



OREGON BICYCLE AND PEDESTRIAN PLAN

December 10, 2013



Welcome

- **Meeting Purpose:** The purpose of this meeting is to initiate activities of the Oregon Bicycle and Pedestrian Plan Policy Advisory Committee and establish the foundation for updating the Plan. The committee will:
 - Discuss roles, responsibilities and establish operating agreements
 - Receive an orientation on the planning purpose and process
 - Begin discussions that will lead to a vision for the plan

Introductory Exercise



Plan Purpose

- The final adopted Plan will establish statewide policy regarding bicycle and pedestrian modes' contribution to the transportation system and be a part of the Oregon Transportation Plan

Photos, left to right: www.pedbikeimages.com - Elvert Barnes (2011); Julia Diana (2009); Shawn Turner (2010)





PAC Purpose

- *...advise on policies and strategies...*
- Specifically, the PAC is to:
 - Provide a **broad range of perspectives** to ensure outcomes reflect the diverse needs of the state's **communities** and our **entire transportation system**.
 - Provide ongoing **advice to the project team**.
 - Provide **recommendations** on the final plan to **ODOT** and to the **Oregon Transportation Commission**

PAC Role & Responsibilities

- Focus on the purpose and scope of the plan
- Implement the Oregon Transportation Plan
- Represent perspectives of constituents, while seeking consensus



Photo: www.oregonlive.com - Torsten Kjellstrand/The Oregonian

Initiating the Plan

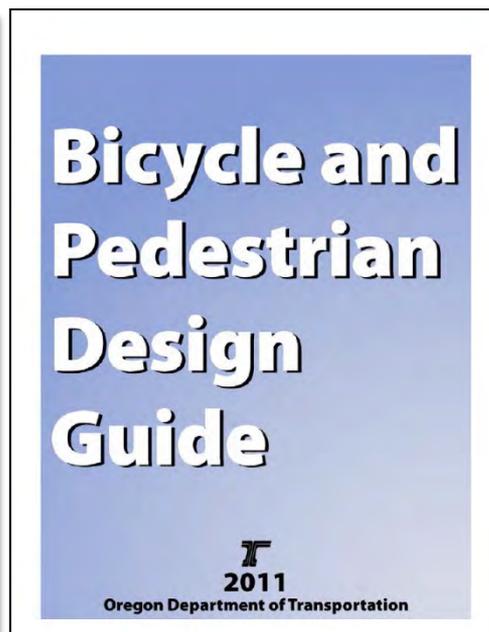
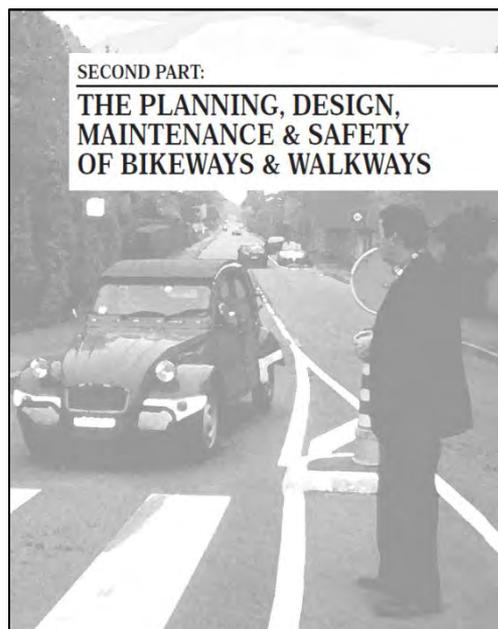
Oregon Bicycle and Pedestrian Plan



Oregon Department of Transportation

Need for Plan Update

- There is little overall framework to help guide decisions and investments
- Currently there is no statewide vision for walking or biking
- While there is an existing Bicycle and Pedestrian Plan...



