but could do better.

- Of all bike trips made in the region…42% are made by people with incomes over $75,000, 37% by people with incomes between $35-75,000, and 21% by people making less than $35,000.
- Non-white persons make 3.3% of their trips by bicycle, white persons 2.7%.
- Of all bike trips in the region, 75% are made by white persons, 25% by non-white.

Existing Conditions – Findings

2011 Oregon Household Activity Survey

- Women make 35% of all bike trips in the region, men make 65%. Men make 4% of their trips by bike, women make 1.8% of their trips by bike.
- Over 66% of all bike trips in the region are made by people 25-54 yrs old.
- Children age 14 and younger make over 15% of all bike trips in the region.
- People with disabilities make 1.6% of their trips by bicycle.

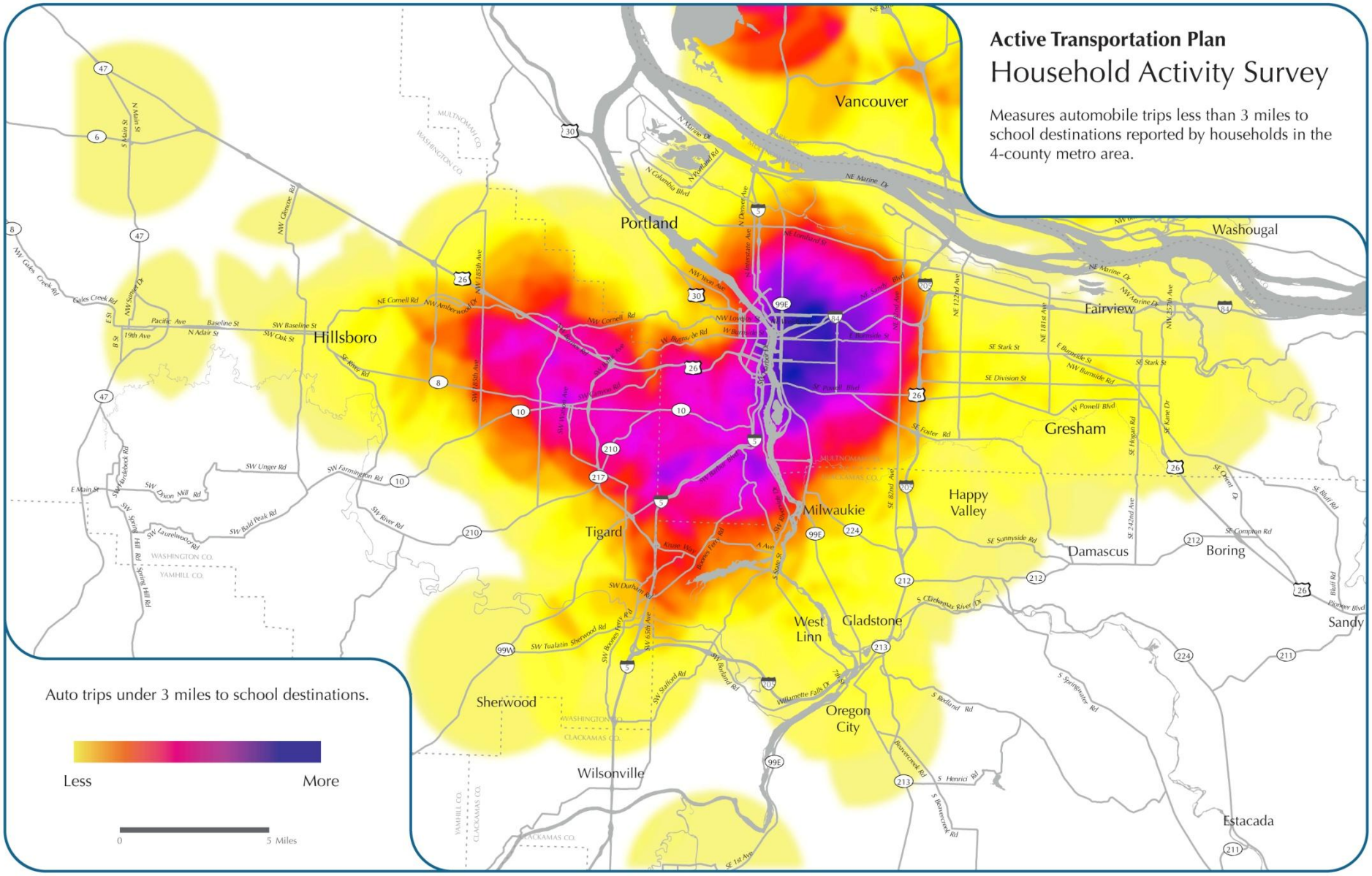
Existing Conditions – Findings

2011 Oregon Household Activity Survey

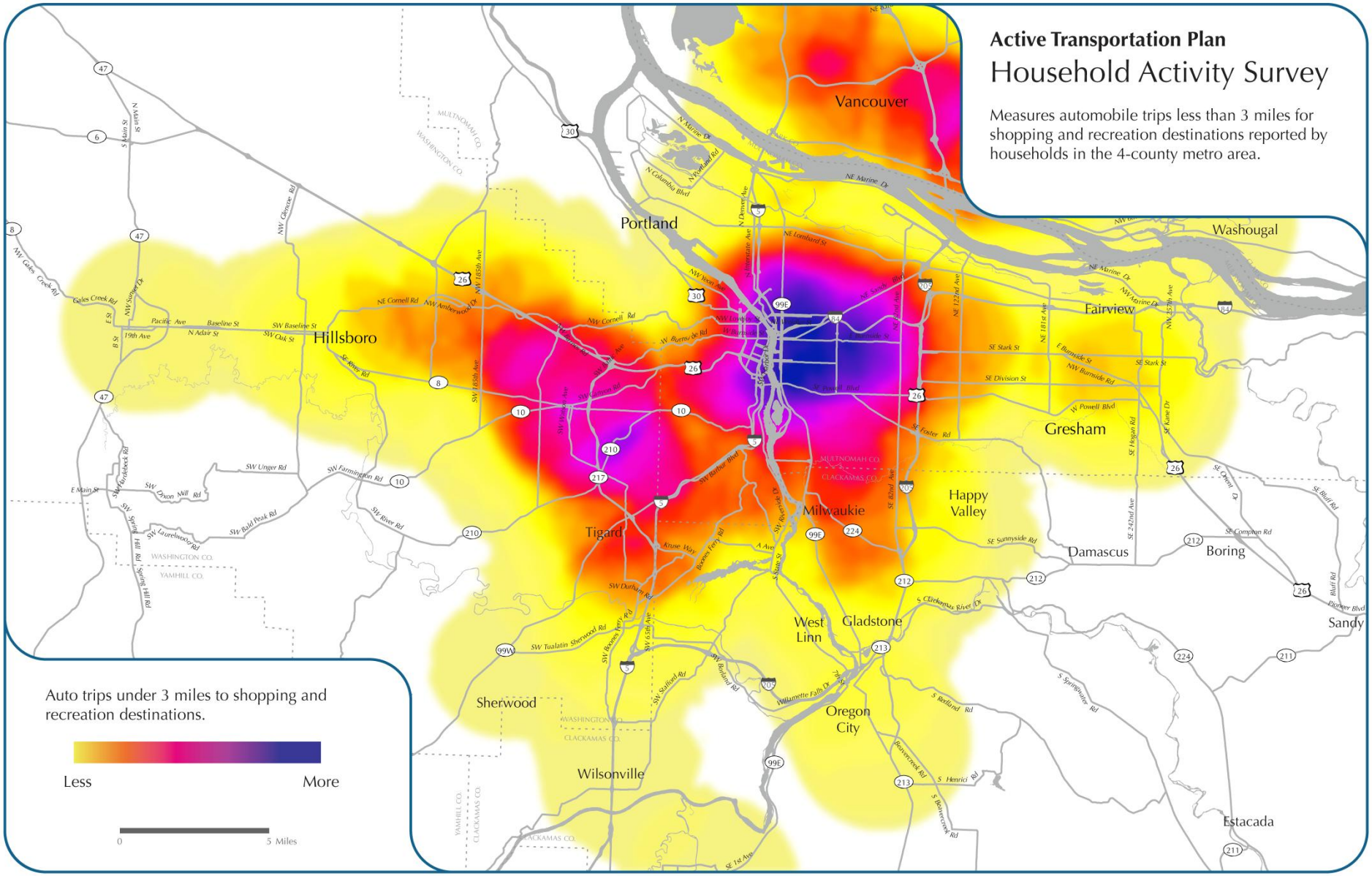
Opportunity to replace short auto trips.

- Nearly 15%of all trips made by autos within the region are under 1 mile, nearly 44% are under three miles, and over 66% are under six miles.

Existing Conditions



Existing Conditions



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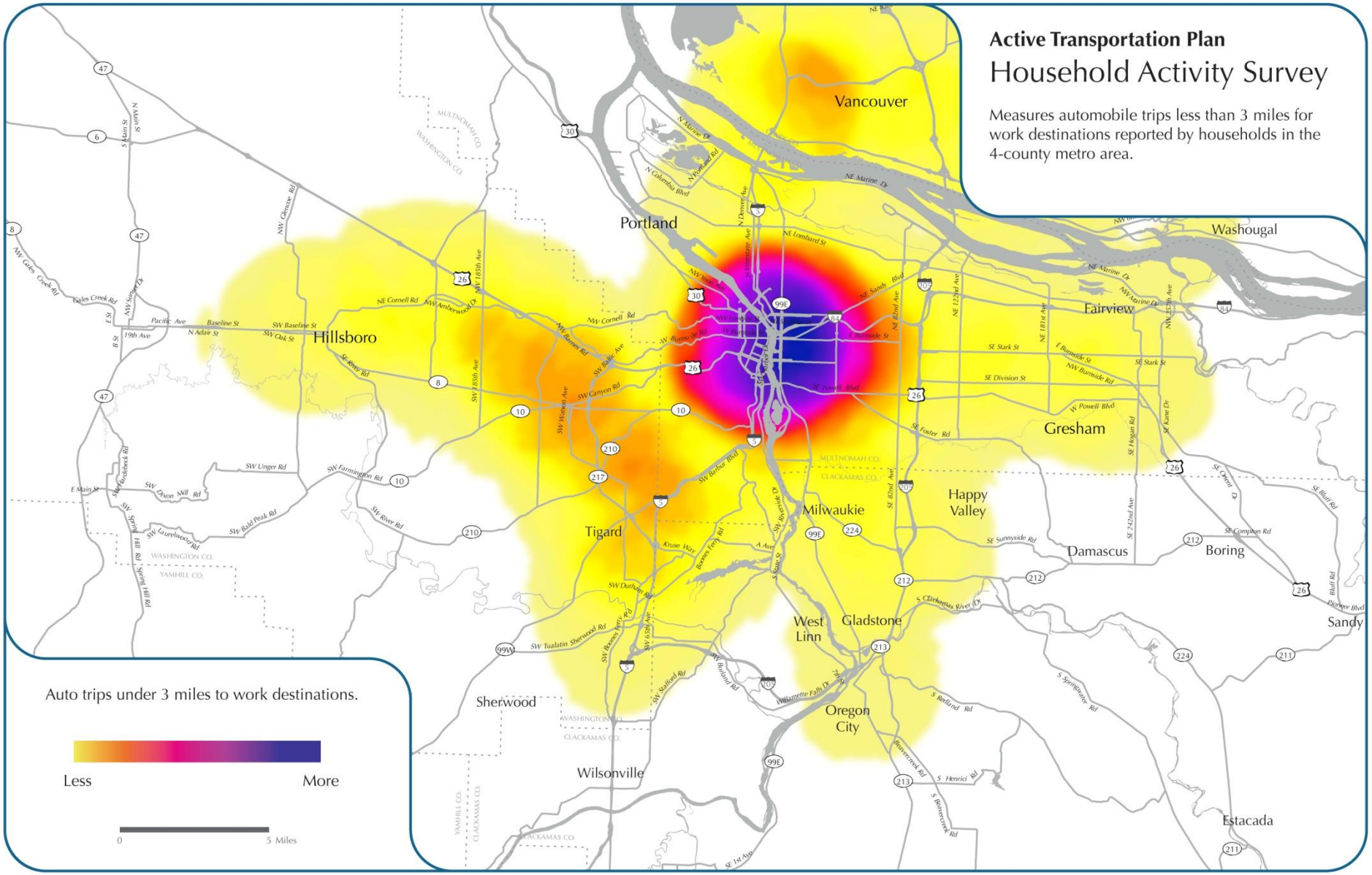


