

- ✦ Create a cohesive and attractive transition, including comfortable and direct pedestrian and bicycle routes, between station areas and adjacent existing commercial and residential areas.
11. Provide park-and-ride facilities near light rail stations to attract transit riders and minimize on-street parking in station areas. Support development of additional programmed park-and-ride facilities as needed at appropriate station locations. Work to monitor existing park-and-ride facilities and station area parking and seek to resolve transit rider parking problems that may develop.

Policy 4: Assist in the development of a safe transit system.

1. Design and build sidewalks, pathways and crossings to transit that are free of hazards and minimized conflicts with external factors such as noise, vehicular traffic and protruding architectural elements. Refer to TriMet’s “Pedestrian Network Analysis,” September 2011, for examples.
2. Work with TriMet to identify and implement safety features and enforcement at bus stops, transit centers, and MAX stations; safety features include shelters, lighting, real-time information, and emergency or pay telephones.

BICYCLE SYSTEM

Policy 1: Develop a bicycle network that is easy to use, continuous, connected, and equitable.

Equity

1. Increase mobility and accessibility for underserved communities by improving the bicycle network through equitable investments in infrastructure and programs.
2. Ensure bicycle infrastructure is accessible and addresses the needs of everyone who uses it, including youth, seniors, and people of all abilities, races, ethnicities and incomes.

Connections

3. Prioritize network connections to important destinations, such as stores that sell healthy food, jobs, schools, parks, natural areas, commercial areas and transit stops.
4. Integrate on-street bike lanes and facilities with multi-use paths and other bicycle facilities into a complete network.
5. Acquire access easements along major utility corridors and abandoned railroad rights-of-way for the expansion of the bicycle network.

Coordination

6. Support the Metro Regional Active Transportation Plan and implement the adopted regional bicycle network.
7. Coordinate with state, regional, and local agencies as well as community-based organizations, nonprofit organizations and other groups in planning and developing the regional trail and greenway segments within Gresham.



The regional trail network includes the Gresham-Fairview Trail.

Parking

8. Require preferential parking and accessibility for bicycles for all multi-family, commercial, industrial, and community service uses.
9. Require secure bicycle parking that meets Gresham bicycle parking code standards.

Programs

10. Promote TriMet's "Bicycles on Transit," and similar programs that have the intent of increasing the number of bicyclists using transit.
11. Maintain and continue to promote the City owned bicycle fleet for official employee use.
12. Continue the City's bicycle count program and work with Metro and Portland State University to stream data into PSU's PORTAL for archiving, visualization and public access.

Infrastructure

13. Design bicycle facilities using regional and national best practice guidance, such as Metro's Designing Livable Streets and Trails and NACTO's Urban Street Design Guide.
14. Implement design options that reduce traffic speed, while providing bicycle facilities as part of the local street improvements and neighborhood traffic control projects.
15. Stripe bicycle lanes with street resurfacing projects or improvements.
16. Install detector loops and other technologies that allow bicyclists to trigger traffic lights while traveling on the road.
17. Implement projects in a cost-effective manner, for example leveraging grant funds or partnering with existing development activity.
18. Require bicycle accessibility within residential, commercial, industrial, and institutional use (particularly schools) development proposals submitted to the City.

Policy 2: Increase bicycle safety on the bicycle network through infrastructure improvements and safety programs.

Infrastructure

1. Prioritize safety improvements on arterials and collectors where the most bicycle crashes occur. Identify and prioritize these projects in the Transportation and Footpaths Capital Improvement Programs.
2. Complete Gresham's network of multi-use paths to provide a safe place for bicyclists separated from vehicles.
3. Construct the Gresham Greenways network of low-speed shared streets to provide an alternative to travel on high-speed arterial and collector streets.
4. Work with appropriate jurisdictions to remove and prevent barriers, obstructions and hazards from bicycle facilities.
5. Establish a bicycle facility maintenance schedule and a procedure for quick response to bicycle facility maintenance and safety problems.

Programs

6. Work with partner jurisdictions and School Districts to increase Safe Routes to School infrastructure installations and programming at schools, including bicycle safety programs, bicycle “rodeos,” and other local events that promote bicycle safety.
7. Work with partner jurisdictions and non-profits to promote bicycle encouragement events, such as the Bike More Challenge each spring.
8. Distribute and periodically update the Gresham Bicycle Map and coordinate with Multnomah County to update the County bicycle map.

Policy 3. Create a bicycle network to encourage and support physical and mental health.

1. Promote health through connections to healthy food stores and programmatic opportunities for physical activity, social connections, and positive interactions among people.
2. Coordinate with partners to educate all users of Gresham’s transportation systems about the health benefits of bicycling.

PEDESTRIAN SYSTEM

Policy 1: Provide a pedestrian network that is easy to use, continuous, attractive, accessible for all users, and equitable.

Equity

1. Ensure pedestrian infrastructure is accessible and addresses the needs of everyone who uses it, including youth, seniors, and people of all abilities, races, ethnicities and incomes.
2. Increase mobility and accessibility for underserved communities by ensuring the pedestrian network is improved through equitable investments in infrastructure and programs.
3. Design and build sidewalks, pathways and crossings that are free of hazards and minimize conflicts with external factors such as noise, vehicular traffic and protruding architectural elements.

