

Regional Trail & Bikeway
Systems Plan
2006

SECTION III
IMPLEMENTATION



SECTION III. IMPLEMENTATION

Implementation of the plan requires a strategy that will transform this plan from a long paper trail to actual paved trails. This strategy must also reinforce the claims that these facilities are positive economic investments for the communities they serve.

A) Recommendations

R1. PUBLIC OUTREACH (Citizen Involvement)

A Clark County Trail Advisory Committee should be formalized with a representative from of each of the user and interest groups associated with trails such as: The Bicycle Advisory Committee, The Executive Horse Council, Discovery Walk, etc.

The Trails Advisory Committee should be under the shared management of the Transportation Department and Parks & Recreation Department. Representatives from the Trails Committee would meet regularly with the Transportation and

Parks & Recreation Department and send a couple of representatives to greater Clark County meetings to serve as advocates for this trails system.

R2. PUBLIC EDUCATION (Marketing the System)

Educate the public as to where the current “connected” systems are and where the proposed extensions will be. Our open houses highlighted how “unknown” many of the existing trails are to our current residents who want to use trails and they just don’t know what they already have available to them. Effective and consistent trail naming and signage will help the public understand where each trail goes and where it connects. Some of these ideas may include:

- A) Education about trail benefits
- B) Maps and brochures that indicate trail routes which lead to public parks and shopping access.
- C) Published maps that are printable trail by trail via Parks Department website for various users.
- D) Signs that let users know they are on an identified route.
- E) Market the trails in Clark County through signage viewable to the public

R3. PROJECT PRIORITIZATION

Clark County would convene:

- A) To develop a scoring system for the weighted criteria
- B) Bi-annually with a community-based group to validate the criteria and its weighting.
- C) Bi-annually prioritize the list of projects.
- D) Bi-annually to define projects by referencing the Clark County Comprehensive Plan, City Park and Recreation Plans, Capital Facilities Plan, TIP, and any other necessary plan.

R4. FUNDING FOR TRAIL CONSTRUCTION & MAINTENANCE

The following brief list represents potential funding sources for trail construction and maintenance such as:

- A. Formalize some trails as part of the Arterial Atlas, Road Standards and Development codes.
- B. "Adopt a trail" programs for volunteers to construct and/or maintain trails.
- C. Autonomous tax measure.
- D. Pursue private grant funding.
- E. Pursue partnerships with other agencies and private entities.

R5. TRAIL SIGNAGE

Appropriate, consistent and evident signage identifying regional trails is necessary to promote future trail development. The following recommendations for implementation are suggested:

- A) Develop a trail bollard / signpost standard that can be used for demarcation of trailheads and interim mileage marks or points of interest. This could be the current square concrete bollards that have been installed on previous projects or a new style could be based on the old City of Vancouver City Limits posts that were tapered concrete. Either style could be fitted with a standard brass survey monument that could be stamped with the trail name, mileage, or other pertinent information, as well as an emblem or icon that is representative of the specific area or stream basin that the trail is located within.
- B) Way-finding monuments directing users across difficult crossings and missing links
- C) "You are Here" trailhead signage
- D) Signs that let users know they are on an identified route
- E) Develop appropriate trail markers to serve the identified purpose
- F) Develop a graphic or icon representing Lewis & Clark that could be included on all trail signage throughout the county

and tie into the theme for the Lewis & Clark Centennial celebration, the confluence project, and the Discovery Greenway project.

- G. Consider opportunities to recognize partners.
- H. Develop kiosks that host a large map of the trails systems in key locations. The kiosk may also contain small maps users can take with them.

R6. DEVELOP A PUBLIC INVOLVEMENT PROGRAM

A public involvement plan should be designed for each project. Based on the complexity of the project, the plan should identify the appropriate level of public involvement for the project, stakeholders, project decisions and timeline, a public involvement budget and public involvement tools to be implemented. Each plan will be unique and may need to use different and creative approaches tailored to a specific project.

As individual projects within the 2006 Trail and Bikeway Systems Plan are implemented, stakeholders in each project should be involved in planning.