Existing Conditions – Findings

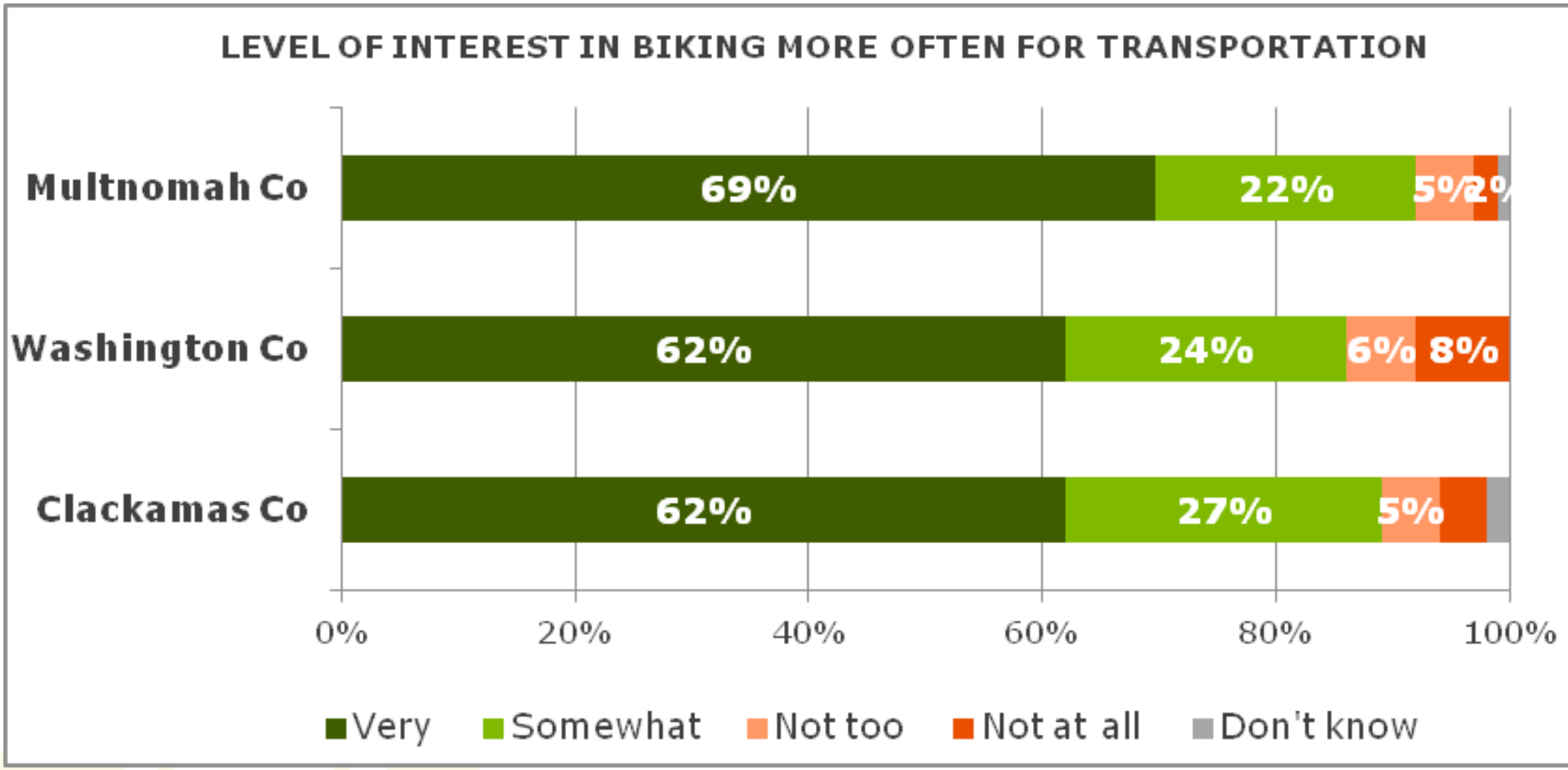
2011 Oregon Household Activity Survey

People ride bikes for all types of trips.

- Regionally, 53.3% of all bike trips are for social events, for errands and recreation.
- 34.3% of all bike trips are for getting to work.
- 12.4% of all bike trips are for getting to school and college.

Existing Conditions – Findings

Current levels of investment do not meet demand. Over 18% of all trips in the region are made by bicycling and walking – 3% of all capital transportation dollars go to biking and walking.



Metro 2011 Opt-In Survey

Existing Conditions – Findings

Metro Safety Report, 2011

Safety and health are impacted.

- In three counties, 3.2% of all trips (not counting trips to access transit) are bike trips, 8% of all serious and fatal crashes involve bicyclists.
- With the highest population, transit usage, VMT, and trips by bicycle, Portland has 68% of the region's serious bicycle crashes.

Existing Conditions – Findings

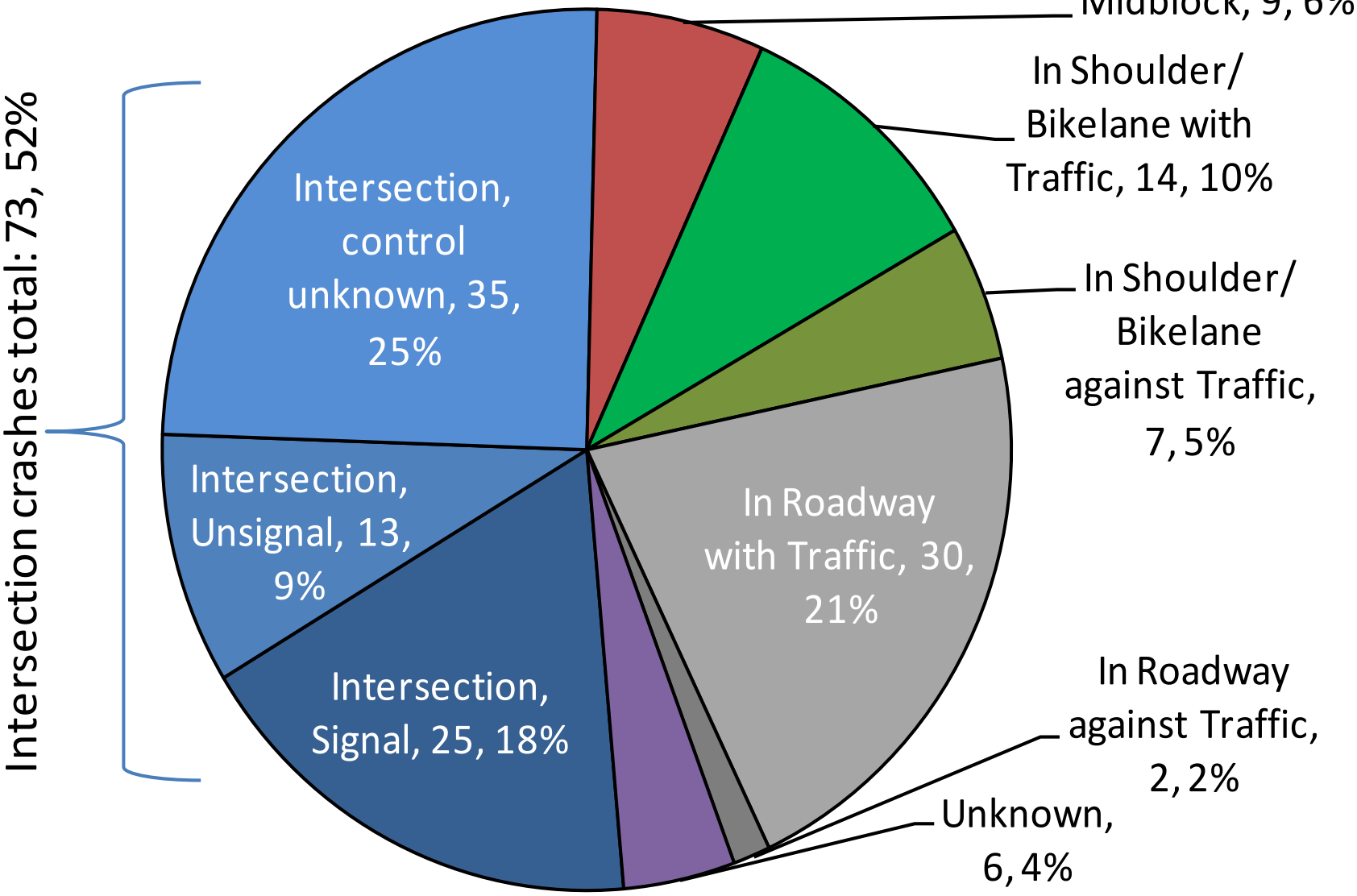
Metro Safety Report, 2011

Safety and health are impacted.

- Streets with more lanes have higher serious crash rates per road mile and per VMT.
- Arterial roadways comprise 52% of the serious bike crashes. Arterials have the highest serious crash rate per road mile and per VMT.
- Over 52% of crashes bicycles occur at intersections.

Serious Bicyclist Crash Location

Fatal/Incapacitating Injury Crashes, 2007 - 2010

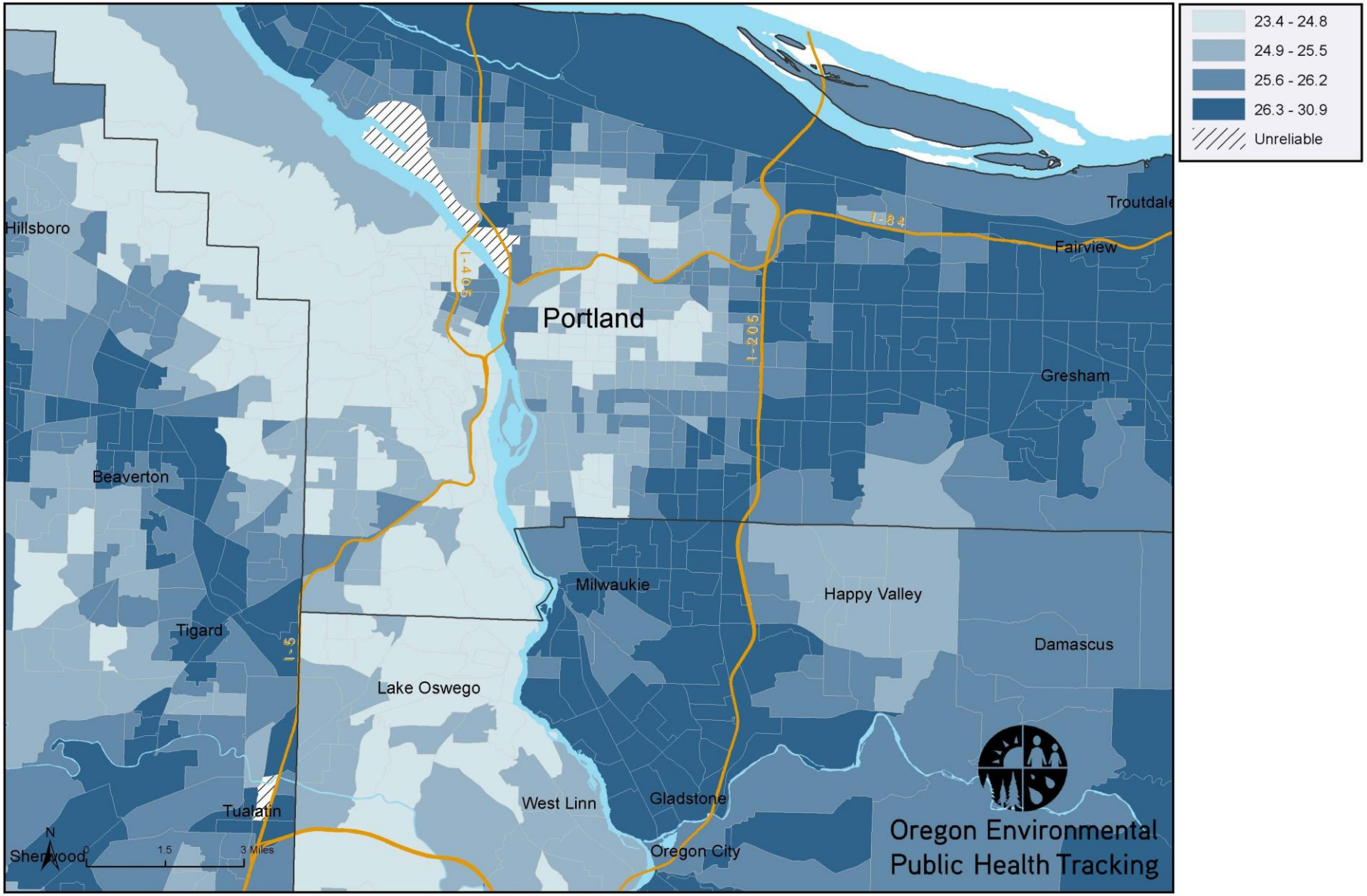


Existing Conditions

	Nationwide Median	Oregon	Portland – Vancouver-Beaverton MSA
Health Status – Reported as fair or poor	14.7%	15.8%	**13.6%**
Exercise – Reported no exercise or physical activity in the last 30 days	23.9%	17.5%	**15.8%**
Diabetes – Told by doctor they have diabetes	8.7%	7.2%	**6.5%**
Obesity – Reported BMI greater than or equal to 30.0	27.5%	27.6%	**26.0%**

