

Oregon Bicycle and Pedestrian Plan

Draft Policies and Strategies

This document consists of draft policies and strategies for the Oregon Bicycle and Pedestrian Plan.

At the February meeting, PAC members will be asked to provide feedback on which policies meet the needs of the Plan, which need further refinement, and what policies/strategies may be missing. Staff will then meet with the Technical Advisory Committee and Plan Coordination Team to further refine and discuss in relation to implementation for the March PAC meeting.

Goal 1: Safety

Eliminate bicycle and pedestrian fatalities and serious injuries, and improve the overall sense of safety of those who bike or use walking routes through the use of context sensitive design, traffic management practices, education, and enforcement.

Policy 1.1: Provide safe and well-designed streets and highways to accommodate a variety of users.

Strategy 1.1A: Continue to update the ODOT Design Guidelines and Highway Design Manual regularly to identify appropriate bicycle and pedestrian design features (e.g. level of separation) based on different contexts, including: vehicle speed, roadway characteristics and constraints, planned land uses, users and uses, and latent demand.

Strategy 1.1B: When developing roadway cross sections take into consideration motor vehicle speeds, facility type, and the safety and comfort of users in order to facilitate multimodal use of the transportation system and desired safety outcomes.

Strategy 1.1C: Develop best practices and guidance for illumination to improve visibility of bicyclists and pedestrians. Include consideration of pedestrian-scale illumination at crosswalks, transit stops, high-volume pedestrian areas, and other locations as appropriate.

Strategy 1.1D: Improve visibility of bicyclists, pedestrians, and motorists by minimizing pedestrian crossing distances where appropriate, assuring adequate sight distance, or through visibility aids such as pedestrian bulb outs, advanced stop bars, bike boxes, and other safety countermeasures.

Strategy 1.1E: Study implementation barriers and opportunities for the setting of posted speed limits. Consider implications of changing the way posted speed limits are determined from a multimodal perspective, recognizing the need to balance multimodal interests.

Strategy 1.1F: Identify and embrace best practices for reducing motor vehicle speed through roadway design and planned land uses. Consider intersection geometrics, lane and roadway width, on-street parking, street trees, sidewalks, planting strips, frequency of pedestrian crossings and other street elements such as bicycle parking and public art that create visual friction.

Strategy 1.1G: Track national guidance on emerging technologies that improve pedestrian or bicycle safety (e.g. pedestrian detection in crosswalks, emerging methods for bicycle detection).

Policy 1.2: Educate travelers on the rules of the road to promote understanding of legal rights and responsibilities and how all modes and users can safely and courteously interact with each other.

Strategy 1.2A: Identify audiences in need of targeted education and outreach. Identify existing materials or develop new materials as needed to address targeted audiences and seek creative distribution methods and partnerships to disseminate information.

Strategy 1.2B: Identify and share educational materials and other best practices that support safe behaviors for bicyclists and pedestrians and their interaction with other modes. Deliver materials through traditional networks such as the Safe Routes to School, Transportation Options programs and others, and seek innovative new partnerships and mechanisms for delivery of materials to target audiences.

Strategy 1.2C: Research barriers, opportunities, and best practices for accommodating skateboarders, rollerbladers, and others who use similar devices as a means of transportation.

Strategy 1.2D: Disseminate, and as needed, update information on how to safely operate different devices or technologies (e.g. scooters, skateboards, and motorized personal vehicles) on the bicycle and pedestrian system.

Policy 1.3: Encourage the development and sustainability of Safe Routes to School programs through funding, partnerships, model programs and other technical assistance.

Strategy 1.3A: Continue to take advantage of federal funding options for Safe Routes to School projects and programs, and explore other funding options.

Strategy 1.3B: Build closer partnerships with the Oregon Department of Education and the Oregon Health Authority through collaborative efforts to endorse, promote and implement Safe Routes to School Programs.

Strategy 1.3C: Facilitate the flow of information to local school districts about Safe Routes to School eligible activities such as model projects, programs, policies, and technical materials available through the National Center for Safe Routes to School, OregonSafeRoutes.org website, State Transportation Improvement Program (STIP) eligible projects and other state programs.