R7. TRACK PLAN PERFORMANCE/SUCCESS

It is important to track and evaluate the success of the trail network system in meeting the plan goals regularly. This may be accomplished by:

- A) Look for opportunities to partner with Community Choices 2010 in reporting on community health

- B) Tracking user groups and trail usage within the county.
- C) Tracking proportionality of trails against the increased population in the county and amongst user groups.
- D) Supporting cities in developing their own plans and modifying the county plan to each city's plan as it is developed/adapted.

R8. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE

Clark County will revise the criteria for the 2007-2012 TIP giving points toward current transportation projects for connectivity to trails listed in the adopted Trail & Bikeway Plan.

R9. ARTERIAL ATLAS ANNUAL UPDATE

The 2006 Trail and Bikeway systems plan projects should be included within the annual arterial atlas update and be included in the new development packet.

R10. PARKS COMPREHENSIVE PLAN UPDATE

The Vancouver-Clark Parks and Recreation Department will update the Parks Comprehensive Plan in late 2006. The Trail and Bikeway Systems plan should be included within this plan update.

- A) Tracking miles of trail per year that are planned, designed, permitted, built and maintained by trail type.

- B) Track volunteer hours and number of volunteers used
- C) Perform user counts and surveys

R11. PARKS IMPROVEMENT PROGRAM

The Clark County Six-Year Transportation Improvement Program (TIP) uses objective criteria to evaluate and prioritize road improvements from the list of recommended projects. This program assigns available revenue to the highest-ranked projects to achieve the goals of the Capital Facilities, Comprehensive Plan, the community and the Board of County Commissioners. The TIP is reviewed and adopted annually. The Parks and Recreation Department should establish a similar improvement program utilizing the criteria established within this planning document to rank projects. This Parks Improvement Program (PIP) can be incorporated into the TIP document annually.

B) PROJECT IDENTIFICATION

Steps of identifying an actual project will vary, but may typically include the following:

- A) Completion of a feasibility study, which typically includes preliminary design, environmental analysis, alternatives analysis, and related agency coordination. The final product should yield a preferred design alternative, environmental clearance, and an accurate cost estimate that includes acquisition, design, construction, and operation and maintenance costs.

- B) Scoring of the project through the Project Prioritization Criteria (Section IV of this plan)
- C) Approval of the preferred project by Clark County, the C.T.A.C. and other local governing boards, including acceptance of any environmental documentation. Necessary permits should be obtained. Project funding may come from local, state and federal grants as well as local and private sources. The county will typically assume maintenance responsibility for the completed project.
- D) Funding applied for and obtained for the project. Typically, all environmental work must be completed, local approval obtained, and the right-of-way in public control.
- E) Completion of final Plans, Specifications and Estimates (P,S&E). Once completed, bids for construction services can be obtained.
- F) Construction of the project.

C) Estimated Costs

This section identifies costs for the proposed path improvements, plus strategies on funding and financing.

The county's Pedestrian & Bicycle Advisory Committee (recommended to be established as part of the Transportation System Plan) should help monitor the projects identified in this Plan and subsequent updates, and keep a year-to-year list of projects and funding opportunities.

Cost Breakdown

The cost per mile can be broken down based on the following assumptions. The market value for a trail right-of-way acquisition is assumed to be not-prime developable at \$200,000 per acre. The approximate width for a trail right-of-way is 25 feet. The cost per mile would then equate to approximately \$600,000.00. The soft costs would include engineering, planning, environmental, soils, architectural, landscaping, and appropriate permitting fees.

Funding	Cost
Right-of-way acquisition	\$600,000
Construction costs	\$200,000
Bridges, trailheads, parking lots, restrooms, signage, intersections	\$50,000
Environmental Mitigation	\$100,000
Soft costs	\$150,000
Total Cost	\$1,100,000 per mile

Many of the potential funding sources are highly competitive, so it is impossible to determine exactly which projects will be funded by which sources. It is important to note that while many of the projects can be funded with federal, state, and regional transportation, safety, and/or air quality grants, others are recreational in nature and must be funded by local or private sources. Timing of projects is also difficult to pinpoint exactly, due to dependence on competitive funding sources, timing of roadway and development projects, and the overall economy.

Potential sources of project funding are identified later in this section.