2010 Behavioral Risk Factor Surveillance System (BRFSS)

Portland, Oregon: Age-adjusted mean BMI for block groups, Oregon DMV records, 2006-2010



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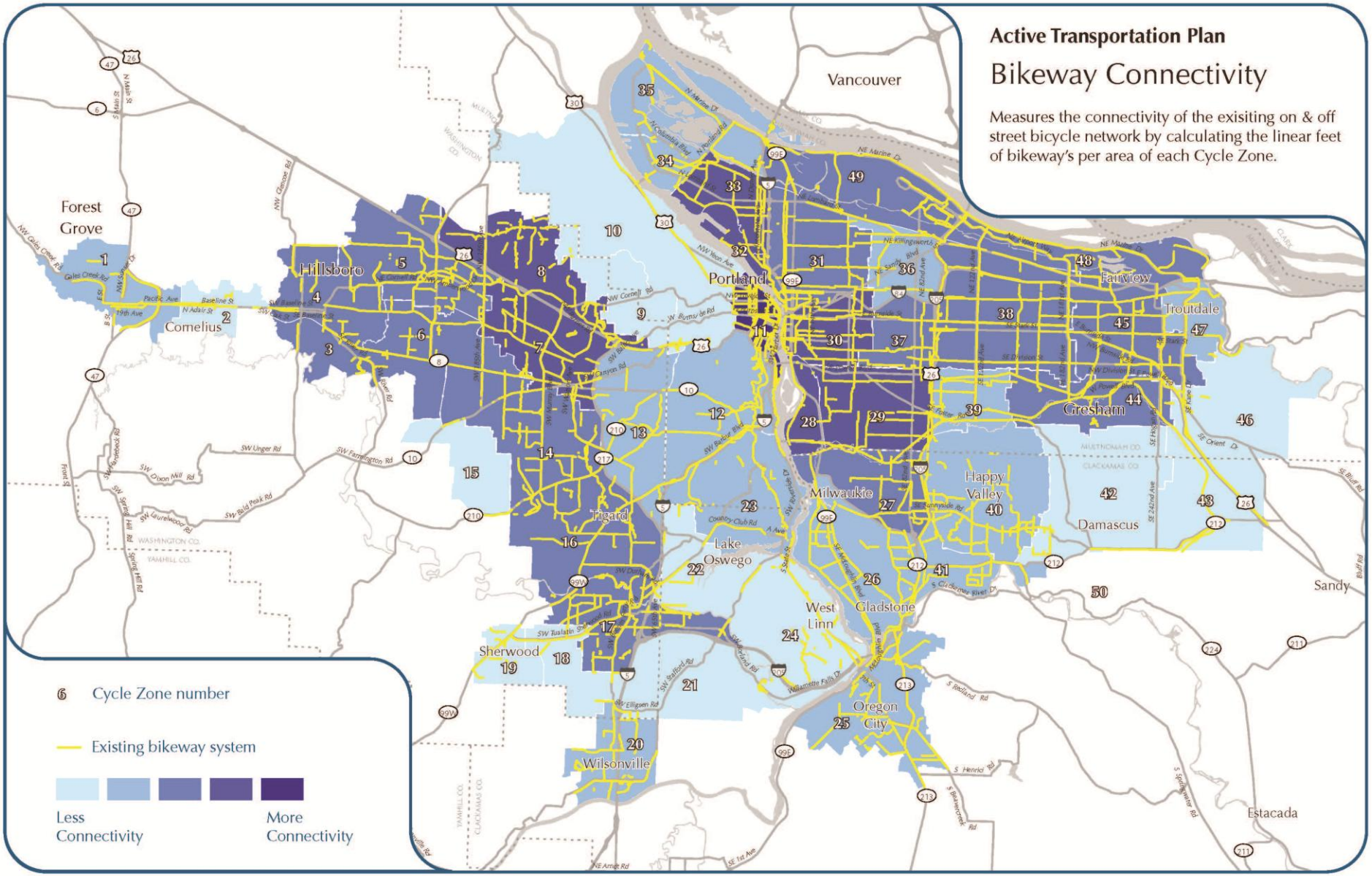

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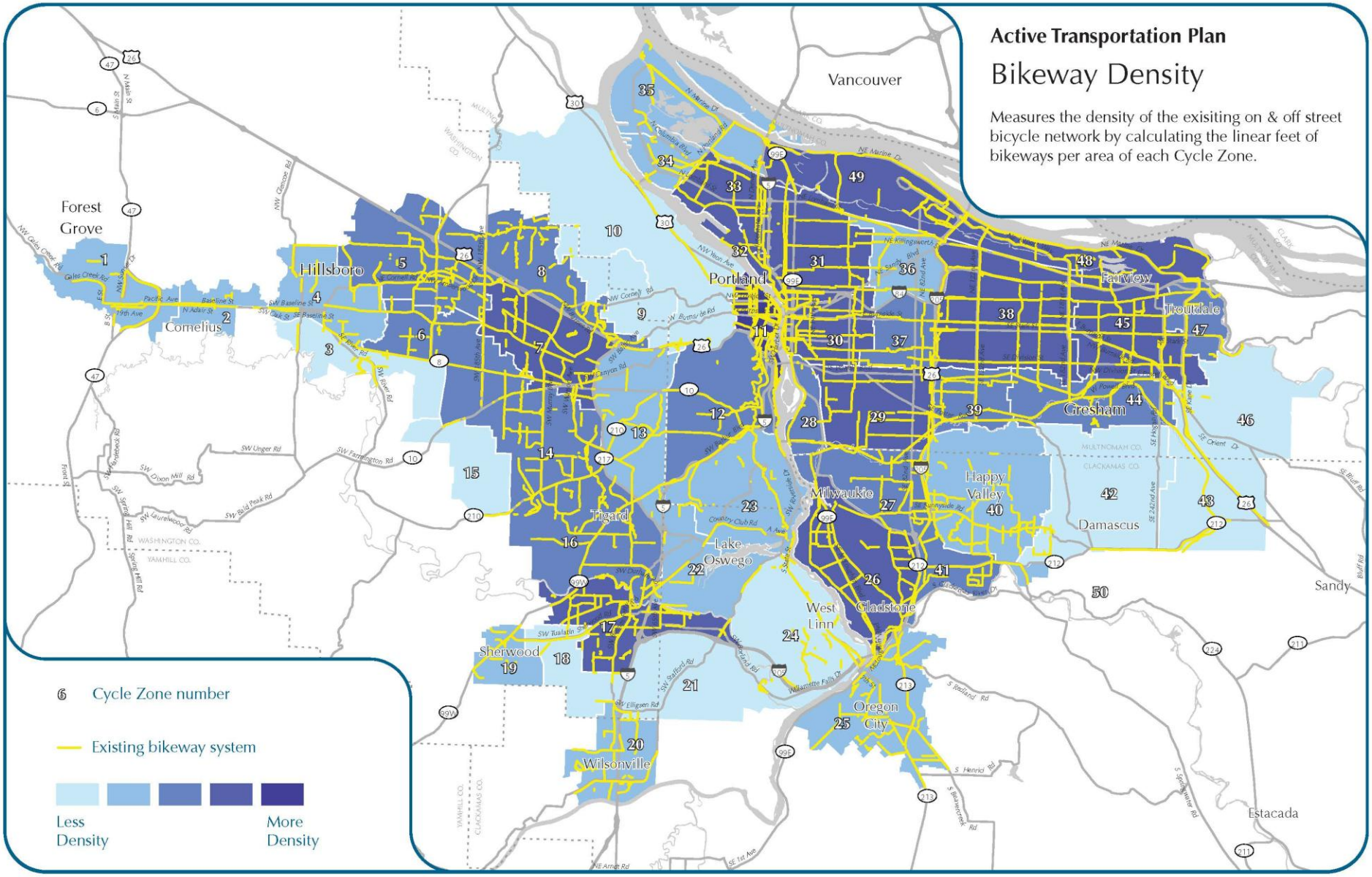

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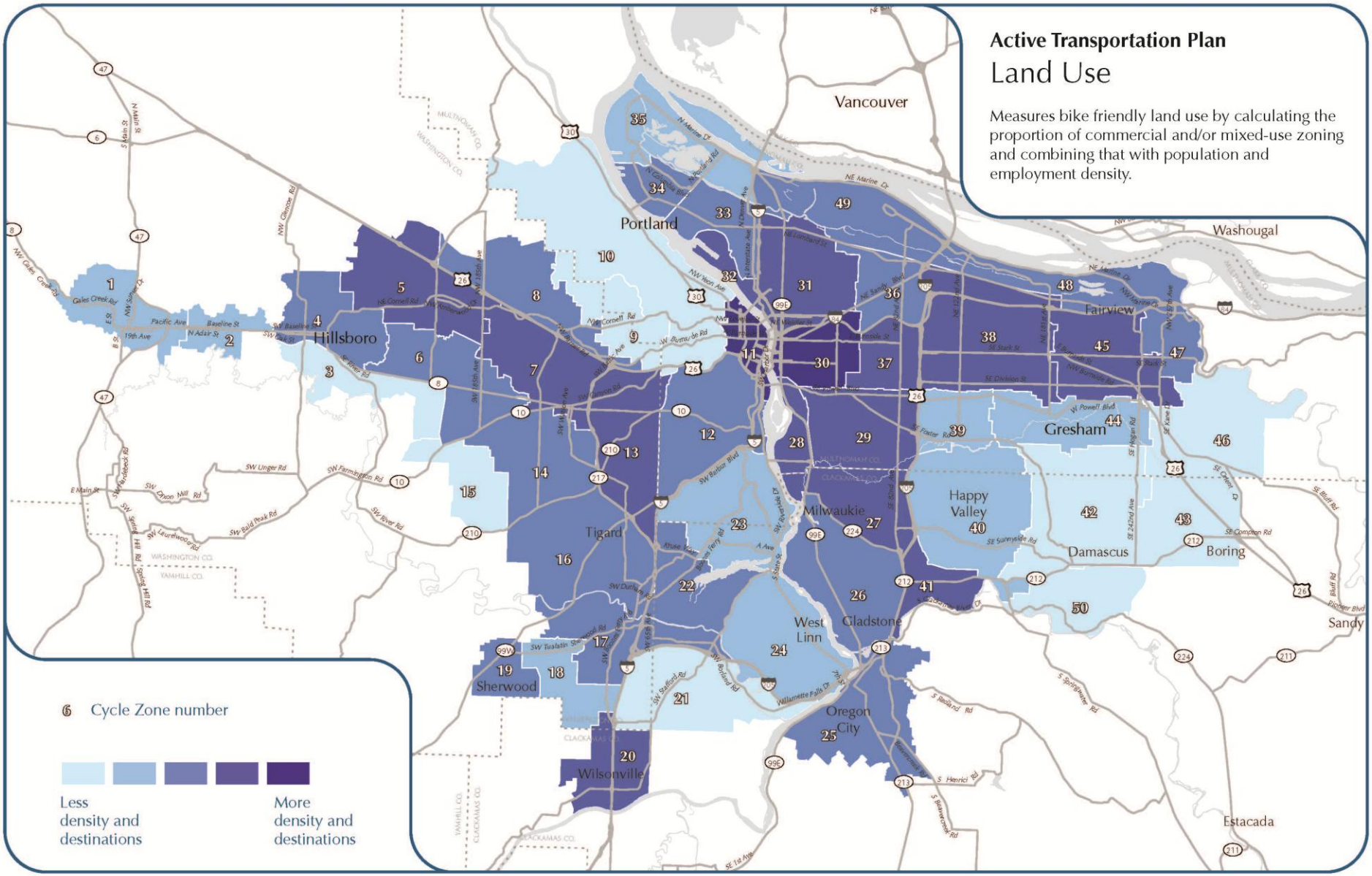