Policy 1.4: Enhance the effectiveness of data collection as a tool for understanding crashes involving bicyclists and pedestrians through standardization of collection and reporting.

Strategy 1.4A: Use bicycle and pedestrian crash data and proxy data to identify high-crash corridors and crash typologies for further analysis and prioritization building upon the Oregon Bicycle and Pedestrian Safety Implementation Plan, Highway Safety Improvement Plan (HSIP) criteria, emerging best practices, and other resources.

Strategy 1.4B: Share information with local transportation agencies on the use of crash data and proxy data to identify high-crash corridors and crash typologies as a way to prioritize investments.

Strategy 1.4C: Use data, such as crash data, emergency medical services, trauma data and U.S. Census data, and emerging best practices to identify focused strategies for reducing or preventing crashes in specific areas, such as those with vulnerable populations.

Strategy 1.4D: Strengthen the ODOT Safety Priority Index System and other prioritization processes through analysis of crashes involving bicyclists and pedestrians and other data sources.

Strategy 1.4E: Review and assess data collection practices statewide. Provide transportation agencies with standardized procedures for reporting bicycle and pedestrian crash data, in line with the latest federal guidelines.

Policy 1.5: Encourage more users by providing a safe system that includes elements to enhance personal security.

Strategy 1.5A: Encourage sufficient secure and convenient bicycle parking at key destinations¹.

Strategy 1.5B: In developing pedestrian and bicycle facilities, consider personal security through implementation of well-lit areas, maintained vegetation, visibility of facility from roadway and nearby land uses, adequate opportunities to leave the facility, and other visibility mechanisms.

Goal 2: Accessibility and Connectivity

Provide a complete bicycle and walking network that reliably and easily connects to destinations and other transportation modes.

Policy 2.1: Encourage network connectivity through the provision of planning guidance, model programs, development code, and other technical assistance.

Strategy 2.1A: Encourage communities to develop and adopt accessible and connected bicycle and pedestrian network plans, including guidelines for addressing issues related to directness and redundancy of facilities and through technical assistance.

Strategy 2.1B: Promote direct connections for bicyclists and pedestrians by providing best practice examples from other Oregon communities, including sample zoning and subdivision codes, and other successful strategies.

Policy 2.2: Add bicycle and pedestrian infrastructure to connect system gaps.

Strategy 2.2A: Develop a method to identify and prioritize bicycle and pedestrian system gaps.

Strategy 2.2B: Provide guidance on best practices and options for sidewalk infill and repair.

Strategy 2.2C: Remove or reduce barriers to crossing state highways or other major facilities through cost effective and innovative solutions.

Strategy 2.2D: Encourage crossing improvement projects at locations with high pedestrian or bicycle volumes, such as transit corridors, using the latest FHWA guidance and other best practices.

Strategy 2.2E: Support efforts to improve way finding² signage.

Strategy 2.2F: Seek opportunities to retrofit existing bridges and viaducts on high use bicycling and walking routes or provide alternative options to ensure safe and convenient connections for bicyclists and pedestrians.

Policy 2.3: Ease access to multimodal connections for bicyclists and pedestrians through planning, design, prioritization, and coordination.

Strategy 2.3A: Explore opportunities for bike share at transit stations, stops, mobility hubs³ and other locations to facilitate last-mile connections and extend the reach of transit.

¹ Major retail, grocery stores, elementary, middle & high schools, colleges, universities, hospitals, medical centers, parks/open spaces, major social service centers, government offices that serve the public, major employers, and major sports or performance venues.

² Directional signs to inform bicyclists or pedestrians which direction to travel to get to a specific destination. This can be in the form of arrows, signage, or other mechanisms to notify the user about location.

³ May involve any combination of transit, vehicle sharing such as car and vanpooling, concentrations of land uses, and an information component. Mobility hubs connect a variety of sustainable modes and services through a network of physical locations or “mobile points.” The points are located throughout a city or region to physically and electronically link the elements of a door-to-door trip.

