

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ORDINANCE NO. 1026

Amending Comprehensive Framework Plan Policy 33c, Bicycle and Pedestrian Systems

The Multnomah County Board of Commissioners Finds:

- a. The County bicycle and pedestrian system is a major part of the regional transportation system that serves the land uses in the County and functions to move people for economic, health, and recreational purposes.
- b. Statewide Planning Goal 12: Transportation and the Oregon Transportation Planning Rule, adopted in 1990 (OAR Chapter 660, Division 12, Section 660-12-020) directs local governments, including Multnomah County, to adopt Transportation System Plans (TSPs) that include a bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area.
- c. Further, the Transportation Planning Rule directs that planned transportation systems support a pattern of travel and land use in urban areas that avoid air pollution, traffic, and livability problems faced by other areas of the country. Specifically, the planned transportation system is intended to achieve targeted reductions in vehicle miles traveled per capita for the Portland metropolitan region by reducing reliance on any one mode of travel through land use design and provision of mode choices.
- d. Comprehensive Framework Plan Policy 3: Citizen Involvement, specifies that public involvement and information distribution of planning issues occur consistent with Statewide Planning Goal 1: Citizen Involvement. The proposed amendment of Plan Policy 33c: Bicycle and Pedestrian Systems, was adopted by the Multnomah County Bicycle and Pedestrian Citizens Advisory Committee, was presented for discussion at the Multnomah County Planning Commission meeting on November 3, 2003; at a Public Meeting held at the Gresham Central Library on October 23, 2003, and at the East Multnomah County Transportation Committee on December 8, 2003. Meeting notices were published in the Gresham Outlook and Oregonian newspapers.
- e. Comprehensive Framework Plan Policy 41: Columbia River Gorge National Scenic Area, applies to approximately 33,280 acres in Multnomah County within the Columbia River Gorge National Scenic Area. All future development, including roads and other public facilities, must be consistent with and support the purposes of the Management Plan for the Columbia River Gorge National Scenic Area. This management plan and Framework Policy 41 shall control over any potential conflicting provisions of Policy 33C.

- f. Proposed amendments to Multnomah County Comprehensive Framework Plan Policy 33c will remove an unnecessary introduction, revise the policy language to reflect the Oregon Transportation Planning Rule, clarify the policy and implementing strategies; and update the policy's implementing strategies to reflect the changes in the County's bicycle and pedestrian system since the policy was originally adopted.

Multnomah County Ordains as follows:

Section 1. Multnomah County Comprehensive Framework Plan Policy 33c: Bicycle and Pedestrian Systems is amended as follows:

POLICY 33C: BICYCLE AND PEDESTRIAN SYSTEMS
BIKEWAYS/PEDESTRIAN SYSTEM

Introduction

~~With an estimated 150 million American enthusiasts, bicycling is fast becoming an important and attractive alternative to the vehicle. In less than 15 years, the bicycle has grown from a child's toy to a popular adult mode of travel.~~

~~The potential energy shortage and increased public awareness regarding physical fitness has made commuting and recreation bicycling in the Portland Metro area a feasible alternative. East County offers a good road system for utilitarian bicycle routes and many scenic areas for recreation bicycling. As a result, there is a growing appreciation of the benefits of bicycling by residents of all ages.~~

~~In 1978, the County addressed the needs of the bicycling public through Comprehensive Framework Plan Policies #39 and #40, which recommended the preparation of a Bicycle Circulation Plan.~~

~~The Bicycle Corridor Concept Plan was prepared and adopted along with an ordinance directing implementation of the proposed routes. The plan included some corridors of undefined routes, recreation routes linking scenic areas and parks, and some utilitarian (street) routes that were planned in conjunction with road projects.~~

~~Despite the fact that a map existed and the County's Policy directed implementation of the routes on the map, the mechanisms to assess route safety, define route alternatives and build facilities were not in place and as a result, the County has, five years later, only one separated facility and one signed facility.~~

~~Studies indicate that bicycle safety is enhanced through designation of potential bicycle use. Such designation can occur several different ways. Lane striping and signing is recommended for those streets selected as bicycle streets with high traffic volumes and speed limits. Route signing is recommended for bicycle streets with lower speed limits and traffic volumes. Separated bike paths provide access to recreation or scenic areas and allow the less experienced cyclists the opportunity to improve their bicycling skills away from perceived dangers.~~

~~As a result of ORS 316.544, the State mandates that 1% of a jurisdiction's Road Fund monies shall be spent toward the planning, design, construction and maintenance of bicycle/pedestrian facilities within the road right of way and in accordance with State Standards (AASHTO Guidelines), or that the 1% be committed to a reserve to be held for not more than 10 years. With this directive and the increased awareness of the benefits of bicycling the County has taken a more active role in implementation of facilities.~~

~~Based on a survey of attitudes toward bicycling (Columbia Research Associates, 1982), community workshops (conducted Fall and Winter, 1982), and coordination with the cities, it was determined that both on-street routes (commuter oriented) and recreation routes should be constructed with the 1% bikeway fund. An assessment of the existing Bicycle Corridor Concept Plan was completed. An update of the plan was recommended with the addition of a capital facilities program for funding prioritization.~~

~~The following Policy directs this bicycling facility planning and route implementation effort. The attached map labeled "Bikeways" reflects the preliminary analysis for a bicycle transportation network. Information compiled to prepare the map included Community Plan recommendations, citizen input, survey of employment centers, schools, parks, and high density population areas, and the existing transportation system.~~

Policy 33c

It is the County's Policy to create a balanced transportation system by implementing bicycle and pedestrian systems as integral parts of the County-wide transportation system through:~~It is the County's Policy to implement a bicycle/pedestrian system as an alternative transportation mode, furthering the opportunity for a balanced system by:~~

