



OREGON BICYCLE AND PEDESTRIAN PLAN

Policy Advisory Committee

Meeting 5

October 28, 2014

Agenda

- Welcome
- Review Meeting Summary
- PAC Member Reports
- Schedule Check-In
- Exercise: Refining Policy Themes
- Next Steps



PAC Member Reports



Developing Policy Themes



How does this all fit together and what are the next steps for policy development?

- What does Policy Development look like?
- How is Policy informed?

Policy Themes Exercise



- Framing the Discussion

- Red, Yellow, Green



Green – Yes. We should address this & I feel it is clear enough that staff can move forward and draft policy language to bring back to the PAC.



Yellow – Not sure. This may need further discussion but is probably okay to draft policy language.



Red – No. We really need further discussion on this before drafting policy language.

Safety



Increase the **visibility** and **awareness** of bicyclists and pedestrians through enhancements such as lighting, flashing beacons, flags, moving the stop bar back etc.

Enhance personal security in order to encourage use of alternate modes by providing **‘eyes on the street’** enhancements, such as lighting, appropriate landscaping and maintenance.

Enforce **safety laws** for all users of the transportation network. Consider all forms of safety enhancement treatments, ranging from low- to high-cost solutions; dependent on the need and location.

Consider **system users** and **demographics** when accommodating bicyclists and pedestrians.

Examine options for setting **posted speeds** on roadways dependent on multiple users of the system.

Consider **vulnerable users** of the system when planning facilities or facility improvements. Consider **separated facilities** where feasible and appropriate to provide added level of comfort among users.

Adopt the ‘**Vision Zero**’ goal of no deaths or injuries resulting from traffic crashes.

Include **safety improvements** for bicyclists and pedestrians in all transportation projects and programs.

Safety



Assign “safety” (all modes) a high value when **prioritizing** transportation projects.

Connectivity: Network and Intermodal



Connectivity: Network and Intermodal



Explicitly consider ways to connect **underserved** and transportation **disadvantaged** populations to the bicycle transportation network.

Connectivity: Network and Intermodal



Prioritize **filling system gaps** (pedestrian and bike facilities) in areas that are served by high activity areas, such as schools and, shopping centers.

Connectivity: Network and Intermodal



Facilitate first- and last-mile
connections to other modes.

Connectivity: Network and Intermodal



Examine opportunities to be more **strategic** about infill investments; recognizing that many investments today are opportunistic based on a funded road project, which may not be the **area of greatest need** for bike or pedestrian infill.

Connectivity: Network and Intermodal



In rural areas which rely on local or state roadway **shoulders** for bicycle and pedestrian travel, seek **opportunities to improve** for cycle use where possible.

Connectivity: Network and Intermodal



Improve **connectivity** of street grids in **sub-divisions** to provide better local connectivity for cyclists and pedestrians.

Connectivity: Network and Intermodal



Improve **wayfinding signage** to encourage bicyclist and pedestrian use.

Connectivity: Network and Intermodal



Where safe, provide the most **direct routes** between origins and destinations.

Education and Outreach



Education and Outreach



Educate all transportation users on the **rules of the road.**

Educate all users on safety, including **helmet safety**, use of crossing locations, hand signals, safe passing distance, etc.

