

10.320.3 BICYCLE SYSTEM

SUMMARY OF FINDINGS

Ensuring adequate bicycle circulation is an objective of the city's comprehensive plan. While motor vehicles represent the dominant form of transportation in the community accommodating bicycle circulation enhances travel options and the area's livability. Good access to activity centers such as the downtown commercial core and the light rail transit stations should increase bicycling in these areas which would increase both ridership on the light rail transit system and patronage of downtown businesses.

The City of Gresham has taken an active role in the planning and development of bicycle facilities. Gresham developed and adopted a Bicycle Guide in 2010. The Bicycle Guide provides bicycle routes within, to and through the city and defines them based upon the road conditions, including automotive speeds and volumes. The Transportation System Plan and the 1996 Gresham Trails Master Plan contains a comprehensive review of topics such as the selection of trails and bikeways, ways to reduce accidents, and trail design guidelines. In addition, the Gresham Parks and Recreation Plan proposes a network of bicycle routes and trails through the city. The proposed 40-Mile Loop trail, traveling through Portland, Milwaukie, Gresham, Troutdale, and unincorporated portions of Multnomah County, comprises an element of this local network. These facilities provide an alternative to conventional, energy-consuming modes of transportation and also serve recreational functions. Much of the proposed trails and bikeways network will be located on existing rights-of-way. However, on-going development activities could interfere with continuous linkage of a system through the city unless means are available to obtain easements through segments of private property.

The city has scheduled a set of bicycle improvement projects that will be financed from the 1% state gas tax set aside revenues which are reserved for the development of bicycle and pedestrian facilities.

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

Action Measures

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.

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.

Action Measures

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.

Action Measures

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.