

Bicycle and Pedestrian Plan Policy Advisory Committee Meeting #10 Summary

Tuesday, July 7, 2015, 1:00–4:00 p.m.

Location: Chemeketa Center for Business and Industry, 626 High Street, Salem, Room 115

Committee Members Present

Tammy Baney (Chair), *Oregon Transportation Commission*
Steve Dickey, *Salem-Keizer Transit District*
Heidi Guinen*, *Upstream Public Health*
(alternate for Noel Mickelberry)
Peter Fernandez, *City of Salem*
Bob Joondeph, *Disability Rights Oregon*
Mark Labhart, *Tillamook County Commission*
Sid Leiken, *Lane County Commission*
Jerry Norquist, *Cycle Oregon*

Gerik Kransky, *Bicycle Transportation Alliance*
Jenna Stanke Marmon, *Oregon Bike/Ped Advisory Committee, Jackson County*
Bob Russell, *Oregon Trucking Associations*
Dan Thorndike, *Medford Fabrication*
Phil Warnock, *Cascades West COG*

Committee Members Absent

Jerry Breazeale, *Rural Oregon representative*
Craig Campbell, *AAA Oregon/Idaho*

Chris DiStefano, *Rapha*

ODOT Staff Present

Savannah Crawford, *Principal Planner*
Amanda Pietz, *Transportation Planning Unit Manager*
Brooke Jordan, *Senior Transportation Planner*
Sheila Lyons, *Bike/Ped Program Manager*
Mac Lynde, *Active Transportation Section Manager*
Mary McGowan, *Senior Transportation Planner*

Consultants Present

Peter Lagerwey, *Consultant Project Manager–Toole Design Group*
Beth Wemple, *Cambridge Systematics*
Jeanne Lawson, *Facilitator–JLA Public Involvement*
Jamie Harvie, *JLA Public Involvement*

Members of Public Present

Kari Schlosshauer, *Safe Routes to School National Partnership***

*Attended by phone

**Kari is alternate to Gerik Kransky

Key Meeting Outcomes

The PAC discussed and provided feedback on the draft Performance Measures, Chapter 1: Introduction, and Chapter 2: Trends, Challenges and Opportunities.

- PAC members' comments about Performance Measures included:
 - Consider non-motor vehicle related crash data
 - Correlate utilization and crash numbers
 - Identify data needs and drive data collection
 - Consider perception of safety and underutilization
 - Measure impact of biking and walking on economic development
 - Measure impact of biking and walking on greenhouse gas emissions
 - Consider using the number of ODOT Regions that have completed active transportation inventories as a measure
- The PAC recognized many of their suggestions are not viable with existing information and encouraged the project team to actively seek ways to develop the information.
- Suggestions for changes included:
 - Generally, language in Chapters 1 and 2 could have a more positive tone.
 - There are opportunities to expand Chapter 2, particularly around ties between the bike/ped and health, economic, and mobility related issues.

Meeting Summary

Welcome

Amanda Pietz welcomed everyone to the meeting. She said that the PAC would be reviewing the draft Performance Measures and draft Chapters 1 and 2. She noted that at this meeting the PAC would start to see their previous discussions come to fruition.

Jeanne noted that at this point the PAC had provided substance for most of the Plan and now the project team was interested in hearing whether the content and tone fit with what the PAC expected.

May 11 Meeting Summary

Jeanne asked for any comments on the May 11 meeting summary.

A PAC member who had been absent for the previous meeting noted that updated Goals, Policies and Strategies had been presented at the last meeting but comments had not been discussed. He said he wanted to ensure the PAC would have a chance to review and comment on the Goals, Policies and Strategies prior to sending them to the Oregon Transportation Commission (OTC).

Staff replied the item was only as needed, depending on level of comments and that the updated Goals, Policies and Strategies would be brought to the next PAC meeting for review prior to them going to the OTC in October. Staff noted that no major changes to the Goals, Policies and Strategies were planned except to expand the Equity section.

There were no additional comments or questions about the summary.