Maintenance

Trail systems should be affordable to develop and constructed from durable materials that provide long term value. Thoughtful planning and design will provide efficient layouts that take advantage of existing facilities, natural land features, and interface with significant regional transportation projects. A multi-jurisdictional awareness will integrate the efforts of Clark County's smaller communities into the larger trails plan.

Sustainable trail planning seeks to *balance* the needs of human users with the natural functions and health of the site. Sustainability needs to be engaged early in the planning process and implemented during subsequent engineering efforts.

One of the most overlooked aspects in sustainable design is creating projects with significant long-term value and low maintenance. The planning, design, and construction of a facility affect its operation and maintenance. Efficient and economical designs, use of durable materials from natural, renewable, or recyclable sources, and the early consideration of maintenance in the planning process can reduce potential financial burdens and environmental costs.

The total annual maintenance cost of the trail system of 240 miles is estimated to be \$2,400,000 when the system is fully implemented.

Most maintenance costs are associated with the shared-use paths, and are based on an estimated cost of \$10,000 per mile, covering labor, supplies, and amortized equipment costs for:

- A) Weekly trash removal
- B) Monthly sweeping
- C) And biannual resurfacing and repair patrols, the costs for which include:
 - o Cleaning, resurfacing and re-striping the asphalt path
 - o Repairs to crossings
 - o Cleaning drainage systems
 - o Trash removal
 - o Landscaping
 - o Underbrush and weed abatement (performed in mid- and late summer)
 - o Removal of noxious weeds

Bicycle lanes account for a small proportion of overall maintenance costs. A figure of \$2,000 per mile of bike lane annually is used based on experience in other cities. This includes costs like sweeping, replacing signs and markings, and street repair.

Maintenance access on the trails will be achieved using standard pick-up trucks on the pathway itself. Sections with narrow widths or other clearance restrictions should be clearly marked.

Security

Well designed green residential spaces such as trails work to foster safer and stronger communities by providing gathering spaces where neighbors form social ties. The presence of families and trail users on Clark County's trails further promotes safety by providing surveillance that deters criminals. And in addition, the trail network provides police officers excellent access to potential problem areas.

Adjacent residents are often concerned about security on shared-use paths such as those proposed in this plan. Fortunately, the security experience with trails nationwide and locally has been extremely positive. A survey conducted within Clark County in December 2000 suggests that 26% of those participating believed the overall safety and security of the trails was "good" to "excellent," while one in five believed the trails to be "fair" to "poor." One in five was unable to evaluate the overall safety and security. These statistics suggest that there is a positive safety security plan in place, but there are some necessary improvements that must be undertaken.

The following security strategy should be employed to prevent problems from happening:

- A) Applying “Crime Prevention through Environmental Design” and “Trespass Prevention through Environmental Design” concepts, which recognize that proper design and effective use of space to reduce conflicts and improve overall safety.
- B) Continuing support and development of the Clark County-Clark Parks & Recreation “Trailwatch” program that provides volunteers to meet the information and safety needs of trails users. Specifically, Trailwatch volunteers report safety and security concerns to the appropriate officials.
- C) Employing strong, secure and damage-resistant construction materials, landscaping and a parks maintenance plant.
- D) Providing secured access areas (parking lots, storage areas), and barrier systems where needed (gates, fences, access control).
- E) Providing coordinated and responsive patrol service.
- F) Designating and enforcing rules and regulations (park rules and hours, exclusion provisions, and emergency closure provision).

- G) Employing crime prevention and problem solving strategies, such as park user education, informational signage, a problem reporting system, incident management and follow-up, and broad-based problem solving groups.
- H) Holding programmed uses and events, such as regularly scheduled activities, permitted events, and vendors.
- I) Facilitating positive presence, including staff, vendors, volunteers, public buildings and other public facilities.

Enforcement of applicable laws on trails will be performed by the local police department, using both bicycles and vehicles. Enforcement of vehicle statutes relating to bicycle operation will be enforced on the on-street connector bikeways as part of the department’s normal operations. It is not projected that additional worker hours or equipment will be needed for on-street segments.

D) Support Programs & Events

Once the trail system is in place, it is crucial to develop and manage support programs to ensure safe and increasing levels of trail usage. It is also critical for the development of the trail system be coordinated with on-street transportation facilities,

including bikeways, walkways, and street improvements. Finally, existing initiatives and organizations present an opportunity to learn from and expand on established programs and their resources.

