

May 2009

CALL FOR Active transportation demonstration projects

Metro invites partners to propose active transportation demonstration projects that provide walking, bicycling, and transit connections across the region.

THE OPPORTUNITY

Last year, the Blue Ribbon Committee on Trails recommended a strategy to accelerate development of the region's network of trails and bikeways that could double the bicycle mode share in the region within ten years. A key element of this strategy included developing projects in urban, suburban, and urban-to-nature settings that would demonstrate the potential of active transportation.

The total trip is important. Active transportation is about successfully connecting trips seamlessly from beginning to end. For example, you start on a local street, travel along a bike lane on a street then join a bike parkway to a transit station and walk to your destination. Active transportation projects integrate walking, biking and transit facilities, include bike parking, signalization and wayfinding elements, and are supported by educational programs.

The purpose for this call for projects is threefold:

- highlight active transportation demonstration projects in the Regional Transportation Plan;
- discuss project ideas with experts from Denmark and Holland during the September 2009 Transatlantic Active Transportation Workshop, hosted by Metro and Portland State University; and
- develop demonstration projects that will illustrate the principles of Active Transportation as federal, state and local funding become available.

Additionally, proposed projects will also inform the next stages of a proposed Regional Bicycle Action Plan.

This handout includes summary information on Active Transportation, resources for the development of proposals and guidelines for submissions.



For more information on active transportation, call Lake Strongheart McTighe at 503.797.1660 or send e-mail to lake.mctighe@oregonmetro.gov



walk
bike
connect▶

www.oregonmetro.gov/activetransport

What is an active transportation corridor?

Since the Blue Ribbon Committee completed their work last November, regional discussions have highlighted some key elements for active transportation corridors focused around a high level biking and/or walking facility and successfully connecting trips seamlessly from beginning to end.



Direct, safe and green trails and bikeways are a significant element of Connecting Green, a broad-based movement in the Portland region to create a system of parks, trails and natural areas that is second to none.

Corridors include a high level biking/walking facility is part of your trip, and could be a regional trail, a cycle track, or a high performing bike boulevard. They are safe, efficient and green. Careful consideration is made to equally serve walking and biking needs.

The total trip is important. Corridors are about successfully connecting trips seamlessly from beginning to end. The whole trip works and a corridor may include a variety of facilities.

Filling in service gaps and links between existing facilities is crucial. For example, Fanno Creek Trail could connect to Beaverton Transit Center, using Denny and Lombard streets with an on-street cycle track.

The area served by the corridor, the commute shed, is understood and trips can be measured. Who are the people who will use the corridor? Can we target potential high-use areas to show strong success? Education and promotion play a key role in getting people out of their cars and should be part of developing an active transportation corridor.

For additional information on active transportation corridors www.oregonmetro.gov/activetransport.

Types of active transportation demonstration projects

In order to address the unique transportation challenges of urban and suburban environments and to provide opportunities to connect with nature, the Blue Ribbon Committee recommended that demonstration projects be developed in urban, suburban, and urban-to-nature settings. No active transportation corridor will fall neatly into any of these categories, but they are useful for identifying solutions to particular types of land-use.

1. An urban area project will operate within or adjacent to a single, urban “commute shed” with housing and commerce. Direct, safe and green trails and bikeways would connect to a dense on street network. This project would replicate the types of bicycling infrastructure found in the world’s best bicycling and pedestrian cities.
2. A lower density area project where commerce and housing are more dispersed and wide roads with heavy traffic are challenging for biking and walking, will demonstrate how biking and walking facilities can be integrated with transit to become effective travel options in this type of environment. Key connections to light rail and buses and high quality bike parking facilities will make commuting by bicycle and walking safe, fast, comfortable and enjoyable.
3. An urban-to-nature project will link together significant natural areas, allowing people to access nature by bike and foot. A highly visible, well designed project would be a tourist destination, increase resident’s access to nature, and serve as a signature project for the region.

SUBMISSION GUIDELINES

Compile the following information on the active transportation demonstration project into a 1-5 page packet. Check to see if your project, or project components are already listed in the RTP (see *About the RTP financially constrained project list*). Submissions must include the following:

1. Description of demonstration project

Describe the corridor, including origins and destinations, and all project elements (e.g. trail gap, bike blvd. improvements). Identify the population(s) that will be served. Based on the Active Transportation Principles, make the case that this is an important corridor for the region. Identify urban, suburban, or urban-to-nature demonstration project.

2. Map

Please include a GIS layer in addition to a map of your project, as email attachment if the file size is below 10 MB, or burn to a disc if it's larger than 10 MB.

3. Cost estimate and general project timeline

Estimate the magnitude of cost for the demonstration project including total project costs from planning, permit through construction costs. Include costs for promoting the demonstration project, such as Travel Options. Include a general project timeline, including estimated duration for completion for various project elements.

4. Partnership

Active transportation corridors will typically involve coordination of multiple entities. List the partners, along with contact information, and indicate a lead contact. Identify the project sponsor/nominating agency (required to be listed in the RTP). Project sponsors are typically a city, county, special district or other agency. The project sponsor and lead contact do not have to be the same. Projects can have co-project sponsors.

