

Oregon Bicycle and Pedestrian Plan

Draft Policies and Strategies

This document consists of revised draft policies and strategies for the Oregon Bicycle and Pedestrian Plan. These revisions, along with TAC feedback, will be discussed at the March 18th PAC meeting.

Nine goal areas were identified for the Oregon Bicycle and Pedestrian Plan, consistent with other Oregon multimodal, modal, or topic plans. The goals include:

- Safety
- Accessibility and Connectivity
- Mobility and Efficiency
- Community and Economic Vitality
- Equity
- Health
- Sustainability
- Strategic Investment
- Communication, Cooperation, and Collaboration

Policies and strategies are organized under the most relevant goal but often relate to or benefit other goals. In particular, goals such as Equity, Sustainability, Health, and Community and Economic Vitality are benefited by most of the policies and strategies in this plan and the policies and strategies are written to contribute to these outcomes. Another area of significant overlap is data, although it is not a goal area. The collection, process, dissemination, and use of data is important to each of the goal areas and a singular data source can be informative to a variety of issues. Some specific data strategies are included under goal areas and needs are discussed more thoroughly in the *Implementation Considerations* section of this plan.

In reviewing the policies and strategies below, note they focus on confirming existing practice, setting new direction, and providing support for decision-making. They do not touch on existing laws and regulations, such as the Americans with Disabilities Act (ADA), although all policies and strategies are consistent with such requirements and help to reinforce them.

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 suitable for~~ 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, adjacent land use attractors, 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 and bicyclists 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).

Strategy 1.1H: Design driveways to minimize sidewalk dips, reducing driveway aprons.

Strategy 1.1I: Strengthen the ODOT Safety Priority Index System and other prioritization processes through analysis of crashes involving bicyclists and pedestrians and other data sources.

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~~ Leverage federal funding ~~options opportunities and explore other 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~~Inform 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 Encourage ~~more~~ users by providing a safe system that includes elements to enhance personal security.

Strategy 1.4A: Encourage sufficient secure and convenient bicycle parking at key destinations¹.

Strategy 1.4B: 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, wayfinding², adequate opportunities to leave the facility, and other visibility mechanisms.

Strategy 1.4C: Communicate need for enforcement of local codes and laws as important for enhancing personal security.

Goal 2: Accessibility and Connectivity

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

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

Strategy 2.1A: Develop guidelines to 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: ODOT will work collaboratively 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 2.1C: 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.

Strategy 2.1D: Conduct bicycle and pedestrian analysis to understand physical, natural, and safety/comfort barriers which create connectivity islands, such as level of traffic stress analysis. Refer to ODOT's Analysis Procedures Manual for guidance and support.

Policy 2.2: Add bicycle and pedestrian infrastructure to connect system gaps, while understanding the unique needs of urban, suburban and rural communities.

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.

Strategy 2.2A: Develop a method to identify and prioritize bicycle and pedestrian system gaps and incorporate findings into relevant plans, processes, and investment decisions.

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~~ Seek opportunities to improve crossings 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 finding signage and resources, especially for high use areas.

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~~ Improve 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.

Strategy 2.3B: When designing, extending, or improving bicycle and pedestrian networks, coordinate with transit agencies to ensure that existing and planned transit service is considered in facility design and . 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: Study barriers and opportunities to developing successful bikeshare programs and establish guidelines for bikeshare applications in Oregon. ~~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.

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 2.4A: 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 **development of** 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 Share** information ~~to~~ **with** 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.

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, **while understanding the unique needs of urban, suburban and rural communities.**

Strategy 3.2A: 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 3.2B: When planning for bicyclist 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

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.

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: 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 3.2D: 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.

Strategy 3.2F: Clarify ODOT and local jurisdictional roles and responsibilities for purchasing right-of-way, constructing, maintaining, and illuminating sidewalks along ODOT facilities.

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.

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: Coordinate with local school districts to 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; work with schools to achieve 20 year vision of providing safe and accessible walking and bicycling facilities.

Strategy 4.1C: Site state government buildings consistent with the Refer to existing Department of Administrative Services (DAS) Siting Policy⁶ when siting government buildings in relation to their

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

~~accessibility of so they are accessible to walking and bicycling, and identify and take advantage of opportunities for local government buildings to be accessible by walking and biking.~~

Strategy 4.1D: 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 4.1E: 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 ~~Partner, collaborate, and disseminate information~~ encouraging bicycle and pedestrian tourism through partnerships, collaboration and dissemination of information.

Strategy 4.2A: Continue and enhance partnerships with public agencies and private organizations (e.g. Travel Oregon) 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 walking and historic tour potential within individual communities and promote pedestrian 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.

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

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

Strategy 5.1B: Collaborate with school districts on Encourage Safe Routes to School projects (both education and infrastructure) to address “Title 1”⁷ designated schools⁷.

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

Policy 5.2: Encourage bicycling and walking improvements in transportation disadvantaged communities through data driven prioritization and performance measurements.

Strategy 5.2A: 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.

⁶ DAS Policy Manual No. 125-6-115

⁷ The purpose of Title 1 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.

Strategy 5.2B: 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 5.2C: 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 options~~ 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 ~~provide opportunities for physical activity to help reduce risk of~~ 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~~Engage public 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 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”).

Strategy 6.1F: ~~Seek opportunities to integrate health criteria into decision making and when appropriate utilize existing and developing tools to evaluate health implications of policies, programs, and projects.~~

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.

Goal 8: Strategic Investment

Recognize Oregon’s strategic investments in biking and walking as important-crucial components of the transportation system that ~~can help reduce the need for expanding motor vehicle capacity~~ provide essential options for travel and can help 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 finding additional funding, through new dedicated funding sources ~~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 projects identified and funding allocated should be distributed among these categories in high need locations first.

1. Protect the existing system – ~~The highest priority is to~~ protect the functionality of the existing bicycle and pedestrian system through safety, 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

Strategy 8.2A Explanation

In application, categories in 8.2A are important for a complete, accessible, comfortable, and long lasting bicycle and pedestrian system. This emphasizes high need locations first and seeks to recognize that investments should be protected through maintenance and preservation. It does not require maintenance be done before any new connections are added or other enhancements made. There is value in projects in each of these categories and jurisdictions are likely to have a mix of investments, with heavier focus on projects in the highest priority categories.

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 e~~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 e~~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.

Strategy 8.2C: Be opportunistic in acquiring right-of-way for future potential bicycle and pedestrian facilities, and identify strategies to utilize development projects for filling gaps, particularly in potential future high-need locations.

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~~in leveraging funding through various funding mechanisms or project coordination.

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 and work to leverage funds with health and transit agencies for bicycle and pedestrian projects.

Strategy 8.4D: Encourage coordination between public utility and bicycle and pedestrian projects to maximize facility use, leverage funding opportunities, and extend the useful life of infrastructure.

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: Strengthen ongoing coordination, cooperation and collaboration among federal, state, regional, local, and private partners.

Strategy 9.1A: Develop a checklist of items from the policies and actions within the Oregon Bicycle and Pedestrian Plan that will require ongoing coordination.

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

Policy 9.2: Provide local jurisdictions with information about state and federal resources that 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: Share information on workshops, design guidelines, and educational resources to support local innovations in bicycle and pedestrian planning, analysis, and design best practices through information sharing, workshops, and other educational resources.

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