

1                                   BEFORE THE BOARD OF COUNTY COMMISSIONERS  
2                                   FOR MULTNOMAH COUNTY, OREGON  
3                                   ORDINANCE NO. 668  
4

5                   An ordinance adopting the Multnomah County Bicycle Master Plan and amending the  
6 Bikeways Plan Map of the Comprehensive Framework Plan Policy 33C.

7                   Multnomah County Ordains as follows:

8                   Section I. Findings.

9                   (A) Comprehensive Framework Plan Policy 33C states the County’s policy to identify  
10 streets with good bicycle access and travel potential for designation of future bike route  
11 construction projects and to assure that future street improvements will be designed to  
12 accommodate bicycles.

13                   (B) In 1989, the Multnomah County Transportation Division updated the Bicycle  
14 portions of the Framework Plan last amended in 1983.

15                   (C) A Countywide Bicycle Planning Task Force and a Sauvie Island Bicycle Planning  
16 Task Force comprised of concerned citizens assisted in the Bicycle Plan update.

17                   (D) All affected local, regional, and State governmental agencies were contacted in  
18 order to assure a coordinated countywide bicycle network.

19                   (E) The resulting Bicycle Master Plan, August, 1990, and the amendment of the  
20 Framework Plan Policy 33C Bikeways Map fulfill Statewide Planning Goals Number 1,  
21 Citizen Involvement; Number 8, Recreation; Number 12, Transportation; and Number 13,  
22 Energy Conservation as demonstrated in the Findings of Exhibit A.

1 (F) Policy 33C of the Multnomah County Comprehensive Framework Plan was  
2 acknowledged to be in conformance with the Statewide Planning Goals by the State  
3 Department of Land Conservation and Development (DLCD) in 1980. A later amendment of  
4 Policy 33C in 1983 was also approved by DLCD. Adoption of the Bicycle Master Plan and the  
5 Bikeways Maps do not change any text in Plan Policy 33C.

6 (G) Exhibit A Sections 5 through 10 (the Staff Report) and Exhibit B (the Bicycle  
7 Master Plan, August 1990), incorporated as part of these Findings, explain how all amendments  
8 to the Bikeways Map in Policy 33C comply with the Framework Plan Policies and are  
9 necessary to reflect changes that have occurred since the last update of the transportation  
10 portion of the Plan in 1983. The changes include city annexations, completion of east side light  
11 rail transit construction and new land use designations.

12 (H) The Bicycle Master Plan will be a component of the Multnomah County Master  
13 Transportation Plan which supplements the Comprehensive Framework Plan. The Bicycle  
14 Master Plan includes objectives and policies consistent with Framework Plan Policy 33C.  
15 Those objectives and policies control the strategic actions which implement Policy 33C.

16 (I) The Bicycle Master Plan and 1990 Bikeway Plan Maps were considered at a public  
17 hearing on October 8, 1990 before the Planning Commission and on November 13 and  
18 December 4, 1990 before the Board of County Commissioners where all interested persons  
19 were given an opportunity to appear and be heard.

20 Section II. Purpose.

21 (A) The Bicycle Master Plan, August 1990 (Exhibit B) is adopted as a component of  
22 the Master Transportation Plan.

23 (B) The accompanying five 1990 Bikeway Plan Maps designated Exhibit C is adopted  
24 to replace the one 1983 Bikeways Map which follows page 152 in the Comprehensive  
25 Framework Plan Policy 33C.

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1 Section III. Adoption.

2 This ordinance being necessary for the health, safety, and welfare of the people of  
3 Multnomah County, shall take effect on the thirtieth day after its adoption, pursuant to Section  
4 5.50 of the Charter of Multnomah County.

5 ADOPTED THIS 4<sup>th</sup> day of December, 1990, being the date of its  
6 second reading before the Board of County Commissioners of Multnomah County.

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By Gladys McCoy  
Gladys McCoy, County Chair  
MULTNOMAH COUNTY, OREGON

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REVIEWED:

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John DuBay  
John DuBay, Deputy County Counsel  
of Multnomah County, Oregon



**Department of Environmental Services  
Division of Planning and Development  
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Portland, Oregon 97214 (503) 248-3043**

## **EXHIBIT A**

### **Staff Report**

**This Staff Report consists of Findings of Fact and Conclusions**

**November 13, 1990**

**C 2-90                      Adoption of the Bicycle Master Plan, August, 1990  
and Comprehensive Plan Amendment of the Bikeways Map in Policy 33C**

#### **STAFF RECOMMENDATION:**

**Approve** the submitted Ordinance which adopts the Bicycle Master Plan, August 1990 and amends the Bikeways Map in Multnomah County Comprehensive Framework Plan Policy 33C.

#### **Findings of Fact:**

1. **Compliance with Statewide Planning Goal No. 1, Citizen Involvement:**
  - GOAL: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.
  - A. A Countywide public information forum was held December 5, 1989, to apprise the public of the Bicycle Master Plan program and solicit public input.
  - B. A public information forum regarding bicycle planning and biking problems on Sauvie Island was held on January 8, 1990 sponsored by the Sauvie Island Grange.
  - C. The Countywide Bicycle Planning Task Force was formed of 11 volunteer citizens representing various cities, geographic areas, and bicycle interests, to provide guidance and input to the Bicycle Master Plan.
  - D. The Sauvie Island Bicycle Planning Task Force was formed of five representative Sauvie Island residents to provide public involvement and feedback during development of the Bicycle Master Plan.