Policy Update

Savannah Crawford updated the PAC on recent outreach activities related to the Plan. She said the project team had made presentations to most of the Area Commissions on Transportation (ACTs) and they planned to present to Metro's Joint Policy Advisory Committee on Transportation (JPACT) and Transportation Policy Alternatives Committee (TPAC) later in the month. She said they had been presenting the draft Strategies and Policies and introducing the major themes of the plan. She said the feedback had been mostly positive and in line with the Plan direction. She noted that PAC members had attended several of the ACT presentations and asked committee members to provide their impressions.

Savannah updated the group on chapter development. She said that today's meeting would present Chapter 1: Introduction, and Chapter 2: Trends, Challenges and Opportunities. The August meeting would bring the full draft Plan, including updated drafts of Chapter 3: Policies and Strategies and Chapter 5: Implementation Considerations; and new Chapter 4: Investment Considerations.

Performance Measures

Amanda Pietz explained that the Performance Measures would be used to help ODOT determine whether they are making progress toward achieving the Plan vision and whether they were getting the information needed to help them make the decisions called for in the Plan. She said that one of the main challenges had been to find metrics that are being consistently measured at a state-wide level. She explained that the Performance Measures were based on data that is currently available and that are action-oriented (e.g. safety, utilization). She said that elsewhere in the plan, the benefits or desired outcomes would be discussed.

Amanda said the TAC had provided input on the Performance Measures at their June meeting. They had reviewed the more detailed, technical aspects of a longer list of Performance Measures. A PAC member asked whether all the Performance Measures being presented could be measured. Staff indicated that this was the intention. Jeanne noted that the Plan refers to desired data that is not yet available and that the group could discuss "parking lot" issues – data the group would like ODOT to pursue section and measures once available. Beth Wemple explained that the document included two groups of Performance Measures: those that could be measured currently and those that, if they could be measured, would help work toward plan goals. She reviewed and explained each of the Recommended Plan Performance Measures.

Pete Lagerwey said that focusing on safety in Performance Measures was helpful because the question of whether the goals are being met or not is clearly answered and goals can be adjusted accordingly. He said that safety was also a proxy for many other things, such as whether facilities are being built correctly or whether education efforts are working.

Non-motor vehicle crash data

Feedback from the committee included:

- Safety Performance Measures 1 and 2 only include crashes between bicycles/pedestrian and motor vehicles. Crashes not involving motor vehicles should also be considered.
- Recommend adding a new Performance Measure specifically for bicycle and pedestrian related crash data.

Correlating utilization with safety numbers

Feedback from the committee included:

- Need to have ridership and pedestrian utilization numbers data to compare to the number of accidents. Staff noted that the consultant had been asked to look into this; however, there was not enough data on how many people are walking and biking.

Identifying data needs

Feedback from the committee included:

- It is important for the Plan to talk about what data is needed rather than be limited to the data that is available.
- If ODOT identifies something they need to know, then they could potentially fund that data collection.
- ODOT should track all crashes on their facilities resulting in serious injury or fatalities even if they don't involve motor vehicles.
- Pedestrian injury data, including location, is important.
- The "where" is just as important as the number of crashes.

A PAC member asked how the Plan defines success in regards to reducing fatalities and serious injuries. Staff noted that the Plan's goal language includes "eliminate fatalities and serious injuries."

It was pointed out that the word "bicycles" was missing from Safety Performance Measure #2. Staff said this was a typo and would be amended.

A PAC member pointed out that the Safety Priority Index System (SPIS) was used to both assess crash data and also identify where changes need to be made. He said that the Plan's Performance Measures only measure but don't stipulate desired outcomes and asked whether the outcomes would be specified anywhere.

- Beth said that this would be covered elsewhere in the Plan but not within the Performance Measures. She explained the Performance Measures are intended just to provide *measurable* indicators of the success of the Plan. Jeanne reminded the group that they had established the Policies and Strategies, which are the primary guides for the success of the Plan.
- A PAC member said that a system such as SPIS does not account for underutilization of facilities, which may result from feeling unsafe. This is something to consider when deciding how to measure Performance Measure #3 (perceived safety of biking and walking).

Measuring perception of safety

A PAC member asked where the data would come from for the Safety Performance Measure #3 (perceived safety of biking and walking).