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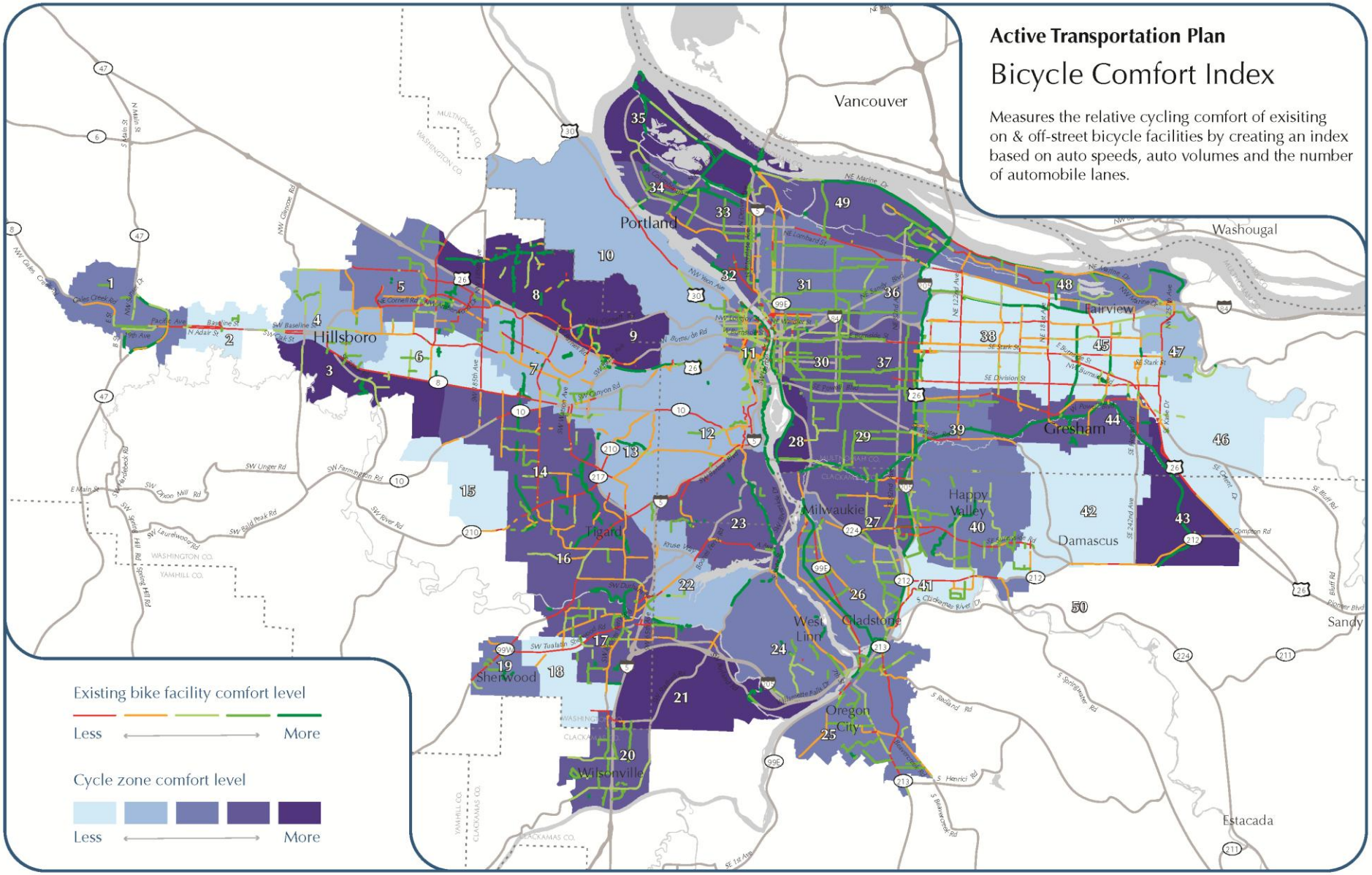

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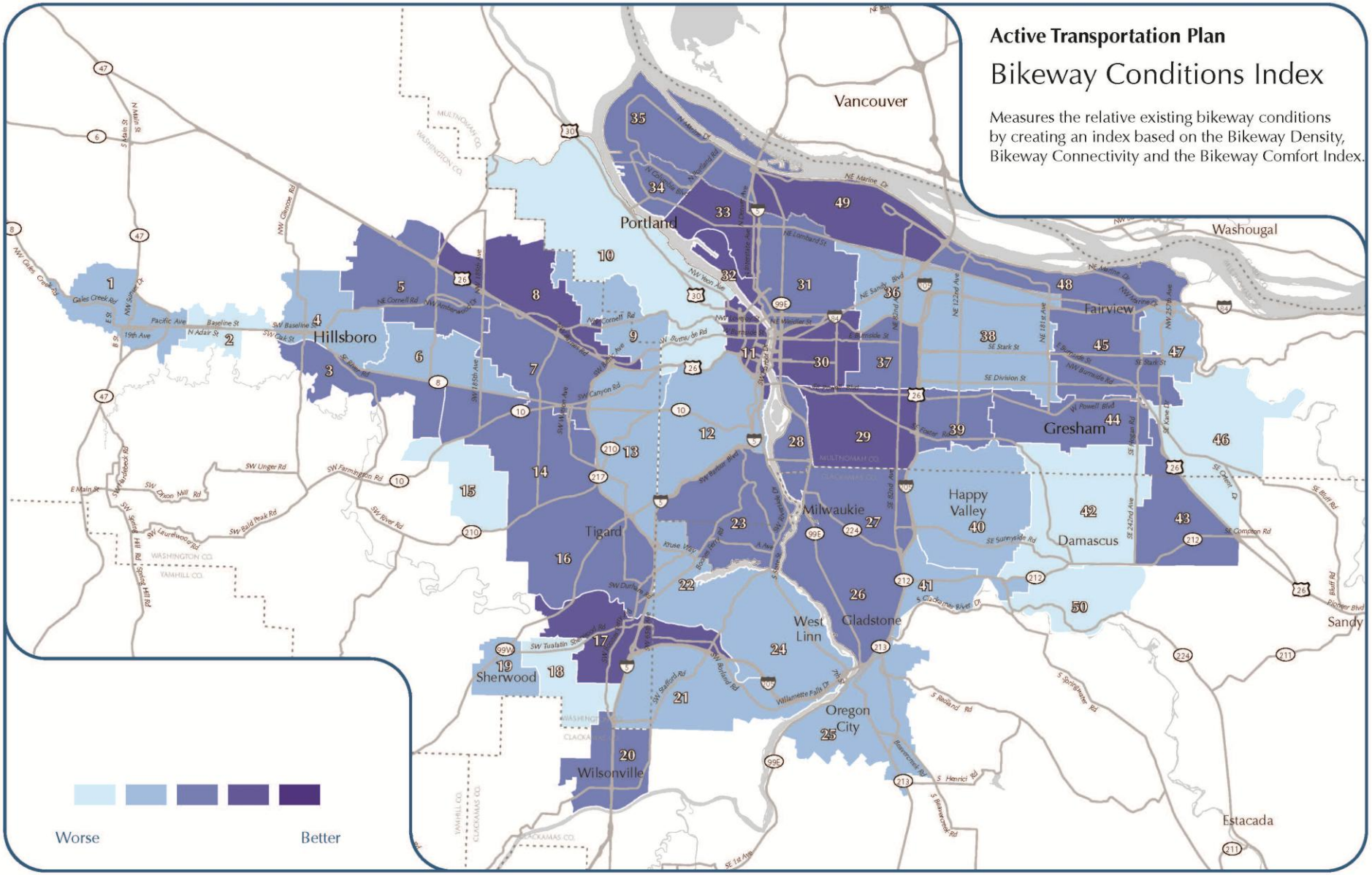

