

# Oregon Bicycle and Pedestrian Plan

## Sample Policies and Strategies

This document contains a sample set of draft policies and strategies for PAC review which are intended to start the conversation for further policy development.

At the October PAC meeting, there were several 'red and yellow' policy themes which remained for further discussion. To assist the conversation, the Technical Advisory Committee met in November to discuss key issues related to these outstanding policy themes. This information assisted the project team in developing a sample set of policies and strategies for the PAC to test at the December meeting. Please note: this is only the first review, where multiple revisions, edits, and further policy/strategy development will occur in subsequent months.

PAC members will be asked to provide feedback on whether or not this sample set is on the right path forward, how we continue developing policies and strategies, and specifically what it is you want to see. We encourage your direct input as it is critical to moving forward with the policy development phase of this project.

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### Goal: Safety

Strive to 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:** Encourage, support and implement education policies, projects, programs and other activities that help reduce crashes, injuries and fatalities involving bicyclists and pedestrians and improve safety.

*Strategy A:* Identify and share educational materials and other best practices that support safe behaviors for bicyclists, pedestrians and motorists, including the general public and law enforcement personnel.

*Strategy B:* Increase the comprehensiveness and accuracy of data regarding crashes and near-misses that involve pedestrians and bicyclists and share with law enforcement.

*Strategy C:* Develop or enhance statewide safety education materials for all facility users and create public/public and public/private partnerships for distribution, including agencies like American Automobile Association (AAA), ODOT Driver and Motor Vehicle Services (DMV), ODOT Safety Division, ODOT Active Transportation Section, public health organizations, and insurance companies.

**Policy:** Increase the visibility of bicyclists and pedestrians at street crossings.

*Strategy A:* Utilize technology (e.g. flashing beacons) where appropriate to better alert drivers of pedestrians. In more rural areas, consider additional options which may be lower tech (e.g. crossing flags).

*Strategy B:* In high volume bicycle and pedestrian areas, consider roadway treatments which increase pedestrian and bicycle visibility (e.g. stop bars, bike boxes, etc.).

**Policy:** Minimize perceived or actual safety risks by planning and designing a bicycle and pedestrian network taking into account users' level of comfort.

*Strategy A:* When possible, develop bicycle and pedestrian routes off main highways, on parallel roadways.

*Strategy B:* When routes are on main highways, promote design features that raise users' level of comfort of the facility (e.g. pedestrian islands, bulb outs, curbs and other approaches for separation).

*Other Potential Policies/Strategies:*

- *Vision zero*
- *Safe Routes to Schools*
- *Posted speeds*
- *Safety prioritization*
- *Data*
- *Enhance driver education*
- *Enforcement*

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## **Goal: Accessibility and Connectivity**

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

**Policy:** Focus on bicycle and pedestrian networks which fill gaps and improve access in urban, suburban and rural areas.

*Strategy A:* Fill gaps in network. Support and encourage regional and local agencies to focus on projects that fill bicycle and pedestrian system gaps in high activity areas, such as schools, commercial areas and main streets, corridors that connect to key destinations, and that serve areas (or populations) with limited transportation options or address existing barriers to connectivity. When on network connections are unavailable, seek opportunities to identify other links such as easements.

*Strategy B:* Improve connectivity of existing system. Encourage projects that improve connectivity of street grids and trails, or address existing barriers such as bridge with poor bike or pedestrian access, cul-de-sac or dead ends to provide better local connectivity for bicyclists and pedestrians.

*Strategy C:* Aim to retrofit existing bridges on high bicycling and walking routes to ensure that they provide safe and convenient access for bicyclists and pedestrians. Facility type and design should reflect best practices, adopted bicycle and pedestrian plans and local context.

*Strategy D:* During planning and project development, establish a check point to coordinate between agency divisions and adjacent jurisdictions to address jurisdictional barriers to bicycle and pedestrian network connectivity.

*Strategy E:* Provide model code and policy language and technical support to local jurisdictions which support connected street networks, sidewalks, and bicycle facilities; including local bicycle and pedestrian plans, and updates to local zoning, subdivision codes.

**Policy:** Facilitate bicycle and pedestrian connections to other modes.

*Strategy A:* Consider locations of transit stops and facilities when extending or improving bicycle and pedestrian networks. Look for opportunities to coordinate bicycle and pedestrian facilities and accesses with transit providers.

*Strategy B:* Work with transit providers to understand potential demand for bikes on buses.

*Strategy C:* Identify opportunities for bike share at mobility hubs and other locations to facilitate the last-mile connections.

*Other potential policies/strategies:*

- *Context sensitive approaches*
- *Crossing locations*
- *Direct routes*
- *Recreational connectivity*
- *Regional trails*
- *Redundancy*

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## **Goal: 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:** Encourage local land use policies and practices that support increased bicycling and walking through zoning/subdivision codes, school siting and development review processes.

*Strategy A:* Support walkable and bicycle friendly communities through development/re-development. Identify and share best practices and local guidance (such as model codes) on

developer sidewalk provisions (i.e. development fees), and off-site improvement requirements. Explore other best practices and model codes for bicycle and pedestrian accommodations within the development process, (i.e. provision of bicycle parking).

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

*Strategy D:* Utilize and enforce existing administrative rules when siting government buildings in relation to their accessibility of walking and bicycling.

*Strategy E:* Provide biking and walking connections between major employers and neighborhoods.

*Strategy F:* Provide adequate biking and walking facilities on main streets and at shopping centers and when feasible, beautify areas to enhance attractiveness of business areas.

*Other potential policies or strategies:*

- *Encourage mixed-use to encourage biking and walking*
- *Sidewalk infill- developer funding*
- *Access management*
- *Promoting direct connections, without dead ends*
- *Site planning- accessibility*
- *Biking and walking options to attract a diverse workforce*
- *Americans with Disabilities Act*

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## **Policies and Strategies for Development**

**Goal: Mobility and Efficiency**

**Goal: Equity**

**Goal: Health**

**Goal: Sustainability**

**Goal: Strategic Investment**

**Goal: Coordination, Cooperation and Collaboration**