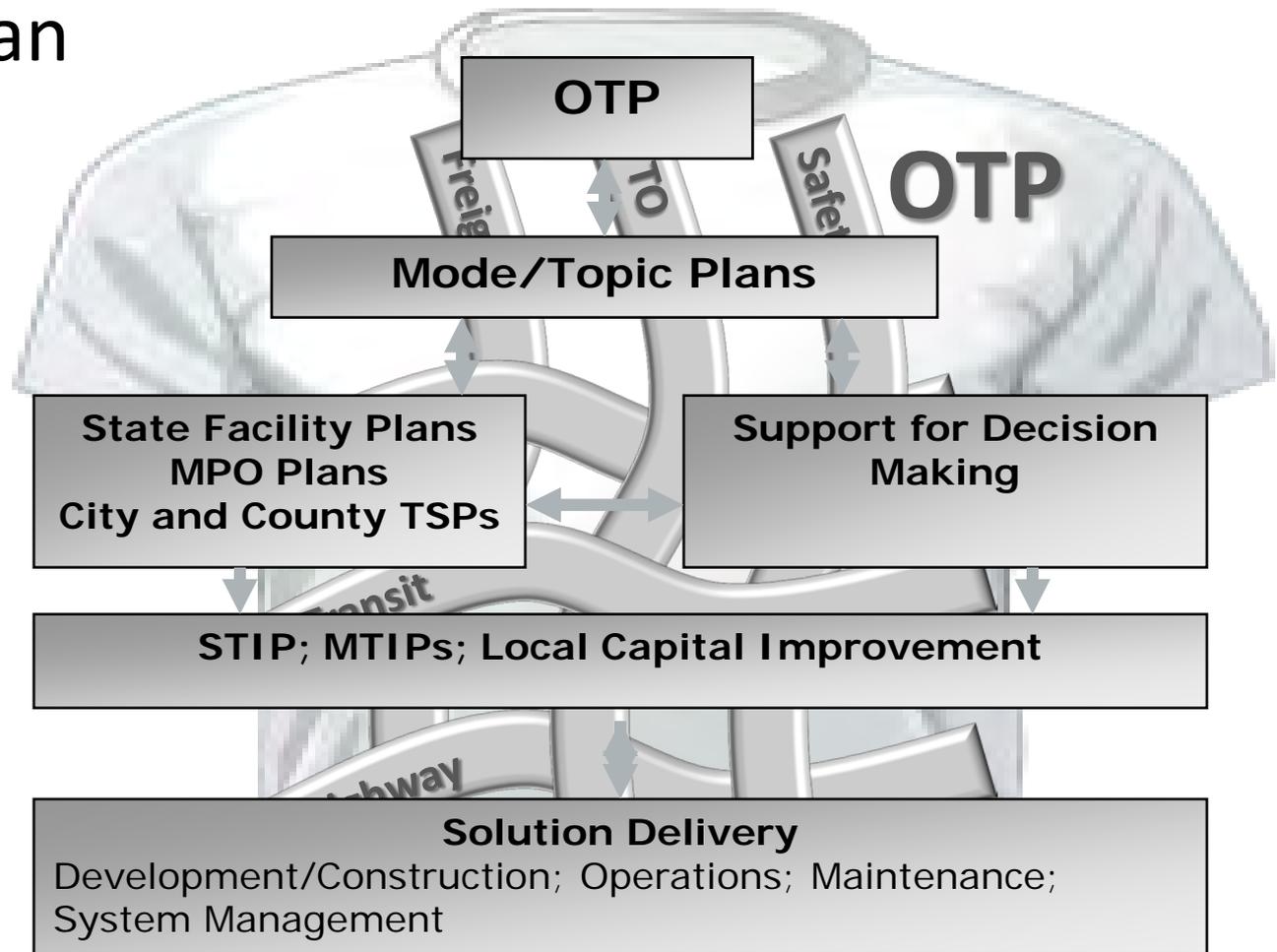
Desired Outcomes of Plan

- Create a vision for the future of biking and walking in Oregon
- Provide a policy framework to guide future decision making
- Result in a consistent approach for balancing objectives and selecting projects to meet those objectives
- Interconnect bike and pedestrian systems statewide and with other modes, no matter jurisdictional authority
- Promote connectivity, accessibility, safety, environment, public health, and other statewide goals
- Highlight the benefits and address the business case for biking and walking among other modes



Plan Requirements

- Modal Plan





Modal and Topic Plans

- Large push to update plans
 - Completed Freight Plan update in 2011
 - Current plans in process:
 - Rail Plan Update
 - Transportation Options Plan
 - Bicycle and Pedestrian Plan
 - Upcoming updates
 - Public Transportation Plan
 - Transportation Safety Action Plan
- Continuous process
 - OTP and OHP updates