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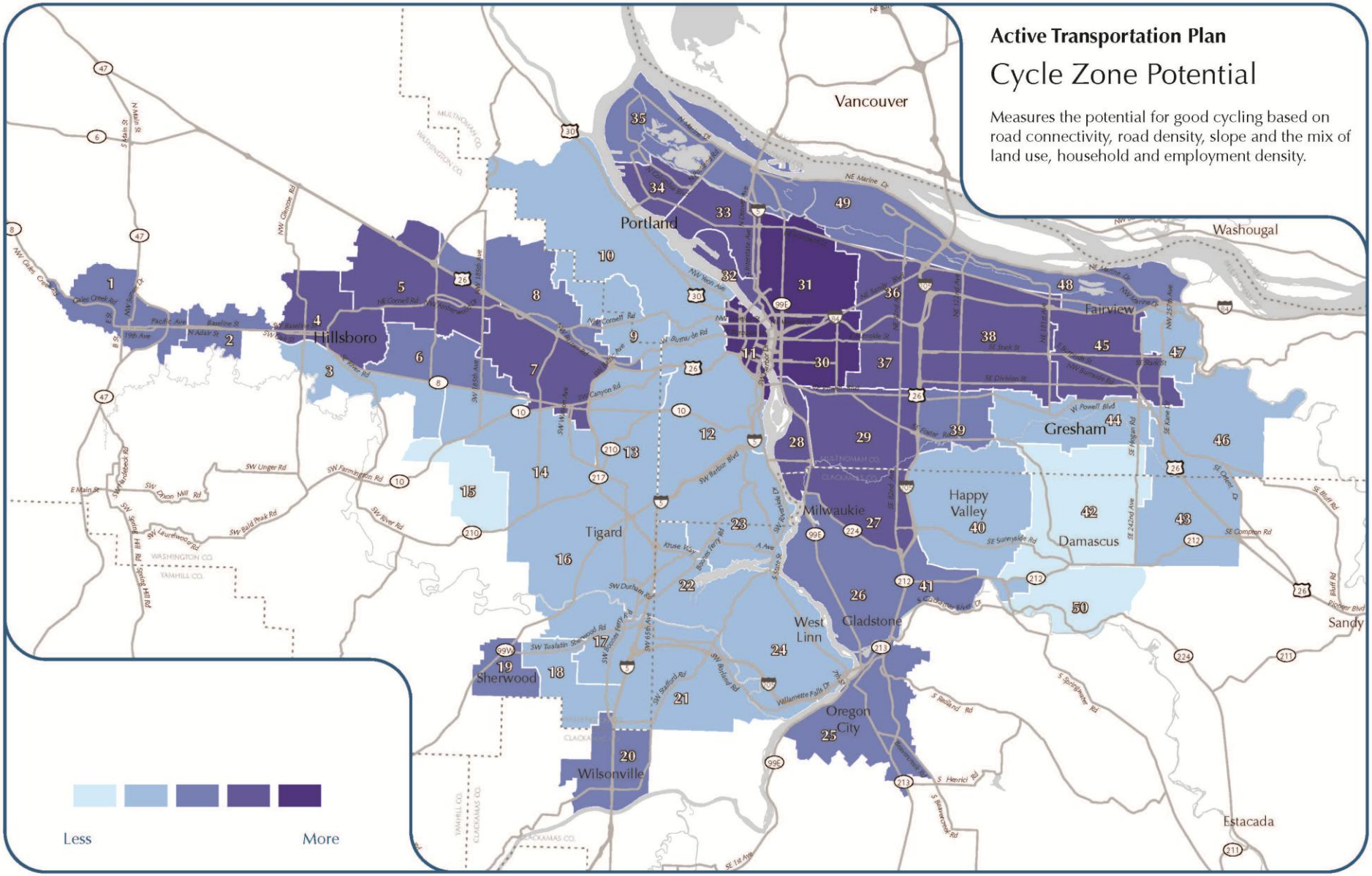
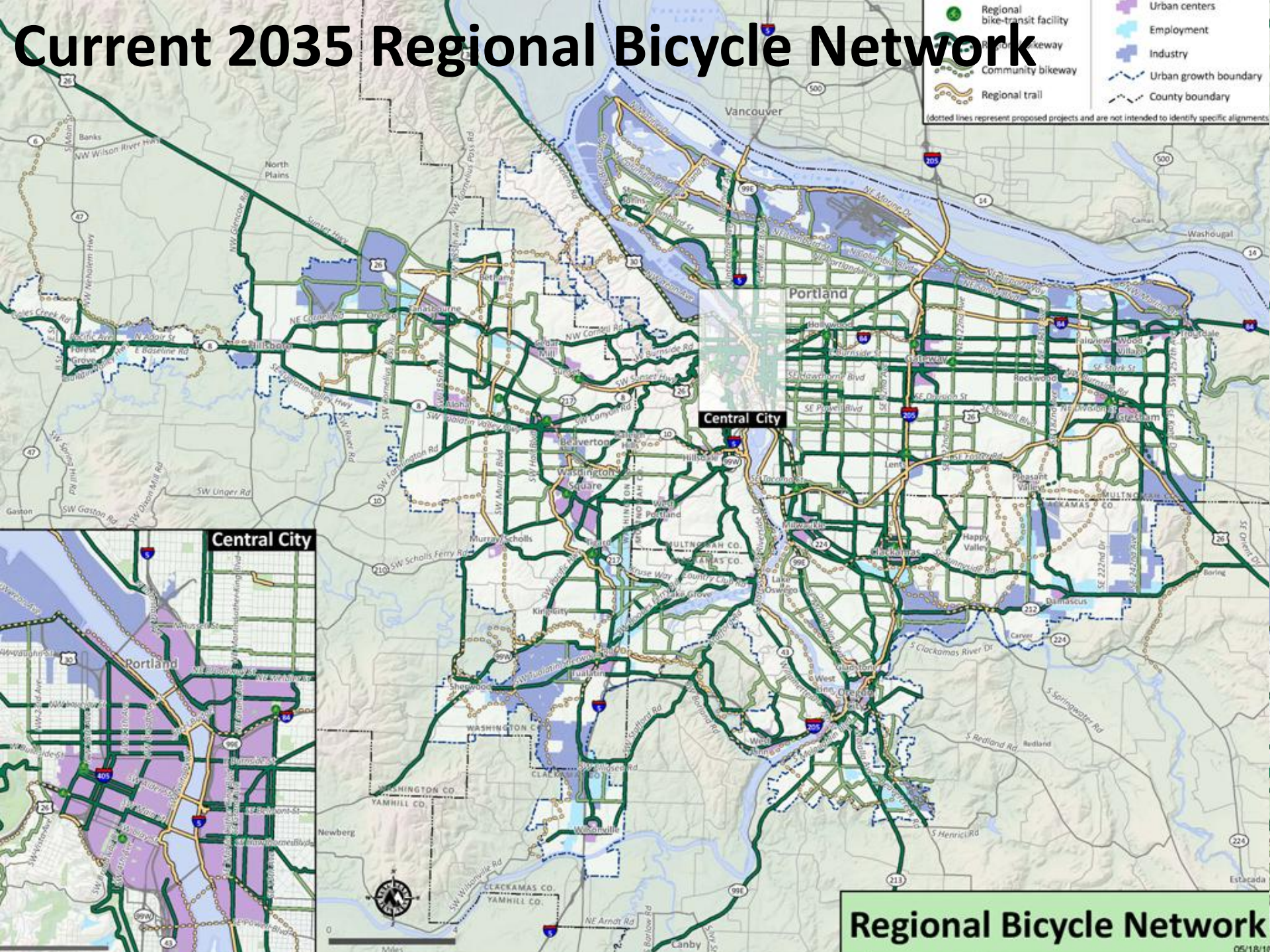
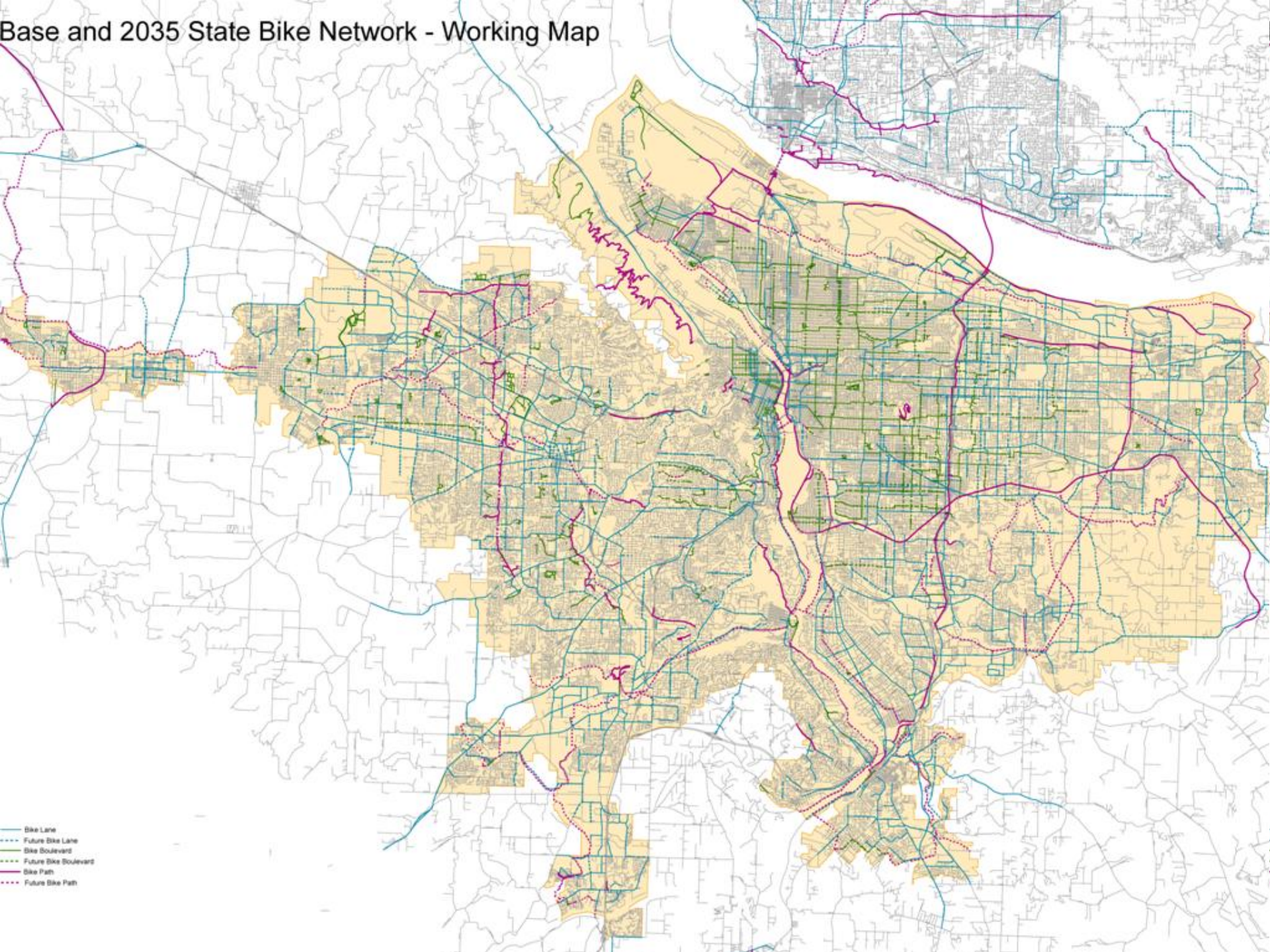
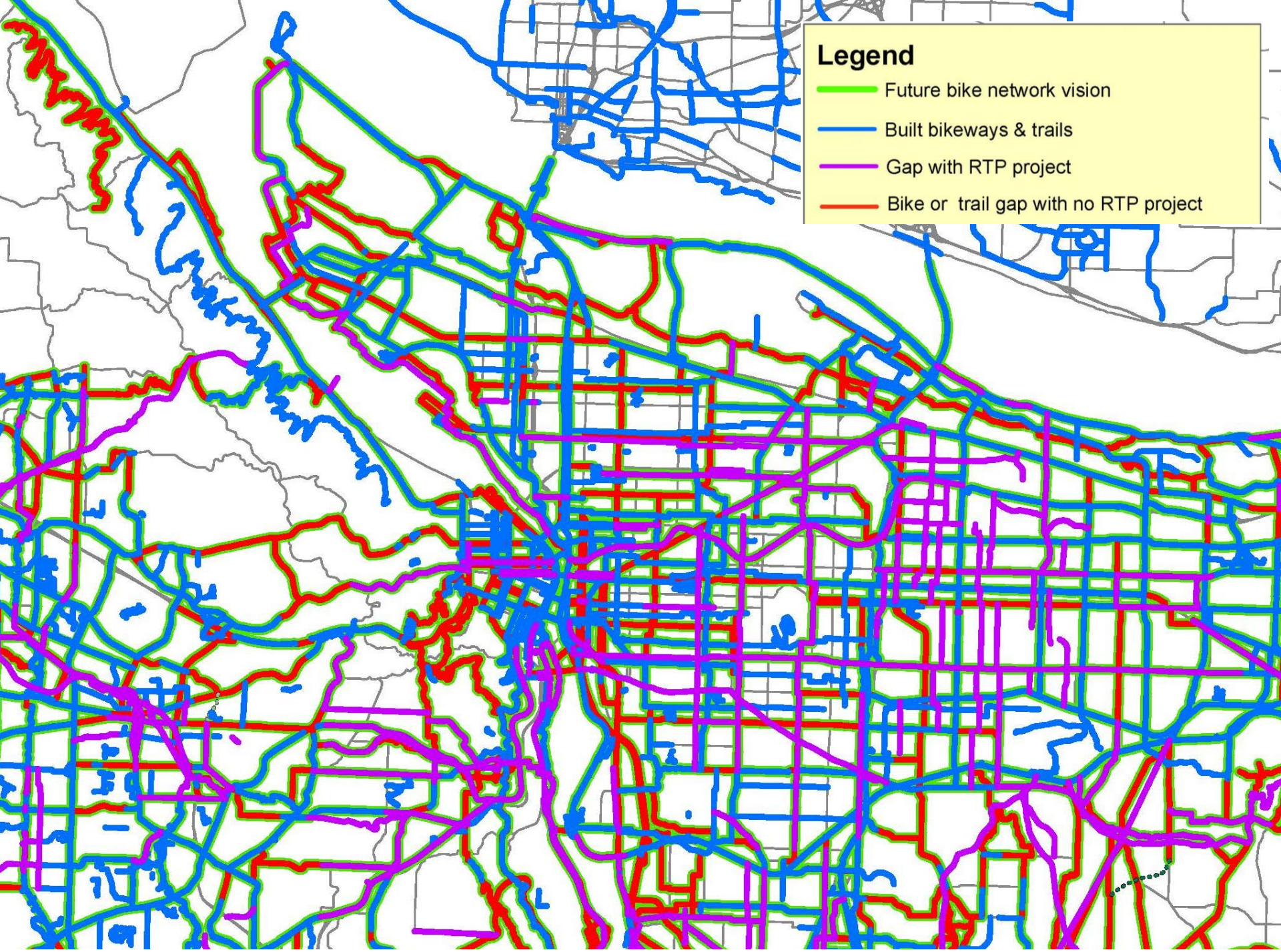


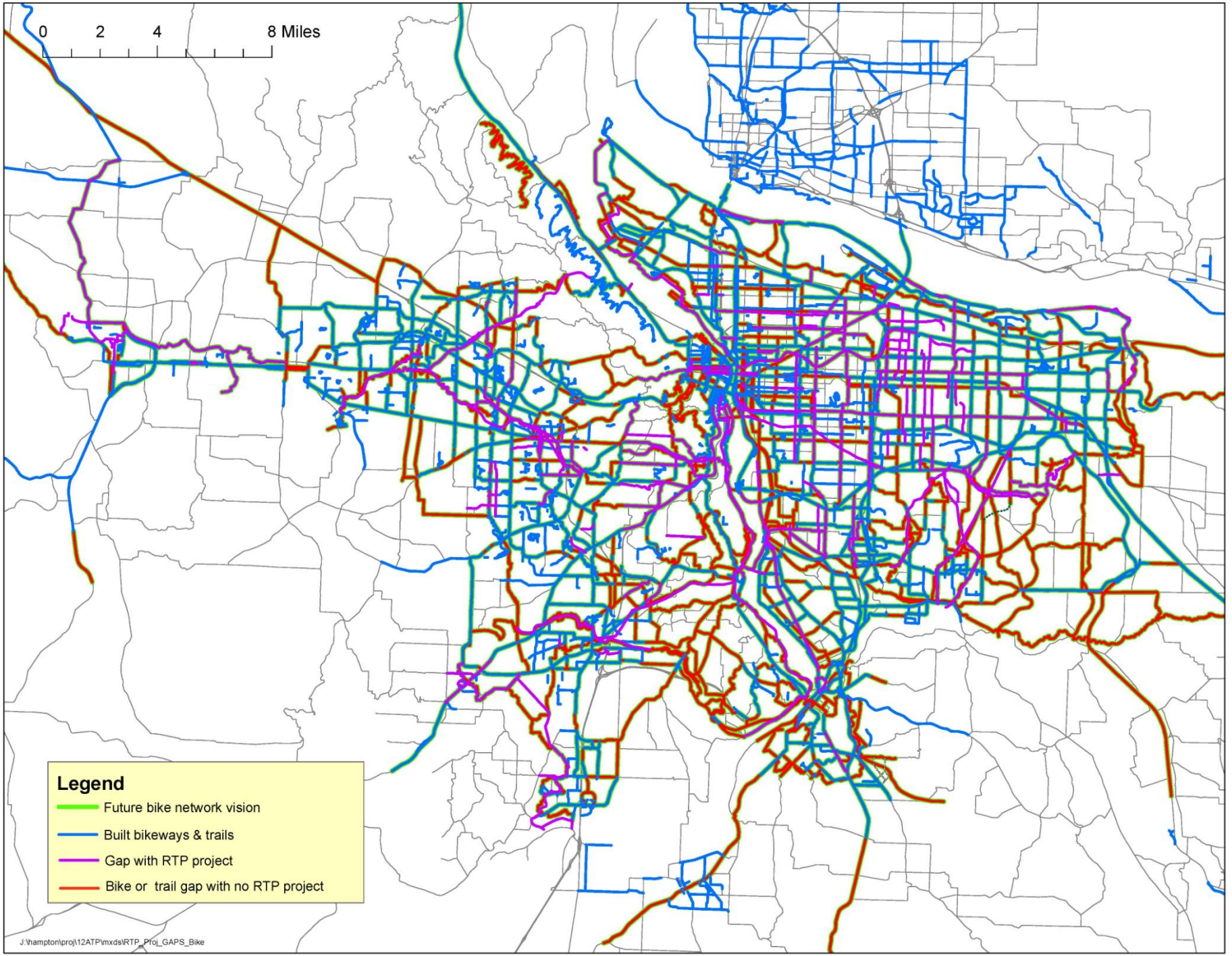
Current 2035 Regional Bicycle Network



Base and 2035 State Bike Network - Working Map




Legend
Future bike network vision
Built bikeways & trails
Gap with RTP project
Bike or trail gap with no RTP project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2
4
8 Miles
Legend
Future bike network vision
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Gap with RTP project
Bike or trail gap with no RTP project
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Regional Bicycle Network Concepts/Regional Bicycle Parkways