Programs that can support the installation and use of bikeway and walkways in Clark County are outlined below under the following areas:

- A) Advocacy Organizations
- B) Events
- C) Community Involvement
- D) Trail Maintenance
- E) Bicycle End-of-Trip Facilities
- F) Signing
- G) Education
- H) Enforcement

Advocacy Organizations

Sponsoring Parties: *Non-governmental Organizations, Clark County*

Non-profit organizations and extra-governmental initiatives present an especially valuable opportunity to share resources

with people who are already working on related issues. An advisory committee should be established to ensure the continued presence of community members in city and county trails' planning efforts.

Community Choices 2010

Community Choices 2010 is a non-profit organization dedicated to improving the health of Clark County residents by focusing on early prevention strategies. In 2003, Community Choices 2010 convened stakeholders to develop strategies to increase physical activity and improve food choices in order to address the alarming increase in overweight and obesity and the associated health risks such as diabetes and heart disease. In addition, Community Choices 2010 was chosen to participate in a five-year, \$5.9 million STEPS grant from Health and Human Services to reduce the burden of chronic disease including:

- A) Reducing and preventing overweight and obesity
- B) Preventing diabetes among populations with pre-diabetes
- C) Increasing the likelihood that person with undiagnosed diabetes are diagnosed
- D) Reducing complications of diabetes
- E) Reducing the complications of asthma

In partnership with Clark County Clark Parks & Recreation Department, the local health department, schools, business,

healthcare, the faith community, parks and more. Community Choices 2010 is working to define strategies to significantly improve the health of Clark County citizens. The provision of paths and trails is essential to achieving goals of preventing and reducing overweight and obesity problems through increased physical activity.

Lewis & Clark Discovery Greenway Project

The Lewis & Clark Discovery Greenway Project is a regional effort of multiple agencies and organizations to complete riverside trails that will provide access to the historical landing sites of the Lewis & Clark Expedition. The Greenway Project includes such bodies as Vancouver-Clark Parks & Recreation, the Clark County Transportation Department and Metro Parks & Greenspaces. Trail connections are projected to be completed in time for the 2005-2006 bicentennial of the expedition, and the resulting increased tourism.

Although the Greenway Project's focus is to make trail connections rather than to focus on individual sites, its scope does include trail amenities and site-specific improvements.

Parks & Recreation Foundation of Clark County

The Foundation is a non-profit organization established in 1999 to accept and administer such donations, gifts, and bequests for the enrichment and enhancement of the community's parks, recreation and cultural services.

The Foundation provides a stable source of funding for the Clark County Parks Department, particularly during tight city and county budget periods. It will fund acquisition and

enhancement of trails, as well as open space, interpretive centers and other park amenities. As a citizen-based organization, it also creates a valuable relationship between the park/trail system and the public.

Events

Sponsoring Parties: *Community groups, Clark County and their departments, Health Organizations, City of Vancouver, Vancouver-Clark Parks & Recreation, Law enforcement*

Special events simultaneously attract large numbers of users and advertise the trail network. They present an opportunity to encourage citizens to both use the trail system and value it as a real community asset and source of civic pride. Bicycle and pedestrian interest groups are well-positioned to capitalize on the growing interest in on-road and off-road bicycle races and criteriums (races on closed courses over public roads closed to normal traffic).

The City of Vancouver Mayor's Bike Rides and rides sponsored by the Vancouver Bicycle Club and Portland Wheelmen Touring Club are all very popular, as are walks sponsored by American Volkspporters Association, the International Walking Association and Passport to Wellness. The potential for walks and rides to draw enormous crowds in Clark County exists in addition to the annual 100-mile "Ride Around Clark County" (R.A.C.C.) bicycling event, which draws about 1,000 riders annually; the Portland Bridge Pedal and Bridge Walk, for example, have over 15,000 participants

annually. Other annual walks include: Diabetes Walk, Walk for Animals (Humane Society) and the Clark College Fun Walk.