Plan Requirements

- The OTP Mode/Topic plan requirements:
 - Minimum of 20 year forecast for population and needs
 - Consistency with the OTP and its investment scenarios; and TPR, Statewide Planning Goals, etc.
 - Integration with other mode / topic plans
 - Level of service in the form of standards, performance measures or goals as appropriate
 - Description of funding and prioritization of needs
 - Diverse stakeholder engagement and statewide public review in accordance with the State Agency Coordination Program and federal requirements
- Adopted by the Oregon Transportation Commission, amending the OTP



Focus and Level of Detail

- The OTP and Statewide Mode/Topic Plans are:
 - Policy plans
 - Set vision, goals and objectives
 - Provide a policy construct to guide decisions, investments, and implementation activities
- They differ from other plans in that they *do not*:
 - Include specific projects or investments
 - Map and discuss specific routes or networks
 - Include design details
 - Advocate for needs and wants



Bicycle and Pedestrian Plan

Key Questions in Developing the Bike-Ped Plan:

- **Statewide vision and policies**
 - What future state do we want to achieve?
 - What will this accomplish for Oregon and for the transportation system?
 - What values will guide our actions?
 - How can policies be implemented to achieve the vision?
- **Help to prioritize investments**
 - What kinds of investments should be a priority under what conditions?
 - How do we assure investments help to achieve vision, goals and objectives of plan (i.e. performance measures)?
- **State's Role**
 - What is ODOT's role in the statewide system?
 - What are the roles of other players (e.g. local jurisdictions)?

Break



Phase I: Data, Research & Review

Scope Elements	PAC Review and Discussion
Scope	#1 General Procedures; Scope
Vision	#2 Develop Vision for Plan
Issues and Themes	#3 Identify Plan Issues and Themes
Current Plans, Practices & Data	#4 Draft Background Memo
Policy Review & Assessment	#5 Draft Review & Assessment Memo
Effective Policies – Other Places	#6 Effective & Relevant Policies Memo



**Phase II: Develop
Policies and
Strategies**

Scope Elements	PAC Review and Discussion
Policy Recommendations	#7 Draft Policy Recommendation Memo
Estimates: Infrastructure, Funding	#8 Draft Estimates on Infrastructure & Funding Memo
White Papers	#9 Draft White Papers
Performance Measures	#10 Draft Performance Measures Memo
Funding Considerations	#11 Draft Funding Considerations Memo
Investment Prioritization	#12 Draft Prioritization & Strategy Memo

**Phase III:
Develop the
Plan**

Scope Elements	PAC Review and Discussion
Policy Recommendations	#13 Draft Policy Recommendations Chapter
Implementation Considerations	#14 Draft Implementation Considerations Chapter
Draft Plan	#15 Draft Plan

Engagement

Public and Stakeholder Input

Participants

OTC

Chair Committee, Receive Updates, Provide Guidance, and Adopt the Plan

Plan/Policy
Committee

Advise the Process, Help Create Content, and Make Recommendations

Technical
Experts

Work Technical Issues and Make Recommendations to Policy Committee

OBPAC, Stakeholders,
Affected Parties, and
Interested Groups

Passively or Actively Receive Briefings, Contribute Thoughts and Perspectives

- Stakeholder Presentations
- Stakeholder Fact Sheets

- Listening Meetings
- Public Review of Materials

What's In/What's Out

Likely Included in Plan

- Policy Recommendations
- Funding Needs & Considerations
- Performance Measures
- Prioritization Framework
- Implementation Considerations

Likely Not Included

- Design Guidance
- Project Recommendations
- Network Planning
- Network Maps
- Specifics on Education & Enforcement (policies are included)

Oregon History

Over 40 years ago, Oregon led the nation in ensuring a portion of funding for biking and walking and by establishing that bike and pedestrian facilities shall be considered in all new projects.



Signing of the Bike Bill (ORS 366.514) and the first Oregon Bike and Pedestrian Advisory Committee.