- Beth replied that this data would come from the Oregon Transportation Needs and Issues Survey, which is a state-wide survey done every two years. It is a statistically valid survey completed by a random sample across the state. It has asked the same question over the last ten years, which is whether the person feels that they have the necessary facilities to bike or walk safely within their community.
- A PAC member asked how the data will be used. Staff responded that the answers can be used to assess perceived or actual barriers to using the system. She said that the answers vary drastically depending on location (parts of the state, urban or rural, etc.), ethnicity, and other variables.
- The PAC member said it seemed that growth in the numbers of people biking or walking would be a more reliable measure of people's perception. He noted that there were some locations in the state where he would feel safe biking or walking and others where he wouldn't. Staff noted that the question focused on the individual's neighborhood, which helped to define the answers.
- A PAC member said that the Oregon Health Plan completed a survey that asked about customer satisfaction. He said it could sometimes be used to highlight aspects of the system that were important but may not be thought about otherwise – for example, the friendliness of the reception could improve satisfaction without actually changing the care received. He thought it was worthwhile to use the survey information in that light.

- Another PAC member said he thought that the survey was generally a good thing to consider. He asked whether the responses could be broken down by city. Staff responded that the responses can be broken down by various geographical definitions, including city.
- A PAC member said that perception is reality and it needed to be considered.
- A PAC member said that additional nationwide data may be available from the private biking industry, which collected the information to determine why people weren't buying bikes in certain areas.
- Pete Lagerwey noted that fear of motor vehicles was the number one expressed fear for bicyclists and that separation was important. He said that there were many surveys conducted nationally, though each was different so they were best used for broad comparative purposes.
- A PAC member suggested that the information from the Oregon Transportation Needs and Issues Survey would be more relevant if the question were changed to: "Is safety a barrier to you taking trips/short trips by walking or biking?"
- A PAC member said that it needed to be considered whether the survey adequately reaches and considers the entire population, including underserved communities and communities of color.

Missing contribution to economic development

It was suggested that a Performance Measure be added related to economic development.

Utilization Performance Measures

A PAC member asked why walking and biking are separated in Utilization Performance Measures 1 and 2.

- Beth replied that the solutions relating to the two Performance Measures are different.
- A PAC member said she supported keeping them separate because this would be helpful for programs that are specific to one mode or another; for example, bike share programs.

A PAC member asked why these performance measures are specific to commuting.

- Beth replied that it was due to the data available.
- A PAC member said he would encourage looking for ways to expand the data set because transportation needs were not limited to commuting.

Measurement of greenhouse gas reductions

A PAC member said that the utilization category was missing a Performance Measure around how much biking and walking can contribute towards the state's GHG emission targets.

- Staff noted that the challenge is how to measure this. She noted that at that they have also focused on action-oriented rather than outcome-based Performance Measures.
- A PAC member said that it would be worth considering and consulting with the recent Climate Smart scenario-based studies that had been done to see how they would recommend measuring the effect of trips on GHG emissions.
- Peter Lagerwey explained that there is an FHWA report that explains the various ways of measuring influences on GHG emissions and that it was complicated and nuanced. He said that having something in the Plan that said they would like to consider influences on GHG emissions and pointed to the FHWA report would be a good way to go.

Jeanne summarized the feedback that had been heard so far by the PAC:

- Add a Performance Measure on economic development.
- Add a Performance Measure on how well data is being developed.

Continued discussion

- A PAC member noted that the Performance Measures were backwards-looking metrics. He said his organization uses forward-looking metrics to help evaluate whether the work being completed now will generate the outcomes they want to see in the future. He said the current metrics do not identify what steps were to be taken, by whom and what should happen following the evaluation.
- The PAC member also recommended making the connection between the Performance Measures and the Plan goals more clear.
- A PAC member said she wanted to make sure that measurement of underutilization due to safety concerns was captured as a desired metric. She asked whether this could be addressed through modeling. Staff responded that it may be helpful to consider the types and designs of facilities that could be improved to encourage utilization. She also said that some of the wording in the Policies and Strategies could be strengthened to highlight the need to consider utilization.
- A PAC member said that opponents to bike/ped projects could use underutilization as a reason to not invest in bike/ped.
- Another PAC member said that important metrics for utilization include origin and destination data as well as facility preference data.
- A PAC member suggested adding a Performance Measure around how many Regions have completed an active transportation inventory.

Chapter 1: Introduction

Savannah Crawford presented Chapter 1: Introduction and Chapter 2: Trends, Challenges and Opportunities and asked for feedback on whether anything is missing, whether the tone is right, or whether additional clarity is needed.