Discovery Walk Festival

The annual Discovery Walk Festival, sponsored each April by the City of Vancouver and the International Walk Fest, is an example of a successful Clark County event that attracts both trail users and tourists. Centered around Esther Short Park, the Festival annually attracts over 1,000 participants from the region and beyond. In addition to promoting use of Clark County's trails, the Festival also presents an opportunity to both showcase and build public support for a high quality trail network.



Passport to Wellness

Southwest Washington Medical Center, together with other corporate supporters, has sponsored the "Passport to Wellness" program since 2001 to promote local walking events. The program encourages participants to walk in such events as the March of Dimes *Walkamerica* and The Columbian's *Morning River Walk* by entering walkers in drawings for prizes.



Most walking events take place in spring and summer, and the Westfield Shopping Town Clark County Mall-Walking program runs regularly year-round.

Event Ideas

Additional events could attract even more people to Clark County and its trail system. Ideas include:

- A) Columbia Bridge Pedal. As the Columbia Waterfront Trail is completed and connected to Portland's developing Marine Drive system, a route drawing riders and walkers over both the I-5 and I-205 bridges would be popular.
- B) Vancouver Lake/Frenchman's Bar Ride
- C) Lewis and Clark Discovery Ride, following the Lewis and Clark Trail into the Vancouver-Portland area

Events are usually sponsored by local businesses and involve some promotion, insurance, and development of adequate circuits for all levels of riders. Cities, Parks Department and Clark County can help assist in developing these events by acting as a co-sponsor, and expediting and possibly underwriting some expenses (for example, police time). Clark County should also encourage these events to have races, walks, and tours that appeal to the less experienced cyclist and walker.

E) Community Involvement Programs

Sponsoring Parties: *Clark County, City of Vancouver, Parks Community Participants*

Community involvement programs can effectively invest citizens in their community resource by involving them in its planning, care, and maintenance. Clark County is fortunate to already have successful examples of this.

Public Participation in Planning

The City of Vancouver and Clark-Parks & Recreation departments have many years of experience involving the community in planning processes. In addition to soliciting public comments on master and strategic plans, the departments have also administered citizen visioning sessions for more specific undertakings such as the recent “Blazing New Trails 2005” open space symposium. These opportunities for citizen input in specific planning process are valuable and should be encouraged.

Trail Maintenance Program

Sponsoring Parties: *Clark County, City of Vancouver, Parks, Cities and Potential Volunteers*

Keeping shared use path facilities in good condition is critical to the success of the trail system. Key trail maintenance activities include sweeping debris, repairing and resurfacing pavement, replacing signs and markings, emptying trash cans, trimming vegetation, ensuring good drainage, re-grading

shoulders, and other activities. Poor trail maintenance can contribute to accidents and deter potential cyclists and pedestrians unwilling to risk flat tires and conflicts.

The County recommends development, over time, of a comprehensive, integrated approach to bikeway and walkway maintenance. This effort would include the following items related to trail maintenance:

- A) A “quick response” mechanism for routine items like sweeping, filling potholes, trimming vegetation, signing/stripping, and drainage repair
- B) Enhancement of routine maintenance activities. Examples include:
 - Encouraging private property owners with gravel driveways along a path to pave the driveway 5-10 feet (1.5-3 m) back from the edge of pavement, or to right-of-way, to prevent gravel from spilling onto the path;
 - Working to trim vegetation from shared-use paths; replacing or repairing shared-use paths broken by tree roots;
 - Inspecting and maintaining bikeway signs, lines, and legends regularly; and
 - Modifying or replacing drainage as needed.

- o Community adoption program to allow local businesses and organizations to ‘adopt’ a shared-use path. This would be similar to the program allowing adoption of segments of the Interstate Highway system. Small signs located along the pathway would identify supporters, acknowledging their contribution. Support would be in the form of an annual commitment to pay for the routine maintenance of the pathway, which, in general, costs about \$8,500 per mile. The Parks & Recreation Department, the Parks Foundation or other advocacy groups may administer this program.

Bicycle End-of-Trip Facilities Installation Program

Sponsoring Parties: *Local Businesses, Clark County*

End-of-trip facilities (bicycle parking, showers, and lockers) for bicycle riders are as important to bicycling as motor vehicle parking is to auto drivers. The end-of-trip facilities program is proposed as part of the Transportation System Plan. From the perspective of the trail system, the program should focus on the installation of bike racks at parks, public buildings and trailheads. This would be publicly and privately funded and managed.

