

ACTIVE TRANSPORTATION

Recognizing the increasing importance of having multiple ways to travel through a community and through the region has led to an increased awareness for designing transportation systems to safely enhance active transportation modes. “Active Transportation” is defined to include walking, bicycling and horseback riding.

The County completed transportation systems planning for pedestrian and bicycle modes in 1995 to implement the state’s Transportation Planning Rule (TPR), particularly the following TPR principles:

1. Land use and transportation are intimately related.
2. Over reliance should not be placed on any one transportation mode.
3. Walking and bicycling reduce the number of motorized vehicle trips.
4. Compact, mixed-use development encourages the use of non-motorized modes.
5. Well-planned, properly designed facilities will encourage people to make trips by non-motorized modes.
6. Facilities for these non-motorized modes are essential for people not having access to an automobile, and constitute desirable elements in a well-designed community that are enjoyed by people who can drive, but choose to walk or bicycle.

These principles underlie the development of the Clackamas County Pedestrian Master Plan and the Clackamas County Bicycle Master Plan, both of which are adopted by reference. Both master plans were prepared under the guidance of the Clackamas County Pedestrian and Bikeway Advisory Committee, which was guided by the following vision:

Create an environment which encourages people to bicycle and walk on networked systems that facilitate and promote the enjoyment of bicycling and walking as safe and convenient transportation modes.

5.J. General Active Transportation Policies

- 5.J.1 Coordinate the implementation of pedestrian facilities and bikeways with neighboring jurisdictions and jurisdictions within the county.
- 5.J.2 Ensure an opportunity for a diverse and representative citizen involvement in the county pedestrian and bicycle planning process by sponsoring the Clackamas County Pedestrian and Bikeway Advisory Committee (CCPBAC) as a forum for public input. Recruit representatives of transportation disadvantaged populations as part of this process.
- 5.J.3 Monitor and update the Clackamas County Pedestrian Master Plan and Bicycle Master Plan through data collection and evaluation, and review activities necessary to maintain and expand the programs established in these plans.

- 5.J.4 Support bicycle, pedestrian and transit projects that serve the needs of transportation disadvantaged populations.
- 5.J.5 Coordinate with pedestrian, bicycle, and trail master plans, and with special transportation plans of the County, Oregon Department of Transportation, the United States Forest Service, Metro, and parks providers to achieve safe and convenient off-road, multi-use path and trail systems connecting to on-road pedestrian facilities and the bikeway networks.
- 5.J.6 Support the continuation of the “Bikes on Transit” program on all public transit routes.
- 5.J.7 Inform property owners of their responsibilities for the maintenance of sidewalks and pedestrian pathways.
- 5.J.8 Identify low traffic volume streets that are appropriate for signing as bicycle routes to enhance safety and connectivity and to supplement the system of bikeways found on the major street system.
- 5.J.9 **Rural** Support bicycle and pedestrian projects that improve access to public transit stops and provide connections to significant local destinations.

5.K. Design Policies

- 5.K.1 Require bikeways and pedestrian facilities according to the applicable cross section for all new collector or arterial construction or substantial reconstruction, even if not designated on the Planned Bikeway Network (Maps 5-2a and 5-2b), or on the Essential Pedestrian Network (Map 5-3), allowing for flexibility to accommodate characteristics of terrain, scenic qualities, existing development, and environmental constraints, and adopted Special Transportation Plans.
- 5.K.2 Seek out and implement innovative bicycle and pedestrian treatments that improve the convenience and safety of these facilities.
- 5.K.3 Improve the safety and appeal of walking and biking by supporting the development of bikeways and pedestrian facilities and networks on low volume or local roads and off of existing street rights-of-way.
- 5.K.4 **Urban** Identify pedestrian facilities and bikeway improvements necessary to ensure direct and continuous networks of pedestrian facilities and bikeways on the county road system.
- 5.K.5 **Urban** Identify locations where bicycle and pedestrian access is blocked by rivers and other natural barriers and encourage the creation of bicycle and pedestrian facilities to extend across these barriers.
- 5.K.6 **Urban** Review development plans to ensure that they provide bicycle and pedestrian access.
- 5.K.7 **Urban** Create a networked system of pedestrian facilities and bikeways connecting cities, neighborhoods, commercial areas, community centers, schools, recreational

facilities, employment centers, other major destinations, regional and city bikeways and pedestrian facilities, and other transportation modes. Utilize separate accessways for pedestrian facilities and bikeways where street connections are impractical or unavailable.

- 5.K.8 **Rural** Support the safe movement of equestrians in rural areas.

5.L. Construction Policies

- 5.L.1 Construct all pedestrian facilities and bikeways according to the current County design standards.
- 5.L.2 Construct all pedestrian facilities, bikeways, and multi-use paths as designated on Maps 5-2a, 5-2b, and 5-3, and as adopted in Special Transportation Plans.
- 5.L.3 **Urban** Require that new development include construction of walkways and accessways within the development and between adjacent developments, where appropriate.
- 5.L.4 **Urban** Construct interim pedestrian facilities and bikeways, as appropriate, on existing streets that are not built to the applicable cross section and where the construction of full street improvements is not practicable or imminent as determined by the County Planning Director and County Road Official or County Engineer.
- 5.L.5 **Rural** In Unincorporated Communities, construct walkways adjacent to or within areas of development (such as schools, businesses, or employment centers) and at rural transit stops.

5.M. Facilities Policies

- 5.M.1 Encourage the provision of appropriate, supportive facilities and services for bicyclists, including showers, lockers, bike racks on buses, bike repair and maintenance information/clinics, and secure bicycle parking.
- 5.M.2 Establish and maintain way-finding systems to facilitate bicycle travel.
- 5.M.3 **Urban** Encourage the provision of street lighting to increase the visibility and personal security of pedestrians and bicyclists.

5.N. Multi-Use Path Policies

- 5.N.1 Support acquisition and development of multi-use paths on abandoned public and private rights-of-way.
- 5.N.2 Collaborate with the appropriate service providers, such as park providers, to plan for multi-use paths that accommodate equestrian facilities where possible.

- 5.N.3 **Rural** Consider multi-use paths where travel lanes or wide paved shoulders along roadways may not provide adequate safety for pedestrians or bicyclists.
- 5.N.4 **Rural** Consider equestrian uses when designing and constructing multi-use paths. Work with local communities and interest groups to plan, develop and maintain multi-use paths that also provide equestrian features. Plan for parking areas at such multi-use paths that support parking needs of equestrians, as well as needs of other path users.