Chapter 1 provides context as to why biking and walking is important; introduces the idea of a seamless system and urban versus rural needs; provides the Plan vision; and gives an overview of the plan as a whole.

Savannah noted that the project team had recommended a small wording change to the vision: “In Oregon, people of all ages, incomes, and abilities can access destinations in urban and rural areas on ~~get where they want to go on~~ safe, well-connected biking and walking routes. People can ~~access destinations in urban and rural areas and~~ enjoy Oregon’s scenic beauty by walking and biking on a transportation system that respects the needs of its users and their sense of safety. Bicycle and pedestrian networks are recognized as integral, interconnected elements of the Oregon transportation system that contribute to our diverse and vibrant communities and the health and quality of life enjoyed by Oregonians.”

PAC members did not have any comments and indicated they were generally fine with the wording change. Jeanne asked for any follow-up comments as soon as possible.

Discussion

- First paragraph on page 2: Need to capture the desire for separation of vehicles where feasible or appropriate.
- One PAC member would like to see Chapter 1 better acknowledge the Bicycle Bill and positive contribution of bicycling to Oregon.
- General tone should be more inspiring/visionary – word in a positive rather than negative tone.

Chapter 2: Trends, Challenges and Opportunities

Savannah Crawford said that Chapter 2 provides a high-level overview of benefits and trends of biking and walking and covers challenges and opportunities identified throughout plan process which framed development of policies and strategies. She noted that, based on feedback heard earlier in the meeting, the project team would plan to add to the discussion about GHG emissions.

Discussion

- Overall tone of the chapter could be more inspirational – the introductory sentence, in particular.
- “What about data?” pull-out box on page 7 put in actual text somewhere
- Pull-out box on page 6 wasn’t clear: “From 2009-2013, there was an average of 48 pedestrian fatalities and 9 bicyclist fatalities in Oregon.”
- Pull-out box on page 1 wasn’t clear: “In Portland, bicyclists and pedestrians spend more on average than their car-driving counterparts.”
- Issues related to mobility and the needs of users with disabilities are not called out specifically enough. The federal government pushes states to show mobility features are incorporated into transportation systems and the Plan should call out how bike/ped facilities can contribute toward these needs.
- In the discussion of Issues and Opportunities section, call out the fact that 50% of car trips are under three miles and that converting these trips to bike/ped is a big opportunity.
- In Health Benefits and Issues and Opportunities sections, accentuate the connection between transportation and health and reference the memorandum of understanding between ODOT and the Oregon Health Authority.
- The format is very text-heavy. In final layout, recommend breaking text up with visual content.
- Add some case studies or personal stories to help emphasize the need for the Plan.
- Economic Growth Benefits section needs to be expanded, including benefits of attracting a talented workforce and tourism.
- Show ties between Economic Growth and Mobility, including the need for people to participate in the workforce and biking/walking can meet those needs.
- Show ties between Economic Growth and Health related to worker health and productivity and associated costs to small businesses.

Jeanne asked Tammy Baney, PAC Chair, for her thoughts on the current status of the content.

- Tammy said that she was feeling comfortable with the content. One of her greatest concerns had been the utility of this document once complete. She said that cross-referencing the various transportation plans documents was important. She said she felt that they were in a good place.

Additional Discussion

Amanda Pietz told the committee about the Policy Integration Project currently underway (project fact sheet attached). She said the intention of the project is to create an online platform where all policies and plans were in one place and could be referenced and compared to one another. She said the project didn’t include rewriting the policies, but providing the ability to relate the policies and identify potential gaps and conflicts. ODOT will work with internal and external users to develop the platform over the next year and that the tool would probably be ready to go live six months after that.

Savannah Crawford wrapped up the discussion by reminding the group that the intended audience for the Plan is practitioners but that ODOT acknowledged that many people would read and use the Plan, so the intention is to keep the document language at a less technical level and to provide explanations of technical content and terminology. She asked PAC members to keep that in mind as they review the language.

- A PAC member asked whether jurisdictions would use the Plan when developing Transportation System Plans (TSPs). Amanda replied that the Policies and Strategies are intended for use by ODOT, but the project team was also trying to include a broad range to make them helpful to a variety of users.