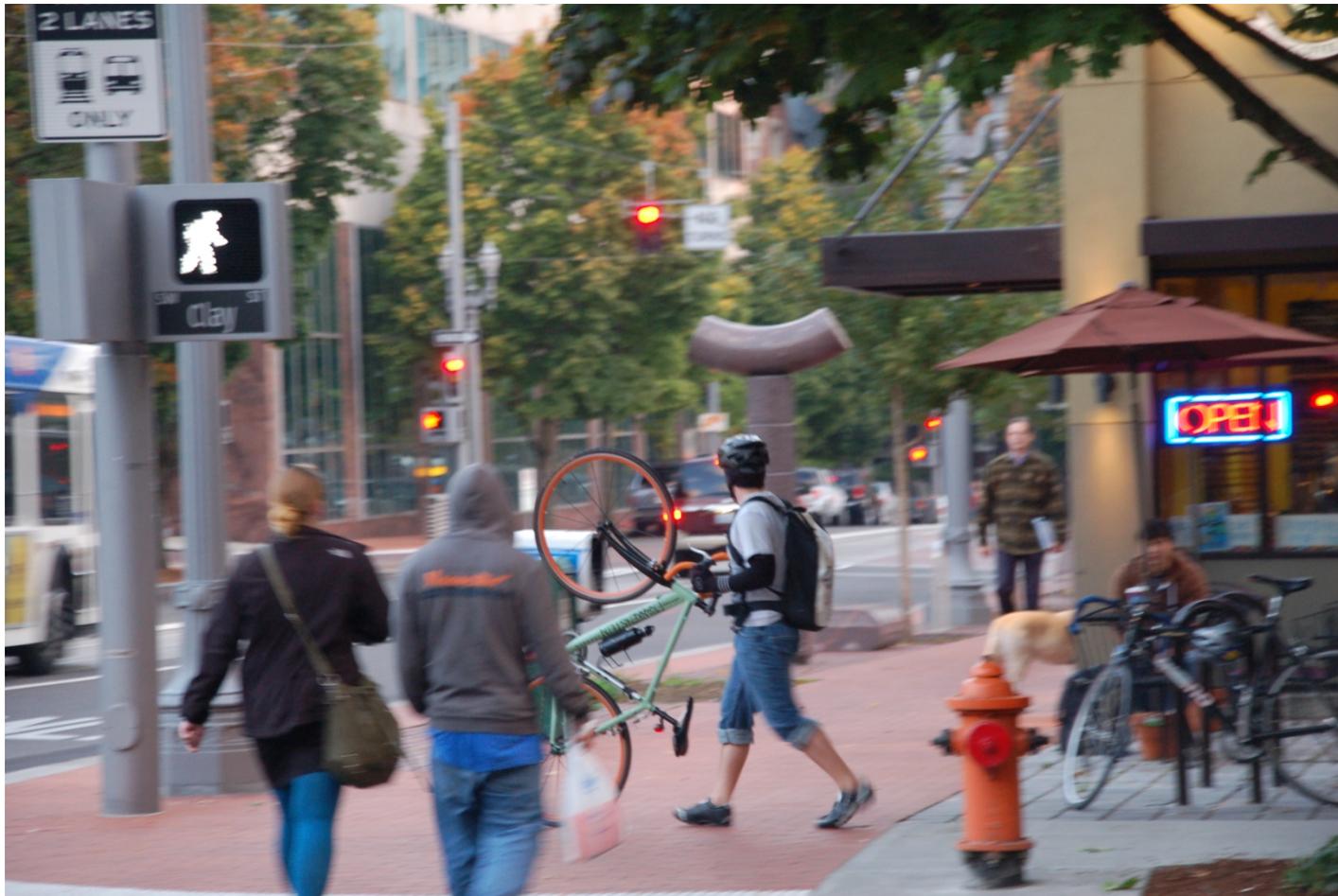
Encourage youth to bike and walk for transportation and get them comfortable with cycling/walking at early ages (Safe Routes to Schools comes out often in this discussion).

Explore avenues for **education** and outreach including driver education, drivers manual and driver testing, Safe Routes to School, Transportation Options providers, etc.

Use **data** to dispel safety or conflict myths between transportation modes.

Provide information on the **public health** benefits of biking and walking to encourage more use.

Land Use and Development



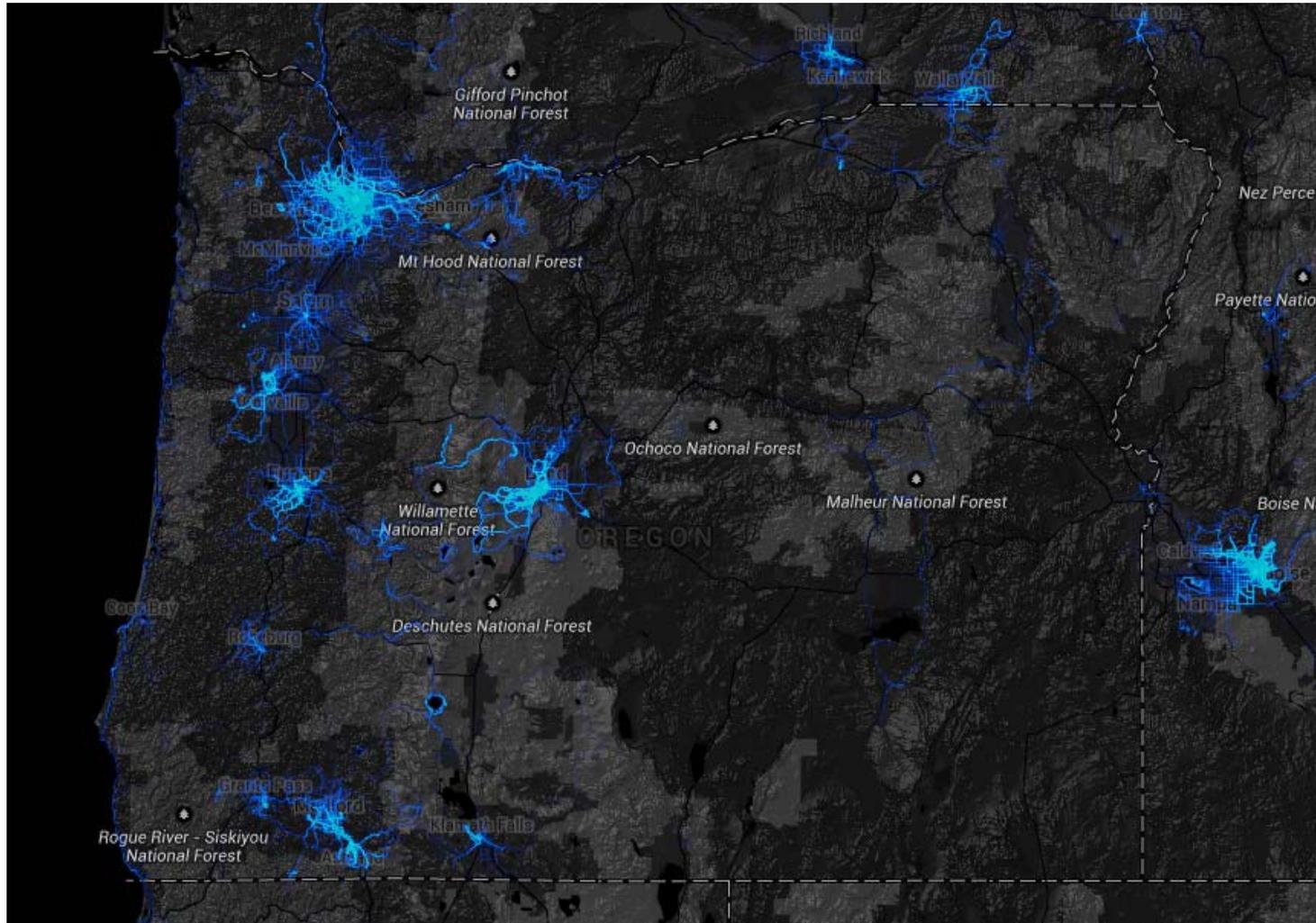
Incorporate bicycle/pedestrian elements in **new development** or redevelopment projects, such as incorporating or increasing **bike parking**.

