

Introductions/Vision Page:

In the year 2030 ...We envision that many more people choose to bicycle for transportation for many reasons, including concerns about climate change, increased gas prices, air quality, and health. A wide variety of safe and convenient bikeways have been provided to the traveling public. Great strides have been made toward providing a regional bikeway system that is safe, convenient, and fully integrated into the transportation system. Many more facilities are planned for the future to encourage even more people to bicycle for transportation.

Yet in spite of this large increase in miles of facilities, the current bikeway system is inadequate to support cycling as a viable transportation mode. It provides very limited access to the many destinations that people need to go: employment, shopping, schools, libraries, etc. Somewhat more than half of the existing system, 195 miles, is multipurpose paths in parks. Some of these provide transportation opportunities, while some are used mainly for recreation. Of the approximately 3,000 miles of roadways on the federal-aid highway system, which covers most of the major roads that provide access to the attractors indicated above, only a small fraction provide some sort of bicycle accommodation. This can be seen on Map 5, the Bikeway Facility Priority Plan, which includes existing bikeways.

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As part of the effort to create the Priority Plan, trip attractors were mapped, including shopping centers, schools (excluding elementary schools), parks, and employers with more than 100 employees. Three-mile radii were then drawn around these attractors to indicate the area from which trips to this attractor could reasonably be expected to be made on a bicycle.<sup>7</sup> (See Map 4.) According to NOACA's transportation model, approximately 15 percent of all two-way, singleoccupancy, vehicle trips (non-commercial) are three miles or less, nine percent are two miles or less, and four percent are one mile or less.

Not all single-occupancy vehicle trips are counted in these percentages. Not included are trips to high schools, colleges, and universities; trips in and out of the five counties; and trips made from somewhere other than home (such as driving to a restaurant for lunch from work). Therefore, these percentages could be somewhat higher.<sup>8</sup> However, 15 percent translates into roughly 500,000 single-occupancy trips under three miles that could potentially be replaced with bicycling trips.

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The following goals and strategies are intended to promote cycling as a transportation mode in the region. The approach is multipronged, and the strategies will be the basis of NOACA's bicycle planning activities over the life of this plan. Some strategies will be chosen for inclusion in the Overall Work Program each year. Note that some strategies are applicable to more than one goal and appear more than once.

**GOAL 1: PROMOTE A NETWORK OF SAFE BIKEWAYS AND SUPPORTING FACILITIES**

**Strategies:**

1. Refine and continue to implement the process of reviewing transportation projects that are submitted to NOACA for federal funding to determine how best to accommodate bicyclists.

Special attention will be given to the Transportation Review Advisory Council (TRAC) process.

2. Implement a system to track Board-approved projects for carrying out NOACA staff and/or BAC recommendations to better accommodate bicycle transportation.
3. Continue to obtain bicycle counts throughout the region in order to assess where more facilities are needed, and to gauge progress toward making the region bicycle friendly.
4. Encourage construction/completion of bikeways on prioritized roadways on the Bicycle Facility Priority Plan and prioritize funding for them. Explore the idea of allocating federal-aid funding for the construction of bikeways and related facilities.
5. Promote increased awareness and use of bicycle racks on public transit to increase the distance bicycles can efficiently be used for transportation. Work with local public transit authorities to provide buses with more bicycle-carrying capacity on routes that serve parks with multipurpose paths.
6. Continue to provide technical assistance on bicycle issues to the communities, public agencies, and citizen groups in the region when requested.
- 7. Encourage ODOT to incorporate requirements for bicycle transportation throughout those portions of the transportation system for which it is the lead agency.**
8. Identify state, county, and municipal highway design practices that are not conducive to bicycle safety and recommend bicycle-safe alternatives.
9. Consider prioritizing bicycling and pedestrian policy and infrastructure in high density, mixed use areas to facilitate the development of these modes as reliable transportation alternatives and to reinvigorate the NOACA core areas.

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### **GOAL 3: INCREASE BICYCLE RIDERSHIP FOR TRANSPORTATION**

#### **Strategies:**

1. Continue to produce and distribute bicycle transportation maps for each of the five counties in the region and update them as necessary.
  2. Work with other public agencies, bicycle groups, or others as appropriate to assist with and promote a bicycle to work event within the NOACA region.
  3. Participate in bicycle expos and other appropriate events, such as Earth Day events, to promote the concept of the bicycle as a transportation mode and to sell bicycle transportation maps.
  4. Assist with the establishment of an annual regional bicycle event.
  5. Obtain more media coverage regarding safety and other bicycle issues through advertising and public service announcements on radio, television, and cable.
- 6. Support the concept of “bike stations” in the region—places where cyclists can shower, change clothes, park their bicycles in a secure location, and possibly other related services. Special attention should be given to rail stations and bus centers.**

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NOACA will continue to work on strategies to create a better cycling environment in the region, through tackling the strategies listed in Section III, as adopted by the Board into each year’s overall work program. Additionally, it can be expected that many local jurisdictions, community and bicycle advocacy groups, and individuals will continue their hard work to help the region become more bicycle friendly.

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Below are specific planning and design guidelines to assist project sponsors in the consideration of bicycles and pedestrians. To expedite the above coordination requirement, it is strongly recommended that potential project sponsors use these guidelines in planning for and designing their projects. The guidelines will be used by NOACA staff and committees as a proposed project is processed through Project Planning Review.

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction of road and bridge projects unless one or more of four conditions are met:

**1.1. Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.**

**1.2. The cost of establishing bikeways or walkways that meet applicable standards would exceed twenty percent of the cost of the larger transportation project. In this case, the project sponsor may propose an alternate design or spend 20 percent of the project cost of the larger project to improve bicycle and pedestrian accommodations.**

1.3. There are extreme topographic or natural resource constraints.

1.4. The ADT is projected to be less than 1,000 vehicles per day over the life of the project.

1.5. The project is limited exclusively to resurfacing.

2. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking by:

**2.1. Planning projects for the long-term. The design and construction of new facilities should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.**

**2.2. Designing context-appropriate facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow commonly used design guidelines and standards such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, the ITE Recommended Practice "Design and Safety of Pedestrian Facilities", and the Americans with Disabilities Act Accessibility Guidelines.**

**2.3. Addressing the need for bicyclists and pedestrians to cross-corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly travel along a corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.**