Public Comment

Jerry Zelada had provided a written comment related to Performance Measures that was provided along with the meeting packets (attached).

PAC Report-outs

PAC members reported on who they had spoken with about the Plan since the last meeting and any issues and concerns the group should be aware of. Members provided an overview of transportation-related legislation from the recently completed state legislative session and an update on the Salmonberry Rails and Trails project.

Wrap up and Next Steps

A PAC member pointed out that the project schedule showed the Plan going to the OTC in August and said he wanted to ensure the PAC had time to comment on it before sending to the OTC. Staff explained that the item on the calendar indicated the PAC meeting when the full Plan would be reviewed prior to sending to the OTC. The Plan would not be sent to the OTC any sooner than October and not before the PAC's had a chance for input.

The next PAC meeting will be held on August 25 at the Chemeketa Center for Business and Industry. Jeanne reminded PAC members to review materials prior to the meeting to ensure a productive discussion.

Tammy thanked committee members for making the time to attend the meeting and adjourned the meeting.

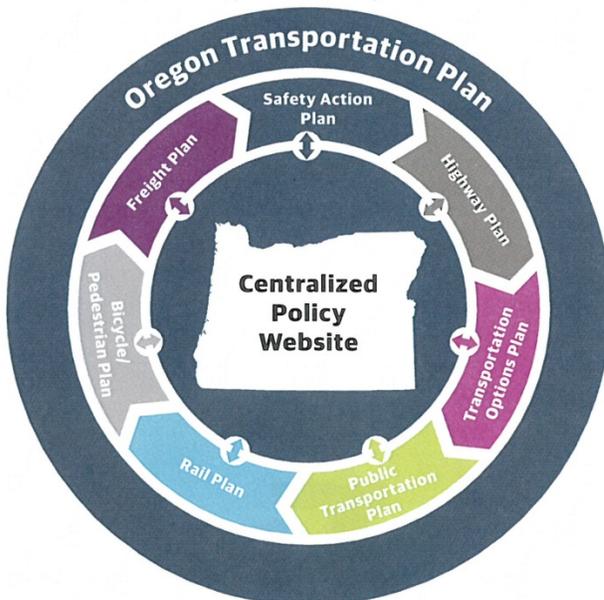
Oregon Integrated Transportation Policies – an online one-stop shop to statewide plans

ODOT is working to integrate multiple statewide policy plans to comprehensively encapsulate people and freight movement across modes, better illustrate connections between plans, and provide an online one-stop shop for people using Oregon's transportation policies and strategies. This effort will involve a consolidation of eight primary statewide policy plans developed by ODOT, along with a multitude of stakeholders, including:

- Oregon Transportation Plan
- Oregon Transportation Safety Action Plan
- Oregon Freight Plan
- Oregon Highway Plan
- Oregon Bicycle and Pedestrian Plan
- Oregon Public Transportation Plan
- Oregon Rail Plan
- Oregon Transportation Options Plan

While all eight plans include inter-related policies, strategies and actions that guide progress toward Oregon's transportation mission, the current organization of the policies, strategies and actions does not clearly reflect the relationships among plans in an interactive and easy-to-use format. Staff and stakeholders have recognized the need for a centralized system to provide one point of entry for Oregon transportation policy.

ODOT is working on a centralized, online one-stop shop to better organize and show linkages among Oregon's transportation policies, strategies and actions.



Mission for ODOT

To provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

Clear connections.

Oregon has many transportation policies and strategies that work together to shape planning, investment, project design, project construction, and operations and maintenance. The policy structure represents discussions and agreement with the public, stakeholders, and practitioners regarding their desired outcomes about the existing and future state of transportation in Oregon (e.g. safety, accessibility, economic prosperity, improved health, etc.), and identifies the appropriate actions to help achieve those values and meet the needs of Oregonians. ODOT's new centralized website will clearly show the linkages among policies, strategies and actions from all plans – representing a compilation of policies and strategies covering the movement of people and freight on all modes of transportation.

Clear connections lead to clear outcomes.



Outcome: More people will understand and use the statewide plans.

An online, easy-to-use website will make Oregon transportation policy more accessible to a wide variety of people. The public, elected officials and decision-makers, local agency staff, transportation advocates, transportation professionals, and ODOT staff will have a web-based structure at their fingertips to use for decision-making and to guide future work. Instead of referencing multiple documents with the worry of missing something, people in Oregon affected by or applying state policies will benefit from only one place to visit.