Oregon History

Looking back
to where we
came from in
the 1970s

- Downtown Portland, 1970



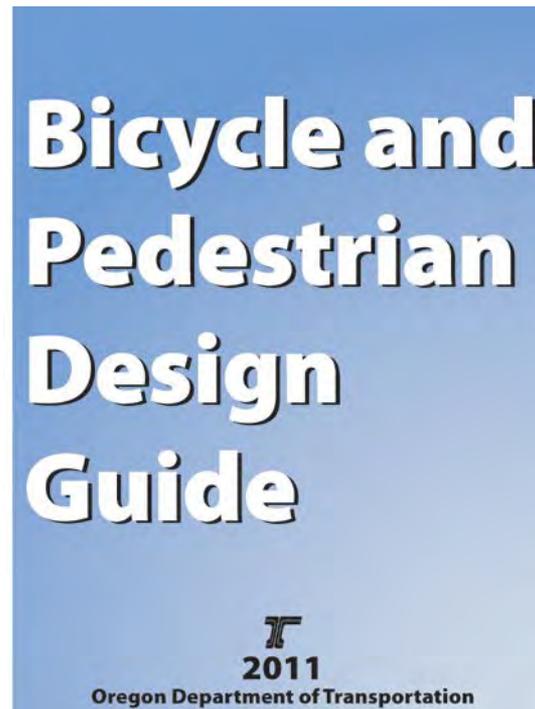
Leaders in Innovation





Oregon Design Guides

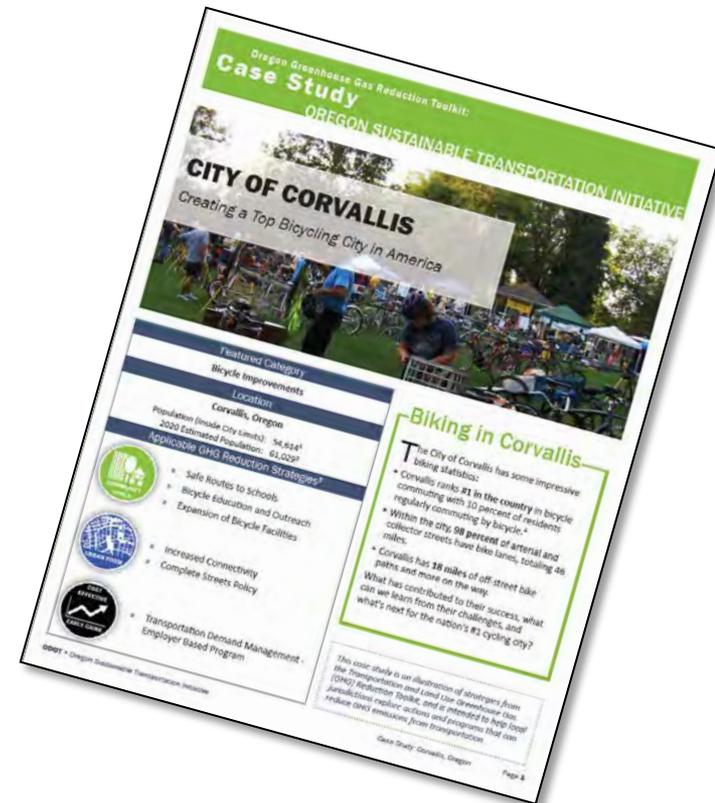
ODOT's first Bike and Pedestrian Design Guide was created as part of the Bike and Pedestrian Plan in 1995, and it was recently updated in 2011.



Oregon Cities Leading the Way

Oregon cities are among the top in the nation for biking.

- **Corvallis** has the highest percentage of commute trips by bike in the nation.
- **Eugene** has second highest.
- **Portland** is consistently ranked the # 1 Bike Friendly City in the nation, with the highest *Bike Score* ranking in 2013.