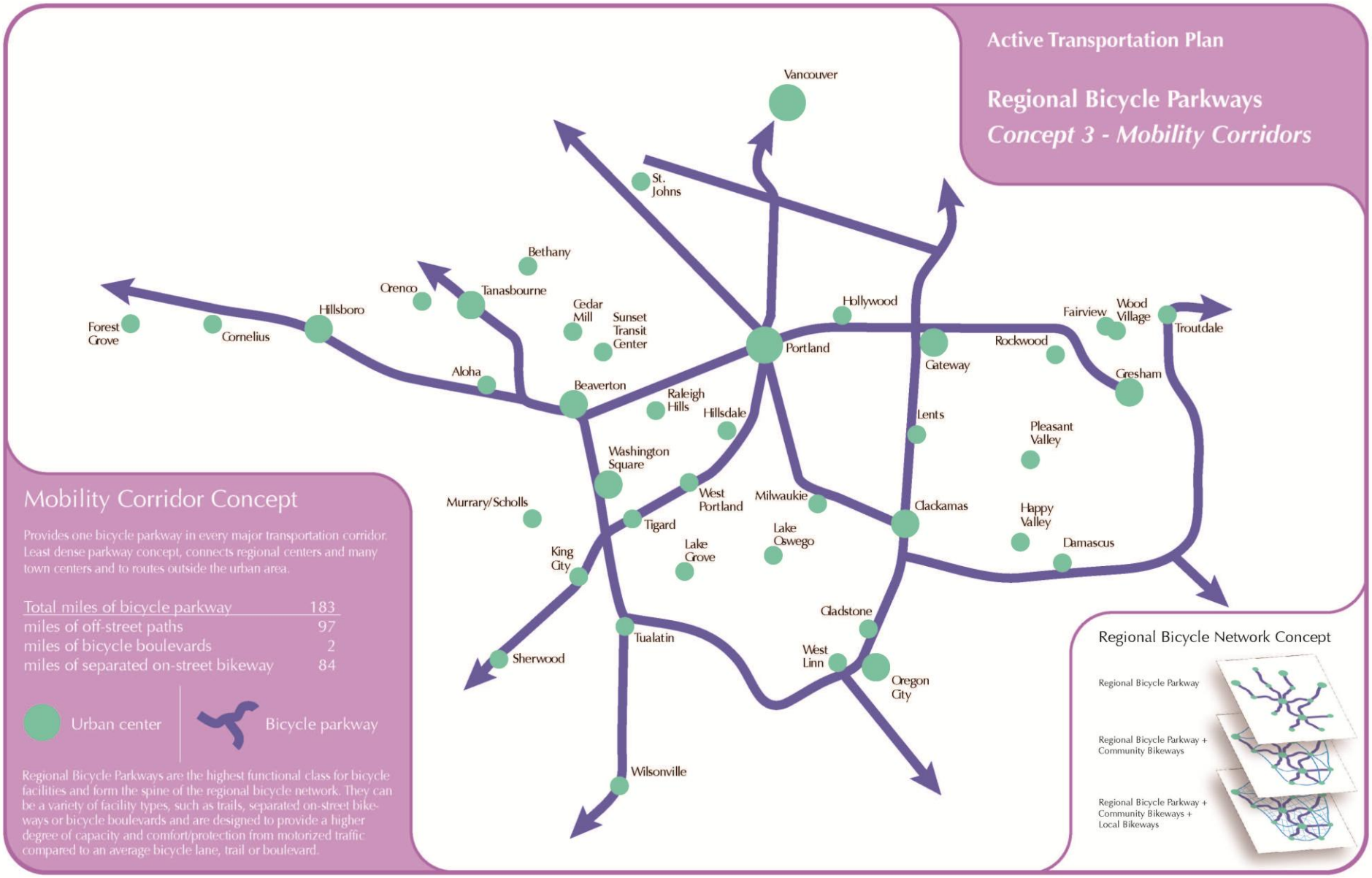
Principles for the Regional AT Network

1. Integrated and connected.
2. Direct, complete, intuitive, easy-to-use accessible.
3. Safe and comfortable for people of all ages and abilities
4. Attractive and enjoyable.
5. Integrated with nature, context sensitive.
6. Relieves strain on other transportation systems.
7. Equitable access.
8. Data driven, high return on investment.
9. Implements goals, plans and targets.

Evaluation Criteria

1. **Access.** How well does the network improve access to destinations?
2. **Safety.** How well does the network make it safer to walk and ride a bike for all users, regardless of age and ability?
3. **Equity.** How well does the network increase access low income, minority, disabled, non-English speaking, youth and elderly populations?
4. **Increased activity.** By how much does the network increase the number of trips made by walking and bicycling?

Network Concepts



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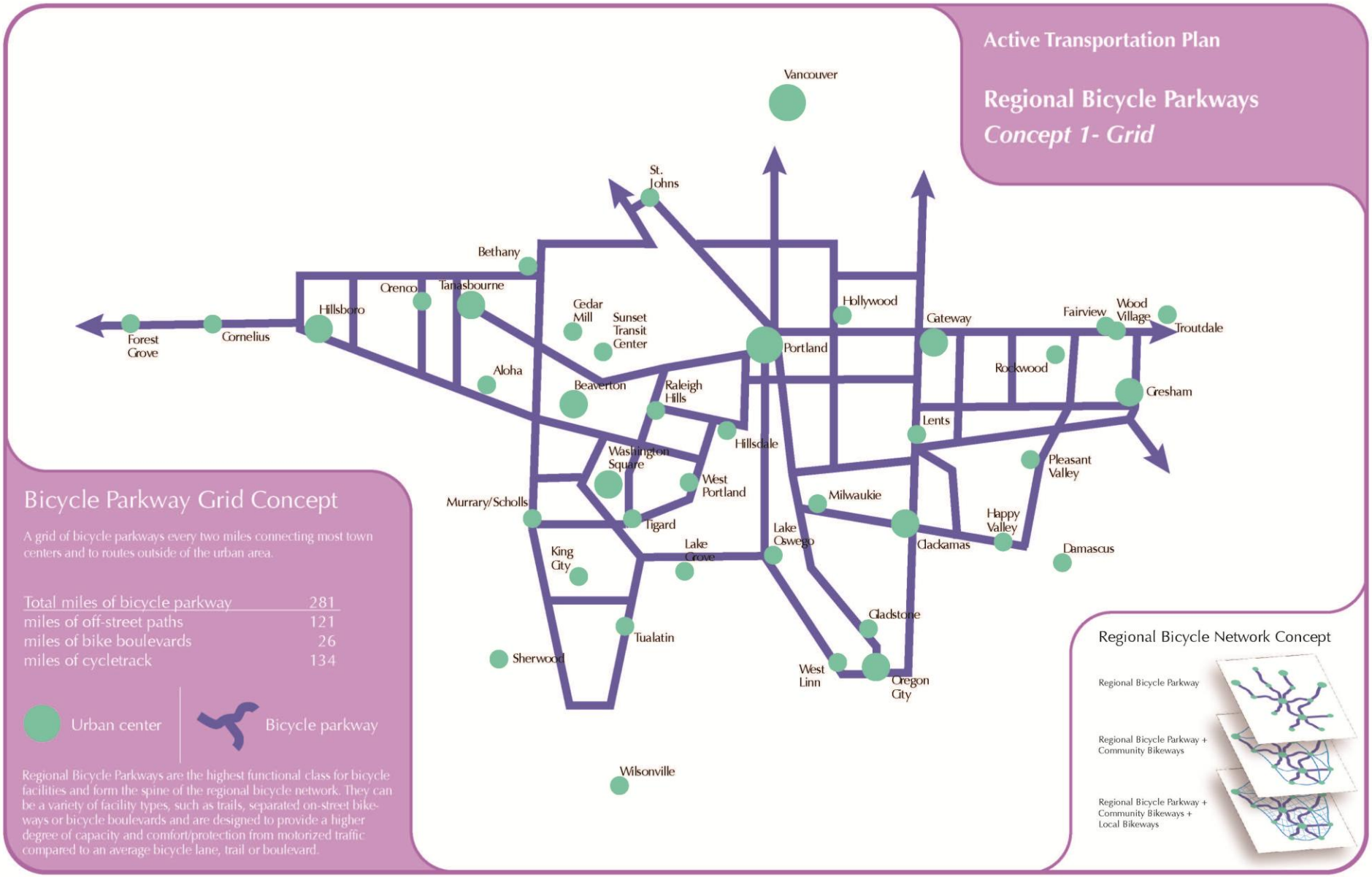