Signing Program

Sponsoring Parties: *Clark County, Cities, Towns*

Signs help bicyclists and pedestrians find and travel appropriate routes. They also provide a safety measure for bicyclists, pedestrians and motorists. Signage can be

implemented as part of new bikeway creation, and added to existing on and off-street bikeways. This program consists of trail signs, safety signs (including etiquette signs on shared-use paths) and informational kiosks. Again, it will be part of a comprehensive bicycling and walking improvement effort for Clark County.

1. Trail identification signs should be posted along the primary north-south and east-west corridors. This type of sign helps direct travel by having a consistent symbology. Currently, Clark County uses the standard AASHTO “bike route” sign. However, this sign has been used inconsistently around the county, and does not assist cyclists in identifying appropriate bikeway routes.



- Signs may include a destination place to direct cyclists and pedestrians to transit stations, bridges, schools, parks, and other key locations. The county should work with the appropriate Pedestrian and Bicycle Advisory Committees to develop a signage system with a common identifying theme (such as Ft. Vancouver).
2. Safety signs, such as trail etiquette, can help improve user behavior on shared-use paths and in specific roadway situations.

3. Informational kiosks help lay out a specific route with supplemental information. An example is the Discovery Trail Historic Walking Loop. An informational kiosk with a map of the route should be placed in two to three locations along the loop, such as Esther Short Park.
4. The implementation phasing of a signing program would:
 - Develop a protocol for trail signing, including sign design, locations, destination plates, and potential items such as mileage.
 - Improve or replace signs on existing trails.
 - Develop and install safety signs on shared-use paths and other locations as needed.
 - Develop and install informational kiosks as part of Discovery Trail implementation.

F) Education

Sponsoring Parties: *Clark County, Schools, Parents, Teachers, Community Groups*

An important program is the “Safe Walk To School” program which is a Washington State regulation requiring school districts to have suggested walk routes for every elementary school. The plan must cover a one-mile radius from the school wherein it considers existing traffic patterns, crosswalks, traffic lights, or school safety patrol posts. It is suggested that the

routes provide the greatest physical separation between walking children and traffic, expose children to the lowest speeds and volumes of moving vehicles, and have the fewest number of road or rail crossings.

The lack of education for bicyclists, especially among younger students, continues to be a leading cause of accidents. For example, Clark County’s accident history includes a number of wrong-way and sidewalk riding crashes. Motorist education on the rights of bicyclists and pedestrians is virtually non-existent. Many motorists mistakenly believe, for example, that bicyclists do not have a right to ride in travel lanes and that they should be riding on sidewalks. Many motorists do not understand the concept of ‘sharing the road’ with bicyclists, or why a bicyclist may need to ride in a travel lane if there is not a shoulder or is full of gravel or potholes.

Bicycle education programs in a few schools are typically taught once a year to sixth, seventh and eighth graders. Curriculum is derived from established programs developed by groups such as the League of American Bicyclists, Community Cycling Center and Oregon’s Bicycle Transportation Alliance. In Clark County, bicycle education is taught at selected schools annually, but the program is far from comprehensive. Formal adult bicycle education is virtually non-existent in Clark County.

Pedestrian education programs are rare, but important as well. School children need to understand how to safely cross the road (e.g. scanning for cars), where the best places to cross are, never to cross behind a bus or car, seatbelt safety, etc. . . .

Pedestrian education should be taught as early as first grade and continue through third grade.

Expand Current Education Programs

Existing educational programs at Clark County schools should be made more commonly available in a cooperative effort between the city and the school district, and supported by a secure, regular funding source. A Safety Committee should be formed consisting of appointed parents, teachers, administrators, police, active bicyclists, and public works staff whose task it is to identify problems and solutions, ensure implementation, and submit recommendations to the school board or city council.