Strategy 2.3B: When designing, extending, or improving bicycle and pedestrian networks, consider transit stop location and facilities and ensure they are well connected. Work to identify and eliminate physical barriers in access to transit.

Strategy 2.3C: Build closer partnerships with transit agencies to ensure transit stops are accessible by foot, by bike, mobility devices and the visually impaired (first and last mile connections to transit); through understanding the demand for bikes on buses and trains; and considering location of transit stops.

Strategy 2.3D: Improve bicycle and pedestrian connections to modes (e.g. airports, train stations and intercity bus stations). Support bicycle route connections to these types of facilities and encourage the provision of supportive infrastructure such as secure bike parking and covered where appropriate.

Strategy 2.3E: Incorporate design considerations linking active transportation facilities and existing or planned transit in future updates of the ODOT Design Guidelines (transit, bicycle, and pedestrian, others as appropriate).

Strategy 2.3F: Encourage dissemination of information to local jurisdictions about national best practices for linking bikeshare systems to transit, as it becomes available through FHWA and other national agencies and organizations.

Policy 2.4: Identify and develop Oregon Transportation Regional Shared Use Paths which facilitate needed transportation connections and enhance economic opportunity for a region and the state.

Strategy 2.4A: Recognize “Oregon Transportation Regional Shared Use Paths” as individual routes that provide critical connections or enhance the system, providing a benefit to the state system. To qualify as an Oregon Transportation Regional Shared Use Path, the route must:

- Link to employment and residential centers (~1 mile for pedestrians, 3 miles for bicyclists);
- Respond to high level of existing use and/or projected future demand within the areas served;
- Be recommended for designation by all communities along its corridor; and
- Be in a locally adopted Transportation System Plan

Policy 2.5: Examine opportunities for Oregon Transportation Shared Use Paths and other regional trails⁴ through coordination, funding, and technical assistance.

Strategy 2.5A: Build partnerships with local partners through collaborative efforts to identify regional trails. Encourage facilitation of information to local jurisdictions regarding design innovations, funding, engaging local partners (e.g. tourism organizations) and other technical information that becomes available.

Strategy 2.5B: Review and update guidelines and procedures for shared use path planning and design, i.e. connected off-street network of paths used for a variety of transportation and recreational purposes.

⁴ Defined in the Oregon Bicycle and Pedestrian Plan as non-motorized trails typically separated from roadways with curbs, plantings or other barriers. Regional trails are over five miles in length, open to the public, and lie on public lands or public rights-of-way or easements. Trails connect cities, parks, and other destinations and may connect to other trails, creating a network. They may serve both a transportation and recreation function.

Goal 3: Mobility and Efficiency

Improve the mobility and efficiency of the entire transportation system by providing high quality biking and walking options for trips of short and moderate distances. Support the ability of people who bike, walk or use mobility devices to move easily on the system through well designed and maintained facilities on direct routes.

Policy 3.1: Bring about a bicycle and pedestrian network that achieves ease of movement, especially considering vulnerable users of the system

Strategy 3.1A: Aim to reduce and remove physical barriers on existing sidewalks, such as driveway aprons, tree roots, or other factors that cause difficulties in movement.

Strategy 3.1B: Provide relevant ODOT disciplines additional training opportunities on best practices and design to enhance mobility of vulnerable populations.

Policy 3.2: Integrate bicycle and pedestrian considerations in planning, design, construction, and maintenance.

Strategy 3.2A: When planning to reduce motor vehicle congestion and increase reliability, consider improvements that enhance bicycling and walking as a viable choice for short- and mid-length trips.

Strategy 3.2B: When planning for bicycle and pedestrian needs and priorities, assess beyond an individual roadway, looking at a geographic area (region, corridor, or community) to identify the safest, most direct, and most comfortable bicycle and pedestrian routes. Recognize these routes may be on a highway, county road, local street, through a park, local or regional trail or all of the above for various segments of the route.

Strategy 3.2C: Develop a process to identify bicycle and pedestrian needs, gaps, and deficiencies, to ensure that bicyclist and pedestrians are considered during planning and design.