Infrastructure

4. Prioritize sidewalk infill and safe street crossings close to transit, schools, healthy food stores, local centers and locations with high numbers of pedestrians. Identify and prioritize these projects in the Transportation and Footpaths sections of the Capital Improvement Program.
5. Prioritize pedestrian access to multi-use paths
6. Develop a program for interim and alternative pedestrian facilities on substandard arterial and collector streets not scheduled for construction.
7. Implement design options that reduce traffic speed, while providing pedestrian facilities as part of local street improvement and neighborhood traffic control projects.
8. Develop consistent design standards for pedestrian crossings on arterial and collector streets.

9. Design pedestrian facilities using regional and national best practice guidance, such as Metro's Designing Livable Streets and Trails and NACTO's Urban Street Design Guide.

Coordination

10. Develop pedestrian facilities that connect to the City of Gresham Parks and Recreation Trails and Natural Areas Master Plan.
11. Work with utility and other agencies to remove obstructions to clear walk zones.
12. Ensure that the needs of pedestrians are considered in the timing plans of all traffic signals.
13. Implement projects in a cost-effective manner, for example leveraging grant funds or partnering with existing development activity.

Policy 2: Improve pedestrian access to important destinations, such as stores that sell healthy food, jobs, schools, parks, natural areas, commercial areas and transit stops.

1. Prioritize pedestrian projects that improve access to and within the Gresham Regional Center and Rockwood Town Center.
2. Require pedestrian connections and facilities in areas with planned high levels of pedestrian activity such as mixed-use, high-density districts, school zones, commercial districts, and areas adjacent to transit corridors.
3. Adopt site design and street standards supporting internal and external pedestrian circulation and transit accessibility for residential, commercial, industrial, and institutional developments.
4. Identify needed connections for direct walking routes. Require dedication of right-of-way and pedestrian/bicycle access way improvements with development of adjoining property.

Policy 3: Increase pedestrian safety on the pedestrian network through infrastructure improvements and safety programs.

Infrastructure

1. Prioritize safety improvements on arterials and collectors where the most crashes involving pedestrians occur. Identify and prioritize these projects in the Transportation and Footpaths Capital Improvement Programs.
2. Facilitate safe crossings of arterial and collector streets by constructing enhanced crossings that make pedestrians more visible to vehicles.
3. Coordinate with public and private utilities to remove obstacles from sidewalks and to provide an alternative location for utilities within the right-of-way or easements.

Programs

4. Coordinate with Metro and non-profit partners to develop pedestrian-focused educational programs and events for Gresham residents.
5. Work with partner jurisdictions and School Districts to increase Safe Routes to School infrastructure installations and programming at schools, including pedestrian safety programs and other local events that promote pedestrian safety.

Policy 4. Create a walking network that encourages physical and mental health.

1. Promote health through connections to healthy food stores and programmatic opportunities for physical activity, social connections, and positive interactions among people.
2. Educate all users of Gresham's transportation systems about the health benefits of walking.
3. Coordinate with the Parks department to identify and incorporate in the path and trail system any special or unique sites for nature trails, scenic walkways, exercise circuits, or other special purpose trails.

TRANSPORTATION DEMAND MANAGEMENT

Policy: Implement transportation demand management programs and strategies that reduce the need for single occupant vehicle (SOV) travel and make walking, bicycling and taking transit more convenient for all trips to and within Gresham.

1. Support public/private partnerships between regional partners, local agencies and local businesses such as Transportation Management Associations.
2. Develop and implement a citywide parking strategy and investigate **other measures** that reduce parking demand. Ensure these strategies are equitably employed to ensure people experiencing poverty are not disproportionately impacted.
3. Adopt transit supportive design standards for developments in **districts near transit station areas and along designated transit corridors.**
4. Provide reduced traffic impact fees for new development in the Gresham Regional Center, Rockwood Town Center, and along designated transit corridors.
5. Continue the City's **Employee Commute Program.**
6. Work with local employers to promote telecommuting, flexible work hours and compressed work weeks, the regional carpool matching database, the statewide carpool, employee SmartTrips program and other demand management strategies.
7. Update and maintain traveler information, including wayfinding signage for users of the bicycle and pedestrian systems.
8. Support the installation of end-of-trip facilities such as short and long-term bicycle parking and showers for bicycle or jogging commuters.
9. Support efforts to reach residents with travel options information through such opportunities as new resident outreach and individualized marketing campaigns.
10. Support state and regional **programs** aimed at reducing greenhouse gases and other harmful emissions.

Measures may include market-based strategies such as parking pricing, parking meters, and congestion pricing to promote more compact land use development, increase bicycle, transit and pedestrian mode share, reduce vehicle miles traveled (VMT), and encourage more efficient use of resources.

See the TSP's transit map for transit station and transit corridor locations.

The goal of the Employee Commute Program is to reduce the number of auto trips made by City employees.

Measures include programs that encourage local employers to support employees to reduce single occupant commute trips, especially employers affected by the DEQ Employee Commute Option Rules (refer to definition in parking management, AM 8).