Outcome: Implementation will reflect the interrelated breadth and depth of state transportation policy.

Oregon's transportation policies affect all aspects of transportation, from investment decisions to project design considerations to public education approaches. The ideal is that the collective transportation decisions and actions roll up to move the needle toward achieving a better transportation system for Oregon. By organizing and linking the range of policies, strategies and actions, people will be able to understand the full context and the considerations for different approaches moving forward.

Outcome: Future transportation planning, investment, design, construction and operations and maintenance processes and decisions will rely on the website as a resource.

The centralized website will provide a valuable resource for future planning, programming, project delivery and maintenance and operations processes and decisions. The website will be usable for a wide variety of more targeted state, regional and local plans (e.g. cities developing Transportation System Plans, regions developing corridor plans or area plans). The next Oregon Transportation Plan update will directly benefit from the renewed organization and linkages among plans and policies. People involved with all steps of a project life cycle will be able to quickly and directly access information and guidance.



Performance Measures for the Low to Moderate Effort.

The concerns of measuring the bicycle and pedestrian plan have a narrow, sensitometric silo-ed orientation. I find it embarrassing that the suggested performance measures have an admitted expectation of “low to moderate.” It is as if bicycle and pedestrian ‘counts’ live in a vacuum.

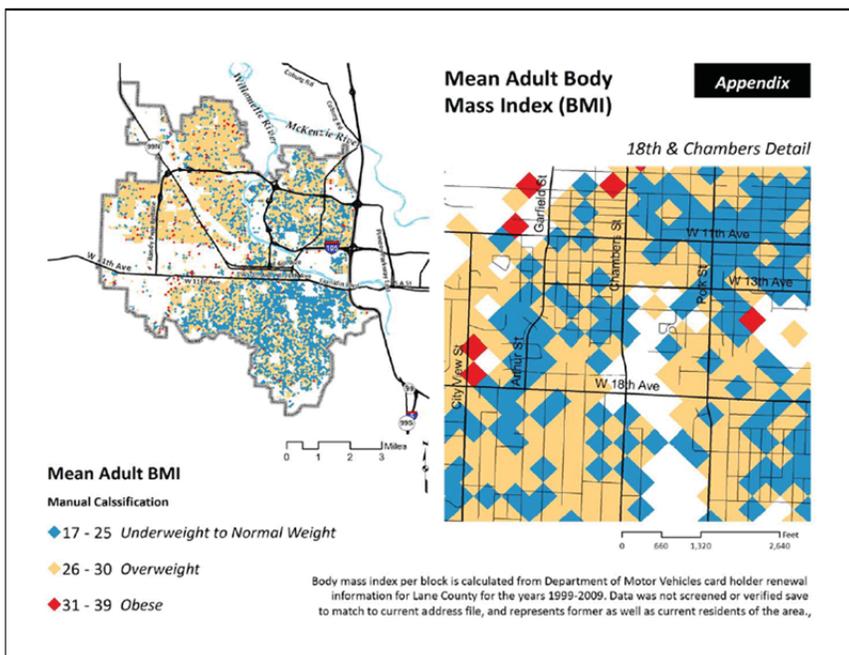
This is one of the frustrating issues that faces ODOT. How do we move ODOT to be part of the whole world? How do we make Transportation that has a big T as described in the evolving Bike/Ped Plan document?

As an example, performance measures about reducing death by Vision Zero is actually a small paragraph. When one listens to what happened in NYC the past 18 months and what VZ has triggered there, it is about breaking down silos and having integrated-shared information, budgets, and solutions. Let me suggest several key areas that could be barometers for the success of the bike/ped plan performance measures.