Coordinate land use decisions with transportation providers.

Locate **schools** more centrally for increased biking and walking **access** (Oregon School Siting Handbook).

Where feasible, encourage more **dense developments** to promote biking and walking opportunities.

Data



Employ data to guide **decision making** processes such as methods for prioritization and performance measures.

Collect and **store** data to better understand system users and their needs.

Identify **predictive measures** for use and safety of bicycling and walking routes.

Data



Find opportunities to improve data collection, use, and storage through **coordination** or other methods.



Share data among transportation providers, with the health sector and other agencies as appropriate.

Develop mechanisms to improve bicycle and pedestrian **crash data**, especially in incidents that involve non-motorized users.

Explore ways **technology** can facilitate data collection and decision making.

Maintenance



Maintenance



Regularly **sweep** roadways and shoulders for non-motorized vehicle use, especially in **high-use areas** or locations with few other modal options.

Maintenance



Prioritize **snow and ice removal** in high-use areas or locations with few other modal options.

Remove/sweep **seasonal applications** when no longer needed, such as gravel used for de-icing roadways.

Consider bicycle and pedestrian **facility needs** during preservation/paving projects by assuring an adequate shoulder or grade (e.g. chip seal).

Maintenance



Consider context when locating **rumble strips** along highways, especially in areas where shoulder widths are narrow.

Engineering



Design facilities for **all ages** ('8-80') to provide a level of comfort for all types of users.

Develop more **flexible design** standards for various parts of the state to assist in the incorporation of bicycle and pedestrian facilities.

Develop bicycle/pedestrian facilities
more **consistently** across the State.

When possible, consider all transportation users (bicyclists and pedestrians in addition to drivers) when access spacing is considered along roadways and **access management** decisions are made.

Consider application of **‘Complete Streets’** on local roadways and highways.

When funding the **construction** of a transportation project, look for **opportunities** to provide a multi-use path, bike lanes or to widen shoulders.

Have **equal consideration** among all modes when developing projects.

Accommodate and design for a multitude of **travel ‘devices’** on bicycle and pedestrian facilities (e.g. Segways, electric bikes, skateboards, etc.).

Interagency Collaboration



Collaborate with other departments and agencies in **project development** (transit stops connecting to sidewalks or bike lanes, etc.) to ensure that all modes are being considered in project development.

As projects develop, coordinate with adjacent jurisdictions on design and connectivity to remove **jurisdictional barriers** for project development.

Project Coordination: Construction



Project Coordination: Construction



Provide alternate bicycle/pedestrian **detour routes** in temporary work zones.

Project Coordination: Construction



Incorporate bicycle/pedestrian **signage** during construction so detour routes are well marked.

Project Coordination: Construction



Train all construction inspectors on
ADA, bikeway, and walkway
facility standards.

Funding and Implementation



Funding and Implementation



Seek dedicated **funding sources**, or flexibility, for bicycle and pedestrian infrastructure and maintenance investments.

Consider **prioritizing** large maintenance and construction projects based on how well they incorporate bicycle and pedestrian facilities (and those with higher use rates).

Funding and Implementation



Develop **data driven** approaches to support funding of bicycle and pedestrian facilities.

Quality of Life



Enhance **community health** by promoting bicycling and walking through infrastructure improvements, education and encouragement programs in collaboration with local and state partners.

Draw a strong connection between bicycling and walking and **sustainability**, both environmentally and financially.

Quality of Life



Utilize sustainability **policy goals** in encouraging bicycling and walking.

Economic Vitality



Offer a balanced, connected transportation system that facilitates **community vitality** by encouraging active transportation for local trips and integrates with other transportation modes.

Consider the **economic benefit** of regional trails and other recreational facilities when prioritizing projects.

Public Comment



Next Steps



Upcoming

- Continue Policy Discussion
- November 18 PAC Meeting (Springfield)