Strategy 3.2D: Provide safe, reasonable, alternative routes and clear signage for bicyclists and pedestrians during construction, and ensure that construction outreach communications include information about bicycle and pedestrian route options.

Strategy 3.2E: Promote safety through maintenance activities via maintenance guidance and priority setting. Priority setting will include considerations for bicycle and pedestrians as appropriate to the activity.

Policy 3.3: Support both active transportation and freight mobility needs through planning considerations, design guidance and coordination.

Strategy 3.3A: Develop guidance for bicycle and pedestrian route planning that considers both direct and parallel routes to accommodate freight mobility.

Strategy 3.3B: Research best practices to identify innovative design treatments that both safely accommodate bicyclists and pedestrians and maintain appropriate freight carrying capacity. Where possible, promote opportunities for separation that does not constrain the mobility/accessibility of either mode.

Strategy 3.3C: Continue to coordinate with freight stakeholders for bicycle/pedestrian projects when ORS 366.215⁵ applies.

⁵ ORS66.215 - No Reduction of Vehicle-Carrying Capacity

Goal 4: Community and Economic Vitality

Enhance community and economic vitality through biking and walking networks that improve people's ability to access jobs, businesses, and other destinations. Enhanced high quality biking and walking systems will attract visitors, new residents, and new business to the state, opening new opportunities for Oregonians.

Policy 4.1: Encourage local land use policies and practices that support increased bicycling and walking.

Strategy 4.1A: Identify and share best practices and local guidance on developer sidewalk provisions and off-site improvement requirements. Explore other best practices and model codes for bicycle and pedestrian accommodations within the development process (i.e. accessible site design/orientation, parking design best practices, provision of bicycle parking).

Strategy 4.1B: Encourage bicycling and walking through school siting. Provide examples and best practices on locating schools for increased walking and biking access, building on the recommendations of the Oregon School Siting Handbook.

Strategy 4.1C: Provide ongoing coordination with schools to achieve 20 year vision of providing safe and accessible walking and bicycling facilities.

Strategy 4.1D: Refer to existing Department of Administrative Services (DAS) Siting Policy⁶ when siting government buildings in relation to their accessibility of walking and bicycling.

Strategy 4.1E: Encourage provision of additional and adequate long and short term bike parking at other locations through code, incentives and/or subsidy programs. Bike parking locations should be visible, easily accessible, and convenient for use.

Strategy 4.1F: Promote biking and walking infrastructure on existing facilities to employment centers and commercial districts/main streets to attract a diverse workforce, by providing examples of land-use strategies from other Oregon communities.

Policy 4.2 Encourage bicycle and pedestrian tourism through partnerships, collaboration and dissemination of information.

Strategy 4.2A: Continue and enhance partnerships with public agencies and private organizations that promote tourism and economic development through collaborative efforts to educate communities about opportunities to promote bicycle and pedestrian tourism.

Strategy 4.2B: Promote existing programs (such as the Scenic Bikeways program) and share best practices from other Oregon communities, including examples of programs and communities that have successfully linked tourism, economic development, and active transportation.

Strategy 4.2C: Identify locally championed regional trail projects and partnerships which support local and regional tourism.

Goal 5: Equity

Provide opportunities and choices for people of all ages, abilities, and incomes in urban, suburban, and rural areas across the state to bike or use walking routes to reach their destinations and to access transportation options.

⁶ DAS Policy Manual No. 125-6-115

Policy 5.1: Promote bicycling and walking as a viable and accepted transportation choice for Title VI and Environmental Justice populations.

Strategy 5.1A: Consider transportation-disadvantaged communities as routes for bicycling and walking are being prioritized.

Strategy 5.1B: Encourage Safe Routes to School projects (both education and infrastructure) to address “Title 1”ⁱ designated schools⁷.

Policy 5.2: Promote geographic equity by understanding the unique needs of urban, suburban and rural communities.

Policy 5.3: Encourage bicycling and walking improvements in transportation disadvantaged communities through data driven prioritization and performance measurements.