- ~~A. Identifying a connected network of bicycle facilities~~streets with good bicycle access and travel potential on the map titled Multnomah County Bikeway System~~bikeways~~, which provides the framework for future ~~bikeway~~bike route projects and helps assure that future street improvement projects on a designated bikeway~~route~~ will be designed to accommodate bicycles.
- ~~B. Identifying a connected network of pedestrian facility improvements on the map titled Multnomah County Pedestrian System, which provides the framework for future pedestrian improvement projects and assures that future street improvements will be designed to accommodate pedestrians.~~
- ~~C. Including standards for bikeways and walkways throughout the Multnomah County Roadway Design and Construction Manual to include the most current design standards and innovations for providing bicycle and pedestrian improvements.~~
- ~~D. Providing for bicycle and pedestrian travel through the development and adoption of a County-wide Transportation Capital Improvement Program (CIP) that includes all the bikeways and walkways identified in the Multnomah County Bikeway and Pedestrian System Maps.~~

- E. Placing priority on constructing and maintaining the transportation system to improve the safety for bicyclists and pedestrians.
 - F. Coordinating with surrounding jurisdictions and regional partners in the development of the bicycle and pedestrian systems.
 - G. Promoting bicycling and walking as vital transportation choices.
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- ~~A. Providing for commuter trip and recreation bicycle travel through the development and adoption of a bicycle corridor capital improvements program (C.I.P.) And route priority map, as part of the overall Multnomah County capital improvements program.~~
 - ~~B. Adopting standards for bicycle route design in the C.I.P., including the American Association of American State Highway and Transportation Officials (aashto) guide for development of new bicycle facilities, 1981.~~
 - ~~C. Implementing bicycle facilities described in the bicycle corridor C.I.P. By identifying projects that can be constructed through:

 - ~~1. The land development process where dedication of a right-of-way or easement can be required as a condition of land development.~~
 - ~~2. Road improvements, where a bicycle facility identified as a road slated for improvement can be designed, constructed and funded as part of the road improvement.~~~~
 - ~~D. Prioritizing the 1% bikeway funds for Participating in the update of the metro regional bicycle plan and project prioritization process.~~
 - ~~E. Providing public information regarding bicycle routes and safety.~~
 - ~~F. Promoting the use of completed and approved bicycle facilities.~~
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Strategies

The following Strategies should be used to implement the County's bicycle and pedestrian system:

- A. Provide for bicycle and pedestrian facilities on the Multnomah County Bikeway System Map and the Multnomah County Pedestrian System Map through:
 - 1. The land development process where half-street improvements or dedication of a right-of-way or easement can be required as a condition of land development.
 - 2. Road improvements, where bicycle and pedestrian facilities can be designed, constructed and funded as part of the road improvement.

3. Allocation of the County's 1% bikeway funds for stand alone bicycle and pedestrian improvements based on the priorities established in the County's CIP.
 4. Allocation of roadway funds dedicated to Americans with Disabilities Act compliance for curb ramp and sidewalk improvements in accordance with the Act.
 5. Aggressively seeking grants to supplement the funds available for bicycle and pedestrian improvements.
- B. Periodically review and update the County Roadway Design and Construction Manual in a manner consistent with the Oregon Bicycle and Pedestrian Plan and the American Association of State Highway and Transportation Officials 1999 Guide for the Development of Bicycle Facilities.
- C. Provide public information regarding bikeways and safety through publication of a bikeway map.
- D. Participate in the update of the metro regional bicycle and pedestrian plan and project prioritization process.
- E. Ensure the continuation of a County Bicycle and Pedestrian Program that includes the following:
1. A citizen involvement process including establishment of a departmental Bicycle and Pedestrian Citizen Advisory Committee for review and comment on proposed bicycle and pedestrian project criteria and project design.
 2. Identification of criteria to prioritize projects for inclusion in the CIP with special consideration given to potential use and connectivity.
 3. Identification of bicycle and pedestrian facility projects based on the system maps and prioritized for funding through the various funding sources available.
 4. A project review and comment process to include the planning, engineering, and operations and maintenance sections, and the appropriate city or cities within Multnomah County.
- ~~A. The Zoning Article should include the designation of the proposed 40 Mile Loop route.~~
- ~~B. The Streets and Roads Standards Ordinance should include the adopted bikeway design standards including AASHTO Guidelines for Development of New Bicycle Facilities, 1981.~~
- ~~C. The Bicycle Corridor Capital Improvements Program should include the following:~~
- ~~1. A citizen involvement process including establishment of a departmental Bicycle Advisory Committee for review and comment on proposed routes, route treatment and project criteria.~~

- ~~2. Identification of corridor bicycle routes to serve major activity centers.~~
- ~~3. Identification of community level routes to serve employment centers, schools, parks and neighborhood shopping centers.~~
- ~~4. Identification of criteria for bicycle facility treatment.~~
- ~~5. Identification of criteria to prioritize projects with special consideration given to:

 - ~~a. potential use;~~
 - ~~b. connectivity;~~
 - ~~c. road and traffic conditions.~~~~
- ~~6. A review and comment and prioritization process to include the Engineering Department, Operations and Maintenance Department, Planning Commission and 40 Mile Loop Land Trust and the cities within Multnomah County.~~
- ~~7. A candidate list of projects and map prioritized for bicycle funds forwarded to the Board of County Commissioners for their consideration for inclusion in the Bikeway/40 Mile Loop Program budget.~~

Section 2.

FIRST READING: January 15, 2004

SECOND READING AND ADOPTION January 22, 2004



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Diane M. Linn

Diane M. Linn, Chair

REVIEWED:

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