Bicycle Friendly Communities

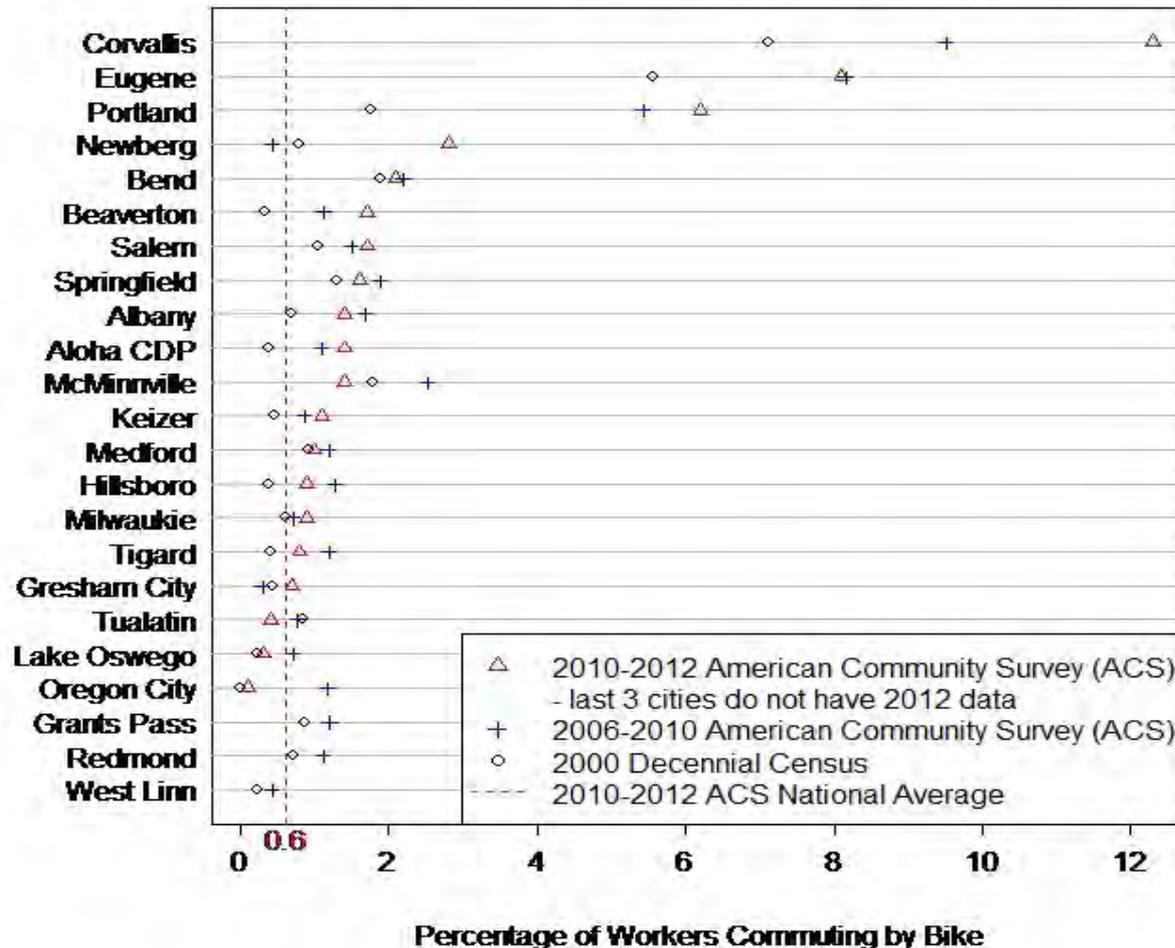
Engineering
Education
Encouragement
Enforcement
Evaluation

Oregon's Bicycle Friendly Communities

Community	Level	Engineering	Education	Encouragement	Enforcement	Evaluation
Albany	Bronze	★				
Ashland	Bronze	★				★
Beaverton	Bronze	★	★			
Bend	Silver	★	★			
Corvallis	Gold	★	★	★	★	★
Eugene	Gold	★	★	★		★
Gresham	Bronze	★				
Portland	Platinum	★	★	★	★	★
Salem	Bronze	★		★		
Sisters	Silver	★	★			

Oregon Cities Leading the Way

Bike Mode Commute Shares for Residents of Oregon's Largest Cities (resident workers >= 10,000)