Strategy 5.3A: Encourage dissemination of information and training to local transportation agencies on how to use the federal methodology for prioritizing bicycle and pedestrian projects based on equity factors.

Strategy 5.3B: Track federal policy guidance on equity as it relates to federal funding; incorporate federal guidance into ODOT policies and procedures as appropriate and disseminate to local jurisdictions to help them compete for grants.

Strategy 5.3C: Develop guidance on the use of data sources for achieving socio-economic equity when prioritizing projects and establishing performance measures: consider factors such as health, income, air quality, access to transportation options and crash data.

Goal 6: Health

Provide Oregonians with the opportunity to become more active and healthy by using biking and walking to meet their daily needs.

Policy 6.1: Promote biking and walking to help achieve public health goals to improve air quality, and reduce obesity and associated chronic diseases due to lack of physical activity.

Strategy 6.1A: Continue to expand upon the partnership between ODOT and the Oregon Health Authority (OHA)-Public Health Division to continue ongoing communication, encourage safe and active transportation, collaborate on research and data analysis, and leverage resource opportunities.

Strategy 6.1B: Encourage the active engagement of health professionals in transportation planning through Metropolitan Planning Organizations (MPO) and Area Commissions on Transportation (ACT) education and coordination.

Strategy 6.1C: Collaborate between public health and transportation on educational and communications outreach, events and activities. Communicate the value and relationship of health and transportation.

Strategy 6.1D: Identify geographic areas and sub-populations in Oregon (e.g., low-income communities, aging population) with higher rates of chronic diseases influenced by transportation

⁷ The purpose of Title I is to provide additional support for schools that serve children who have risk factors like poverty or high rates of moving (homelessness). Research has demonstrated that these factors make it more difficult for children to be successful in school. Eligible schools get an amount of money based on the number of students in the school who qualify for Free or Reduced price meals.

options, and prioritize actions to address disparities through transportation policies, plans and project selection.

Strategy 6.1E: Improve data collection and sharing between transportation and public health agencies by utilizing data resources and forming partnerships with state and local public health departments which perform the critical function of data tracking community-wide health (i.e. “population health”).

Goal 7: Sustainability

Help to meet federal, state and local sustainability and environmental goals by providing zero emission transportation options like biking and walking.

Policy 7.1: Promote biking and walking to help achieve local, regional, state, and federal environmental goals to reduce vehicle miles traveled, reduce greenhouse gas emissions (GHG), and improve air quality.

Strategy 7.1A: Promote zero emission technological innovations that improve interest in biking and walking, such as software applications and electric mobility devices.

Strategy 7.1B: Work with local jurisdictions to consider infrastructure investments and travel demand management programs that encourage biking and walking for local trips, totaling twenty miles or less round-trip.

Strategy 7.1C: Promote bike sharing and bicycle parking programs to encourage use of zero emission travel.

Policy 7.2: As appropriate, incorporate bicycle and pedestrian facilities into project level sustainability efforts to protect the existing system.

Strategy 7.2A: Encourage coordination between storm water management issues or projects and bicycle and pedestrian projects.

Strategy 7.2B: Integrate bicycle and pedestrian facilities into asset management strategies to maximize facility use and extend the useful life of infrastructure.

Goal 8: Strategic Investment

Recognize Oregon’s strategic investments in biking and walking as important components of the transportation system that can help reduce the need for expanding motor vehicle capacity and reduce system costs.

Policy 8.1: Seek funding to address bicycle and pedestrian transportation needs

Strategy 8.1A: Continue to support exploration of alternatives to the gas tax to fund multimodal transportation investments.

Strategy 8.1B: Explore opportunities for flexible funding sources for bicycle and pedestrian facility investments.

Strategy 8.1C: Promote and encourage state and local jurisdictions to seek opportunities to leverage investments made for other projects (such as sewer or utility work) to address outstanding bicycle and pedestrian infrastructure needs.

Strategy 8.1D: Explore resources (e.g., funding, systems and program infrastructure) in public health and transportation that might be leveraged, especially to serve special populations or specific needs.

