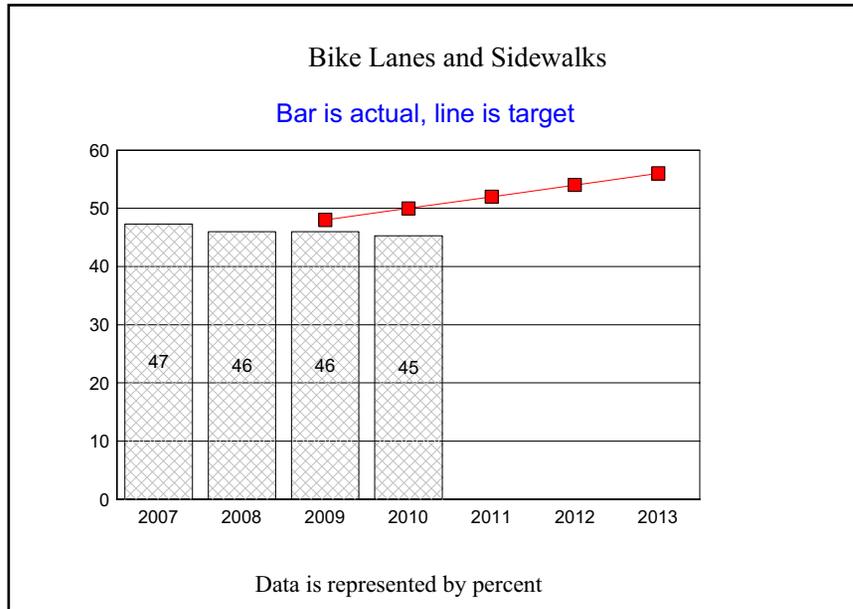


<b>TRANSPORTATION, DEPARTMENT of</b>	<b>II. KEY MEASURE ANALYSIS</b>
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<b>KPM #18</b>	Bike Lanes and Sidewalks: Percent of urban state highway miles with bike lanes and pedestrian facilities in “fair” or better condition.	2005
<b>Goal</b>	ODOT Goal #4: Sustainability/Environment -- Sustain the environment and communities	
<b>Oregon Context</b>	Oregon Benchmark #72: Road Condition	
<b>Data Source</b>	Bicycle/Pedestrian Program, Highway Division, ODOT	
<b>Owner</b>	Bicycle/Pedestrian Program, Highway Division, ODOT, Sheila Lyons, 503-986-3554	



### 1. OUR STRATEGY

This measure reports the performance of ODOT in meeting community needs for bike lanes and sidewalks. This has been a priority in Oregon for many years. Oregon Revised Statutes have established a Governor appointed Oregon Bicycle and Pedestrian Advisory Committee, requires bike

lanes & sidewalks be provided as a part of road construction projects, and have mandated that a minimum one percent of the state highway fund be used for bike and pedestrian facilities. The measure was revised in 2006 to more adequately reflect the goals of the program and establish targets to drive better outcomes for bike lanes and sidewalks. While rideable and walkable shoulders exist on many rural highways, this performance measure is focused on completing the sidewalk and bicycle system in cities and urban areas. Actual community needs for bike lanes and sidewalks have been evaluated and existing state highways, except for freeways, have been inventoried.

## 2. ABOUT THE TARGETS

Targets are based on total roadside miles in cities and urban areas that have been determined to need bicycle facilities and/or sidewalks. Urban areas are those areas with populations over 5,000 determined to have a population density that meets the federal definition for the area bordering the highway. Small incorporated cities with populations under 5,000 are also included. Sidewalks must be present, five feet or more in width and in fair or better physical condition. Bicycle facilities are defined as a marked and striped bike lane five or more feet in width or a paved shoulder that is five feet or more in width or a travel lane that is shared by both bicyclists and motor vehicles where the posted speed is 25 MPH or less or a multi-use path within the right of way. Bicycle facilities are considered necessary for 100 percent of state highway roadside miles in cities and urban areas. Sidewalks are commonly necessary for less mileage with a statewide need of 57 percent of state highway roadside miles in cities and urban areas. Couplets, (where a state highway separates into two distinct roads within towns and cities) also affect needs and mileage because sidewalks are usually appropriate for both sides of both roadways whereas bicycle facilities are only needed on one side of each roadway. Total miles needed for each type of facility are added together and compared to the total urban roadside mileage. This establishes a long term target of 78 percent of urban roadside mileage to complete the sidewalk and bicycle system. The Oregon Transportation Plan assumes that bicycle and pedestrian facilities will provide needed transportation options for moving around communities by 2030. Total miles of existing bike lanes and sidewalks were compared to the total urban roadside mileage to determine the current percentage of the system that is complete. Currently 45 percent of the urban roadside mileage has bicycle facilities and/or sidewalks. Annual targets of 2 percent a year have been established to complete the sidewalk and bicycle system by 2030.

## 3. HOW WE ARE DOING

The program is considered a success based on positive feedback from communities that have received technical assistance and other efforts to monitor program outcomes. Sidewalks and bicycle facilities on urban state highways were 45 percent complete in 2010. This is slightly down from the 2008 KPM of 46 percent due to adjustments in the highway system mileage. Current efforts will continue in the provision of technical assistance and the dispersal of grant monies to increase appropriate availability of bicycle and pedestrian facilities. ODOT staff has worked hard to define a meaningful new measure for this program with improved data quality and availability. A two year effort to inventory and assess all highways in urban areas and small cities statewide was completed in 2008. To date, 100 percent of the urban areas and small cities have been inventoried and assessed. The performance measure was based upon complete data for all state highways in cities and urban areas across the state. This information

will be used to reevaluate program emphasis and strategies as well as to monitor progress made toward measure targets and program goals.

#### **4. HOW WE COMPARE**

There are no known standards or measures, either national or from neighboring states, with which to compare our progress in this area.

#### **5. FACTORS AFFECTING RESULTS**

Results may fluctuate somewhat as the boundaries of small cities and urban areas change, development occurs and with increases or decreases in the highway mileage.

#### **6. WHAT NEEDS TO BE DONE**

The sidewalk and bicycle systems on state highways in urban areas needs to be completed. Current funding levels are inadequate to complete the system by the 2030 Oregon Transportation Plan target date. Inventory data will be used to prioritize sidewalk and bicycle facility infill. Performance measure progress will be monitored and compared to annual measure targets and program goals. Staff will also work to identify the best methods and cycles to update program data on a regular basis. The effort to update data will ensure this information will continue to assist in decision making concerning program direction, emphasis and funding priorities.

#### **7. ABOUT THE DATA**

Data was collected using the highway video log and the findings were validated in the field. This report is based on data from 100 percent of the statewide urban areas and small cities. Now that the statewide inventory is complete, subsequent annual reporting cycles will be based on a federal fiscal year because the summer seasons will be the optimum time for field validation.