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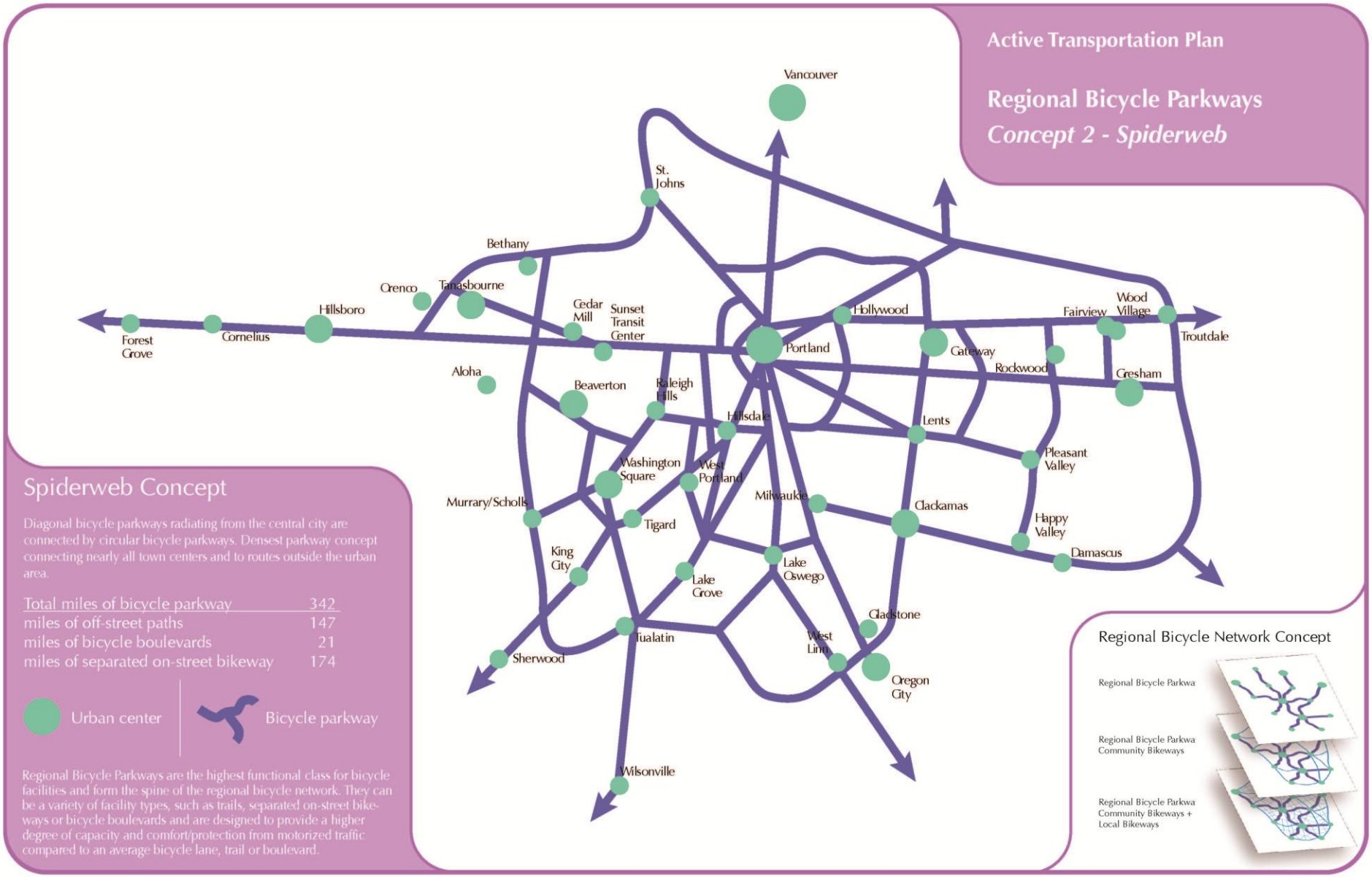
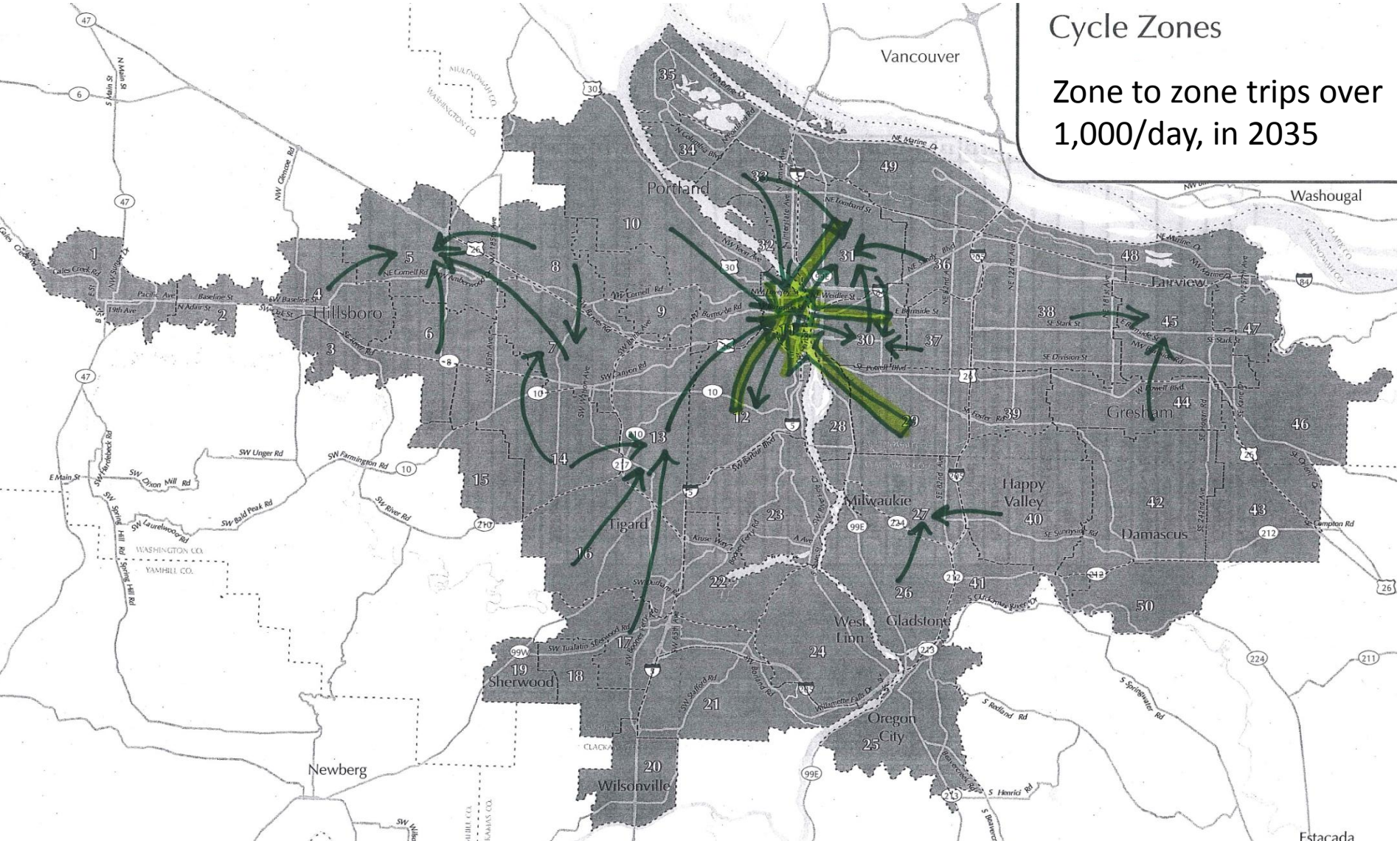
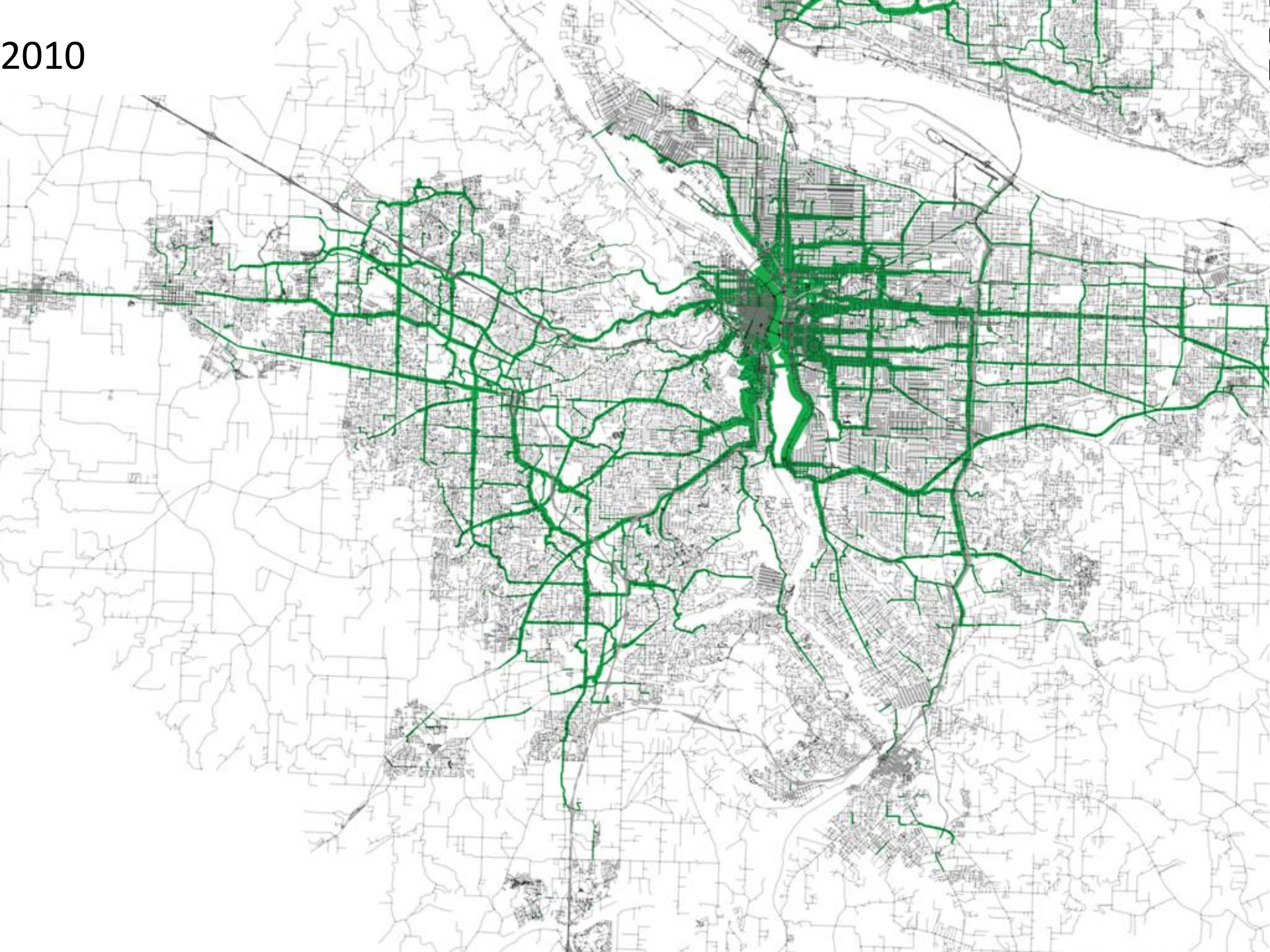


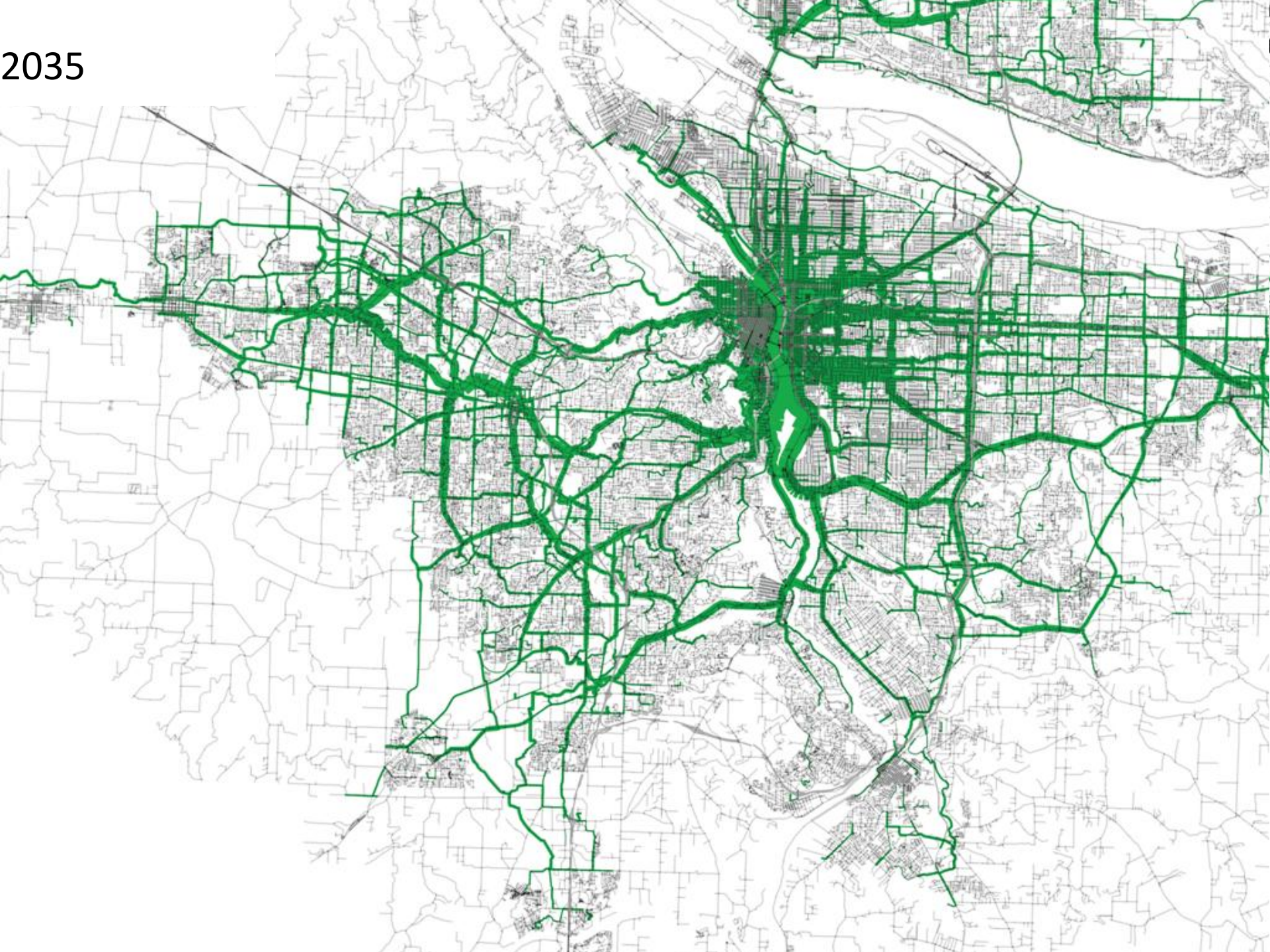
Evaluation


Cycle Zones
Zone to zone trips over 1,000/day, in 2035
Vancouver
Portland
Washougal
Hillsboro
Fairview
Gresham
Tigard
Milwaukie
Happy Valley
Damascus
West Linn
Gladstone
Oregon City
Sherwood
Wilsonville
Newberg