Oregon Cities Leading the Way

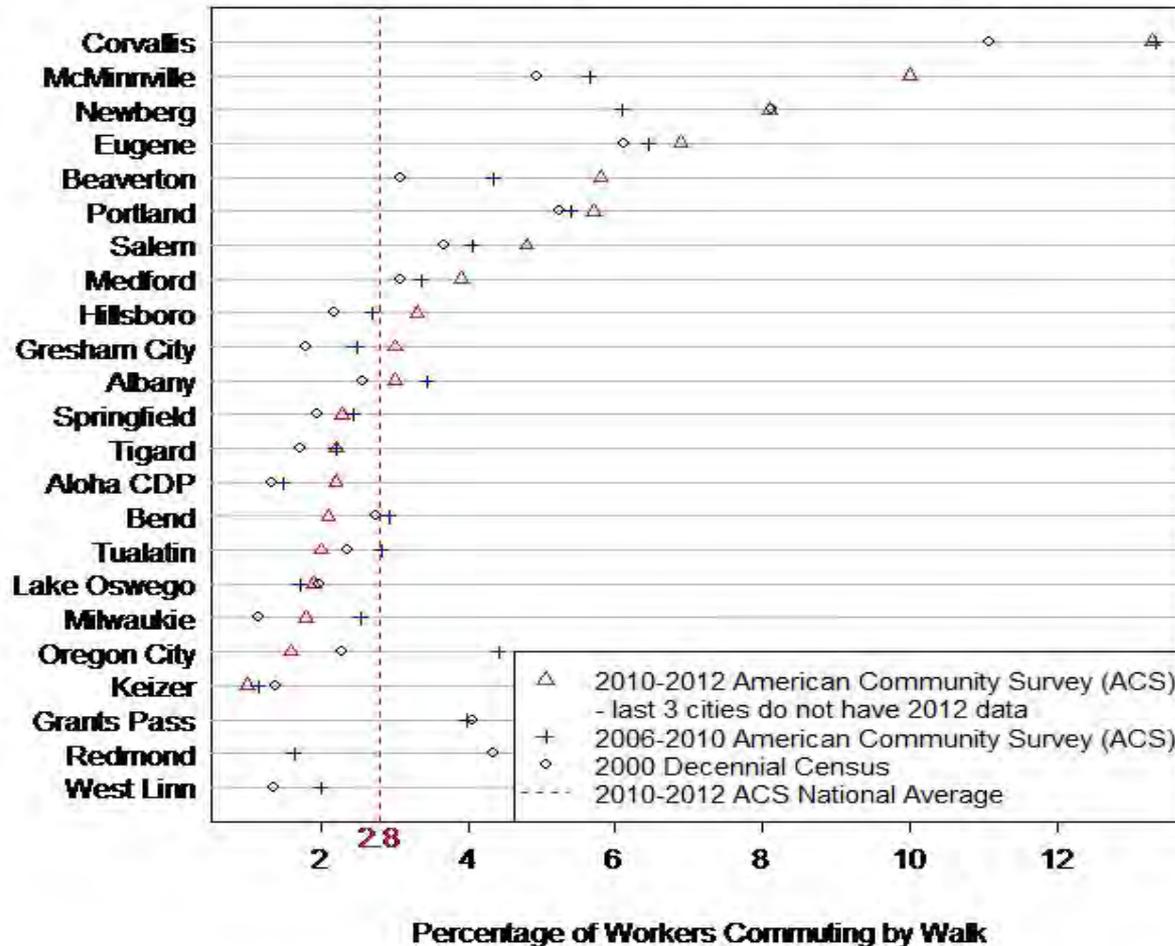
Oregon cities also lead the way in pedestrian travel.

- **Corvallis** has the highest percentage of commute trips by walking in the nation.
- According to *Walk Score*, three Oregon cities, **Portland, Ashland and Corvallis**, are some of the most walk-friendly cities in the nation.



Oregon Cities Leading the Way

Walk Mode Commute Shares for Residents of Oregon's Largest Cities (resident workers >= 10,000)



Safe Routes to Schools

- Many children bike and walk to school in Oregon.
- Biking to school in Portland is 10 times the national average, and walking to school is 3 times the national average.



Economic Benefits

- Walking is the #1 most popular recreational activity in the U.S.
- Travel Oregon has reported that bike tourism contributes \$400 million dollars annually to the Oregon economy
- One event, Cycle Oregon, contributes over \$6 million to local economies every year during it's week long event.
- Oregon attracts small and mid-size businesses in the bicycle industry.





INTERVIEWS: KEY ISSUES

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Safety!