Due July 29, 2009

Submit 3 hard copies and a PDF version to:

Lake McTighe
Metro
600 NE Grand Ave.
Portland, OR 97232

e-mail: lake.mctighe@oregonmetro.gov



About the RTP financially constrained project list

Projects must be listed in the financially constrained list of the RTP to be eligible for federal funding. Projects listed in the RTP are recognized as investment priorities for the region. Check your local System Transportation Plan to determine if your project is a local priority. Check the 2035 RTP Financially Constrained System List of Projects and Programs to determine which elements (e.g. bike lane stripping, trail gap) of your demonstration project may already listed in the RTP and whether they are on the financially constrained list. This list is available at <http://www.oregonmetro.gov/index.cfm/go/by.web/id=236>

For further information contact Lake McTighe, 503-797-1660 or your jurisdiction's RTP liason:

Ron Weinman, 503-742-4533 (Clackamas County and cities)
Andy Back or Clark Barry, 503-846-3519 (Washington County and cities)
Jane McFarland, 503-988-3043 (East Multnomah County and cities)
Courtney Duke, 503-823-7265 (City of Portland and Port of Portland)

Metro

People places. Open spaces.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives

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David Bragdon

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TIMELINE

June 11	The Metro Policy Advisory Committee (MPAC), the Joint Policy Action Committee on Transportation (JPACT), and the Metro Council provide direction on transportation investment priorities for the RTP, including multi-modal investment. Local agencies will use these investment parameters to refine project lists in the RTP.
Late June	Local agencies refine investment priorities in a series of meetings. These meetings provide an opportunity for Demonstration Project sponsors to talk about their projects and how they fit into the RTP. See RTP liason contacts for more information.
July 29	Local agencies submit RTP financially constrained list project refinements to Metro; Demonstration Projects must be listed in the RTP to be eligible for federal funding. Submit active transportation demonstration projects to Metro for inclusion in Transatlantic Active Transportation Workshop
September	Public comment on RTP
Sept. 29 to Oct. 3	Transatlantic Active Transportation Workshop
October onward	If federal funding is secured, develop process to prioritize Demonstration Projects for development

RESOURCES

Over the next two months, several resources will be available as you develop projects.

- Presentations and presenters are available to outline the active transportation corridor concepts and help you build partnerships and priority around this work. Needs two weeks lead time.
- Metro and partners who have been involved in the development of this approach will be available to discuss your ideas on the principles, process, and partnerships.
- Demographic data is available to you through Metro's Data Center. This information includes population density, transit center, published bike routes etc. Allow two weeks for a response.
- Metro has cost estimates and maps for 20 regional trail packages.
- For examples of active transportation corridors, view April 1 presentation at www.oregonmetro.gov/activetransport

For information on how to access these resources and for any questions, contact Lake McTighe at 503-797-1660.

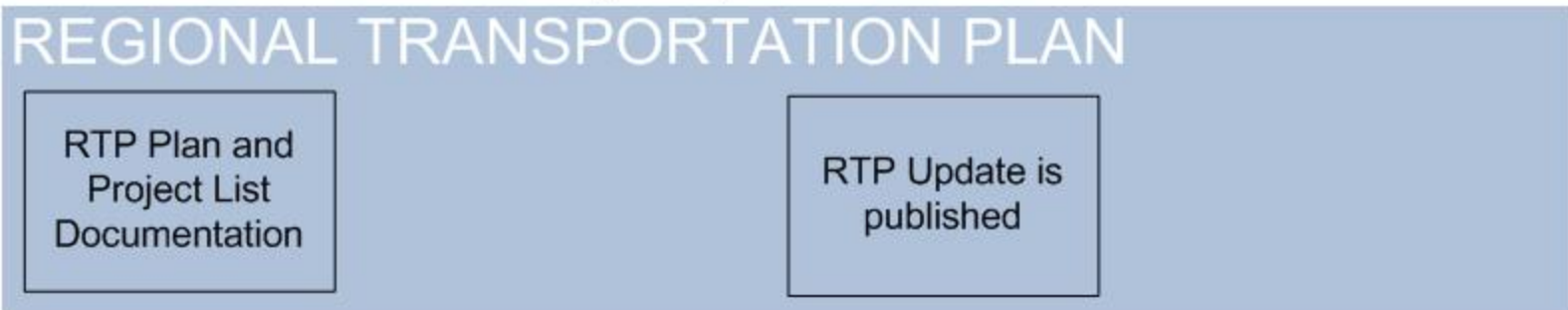
- ✓ Seamless
- ✓ Direct and accessible
- ✓ Safe and comfortable
- ✓ Intuitive
- ✓ Easy to use
- ✓ Attractive and enjoyable
- ✓ Designed with nature
- ✓ Relieves strain on other transportation systems

PRINCIPLES URBAN TO NATURE ROUTES

- ✓ Park-like
- ✓ Serve recreation and transportation functions
- ✓ Spectacular views and destinations
- ✓ Avoid habitats of concern
- ✓ Preserve and restore habitats
- ✓ Riparian views coordinated with habitat and restoration concerns
- ✓ Amenities provided
- ✓ Some routes are designed as loops
- ✓ A variety of trip lengths are possible

ACTIVE TRANSPORTATION PARTNERSHIP

Walk/Bike/Connect



**Call for
Corridors
and
Projects**