Senate Bill 1059 & House Bill 3543 detailed out sustainability issues for Oregon several years ago. Major evidence was given that almost half of the trips in an automobile are 3 miles or less. The second piece of developing news was that one out of 3 Oregonian kids is medically obese. The third bit was no matter how many levers you throw in the wizard-of-oz-Greenstep machine, you could not reduce carbon consumption diet with the cessation of all gas/diesel engines, -> the CO2 is simply pushed farther down the food chain. I came away thinking these precepts frame our goals:

1. get more people doing short trips to meaningful places by activity
2. treat obesity with active transportation infrastructure

There are no health measures mentioned. Why? One simple measure is personal household budgets which include medicine and health costs. ODOT uses this data already. Insurance & Pharmaceutical companies have public records of this household item. How much of that budget goes to anti cholesterol medications? Can active transportation reduce this budget item? Europe does it. It is startling to go to Amsterdam or Barcelona, or London and see how few obese people there are in those cities.



Look at this ODOT data:
At your left: Eugene DMV BMI measurement: yellow (Light gray) are overweight licensees. Overweight & the obese (dark red or deeper grey dots) predominantly live in the light colored suburbs. It is an area devoid of active transportation infrastructure and service.

TAC's discounted performance measures needs increased thoughtfulness. The inclusion/exclusion of measurements

create a plan with no teeth and no vision. There can be an aggregate of measures. For example detailed

analysis of change is a primary criteria: if freight is an increasing volume of snarling traffic caused by Port of Portland shipping changes, this requires action on the part of ODOT. If we use an indicator species among bicyclists, then attention can be revealed as to what needs to happen. For example, using 'parents with children' bicyclists as an indicator of safety perception will tell a lot about a street's safety. Querying people. If you use the number of kids participating in an ODOT sponsored Safe Routes to Schools program, this is a direct measure of the success of the program dollars.

I question the timidity of the TAC to really evaluate measures of success. This will come back to haunt the process of warranting more monies for programs or prioritizing funding for programs...we have all heard: "Prove to me that money for active transportation makes a difference." The TAC's acceptable performance measures don't tell much of the story and don't give much feedback about how the Planning Dept's Active Transportation is succeeding or failing at spending money. TAC's Emphasis truly resides in chosen "measures (that) require a low to moderate level of effort." Do you want the Plan to really have such a lazy set of performance measures? Do you want a low to moderate implementation of the Plan.

The Plan has to counter the mood of the state to be only Maintenance oriented. We need to show any way, and in every possible way what a difference active transportation makes in each citizen's life.

Another ignored measure is business. Providence Health systems gives TriMet passes to employees as a benefit. How do businesses encourage Active Transportation as benefits for employees? Is there a tax benefit that can be measured in pretax dollars that can be directly queried twice a decade that would reveal needs or success? What are the supports that businesses can provide directly to helping reduce the 3 mile trip for citizens to travel for employment or for purchasing goods and services rather than driving?

There is no analysis of ODOT internal structure: ODOT has in mind to reduce it's work force by 5%. Recently a major sustainability position was eliminated and partial duties were rolled into a lower level abbreviated job description with a reduced salary. The amount ODOT spends on its self to accomplish these goals is not trivial BUT is a measure for support/success and follow through. For example, How much FTE is spent on evaluating Grants and Applications for the programs specifically in Active Transportation? And has this changed over the past 5 to 8 years?

Evaluating monies within Active Transportation can be done in multifold manner. One can look at how dollars that are actually spent, one can evaluate the % available money versus the total requested, you can evaluate the MPOs and cities' master plan accomplishments versus what remains unfulfilled, details of the cooperative, shared monies for AT's accomplish goals can tracked/compared (e.g. mixing fed /state dollars for safety programs for active transportation or for another example, the DMV dollars for improved motorcycle education/training).

Another simple area of need is the inventory of unfinished sidewalks. 500 miles was the last count I heard. Why can not the whittling down of this number simply be a count of success no different than the number of bridges rehabilitated by previous OTIA bonds? Why not count number of miles of sidewalks rather than the fuzzy consideration listed for 'conditions' of sidewalks. Measure the basics needs.

A solution could consider two sets of books or two tiers performance measures. One, would be most astringent and meek as suggested by the TAC. But add a second more risky set of queries that measure development of a real active transportation infrastructure system. This latter set of measures could really ask hard questions: Is ODOT really putting money into bicycle and pedestrian infrastructure or are they simply halving the active transportation personnel and caving into adding more paved lanes of automobile traffic.

The absence of these self analyses says to me, a Plan with no teeth. Again, the TAC writers say it themselves much more correctly: the chosen performance measures “would require a low or moderate level of effort for implementation.” This is serious, critical flaw not a path towards success.

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