Funding & Investments

- Need reliable and stable funding
- Recognize limited resources
- Find new sources
- Only build what can be maintained



Photo: www.pedbikeimages.com - Dan Burden (2006)

Statewide Network

Vision, Policies and *Framework*

- Integrated system (local & state)
- Strategic statewide network of bicycle corridors
- Identify needs, policies and priorities
- Vision and goals come first
- Allow flexibility



Photo: www.garyridesbikes.blogspot.com

INTERVIEWS: KEY ISSUES

Commuting or Recreation?

- Transportation is the fundamental purpose
- Distinction is not easy
- Recreation paths may become commuter paths
- Safety is primary concern



Integrate Multiple Modes

- Separate modes
- Multiple modes in one facility
- Distinct pedestrian needs



Building Better Communities

- Equity & Mobility
- Health
- Environment
- Economic vitality

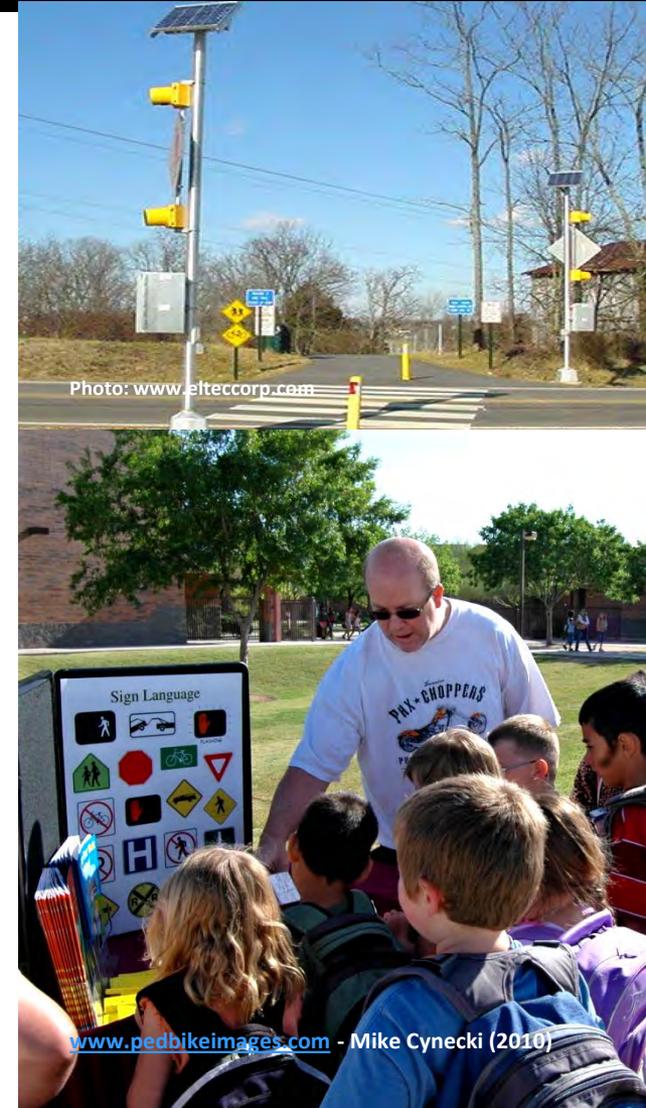


Photo: www.eugene-or.gov

INTERVIEWS: KEY ISSUES

Other Key Issues

- Multimodal planning
- Standards, measures & data
- Flexibility & innovation
- Governance
- Education & enforcement



- Considerations for BP Plan
 - Safety
 - Access
 - Connected routes and modes, within and between cities
 - Facilities useable by everyone
 - Economic impacts of bike and ped
 - Relationships to other state plans and goals
 - Different needs, concerns throughout state
 - Supporting plan implementation

- What would success look like?
 - Bike and Ped are a normal part of transportation, planning, and project development
 - Accessible facilities useable by everyone
 - Improved safety for all users
 - Plan is used for policy and decision making
 - Convenient, comfortable interconnected routes

Public Comment



Next Steps

- Develop Communications Plan
- Prep for February visioning workshop

Next PAC meeting February 10, 1PM

Keep up to date, subscribe to the website

<http://www.oregon.gov/ODOT/TD/TP/pages/bikepedplan.aspx>