Policy 8.2: Invest strategically in the overall system (state and local) by preserving existing bicycle and pedestrian infrastructure, addressing high need locations first, and supporting programmatic investments.

Strategy 8.2A: Use the following priorities for identifying and investing in bicycle and pedestrian projects, recognizing that funding should be distributed among these categories:

1. *Protect the existing system* – The highest priority is to protect the functionality of the existing bicycle and pedestrian system through maintenance and preservation, especially in transportation disadvantaged areas and surrounding schools, shopping, employment centers, and downtowns (i.e. high need locations).
2. *Add critical connections and address safety issues* – The second priority is to make improvements to the existing system by providing bicycle and pedestrian connections in areas where no connections exist or where transportation options are limited, particularly in high need locations; and to address significant safety concerns.
3. *Enhance the system* – The third priority is to enhance the system and peoples opportunity to use the system, such as through increased safety and security measures (e.g. separation, pedestrian bulb outs) and availability (e.g. bikeshare, bicycle parking).
4. *Elaborate the system* – The fourth priority is to elaborate the system through network connectivity for recreation, and areas not deemed as critical connections; as well as more costly user comfort features (e.g. cycle tracks).

Strategy 8.2B: Continue to support Safe Routes to School programmatic investments.

Policy 8.3: Identify funding priorities for state dollars and on the state system, consistent with Policy 8.2, but also recognizing the priority to fill system gaps and connect modes.

Strategy 8.3A: Develop a location map on the state system to identify corridor segments which meet intent of Strategy 8.2A.

Strategy 8.3B: When developing maintenance plans on the state system, develop a priority route system to identify funding priorities for maintenance activities such as sweeping, pavement preservation, and other activities that contribute to bicycle and pedestrian use.

Policy 8.4: Be opportunistic about funding.

Strategy 8.4A: Take advantage of roadway, development, redevelopment or other funding not specifically targeted at a bicycle or pedestrian project to add to or enhance the adjacent bicycle or pedestrian system.

Strategy 8.4B: Include bicycle and pedestrian project lists in Transportation System Plans and other relevant planning documents to take advantage of federal, state, or local grants or programs that may become available.

Strategy 8.4C: Identify opportunities to leverage funds with health and transit agencies for bicycle and pedestrian projects.

Goal 9: Coordination, Cooperation and Collaboration

Work actively and collaboratively with federal, state, regional, local and private partners to provide a consistent and seamless biking and walking networks that are integral to the transportation system.

Policy 9.1: Enhance bicycle and pedestrian data policies and practices through local capacity building, coordination, data management, communication, and quality assurance.

Strategy 9.1A: Research the viability of multi-jurisdictional sharing of data collection equipment to reduce costs and encourage the ability to collect, analyze, and use count data.

Strategy 9.1B: Develop and apply consistent bicycle and pedestrian data formats and quality assurance procedures. Continue to support bicycle and pedestrian data research and consider future implementation of a permanent bicycle and pedestrian data counting program and communicate through resources such as an accessible online and/or mapping interface.

Strategy 9.1C: ODOT will collaborate with local jurisdictions to identify alternative bicycle and walking routes on parallel local roadways or facilities, where the ODOT facility is deemed to have safety concerns, gaps or conflicts; or where the alternate route is otherwise locally deemed desirable.

Strategy 9.1D : Coordinate with transit agencies to determine how ODOT projects may be designed to be compatible with planned expansions of transit service and infrastructure, to allow for more efficient public investments across agencies.

Strategy 9.1E: Clarify ODOT and local jurisdictional roles and responsibilities for purchasing right-of-way, constructing, maintaining, and illuminating sidewalks along ODOT facilities.

Strategy 9.1F: Develop guidance and procedures that increase project coordination between local utility companies when bicycle and pedestrian facilities will be impacted.

Policy 9.2: Support education and local capacity building through communication of state and federal resources, technical assistance, and workshops.

Strategy 9.2A: Continue to provide and regularly update information on federal funding opportunities, grant applications, and available state resources.

Strategy 9.2B: Support local innovations in bicycle and pedestrian planning, analysis, and design best practices through information sharing, workshops, and other educational resources.