2. **Compliance with Statewide Planning Goal No. 8, Recreational Needs:**

GOAL: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Designating and developing bike routes that have high scenic value and lead to recreational destinations, in close proximity to a relatively dense urban population, satisfies a recreational need of residents and visitors to Multnomah County. Promoting safe and convenient bicycling recreation maximizes energy conservation both in transportation to recreational destinations and as a recreational activity of itself.

3. **Compliance with Statewide Planning Goal No. 12, Transportation:**

GOAL: To provide and encourage a safe, convenient and economic transportation system.

Bikeway route additions and deletions are based on criteria of providing safe and convenient bicycle travel with an economically cost-efficient bikeway system.

4. **Compliance with Statewide Planning Goal No. 13, Energy Conservation:**

GOAL: To conserve energy.

Development of County bikeways, based upon an up-to-date Bikeways Map, provides for a highly energy-efficient mode of travel and a reasonable alternative to motorized travel for certain types of trips. A comprehensive and connected bikeway system promotes bicycling and conservation of energy through a relative reduction in depletion of non-renewable energy resources.

5. **Consistency of revisions to the Bikeways Plan Map with the Multnomah County Comprehensive Framework Plan (CFP) Policy 33C:**

- A. Streets with good bicycle access and travel potential are identified.
- B. Identification and approval of bikeway routes provides for future bike route projects.
- C. Future street improvement projects on newly designated bike routes will be designed to accommodate bicycles.
- D. Additional routes will provide for commuter bicycle trips, and recreational bicycle travel.

6. **Criteria for deletion of bike routes from the Bikeways Plan Map in (CFP) Policy 33C:**

- A. Proposed bike routes were deleted when located outside of County jurisdiction including routes on road rights-of-way belonging to City of Troutdale or City of Fairview. Many proposed bike routes on the 1983 Bikeway Map are designated for roads that have been transferred to the City of Portland following annexation and should no longer be considered for implementation as County bikeways.

- B. Development of the Light Rail Transit Line in East Multnomah County has created a need for alternative bike routes at various locations.
  - C. Streets developed to urban standards but without bicycle facilities are deleted from the Bikeway Map where reasonable alternative routes exist.
7. **Criteria for the addition of bike routes to the Bikeways Plan Map in (CFP) Policy 33C:**
- A. Planned bike routes are extended to connect to and provide access to the Johnson Creek/Belrose Line 40-Mile Loop Trail.
  - B. The future Johnson Creek/Belrose Trail and Two Rivers Trail, as part of the 40-Mile Loop system, are added as bikeways.
  - C. Bike routes on roads constructed since 1982 are added to provide access between the County bikeway system and the Interstate 84 bike path.
  - D. Existing built bike routes are recognized as bikeways on the Bikeway Map.
  - E. Alternative bikeway routes are added to circumvent travel barriers and obstacles, and routes with physical constraints to bicycling.
  - F. Bikeways are added that connect the County system to bikeways to be provided by other jurisdictions including the State of Oregon, Clackamas County and City of Gresham.
  - G. Alternative bike routes were added as preferred routes where existing streets have been built to urban standards yet are substandard for bicycle use.
  - H. Rural bike routes were added where:
    - (1) Direct access can be provided to the urban area.
    - (2) Access can be provided to rural service centers.
    - (3) Linkages can be provided from the urban area to recreational destinations, such as Oxbow Park.
    - (4) Where substantial bicycling activity currently occurs on a potentially hazardous route.
8. The Bicycle Master Plan is a component of the Multnomah County Master Transportation Plan, and is also a supportive plan of strategic actions to the Comprehensive Framework Plan Policy 33C.

9.     Bicycling is an increasingly popular recreational activity and mode of travel such that there is an increasing need to provide a bicycle-friendly street system and to further develop the 133 miles of unbuilt County bikeways.
  
10.    The objectives of the Bicycle Master Plan are to:
  - A.    Increase bicyclist and motorist knowledge and awareness so as to resolve hazards and conflicts of bicycling and reduce the occurrence of bicycle related accidents.
  
  - B.    Develop and maintain an extensive network of bicycle transportation facilities that provide safe, efficient, and enjoyable bicycle travel.
  
11.    The Bicycle Master Plan identifies prevailing problems to providing a safe and convenient bicycling environment and proposes various implementation strategies to mitigate the following:
  - A.    Funding constraints on use of State Highway Trust funds, which limits expenditures on bikeway projects to traveled road rights-of-way and precludes development of off-road mountain-bike and 40-Mile Loop facilities.
  
  - B.    The lack of bicycle safety training and greater need for enforcement of vehicle laws on bicyclists, so as to reduce the rate of bicyclist-caused traffic accidents.
  
12.    Ongoing citizen involvement and community participation in the County bicycle planning and development process is desirable and can be achieved through the Bicycle Master Plan strategy of establishing a volunteer committee of citizens and bicyclists to advise the County Bicycle Program on bikeway development and bicycle programs.

**Conclusion:**

1.     The Multnomah County Bicycle Master Plan, August 1990 fulfills the applicable Statewide Planning Goals.
  
2.     The Bicycle Master Plan and amendments to the Bikeways Map in CFP Policy 33c comply with the stated Policies of CFP Policy 33C.
  
3.     Adoption of the Bicycle Master Plan will endorse objectives and policies which control strategic actions implementing Policy 33C.