



# TSAP Action Completion Plan

**This document summarizes the leadership, key stakeholders and actions needed to complete 2016-2020 Oregon Transportation Safety Action Plan Tier 1 Actions. This document also defines success/completion for each Action.**

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TSD Concurrence by:  
Date:

## 1. Action Number and Description:

***Action 6.8.2: Provide safe facilities and crossings in areas where pedestrians are present or access is needed. Prioritize transit corridors, school areas, multilane streets and highways and other high risk areas and facilities.***

## 2. Action Lead:

ODOT Active Transportation Section

## 3. Key Stakeholders:

All people who walk in Oregon. Interested parties include the Oregon Bicycle and Pedestrian Advisory Committee, ODOT's Safe Routes to School Advisory Committee, Oregon Walks and the Street Trust.

## 4. Existing Data Available and Additional Data Needed:

Existing Data: ODOT maintains an extensive asset management system for state highways, including inventories of the: ODOT highway system, roadway classifications, number of lanes, posted speeds, average annual daily traffic, crashes, presence and condition of sidewalk and bicycle facilities, transit corridors and stops. ODOT collaborates with other agencies to obtain information on potential pedestrian destinations such as schools and parks.

In progress: ODOT is currently in the process of developing a statewide inventory of marked crosswalks on the state highway system.

### Data Limitations:

- Absence of a statewide inventory of local road network data including crosswalks, presence of sidewalks and bicycle facilities, roadway classifications, traffic volumes and speeds.
- Limited information on bicyclist exposure (counts) to develop crash rates and evaluate impact of innovative bicycle facilities on usage
- Absence of data on bicyclist crashes not involving a motor vehicle (e.g. caused by poor infrastructure conditions)

- Limited data on crashes involving bicyclists that do not meet DMV reporting thresholds (transport to hospital or \$2,500 in damage)

#### 5. Describe Anticipated Barriers to Success & Proposed Actions to be Taken as a Result of These Barriers:

In order to implement this action in a wide-reaching and strategic way, additional funding or re-distribution of existing funded is needed to develop a list of prioritized locations for pedestrian safety improvements and to design and construct infrastructure projects. ODOT's Pedestrian and Bicycle Program and Safe Routes to School infrastructure program are currently oversubscribed to and funded at levels that are inadequate to keep up with current inflation and construction cost escalation rates, let alone move the needle on ODOT's Key Performance Measure to complete the sidewalk network along urban highways. High overhead costs (e.g. mobilization, environmental), small program budgets, and limited capacity for project delivery staff to take on additional projects make it difficult to deliver standalone projects to address priority pedestrian safety needs. To make the most of limited funding, Pedestrian and Bicycle Program funds are often used to leverage larger projects funded through other larger programs (e.g. pavement preservation), which are rarely programmed in the highest pedestrian need areas.

There will also need to be integration of pedestrian crossing priorities into local agency Transportation System plans and project lists. Most TSPs currently identify gaps in the existing sidewalk network, but do identify and prioritize pedestrian crossing needs.

#### 6. Planned Activities and Timelines:

##### Policy, Planning, Design

- Urban Design Initiative- ODOT's Blueprint for Urban Design (BUD) presents a framework to determine the urban context along state roadways. The guide helps practitioners determine performance based outcomes for each facility based on the urban context and to identify ways in which design flexibility can accommodate vulnerable user needs. Slower speeds, regularly spaced crossings, and other design elements such as bicycle facilities, on-street parking, and wide sidewalks are considered in the guide as strategies to improve safety and comfort of the anticipated users (bicyclists, pedestrians, and transit riders). The BUD defines target pedestrian crossing spacing and target speed. Both policies support improving access and safety for people crossing state roadways.
  - o Timeline: The final document anticipated early fall of 2019. Implementation activities will begin in the fall of 2019.
- ODOT's Pedestrian and Bicycle Safety Implementation Plan developed a methodology for identifying segments of state highway with a high risk for pedestrian crashes. This methodology has been applied statewide as an evaluation criterion in the Active Transportation Needs Inventory (ATNI), an ODOT tool developed to systemically evaluate and help prioritize areas on the state system for potential pedestrian and bicycle program investment. ODOT's Safety Division and Active Transportation Unit are currently developing updates to both the Pedestrian and Bicycle Safety Implementation Plan and Active Transportation Needs Inventory.
  - o Timeline: Project expected to kickoff fall 2019. Project completion anticipated October 2020.