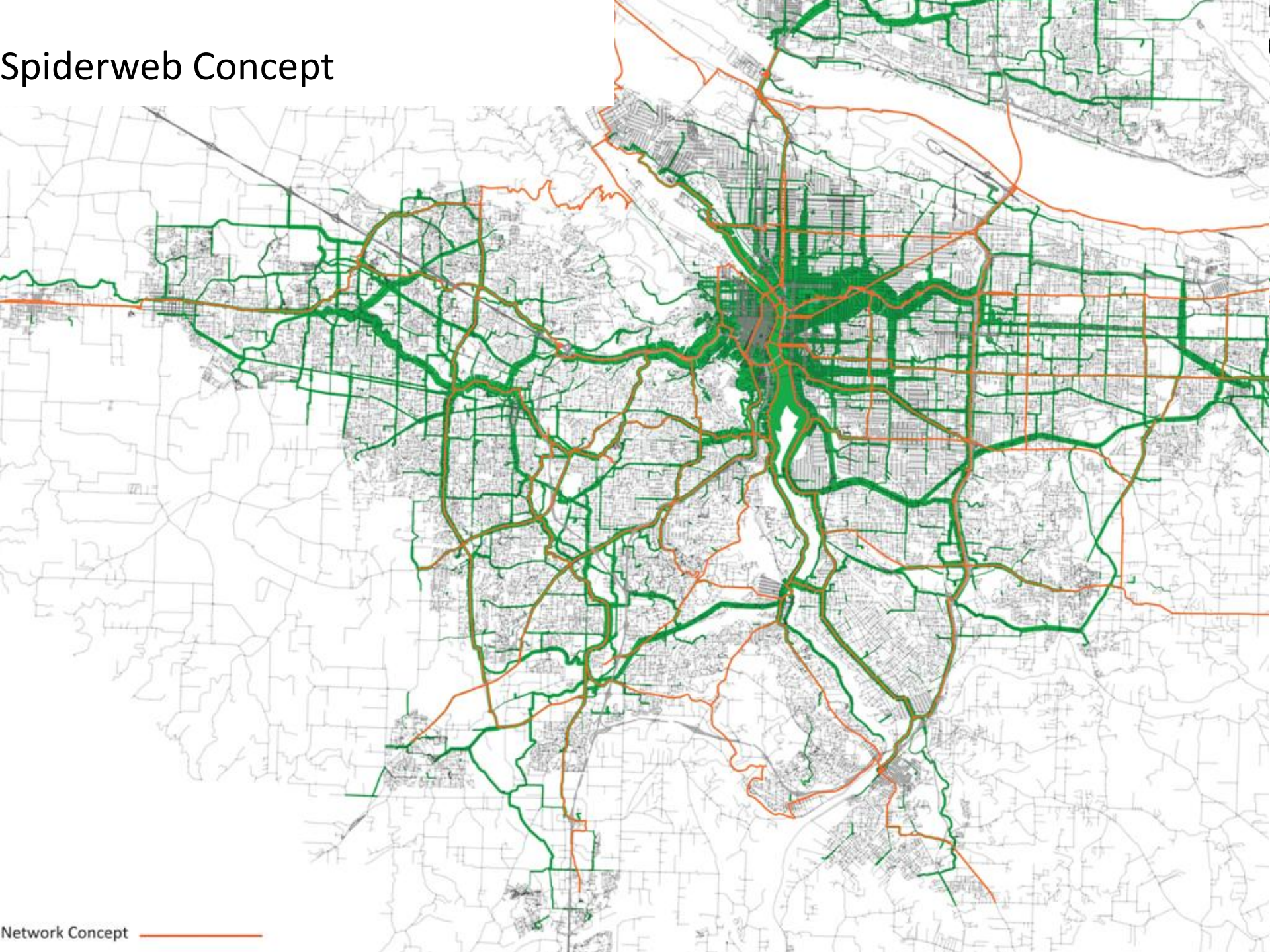
2010



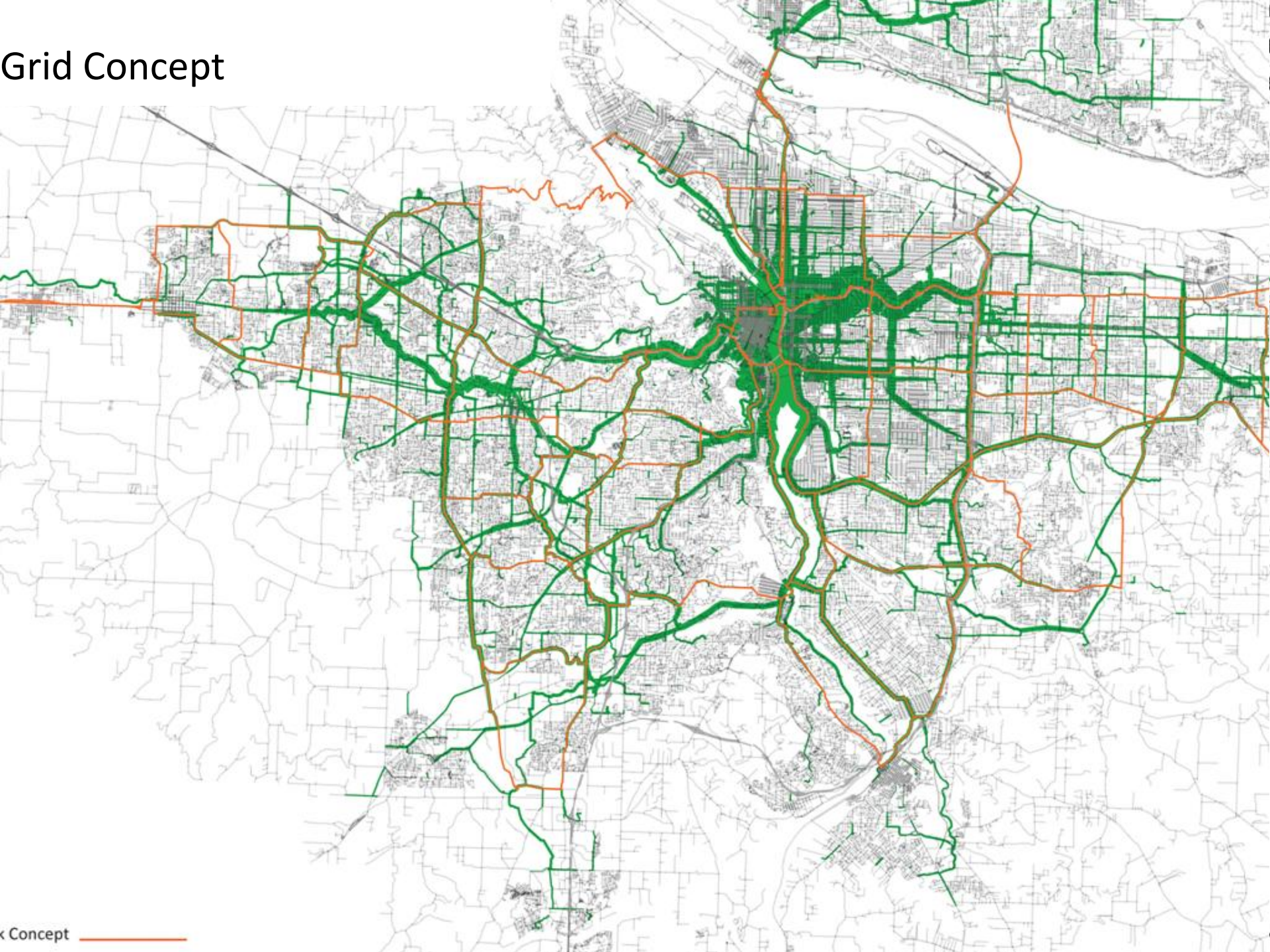
2035



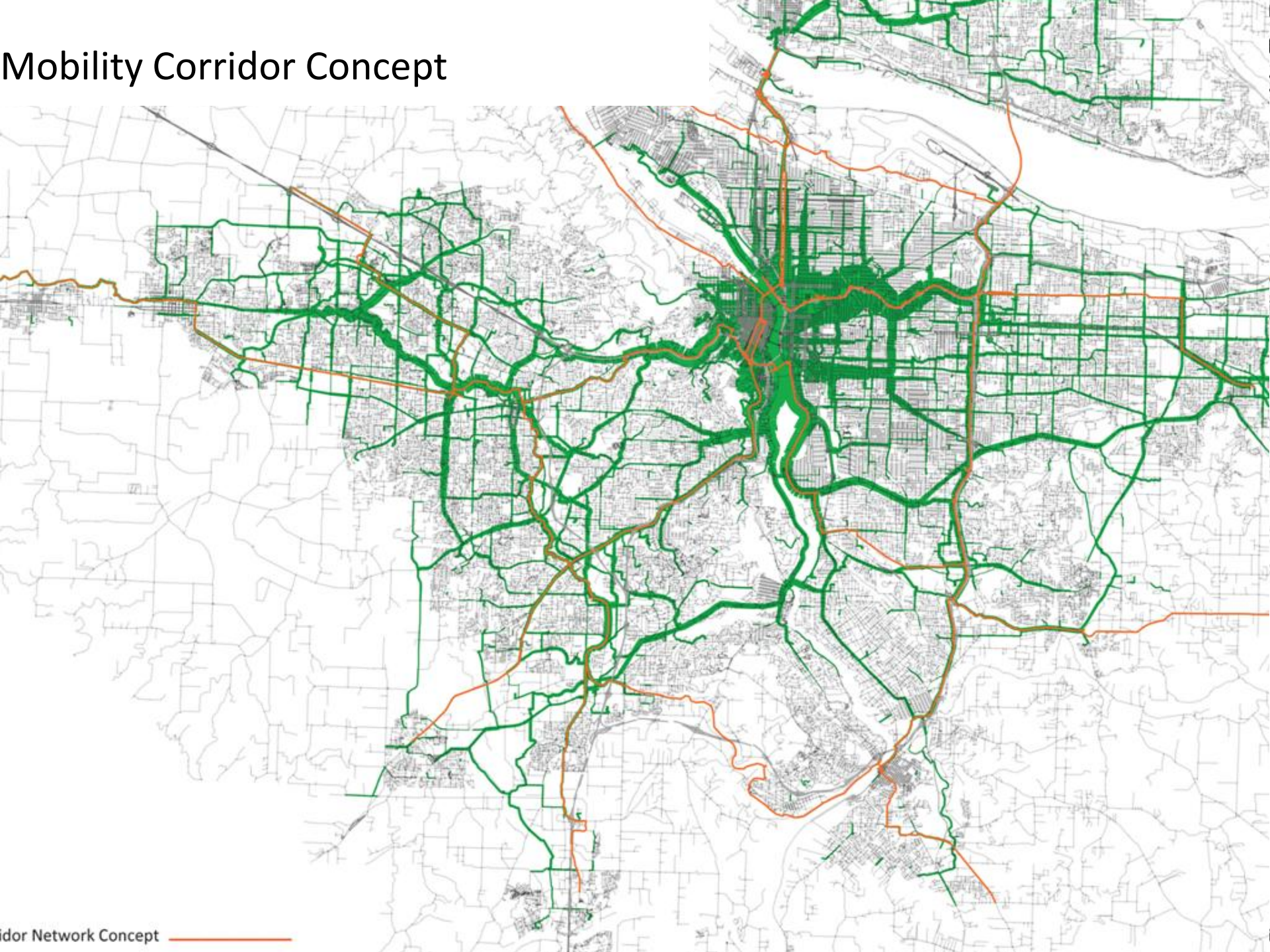
Spiderweb Concept



Grid Concept



Mobility Corridor Concept



Initial findings

- Of the three concepts, the Spiderweb concept shows the most growth in bicycle mode share/trips compared to the 2035 state scenario, for all areas.
- Mobility Corridor concept shows more growth in traditional biking areas of Portland, while the scenarios with more investments (Grid and Spiderweb) show more growth in the suburban areas, along with growth in Portland.

Initial findings, cont

- Land use is important. Bike routes in dense areas with a lot of destinations show higher volumes of trips even without the addition of improvements other than bike lanes.
- Bicycle miles traveled on bike lanes decreases up to 39% from the 2035 network to the network concepts.
- The network concept facilities have about 2.5 times more bike traffic than the average bike facility.

Initial findings, cont

- Diagonal routes show high demand for bicycle travel in all of the scenarios, even with no facilities or only bike lanes.
- Routes on the perimeter of the UGB have substantially lower volumes of bike travel.
- Overall, paths/trails attract trips from other facilities, especially parallel routes.

Initial findings, cont

- The mobility corridor concept has the largest amount of trips per mile of bike parkway, suggesting that it provides the most bang per buck.
- Portland's central city area and parts of SW, inner SE, NE and North Portland have the highest bicycle mode share and number of bicycle trips in all of the scenarios.

The ATP will…

- Update policies in the RTP and the RTFP
- Design guidelines for bicycle facilities
- Integrate bicycling, walking, transit networks
- Update pedestrian and bicycle networks/maps
- Identify network of Regional Bicycle Parkways
- Add/recommended projects to RTP
- Prioritize projects for investment
- Recommend strategies for implementation

Upcoming milestones

May 9: Open house, 6-8 p.m. @ Metro

June: Overview of plan with Metro Policy Advisory Committees and Metro Council

July-June 2014: Update of RTP and project list