Develop New Educational Program Materials and Curriculum

Education materials should be expanded to promote the benefits of bicycling and walking, the need for education and safety improvements, the most recent educational tools available in the country (including the use of low-cost safety videos), and directives to parents on the proper school drop-off procedure for their children. Educational pamphlets for children should be developed. Educational programs, and especially on-bike and on-street pedestrian training, should be expanded to more schools. Education curriculum should, at a minimum, cover the following lessons:

- A) On-bike training or bicycle 'rodeos'
- B) Use and importance of bicycle helmets

- C) How to adjust and maintain a bicycle
- D) Night riding (clothes, lights)
- E) Rules of the road
- F) Riding on sidewalks
- G) How to negotiate intersections
- H) Riding and walking defensively
- I) Use of hand signals

A standard safety handbook format should be developed incorporating the best elements of those currently in use and made available to each school on disk so they may be customized as needed. Clark County schools should develop a circulation map of the campus and immediate environs to include in the handbooks, clearly showing the preferred circulation and parking patterns and explaining in text the reason behind the recommendations. This circulation map should also be a permanent feature in all school newsletters. Bicycle helmet subsidy-programs are available already in Clark County, and should be used to provide low-cost approved helmets for all schoolchildren bicyclists.

Develop an Adult Education Program

An adult bicycle education program should be established through organizations such as the Community Cycling Center, in cooperation with the Parks and Recreation Department

and/or other city departments. This program should (a) teach adults how to ride defensively, (b) teach adults how to ride on a variety of city streets, and (c) encourage adults to feel more confident to ride to work or for utilitarian and recreational trips. The program should coordinate with local bicycling groups who could provide the training expertise, and possibly lead organized bicycle-training sessions, tours and rides. Likewise, educational walks could teach appropriate pedestrian behavior on city streets.

The city should also partner with local, state, and national health organizations to promote walking and bicycling. Examples of possible partnering organizations include: the Robert Wood Johnson Foundation, The Center for Disease Control, and other organizations that focus on public health issues. Through these partnerships, Clark County residents could be educated about the health benefits of incorporating walking and bicycling into their daily lives.

Educate Motorists

Educate motorists about the rights and characteristics of bicyclists and pedestrians through a variety of means including:

- A) Making pedestrian and bicycle safety a part of traffic school curriculum in Clark County.
- B) Producing a brochure on pedestrian and bicycle safety and laws for public distribution.
- C) Enforcing existing traffic laws for motorists, bicyclists and pedestrians.

- D) Working to improve the DMV manual's treatment of bicyclists and pedestrians.
- E) Sending an official letter to the Department of Motor Vehicles recommending the inclusion of bicycle and pedestrian laws in the driver's license exam.

G) Enforcement

Sponsoring Parties: *Police/Sheriff's Department, Clark County*

Bicyclists, pedestrians, and motorists all must behave consistently and according to established laws in order for all to enjoy a safe system. The County should work with the Sherriff's office and city police departments to develop a consistent enforcement program for pedestrian and bicycle-related laws. Such programs have been very effective, in combination with increased bikeway and walkway facilities, at increasing public awareness of bicycle and pedestrian safety issues. Suggested components of a program for Clark County include:

- A) Police training: work with the police department to ensure officers are trained in Washington State laws and local ordinances related to safe motoring, walking, and bicycling. Invite a police department liaison to participate in the BPAC. Hold regular meetings with traffic enforcement officers to discuss issues and solutions.

- B) Develop and distribute informational brochures to bicyclists, pedestrians and motorists.
- C) Design periodic traffic enforcement “sting” operations targeting violations like failing to yield to pedestrians in crosswalks, speeding in school zones, driving in bicycle lanes, and bicyclists and motorists running red lights. Publicize to ensure maximum benefit.
- D) Consider increased enforcement and fees for traffic violations that endanger pedestrians and bicyclists.
- E) Develop and continue a Police-on-Bikes program where appropriate to establish police presence at a community level.

H) Volunteerism

Clark County Parks & Recreation’s “Trail Watch” program recruits, trains and supports volunteers to help meet the information and safety needs of other trail users and park staff



Vancouver-Clark Parks and Recreation Services.

Trail Watchers” provide trail users with information on rules and points of interest, report safety and security concerns to appropriate officials and also assist with light trail maintenance. Volunteers are assigned to the following trails:

- o Discovery Trail
- o Burnt Bridge Creek Trail
- o Ellen Davis Trail
- o Waterfront Renaissance Trail
- o Discovery Historic Loop