##### Pedestrian and Bicycle Infrastructure Investment Programs

- Safe Routes to School (SRTS) Infrastructure Program - In 2017, the Oregon legislature passed a historic allocation of state highway fund dollars to Safe Routes to School Infrastructure projects. The purpose of the SRTS Infrastructure Program is to allow ODOT to distribute funds deposited into the SRTS fund in accordance with OAR 737-025. These funds are intended to build infrastructure projects that address

the needs of students that walk and bicycle to school considering the unique perspectives and behavior of children. The fund receives \$10 million state highway dollars annually increasing to \$15 million annually in 2023. The funds are divided into three different programs with different eligibility, application guidelines, and timelines:

- Competitive Grant Program - The majority of the funds, 87.5 percent or greater, are used for a Competitive Grant Program to build street safety projects to reduce barriers and hazards for children walking or bicycling to or from schools.
- Rapid Response Grant Program - Up to 10 percent of funds are used for urgent needs or systemic safety issues that occur in between Competitive Program Grant cycles.
- Project Identification Grant Program - Up to 2.5 percent of funds are used by ODOT to help communities identify projects to reduce barriers and hazards for children walking or bicycling to and from school and that will lead to eventual construction.

Twenty-four projects totaling \$15.6 million were funded during the first grant program cycle. Fourteen of these projects identified crossing improvements in their project description.

- Timeline: The SRTS infrastructure program is ongoing. The next round of the Competitive Grant program will open in the Spring of 2020.
- Sidewalk Improvement Program (SWIP), Ped/Bike Quick Fix, and Active Transportation Leverage - State Highway Fund dollars are distributed to each region for bicycle and pedestrian projects on state roadways. Outside agencies (such as a local roadway authority) may be able to use some of the funds such as SWIP dollars for pedestrian and bicycle facilities on state highways via an Intergovernmental Agreement. These funds are frequently used to improve crossings and apply innovative treatments such as rapid flashing beacons that improve visibility for pedestrians.

Data and Performance Measures:

- ODOT Active Transportation Unit is releasing an RFP for consultant support to develop a Pedestrian and Bicycle Performance Measures and Data Implementation Framework. This framework will help ODOT identify and implement a new Key Performance Measure(s) and programmatic performance measures to monitor implementation of Oregon Bicycle and Pedestrian Plan and Transportation Safety Plan policies and strategies. The Framework will also include recommendations for developing a statewide pedestrian and bicycle counting program.
  - Timeline: Kickoff anticipated October 2019. Project completion February 2021.

7. Define Successful Action Completion (May include ongoing activity):

Improving existing crossings and building enhanced crossings at needed locations. Developing performance measures for the investment programs that fund pedestrian improvements will be important to evaluate the impact of this TSAP action.

8. Describe How Equity is to be Addressed:

The focus of the SRTS Infrastructure program was to prioritize Title I schools. Equity criteria is integrated into many of the funding programs. Also, transportation disadvantaged communities are used as a prioritization criteria in the ATNI.

9. Describe Supporting Information; e.g. Current Trends and Other Factors expected to impact Action:

The success of this action is dependent on appropriate funding. The current funding levels do not match the need for enhanced and improved crossings and to complete the sidewalk network.

ODOT Key Performance Measure performance:

### Bike Lanes and Sidewalks - Percent of urban state highways with bike lanes and sidewalks

